



GAINESVILLE-HALL
Metropolitan Planning Organization

FY 2024—2027

TRANSPORTATION IMPROVEMENT PROGRAM

Amended: May 14, 2024

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.

Prepared by the Gainesville-Hall Metropolitan Planning Organization in coordination with the City of Gainesville, City of Oakwood, City of Flowery Branch, Town of Braselton, City of Hoschton, Hall County, Jackson County, Hall Area Transit, Jackson County Transit, the Georgia Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration.

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GHMPO Committees

As the designated MPO for the Gainesville-Hall Area, the Gainesville-Hall Metropolitan Planning Organization is responsible under Section 134 of Title 23, United States Code, for carrying out a “continuing, cooperative and comprehensive” (3-C) transportation planning process. The process uses three committees (Policy Committee (PC) – the decision making body, Technical Coordinating Committee (TCC) – the staff, and Citizens Advisory Committee (CAC) – the public) to develop and carry out a comprehensive transportation planning process and to ensure that programs, improvements, and expenditures are consistent with regional goals, policies, and plans.

- The Policy Committee is the decision making body and is represented by elected officials from the member jurisdictions and an official from the Georgia Department of Transportation (GDOT). The committee is responsible for taking into consideration the recommendations from the Citizens Advisory Committee and the Technical Coordinating Committee when adopting plans or setting policy.
- The Technical Coordinating Committee membership includes staff from the member jurisdictions, various federal, state, and local agencies and associations that have a technical knowledge of transportation or planning. The TCC evaluates transportation plans and projects based on whether or not they are technically warranted and financially feasible.
- The Citizens Advisory Committee consists of volunteer members who are interested in transportation issues. They are appointed by their member jurisdictions. The CAC is responsible for ensuring that values and interests of the citizens in Hall County and a portion of Jackson County are taken into consideration in the transportation planning process.

Policy Committee

Voting

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

Non-Voting

Joseph Boyd, *Transportation Planning Director, GHMPO*
Renee Gerrell, *Chair, GHMPO Citizens Advisory Committee*
Adam Hazell, *Chair, GHMPO Technical Coordinating Committee*
Ann-Marie Day, *Planning Team Leader, Federal Highway Administration*
Holly Peterson, *Community Planner, Federal Transit Administration*
Shannae Johnson, *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, *Chairman, 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*
Debbie Martin, *Mayor, City of Hoschton*

Technical Coordinating Committee

Voting

Adam Hazell, *Planning Director, Georgia Mountains Regional Commission - Chair*
Gina Roy, *Assistant County Manager, Jackson County - Vice-Chair*
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, *Community Development Director, City of Oakwood*
Rich Atkinson, *Community Development Director, City of Flowery Branch*
Bill Nash, *Public Works Director, Hall County*
Frank Miller, *County Engineer, Hall County*
Jennifer Scott, *Town Manager, Town of Braselton*
Jennifer Kidd-Harrison, *City Manager, City of Hoschton*
Phillippa Lewis Moss, *Director, Hall Area Transit*
Phillip Peevy, *Planning & Environmental Manager, GDOT*
Kelvin Mullins, *District Engineer, GDOT*
Jomar Pastorelle, *Capital Regions-Metro Regions MPO Branch Chief, GDOT*

Non-Voting

Jared Lombard, *Transportation Planner, Federal Highway Administration*
Holly Peterson, *Community Planner, Federal Transit Administration*
Shannae Johnson, *Transit Planner, GDOT*
Kevin Keller, *Planning Director, Town of Braselton*
Renee Gerrell, *Chair, GHMPO 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*
Chris Hulse, *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*
Debbie Martin, *Mayor, City of Hoschton*
Wade Dale, *Mayor, City of Gillsville*
Tim Hatch, *Chief, Oakwood Police Department*
Joseph Boyd, *Transportation Planning Director, GHMPO*

Michael Haire, *Transportation Planning Manager, GHMPO*

Citizens Advisory Committee

Renee Gerrell, *Hall County - Chair*
Patrick O'Rourke, *Hall County - Vice Chair*
Toni Buffington, *Hall County*
Nick Haynes, *Hall County*
Brent Hoffman, *Hall County*
Joe Kennedy, *Hall County*
Kim Jackson, *Hall County*
Adrienne Rice, *Hall County*
Jason Cox, *City of Gainesville*
Berlinda Lipscomb, *City of Gainesville*
Beverly Nordholz, *City of Gainesville*
Betsy Wigington, *City of Gainesville*
Sammy Smith, *City of Gainesville*
Pat Jones, *City of Oakwood*
Tony Millwood, *City of Oakwood*
Rick Marzano, *City of Flowery Branch*
John Rudio, *City of Flowery Branch*
Billy Edwards, *Town of Braselton*
Jim Southard, *Jackson County*

GHMPO Staff

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. GHMPO is responsible for conducting and maintaining the Gainesville-Hall Planning Area, which covers all of Hall County and a portion of western Jackson County. Figure 1 illustrates the boundary of GHMPO's planning area.

The Planning Process

There are three documents that form the foundation for the ongoing work of the GHMPO:

- Metropolitan Transportation Plan (MTP): The MTP is the heart of the MPO planning process, and is required to be updated at least every five years. The most recent GHMPO Metropolitan Transportation Plan was adopted in 2020, and the GHMPO Policy Committee is expected to adopt the Metropolitan Transportation Plan: 2025 Update in May of 2025. The Metropolitan Transportation Plan outlines planning objectives within the Gainesville-Hall Planning Area over the next thirty years.
- Transportation Improvement Program (TIP): The TIP is GHMPO's short to medium range planning document, which lists federally funded projects within the Gainesville-Hall Planning Area over the next three to four years. This document is amended at the request of the Georgia Department of Transportation to include new projects as funding is assigned to them during the TIP program years.
- Unified Planning Work Program (UPWP): The UPWP serves as the annual operating budget for GHMPO, and provides funding for equipment, planning activities, and planning studies throughout a single fiscal year.

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 MTP. The project worksheets in Appendix A list both a GHMPO and a GDOT project identification numbers, if available, for cross-reference between the MTP and the TIP.

Amendments and Administrative Modifications

The following actions are eligible as **Administrative Modifications** (minor revisions not requiring public review or a Policy Committee vote) to the STIP/TIP/MTP(LRTP):

- Revise a project description without changing the project scope, conflicting with the environmental document or changing the conformity finding in nonattainment and maintenance areas (less than 10% change in project termini). This change would not alter the original project intent.
- Splitting or combining projects.
- Federal funding category change.
- Minor changes in expenditures for transit projects.
- Roadway project phases that are \$10 million or under may have an administrative modification cost increase of the amount to be authorized up to \$2 million or less. For project phases over \$10 million, administrative modifications may be conducted if the increase in cost is less than 20%.
- Shifting projects within the 4 year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.
- Projects may be funded from lump sum banks as long as they are consistent with category definitions.

An administrative modification can be processed in accordance with these procedures provided that:

- It does not affect the air quality conformity determination.
- It does not impact financial constraint.
- It does not require public review and comment.

The following actions are eligible as **Amendments** (revisions requiring public review and a Policy Committee vote) to the STIP/TIP/MTP(LRTP):

- Addition or deletion of a project
- Addition or deletion of a phase of a project
- Roadway project phases that increase in cost over the thresholds described in the Administrative Modification section.
- Addition of an annual TIP.
- Major change to scope of work of an existing project. A major change would be any change that alters the original intent i.e. a change in the number of through lanes, a change in termini of more than 10 percent.
- Shifting projects within the 4-year STIP which require re-demonstration of fiscal constraint or when the subsequent annual draft STIP was not submitted prior to September 30.

Amendments of the STIP/TIP/LRTP will be developed in accordance with the provisions of 23 CFR Part 450. This requires public review and comment and responses to all comments, either individually or in summary form. For amendments in MPO areas, the public review process should be carried out in accordance with procedures outlined in the Participation Plan.

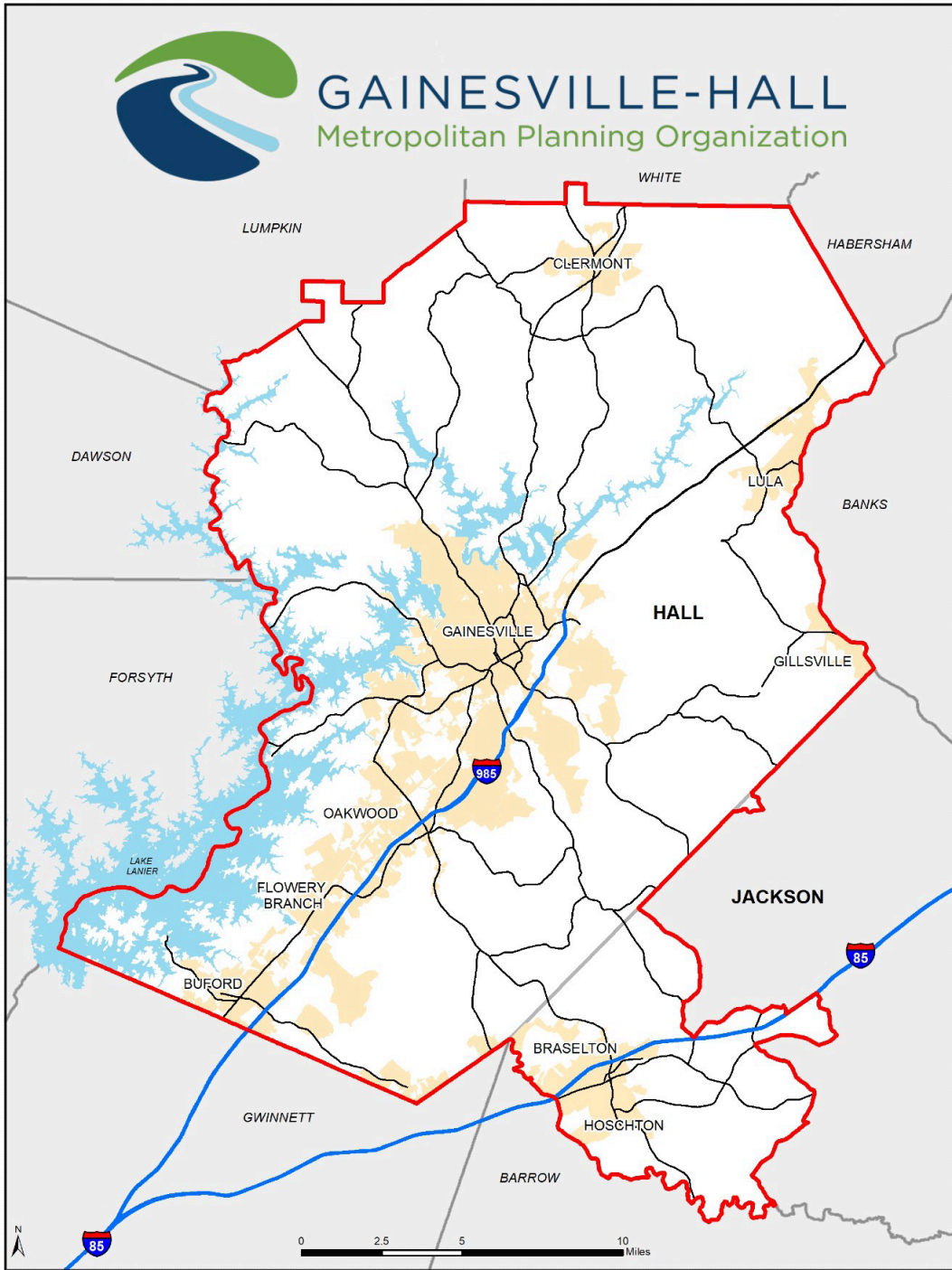


Figure 1: Gainesville-Hall Planning Area Boundary

Transportation Improvement Program

Overview

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 2024 (beginning July 1, 2023) to FY 2027 (ending June 30, 2027) that is consistent with the Gainesville-Hall Metropolitan Transportation Plan: 2020 Update (MTP). The TIP is updated at least once every four years and amended as frequently as necessary. The GHMPO Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC) are responsible for reviewing the TIP and recommending it for adoption to the GHMPO board, or the Policy Committee. The public is also invited to review and comment on the proposed TIP.

In addition, the federal Infrastructure Investment and Jobs Act (IIJA), 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. The total cost of all projects taking place between fiscal years 2024 and 2027 is \$193,907,188.71, shown in the table on page 12. This does not exceed the available total of \$232,961,185.29, shown in the table on page 13, indicating financial constraint. The local funds identified on page 13 are provided by the local jurisdictions that the transportation projects are occurring in, further detailed in Appendix A.

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 with a 30-day public comment period for review of the document. The draft TIP was available for public review on the GHMPO website as well as in the form of a hard copy at the GHMPO office.

Infrastructure Investment and Jobs Act (IIJA) Planning Factors

The transportation planning process must explicitly address the eleven planning factors included in the Infrastructure Investment and Jobs Act (IIJA) and previously outlined in 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 IIJA, which was signed into law on November 15, 2021. 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 2024-2027 Projects

This spreadsheet contains a list of projects along with the dollar amounts scheduled for the fiscal years 2024-2027.

FY 2024-2027 Lump Sum Funding Categories

This spreadsheet reflects available funding dollars for the GHMPO area in lump sum categories for the fiscal years 2024-2027.

FY 2024-2027 Hall Area Transit Funding

This spreadsheet contains the Hall Area Transit funding categories along with the dollar amounts for the fiscal years 2024-2027.

This is followed by project worksheets in Appendix A that supply more detail on these projects that are funded from 2024-2027. Prefacing these worksheets is a project definitions page to explain various items that are not self-explanatory. It also includes project worksheets that supply more detail on these projects. Appendix B provides a detail breakdown of the various transit funding categories. Appendix C includes public comments received on the TIP. Appendix D and E provide a narrative on lump sum funding and lump sum funded projects. Appendix F lists all the MPO authorized projects. Appendix G provides a list of definitions,

abbreviations, funding and phase codes, and acronyms used within the text of this TIP. Appendix H provides the adopted resolutions relating to performance measures and targets related to the GHMPO planning area.

FY 2024-2027 Transportation Improvement Program

5/14/2024

GHMPO No.	GDOT No.	Project Name	\$ Thousands																			
			FY 2024					FY 2025					FY 2026					FY 2027				
			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 from SR 60 to Sardis Road near Chestatee Road									\$56,477	\$2,193										
GH-020A	122060	SR 11/US 129 from Lakeview Street to S of Nopone Rd - Phase I									\$58,108	\$2,164										
GH-020B	0016862	SR 11/US 129 from Brittany Court to S of Lakeview St - Phase II						\$1,500														
GH-020C	0016863	SR 11/US 129 from Limestone Parkway to N of Brittany Court - Phase III											\$1,500									
GH-038	132610	SR 60/Thompson Bridge Road - SR 136/Price Road to Yellow Creek Road in Murrayville																			\$25,937	
GH-119	0015551	SR 60/Thompson Bridge Road at Chattahoochee River			\$101																	
GH-121	0017392	Green Street Improvements			\$5,295											\$14,857	\$1,507					
GH-124	0015702	SR 53/Dawsonville Hwy from Ahaluna Dr to Shallowford Road				\$3,282	\$70															
GH-126	0015918	SR 60/Green Street at CS 898/Academy Street				\$2,255	\$425															
GH-130	0013762	SR 60/Thompson Bridge Road from SR 400/Lumpkin to Yellow Creek Road/Hall						\$1,000													\$2,393	
GH-133	0016074	SR 365/Cornelia Hwy at YMCA Drive/Lanier Tech Drive - New Interchange				\$17,622	\$585															
GH-141	0017735	SR 283/Holly Springs Road at Flat Creek								\$270												
GH-144	0019079	SR 284/Shoal Creek Road at Eubank Creek													\$325							
GH-145	0016921	SR 53 @ SR 369				\$750																
TOTAL			\$0	\$0	\$5,395	\$23,909	\$1,080	\$1,000	\$1,500	\$270	\$114,585	\$4,358	\$0	\$1,500	\$325	\$14,857	\$1,507	\$0	\$2,393	\$25,937	\$0	\$0

FY 2024-2027	\$ Thousands
SCP	\$1,000
PE	\$5,393
ROW	\$31,928
CST	\$153,351
UTL	\$6,944
TOTAL	\$198,616

FY 2024-2027 Funding Categories

FUND	CODE	LUMP DESCRIPTION	2024	2025	2026	2027	TOTAL
NHPP	Y001	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$ 100,815.00	\$ -	\$ -	\$ -	\$ 100,815.00
STBG	Y238	STBG - AREAS WITH POPULATION <5K	\$ -	\$ 250,000.00	\$ -	\$ -	\$ 250,000.00
STBG	Y236	STBG - AREAS WITH POPULATION <200K	\$ -	\$ 270,300.00	\$ -	\$ -	\$ 270,300.00
Carbon	Y606	CARBON REDUCTION (IJA)	\$ 453,696.00	\$ 753,195.00	\$ 753,195.00	\$ 753,195.00	\$ 2,713,281.00
BFP	Y110	BRIDGE FORMULA PROGRAM	\$ -	\$ -	\$ 325,000.00	\$ -	\$ 325,000.00
Local	LOC	LOCAL FUNDING	\$ -	\$ 2,193,280.29	\$ -	\$ -	\$ 2,193,280.29
State	HB170	HB170	\$ 26,143,864.96	\$ 117,020,742.49	\$ 20,028,192.16	\$ 29,344,198.20	\$ 192,536,997.81
Transit	5303	METROPOLITAN PLANNING	\$ 133,579.00	\$ 133,579.00	\$ 133,579.00	\$ 133,579.00	\$ 534,316.00
Transit	5307	URBAN CAPITAL AND OPERATING EXPENSES	\$ 3,490,918.00	\$ 3,490,918.00	\$ 3,490,918.00	\$ 3,490,918.00	\$ 13,963,672.00
Transit	5311	RURAL CAPITAL AND OPERATING EXPENSES	\$ 150,989.00	\$ 85,161.00	\$ 85,161.00	\$ 85,161.00	\$ 406,472.00
NHPP	Y001	LIGHTING	\$ 14,000.00	\$ 14,000.00	\$ 14,000.00	\$ 14,000.00	\$ 56,000.00
NHPP/STBG	Various	BRIDGE MAINTENANCE	\$ 608,000.00	\$ 608,000.00	\$ 608,000.00	\$ 608,000.00	\$ 2,432,000.00
NHPP/STBG	Various	ROAD MAINTENANCE	\$ 3,782,000.00	\$ 3,377,000.00	\$ 3,377,000.00	\$ 3,377,000.00	\$ 13,913,000.00
STBG	Y240	LOW IMPACT BRIDGES	\$ 284,000.00	\$ 284,000.00	\$ 284,000.00	\$ 284,000.00	\$ 1,136,000.00
STBG	Y240	OPERATIONS	\$ 162,000.00	\$ 162,000.00	\$ 162,000.00	\$ 162,000.00	\$ 648,000.00
STBG	Y240	TRAF CONTROL DEVICES	\$ 405,000.00	\$ 405,000.00	\$ 405,000.00	\$ 405,000.00	\$ 1,620,000.00
STBG	Y240	RW PROTECTIVE BUY	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 80,000.00
HSIP	YS30	SAFETY	\$ 1,351,000.00	\$ 1,351,000.00	\$ 1,351,000.00	\$ 1,351,000.00	\$ 5,404,000.00
RRX	YS40	RAILROAD CROSSINGS	\$ 155,000.00	\$ 155,000.00	\$ 155,000.00	\$ 155,000.00	\$ 620,000.00
TOTAL			\$ 37,254,861.96	\$ 130,573,175.78	\$ 31,192,045.16	\$ 40,183,051.20	\$ 239,203,134.10

FY 2024-2027 Hall Area Transit Funding

FY 2024-2027 Hall Area Transit Funding					
Description	2024	2025	2026	2027	Total
Section 5303					
Metropolitan Planning	\$139,700.00	\$141,097.00	\$142,507.97	\$143,933.05	\$567,238.02
Section 5307					
Urban Capital and Operating Expenses	\$4,685,442	\$4,432,296	\$3,976,619	\$4,016,386	\$17,110,743

FY 2024-2027 Transportation Improvement Program

Appendix A: Project Worksheets

FY 2024-2027 Transportation Improvement Program

Appendix B: Transit Funding

Hall Area Transit Fleet Inventory

	Shop Number	System	Model Year	Make	Description	Acquisition Date	Cost	Federal Percentage	Grant Number	Capacity	Location	Disposition Action (Active or In-Active)	If Active, Condition (Excellent, Good, Fair, Poor)	Vested Title	Useful Life	
Trolleys	5242		2019		Villager 208 Gasoline FE	11/1/2020	\$383,995.00	80%	GA-90-X309	24A/2L	Hall Area Transit	Active	EXCELLENT	City of Gainesville	100,000 miles/5 years	
	5243		2019		Villager 208 Gasoline FE	11/1/2020	\$383,995.00	80%	GA-2017-034-01-00	24A/2L	Hall Area Transit	Active	EXCELLENT	City of Gainesville	100,000 miles/5 years	
OP's	SUV-4526	Support	2006	Chevrolet	Chevrolet- Trailblazer	1/4/2006	\$20,814	80%	GA-90-0209	5	Hall Area Transit	Active	Good	City of Gainesville	100,000 miles/5 years	
	Op's Truck-4951	Support	2015	Ford	FORD F150	6/23/2015	\$30,813	80%	GA-96-x012	5	Hall Area Transit	Active	Good	City of Gainesville	100,000 miles/5 years	
WEGO	5244 EMMA	WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	11/16/2020	\$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active	Excellent	City of Gainesville	100,000 miles/5 years	
	5245 JAZZ	WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	11/16/2020	\$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active	Excellent	City of Gainesville	100,000 miles/5 years	
	5246 LUCAS	WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	11/16/2020	\$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active	Excellent	City of Gainesville	100,000 miles/5 years	
	5247 LUNA	WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	11/16/2020	\$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active	Excellent	City of Gainesville	100,000 miles/5 years	
	5248 MILO	WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	11/16/2020	\$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active	Excellent	City of Gainesville	100,000 miles/5 years	
	5249 AMARI	WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	11/16/2020	\$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active	Excellent	City of Gainesville	100,000 miles/5 years	
	5254 BELLA	WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	12/31/2020	\$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active	Excellent	City of Gainesville	100,000 miles/5 years	
	5255 ALONZO	WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	12/31/2020	\$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active	Excellent	City of Gainesville	100,000 miles/5 years	
	TYLER 5229	WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	1/25/2021	\$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active	Excellent	City of Gainesville	100,000 miles/5 years	
	TASHA 5282	WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	1/25/2021	\$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active	Excellent	City of Gainesville	100,000 miles/5 years	
	MAYA 5264	WEGO	2020	Dodge	Dodge Ram Promaster 3500 Conversion	2/19/2021	\$79,832.00	100%	GA-2020-007-01-00	10A/2L	Hall Area Transit	Active	Excellent	City of Gainesville	100,000 miles/5 years	
	SOFIA 5263	WEGO	2020	Dodge	Dodge Ram Promaster 3500 Conversion	2/19/2021	\$79,832.00	100%	GA-2020-007-01-00	10A/2L	Hall Area Transit	Active	Excellent	City of Gainesville	100,000 miles/5 years	
	JUDY 5265	WEGO	2020	Dodge	Dodge Ram Promaster 3500 Conversion	2/19/2021	\$79,832.00	100%	GA-2020-007-01-00	10A/2L	Hall Area Transit	Active	Excellent	City of Gainesville	100,000 miles/5 years	
	FELIX 5266	WEGO	2020	Dodge	Dodge Ram Promaster 3500 Conversion	2/19/2021	\$79,832.00	100%	GA-2020-007-01-00	10A/2L	Hall Area Transit	Active	Excellent	City of Gainesville	100,000 miles/5 years	
	OTIS 5267	WEGO	2020	Dodge	Dodge Ram Promaster 3500 Conversion	2/22/2021	\$79,832.00	100%	GA-2020-007-01-00	10A/2L	Hall Area Transit	Active	Excellent	City of Gainesville	100,000 miles/5 years	
	Rudy 5181	WEGO	2019	Ford	Candidate II	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	
	Ivey 5182	WEGO	2019	Ford	Candidate II	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	
			WEGO	2022	BraunAbility	Voyager Rear Entry	3/28/2023	\$75,345.00	80%	FY23 5307 Capital T006844		Hall Area Transit	Active	Excellent	City of Gainesville	
			WEGO	2022	BraunAbility	Voyager Rear Entry	3/27/2023	\$75,345.00	80%	FY23 5307 Capital T006844		Hall Area Transit	Active	Excellent	City of Gainesville	
			WEGO	2022	BraunAbility	Voyager Rear Entry	3/29/2023	\$75,345.00	80%	FY23 5307 Capital T006844		Hall Area Transit	Active	Excellent	City of Gainesville	
		WEGO	2022	BraunAbility	Voyager Rear Entry	3/29/2023	\$75,345.00	80%	FY23 5307 Capital T006844		Hall Area Transit	Active	Excellent	City of Gainesville		
		WEGO	2022	BraunAbility	Voyager Rear Entry	3/27/2023	\$75,345.00	80%	FY23 5307 Capital T006844		Hall Area Transit	Active	Excellent	City of Gainesville		

FY 2024 – 2027 Section 5307 Funding

Section 5307 (Urban Operating Expenses)					
Description	2024	2025	2026	2027	Total
FY Operations	\$3,885,442	\$4,079,714	\$4,283,700	\$4,497,885	\$16,746,741
PROJECT COST	\$3,885,442	\$4,079,714	\$4,283,700	\$4,497,885	\$16,746,741
FEDERAL	\$1,942,721	\$2,039,857	\$2,141,850	\$2,248,942	\$8,373,370
STATE	\$0	\$0	\$0	\$0	\$0
LOCAL	\$1,942,721	\$2,039,857	\$2,141,850	\$2,248,942	\$8,373,370

Section 5307 (Urban Capital Expenses)					
Description	2024	2025	2026	2027	Total
Replacement Vehicles	\$0	\$0	\$0	\$0	\$0
ADA Vehicles	\$0	\$0	\$0	\$0	\$0
Support Vehicles	\$0	\$0	\$0	\$0	\$0
Expansion Vehicles	\$800,000	\$250,000	\$0	\$0	\$1,050,000
Fareboxes	\$0	\$0	\$0	\$0	\$0
Passenger Shelters	\$0	\$0	\$0	\$0	\$0
Passenger Benches	\$0	\$0	\$0	\$0	\$0
Parking Lot & Bldg. Improvements	\$0	\$0	\$0	\$0	\$0
Hydraulic Staking System	\$0	\$250,000	\$0	\$0	\$250,000
PROJECT COST	\$800,000	\$500,000	\$0	\$0	\$1,300,000
FEDERAL	\$640,000	\$400,000	\$0	\$0	\$1,040,000
STATE	\$80,000	\$50,000	\$0	\$0	\$130,000
LOCAL	\$80,000	\$50,000	\$0	\$0	\$130,000

Capital Purchases

FY 2024 - 2027 Urban Capital Purchases					
Description	2024	2025	2026	2027	Total
Buy <30 Ft Bus For Expansion	\$800,000	\$0	\$0	\$0	\$800,000
Rehab/renovate Administrative Facility	\$190,000	\$0	\$0	\$0	\$190,000
Operating Assistance up to 50% Federal Share	\$2,470,799	\$0	\$0	\$0	\$2,470,799
5 Braunability Voyager Vans	\$376,725	\$0	\$0	\$0	\$376,725
2 Additional Trollies	\$336,268	\$0	\$0	\$0	\$336,268
Preventative Maintenance	\$160,000	\$0	\$0	\$0	\$160,000
PROJECT COST	\$4,333,792	\$0	\$0	\$0	\$4,333,792
FEDERAL	\$3,467,034	\$0	\$0	\$0	\$3,467,034
STATE	\$433,379	\$0	\$0	\$0	\$433,379
LOCAL	\$433,379	\$0	\$0	\$0	\$433,379

FY 2024-2027 Transportation Improvement Program

Appendix C: Public Comments

2024-2027 Transportation Improvement Program (TIP)

The public participation effort for the 2024-2027 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, 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 2024-2027 TIP went through the minimum required public comment period, per the Participation Plan, before it was adopted by the GHMPO Policy Committee.

FY 2024-2027 Transportation Improvement Program

Appendix D: Lump Sum Narrative

Lump Sum Funding

A portion of the STIP funding is set aside for certain groups of projects that do not substantially increase roadway capacity. The Lump Sum projects program is intended to give the Department and MPOs flexibility to address projects of an immediate concern while fulfilling the requirements of the STIP. Funds are set up in lump sum banks to undertake improvements that emerge and are developed after the STIP is approved. These lump sum banks are listed for each year for 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 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 required in that category.

Group: Transportation Alternative 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.

State DOTs and MPOs are not eligible entities to receive TAP funds as defined under 23 U.S.C. 133(h)(4)(B) and therefore are not eligible project sponsors. However, State DOTs and MPOs may partner with an eligible entity project sponsor to carry out a project. In accordance with 23 U.S.C. 133(h)(4), project selection for this program is achieved through a competitive process administered by Georgia DOT.

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 (ROW) 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, ROW 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, and Continuous Flow Intersections.
- The Signal Upgrades program consists of signal designs, specifications, upgrades, signal operations, maintenance and signal asset replacements.

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.

FY 2024-2027 Transportation Improvement Program

Appendix E: MPO Lump Sum Projects

MPO Lump Sum Projects – Gainesville

Hall

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	PE		ROW		CST		UTL	
0013171			PEDESTRIAN UPGRADES @ 13 LOCS IN HALL COUNTY - VRU	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0015702			SR 53 FROM CS 921/AHALUNA DRIVE TO CS 966/SHALLOWFORD ROAD	PE	AUTHORIZED	ROW	AUTHORIZED	CST	PRECST	UTL	PRECST
0015918			SR 60 @ CS 898/ACADEMY STREET	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0016118			SR 369 FROM SR 53 TO SR 53 CONN - VRU	PE	AUTHORIZED			CST	PRECST	UTL	PRECST
0016869			CS 705/CHATTAHOOCHEE STREET @ NS #717810B IN FLOWERY BRANCH					CST	PRECST		
0018042			OFF-SYSTEM SAFETY IMPROVEMENTS @ 4 LOCS IN HALL COUNTY	PE	AUTHORIZED			CST	AUTHORIZED		
0018364			SR 369 @ I-985	PE	AUTHORIZED						
0019644			SR 60 @ CALVARY CHURCH ROAD/OLD CANDLER ROAD	PE	AUTHORIZED						
M006179			SR 11/US 129 FROM SR 323 TO CS 719/MONROE DRIVE								
M006182			SR 13 FROM SR 347 TO 0.10 MI N OF CS 630/CANTRELL ROAD								

Jackson

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	PE		ROW		CST		UTL	
0015391			CS 751/CR 1317/DAVIS ST @ 1 LOC &CS 753/PINECREST LN @ 1 LOC	PE	AUTHORIZED	ROW	AUTHORIZED				
0016166			SR 124 @ SR 60 & CR 17/SAM FREEMAN ROAD	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0019223			CR 147/JACKSON TRAIL ROAD OFF-SYSTEM SAFETY IMPROVEMENTS	PE	AUTHORIZED			CST	PRECST		
0019862			SR 53 FROM BRASELTON CITY LIMITS TO TWIN LAKES BLVD					CST	PRECST		

FY 2024-2027 Transportation Improvement Program

Appendix F: MPO Authorized Projects

MPO Authorized Projects - Gainesville

Barrow

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
M006087			SR 53 @ MULBERRY RIVER - BRIDGE REHABILITATION	AUTHORIZED	MCST	2020	Gainesville	\$598,116.08	50	\$299,058.04
					MPE	2020	Gainesville	\$2,135.18	50	\$1,067.59

Hall

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
0003626	STP00-0003-00(626)	GH-016	SARDIS RD CONN FM SR 60 TO SARDIS RD NEAR CHESTATEE RD	AUTHORIZED	PE	2023	Gainesville	\$18,000.00	100	\$18,000.00
					ROW	2021	Gainesville	\$20,763,000.00	100	\$20,763,000.00
0007170	CSBRG-0007-00(170)	GH-056	SR 136 @ CHESTATEE RIVER 8.3 MI SOUTHEAST OF DAWSONVILLE	AUTHORIZED	CST	2021	Gainesville	\$9,422,741.35	50	\$4,711,370.68
					ROW	2020	Gainesville	\$1,330,000.00	50	\$665,000.00
0007233	CSSTP-0007-00(233)	GH-025	SR 211 FROM SR 347 TO SR 53	AUTHORIZED	PE	2023	Gainesville	\$1,523,365.44	100	\$1,523,365.44
					SCP	2022	Gainesville	\$700,000.00	100	\$700,000.00
0013922		GH-116	I-985 @ CS 991/ELACHEE ROAD IN GAINESVILLE	AUTHORIZED	CST	2022	Gainesville	\$7,235,385.73	100	\$7,235,385.73
					ROW	2020	Gainesville	\$180,000.00	100	\$180,000.00
0013980			OVERSIGHT SERVICES FOR GAINESVILLE MPO CMAQ PROJECTS-FY 2020	AUTHORIZED	PE	2020	Gainesville	\$70,000.00	100	\$70,000.00
0013981			OVERSIGHT SERVICES FOR GAINESVILLE MPO CMAQ PROJECTS-FY 2021	AUTHORIZED	PE	2021	Gainesville	\$70,000.00	100	\$70,000.00
0013982			OVERSIGHT SERVICES FOR GAINESVILLE MPO CMAQ PROJECTS-FY 2022	AUTHORIZED	PE	2022	Gainesville	\$70,000.00	100	\$70,000.00
0013983			OVERSIGHT SERVICES FOR GAINESVILLE MPO CMAQ PROJECTS-FY 2023	AUTHORIZED	PE	2023	Gainesville	\$70,000.00	100	\$70,000.00
0015280			SPOUT SPRINGS ROAD FROM UNION CIRCLE TO S OF SR 347-PHASE II	AUTHORIZED	ROW	2023	Gainesville	\$12,570,000.00	100	\$12,570,000.00
0015551		GH-119	SR 60 @ CHATTAHOOCHEE RIVER IN GAINESVILLE	AUTHORIZED	PE	2020	Gainesville	\$2,726,468.78	100	\$2,726,468.78
0015702			SR 53 FROM CS 921/AHALUNA DRIVE TO CS 966/SHALLOWFORD ROAD	AUTHORIZED	ROW	2021	Gainesville	\$510,000.00	100	\$510,000.00
0016353				AUTHORIZED	CST	2021	Gainesville	\$860,328.87	100	\$860,328.87

			SR 365/US 23 FROM SR 52 TO SR 369		PE	2020	Gainesville	\$3,122.13	100	\$3,122.13
0016354			SR 365/US 23 FROM SR 52 TO SR 384	AUTHORIZED	CST	2021	Gainesville	\$996,883.85	52	\$518,379.60
					PE	2020	Gainesville	\$300,000.00	52	\$156,000.00
0016557			PL GAINESVILLE SFY 2020 UPWP	AUTHORIZED	PLN	2020	Gainesville	\$206,712.41	100	\$206,712.41
0016616			SR 13 @ I-985 & CR 3514/THURMON TANNER PKWY	AUTHORIZED	CST	2021	Gainesville	\$832,237.67	100	\$832,237.67
					PE	2020	Gainesville	\$350,000.00	100	\$350,000.00
0016862			SR 11/US 129 FM BRITTANY COURT TO S OF LAKEVIEW ST-PHASE II	AUTHORIZED	SCP	2022	Gainesville	\$500,000.00	100	\$500,000.00
0016863			SR 11/US 129 FM LIMESTONE PKWY TO N OF BRITTANY COURT-PH III	AUTHORIZED	SCP	2022	Gainesville	\$500,000.00	100	\$500,000.00
0016921			SR 53 @ SR 369	AUTHORIZED	PE	2020	Gainesville	\$575,000.00	100	\$575,000.00
0017119			SR 60 @ CR 757/ROY PARKS ROAD	AUTHORIZED	CST	2020	Gainesville	\$173,369.57	100	\$173,369.57
0017159			PL GAINESVILLE - FY 2021	AUTHORIZED	PLN	2021	Gainesville	\$186,445.65	100	\$186,445.65
0017392		GH-131	SR 11BU/SR 60 FROM CS 624/ACADEMY ST TO CS 548/GLENWOOD DR	AUTHORIZED	PE	2021	Gainesville	\$25,000.00	100	\$25,000.00
						2022	Gainesville	\$800,000.00	100	\$800,000.00
0017735			SR 283 @ FLAT CREEK	AUTHORIZED	PE	2023	Gainesville	\$942,000.00	100	\$942,000.00
0017899			PL GAINESVILLE - FY 2022	AUTHORIZED	PLN	2022	Gainesville	\$251,386.02	100	\$251,386.02
0018013			SR 11BU/SR 60 @ SR 11/SR 369	AUTHORIZED	CST	2022	Gainesville	\$75,600.00	100	\$75,600.00
0018042			OFF-SYSTEM SAFETY IMPROVEMENTS @ 4 LOCS IN HALL COUNTY	AUTHORIZED	CST	2023	Gainesville	\$1,044,382.72	100	\$1,044,382.72
					PE	2022	Gainesville	\$8,000.00	100	\$8,000.00
0018276			SR 13 @ CR 3413/MEMORIAL PARK DRIVE	AUTHORIZED	CST	2023	Gainesville	\$73,000.00	100	\$73,000.00
0018364			SR 369 @ I-985	AUTHORIZED	PE	2022	Gainesville	\$200,000.00	100	\$200,000.00
0018421			PL GAINESVILLE - FY 2023	AUTHORIZED	PLN	2023	Gainesville	\$305,749.20	100	\$305,749.20
0019079			SR 284 @ EUBANK CREEK	AUTHORIZED	PE	2023	Gainesville	\$800,000.00	100	\$800,000.00
0019305			PL GAINESVILLE - SAFE & ACCESSIBLE TRANS OPTIONS - FY 2023	AUTHORIZED	PLN	2023	Gainesville	\$7,421.04	100	\$7,421.04
0019644			SR 60 @ CALVARY CHURCH ROAD/OLD CANDLER ROAD	AUTHORIZED	PE	2023	Gainesville	\$1,072,727.00	100	\$1,072,727.00
122060-	STP00-0002-06(048)	GH-020	SR 11/US 129 FROM LAKEVIEW STREET TO S OF NOPONE RD-PHASE I	AUTHORIZED	ROW	2023	Gainesville	\$18,390,000.00	100	\$18,390,000.00

132610-	STP00-0198-01(020)	GH-038	SR 60 FROM S OF SR 136 TO N OF CR 158/YELLOW CREEK ROAD	AUTHORIZED	PE	2023	Gainesville	\$5,739,120.32	100	\$5,739,120.32
M005744			SR 52 FROM W OF CR 932/JULIAN BAUGH RD TO CS 620/SHORT ST	AUTHORIZED	MCST	2021	Gainesville	\$3,922,375.31	63	\$2,471,096.45
M006020			I-985 SB & NB @ SR 53 CONN - BRIDGE REHAB	AUTHORIZED	MCST	2020	Gainesville	\$1,604,630.93	100	\$1,604,630.93
					MPE	2020	Gainesville	\$35,000.00	100	\$35,000.00
M006268			SR 53 FROM SR 53 CONN TO SR 369	AUTHORIZED	MCST	2022	Gainesville	\$1,785,274.33	100	\$1,785,274.33
M006269			SR 53 FM CS 656/CEDAR RIDGE DR TO S OF SR 211/TANNER MILL RD	AUTHORIZED	MCST	2023	Gainesville	\$3,411,889.51	100	\$3,411,889.51
M006270			SR 53 FROM CS 630/MCEVER ROAD TO CS 656/CEDAR RIDGE DRIVE	AUTHORIZED	MCST	2022	Gainesville	\$2,829,008.74	100	\$2,829,008.74
M006318			SR 11/US 129 FROM S OF JIM HOOD RD/NOPONE RD TO S OF SR 283	AUTHORIZED	MCST	2023	Gainesville	\$3,046,084.92	100	\$3,046,084.92
M006322			SR 60 FROM SR 332 TO I-985	AUTHORIZED	MCST	2023	Gainesville	\$3,862,842.63	100	\$3,862,842.63
S015278			extend Rht turn lane on SR369 at inters. with EE Butler Pkwy	AUTHORIZED	TSA	2020	Gainesville	\$161,222.00	100	\$161,222.00
S015280			EEE ADDL LMIG ROUNDABOUT @ UNG CAMPUS @MATHIS DR & CAMPUS DR	AUTHORIZED	PR	2020	Gainesville	\$75,000.00	100	\$75,000.00
S015374			CONSTRUCT RCUT ON SR 347 AT REUNION WAY/NAPA RIDGE ROAD	AUTHORIZED	TSA	2020	Gainesville	\$82,256.03	100	\$82,256.03
S015393			Ped crossing on SR 11/Park Hill Drive just S. of Roper Hill	AUTHORIZED	TSA	2020	Gainesville	\$64,673.39	100	\$64,673.39
S015460			INSTALLATION OF SIDEWALK ON SR 13 OVER FLAT CREEK	AUTHORIZED	TSA	2021	Gainesville	\$109,855.00	100	\$109,855.00
S015707			extend the eastbound left turn lane at SR 369 and Prior St	AUTHORIZED	TSA	2022	Gainesville	\$116,632.38	100	\$116,632.38
S015730			Install a RHPL on SR 60/Candler Rd at Cottrell Driveway	AUTHORIZED	TSA	2022	Gainesville	\$165,297.23	100	\$165,297.23
S015731			Extend Left Turn Lanes on SR 60 btw Pearl Nix & Industrial	AUTHORIZED	TSA	2022	Gainesville	\$152,710.20	100	\$152,710.20

S015772			Extend the EB Left Turn Lane along SR 53 Connector & SR 369	AUTHORIZED	TSA	2022	Gainesville	\$164,001.43	100	\$164,001.43
S015773			Extend Turn Lane on SR 365 for NB U-Turn A Jaemor Farms	AUTHORIZED	TSA	2023	Gainesville	\$175,160.50	100	\$175,160.50
S015776			Install a RCUT on SR 365 at Mud Creek Road	AUTHORIZED	TSA	2023	Gainesville	\$150,010.64	100	\$150,010.64
S015783			Install a U-Turn near SR 365 & Mud Creek Road.	AUTHORIZED	TSA	2023	Gainesville	\$197,165.05	100	\$197,165.05
S015812			INSTALL DUAL LTL ON WB APPROACH AT SR 11/369 & SR 60 BUS	AUTHORIZED	TSA	2023	Gainesville	\$60,827.41	100	\$60,827.41
S015862			Extending the Thru Lane on SR 347 EB @ I-985 SB	AUTHORIZED	TSA	2023	Gainesville	\$170,039.07	100	\$170,039.07
S015863			Install a Dual Left Turn Lane on SR 347 EB at I-985 NB ramp	AUTHORIZED	TSA	2023	Gainesville	\$196,486.80	100	\$196,486.80
S015872			Install Medians & Striping on SR 52 @ Old Gillsville Rd	AUTHORIZED	TSA	2023	Gainesville	\$48,919.47	36	\$17,611.01

Jackson

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
0013545		GH-109	I-85 FROM N OF SR 53 TO N OF SR 11/US 129	AUTHORIZED	CST	2020	Gainesville	\$109,510,090.94	94	\$102,939,485.48
0013609		GH-028	SR 332 @ WALNUT CREEK & OVERFLOW 1.5 MI S OF PENDERGRASS	AUTHORIZED	CST	2020	Gainesville	\$3,900,977.86	44	\$1,716,430.26
0015391			CS 751/CR 1317/DAVIS ST @ 1 LOC & CS 753/PINECREST LN @ 1 LOC	AUTHORIZED	PE	2020	Gainesville	\$300,000.00	100	\$300,000.00
					ROW	2022	Gainesville	\$580,000.00	100	\$580,000.00
0016065			SR 53 @ CR 433/NEW CUT ROAD	AUTHORIZED	CST	2023	Gainesville	\$4,992,480.29	100	\$4,992,480.29
					ROW	2022	Gainesville	\$1,470,000.00	100	\$1,470,000.00
0017120			SR 53 @ I-85	AUTHORIZED	CST	2020	Gainesville	\$134,205.00	100	\$134,205.00
0018300			SR 53 MOBILITY STUDY - SCOPING ONLY	AUTHORIZED	SCP	2022	Gainesville	\$1,000,000.00	70	\$700,000.00
0019223			CR 147/JACKSON TRAIL ROAD - OFF-SYSTEM SAFETY IMPROVEMENTS	AUTHORIZED	PE	2023	Gainesville	\$8,000.00	63	\$5,040.00
M005243			SR 332 FROM SR 11/JACKSON TO SR 60/HALL	AUTHORIZED	MCST	2021	Gainesville	\$1,200,752.48	47	\$564,353.67

M005367			I-85 @ 7 LOCS IN BARROW & JACKSON - BRIDGE PRESERVATION	AUTHORIZED	MCST	2020	Gainesville	\$1,023,230.37	12	\$122,787.64
M006226			SR 60 FROM SR 124/JACKSON TO SR 332/HALL	AUTHORIZED	MCST	2022	Gainesville	\$1,884,987.54	82	\$1,545,689.78
S015409			CONSTRUCT LEFT TURN LANE ON SR 124 AT SR 60	AUTHORIZED	TSA	2020	Gainesville	\$177,647.63	100	\$177,647.63
S015459			SR 53 AT WEST JACKSON ROAD NBLTL TO SBLTL	AUTHORIZED	TSA	2021	Gainesville	\$69,683.29	100	\$69,683.29
S015645			Intersection Improvements on Skelton Rd @ SR332 and SR124	AUTHORIZED	PR	2022	Gainesville	\$450,000.00	100	\$450,000.00
S015716			Install RH passing lane at SR 53 & New Liberty Church Rd	AUTHORIZED	TSA	2022	Gainesville	\$142,724.99	100	\$142,724.99

FY 2024-2027 Transportation Improvement Program

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
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
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
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 Code

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

<u>FHWA Fund Code</u>	<u>Program Description</u>
Z001	National Highway Performance Program (NHPP)
Z002	National Highway Performance Program (NHPP) Exempt
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

<u>State Fund Code</u>	<u>Program Description</u>
HB170	Transportation Funding

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.

FY 2024-2027 Transportation Improvement Program

Appendix H: Performance Management Targets

System Performance Report

Gainesville-Hall Metropolitan Planning Organization Metropolitan Transportation Plan (MTP)/Transportation Improvement Program (TIP) System Performance Report (Updated November 2023)

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 (TPM) 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.

To help transportation agencies take the necessary steps toward achieving the national goals, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) promulgated a series of rulemakings between 2016 and 2019 that established performance measures (PM) for the federal-aid highway and public transportation programs. Part of that series of rulemakings was the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule)¹ issued on May 27, 2016, that implemented the transportation planning and TPM provisions of MAP-21 and the FAST Act.

On November 15, 2021, President Joe Biden signed into law The Infrastructure Investment and Jobs Act (IIJA), also known as the [Bipartisan Infrastructure Law \(BIL\)](#). The BIL (or IIJA) delivers generational investments in our roads and bridges, promotes safety for all road users, helps combat the climate crisis, and advances equitable access to transportation. The TPM approach from MAP-21 and the FAST Act is carried forward to this current law.

In accordance with National Performance Management Measures², the Planning Rule, as well as 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 (SPR) for applicable performance targets in their respective statewide and metropolitan transportation plans and programs.

- A System Performance Report (SPR) and subsequent updates is a federal requirement as part of any Metropolitan Transportation Plan (MTP) to evaluate the condition and performance of the transportation system with respect to the established performance targets;
- While the implemented Transportation Improvement Program (TIP) shows progress towards meeting the established performance targets.

¹ [23 CFR Part 450, Subpart B and Subpart C](#)

² [23 CFR 490.107](#)

System Performance Report

The SPR 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 measures;
- 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, Freight, and Congestion Mitigation and Air Quality/PM3 measures; and
- In any statewide or metropolitan transportation plan or program amended or adopted after July 20, 2021, for transit safety measures.

The Gainesville-Hall Metropolitan Planning Organization 2020 Regional Transportation Plan (RTP)³ was adopted on May 12, 2020. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the Gainesville-Hall Metropolitan Planning Organization 2020 RTP is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures.

Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures⁴ 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 annually by the States to FHWA for each safety performance measure. GDOT submits the HSIP report annually to FHWA. The HSIP 2023 annual report was submitted to FHWA by August 31, 2023 and established the statewide safety targets for year 2024 based on an anticipated five-year rolling average (2020-2024). Georgia statewide safety performance targets for 2024 are included in Table 1, along with statewide safety performance for the two most recent reporting periods⁵. MPOs have 180 days after the states (GDOT) submit their targets to FHWA to either adopt the state targets or set their own PM1 targets; The Gainesville-Hall MPO adopted/approved the Georgia statewide safety performance targets for 2024 on November 14, 2023.

³ The 2020 Regional Transportation Plan was adopted on May 12, 2020, and serves as the Metropolitan Transportation Plan for the Gainesville-Hall MPO. <https://www.ghmpo.org/planning-documents/regional-transportation-plan/gainesville-hall-regional-transportation-plan-2020/>

⁴ [23 CFR Part 490, Subpart B](#)

⁵ https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

System Performance Report



The latest safety conditions will be updated annually over 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 shows the Georgia statewide safety performance and targets and five-year rolling averages over the last three years.

Table 1. Statewide Highway Safety/PM1, System Conditions and Performance Targets (Due August each year to FHWA)

Performance Measures	2021 Georgia Statewide Performance Target (Five-Year Rolling Average 2017-2021)	2022 Georgia Statewide Performance Target (Five-Year Rolling Average 2018-2022)	2023-2024 Georgia Statewide Performance Target (Five-Year Rolling Average 2020-2024)
Number of Fatalities	1,715	1,671	1,680
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.23	1.21	1.36
Number of Serious Injuries	6,407	8,443	8,966
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	4.422	4.610	7.679
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	686.5	793.0	802

Source: GDOT's HSIP reports.

The Gainesville-Hall MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the

System Performance Report

achievement of national transportation goals and statewide and regional performance targets. As such, the 2020 RTP 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), and the Georgia 2050 Statewide Transportation Improvement Plan (SWTP)/2021 Statewide Strategic Transportation Plan (SSTP).

- 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 provide 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 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.⁶
- The Gainesville Hall MPO 2020 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. The Gainesville-Hall MPO has several initiatives focused on increasing safety. Specifically, the RTP identifies roadways with the highest frequency of crashes, fatalities, and injuries in order to identify where improvements need to be made to increase safety within the GHMPO planning boundary. To increase pedestrian safety, the MPO has been working collaboratively with local jurisdictions to expand the Highlands to Islands Trail, providing multimodal transportation options to all Hall County residents. Additionally, the MPO is assisting Hall County in managing their Safe Streets for All (SS4A) grant, which is currently being used to develop an Action Plan and identify projects that would increase safety for vehicles, cyclists, and pedestrians. These recommendations will then be taken into consideration as Hall County utilizes the plan to apply for implementation grants. Lastly, the MPO publishes a crash profile of both Hall and Jackson Counties on a yearly basis. This crash profile provides maps of crashes throughout both counties and identifies high accident intersections, which local jurisdictions use to assist in planning safety improvement projects.
- PI 0015702/GH-124 (Roadway Operations – Dawsonville Highway at McEver Road) was specifically identified in the 2020 RTP as the highest overall crash rate intersection, which will be mitigated by the planned operational improvements listed in the TIP. Further, this intersection, alongside Dawsonville Highway's intersections with Beachwood Blvd and Green

⁶ [2021 Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

System Performance Report

Hill Circle, were all listed as sites with the highest number of collisions in the 2022 Hall County Crash Profile. Additionally, PI 0017392/GH-121 (Green Street Operational Improvements) and PI 0015918/GH-126 (Academy Street Roundabout) are specifically listed as Band 1 projects recommend by the 2020 RTP. Lastly, the intersection of Browns Bridge Road and McEver Road was identified in the GHMPO 2022 Crash Profile for Hall County as the intersection with the fourth highest number of collisions, prompting improvements to increase operational safety (PI 0016921/GH-145). All of these projects are anticipated to improve safety for both automobiles and pedestrians.

Table 2: Gainesville-Hall MPO TIP Projects, 2024-2027

PI#	Cost	Work Type	PM1	PM2		PM3		
			Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ
0017392	\$18,550,000	Roadway Operations	✔					
0015702	\$5,282,964	Roadway Operations	✔					
0015918	\$5,150,210	Roundabout	✔					
0016921	\$1,284,790	Intersection Improvement	✔					

These projects and improvements serve to fulfill the stated goals of the MPO's 2020 Regional Transportation Plan:

- Increase the safety of the transportation system for motorized and non-motorized and no-motorized users
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation systems, across and between modes, for people and freight
- Achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Achieve a significant reduction in congestion on the National Highway System
- Improve safety
- Relieve congestion
- Improve the environment

System Performance Report

Pavement and Bridge Condition/PM2

Effective May 20, 2017, FHWA established performance measures to assess pavement condition⁷ and bridge condition⁸ for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges by deck area classified as in good condition; and
6. Percent of NHS bridges by deck area classified as in poor condition.

Pavement Condition Measures

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). For each metric, a threshold is used to establish good, fair, or poor condition.

Pavement condition is assessed using these metrics and thresholds. A pavement section in good condition if three metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

Bridge Condition Measures

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

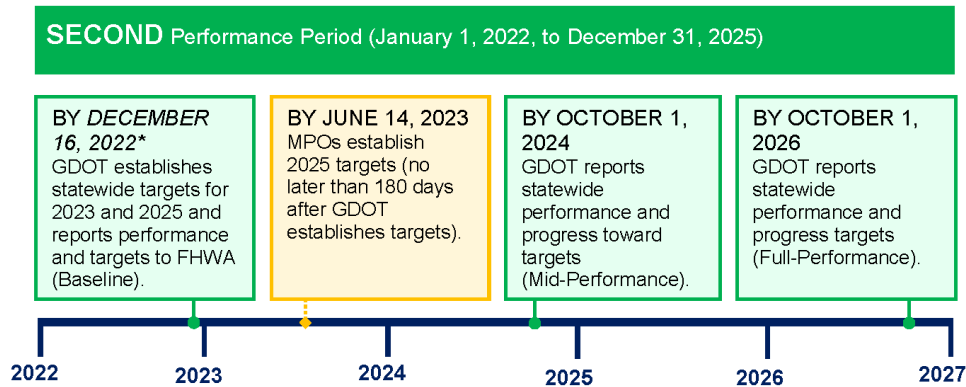
⁷ [23 CFR Part 490, Subpart C](#)

⁸ [23 CFR Part 490, Subpart D](#)

System Performance Report

Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and runs through December 31, 2021. GDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period covers January 1, 2022, to December 31, 2025, with additional performance periods following every four years. The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets under the second four-year performance period represent expected pavement and bridge condition at the end of calendar year 2023, while the current four-year targets represent expected condition at the end of calendar year 2025.



* FHWA changed the due date from October 1, 2022, due to a technical issue with the reporting system.

States establish targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets;
- Percent of non-Interstate NHS pavements in good and poor condition – two-year and four-year targets; and
- Percent of NHS bridges by deck area in good and poor condition – two-year and four-year targets.

MPOs have 180 days after the states (GDOT) submit their targets to FHWA to establish four-year targets for each measure by either agreeing to the statewide targets or setting quantifiable targets for the MPO's planning area that differ from the state targets.

GDOT established current statewide two-year and four-year PM2 targets on December 16, 2022. MPOs have 180 days from December 16, 2022 to adopt the state PM2 targets or set their own PM2 targets; The MPO second performance period PM2 targets must be set by June 14, 2023. The Gainesville-Hall MPO adopted/approved the Georgia statewide PM2 targets on February 21,

System Performance Report

2023. Table 2 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2024, GDOT will provide FHWA with a detailed mid-performance report of pavement and bridge condition performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and the Gainesville-Hall MPO will have the opportunity at that time to revisit the four-year PM2 targets.

Table 3. Pavement and Bridge Condition/PM2 Performance and Targets

Performance Measures	Georgia Performance (Baseline 2021)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
Percent of Interstate pavements in good condition	67.4%	50.0%	50.0%
Percent of Interstate pavements in poor condition	0.1%	5.0%	5.0%
Percent of non-Interstate NHS pavements in good condition	49.2%	40.0%	40.0%
Percent of non-Interstate NHS pavements in poor condition	0.6%	12.0%	12.0%
Percent of NHS bridges (by deck area) in good condition	79.1%	50.0%	60.0%
Percent of NHS bridges (by deck area) in poor condition	0.5%	10.0%	10.0%

The Gainesville-Hall MPO 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 and regional performance targets. As such, the 2020 RTP 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, Georgia’s Transportation Asset Management Plan (TAMP), the Georgia Interstate Preservation Plan, and the current SSTP/2050 SWTP.

- MAP-21 initially required GDOT to develop a TAMP for all NHS pavements and bridges within the state. In addition, BIL requires considering extreme weather and resilience as part of the life-cycle planning and risk management analyses within a State TAMP process and evaluation. GDOT’s TAMP describes Georgia’s current bridge (bridge culverts) and pavement asset management processes for improving and preserving the condition of the National Highway System (NHS), which comprised of approximately 7,200 miles of roadway within the State which includes interstates, state routes and local roads as well as 4,300 structures of both bridges and bridge culverts. GDOT has recently developed TAMP for FY 2022-2031, which uses life-cycle planning and outlines the priorities and investment strategies leading to a program of projects that would make progress toward achievement of GDOT’s statewide pavement and bridge condition targets and cost effectively manage and preserve these assets over the next 10 years.
- The Georgia Interstate Preservation Plan applied a risk profile to identify and communicate Interstate preservation priorities; this process leveraged a combination of asset management techniques with risk management concepts to prioritize specific investment strategies for the Interstate system in Georgia.

System Performance Report

- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.⁹
- The Gainesville-Hall MPO RTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements. The RTP specifically identifies several bridges that require replacement, and funds have been programmed to replace them over fiscal years 2024 through 2027. The Gainesville-Hall MPO is committed to maintaining bridges and pavements throughout the MPO planning boundary, and is working with local jurisdictions to identify where paving improvements and bridge replacements are necessary or will become necessary over the MPO's long-range planning horizon. PI 0015551/GH-119, or the Thompson Bridge Road bridge replacement over the Chattahoochee River, is specifically identified as a Band 1 recommended project in the 2020 RTP. PI 0017735/GH-141 and PI 0019079/GH-144 are both bridge replacement projects that stemmed from GDOT's Bridge Replacement Program, which identifies bridges across the State that are in need of repair or replacement based upon their safety score.

Table 4: Gainesville-Hall MPO TIP Projects, 2024-2027

PI#	Cost	Work Type	PM1	PM2		PM3		
			Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ
0015551	\$41,910,587	Bridge Replacement		✔				
0017735	\$1,827,034	Bridge Replacement		✔				
0019079	\$1,985,000	Bridge Replacement		✔				

These projects and improvements serve to fulfill the stated goals of the MPO's 2020 Regional Transportation Plan:

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation

⁹ [2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

System Performance Report

- Maintain the highway infrastructure asset system in a state of good repair
- Improve reliability

System Performance Report

System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program/PM3

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System¹⁰, freight movement on the Interstate system¹¹, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program¹². This third FHWA performance measure rule (PM3) established six performance measures, described below.

National Highway System Performance:

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

Freight Movement on the Interstate:

3. Truck Travel Time Reliability Index (TTTR);

Congestion Mitigation and Air Quality Improvement (CMAQ) Program:

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

The CMAQ performance measures apply to states and MPOs with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. The Gainesville-Hall MPO meets air quality standards, therefore, the CMAQ measures do not apply and are not reflected in the System Performance Report.

System Performance Measures

The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 AM to 8 PM each day.

The LOTTR ratio is calculated for each segment of applicable roadway, essentially comparing the segment with itself. A segment is deemed to be reliable if its LOTTR is less than 1.5 during all four time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable.

The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments. To determine total person

¹⁰ [23 CFR Part 490, Subpart E](#)

¹¹ [23 CFR Part 490, Subpart F](#)

¹² [23 CFR Part 490, Subparts G and H](#)

System Performance Report

miles traveled, the vehicle miles traveled (VMT) on each segment is multiplied by average vehicle occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

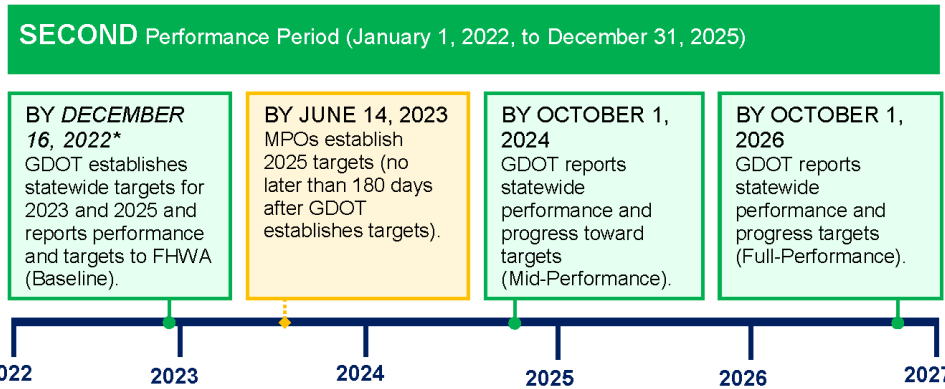
Freight Movement Performance Measure

The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

PM3 Performance Targets

Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures, the first performance period began on January 1, 2018, and will end on December 31, 2021. GDOT reported baseline PM3 performance and targets (for First Performance Period) to FHWA on October 1, 2018, the baseline PM3 performance and targets (for Second Performance Period) to FHWA on December 16, 2022, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. For all targets, the current two-year and four-year targets represent under the second four-year performance period expected performance at the end of calendar years 2023 and 2025, respectively.



* FHWA changed the due date from October 1, 2022, due to a technical issue with the reporting system.

System Performance Report

States establish targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets;
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets;
- Truck Travel Time Reliability – two-year and four-year targets;
- Annual hours of peak hour excessive delay per capita (PHED) – four-year targets;
- Percent of non-single occupant vehicle travel (Non-SOV) – two-year and four-year targets; and

MPOs establish four-year targets for the System Performance, Freight Movement, and PHED measures, and two-year and four-year targets for the Non-SOV measure. MPOs establish targets by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO’s planning area that differ from the state targets.

GDOT established statewide PM3 targets and submitted to FHWA by December 16, 2022. The Gainesville-Hall MPO adopted/approved the Georgia statewide PM3 targets on February 21, 2023. Table 6 presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2024, GDOT will provide FHWA with a detailed mid-performance report of PM3 performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and the Gainesville-Hall MPO will have the opportunity at that time to revisit the four-year PM3 targets.

Table 5. System Performance/Freight Movement/CMAQ (PM3) Performance and Targets

Performance Measure	Georgia Performance (Baseline 2021)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
Percent of person-miles on the Interstate system that are reliable	82.8%	73.9%	68.4%
Percent of person-miles on the non-Interstate NHS that are reliable	91.9%	87.3%	85.3%
Truck Travel Time Reliability Index	1.47	1.62	1.65
Annual hours of peak hour excessive delay per capita (PHED)	14.4 hours	23.7 hours	27.2 hours
Percent Non-SOV travel	25.7%	22.7%	22.7%

The Gainesville-Hall MPO 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 and regional performance targets. As such, the 2020 RTP 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 Statewide Freight and Logistics Action Plan, and the current 2021 SSTP/2050 SWTP.

System Performance Report

- The 2023 Georgia Freight Plan documents freight planning activities and investments in the state, identifies and assesses current and future freight needs and challenges incorporating both technical analysis and stakeholder engagement, and guides freight-related transportation decisions and investments. The plan integrates policy positions and strategies from existing documents to help identify and prioritize freight investments critical to the state's economic growth and global competitiveness. The Georgia Freight Plan establishes specific goals for freight transportation and addresses freight issues that are not covered in other statewide planning documents.¹³
- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.¹⁴
- The Gainesville-Hall MPO 2020 RTP addresses reliability, freight movement, congestion, and emissions, and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements. The RTP has identified several roadways that would increase system and truck reliability if widened, and those projects have been added to the FY 2024-2027 Transportation Improvement Program. Additionally, a new roadway and a new interchange have been identified and programmed, which will increase mobility and reduce congestion. Due to several factors, such as the development of the Northeast Georgia Inland Port, the MPO is committed to improving system reliability to accommodate increased truck traffic and its impacts on congestion and reliability.
- The below projects in Table 6 are identified in various sources as necessary to maintain a functional level of service in the 2020 RTP's 2050 Traffic Demand Models. PI 0015280/GH-023B (Spout Springs Road Widening) was deemed necessary based on its designation as one of the top ten corridors operating at level-of-service F in the 2050 do-nothing model. Additionally, PI 0003626/GH-016 (Sardis Road Connector), PI 122060/GH-020A, PI 0016862/GH-020B, PI 0016863/GH-020C (all three phases of the Cleveland Highway Widening), and PI 0016074/GH-133 (SR 365's new interchange at Lanier Tech Dr.) are all identified in the 2020 RTP as high priority projects for improving operations and system reliability.

¹³ <https://www.dot.ga.gov/GDOT/Pages/Freight.aspx>

¹⁴ [2021 Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

System Performance Report

Table 6: Gainesville-Hall MPO TIP Projects, 2024-2027

PI#	Cost	Work Type	PM1	PM2		PM3		
			Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ*
0003626	\$59,062,933	New Roadway				✓	✓	
132610	\$26,476,359	Widening				✓	✓	
0013762	\$1,301,733	Widening				✓	✓	
122060	\$62,729,937	Widening				✓	✓	
0016862	\$27,991,337	Widening				✓	✓	
0016863	\$39,199,441	Widening				✓	✓	
0015280	\$42,731,208	Widening				✓	✓	
0016074	\$20,061,376	New Interchange				✓	✓	

- *Note: The CMAQ measures including PHED, Non-SOV, and Emission Reduction apply only within the boundaries of each U.S. Census Bureau-designated urbanized area (UZA) that contains an NHS road, has a population of more than 200 thousand, and contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. Gainesville-Hall MPO does not have to track CMAQ measures on PHED, Non-SOV, or Emissions Reduction performance.*

These projects and improvements serve to fulfill the stated goals of the MPO's 2020 Regional Transportation Plan:

- Increase accessibility and mobility of people and freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate the stormwater impacts of surface transportation
- Achieve a significant reduction in congestion on the National Highway System
- Improve the efficiency of the surface transportation system

System Performance Report

- Maintain the highway infrastructure asset program in a state of good repair

Transit Asset Management Targets

GHMPO works with Hall Area Transit to meet the goals outlined in the Georgia Statewide Transit Plan:

- Provide a safe and sustainable public transit network
 - Hall Area Transit has been expanding their WeGo vehicle fleet, and is working with GHMPO and a consultant to develop a Zero Emission Vehicle Transition Plan. Once in place, Hall Area Transit seeks to create a more sustainable future with WeGo by expanding their fleet into zero-emission vehicles. Additionally, GHMPO and Hall County are working with a consultant and local jurisdictions to develop a Safe Streets for All Action Plan, which will allow the County to identify opportunities for safety improvements and increase safety for the public transit network.
- Optimize public transit programs to best meet public transit systems' and travelers' needs
 - Hall Area Transit has used WeGo to provide on-demand micro-transit throughout Hall County that is available as-needed, providing last-mile service to all users, tailored to their individual needs.
- Ensure public transit coverage across the state to support mobility and access for all
 - Hall Area Transit's WeGo service has expanded to service all of Hall County, providing equitable coverage to all Hall County residents.
- Connect rural transit to regional and urban centers
 - Hall Area Transit's WeGo service reaches the entirety of Hall County, from the center of the urbanized area to the rural sections to the north and east of the county. As a regional center, on-demand mobility throughout the Gainesville urbanized area is a crucial part of maintaining a healthy transportation network. While Hall Area Transit's service stops at the county line, there are opportunities for transportation beyond these limits, such as the Braselton Life Path section of the Highlands to Islands Trail.
- Leverage technology and innovation to support public transit ridership
 - Hall Area Transit has made use of WeGo, which utilizes smartphones to provide on-demand transportation.

System Performance Report

Additionally, the FY 2024-2027 Transportation Improvement Program includes significant transit investment in the form of Section 5307 funds received by Hall Area Transit. Hall Area Transit will be receiving \$8,373,370 in Urban Operating Funds, which will fund department operations, and \$1,300,000 in Urban Capital Funds, which will be used to purchase new vehicles and renovate transit facilities.

Lastly, Transit Asset Management Targets are a part of the MPO's ongoing effort to meet the following goals outlined in the 2020 RTP:

- **Multimodal Connectivity:** Provide a more integrated multimodal and intermodal transportation system that includes increase travel options by prioritizing transit, pedestrian, and bicycle travel throughout the region.
- **Environment:** Develop a transportation system that conserves energy, promotes the attainment of air quality standards, protects the natural environment, and minimizes adverse impacts.
- **Mobility and Economic Vitality:** Provide a transportation system that provides for the movement of people and goods safely and efficiently and advances the region's economic competitiveness.

The following Transit Asset Management targets were adopted in fall of 2020:

Asset Class	Useful Life Benchmark	FY20 Actual Performance (% of vehicles over ULB)	FY21 Approved Performance Target (% of vehicles over ULB)
BU – Bus (35'-40')	14 yrs.	4%	10%
BU – Bus (29'-30')	12 yrs.	23%	30%
CU – Cutaway Bus	7 yrs.	2%	8%
VN - Van	8 yrs.	35%	35%
EB – Electric Bus (35'-40')	14 yrs.	n/a	0%
RT – Rubber Tired Vintage Trolley	14 yrs.	n/a	0%
AO - Automobile	8 yrs.	50%	55%
TR – Trucks and Other Rubber Tired Vehicles	10 yrs.	39%	50%

System Performance Report

Asset Class	FY21 Performance Target (% of Facilities with Condition Rating Below 3.0)
Administration Facilities	25%
Maintenance Facilities	25%
Passenger/Parking Facilities	10%

System Performance Report

Appendix A: Project Types

The matrix below is based on 2024-2027 STIP projects as general guidelines; In reality, individual projects may yield benefits to other PMs than shown here given specific project characteristics.

Table 4: Projects/Work Types That Support Each Performance Measure Targets

Work Type	PM1	PM2		PM3				
	Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ*		
						PHED	Non-SOV	Emissions Reduction
Bicycle / Pedestrian Facilities	✓						✓	✓
Bridges		✓						
Drainage Improvements			✓					
Grade Separation	✓			✓		✓		
Interchange	✓			✓	✓	✓		
Intersection Improvement	✓			✓		✓		
ITS	✓			✓		✓		✓
Lighting	✓							
Managed Lanes	✓			✓	✓	✓		✓
Operational Improvement				✓	✓	✓		
Pavement Rehabilitation			✓					
Railroad Crossing	✓			✓				
Transit							✓	✓
Truck Lanes					✓			
Widening				✓		✓		

System Performance Report

** The CMAQ measures including PHED, Non-SOV, and Emission Reduction apply only within the boundaries of each U.S. Census Bureau-designated urbanized area (UZA) that contains a NHS road, has a population of more than 200 thousand, and contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter.*

Performance Management Targets



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A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Setting 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 PM1 (Safety), PM 2 (Bridge and Pavement), and PM 3 (National Highway System, Freight, and CMAQ) 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 October 18, 2023 and October 26, 2023, respectively, recommended that GHMPO support the Bridge and Pavement Performance Management Targets approved by GDOT as follows:

PM 1 Targets for 2024

GHMPO supports the following Safety Performance Management Targets approved by the Georgia Department of Transportation for calendar year 2024:

- **Number of Fatalities: 1,680**
 - To maintain the 5-year moving average traffic fatalities under the projected 1,680 (2020-2024) 5-year average by 2024
- **Number of Serious Injuries: 8,966**
 - To maintain the 5-year moving average serious traffic injuries under the projected 8,966 (2020-2024) 5-year average by 2024
- **Fatality Rate: 1.36**
 - To maintain the 5-year moving average traffic fatalities per 100 million vehicle miles traveled under the projected 1.36 (2020-2024) 5-year average by 2024
- **Serious Injury Rate: 7.679**
 - To reduce the 5-year moving average serious traffic injuries for every 100 million vehicle miles traveled under the projected 7.679 (2020-2024) 5-year average by 2024
- **Total Number of Non-Motorized Fatalities and Serious Injuries: 802**
 - To maintain the 5-year moving average non-motorized fatalities and serious injuries under the projected 802 (2020-2024 rolling average) by 2024

Performance Management Targets



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PM 2 Targets

Table 1 Bridge Level of Service Measure

ASSET	PERFORMANCE MEASURE	DESCRIPTION	2-YEAR TARGET	4-YEAR TARGET
Bridge Structures	Percent of NHS Bridge in Poor condition as a percentage of total NHS bridge deck area	Bridge Conditions are based on results of inspection 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 rehabilitations investments	≤ 10% (NHS) in Poor Condition	≤ 10% (NHS) in Poor Condition
Bridge Structures	Percent of NHS Bridges in Good condition as a percentage of total NHS bridge deck area	Bridges rated as "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 the condition rating of Good.	≥ 50% (NHS) in Good Condition	≥ 60% (NHS) in Good Condition

Table 2 Pavement Level of Services

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.	≤ 5% (NHS) 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.	≥ 50% (NHS) in Good Condition
Non-Interstate NHS	Percent of 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.	≤ 12% (NHS) in Poor Condition
Non-Interstate NHS	Percent of NHS pavements in Good condition	Non-interstate NHS pavements in "good" condition will be evaluated for potential preservation treatments.	≥ 40% (NHS) in Good Condition

Note: The 2-yr and 4-yr targets are the same. GDOT will have an opportunity to revisit and adjust (if necessary) the 4-year target in 2024

Performance Management Targets



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PM 3 Targets

Summary of the PM 3 Performance Measures

PERFORMANCE MEASURE	GEOGRAPHIC EXTENT	APPLICABLE ROADWAYS
Percentage of person-miles traveled on the Interstate that are reliable	Statewide	Interstate
Percentage of person-miles traveled on the non-Interstate NHS that are reliable	Statewide	Non-Interstate
Truck Travel Time Reliability (TTTR) Index	Statewide	Interstate
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita*	Atlanta Urbanized Area	Entire NHS
Percent of Non-Single Occupancy Vehicle (SOV) Travel*	Atlanta Urbanized Area	All Roads
Total Emissions Reduction	Statewide	All Roads

*GDOT, Atlanta Regional Commission and Cartersville-Bartow Metropolitan Planning Organization are required to establish and report single targets for Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita and Percent of Non-Single Occupancy Vehicle (SOV) Travel for Atlanta urbanized area.

PM 3 Targets

PERFORMANCE MEASURE	2-YEAR TARGET	4-YEAR TARGET
Percent of person-miles traveled on the Interstate that are reliable	73.9%	68.4%
Percent of person-miles traveled on the non-interstate NHS that are reliable	87.3%	85.3%
Truck Travel Time Reliability (TTTR) Index	1.62	1.65
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita*	23.7 hours	27.2 hours
Percent of Non-Single Occupancy Vehicle (SOV) Travel*	22.7%	22.7%
Total Emissions Reduction	VOC: 157.200 kg/day; NOx: 510.900 kg/day	VOC: 257.100 kg/day; NOx: 904.200 kg/day

Note: GDOT will have an opportunity to revisit and adjust (if necessary) the 4-year target in 2024

Performance Management Targets



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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, Bridge and Pavement Performance Management Targets, and 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 Jeff Stowe and seconded by PC member Sam Couvillon and approved this the 14th of November, 2023.

Edward R. Asbridge
Mayor Ed Asbridge, Chair
Policy Committee

Subscribed and sworn to me this the 14th of November, 2023.

[Signature]
Notary Public

My commission expires 1-22-2024



Transit Asset Management Targets



Gainesville - Hall Metropolitan Planning Organization

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

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

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

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

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

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

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

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

Transit Asset Management 2019-2022 Performance Targets:

*2875 Browns Bridge Road
Gainesville, Georgia 30504*

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www.ghmpo.org*

Transit Asset Management Targets



Gainesville - Hall Metropolitan Planning Organization

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


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

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

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


 Mayor Mike Miller, Chair
 Policy Committee

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


 Notary Public
 My commission expires 7/31/2022

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

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FY 2024-2027 Transportation Improvement Program

Appendix I: TIP Conformity Determination Report

***Transportation Conformity Determination
Report for the 1997 Ozone NAAQS***



GAINESVILLE-HALL
Metropolitan Planning Organization

**FY 2024 – 2027
Transportation Improvement
Program**

Executive Summary

As part of its transportation planning process, Gainesville-Hall MPO (GHMPO) completed the transportation conformity process for the original FY 2024 – 2027 Transportation Improvement Plan (TIP). This report documents that the FY 2024 – 2027 TIP meet the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP).

Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. 42 U.S.C. 7506(c)(1). EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP. 40 CFR Parts 51.390 and 93.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“South Coast II,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. Hall County was a part of the Atlanta 1997 nonattainment area. Hall County was a “maintenance” area at the time of the 1997 ozone NAAQS revocation on April 6, 2015. Therefore, per the South Coast II decision, this conformity determination is being made for the 1997 ozone NAAQS on the TIP.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the South Coast II decision, according to EPA’s Transportation Conformity Guidance for the South Coast II Court Decision issued on November 29, 2018.

1.0 Background

1.1 Transportation Conformity Process

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to a State implementation plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements was first issued in November 1993 and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with (“conform to”) the State’s air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that federally supported transportation activities are consistent with (“conform to”) the purpose of a State’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

2.0 GHMPO 2020 Regional Transportation Plan/MTP

The [GHMPO Regional Transportation Plan](#) is the list of specific transportation projects for the GHMPO planning area. The MTP is designed to forecast demand for transportation services at least 20 years into the future (current target plan year is 2050), taking into account anticipated population growth, housing needs and employment goals for the region.

The MTP is developed in accordance with requirements set forth in Code of Federal Regulations Title 23, Section 450 (23 CFR 450) and serves as the official list of federally funded transportation projects and priorities throughout the Gainesville region. See the link for exact boundaries of the GHMPO boundary covered by the MTP.

The number and priority of projects on that list can be altered, based on the procedures laid out in the GHMPO Public Participation Plan. The latest full update to the GHMPO RTP was formally adopted on 12 May 2020, with subsequent amendments to reflect adoption of State of Georgia specific performance measure targets established as part of the Fixing America’s Surface Transportation Act (FAST Act) of 2015.

GHMPO FY 2024 - 2027 Transportation Improvement Program (TIP)

The [GHMPO TIP](#) is the list of projects under consideration by GHMPO and Georgia Dept. of Transportation for construction or completion over the period covered in the plan dates. The main difference between the TIP and the MTP is that where the MTP is a list of all projects, TIP projects are active and at various stages of execution (i.e., Preliminary Engineering, Right Of Way acquisition, or Under Construction). The federally required update period for the TIP is every 4 years, although States and MPOs can have policies to update more frequently if they see fit.

The current GHMPO TIP (adopted 8 August 2023) covers fiscal years 2024 through 2027 (for the purposes of the TIP, the fiscal year is July 1 through June 30). The FY 2024 – 2027 TIP document was generated in consultation with the GHMPO member organizations, Georgia Dept. of Transportation, and FHWA, in accordance with requirements set forth in 23 CFR 450. The GHMPO FY 2024 – 2027 TIP maintains all fiscal balancing requirements set forth in 23 CFR 450, consistency with project listings in the MATS 2050 Long Range Transportation Plan, and conformity with the 1997 ozone NAAQS per the court's decision in South Coast II (see section 4.0 below).

3.0 Transportation Conformity Determination: General Process

Per the court's decision in South Coast II, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA1 for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. Once US DOT makes its 1997 ozone NAAQS conformity determination for the MATS 2050 MTP and FY 2021 - 2024 TIP, conformity will not be required for up to four years (assuming no other conformity trigger). This conformity determination report will address transportation conformity for the GHMPO 2050 MTP and FY 2024 – 2027 TIP.

4.0 Transportation Conformity

Requirements Overview

On November 29, 2018, EPA issued Transportation Conformity Guidance for the South Coast II Court Decision² (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c)), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests. Therefore, transportation conformity for the 1997 ozone NAAQS for the FY 2021 – 2024 TIP can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

4.1 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP.

The Georgia SIP does not include any TCMs for Hall County.

4.2 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

The TIP was made available to GHMPO planning partners through the technical and policy committees in Spring 2023, to allow time for comment prior to formal adoption or publication. In accordance with 93.105(b)(2)(iii) of the Transportation Conformity Rule, the project list was provided to the Atlanta Interagency Consultation Group on July 25, 2023, prior to adoption on August 8, 2023.

4.3 Timely Implementation of TCMs

The Georgia SIP does not include any TCMs for the Hall County Area

4.4 Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The GHMPO FY24-27 TIP is fiscally constrained, as demonstrated in the within the TIP documentation

Conclusion

The conformity determination process completed for the GHMPO FY2024-2027 TIP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Amendments

From time to time, it may become necessary to amend this Conformity Determination Report. In the event such are required, they will be incorporated pursuant to the requirements set forth in 23 CFR 450.316 and the procedures set forth in the GHMPO Public Participation Plan.

The adopted amendments to this document are listed below, in chronological order:

- *There are no amendments at this time.*