

## **Technical Coordinating Committee**

**Wednesday, October 29, 2025, 10:30 AM**  
**HR Training Room, 2<sup>nd</sup> Floor, Hall County Government Center**  
**2875 Browns Bridge Road, Gainesville, GA 30504**

### **AGENDA**

- 1. Welcome – Adam Hazell, Chair**
- 2. Election of TCC Chair & Vice-Chair for FY 2026**
- 3. Approval of April 23, 2025 Meeting Minutes**
- 4. Recommend Approval of the 2026 Safety Performance Measures (PM 1)**
- 5. Recommend Approval of the Jackson County Transportation Plan: 2025 Update**
  - Jamie Dove, Jackson County Public Development Director
- 6. Review of the Draft FY 2027 Unified Planning Work Program (UPWP)**
- 7. Other**
  - Hoschton Transportation Plan Updates
  - Highlands to Islands Trail Study – UNG to McEver Road Updates
  - GHMPO Website Map & Local Jurisdiction Projects Discussion
  - Hall County Safe Streets for All (SS4A) Safety Action Plan Future Projects Discussion
- 8. Jurisdiction and Agency Reports**
  - City of Flowery Branch
  - City of Gainesville
  - City of Oakwood
  - City of Buford
  - City of Lula
  - City of Hoschton

- Town of Braselton
- Federal Highway Administration
- Georgia Department of Transportation
- Georgia Mountains Regional Commission
- Northeast Georgia Regional Commission
- Hall Area Transit
- Hall County
- Jackson County

**9. Public Comment**

**10. Upcoming Meeting Date: January 28, 2026**

**11. Adjourn**

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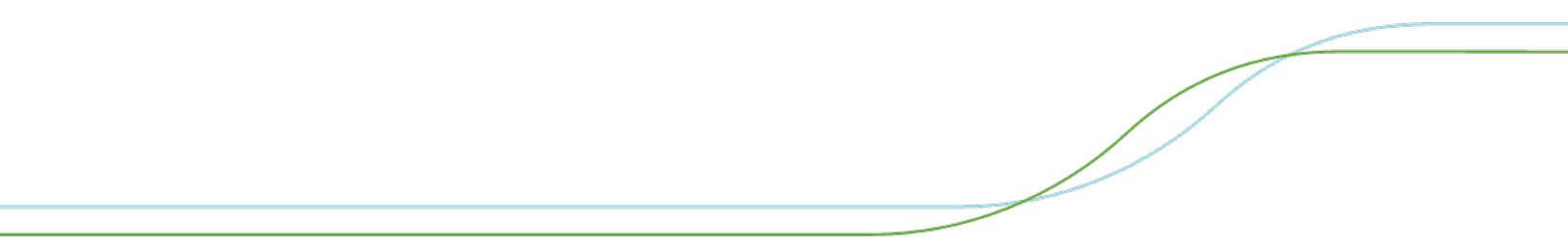
- Jamie Dove, Jackson County Public Development Director

**6. Review of the Draft FY 2027 Unified Planning Work Program (UPWP)**

**7. Other**

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## **Technical Coordinating Committee**

**Banquet Hall, 4<sup>th</sup> Floor, Hall County Government Center  
Draft Minutes of April 23, 2025 Meeting**

### **Voting Members Present:**

Adam Hazell, GMRC, Chair  
Jamie Dove, Jackson County  
Corey Jones, City of Gainesville  
Chris McCrary, City of Flowery Branch  
Dan Schultz, City of Oakwood  
Jennifer Scott, Town of Braselton  
Jennifer Kidd-Harrison, City of Hoschton  
Brent Cook, Hall County  
Phillippa Lewis Moss, Hall Area Transit  
Carol Flaute, NEGRC  
Pedro Ortiz, GDOT

### **Voting Members Absent:**

Dan Branch, City of Buford

### **Others Present:**

Beth Garmon, Hall County  
Elizabeth Johnson, GDOT  
Joseph Boyd, GHMPO

### **1. Welcome – Adam Hazell, Chair**

Mr. Hazell opened the meeting at 10:30 AM.

### **2. Approval of January 29, 2025 Meeting Minutes**

**MOTION:** Ms. Scott made a motion to approve of the January 29, 2025 meeting minutes, which received a second from Mr. Cook, and the motion passed by unanimous vote.

### **3. Recommend Approval of the Draft 2055 Metropolitan Transportation Plan (MTP)**

Mr. Boyd provided an overview of the draft 2055 Metropolitan Transportation Plan document, which is the long-range transportation plan for the MPO. The MTP update kicked off in July 2023 and is scheduled for adoption by the GHMPO Policy Committee on May 6, 2025. No major changes

were made to the project list since the February 2025 adoption. A 30 day public comment period was observed and no major comments were received.

**MOTION:** Mr. Cook made a motion to recommend approval of the Draft 2055 Metropolitan Transportation Plan, which received a second from Ms. Moss, and the motion passed by unanimous vote.

#### **4. Recommend Approval of Draft Amendment #6 to the FY 2024-2027 Transportation Improvement Program (TIP)**

Mr. Boyd introduced Draft Amendment #6 to the FY 2024-2027 Transportation Improvement Program (TIP), which contains all projects receiving funding between the fiscal years of 2024-2027. This update includes the addition of the following project:

- New Project: GH-018 / PI 0013626: Widening of State Route 369/Browns Bridge Road from State Route 53/McEver Road to Lake Lanier/Forsyth County Line
  - Scoping (SCP) funding added for FY 2025 in the amount of \$1,500,000.00.

This item is planned for adoption at the Policy Committee meeting on May 6, 2025.

**MOTION:** Ms. Scott made a motion to recommend approval of Draft Amendment #6 to the FY 2024-2027 Transportation Improvement Program (TIP), which received a second from Mr. Cook, and the motion passed by unanimous vote.

#### **5. Recommend Approval of the Draft GHMPO Bicycle and Pedestrian Plan: 2025 Update**

Mr. Boyd discussed the final draft of the GHMPO Bicycle & Pedestrian Plan, which outlines projects and priorities across the entire MPO boundary that will lead to better connectivity and safety for pedestrians across all modes of travel. Mr. Boyd stated that they received some final comments from the Northeast Georgia Regional Commission regarding various alignment recommendations in Jackson County within the last week and that the consultant team was still working to implement those, but that they would indeed be inside the final draft document presented to the Policy Committee for adoption on May 6, 2025.

**MOTION:** Ms. Scott made a motion to recommend approval of the Draft GHMPO Bicycle and Pedestrian Plan: 2025 Update conditional on the implementation of edits in Jackson County requested by the Northeast Georgia Regional Commission, which received a second from Ms. Moss, and the motion passed by unanimous vote.

#### **6. Recommend Approval of Draft State Route 13/Atlanta Highway Corridor Study**

Mr. Boyd discussed the final draft of the State Route 13/Atlanta Highway Corridor Study, which was an effort between Gainesville, Hall County, and GDOT District 1 to look at short and long term traffic improvements along this heavily traveled corridor between Jesse Jewell Parkway and Tumbling Creek Road. Each intersection that was identified was provided with at least two possible

improvements, along with corridor-wide improvements such as the addition of turn lanes or a possible widening. With this being a state route, the majority of these upgrades will be up to GDOT.

**MOTION:** Mr. Cook made a motion to recommend approval of the Draft State Route 13/Atlanta Highway Corridor Study, which received a second from Ms. Scott, and the motion passed by unanimous vote.

## **7. Update on the Hall County Safe Streets for All (SS4A) Safety Action Plan**

Mr. Boyd provided an update on the Safe Streets for All (SS4A) Safety Action Plan, which is in its final draft stage. This was a Hall County grant in partnership with the cities of Gainesville, Oakwood, and Flowery Branch. This document analyzed traffic crash data and created High Injury Networks (HIN) across the county, which identified certain intersections or corridors that need safety improvements. A list of potential projects is included in the study, and Mr. Boyd encouraged all agencies who were interested in applying for additional SS4A implementation funding to please adopt the document with their local boards. The next round of SS4A grant funding applications are due June 26, 2025.

## **8. Other**

Mr. Boyd led discussion on the following items:

The CAC recently asked if there were any updates on Gainesville looking to upgrade the left-turn lanes on Pearl Nix Parkway (northbound) onto Browns Bridge Road (westbound), to which Mr. Jones responded that the City is looking into this issue. Mr. Boyd stated that the MPO could help fund an intersection traffic study to see what upgrades would be possible.

Mr. Boyd let the committee know that the PROTECT grant had been paused by the federal government for now, so MPO staff did not submit the application that was approved at the previous meeting.

Lastly, Mr. Boyd stated that the MPO was moving forward with a small trail study to look at connections between UNG and McEver Road. He said he would be reaching out to Oakwood, Flowery Branch, and Hall County for them to confirm they had the local match to proceed.

## **9. Jurisdiction and Agency Reports**

Representatives shared the status of projects being completed by their jurisdictions: Mr. McCrary for the City of Flowery Branch, Mr. Jones for the City of Gainesville, Mr. Schultz for the City of Oakwood, Ms. Kidd-Harrison for the City of Hoschton, Ms. Scott for the Town of Braselton, Mr. Ortiz and Ms. Johnson for the Georgia Department of Transportation, Mr. Hazell for the Georgia Mountains Regional Commission, Ms. Flaute for the Northeast Georgia Regional Commission, Ms. Moss for Hall Area Transit, Ms. Dove for Jackson County, and Mr. Cook for Hall County.

## **10. Public Comment**

There were no public comments.

## **11. Upcoming Meeting Date: July 30, 2025**

Mr. Hazell reminded the Committee of their upcoming meeting on July 30, 2025.

## **12. Adjourn**

There being no other items of business, the meeting adjourned.

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Adam Hazell, Chair

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Joseph Boyd, GHMPO

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## MEMORANDUM

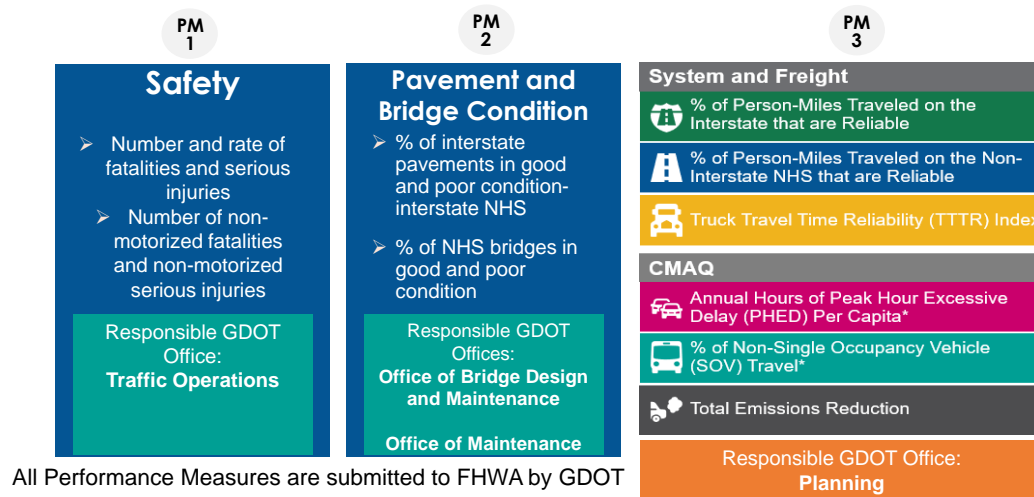
**To:** Technical Coordinating Committee Members

**From:** Joseph Boyd, GHMPO

**Date:** October 22, 2025

**Re:** Recommend Approval of the Draft 2026 Safety Performance Measures (PM1)

In coordination with the Georgia Department of Transportation, Metropolitan Planning Organizations statewide must maintain Performance Management Targets, which set standards for system performance over a set period. PM2 (Bridge and Pavement) and PM3 (National Highway System, Freight, and CMAQ) targets are set every 2- to 4-years, while PM1 (Safety) targets are set annually. MPOs may either support the state targets or adopt their own. GHMPO staff recommend adopting the statewide targets discussed in the following pages.



**RECOMMENDED ACTION:**

**Recommend Approval of the Draft 2026 Safety Performance Measures (PM1)**

*Attachment:*

*Draft 2026 Safety Performance Measures*

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

**WHEREAS**, federal regulations require that the Metropolitan 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 29, 2025 and October 30, 2025, respectively, recommended that GHMPO support the Performance Management Targets approved by GDOT as follows:

### **PM 1 Targets for 2026**

GHMPO supports the following Safety Performance Management Targets approved by the Georgia Department of Transportation for calendar year 2026:

<b>PERFORMANCE MEASURE</b>	<b>2026 GEORGIA STATEWIDE PERFORMANCE TARGETS</b>
<b>Number of Fatalities</b>	1,574
<b>Number of Serious Injuries</b>	8,103
<b>Fatality Rate</b>	1.245
<b>Serious Injury Rate</b>	6.408
<b>Total Number of Non-Motorized Fatalities and Serious Injuries</b>	1,312

## PM 2 Targets

**Table 1 Bridge Level of Service Measure**

ASSET	PERFORMANCE MEASURE	DESCRIPTION	2-YEAR TARGET	4-YEAR TARGET
<b>Bridge Structures</b>	Percent of NHS Bridge in <b>Poor condition</b> 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
<b>Bridge Structures</b>	Percent of NHS Bridges in <b>Good condition</b> 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	2-YEAR TARGET	4-YEAR TARGET
<b>Interstate NHS</b>	Percent of Interstate NHS pavements in <b>Poor condition</b>	Pavement conditions are measured through field inspections. Pavements in "poor" condition are in need of work due to either the ride quality or due to a structural deficiency.	≤ 5% (NHS) in Poor Condition	≤ 5% (NHS) in Poor Condition
<b>Interstate NHS</b>	Percent of Interstate NHS pavements in <b>Good condition</b>	Interstate pavement rated as "good" will be considered for potential pavement preservation treatments to maintain the "good" rating.	≥ 50% (NHS) in Good Condition	≥ 50% (NHS) in Good Condition
<b>Non-Interstate NHS</b>	Percent of NHS pavements in <b>Poor condition</b>	Non-interstate NHS pavements in "poor" condition are in need of major maintenance. These will be evaluated for potential projects.	≤ 12% (NHS) in Poor Condition	≤ 12% (NHS) in Poor Condition
<b>Non-Interstate NHS</b>	Percent of NHS pavements in <b>Good condition</b>	Non-interstate NHS pavements in "good" condition will be evaluated for potential preservation treatments.	≥ 40% (NHS) in Good Condition	≥ 40% (NHS) in Good Condition

## 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: 139.200 kg/day; NOx: 456.000 kg/day	VOC: 280.500 kg/day; NOx: 930.100 kg/day

**NOW, THEREFORE, BE IT RESOLVED** that the GHMPO Policy Committee (PC) concurs with the recommendations of the TCC and CAC that GHMPO agree to support the 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 \_\_\_\_\_ and seconded by PC member \_\_\_\_\_ and approved this the 12<sup>th</sup> Day of November, 2025.

\_\_\_\_\_  
Chairman David Gibbs, Chair  
Policy Committee

\_\_\_\_\_  
Joseph Boyd, MPO Director  
Gainesville-Hall Metropolitan Planning Organization

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## MEMORANDUM

**To: Technical Coordinating Committee Members**

**From: Jamie Dove, Public Development Director, Jackson County**

**Date: October 22, 2025**

**Re: Recommend Approval of the Jackson County Transportation Plan:  
2025 Update**

---

Jackson County, in partnership with GHMPO, has recently undergone a partial update to the Jackson County Transportation Plan concurrent with an update to the Jackson County Comprehensive Plan. The original Jackson County Transportation Plan was completed in 2019, the first update of its kind since 2008. This document provided the County with an overview of past studies, major employers, commute patterns, travel and roadway conditions, existing performance measures related to safety, an assessment of future needs, and a list of recommended projects for the County moving forward.

The 2025 update provided Jackson with an update to its existing conditions, socioeconomic factors, and project lists. The document also provided links to the 2055 Metropolitan Transportation Plan (MTP) that was adopted by GHMPO in May 2025.

The full document is available for review and comment via the following links:



<https://www.ghmpo.org/wp-content/uploads/2025/10/Jackson-CTP-2025.pdf>

**RECOMMENDED ACTION:** **Recommend Approval of the Jackson County  
Transportation Plan: 2025 Update**

*Attachment: Jackson County Transportation Plan: 2025 Update*

COUNTY OF JACKSON  
STATE OF GEORGIA

RESOLUTION 25-008

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF JACKSON COUNTY,  
GEORGIA APPROVING AND ADOPTING THE JACKSON COUNTY TRANSPORTATION  
PLAN UPDATE

WHEREAS, In order to maintain current and future projections for transportation needs, and thereby remain eligible for selected state funding and permitting programs, each local government in Georgia needs to prepare, adopt, maintain, and implement a transportation plan; and

WHEREAS, Jackson County has prepared an update to its transportation plan, with appropriate opportunity for involvement and input from stakeholders and the general public; and

WHEREAS, The Jackson County Transportation Plan update has been prepared in cooperation with the State of Georgia Department of Transportation, Federal Highway Administration, and the Gainesville-Hall Metropolitan Organization;

Now, therefore, IT IS HEREBY RESOLVED as follows:

1.

The Jackson County Transportation Plan update, dated June 2025, is hereby adopted.

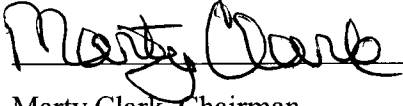
2.

The Clerk of the Board is hereby directed to submit a certified copy of this Resolution to the Gainesville-Hall Metropolitan Planning Organization.

3.

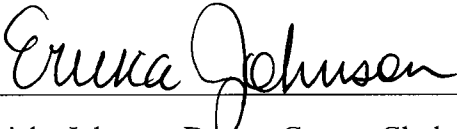
To publicize adoption, the adopted transportation plan update shall be maintained by the Jackson County Public Development Department.

ADOPTED AND APPROVED, THIS THE 18<sup>TH</sup> DAY OF AUGUST, 2025.



Marty Clark, Chairman

Jackson County Board of Commissioners



Ericka Johnson, Deputy County Clerk



**A Resolution by the Gainesville-Hall Metropolitan Planning Organization  
Policy Committee Adopting the Jackson County Transportation Plan: 2025 Update**

**WHEREAS**, the Gainesville-Hall Metropolitan Planning Organization is the designated Metropolitan Planning Organization for transportation planning within the Gainesville Metropolitan Area Boundary which includes all of Hall County and a portion of Jackson County following the 2020 Census; and

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

**WHEREAS**, the Jackson County Transportation Plan: 2025 Update makes recommendations to improve the area's accessibility, mobility, and safety;

**NOW, THERE, BE IT RESOLVED** that the Gainesville-Hall Metropolitan Planning Organization adopts the Jackson County Transportation Plan: 2025 Update.

A motion was made by PC member \_\_\_\_\_ and seconded by PC member \_\_\_\_\_ and approved this the 12<sup>th</sup> Day of November, 2025.

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Chairman David Gibbs, Chair  
GHMPO Policy Committee

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Joseph Boyd, Director  
GHMPO

June 2025

FINAL REPORT

# *Jackson County Transportation Plan*



# *JACKSON COUNTY TRANSPORTATION PLAN 2025 UPDATE*

The opinions, findings, and conclusions in this publication are those of the author(s) and not necessarily those of the Department of Transportation, State of Georgia, or Federal Highway Administration. Prepared in cooperation with the Department of Transportation, Federal Highway Administration.

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# | CHAPTER 1 OVERVIEW

## BACKGROUND

This update to the previous 2019 Jackson County Transportation Plan (CTP) reviewed the transportation system, gathered new data, conducted outreach, and developed a series of transportation recommendations for the future. This update coincides with the Gainesville-Hall Metropolitan Planning Organization (GHMPO) 2055 Metropolitan Transportation Plan (MTP) update as well as the Jackson County Comprehensive Plan update. This CTP update leveraged the development of these planning efforts through combined outreach efforts and cross coordination on project recommendations.

This CTP updated and expanded upon the findings of the previous 2019 CTP to meet current county needs and future considerations for transportation projects throughout the area.

## STUDY AREA

Jackson County (the county) is located just northeast of the Atlanta Metropolitan area and northwest of Athens-Clarke County Unified Government. Jackson County had a population of 75,907 in 2020 and is bordered by five (5) counties (Barrow, Oconee, Madison, Banks, and Hall) and has nine (9) municipal partners (Arcade, Braselton, Commerce, Hoschton, Jefferson, Marysville, Nickleson, Pendergrass, and Talmo).<sup>1</sup> The county seat is the City of Jefferson with a population of 13,262 in 2020 (US Census).

The southwestern part of Jackson County is within the GHMPO which encompasses all of Hall County and a portion of Jackson County. **Figure 1** shows a map of Jackson County along with its municipalities and major roadways. **Figure 2** shows the GHMPO boundary which includes the southwestern portion of Jackson County. GHMPO works in unison with the county on the coordination and development of regional transportation planning in the area.

The region continues to see population growth due to its proximity to the Atlanta Metro area; however, much of the county has maintained its largely rural and exurban character. Jackson County's population has expanded from 60,485<sup>2</sup> in 2010 to 75,907 people in 2020, representing a 25.5% growth over the last 10-year period. In 2023, the US Census American Community Survey<sup>3</sup> (ACS) 5-year estimates approximated the total population of the county to be 80,640, which shows a 6.2% growth in three years. This population growth has also been followed by employment increases and regional investment in significant employment centers. The county's location near metro areas and direct access to I-85 provide noteworthy incentives for employers to target this area. Large employers such as Amazon and SK Battery have expanded into the county, creating jobs and increasing opportunities in the area. The planned 2026 opening of the Inland Port (known as Blue Ridge Connector) in neighboring Hall County is expected to result in the western portion of the county to see increased industrial growth, warehousing, and distribution centers.

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<sup>1</sup> <https://data.census.gov/table?q=Population+Total&g=050XX00US13157>

<sup>2</sup> <https://data.census.gov/table/DECENNIALPL2010.P1?q=Population+Total&g=050XX00US13157>

<sup>3</sup> <https://data.census.gov/table/ACSDP5Y2023.DP05?q=Population&g=050XX00US13157>

FIGURE 1. MAP OF JACKSON COUNTY

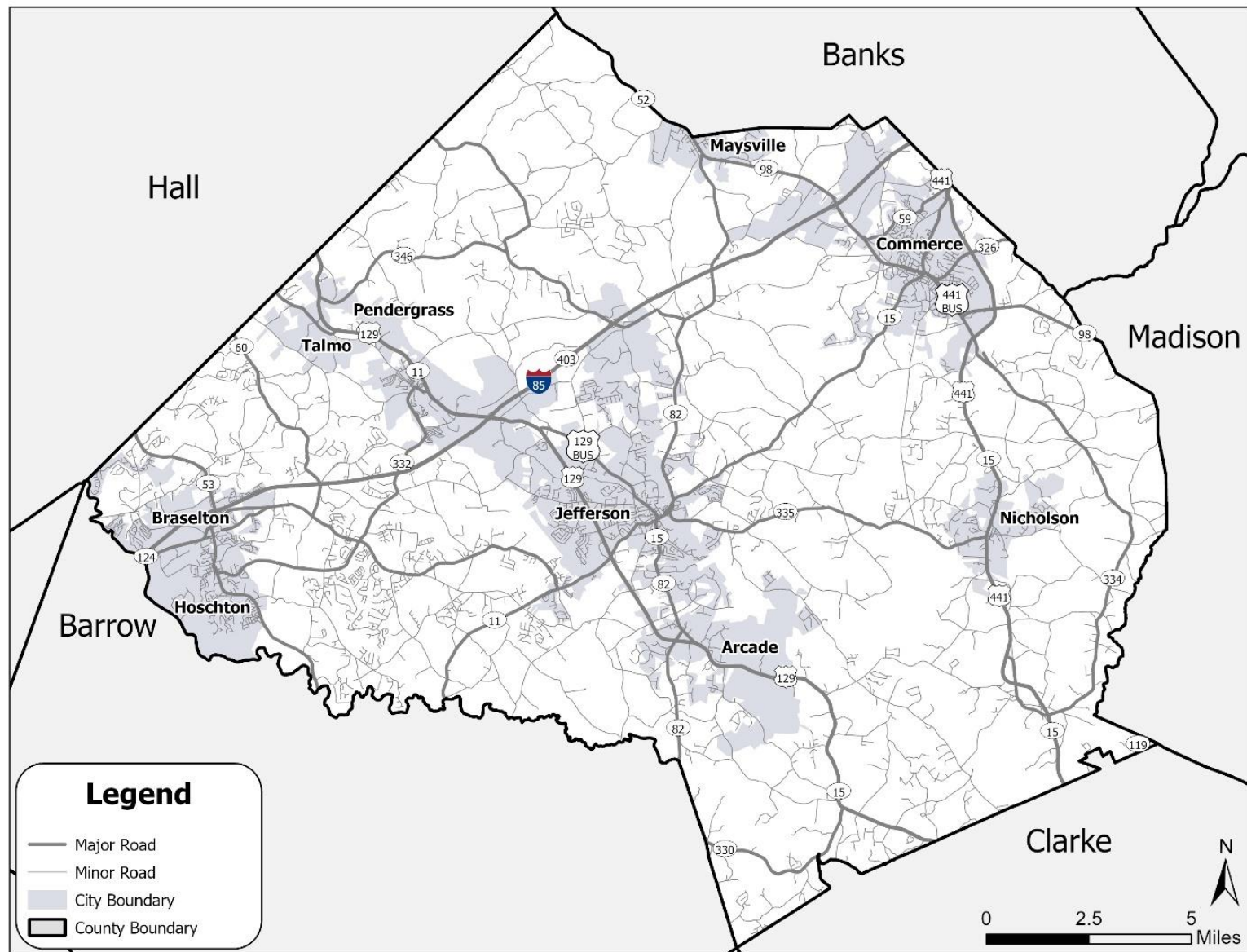
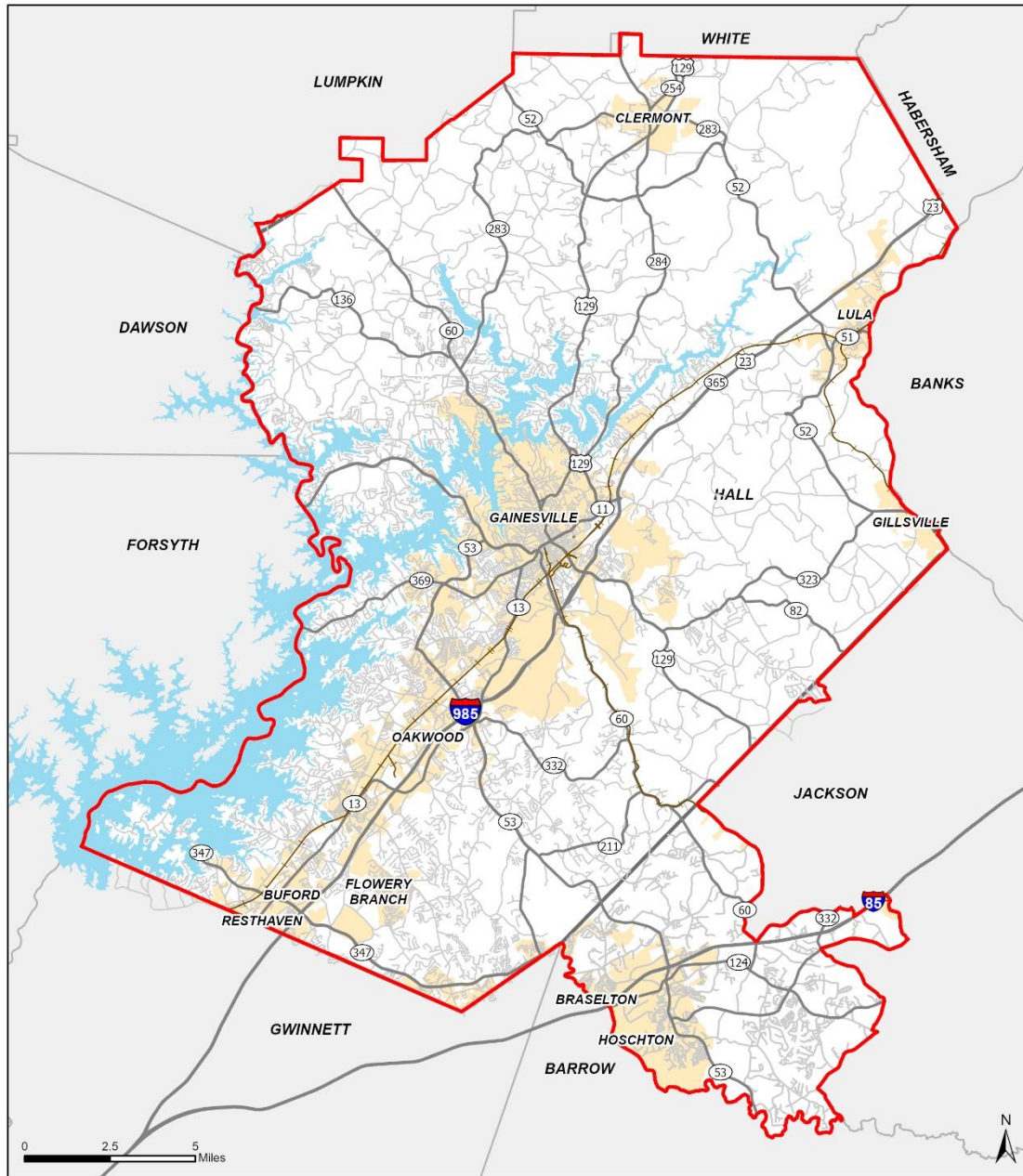


FIGURE 2. MAP OF GHMPO PLANNING BOUNDARY



#### Legend

- GHMPO Planning Boundary
- Lake Lanier
- City Limit
- County Boundary
- Major Roadway
- Roadway
- Railroad

Source: GHMPO

## PAST STUDIES AND PLANS

During the development of this CTP update, a variety of documents developed from past and current planning efforts in the region were leveraged to fully understand priorities and regional shifts. The 2025 CTP document serves as an update to the previous plan, developed in 2019. The following documents were reviewed to understand county priorities, major projects, and ongoing efforts which may impact regional transportation. **Table 1** lists past studies and plans.

TABLE 1. PAST STUDIES AND PLANS

Studies and Plans, by Year
<b>Jackson County</b>
2011 Connect Jackson-Bike, Ped, Greenways
Jackson County Unified Development Code (2019, updated 2025)
Jackson County Comprehensive Plan Update (under development)
2019 Jackson County Transportation Plan
<b>Jackson County - Municipalities</b>
2024 Braselton Hoschton Area Mobility Study
<b>GHMPO</b>
2020 GHMPO RTP
2055 GHMPO Metropolitan Transportation Plan (MTP)
2025 GHMPO Bicycle and Pedestrian Plan Update
<b>Northeast Georgia Regional Commission (NEGRC)</b>
2023 Northeast Georgia Regional Plan
<b>Statewide Plans</b>
Georgia Department of Transportation (GDOT) Statewide Transportation Improvement Program (STIP) FY 2024-2027

## COMMUTE PATTERNS

The county’s commuting trends highlight how transportation over significant distances is key to the employment throughout the county, with a majority of employees traveling outside of the county and many traveling over an hour to work. As of 2020, Jackson County has 32,748 workers aged 16 years and over,<sup>4</sup> as shown in **Table 2**. The data shows that over 90% of workers commute using a motorized vehicle (car, truck or van), and over 82% commute alone, with only 6.3% working from home. These patterns signify historic investment in vehicular travel in the county and highlight the relatively minimal use of public transit and bicycle and pedestrian infrastructure in the area.

<sup>4</sup> <https://www.census.gov/programs-surveys/acs/>

**TABLE 2. MEANS OF TRANSPORTATION TO WORK**

Transportation Type	Percent of Total
<b>Workers 16 years and over</b>	32,748
Car, truck, or van	91.2%
Drove alone	82.8%
Carpooled	8.4%
Workers per car, truck, or van	1.05
Public transportation (excluding taxicab)	0.8%
Walked	0.3%
Bicycle	0.0%
Taxicab, motorcycle, or other means	1.4%
Worked from home	6.3%

Source: US Census 2020 ACS 5-Year Estimates

A slightly greater proportion of people live in Jackson County and work outside the county than people who commute into Jackson County for work from outside counties. There is minimal disparity (less than 2k people) between the number of people commuting externally in to work in Jackson and those who live in Jackson commute to work outside of the county. **Table 3** depicts the inflow and outflow of workers and residents of Jackson County in 2020<sup>5</sup>

**TABLE 3. PLACE OF WORK**

Place of Work/Residence	Count	Percent of Total
Employed in Jackson County	28,623	100.0%
Employed in Jackson County, Living Outside	21,251	74.2%
Employed and Living in Jackson County	7,372	25.8%
Living in Jackson County	30,354	100.0%
Living in Jackson County, Employed Outside	22,982	75.7%
Employed and Living in Jackson County	7,372	24.3%

Source: US Census OnTheMap Application and  
2020 LEHD Origin-Destination Employment Statistics

As depicted in **Table 4**, most households in the county have access to a vehicle; however, 2.5% of households lack regular access to a vehicle. This amounts to nearly 1,900 people in the County without any vehicle access, indicating that these individuals may face difficulty traveling.

The most prevalent industries making up the majority of Jackson County's workforce are manufacturing (20%), retail trade (16.7%), and wholesale trade (11.5%). These employment types rely heavily on the safe

<sup>5</sup> <https://onthemap.ces.census.gov/>

and efficient movement of the transportation network to ensure continued prosperity in the area. The key employment features of the county are listed in **Table 6**.

**TABLE 4. VEHICLES AVAILABLE PER HOUSEHOLD**

<b>Vehicles Available</b>	<b>Percent of total</b>
No vehicle available	2.5%
1 vehicle available	8.6%
2 vehicles available	40.6%
3 or more vehicles available	48.3%

Source: US 2020 ACS 5-Year Estimates

**TABLE 5. NAICS INDUSTRY BREAKDOWN FOR JACKSON COUNTY**

<b>NAICS Industry</b>	<b>Count</b>	<b>Percent of Total</b>
Agriculture, Forestry, Fishing and Hunting	256	0.9%
Mining, Quarrying, and Oil and Gas Extraction	10	0.0%
Utilities	287	1.0%
Construction	1,196	4.2%
Manufacturing	5,738	20.0%
Wholesale Trade	3,290	11.5%
Retail Trade	4,774	16.7%
Transportation and Warehousing	2,422	8.5%
Information	126	0.4%
Finance and Insurance	216	0.8%
Real Estate and Rental and Leasing	1,594	5.6%
Professional, Scientific, and Technical Services	829	2.9%
Management of Companies and Enterprises	60	0.2%
Administration & Support, Waste Management and Remediation	1,854	6.5%
Educational Services	1,859	6.5%
Health Care and Social Assistance	1,171	4.1%
Arts, Entertainment, and Recreation	57	0.2%
Accommodation and Food Services	1,299	4.5%
Other Services (excluding Public Administration)	450	1.6%
Public Administration	1,135	4.0%

Source: US Census OnTheMap Application and  
2020 LEHD Origin-Destination Employment Statistics

The reported average commute time of 31.1 minutes in Jackson County is higher than the US average commute time of 26.9 minutes (difference of 15.6%), as well as Georgia's average commute time of 28.7 minutes (difference of 8.4%). 12.2% of Jackson County commuters have commute times that exceed 60 minutes, compared to just 9.3% nationwide and 10.9% statewide.<sup>6</sup> This time spent commuting on the roadway shows a continued need for investment in roadway infrastructure to improve commutes and maintain transportation efficiency. The average travel time to work for Jackson County is shown in **Table 6**.

**TABLE 6. TRAVEL TIME TO WORK**

<b>Travel Time to Work</b>	<b>Percent of total</b>
Less than 10 minutes	8.5%
10 to 14 minutes	11.1%
15 to 19 minutes	11.7%
20 to 24 minutes	12.1%
25 to 29 minutes	5.8%
30 to 34 minutes	17.1%
35 to 44 minutes	9.5%
45 to 59 minutes	12.0%
60 or more minutes	12.2%
<b>Mean travel time to work (minutes)</b>	31.1

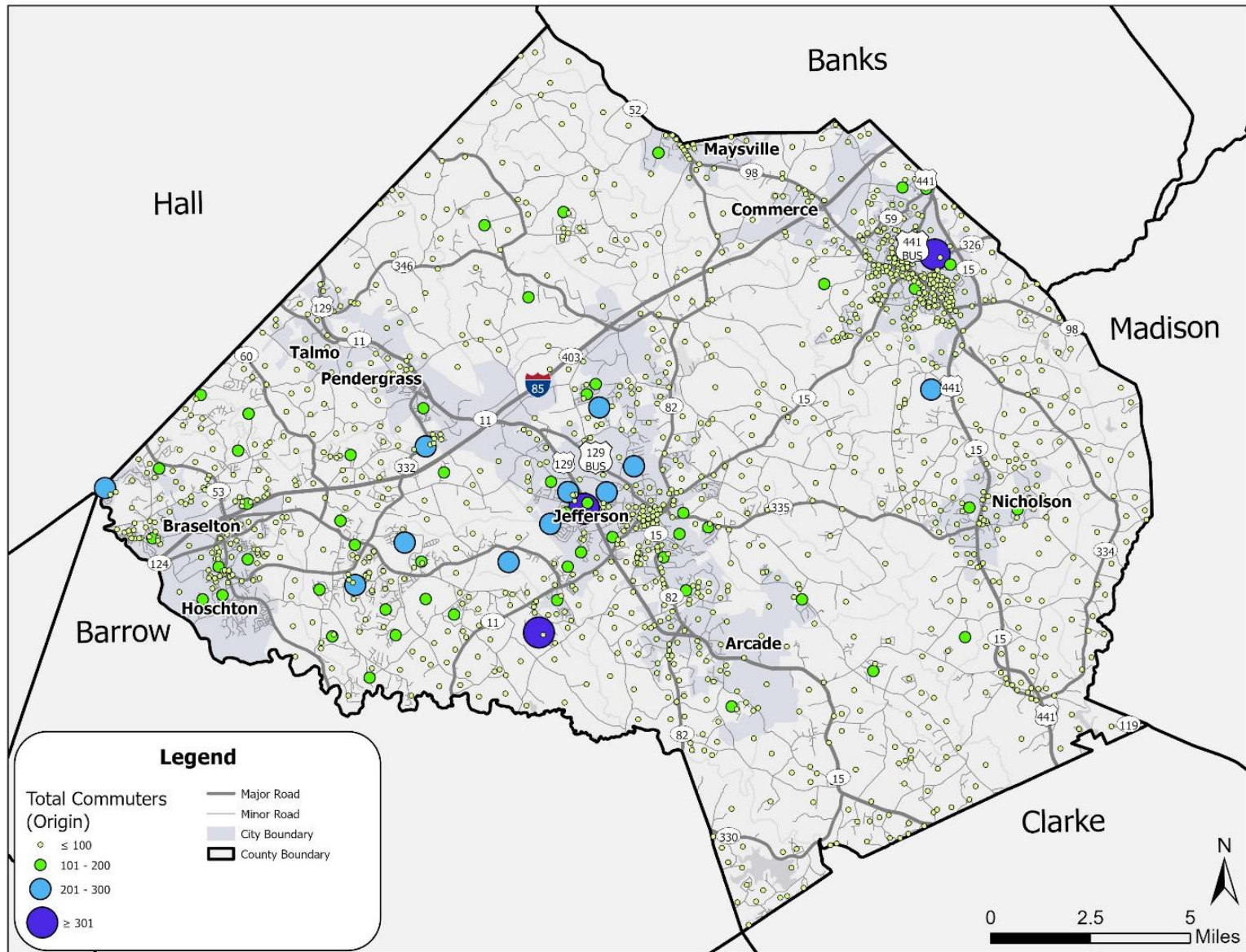
Source: US Census 2020 ACS 5-Year Estimates

The generalized origin of commuters within the community is depicted in **Figure 3**. These clusters are largely within the urbanized and suburban areas of the county.

<sup>6</sup>

[https://data.census.gov/table/ACSST5Y2020.S0801?q=travel+time+to+work&q=010XX00US\\_040XX00US13\\_050XX00US13157](https://data.census.gov/table/ACSST5Y2020.S0801?q=travel+time+to+work&q=010XX00US_040XX00US13_050XX00US13157)

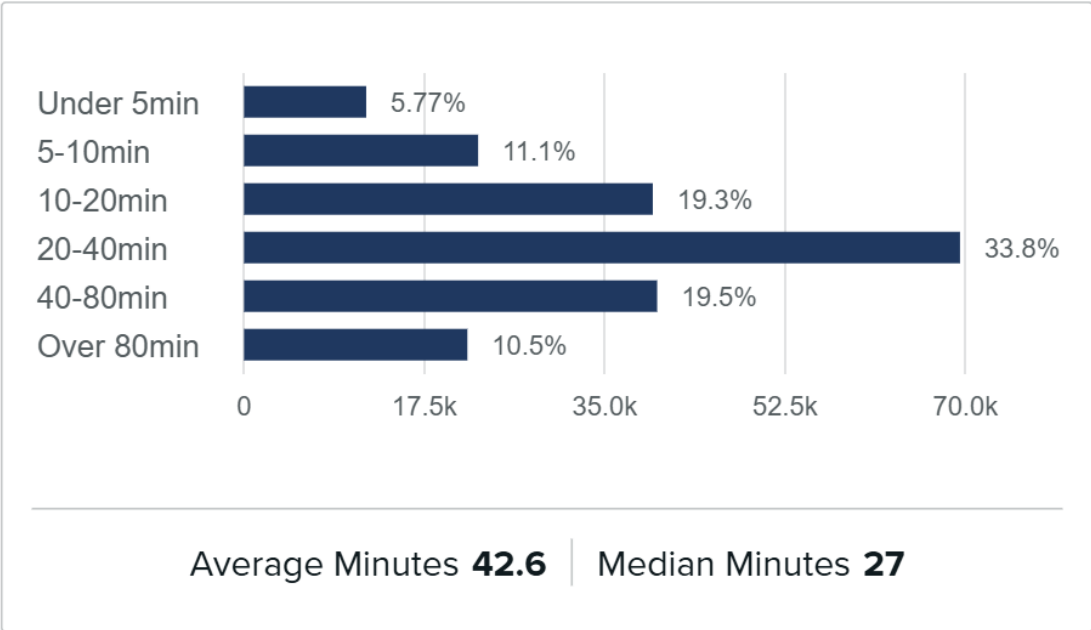
FIGURE 3. JACKSON COUNTY COMMUTER ORIGINS (2021)



Source: LEHD

Metrics such as travel time, number of trips, and others were aggregated across the county for an average weekday in the spring of 2024 using the Replica<sup>7</sup> application, which simulates trip movements to provides counts and other trip analyses. The results show an average commute trip duration of 42.6 minutes and a median trip duration of 27 minutes for all trips within the county. The increase in average trip duration from 31.1 minutes in 2020 to 42.6 minutes in 2024 conveys increasing demand on the transportation network and increases in congestion within Jackson County. A detailed distribution of trip duration in Jackson County on an average weekday in spring of 2024 is shown in **Figure 4**.

**FIGURE 4. TRIP DURATION (MINUTES) ON AN AVERAGE WEEKDAY, SPRING 2024**



Source: Replica Places, Spring 2024

ENVIRONMENTAL CONSIDERATIONS

A variety of sources were considered and pooled together to inform the historical and environmental analysis of Jackson County. Infrastructure projects for both motorized and non-motorized users can have impacts on the historical and environmental resources of the region. These elements were considered during both the needs assessment and the project evaluation and prioritization phases. Projects were mapped in relation to:

- 1. Identified historical resources obtained from the Georgia’s Natural, Archeological, and Historic Resources Geographic Information System (GNAHRGIS)
- 2. Wetlands and waterbodies obtained from the National Wetlands Inventory (NWI)

<sup>7</sup> <https://www.replicahq.com/>

Additionally, a list of endangered species of flora and fauna was obtained from the US Fish and Wildlife Service Environmental Conservation Online System (ECOS) and is shown in **Table 7**. Potential impacts should be considered and mitigated where applicable and feasible during the planning and early design phases of any future project.

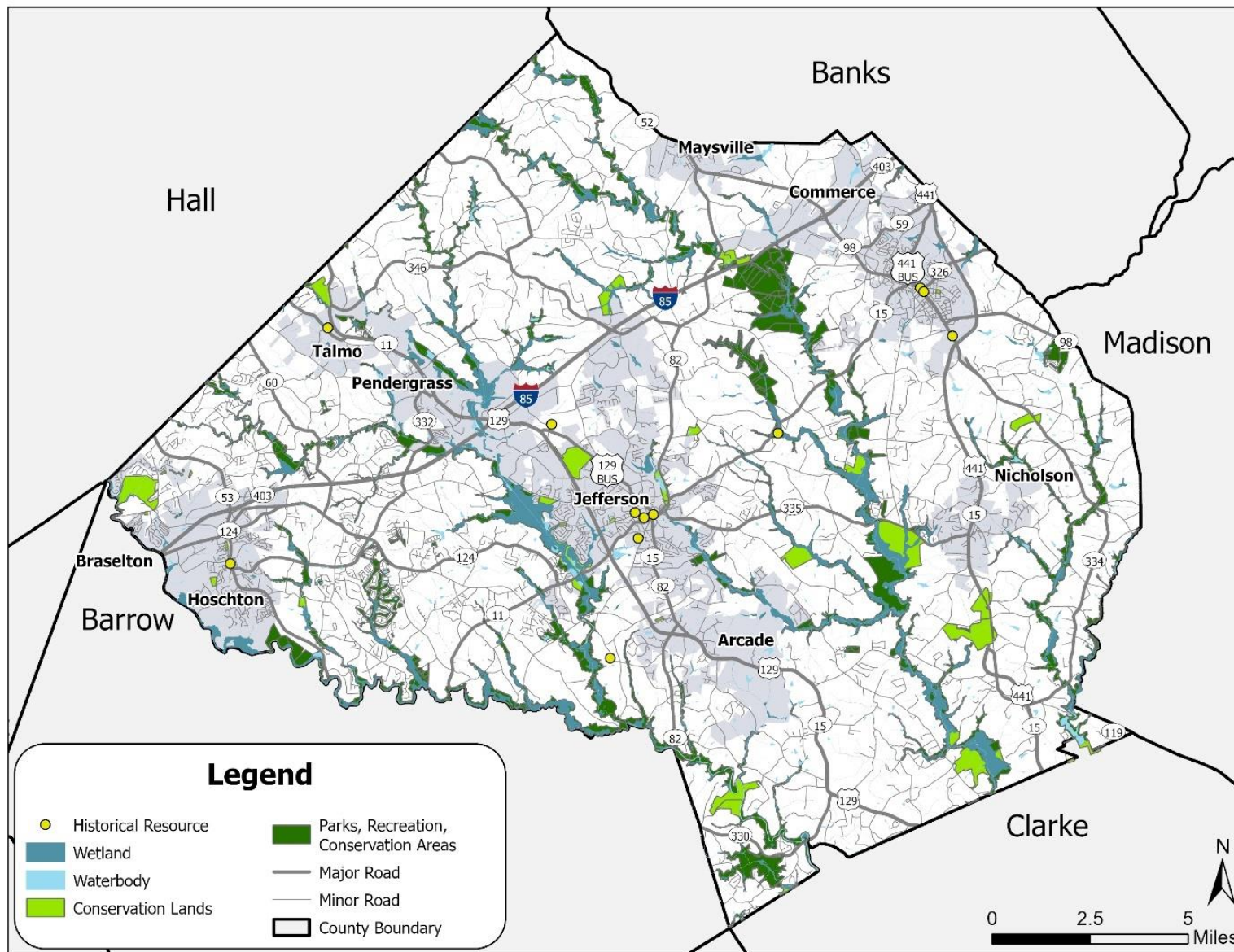
**TABLE 7. ECOS SPECIES LISTED IN JACKSON COUNTY**

Scientific Name	Common Name	ESA Listing Status
Amphianthus pusillus	Little amphianthus	Threatened
Moxostoma robustum	Robust redhorse	Under Review
Isoetes melanospora	Black spored quillwort	Endangered
Perimyotis subflavus	Tricolored bat	Proposed Endangered
Myotis grisescens	Gray bat	Endangered
Danaus plexippus	Monarch butterfly	Proposed Threatened
Myotis lucifugus	Little brown bat	Under Review

Source: US Fish and Wildlife Service ECOS, Accessed February 2025

**Figure 5** shows the location of both the water features (rivers, streams, wetlands, etc.) and the historical resources located within the Jackson County boundary. Whereas water bodies of various nature are located throughout the county, constituting potential resources for the augmentation of the county's bicycle and pedestrian infrastructure, historical resources (buildings, landmarks, etc.) are mostly located within the municipal boundaries of Jefferson, Braselton, Hoschton, and Commerce.

FIGURE 5. JACKSON COUNTY ENVIRONMENTAL CONSIDERATIONS



Source: GNAHRGIS, Department of Natural Resources, Jackson County

## *CHAPTER 2*

### *TRAVEL AND ROADWAY CONDITIONS*

## FUNCTIONAL CLASSIFICATION

All roads in the county are classified according to the roadway functional classification based on the degree of access, the level of mobility, and the general character of the roadway. Interstates have the highest functional classification, providing users with the highest level of mobility and the lowest degree of access; they generally have the highest speed limits with grade-separated interchanges. Principal arterials consist of roads such as freeways and expressways, and provide high levels of mobility and low access, similar to interstates. Minor arterials provide are similar to principal arterials and serve trips of more moderate lengths. Major and minor collectors provide connections between arterials and local roads. The lowest level in the functional classification is that of local roadways, which provide the highest degree of access and the lowest mobility.

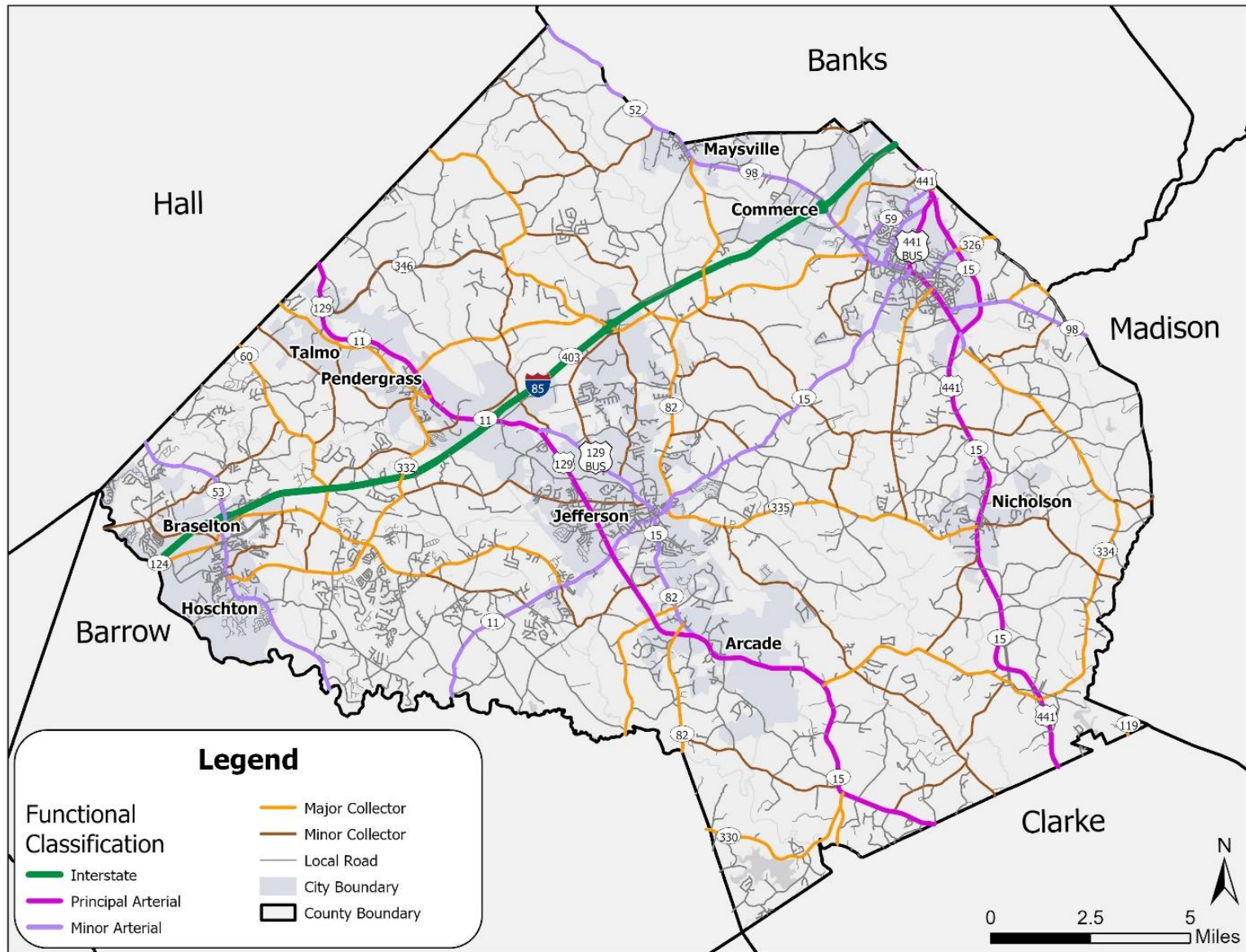
**Table 8** and **Figure 6** shows the functional classification for roadways in Jackson County. I-85 is the only interstate in Jackson County, which is served by a number of principal arterial roads including US 129/SR 11 and US 441/SR 15. The principal arterials are oriented NW-SE and connect the municipalities in the central and eastern sections of the county, whereas US 441/SR 15 (a minor arterial) is oriented NE-SW through the middle of the county.

**TABLE 8. MILEAGE BY ROAD FUNCTIONAL CLASSIFICATION, JACKSON COUNTY**

Functional Classification	Total Miles	Percentage
Interstate	49.0	5%
Principal Arterial	49.2	5%
Minor Arterial	58.7	5%
Major Collector	105.5	10%
Minor Collector	124.5	12%
Local Road	691.9	64%
<b>Total</b>	<b>1078.3</b>	<b>100%</b>

Source: GDOT Roadway Inventory (2023)

FIGURE 6. FUNCTIONAL CLASSIFICATION



Source: GDOT Roadway Inventory (2023)

## TRAVEL LANES AND PAVED/UNPAVED MILES

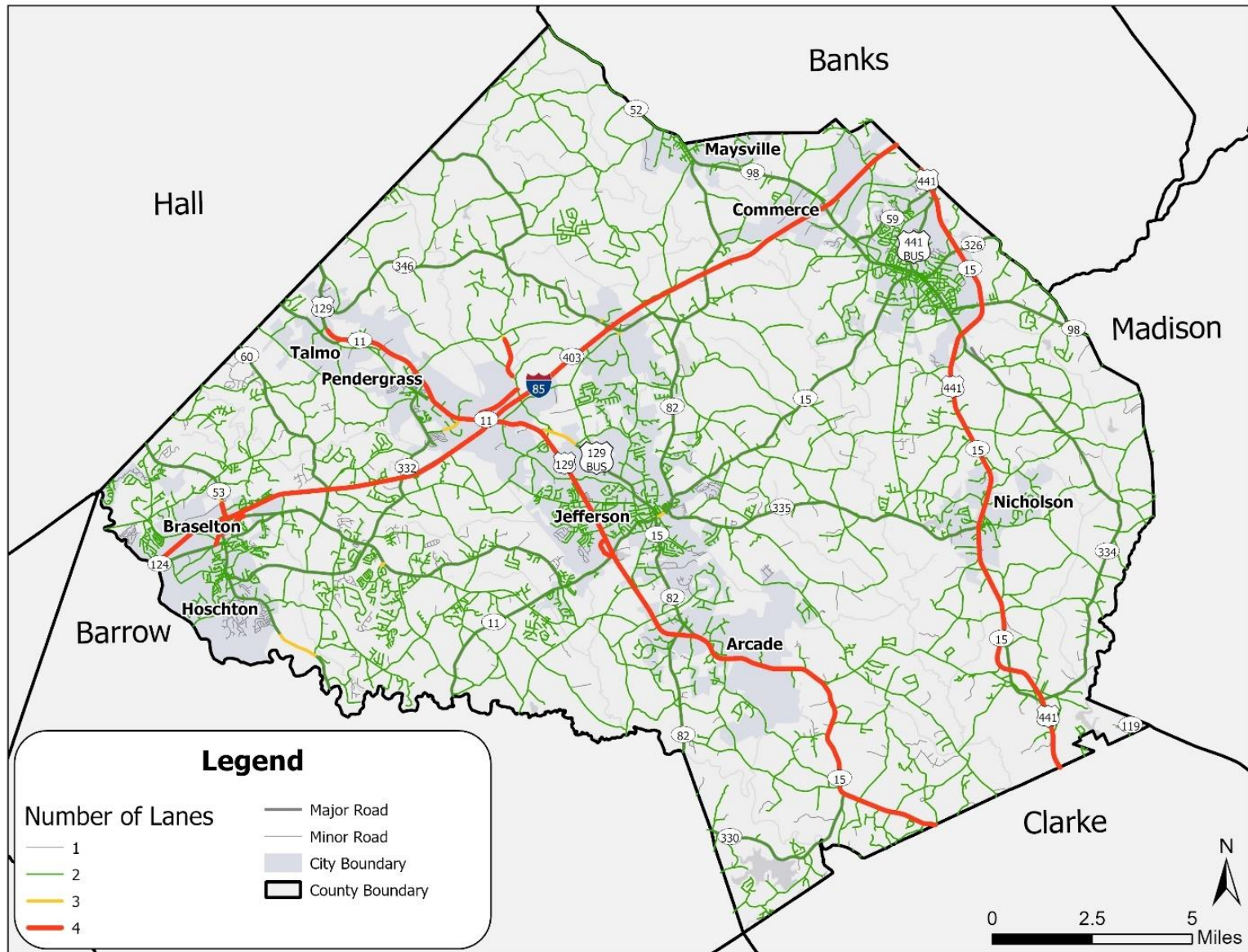
Based upon 2023 data, most roads within Jackson County consist of two (2) travel lanes, or one (1) lane per direction of travel, apart from some segments of the interstate (I-85) and some major arterials which have two (2) lanes per direction of travel. Roads with more than two (2) lanes in total generally have higher speeds, are designed to handle a higher volume of traffic, and tend to have a higher functional classification. In Jackson County, these roads with higher functional classifications consist of the I-85 and US routes (US 129 and US 441). **Figure 7** shows the number of travel lanes for the roads in Jackson County.

There are a total of 1,042 miles of roadway in Jackson County, excluding private roads, ramps, and unbuilt roads. Of these, 945 miles are paved with asphalt, 4 miles are paved with concrete, and 93 miles are unpaved.<sup>8</sup>

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<sup>8</sup> [https://www.dot.ga.gov/DriveSmart/Data/Documents/400%20Series/441/441\\_Report\\_2023.pdf](https://www.dot.ga.gov/DriveSmart/Data/Documents/400%20Series/441/441_Report_2023.pdf)

FIGURE 7. NUMBER OF TRAVEL LANES



Source: GDOT Roadway Inventory (2023)

## SIGNALIZED INTERSECTIONS

There are 32 traffic signals located in Jackson County.<sup>9</sup> Six (6) previously signalized intersections were to either removed or converted into other intersection control devices (e.g., roundabouts). Of the 32 signalized locations, 26 (81%) are located within city limits. **Table 9** contains the exact breakdown of signalized intersections per municipality as of 2024. Most of the signalized intersections are located at the junction between state and US routes, or at interchanges where the traffic patterns and volumes require signalization.

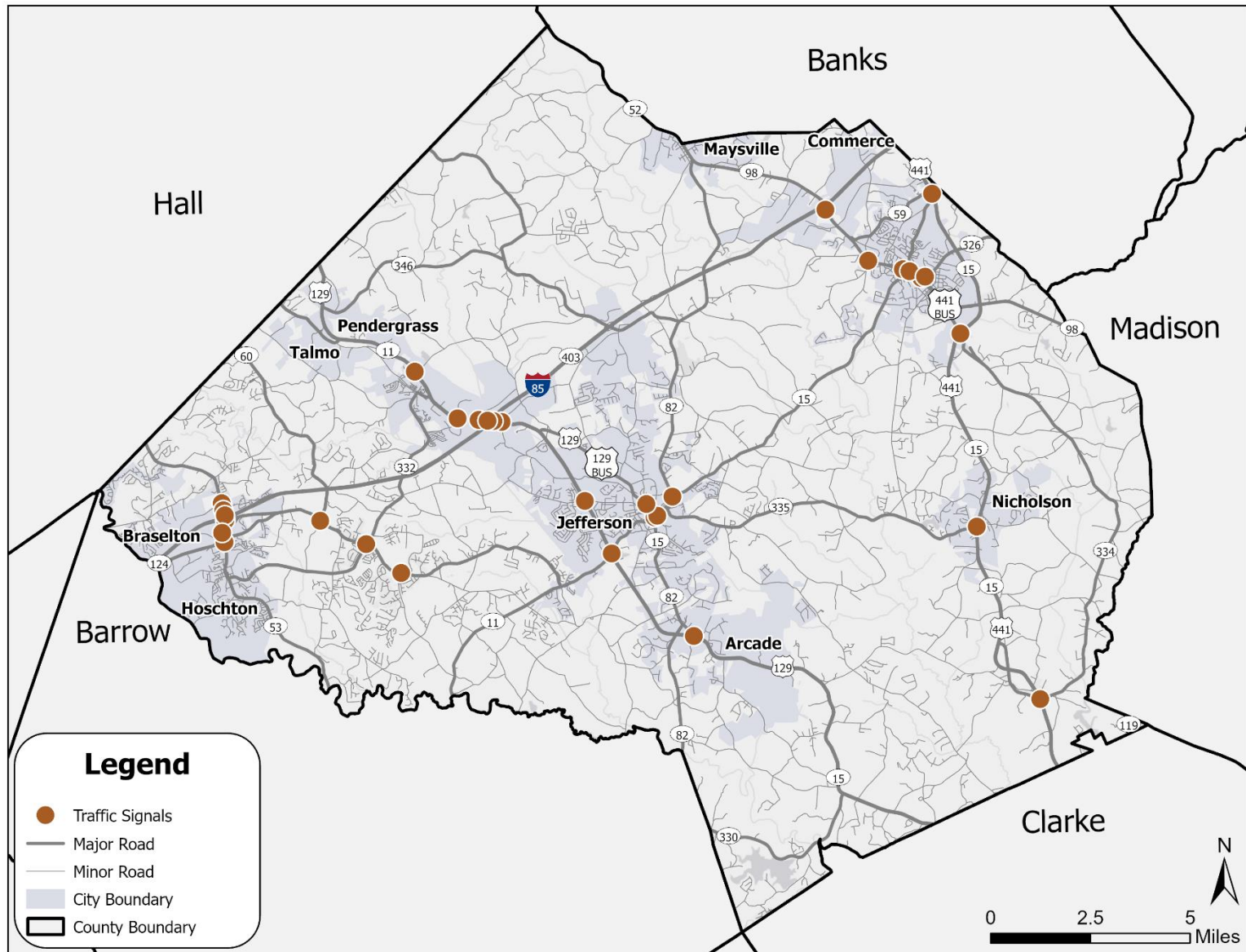
**TABLE 9. NUMBER OF SIGNALIZED INTERSECTIONS BY JURISDICTION**

Jurisdiction	Number of Signalized Intersections
Hoschton	0
Arcade	1
Maysville	0
Pendergrass	1
Nicholson	1
Talmo	0
Braselton	5
Jefferson	10
Commerce	8
Unincorporated	6
<b>Total</b>	<b>32</b>

Source: GeoPI

<sup>9</sup> <https://www.dot.ga.gov/applications/geopi/Pages/Search.aspx#>

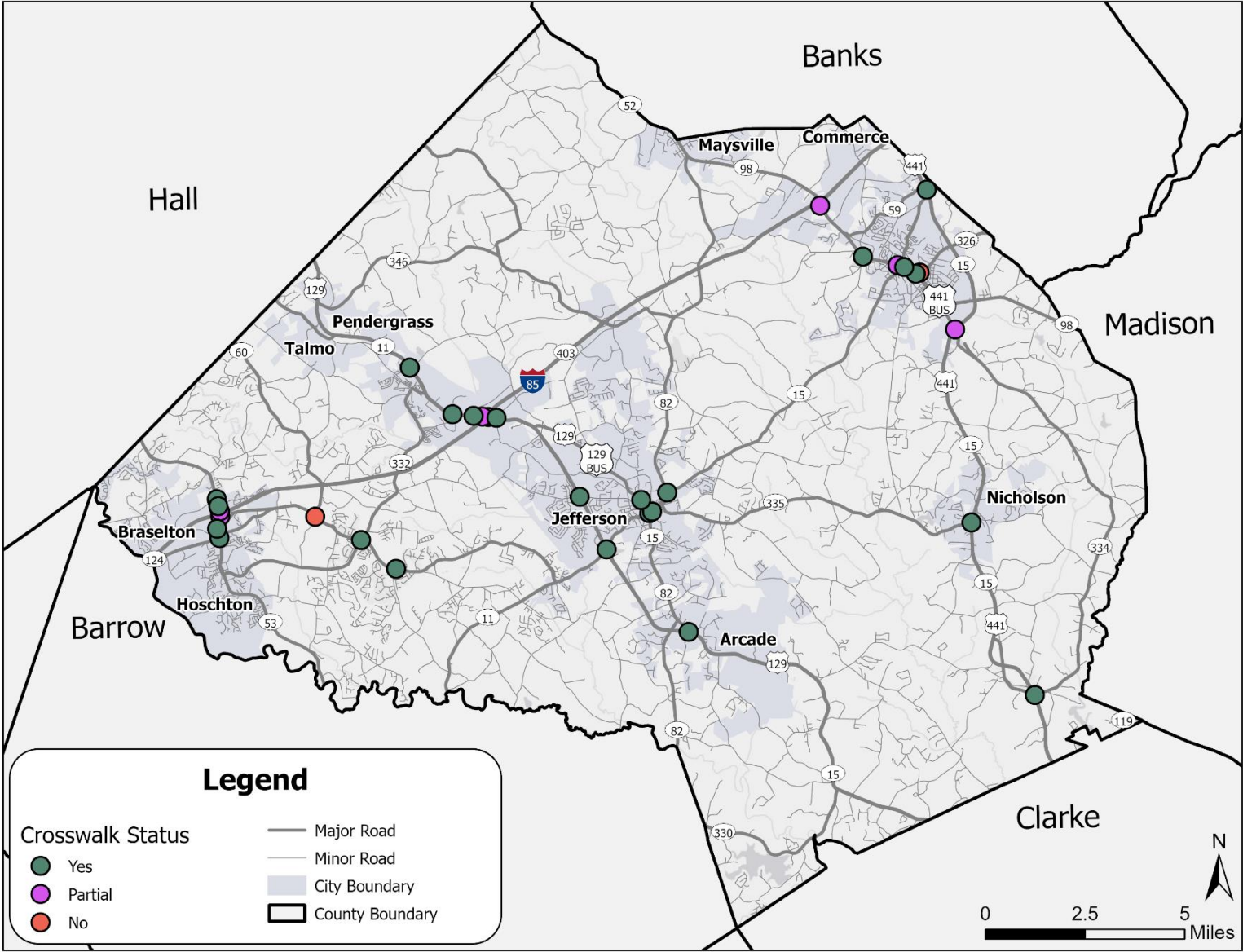
FIGURE 8. SIGNALIZED INTERSECTIONS IN JACKSON COUNTY



Source: GeoPI

Of the 32 signalized intersections, seven (7) of the intersections only contain partial crosswalks, and two (2) do not contain crosswalks at all. **Figure 9** shows the status of crosswalk locations in Jackson County. The locations with the most limited crosswalk infrastructure at signalized intersections are Commerce and Braselton, as well as the intersection of I-85 and US 129/SR 11. The lack or minimal presence of pedestrian crossing infrastructure provides a barrier for those without access to a vehicle to safely cross at intersections, disincentivizing pedestrians from crossing at intersections where drivers are likely to expect to see people walking. This can lead to pedestrians choosing to cross unpredictably along the roadway, creating spontaneous and oftentimes unavoidable conflicts with moving vehicles.

FIGURE 9. CROSSWALK PRESENCE AT SIGNALIZED INTERSECTIONS IN JACKSON COUNTY



Source: GeoPI, RS&H Analysis

## TRANSIT

Jackson County Transit provides service within Jackson County and external service to Athens-Clarke County to the southwest. This is maintained as an on-demand service provided by three (3) 10-passenger vans equipped with wheelchair access. Operating from 7 a.m. to 4 p.m. Monday to Friday, this is a Shared-Ride service for connecting residents with their destinations.<sup>10</sup> At this time, Jackson County does not operate a fixed-route bus service. **Table 10** shows the typical transit fares.

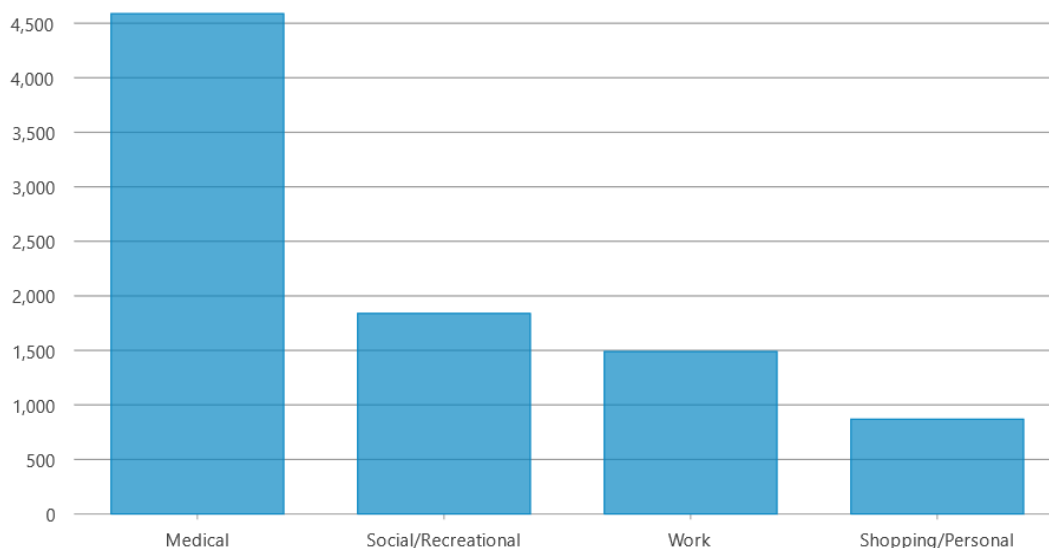
**TABLE 10. TRANSIT FARES**

Transit Fare	One-Way/ In-County	Round Trip/ In-County	One-Way/ Out of County	Round Trip/ Out of County
Total	\$4.00	\$8.00	\$9.00	\$18.00

Source: Jackson County Transit

Additionally, the 2020 Jackson County Transit Feasibility Study identified recent trends of transit use. As depicted in **Figure 10**, the majority of trips using transit were medical in nature, taking patrons to their medical providers within Jackson and nearby Athens-Clarke County. Thousands of transit trips are taken in Jackson County annually, yet there is no fixed-route service available for transit users. Should future transit investment prove to be a continued local desire, partnerships with nearby municipal partners and adjacent transit agencies should be leveraged to connect Jackson County residents with common destinations. **Figure 11** depicts the clustering of trip locations as identified within the transit feasibility study; as shown by the large dark red circles, many trips were taken to Commerce and Jefferson.

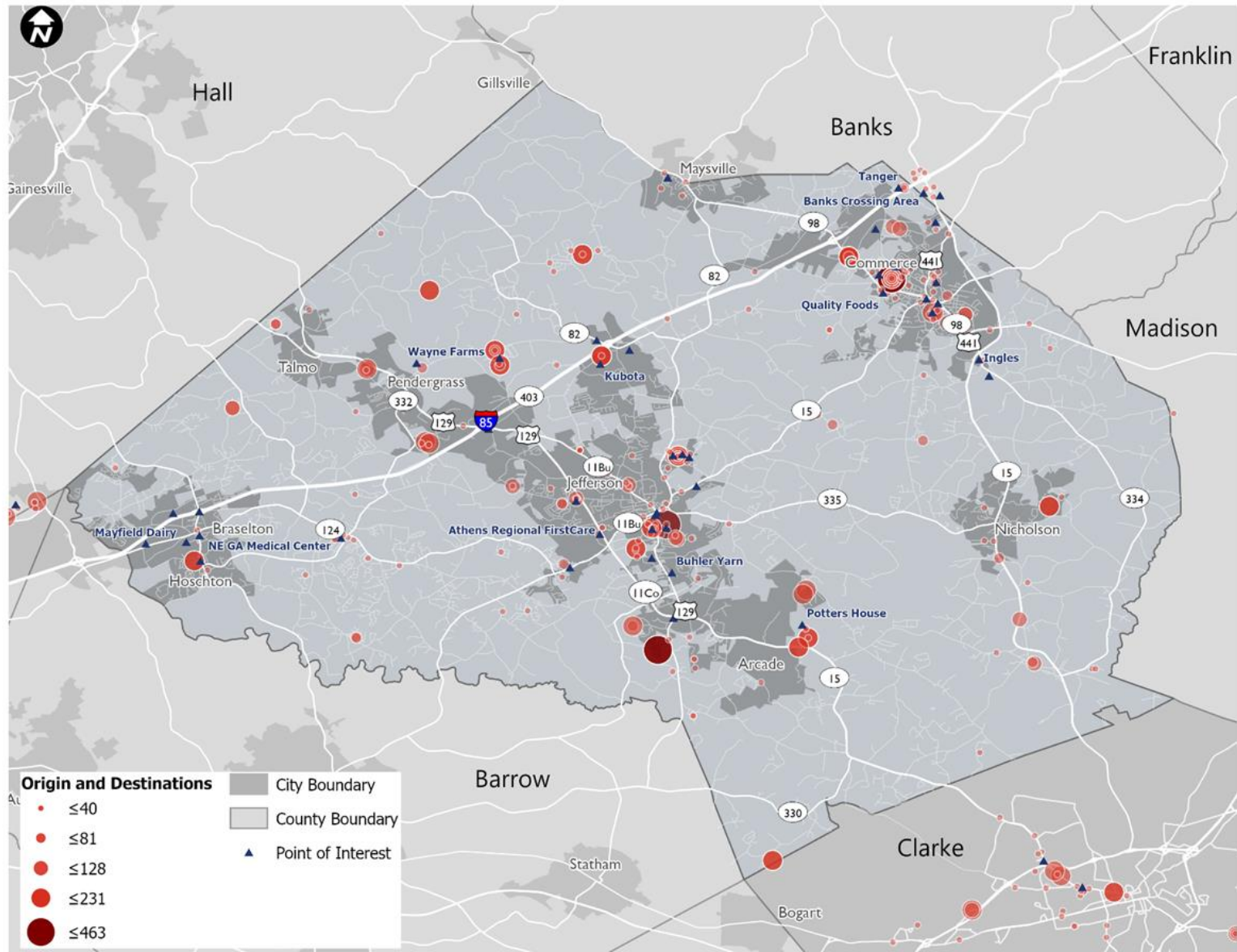
**FIGURE 10. TOTAL ANNUAL TRANSIT TRIPS BY PURPOSE**



Source: 2020 Jackson County Transit Feasibility Study

<sup>10</sup> <https://www.jacksoncountygov.com/364/Fares>

FIGURE 11. TOP TRIP DESTINATIONS



Source: 2020 Jackson County Transit Feasibility Study

## BICYCLE AND PEDESTRIAN

Alternative modes of transportation to the personal vehicle constitute an essential mobility and accessibility tool for residents within and visitors to Jackson County. Though a majority of trips within and through the county are undertaken in a personal or commercial vehicle, bicycle and pedestrian trips play a critical role in the functioning of the transportation network. These trips provide increased mobility options while contributing to the reduction of congestion, emissions, and other negative externalities associated with automobile traffic.

In Jackson County in 2020, less than 0.1% of commuters biked to work, and only 0.3% walked.<sup>11</sup> These data points are below the state and national averages for the same time period. The biking and walking disparity in Jackson County demonstrates that there is both a need to improve the existing infrastructure that caters to these modes as well as an opportunity to encourage a mode shift through the diversification of transportation solutions to improve and expand transportation options for those with limited access to a personal vehicle. **Table 11** shows the breakdown of biking and walking commute to work averages compared by geographic area.

**TABLE 11: BIKING AND WALKING COMMUTES TO WORK AVERAGES, 2020**

Benchmark	Bike to Work Average	Walk to Work Average
Jackson County	<0.1%	0.3%
State of Georgia	0.2%	1.5%
National	0.5%	2.6%

Source: US Census ACS 2020 5-Year Estimates

Downtown areas in Jackson County have seen a progressive expansion of sidewalk coverage, with better crossing accommodations (crosswalks, bulb outs, etc.) being built at major intersections and high-traffic areas in towns such as Jefferson, Braselton, and Hoschton. In addition to the sidewalk network, Jackson County has around 14.9 miles of dedicated trails, mainly located within parks and forested areas.

Beyond the municipal areas, future improvements to the existing bicycle and pedestrian infrastructure may focus on connections to and between residential areas, hospitals, schools, and greenspaces where there are the highest expected number of trips and the higher return on investment in terms of safety and accessibility. A Replica analysis was conducted at the county level to identify areas of identified walking trips. This dataset was compiled by aggregating GPS probe data and shows a higher concentration of walking and biking trips in the core areas of the major towns, mostly in Jefferson, Commerce, Braselton, and Hoschton, along with the southwestern part of the county between Braselton/Hoschton and Jefferson. Significant biking trip density was also found along the boundary with Clarke County, as there are trails in

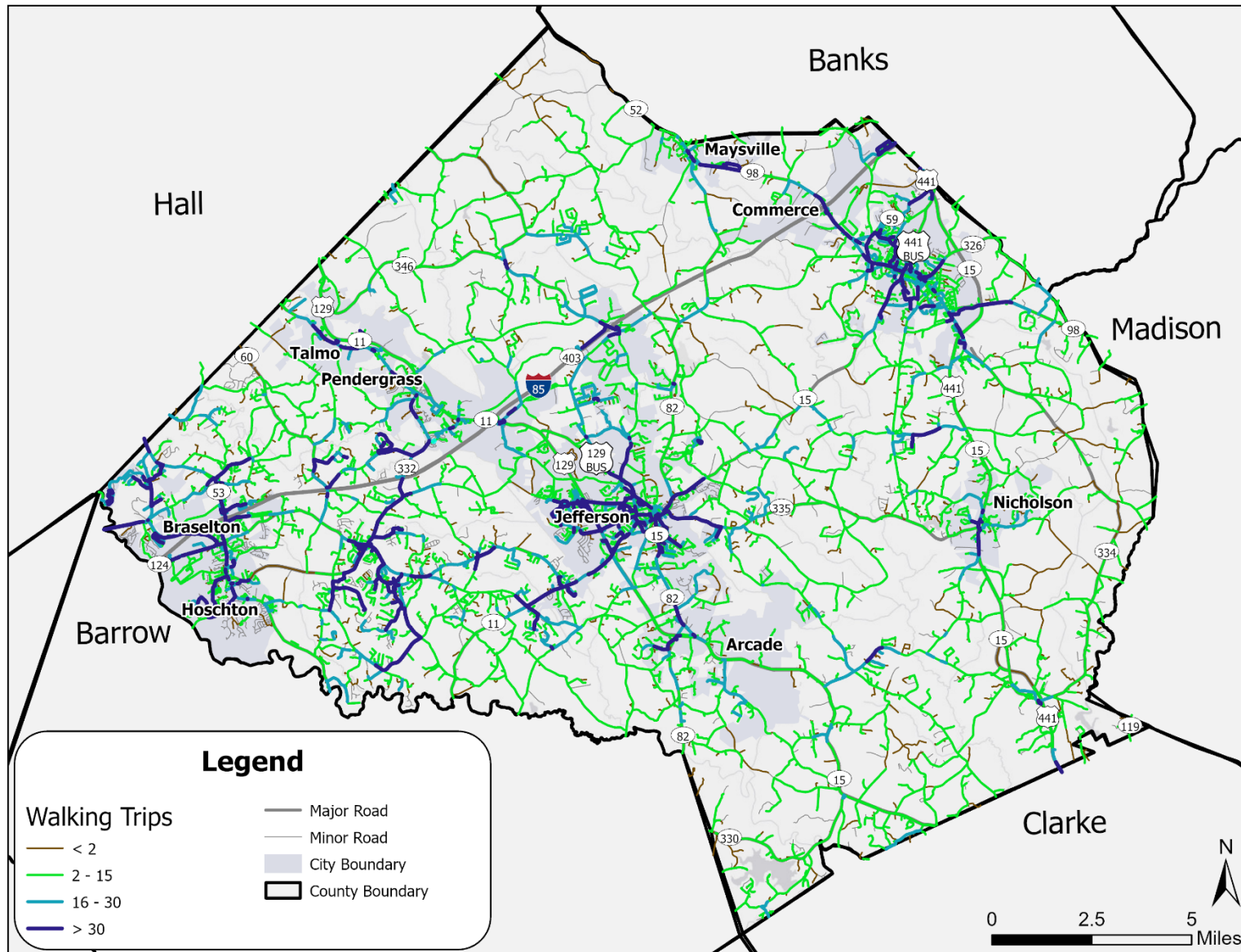
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[https://data.census.gov/table/ACSST5Y2020.S0801?q=travel+time+to+work&q=010XX00US\\_040XX00US13\\_050XX00US13157](https://data.census.gov/table/ACSST5Y2020.S0801?q=travel+time+to+work&q=010XX00US_040XX00US13_050XX00US13157)

the area that connect to Athens. Walking trips and biking trips on an average spring 2024 weekday are shown in **Figure 12** and **Figure 13** respectively.

FIGURE 12. REPLICA ANALYSIS OF WALKING TRIPS ON AN AVERAGE WEEKDAY IN SPRING 2024, JACKSON COUNTY



Source: Replica Places, Spring 2024

**Legend**

**Biking Trips**

- 1
- 2 - 5
- 6 - 10
- > 10

Major Road  
Minor Road  
City Boundary  
County Boundary

0 2.5 5 Miles

Jackson County Transportation Plan - 2025

## *CHAPTER 3*

### *EXISTING PERFORMANCE*

## SAFETY/CRASH DATA

Areas of the county are experiencing significant growth, leading to vehicle volume increases and crash numbers are increasing. The past five-year period was characterized by the COVID-19 Pandemic which led to regional reductions in crashes during its height; However, after this peak, the nation experienced a crash rebound with higher numbers of crashes. In Jackson County, crashes have increased in the past five years (12,096 crashes between 2018-2022) compared to the previous five-year span (9,405 crashes between 2014-2018). Some rapidly growing areas in the county include the western portion of the county near Braselton and Hoschton, Jefferson, and general increases in traffic volume and truck traffic across most of the region.

The crash figures in 2020-2021 were during the height of the COVID-19 pandemic and eventual return to normal period. During this period the nation and the county saw increased in crashes after the pandemic. **Table 12** and **Figure 14** depict this trend.

Crashes are classified based on the injuries sustained by those involved. It has become common practice to use the KABCO Severity scale for this purpose:

- K – Killed: A reported injury of any person that produced death within 30 days after the date of the accident.
- A – Serious Injury: Any injury that prevents the injured person from walking, driving, or normally continuing the activities that that person was capable of performing prior to the accident.
- B – Visible Injury: Any injury that is evident to any person other than the injured at the scene of the accident.
- C – Complaint Injury: Possible injuries that are claimed or indicated by behavior but not by wounds.
- O – No injury.

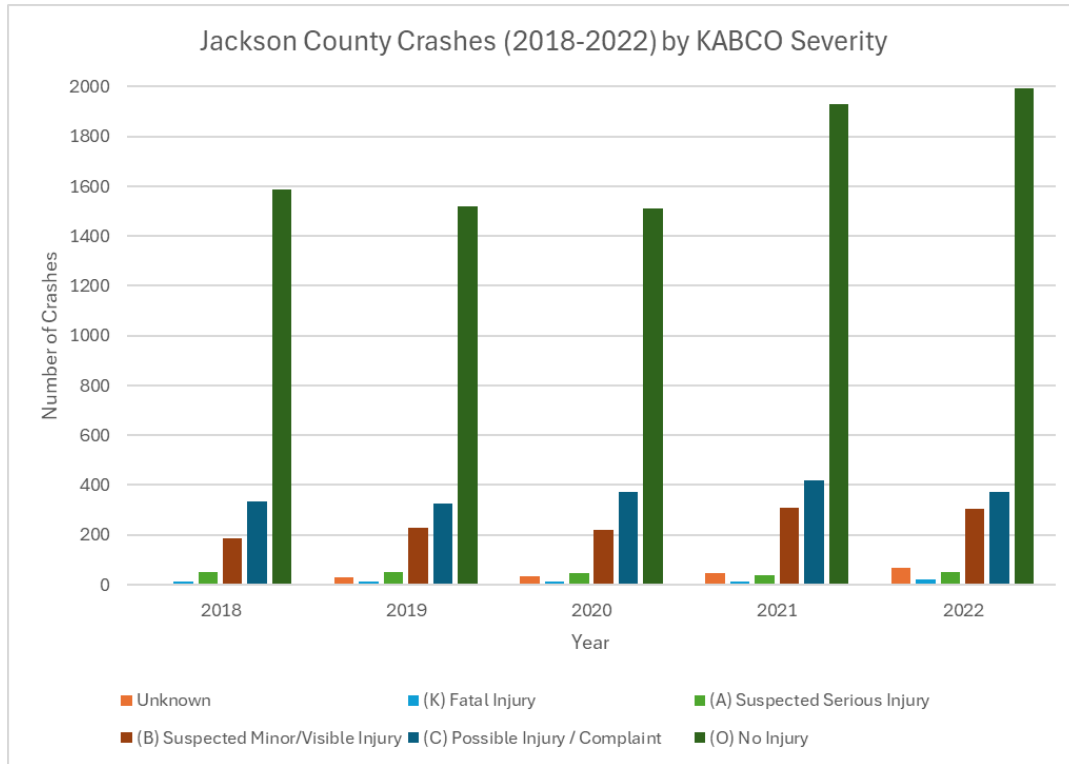
In 2022 alone, there were a total of 2,810 crashes, of which 21 (<1%) were classified as Fatal Injury crashes and 52 (1.8%) were Suspected Serious Injury crashes. As shown in **Table 12**, GDOT reports 12,096 crashes in the county over this five-year period. **Figure 14** depicts this crash count information by KABCO severity.

**TABLE 12: VEHICULAR CRASHES BY KABCO SEVERITY, 2018-2022**

KABCO Severity	2018	2019	2020	2021	2022	Total
K – Killed	13	13	11	12	21	70
A – Serious Injury	49	52	46	40	52	239
B – Visible Injury	188	227	221	308	303	1,247
C – Complaint Injury	336	324	373	418	373	1,824
O – No Injury	1,585	1,518	1,509	1,932	1,994	8,538
<b>Total</b>	<b>2,173</b>	<b>2,162</b>	<b>2,193</b>	<b>2,758</b>	<b>2,810</b>	<b>12,096</b>

Source: AASHTOWare Numetric Crash Data, 2018-2022

**FIGURE 14. JACKSON COUNTY VEHICULAR CRASHES FOR 2018 – 2022 BY KABCO SEVERITY**



Source: AASHTOWare Numetric Crash Data, 2018-2022

**Table 13** shows the breakdown of crashes by roadway functional class, showing that most crashes occurred along high-volume, high-speed roads, such as interstates and major and minor arterials.

**TABLE 13. JACKSON COUNTY VEHICULAR CRASHES FOR 2018 – 2022 BY FUNCTIONAL CLASS**

Functional Class	2018	2019	2020	2021	2022	Total
<b>Interstate</b>	348	406	358	555	515	2,182
<b>Principal Arterial Other</b>	514	486	514	602	629	2,745
<b>Ramps</b>	20	33	16	47	86	202
<b>Minor Arterial</b>	409	407	413	529	568	2,326
<b>Major Collector</b>	322	322	327	347	403	1,721
<b>Minor Collector</b>	179	135	201	213	197	925
<b>Local</b>	266	273	294	315	269	1,417
<b>Not able to Classify</b>	115	99	70	150	28	462
<b>All Road Classes*</b>	<b>2,173</b>	<b>2,161</b>	<b>2,193</b>	<b>2,758</b>	<b>2,695</b>	<b>11,980</b>

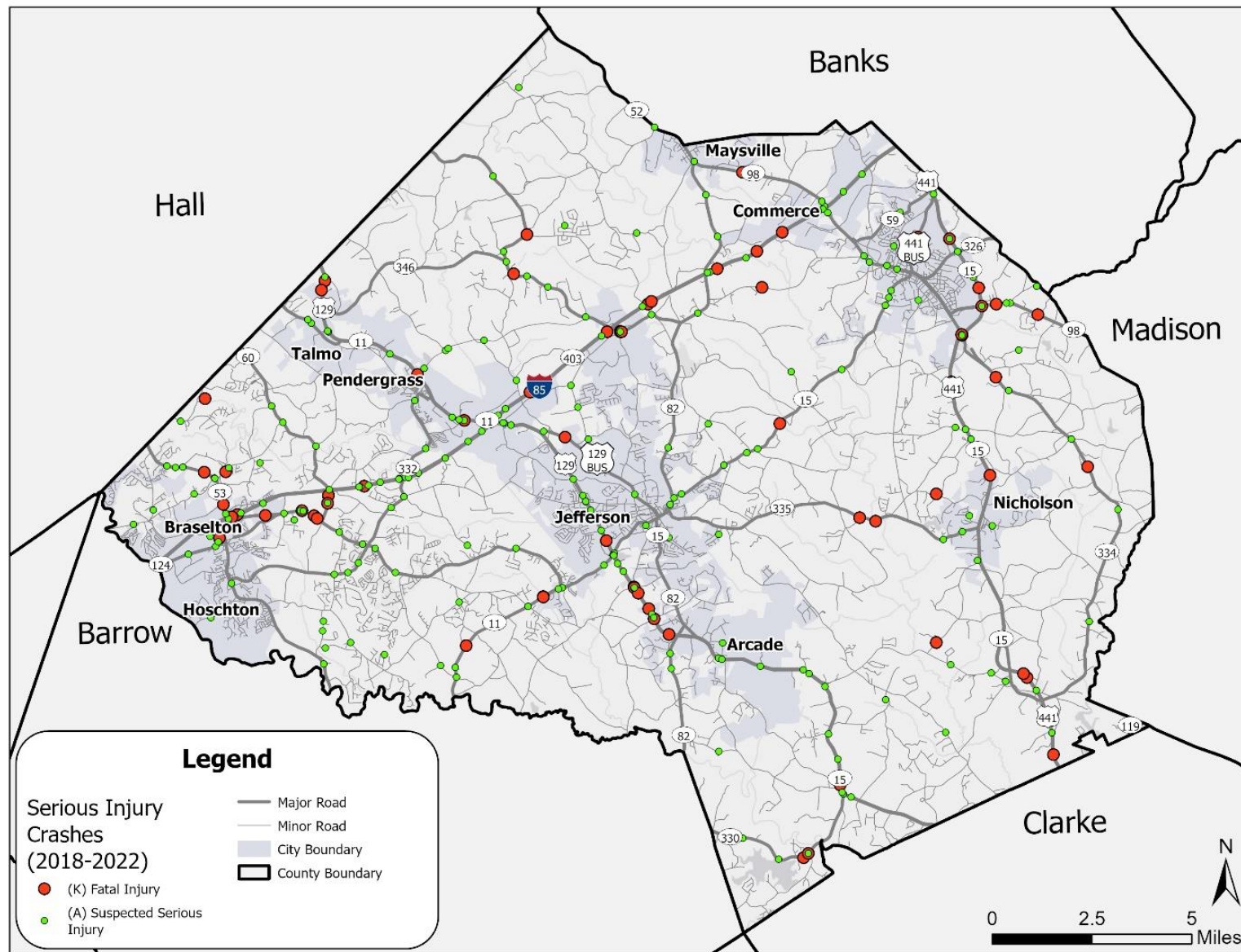
\*116 crash records are missing functional class data.

Source: AASHTOWare Numetric Crash Data, 2018-2022

High severity crashes, comprised of serious injury and fatality crashes, are most concentrated on higher volume roadways such as I-85 and SR 129, and in urban areas such as Braselton and Hoschton, Jefferson, and Commerce. Locations in the county that show consistent safety concerns should be prioritized for future infrastructure improvements. **Figure 15** shows the approximate location of Suspected Serious Injury and Fatal Injury crashes between 2018 and 2022.

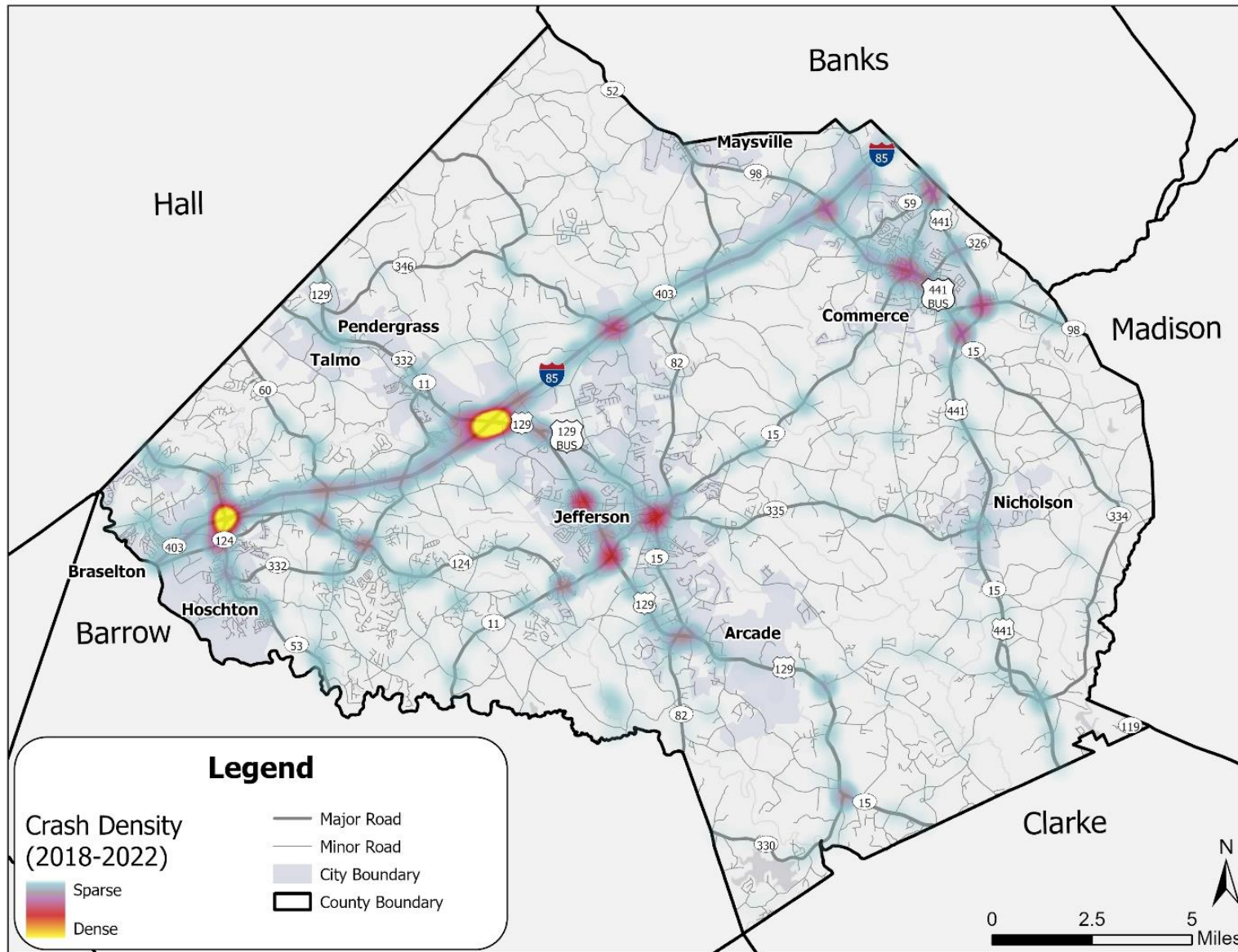
**Figure 16** is a heat map which illustrates all crashes between January 2018 and December 2022 with crash hotspots shaded based on the density of crashes that occurred in the area: the yellow locations show the highest density of crashes, while the red and blue areas show lower crash densities respectively. These crash hotspots are located primarily along corridors containing higher traffic volumes, greater speeds, and large intersections, where a high number of turning movements are more likely to occur.

FIGURE 15. JACKSON COUNTY SERIOUS (K OR A ON THE KABCO SCALE) VEHICULAR CRASHES FOR 2018 – 2022



Source: AASHTOWare Numetric Crash Data, 2018-2022

FIGURE 16. CRASH HEATMAP (2018-2022) FOR JACKSON COUNTY



Source: AASHTOWare Numetric Crash Data, 2018-2022

To better account for both the number of crashes and their severity and allow for an apples-to-apples comparison of crashes, the Equivalent to Property Damage Only (ePDO) metric is commonly used. The ePDO metric indicates the number of property damage only crashes that it would take to equal a crash of a particular severity. Higher severity crashes, such as fatal injury crashes or serious injury crashes, have a higher corresponding ePDO compared to complaint injury crashes. In this way, the higher severity crashes are “translated” into an equivalent number of no injury (or property damage only) crashes. This conversion results in a comparison between ePDO crashes accounting for both the number and the severity of the crashes at a given location.

Following the crash density analysis, the intersections and segments with the highest ePDO from across the county were evaluated. A list of 20 crash hotspots by was developed. **Table 14** and **Table 15** identify these intersection and segment locations respectively, along with each rank and the corresponding street names. These hotspots are ranked from highest to lowest ePDO from 2019-2023.

**TABLE 14. JACKSON COUNTY TOP 20 CRASH HOTSPOTS, BY EPDO**

Rank	Intersection Street 1	Intersection Street 2
1	US 441/SR 15/Veterans Memorial Pkwy	Allen Rd
2	SR 82/Dry Pond Rd	Jett Roberts Rd/Horace Head Rd
3	US 129/Jefferson Bypass	Etheridge Rd
4	US 441/SR 15/Veterans Memorial Pkwy	SR 98/Ila Rd
5	US 129/Jefferson Bypass	Galilee Church Rd
6	SR 11/Winder Hwy	Panther Dr
7	US 129/Jefferson Bypass	Panther Dr
8	US 129/Jefferson Bypass	Old Pendergrass Rd
9	US 441/SR 15/Veterans Memorial Pkwy	SR 326/State St/Old Carnesville Rd
10	US 441/SR 15/Veterans Memorial Pkwy	W E King Rd
11	SR 330	Savage Rd
12	SR 124	Jesse Cronic Rd
13	US 129/SR 11	Hog Mountain Rd/New Salem Church Rd
14	SR 53	Braselton Pkwy
15	SR 15/Jefferson Rd	S Apple Valley Rd
16	US 129/SR 11	Village Pkwy/Wayne Poultry Rd
17	SR 53	Ednaville Rd/Hwy 53
18	US 129/SR 11	Concord Rd
19	Brockton Rd	McRee Rd/Stewart Loop
20	SR 82/Holly Springs Rd	Plainview Rd

Source: AASHTOWare Numetric Crash Data 2019-2023

**TABLE 15. JACKSON COUNTY TOP 20 CRASH SEGMENTS, BY EPDO**

Rank	Segment	From	To
1	I-85 NB	SR 82	SR 98
2	I-85 NB	SR 53	SR 11
3	I-85 SB	SR 53	SR 11
4	I-85 SB	SR 82	SR 98
5	SR 124	Deer Ridge Cir	SR 60
6	I-85 SB	SR 82	SR 11
7	SR 53	Jackson Ave	New Cut Rd
8	I-85 SB	SR 53 Off Ramp	SR 53 On Ramp
9	Homer Rd	Hospital Rd	Cedar Rd
10	Winder Hwy	Jackson Trail Rd	Hamilton Rd
11	Jefferson Bypass	Etheridge Rd	Galilee Church Rd
12	SR 11	Pond Fork Church Rd	Sosbee Rd
13	I-85 SB	SR 11 Off Ramp	SR 11 On Ramp
14	SR 11	John B Brooks Rd	I-85 SB On Ramp
15	SR 330	Big Bear Rd	Thurmond Rd
16	SR 11	I-85 SB On Ramp	I-85 NB Off Ramp
17	Jefferson Bypass	Galilee Church Rd	SR 11
18	Jefferson Rd	Lebanon Church Rd	Brock Rd
19	SR 60	SR 124	Walnut Rd
20	Veterans Memorial Pkwy	State St	SR 98

Source: AASHTOWare Numetric Crash Data 2019-2023

**Appendix A** includes safety fact sheets for the top 10 locations listed in **Table 14** and **Table 15**. The fact sheets include a summary of the total number of crashes for the five (5) year period listed above (2019-2023) including number of crashes by KABCO severity. Each of the locations includes a map showing specific crashes, in addition to the following information:

- KABCO Severity
- Crash Year and Time of Day
- Manner of Collision
- Location at Impact
- Most Harmful and First Harmful Event
- Operator/Pedestrian Contributing Factors
- GDOT District
- Strategic Highway Safety Plan (SHSP) Emphasis Area
- Vehicle type
- Vehicle Contributing Factor
- Roadway Contributing Factor
- Light Condition
- Countermeasures

## Crash Rates

In addition to the ePDO hotspot analysis described above, a crash rate analysis was performed using the AASHTOWare Numetric Network Screening tool, with data from January 2018 to December 2022. The crash rate analysis considers both the roadway volume and the number of crashes. The crash rate is obtained by normalizing the number of crashes using the roadway volume. This type of analysis can be carried out for both road segments and intersections. **Table 16** shows the top 10 segments by crash rate in Jackson County. **Table 17** depicts the same analysis for intersections.

**TABLE 16. TOP 10 SEGMENTS BY CRASH RATE**

Map ID	Roadway Name	From	To	Crash Rate
1	US 129/SR 11	I-85 Ramps (East)	I-85 Ramps (West)	7,376.1
2	US 441 BUS/SR 98	Barber St	New St	5,294.2
3	Concord Rd	US 129/SR 11	The Pointe at Concord	5,199.4
4	Storey St	Kissam St	SR 82/Sycamore St	3,671.1
5	Rouse Rd	McNeal Rd	Lena Dr	3,479.0
6	McCreery Rd	SR 82	Hunter Rd	3,382.4
7	Hog Mountain Rd	US 129/ SR 11	Possum Creek Rd	3,336.9
8	Commerce Rd	Old US Hwy 441	End	3,061.1
9	Maley Rd	SR 15/Commerce Rd	Airport Rd/County Farm Rd	2,899.2
10	Highland Way	Upland Dr	Upland Dr	2,887.9

Source: AASHTOWare Numetric Crash Data, 2018-2022

**TABLE 17. TOP 10 INTERSECTIONS BY CRASH RATE**

Map ID	Intersection Name	Crash Rate
1	Jackson Trail Rd at Lewis Roberts Rd	16.1
2	Jett Roberts Rd at Dry Pond Rd	8.3
3	Diamond Hill Church Rd at Slater Rd	6.4
4	Ridgeway Church Rd at SK Blvd/Steve Reynolds Industrial Pkwy	4.6
5	Hogans Mill Rd at Hammond Rd	4.1
6	Swain Rd at Swain Ln	4.1
7	Mountain Creek Church Rd at Midland Rd	4.1
8	US 129/SR 11 at New Salem Church Rd	3.7
9	US 441 at SR 98/Ila Rd	3.6
10	SR 332 at Walnut Rd/Boone Rd	3.4

Source: AASHTOWare Numetric Crash Data, 2018-2022

## BRIDGE CLASSIFICATION RATINGS

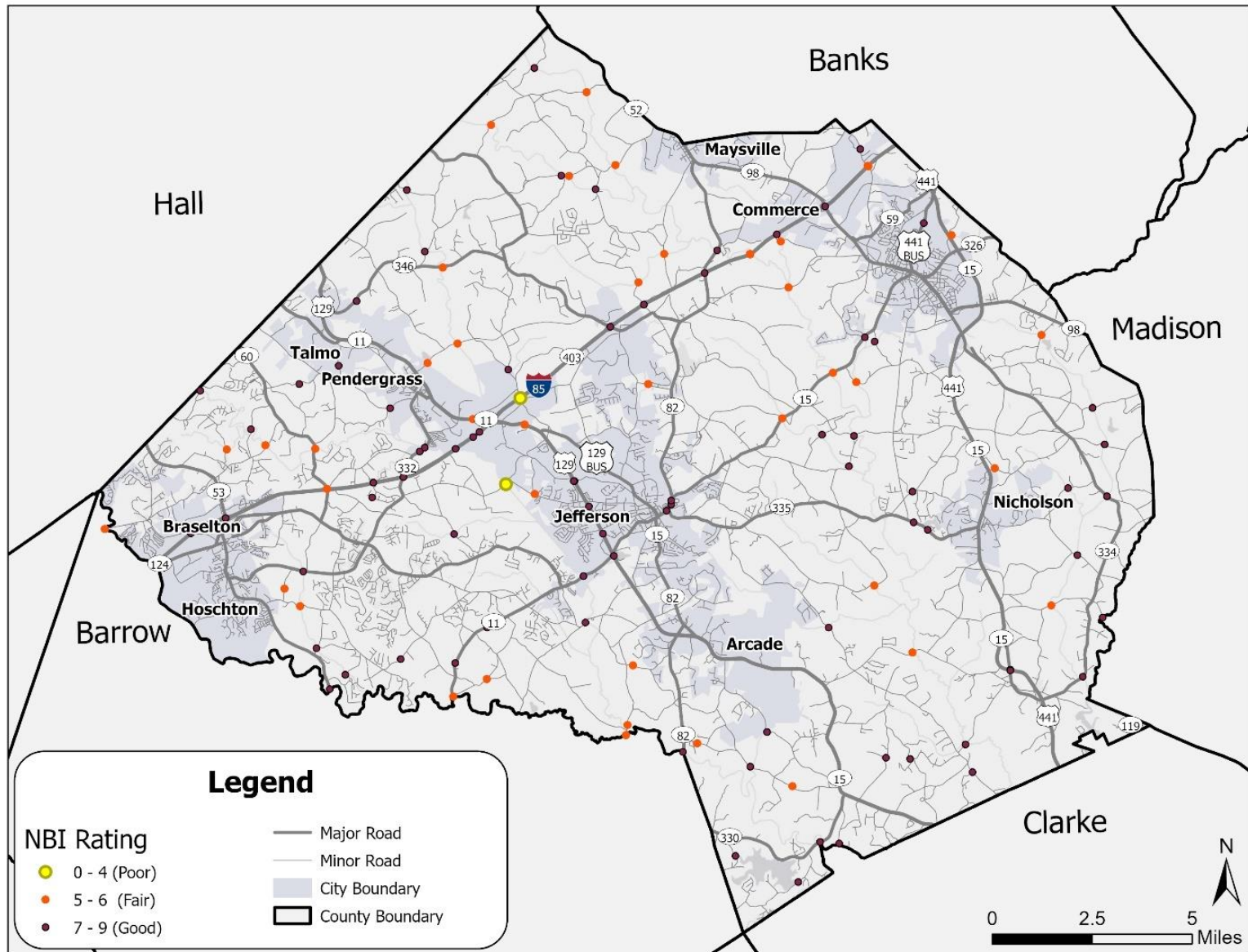
The National Bridge Inventory (NBI) database was referenced to understand the condition ratings of the structures within Jackson County. This database identifies 127 structures within the county and five (5) additional structures within 100 feet of the county boundary. NBI classification ratings are based on a series of criteria rating each structure's features (deck, substructure, superstructure, and culvert) on a scale of 1-9, with 1 being the lowest and 9 being the highest. The lowest score for a structure feature is used to identify the rating. Scores 1-4 represent Poor condition, 5-6 are classified as Fair condition, and structures with a score of 7 or higher are in Good condition. **Figure 17** depicts the location of the structures in Jackson County and their classification ratings.

Using this methodology, two structures in the county fall within the Poor classification:

- Valentine Industrial Pkwy over I-85 (Structure Number 000000015700210)
  - o STIP project was let in 2023 for this structure location: GDOT PI# 0016523
- Old Pendergrass Road over Middle Oconee River (Structure Number 000000015750370)

Structures in Poor condition will typically take priority in terms of bridge improvement and replacement projects, followed by structures in Fair condition.

FIGURE 17. JACKSON COUNTY BRIDGE STRUCTURES BY NBI CLASSIFICATION RATING



Source: NBI, Retrieved in September 2024

## PAVEMENT CONDITION

Pavement conditions in Jackson County were retrieved from the 2023 Highway Performance Monitoring System<sup>12</sup> (HPMS) data from the U.S. Department of Transportation (USDOT), consisting of highway limits, conditions, use, efficiency, and other roadway characteristics. HPMS pavement condition is classified by the International Roughness Index (IRI), which measures roughness in percentage of lane miles. A higher IRI score reflects greater road roughness and poorer ride quality. FHWA's Office of Highway Policy Information (OHPI) delineates roughness scores as follows:<sup>13</sup>

- Good: Less than 95 inches per mile
- Acceptable: Between 95 and 170 inches per mile
- Poor: Greater than 170 inches per mile

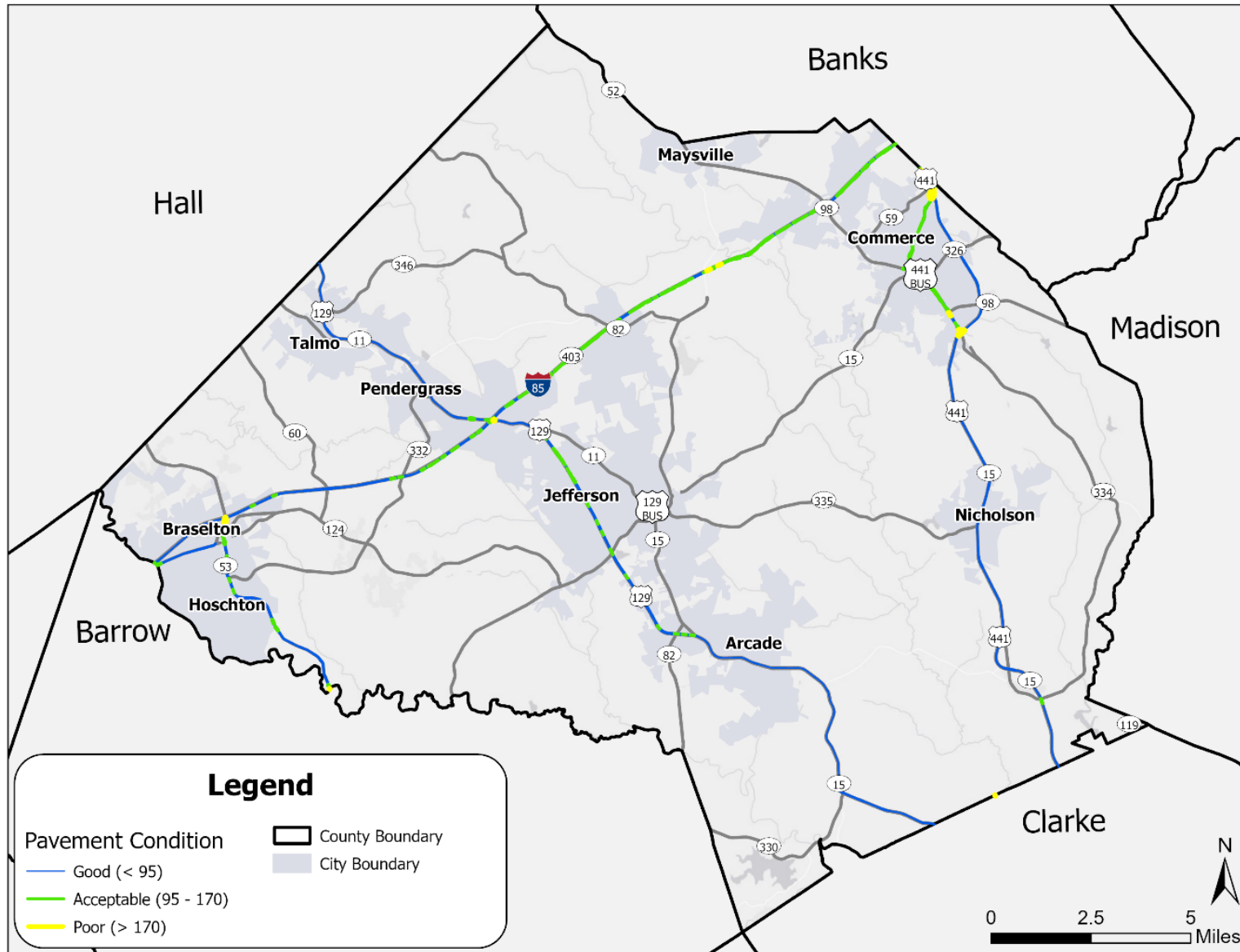
**Figure 18** shows the pavement condition of major roads within Jackson County. Depicted in yellow, a few notable locations classified as having Poor pavement condition include downtown Braselton, intersections to the north and south of downtown Commerce, the intersection of US 129 and I-85 northwest of Jefferson, and a few other locations along I-85. Locations with rougher roadway surfaces lead to quicker deterioration and may be potential locations identified for maintenance efforts in the future.

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<sup>12</sup> <https://geodata.bts.gov/datasets/483bd180fe814872b82a66dbf65e25f0/about>

<sup>13</sup> <https://www.fhwa.dot.gov/policyinformation/pubs/hf/pl11028/chapter7.cfm>

FIGURE 18. JACKSON COUNTY ROADWAY PAVEMENT CONDITION, 2023



Source: FHWA HPMS (2023)

## TRAFFIC VOLUMES

The most common way to express traffic volumes is in terms of average annual daily traffic (AADT), which is the “mean traffic volume across all days for a year for a given location along a roadway.”<sup>14</sup> **Figure 19** illustrates Jackson County’s 2022 AADT. As often is the case, roadways with higher functional class, more lanes, and higher speed limits tend to have higher AADT values. **Table 18** lists the roads with the highest AADT (2022) across the entire county along with starting and ending intersections. Roadways with the highest AADTs are typically the community’s major roadways, which often require increased maintenance and improvements, to foster movements along the preferred routes in the region.

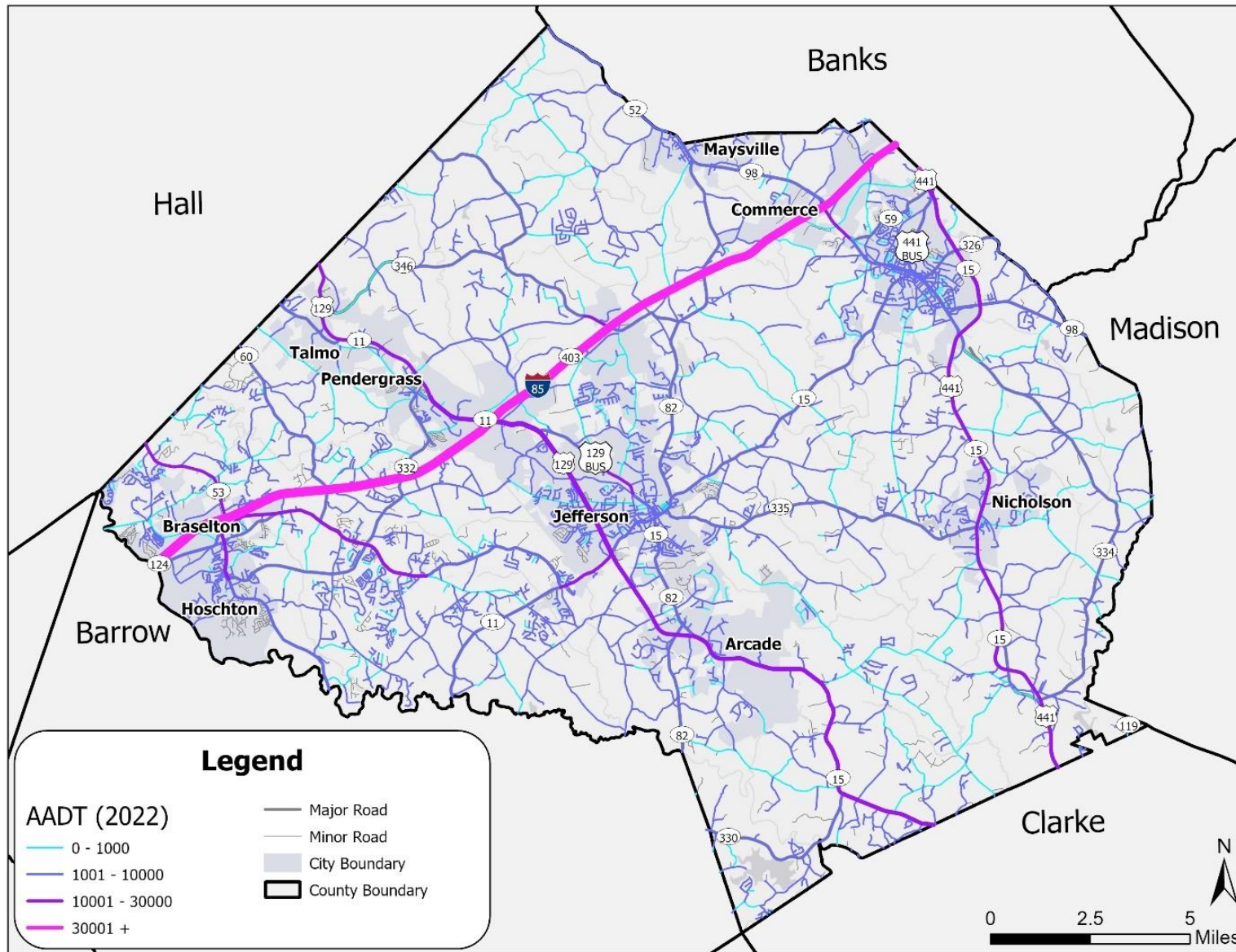
**TABLE 18. JACKSON COUNTY ROADWAYS WITH AADT OVER 15,000**

Roadway	Area of County	Start and End Point of Segment	AADT
<b>I-85</b>	Northern	Crosses Entire County	51,600- 63,900
<b>SR 53</b>	Braselton	I-85 to SR 332	16,400- 23,500
<b>SR 15/US 441</b>	Commerce	Jefferson Rd/SR 335 to Banks County Line	15,400- 31,100
<b>SR 124</b>	Braselton	SR 53 to Doster Rd	15,400- 16,800
<b>US 441</b>	Commerce	Clarke County Line to SR 334	16,600- 16,800
<b>US 129/SR 11</b>	Jefferson	Old Gainesville Hwy to Clarke County Line	19,500- 28,300

Source: GDOT Geodatabase (2022)

<sup>14</sup> [https://www.fhwa.dot.gov/policyinformation/pubs/pl18027\\_traffic\\_data\\_pocket\\_guide.pdf](https://www.fhwa.dot.gov/policyinformation/pubs/pl18027_traffic_data_pocket_guide.pdf)

FIGURE 19. JACKSON COUNTY TRAFFIC VOLUMES, 2022

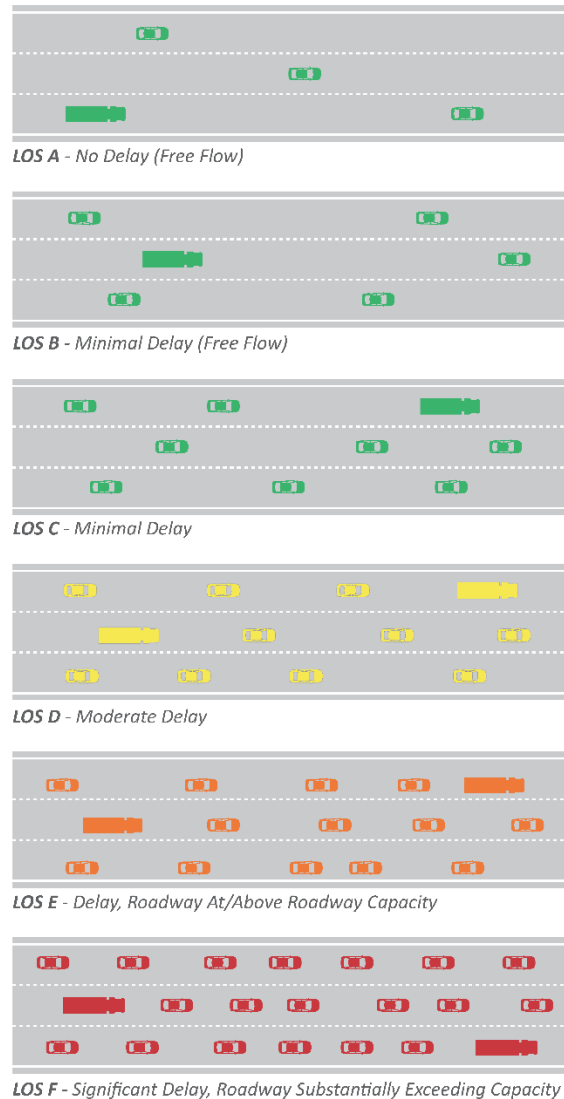


Source: GDOT Traffic Geodatabase (2022)

## LEVEL OF SERVICE

Level of Service (LOS) is a well-documented and widely adopted metric used by transportation professionals to evaluate the performance of transportation systems. LOS represents “a traveler’s perception of the quality of service provided by an individual intersection or roadway segment, as measured by the standard of free-flowing automobile traffic.”<sup>15</sup> **Figure 20** illustrates the LOS concept and the general conditions for each LOS classification.

**FIGURE 20. LEVEL OF SERVICE DESCRIPTION**



Depending on the facility type and the context (rural, developing rural, suburban, urban, heavily developed urban, etc.), GDOT defines different LOS thresholds of acceptability. In general, C, B, and A LOS values are

<sup>15</sup>[https://www.transportation.gov/sites/dot.gov/files/docs/mission/office-policy/transportation-policy/266046/los-case-study-intro508\\_0.pdf](https://www.transportation.gov/sites/dot.gov/files/docs/mission/office-policy/transportation-policy/266046/los-case-study-intro508_0.pdf)

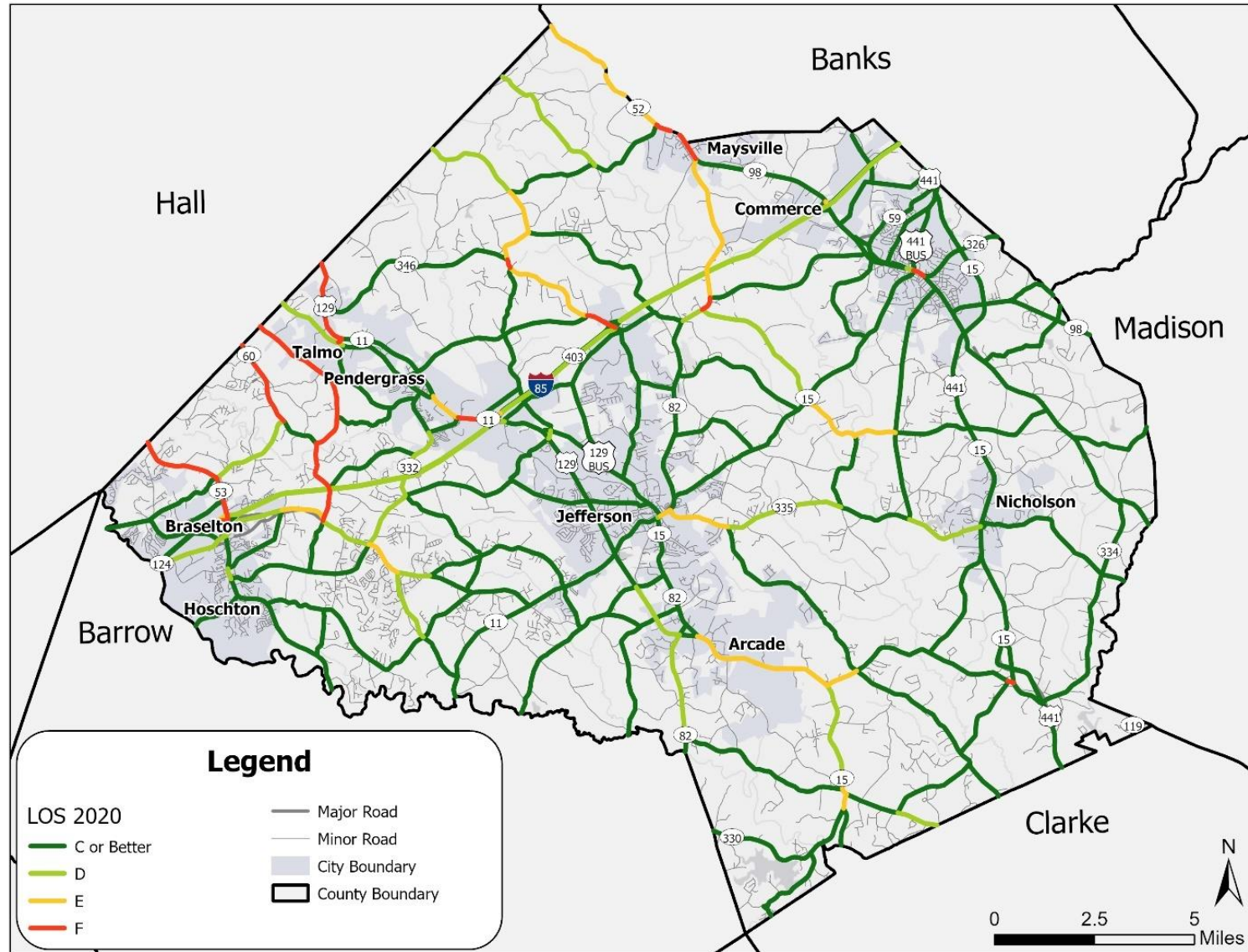
appropriate (and in certain urban environments LOS D is also deemed appropriate). Segments with LOS E or F, were used to evaluate areas of need and identify potential projects.

The LOS data used as a part of this plan was gathered from the GDOT GHMPO model developed as part of the 2055 GHMPO MTP plan update.

**Figure 21** shows the base year (2020) model for the entirety of Jackson County. It is important to note that not all roadways are part of the model, and there are many local and minor collector segments with no data. Among the roads included within the model, results show worse LOS values in the northwestern part of the county, north of I-85.

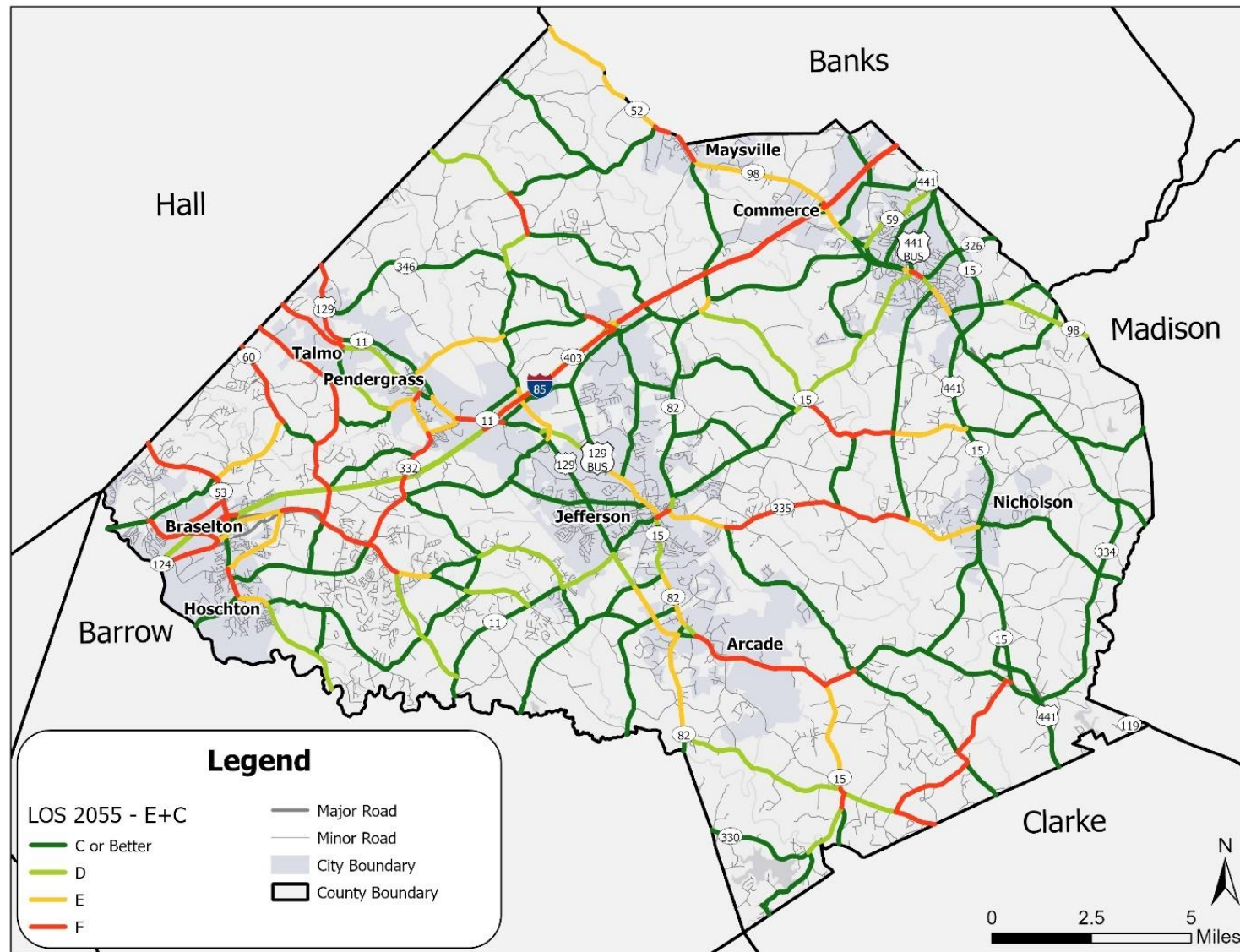
Beyond the base year, a future (2055) year scenario was developed. This scenario includes the original (2020) road network layout and characteristics, plus any existing and committed projects between 2020 and 2055. Additionally, the traffic flows used in the model were adjusted and projected into the future year. The results of this analysis are shown in **Figure 22**. Due to the changes in the travel demand (traffic flow), many road segments show a decline in LOS compared to the base year; significant segments of the interstate, along with several US and state routes (such as US 129, SR 332, SR 335, SR 60, etc.), have LOS values of E or F.

FIGURE 21. JACKSON COUNTY LOS, BASE YEAR (2020)



Source: GHMPO Travel Demand Model

FIGURE 22. JACKSON COUNTY LOS, FUTURE YEAR (2055) EXISTING + COMMITTED (E+C)



Source: GHMPO Travel Demand Model

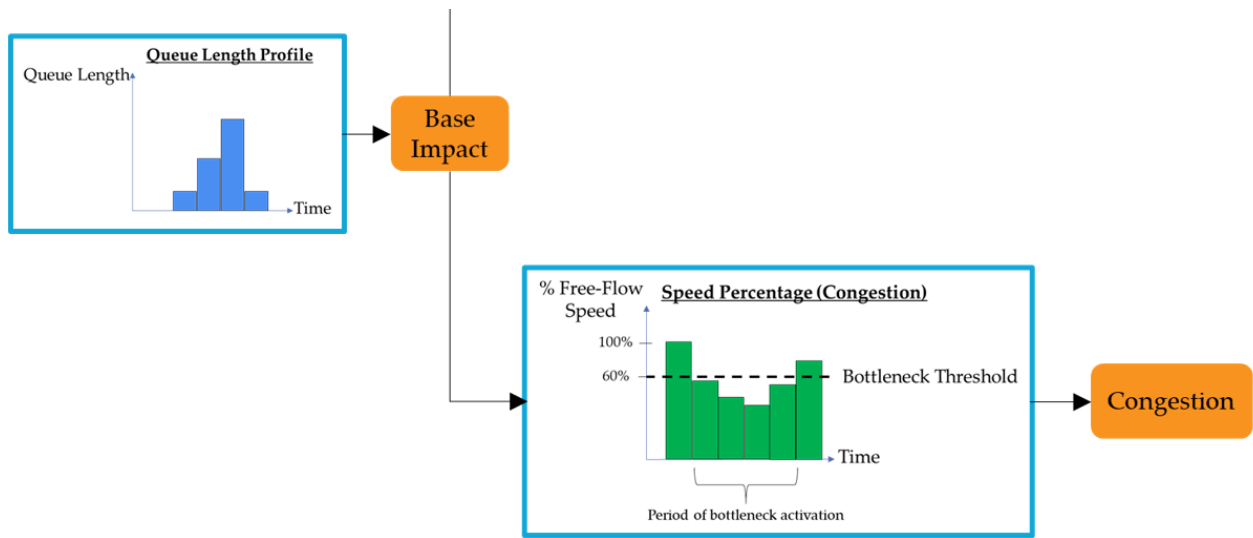
BOTTLENECKS

The Regional Integrated Transportation Information System (RITIS) dataset provides information regarding traffic bottlenecks or intersections that have a history of recurring congestion. The bottlenecks are calculated based on an impact factor as shown below.

$$\text{Impact Factor} = \frac{\text{Average duration of congestion} * \text{Maximum length of congestion queue}}{\text{Number of occurrences}}$$

The RITIS bottleneck data was collected for a period of 12 months between January 1st, 2023, and December 31st, 2023. The statistic used by RITIS to rank bottleneck locations is called Base Impact. Base Impact is the sum of the queue length over the duration of the bottleneck. **Figure 23** depicts how the base impact and congestion measures are developed through the RITIS data analysis.

FIGURE 23. RITIS BASE IMPACT AND CONGESTION MEASURE DIAGRAM



Source: RITIS Probe Data Analytics Suite

**Table 19** displays the top 10 bottleneck areas in the county.

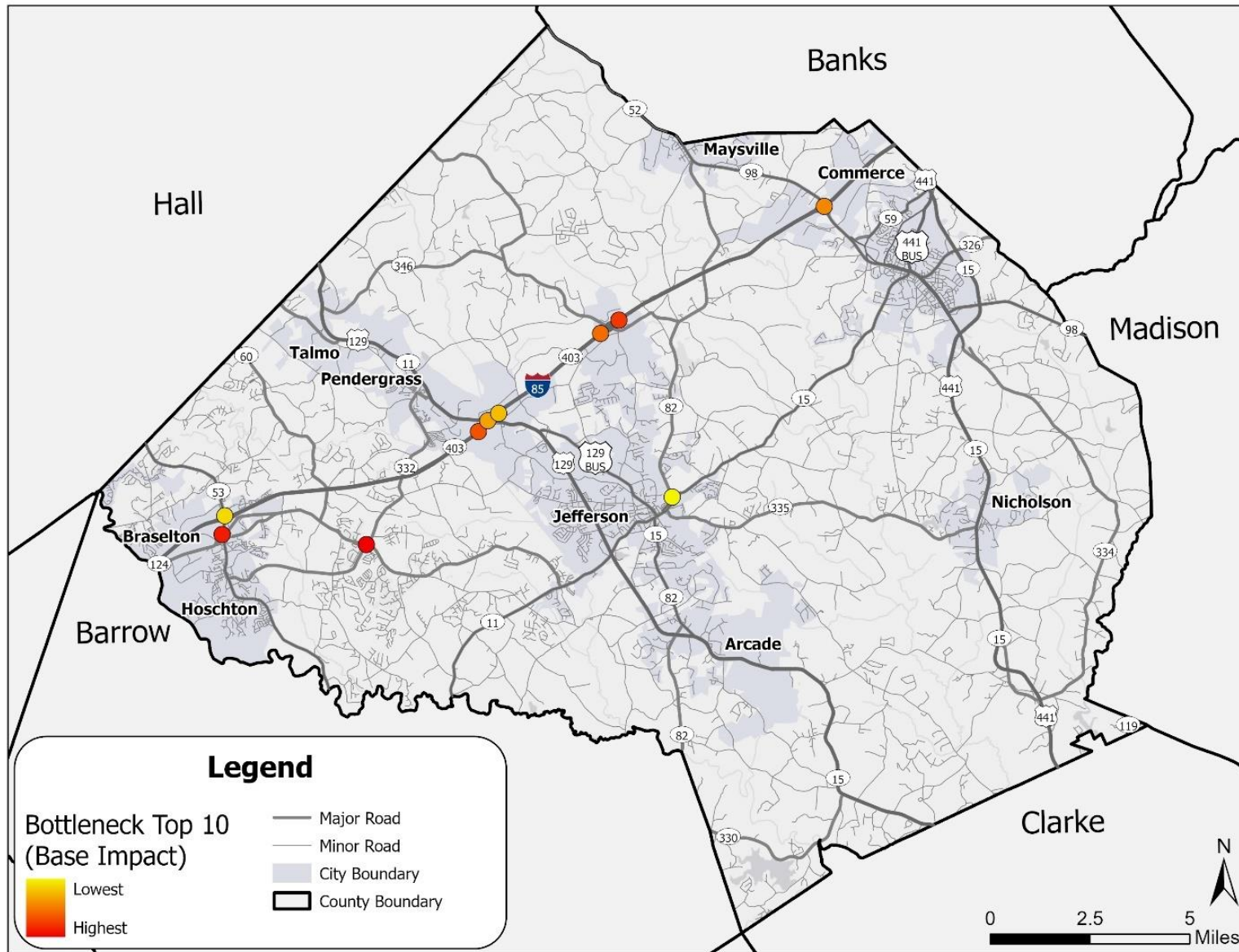
**TABLE 19. TOP 10 BOTTLENECK LOCATIONS, RANKED BY BASE IMPACT FACTOR**

Rank	Location	Base Impact Factor	Average Maximum Queue Length (Miles)	Average Daily Duration	Agency-Reported Events
1	GA-82 S @ US-129-BR/GA-11-BR/GORDON ST	115,087	0.66	7h 57 m	9
2	GA-53 W @ I-85/GA-403	93,107	0.7	5 h 53 m	12
3	I-85 N @ US-129/GA-11/EXIT 137	71,609	7.43	26 m	384
4	US-129 N @ I-85/GA-403	68,987	1.37	2 h 18 m	39
5	I-85 N @ GA-98/EXIT 147	55,795	8.24	20 m	472
6	I-85 S @ GA-82/DRY POND RD/EXIT 140	42,347	7.7	16 m	278
7	I-85 S @ US-129/GA-11/EXIT 137	41,590	6.13	21 m	326
8	I-85 N @ GA-82/DRY POND RD/EXIT 140	40,058	6.84	16 m	248
9	GA-53 E @ GA-124/BROADWAY AVE/DAVIS ST	35,058	0.52	3 h 10 m	12
10	GA-124 N @ GA-332	33,832	1.38	1 h 7 m	11

Source: RITIS

The bottleneck locations, shown in **Figure 24**, are concentrated along major roadways. The point locations shown on the map do not accurately capture the extent of the congestion which forms because of the bottlenecks. Rather, these points show locations where the source of congestion likely lies (i.e., typically the origination point of the congestion). These are also obtained because of the aggregation of one (1) year of data, so the extent or severity of individual congestion events is not captured. Nevertheless, this information is a useful starting point to evaluate specific locations where a congestion study or other improvements, both localized and corridor-level, might be needed.

FIGURE 24. JACKSON COUNTY BOTTLENECK LOCATIONS (2023)



Source: RITIS

## FREIGHT CONDITIONS

Freight is a vital consideration of the transportation trends within the region and throughout the nation. Georgia benefits from the Port of Savannah and a robust roadway and rail network for the movement of goods. This network is supplemented through the development of inland port facilities which aid in the transfer of goods between rail and trucks. The Blue Ridge Connector inland port facility is being developed in nearby Hall County, adding to the importance of the freight network in the region.<sup>16</sup>

Within Jackson County, I-85 is the most significant freight corridor. The interstate is identified on both the National Highway Freight Network and the Strategic Highway Network (STRAHNET). Tied very closely to freight movements, the STRAHNET identification is reserved for corridors which are vital to the nation's defense and movement of military troops and supplies during times of need.

Locally, Jackson County has seen significant growth in industrial, manufacturing, and other freight-related industries. Primarily, this freight-related growth has been along the I-85 corridor, with one of the most notable inclusions being the SK battery facility. The development of these employment centers can help provide economic boosts to the community while also highlighting the need for a robust and efficient transportation system.

A regional and national consideration of truck freight is access to truck parking facilities in areas of need. Truck parking has historically been insufficiently included in many areas across the U.S., yet truck parking is a crucial component of the freight network; the presence of truck parking allows drivers to meet regulations and be able to rest and refresh safely. GDOT recently completed the Georgia Freight Plan, which identifies areas of truck parking availability and demand. This analysis was conducted at a statewide level and identifies the western portion of Jackson County as an area of Truck Parking Need. **Figure 25** depicts the portion of the county which was identified in this analysis and the location of known truck parking facilities.

The STIP<sup>17</sup> and the recently completed GHMPO MTP<sup>18</sup> document the planned improvements in the area which may improve access to the I-85 corridor. The most significant projects anticipated to impact freight in the region are outlined in **Table 20**.

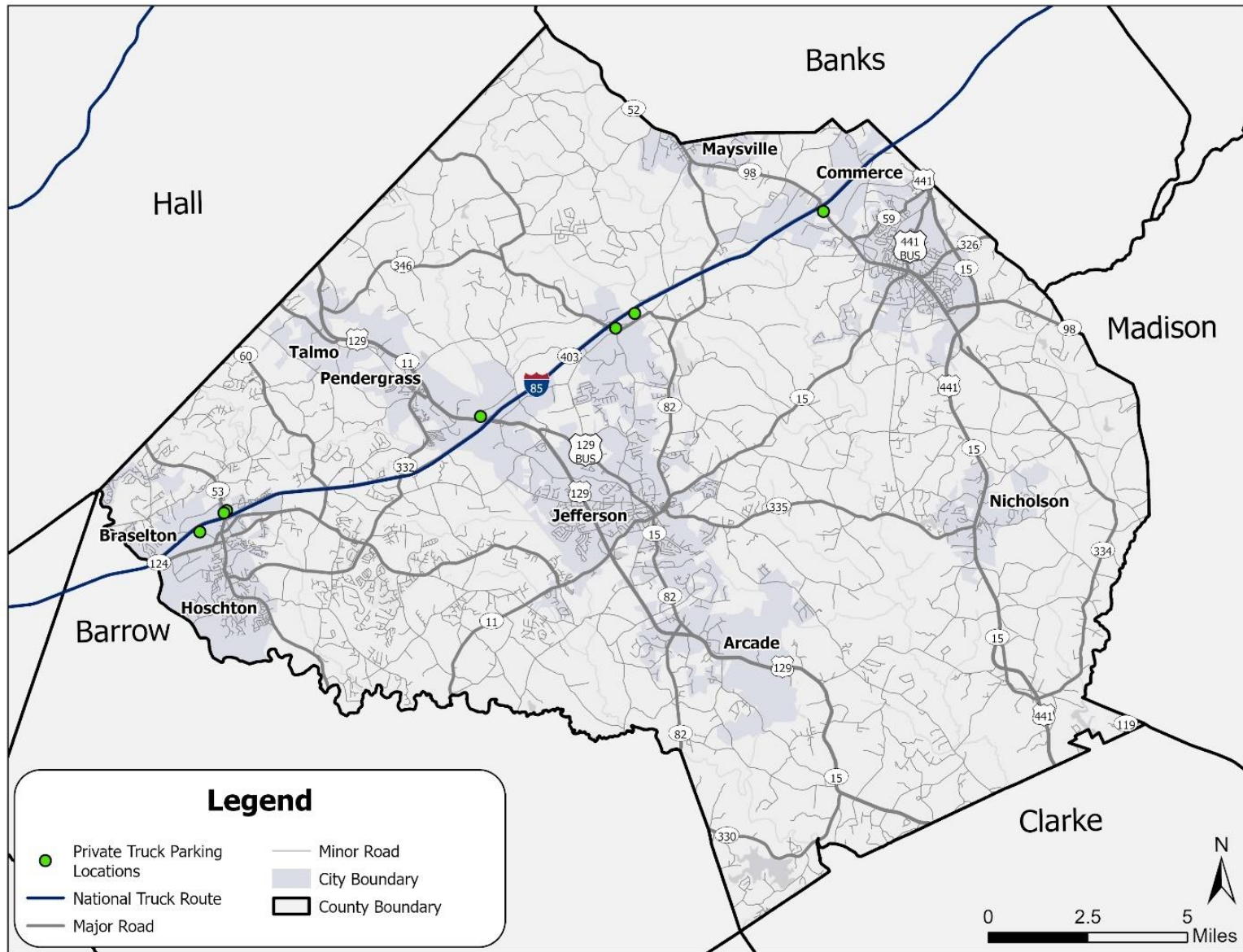
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<sup>16</sup> <https://gaports.com/facilities/inland-ports/brc/>

<sup>17</sup> <https://www.dot.ga.gov/GDOT/Pages/STIP.aspx>

<sup>18</sup> <https://www.ghmpo.org/planning-documents/regional-transportation-plan/>

FIGURE 25. TRUCK PARKING FACILITIES IN JACKSON COUNTY



Source: GDOT Statewide Freight Plan

**TABLE 20. PROJECTS ANTICIPATED TO IMPACT FREIGHT**

<b>Project Source</b>	<b>GDOT PI / Local ID</b>	<b>Description</b>	<b>Project Type</b>
<b>STIP</b>	0016523	I-85 @ Cr 229/ Valentine Industrial Pkwy NW of Jefferson	Bridge Replacement
<b>GHMPO</b>	0013086 / GH-102	I-85 at SR 60 - New Interchange (Widen SR 60 from I-85 to SR 124 - Unfunded)	New Interchange
<b>GHMPO</b>	GH-152	Widen SR 124 from before Henry Braselton Dr to SR 332 (4 lanes)	Widening
<b>GHMPO</b>	0013310 / GH-040	SR 53 from I-85/Jackson St SR211/Hall	Widening
<b>GHMPO</b>	GH-111A	Project to address congestion and safety along SR 60/Candler Rd between I-85 and SR 211	Widening

Source: GDOT STIP and GHMPO MTP

## *CHAPTER 4*

### *ASSESSMENT OF FUTURE NEEDS*

## ASSESSMENT OF FUTURE MOBILITY

Future demand for transportation can be assessed using projections derived from travel demand models. These models rely on socioeconomic data, specifically population data, households, employment, and student enrollment for both the base and future years. The socioeconomic data is obtained for the base year and projected for the future year at a granular level and input into the Traffic Analysis Zones (TAZs). **Table 21** presents the SE data control totals for 2020 and 2055 used within the travel demand model for the Jackson County area.

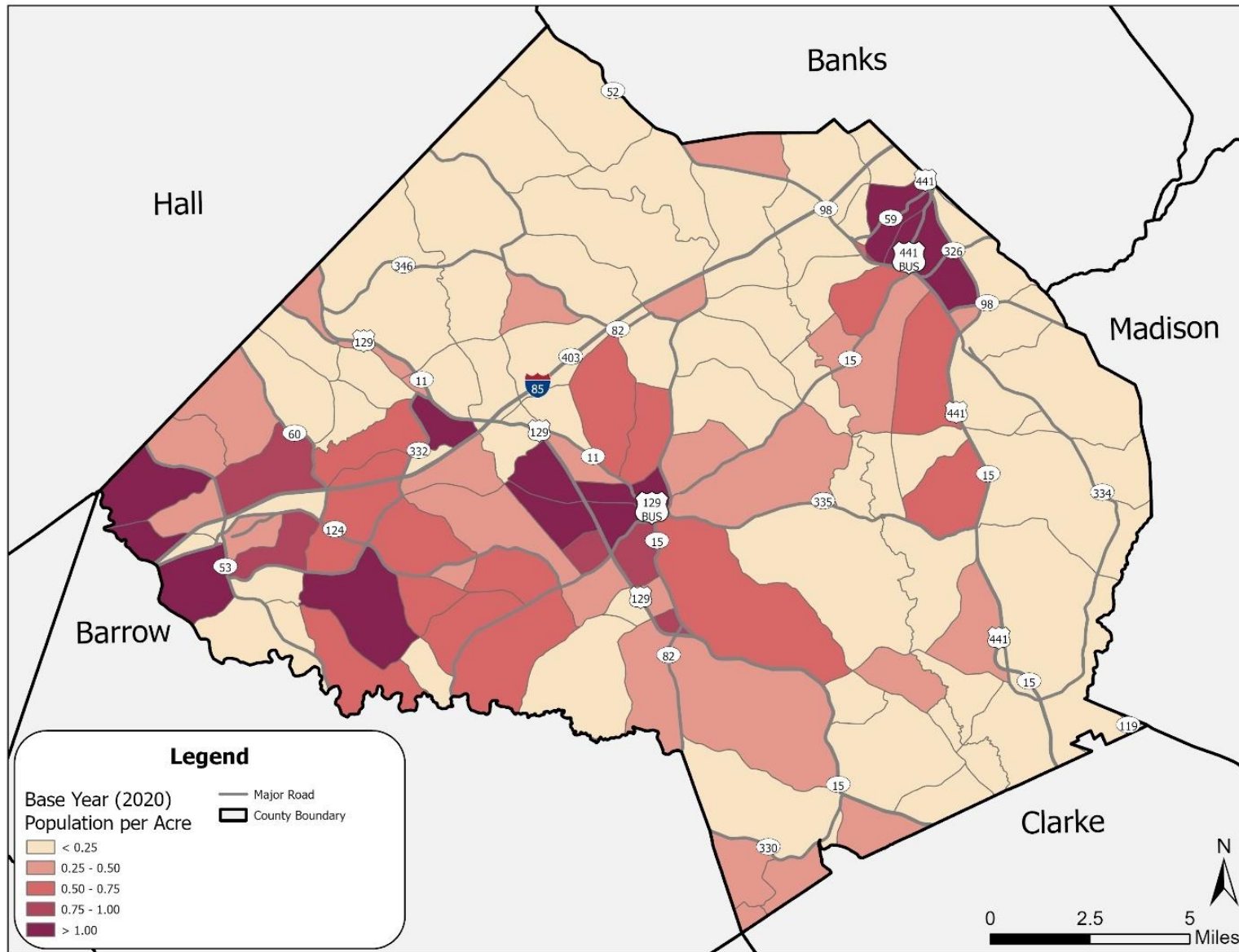
**TABLE 21. SUMMARY OF 2020 AND 2055 SE DATA CONTROL TOTALS**

Year	Population	Households	Employment
<b>2020 Base Year</b>	75,915	26,178	27,885
<b>2055 Future Year</b>	140,451	48,601	63,500
<b>2020 to 2055 Change</b>	+64,536	+22,423	+35,615

Source: GHMPO 2055 MTP, RS&H Analysis

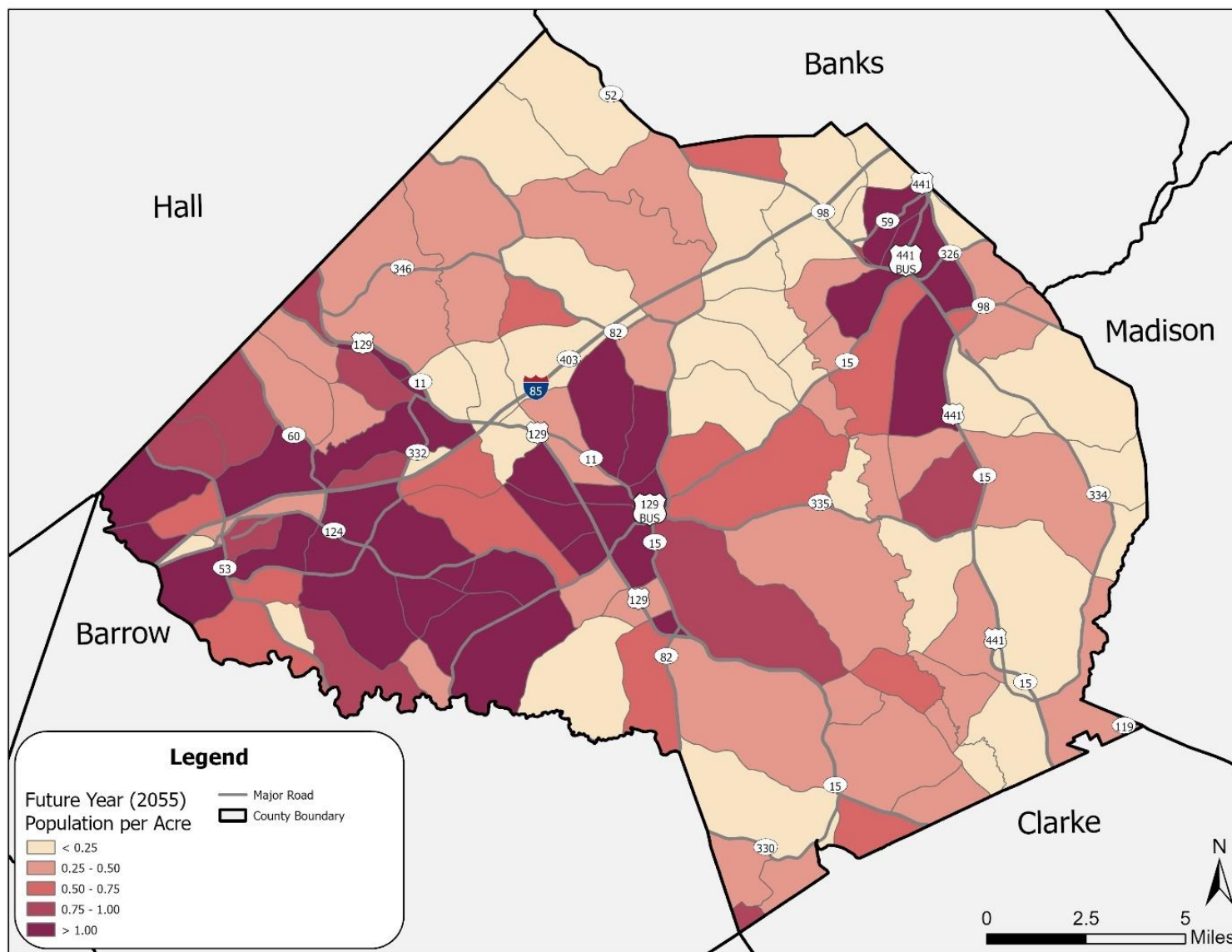
Based on this data, there is a significant projected increase in the total county population between 2020 and 2055, in which the number of residents will rise from 75,915 to 140,451 (85.0% increase). This increase in population will be mirrored in the number of households, with an anticipated change from 26,178 households in 2020 to 48,601 in 2055 (85.6% increase). Employment will also change over the next three decades, with jobs projected to increase from 27,885 to 63,500 (127.7% increase). **Figure 26, Figure 27, Figure 28, and Figure 29** depict the increases from base year (2020) to future year (2055) in population and employment. TAZ. Socioeconomic development memos for the 2020 and 2055 SE data are presented as **Appendix B**. As part of the development of the 2055 MTP update for GHMPO, the final SE data approved by the technical committee was incorporated into the regional GHMPO model.

FIGURE 26. BASE YEAR (2020) POPULATION OF JACKSON COUNTY



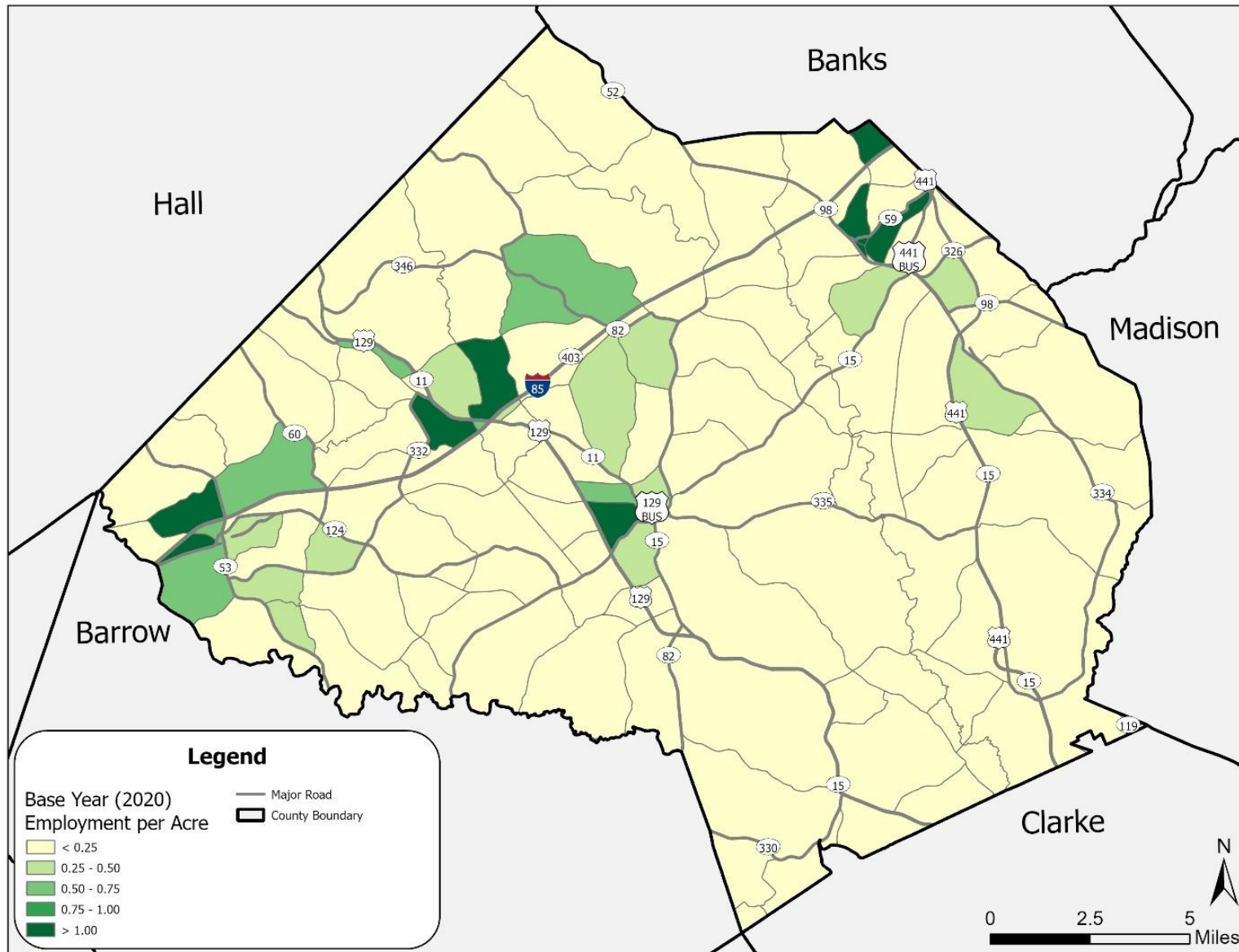
Source: GHMPO Travel Demand Model

FIGURE 27. FUTURE YEAR (2055) POPULATION OF JACKSON COUNTY



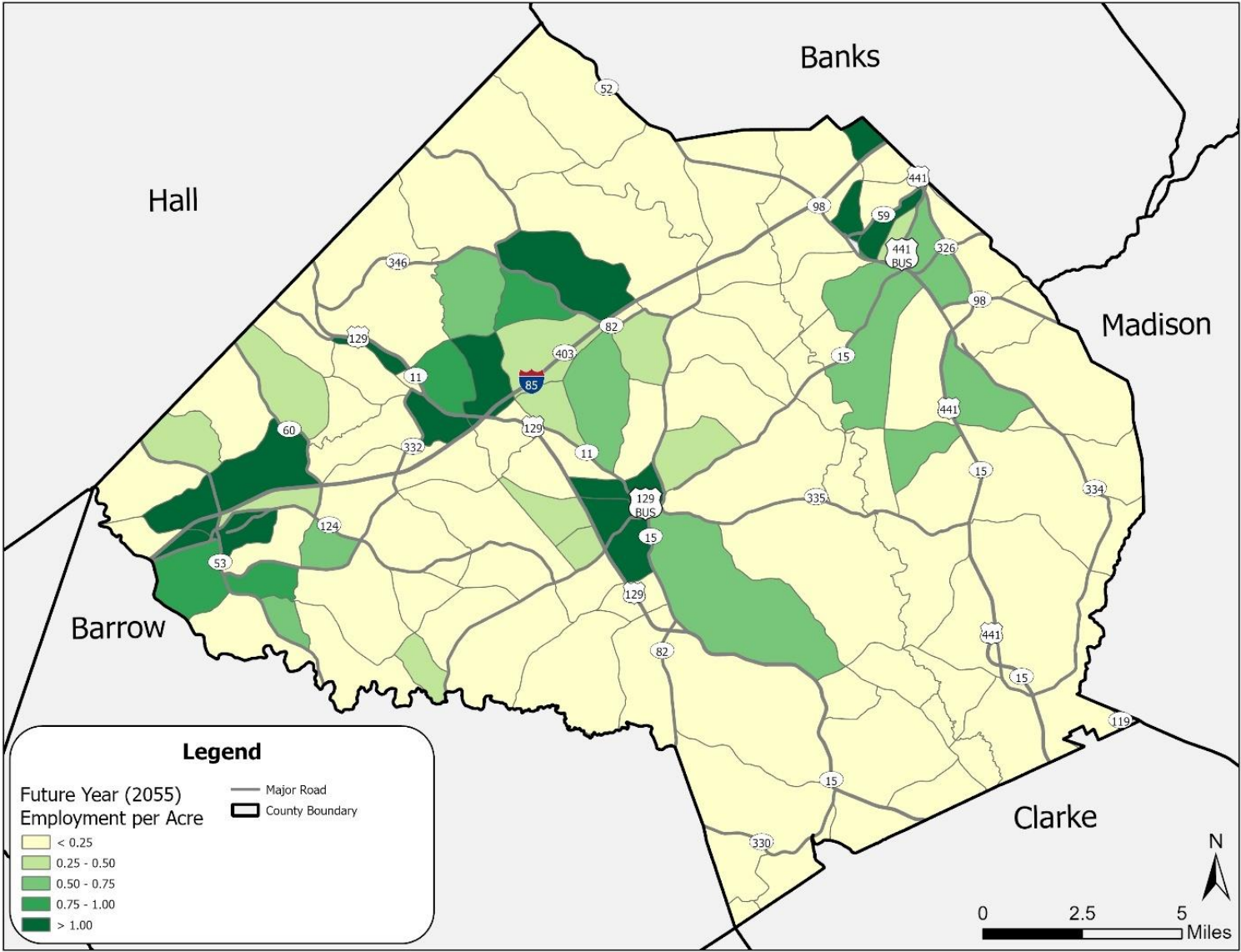
Source: GHMPO Travel Demand Model

FIGURE 28. BASE YEAR (2020) EMPLOYMENT OF JACKSON COUNTY



Source: GHMPO Travel Demand Model

FIGURE 29. FUTURE YEAR (2055) EMPLOYMENT OF JACKSON COUNTY



Source: GHMPO Travel Demand Model

## Travel Demand Model Results

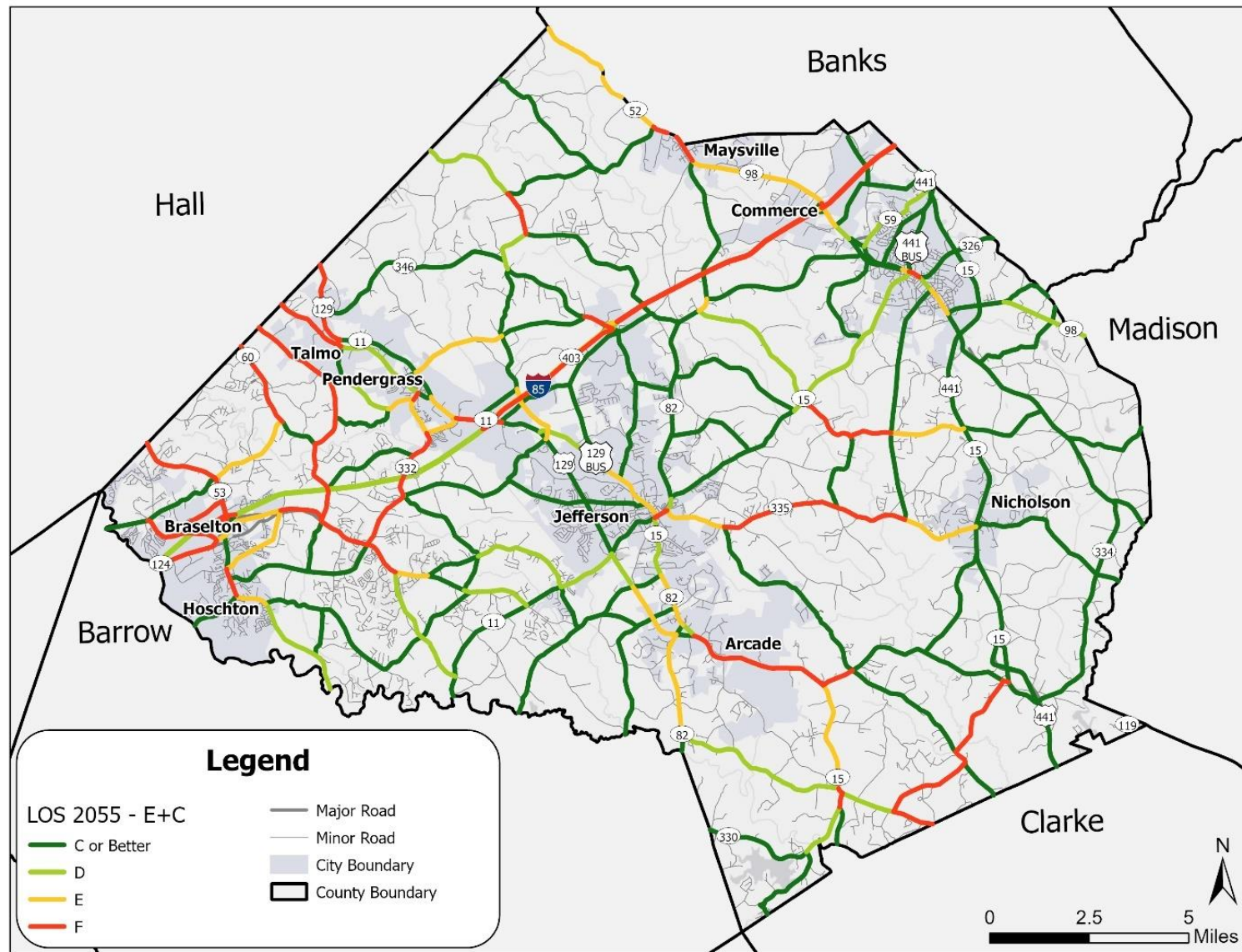
A review of the LOS results produced by the travel demand model provided the following corridors in **Table 22**. The estimated performance of the road network, exemplified in the future year existing plus committed projects (E+C) LOS, in conjunction with the population and employment growth projections, were used to identify areas of anticipated need within the county. **Figure 30** depicts the LOS scores throughout the county with areas of worse LOS (F and E) represented in yellow and red. These LOS scores represent corridors likely to have poor conditions in the future year after consideration for the existing and committed projects in the area. These poor LOS corridors represent opportunities for focused improvement into the future.

**TABLE 22. TOP 10 E+C CORRIDORS IN JACKSON COUNTY WITH WORST LOS SCORE**

Corridor	From	To
<b>SR 82</b>	Wayne Poultry Rd	I-85 NB On/Off Ramp
<b>US 129/SR 11</b>	W of John B Brooks Rd	New Salem Church Rd/Hog Mountain Rd
<b>US 129/SR 11</b>	Main St	Hall County Line
<b>Braselton Pkwy</b>	Jesse Cronin Rd	SR 53
<b>SR 53</b>	I-85 NB On/Off Ramp	Hall County Line
<b>SR 98/N Elm St/N Broad St</b>	Jefferson St	State St
<b>New Kings Bridge Rd</b>	Chandler Bridge Rd	Old US Hwy 441
<b>SR 332</b>	John B Brooks Rd	SR 124
<b>I-85 NB Off Ramp</b>	I-85	SR 53
<b>Mountain Creek Church Rd</b>	Mountain Creek Dr	Hall County Line

Source: 2055 GHMPO MTP

FIGURE 30: 2055 E+C LEVEL OF SERVICE



Source: 2055 GHMPO MTP

## STAKEHOLDER AND PUBLIC OUTREACH

### Stakeholder and Public Outreach Coordination

During the development of this plan, the study team interacted with a variety of stakeholders and partners, including County and City representatives, GHMPO staff, and the NEGRC staff. Meetings were held both in person and virtually, starting with a kickoff meeting on June 3rd, 2024. This Jackson County Transportation Plan was developed in coordination with several other planning efforts in the area. In particular, the Jackson County Comprehensive Plan (the Comprehensive Plan) being developed by NEGRC: a meeting on June 17, 2024, was held with NEGRC staff to coordinate the two efforts. Additionally, the 2055 GHMPO MTP update was carried out by RS&H staff in concurrence with the development of the Jackson County Transportation Plan.

**FIGURE 31: OPEN HOUSE PARTICIPATION**

Throughout 2024, a series of stakeholder and public meetings were held:

- July 11, 2024: Open house in coordination with the Comprehensive Plan
- July 26, 2024: Meeting with Jackson County staff
- August 13, 2024: Open house in coordination with the Comprehensive Plan
- September 10, 2024: Open house in coordination with the Comprehensive Plan
- October 15, 2024: Open house in coordination with the Comprehensive Plan (**Figure 31**)
- November 12, 2024: Meeting with the Comprehensive Plan Steering Committee
- December 18th, 2024: Meeting with Jackson County staff

Comments were received from attendees on handwritten comment sheets and through the interactive presentation platform Mentimeter. Comments were used to determine priorities and consider potential projects where local preference was identified. These comments are included in **Appendix C**.



### Survey Outreach

Engaging with local stakeholders and residents is vital to the creation of a plan that incorporates the desires of a community or region. Beyond in-person engagement, the CTP survey was provided online in order to increase engagement with those who were unable to be present at public meetings and to garner more detailed feedback. The survey was circulated online via social media, and the Jackson County Georgia Government Facebook page. The survey consisted of 11 transportation-focused questions followed by nine (9) optional demographic questions and an interactive mapping section. There were a total of 3,087 people who took the question portion of the survey, and within the interactive map section, 13 map pins were provided with comments on transportation issues and opportunities throughout Jackson County.

### Online Survey: Transportation Questions

The Jackson County Transportation Plan Update online survey provided background information regarding the comprehensive plan update and the survey's purpose of informing the transportation needs and goals of Jackson County. The survey was open from mid-July of 2024 through early December of 2024.

The survey question results begin on the following page.

#### Question 1: Where do you live?

Of the survey respondents, 26.9% (827 total) responded that they live in the City of Hoschton. 23.3% of respondents (717 total) reported that they live in Unincorporated Jackson County.

FIGURE 32: RESPONDENT HOME LOCATIONS

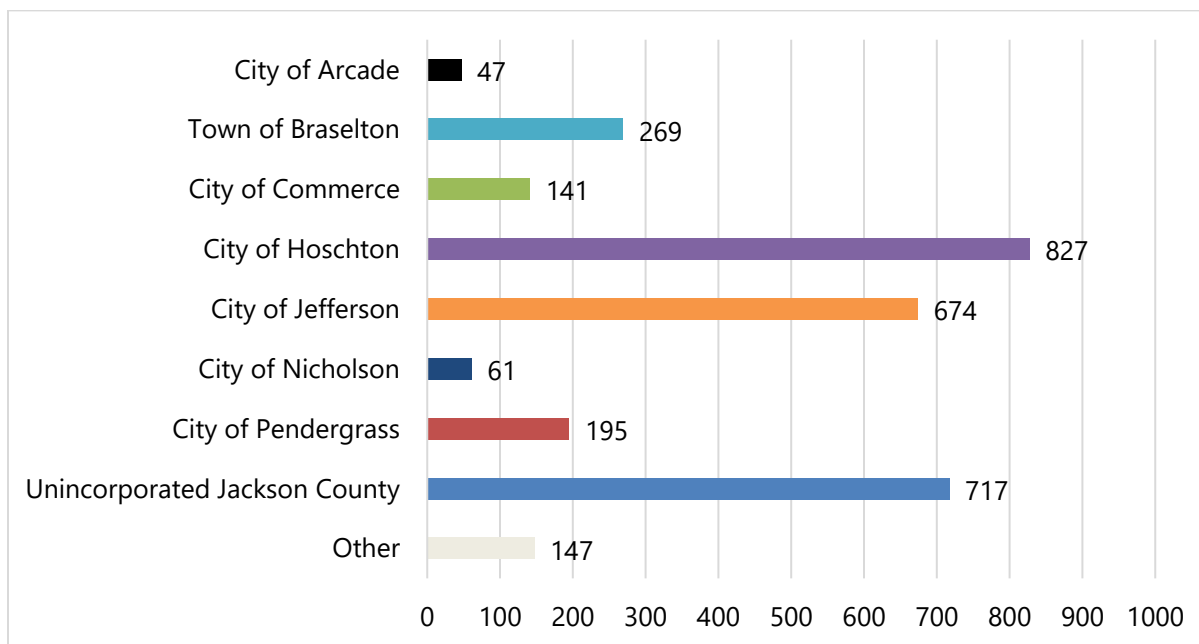


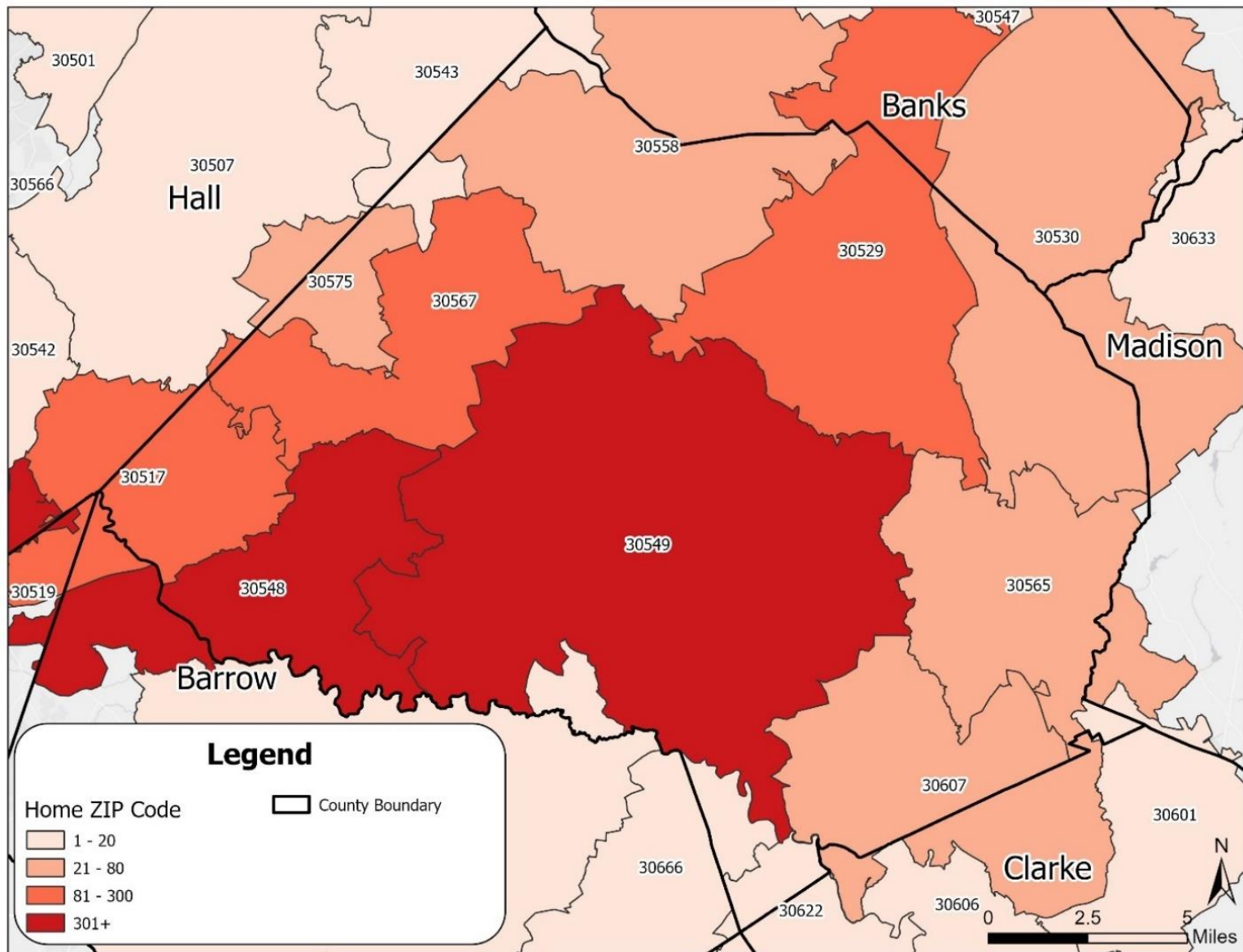
TABLE 23: RESPONDENT HOME LOCATIONS

Answers	Count	Percentage
City of Arcade	47	1.5%
Town of Braselton	269	8.7%
City of Commerce	141	4.6%
City of Hoschton	827	26.9%
City of Jefferson	674	21.9%
City of Nicholson	61	2.0%
City of Pendergrass	195	6.3%
Unincorporated Jackson County	717	23.3%
Other	147	4.8%
(Skipped this question)	9	-

**Question 2: What is your home zip code?**

As shown in **Figure 33**, most respondents considered their home ZIP code to be 30549 (1,019 responses) in central Jackson County and 30548 in southwestern Jackson County and parts of Barrow County and Hall County (986 responses). There were 48 respondents that skipped this question.

FIGURE 33: HOME ZIP CODE RESPONSES



**Question 3: Do you work or attend school outside your home?**

1,824 respondents (59.4%) reported that they work or attend school outside their home.

**TABLE 24: WORK CONDITION**

<b>Answers</b>	<b>Count</b>	<b>Percentage</b>
Yes	1,824	59.4%
Sometimes, I have a hybrid work environment	308	10.0%
No, I work from home full-time	269	8.8%
No, I am retired	499	16.2%
No, other	172	5.6%
(Skipped this question)	15	-

**Question 4: If yes or sometimes (work or attend school outside the home), where do you work/go to school?**

26.2% of respondents (553 total) answered that they work or attend school in Gwinnett County, and 22.2% (469 total) responded that they go to Jackson County for work or school.

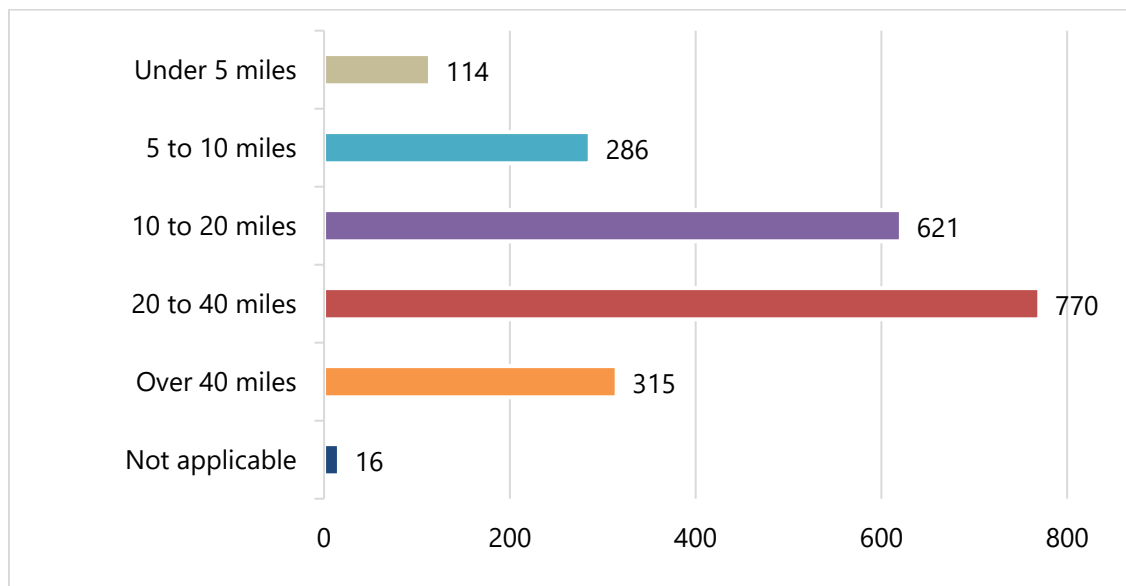
**TABLE 25: SCHOOL OR WORK LOCATION**

<b>Answers</b>	<b>Count</b>	<b>Percentage</b>
Banks County	42	2.0%
Barrow County	122	5.8%
Clarke County	170	8.1%
DeKalb County	39	1.9%
Fulton County	111	5.3%
Gwinnett County	553	26.2%
Hall County	305	14.5%
Jackson County	469	22.2%
Madison County	6	0.3%
I work from home/Not Applicable	30	1.4%
Other	261	12.4%
(Skipped this question)	979	-

**Question 5: If yes or sometimes (work or attend school outside the home), approximately how many miles do you travel to work/school (one-way)?**

Most survey takers (770 total or 36.3%) reported that they travel 20 to 40 miles one-way to get to work or school. Only 114 respondents (5.4%) travel less than 5 miles to work or school.

**TABLE 26: COMMUTE DISTANCES**



**TABLE 27: COMMUTE DISTANCES**

Answers	Count	Percentage
Under 5 miles	114	5.4%
5 to 10 miles	286	13.5%
10 to 20 miles	621	29.3%
20 to 40 miles	770	36.3%
Over 40 miles	315	14.8%
Not applicable	16	0.8%
(Skipped this question)	965	-

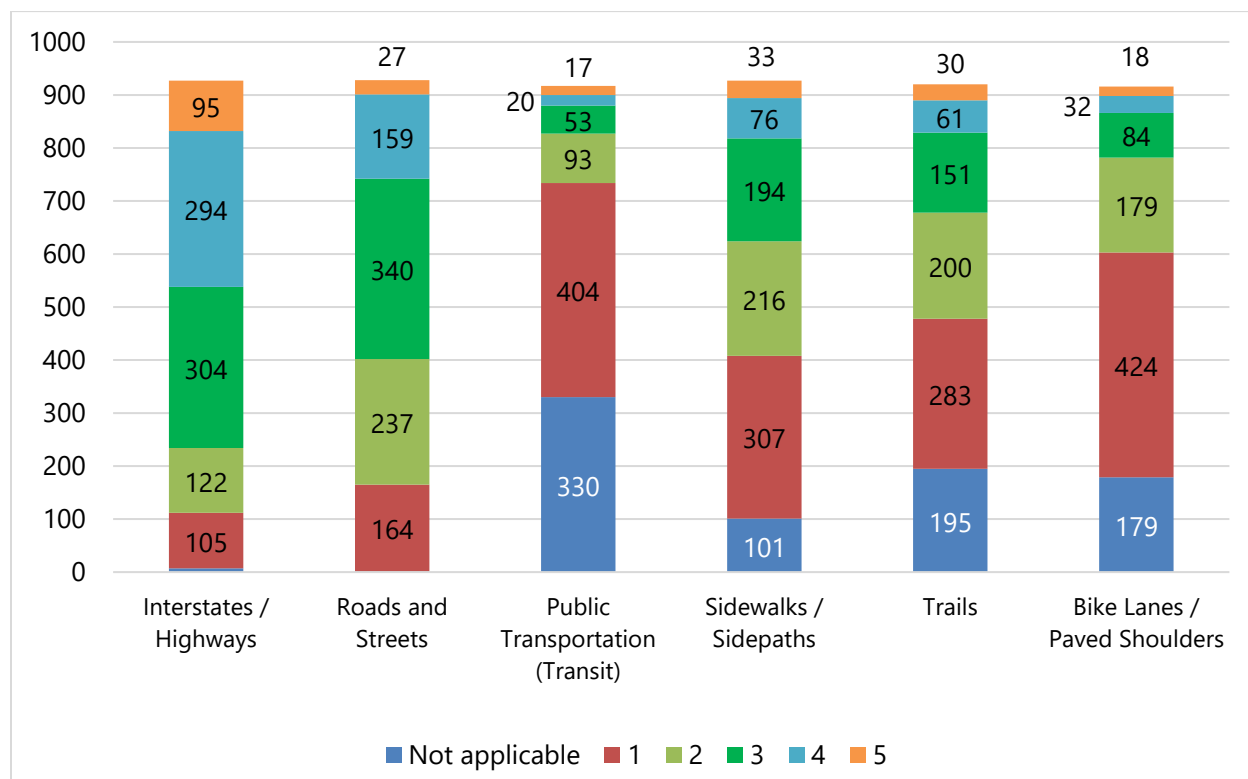
**Question 6: Please rate the quality of existing infrastructure in Jackson County (1 is poor, 5 is excellent).**

The infrastructure types, in order of excellent quality to poor quality, were given a rating score (1 through 5) which corresponded to the perceived level of quality. For example, for each category, the number of votes given to the score of 5 (excellent quality) was multiplied by 5. The number of votes given to the score of 4 for each category was multiplied by 4, and so on. The sum of all votes multiplied by corresponding weights gave a total score for each category, the order of which determined the overall infrastructure category rankings

In order from highest quality to lowest quality, the existing infrastructure areas in Jackson County were ranked by respondents as follows, according to the answers provided for Question 6:

1. Interstates / Highways
2. Roads and Streets
3. Sidewalks / Side paths
4. Trails
5. Bike Lanes / Paved Shoulders
6. Public Transportation (Transit)

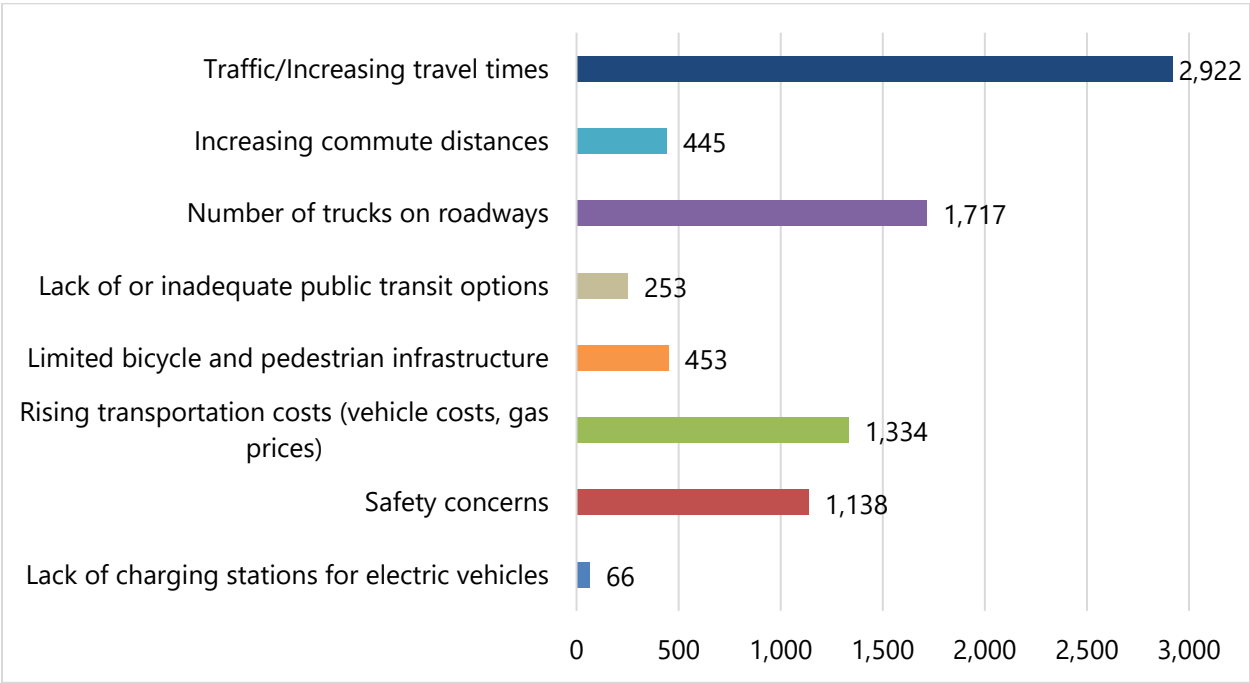
**FIGURE 34: INFRASTRUCTURE RANKING**



**Question 7: What are the top 3 transportation challenges you, or your community face? (select 3)**

Of the transportation challenges presented to survey takers, those that were deemed the top challenges that the community faces were Traffic/Increasing Travel Times (2,922 votes), Number of Trucks on Roadways (1,717), and Rising Transportation Costs (1,334 votes). Lack of Charging Stations for Electric Vehicles was considered the lowest priority challenge, receiving 66 votes.

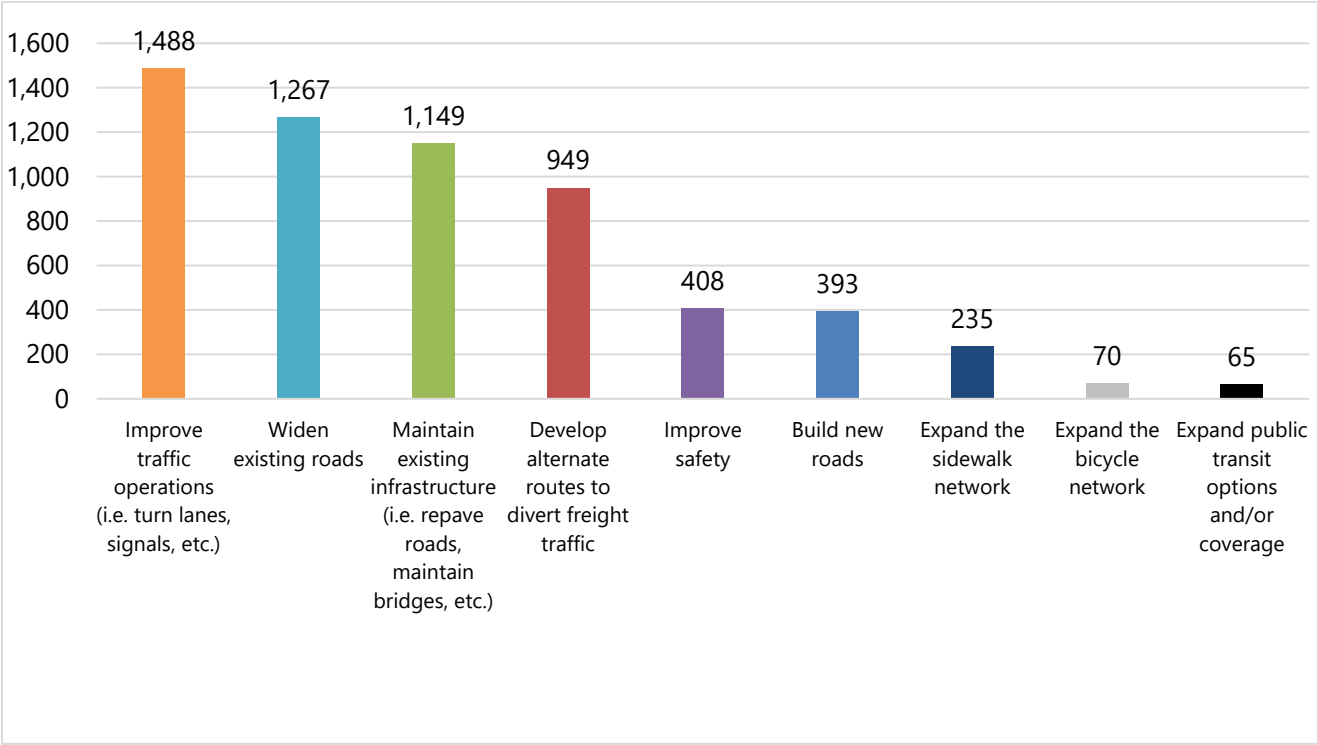
FIGURE 35: TRANSPORTATION CHALLENGES



**Question 8: Which two (2) of the following are your highest priorities for transportation investment?**

Of the choices listed in Question 8, Improve Traffic Operations (1,488 votes) and Widen Existing Roads (1,267 votes) were rated as the highest priorities for transportation investment in the area by survey takers.

FIGURE 36: TRANSPORTATION INVESTMENT



**Question 9: Do you use Jackson County Transit?**

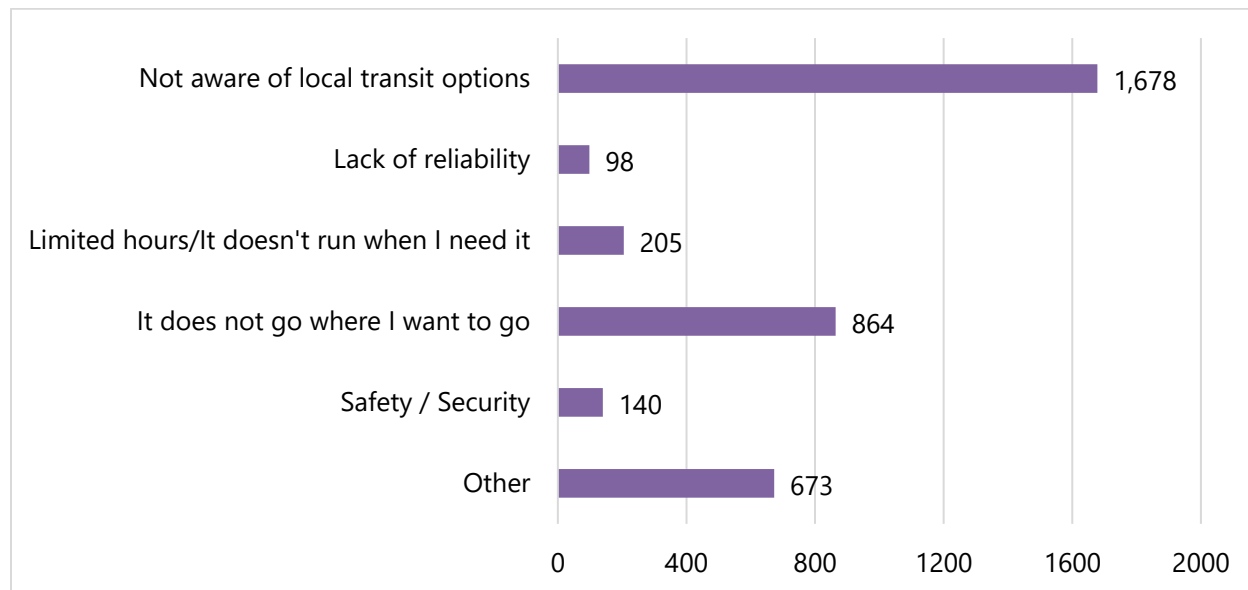
Approximately 99% of survey takers responded that they do not use Jackson County Transit.

TABLE 28: USE OF JACKSON COUNTY TRANSIT

Answers	Count	Percentage
Yes	37	1.2%
No	3,035	98.8%
(Skipped this question)	15	-

### Question 10: Why don't you use transit?

Nearly half of the respondents reported that they do not use transit in the area due to a lack of awareness of local transit options (1,678 responses). The second most common answer for why respondents do not use transit was that the transit services do not reach where they want to go (864 responses).



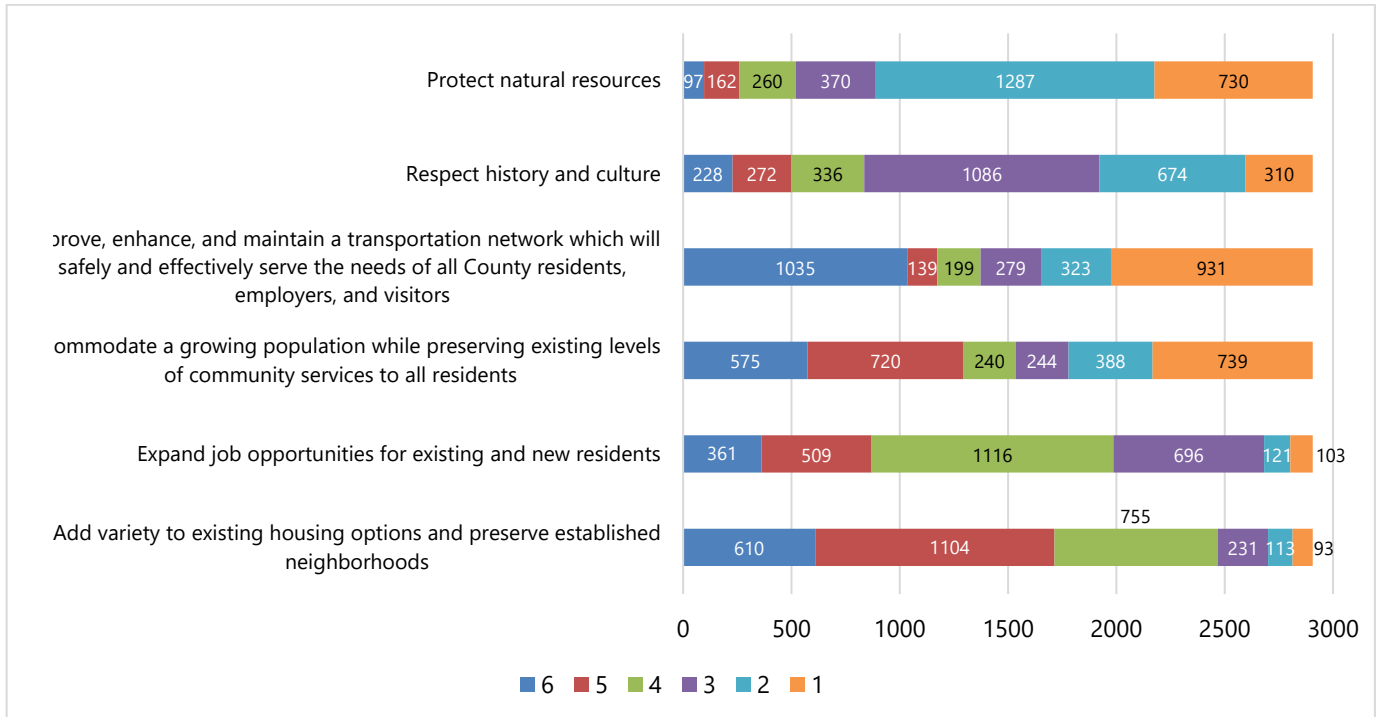
### Question 11: Rank the previous Comprehensive Plan goals in order of importance.

In order of most important to least important, the previous Comprehensive Plan goals were ranked by respondents as follows, according to the answers provided for Question 11:

1. Protect natural resources
2. Respect history and culture
3. Accommodate a growing population while preserving existing levels of community services to all residents
4. Improve, enhance, and maintain a transportation network which will safely and effectively serve the needs of all County residents, employers, and visitors
5. Expand job opportunities for existing and new residents
6. Add variety to existing housing options and preserve established neighborhoods

A similar methodology to that used in Question 6 was used to determine the overall ranking of the previous Comprehensive Plan goals. Each ranking score was given a weight that corresponded to the perceived level of importance. For example, for each goal, the number of votes given to the ranking of 1 (most important) was multiplied by 6. The number of votes given to the ranking of 2 was multiplied by 5, and so on, down to 6th rank being multiplied by 1. The sum of all ranks multiplied by corresponding weights gave a total score for each goal, the order of which determined the overall goal rankings.

FIGURE 37: GOAL RANKING



### Online Survey: Interactive Map

The mapping portion of the online survey invited respondents to place pins on a map to identify roadway, safety, and sidewalk-related concerns and opportunities. Along with the pin, respondents were asked to provide comments about the issues or opportunities at the locations they identified. In total, 13 map comments were provided by respondents and are shown in **Figure 38** and listed in **Table 29**. Respondents could also place votes on other comments that they supported, the last column in **Table 29** depicts the results of these votes.

FIGURE 38. COMMENT MAP RESULTS MAPPED BY CATEGORY

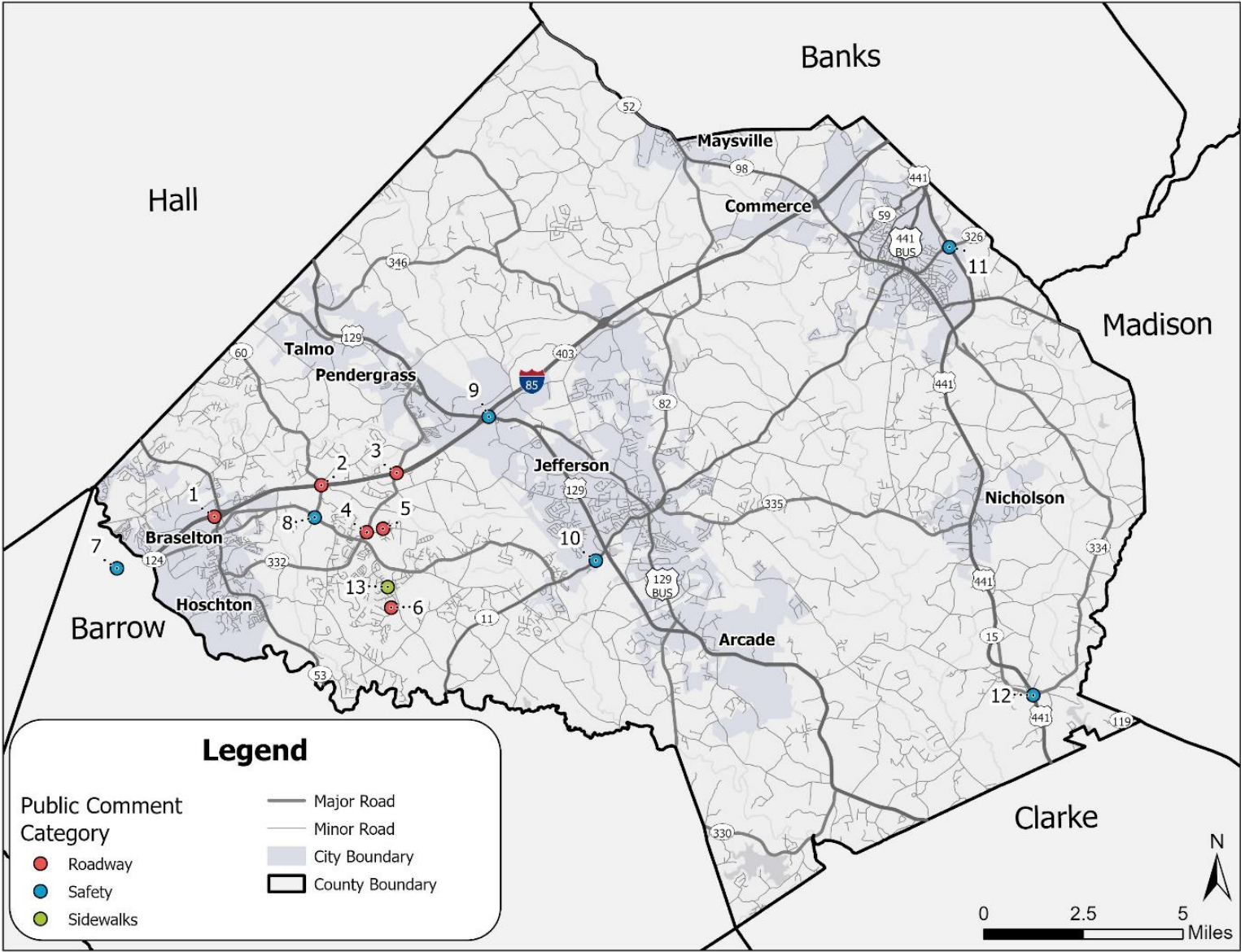


TABLE 29. COMMENT MAP RESULTS LISTED BY CATEGORY

	Point #	Comment	Point Location	Number of Votes
Roadway	1	On ramps from 85. I worry about being hot from behind during peak traffic times. Then getting to them early am adds 30 minutes to my commute daily."	35 EB Off Ramp at SR 53	1
	2	A future I85 and Highway 60 interchange should be programmed."	35 at SR 60	0
	3	GA DOT needs to add 85 exit and on ramps at 332 and 5"	35 at SR 332	1
	4	We need a traffic signal or roundabout here"	SR 332 at Old Skelton Rd	0
	5	We need a four way stop here"	Old Skelton Rd at Charlotte Dr	0
	6	Wassellton/Hoschton"	Wassellton Way	0
Safety	7	The new round about at exit 126 is a safety hazard. There is too much traffic coming from winder for exiting traffic to safely enter the roundabout. People coming off I85 have to pull out in front of cars and traffic is backing up onto 85. I waited over 1"	35 WB Off Ramp at SR 221	0
	8	There is desperate need for a traffic circle here. Traffic is impossible in all directions and the turn off Sam Snead Road is nearly impossible to navigate without most wrecking."	SR 124 at Sam Snead Rd/SR 60	0
	9	The number of large box trucks and 18 wheelers congestion at major intersections with no relief."	SR 129 at I-85	0
	10	We need to add something in morning/midday/afternoons to help students who are arriving/leaving the Empower College and Career Center for arrival/dismissal that will keep them safe when trying to enter/exit campus. Hwy 11 is busy ALL the time and backed"	SR 11 at Empower College entrance	0
	11	Please add a traffic light at this intersection. There is so much traffic and visibility is very poor. At certain times of day, it is nearly impossible to make a left turn here."	SR Hwy 441/SR 15 at SR 326/State St/Old Barnesville Rd	0
	12	Southbound 441 @ 334 in Center has limited sight distance to the traffic control light with a 1-2 % down grade to the intersection. Commuter, RV, Commercial traffic light and heavy duty have a great deal of difficulty slowing and stopping in that sight d"	SR Hwy 441/SR 334/Commerce Rd at Old US Hwy 441/SR 334	2
sidewalk	13	Wassellton/Hoschton"	Wassellton Way	0

## **|** CHAPTER 5 RECOMMENDATIONS

# PROJECT DEVELOPMENT AND PRIORITIZATION

## Project Development

The identification of projects to be included within this CTP began with the inclusion and refinement of projects identified in the previous plan and the review of ongoing and near-term planning efforts. This review included direct coordination with GHMPO on the development of their 2055 GHMPO MTP which was approved in May of 2025. Since a portion of Jackson County is included within the MPO, all relevant projects identified within the MTP have been included within the CTP.

## Project Recommendations

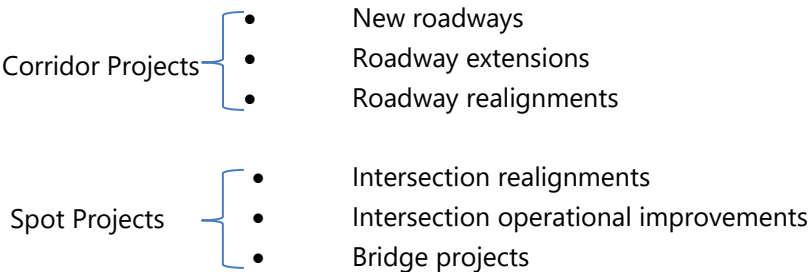
The project recommendations and their tiering have been organized into network classifications including Roadway, Non-motorized, and transit. These recommendations for roadway infrastructure include:

- New roadways
- Roadway extensions
- Roadway realignments
- Intersection realignments
- Intersection operational improvements
- Bridge projects

Projects included in this plan were incorporated through local knowledge, technical assessment, and public input. Using this information each of the projects have been included in the following three (3) tiers:

- Tier 1 – Greatest Need
- Tier 2 – Moderate Need
- Tier 3 – Lesser Need

Additionally, for visual representation, the projects have been split into “corridor” and “spot” projects for road segments and intersection/interchange/bridge projects, respectively. Corridor Projects are more linear in nature and denoted by an “L” with their project ID number while spot projects are specific points in the county which are denoted by a “P” in their project ID. Examples of these are identified below:



The projects listed by tier have been included in **Table 31** and **Table 32**. **Figure 39** and **Figure 40** depict the Tiered Corridor and Spot projects respectively. .

FIGURE 39: JACKSON COUNTY CORRIDOR PROJECTS

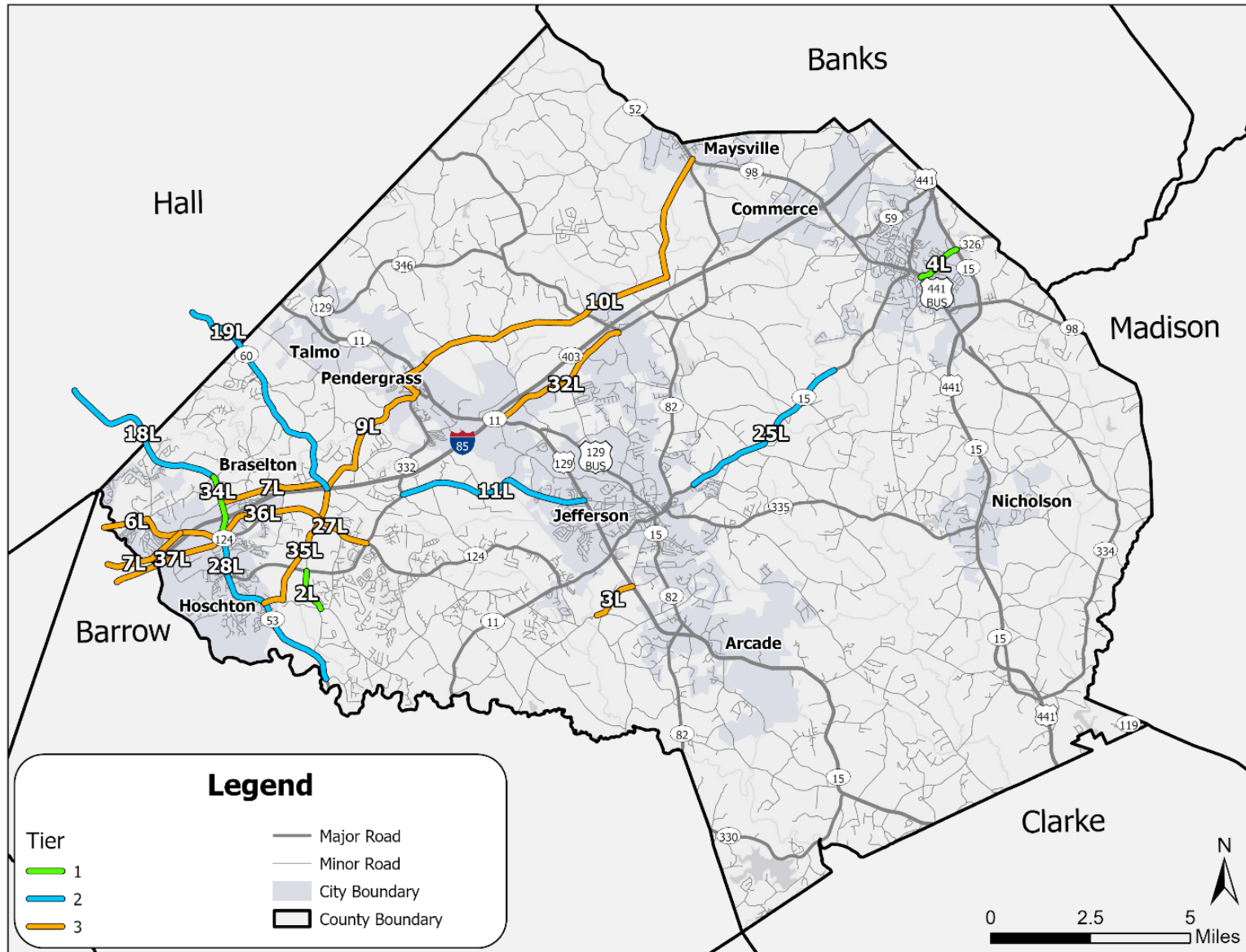


FIGURE 40: JACKSON COUNTY SPOT PROJECTS

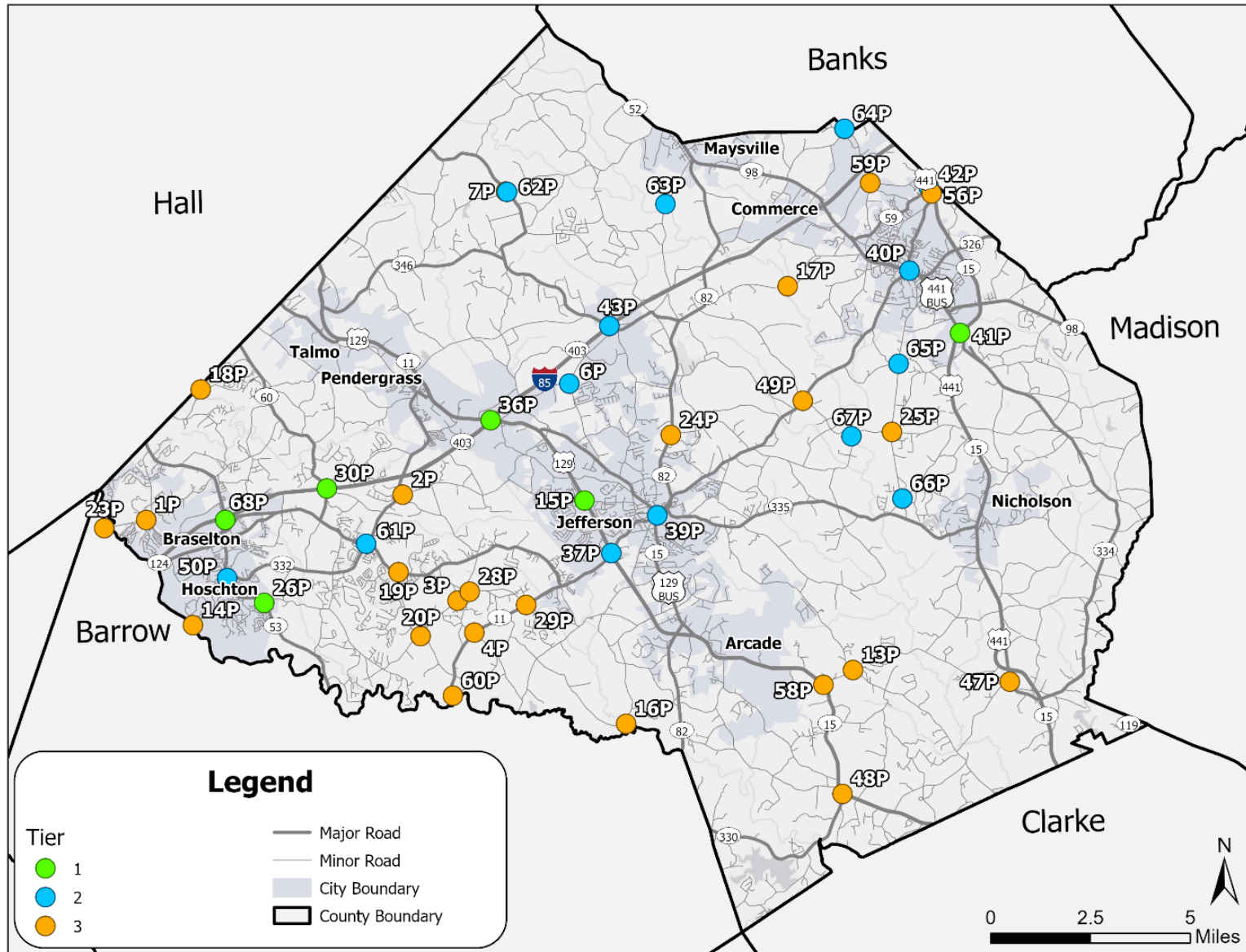


TABLE 30. TIER 1 PROJECT LIST

ID	Tier	Description	Project Type	GDOT PI	Approx. Length (mi)	Est. Cost
<b>36P</b>	1	I-85 Ramps at US 129 / SR 11	Operational Improvements	0019137	NA	\$1,723,147
<b>41P</b>	1	US 441/SR 15/Veterans Memorial Parkway and Allen Road	Intersection Improvement	NA	NA	\$4,899,000
<b>15p</b>	1	US 129 / Jefferson Bypass at Old Pendergrass Rd	Intersection Improvement	NA	NA	\$4,899,000
<b>4L</b>	1	SR 336 (State Street) Improvements	Realignment and Termini Intersection Improvements	NA	1.18	\$13,860,167
<b>26P</b>	1	SR 53 at Jackson Trail Road Intersection Improvement (BHAM Study Recommends Additional Turn Lane)	Intersection Improvement	NA	NA	\$546,000
<b>2L</b>	1	Sam Freeman Road Extension (Correlates to BHAM Study Recommendation for SR 60 Extension from I-85 to SR 124)	New Construction	NA	1.13	\$36,000,000
<b>30P/GH-102</b>	1	New Interchange located at I-85 and SR 60 (BHAM Study also includes the widening of SR 60 from I-85 to SR 124)	New Interchange	0013086	NA	\$27,506,177
<b>34L/GH-151</b>	1	Widening of State Route 53/Winder Highway from State Route 124 to New Cut Road	Widening	0020735	1.45	\$20,543,800
<b>68P</b>	1	I-85 NB Exit Ramp at SR 53	Operational Improvement	0020937	NA	\$1,348,000

TABLE 31. TIER 2 PROJECT LIST

ID	Tier	Description	Project Type	GDOT PI	Approx. Length (mi)	Est. Cost
11L	2	Old Pendergrass Road Improvements	Widening	NA	4.97	\$58,634,756
43P	2	I-85 Interchange Ramps at SR 82	Roundabouts at Ramps	0018399	NA	\$6,228,000
37P	2	US 129/Jefferson Bypass and Winder Hwy	Intersection Improvement	NA	NA	\$4,899,000
40P	2	SR 15 Alt (Jefferson Street/Homer Road) and SR 98 (North Elm Street/North Broad Street)	Intersection Improvement	NA	NA	\$4,899,000
6P	2	Hog Mountain Rd / Storey Lane	Intersection Improvement	NA	NA	\$4,899,000
39P	2	US 129 Business / Washington Street / Gordon Street at Lee Street/Sycamore Street	Intersection Improvement	NA	NA	\$4,899,000
42P	2	SR 15 / US 441 / Homer Road at Mt Olive Road	Intersection Improvement	NA	NA	\$4,899,000
19L/GH 111A	2	Widening of State Route 60/Candler Road between State Route 211 and I-85 (Phase I)	Operational Improvement	NA	6.14	\$129,228,430
27L/GH -152	2	Widening of State Route 124 from Henry Braselton Road to CR 171/ State Route 332	Widening (2 to 4 lane)	0007663	3.36	\$62,629,701
28L	2	SR 53 From I-85 To CR 167/Tapp Wood Road (Extents may need to be modified based on BHAMS)	Operational Improvement	0008434	5.42	\$57,680,686
50P	2	SR 53 at Towne Center Parkway / SR 332 / Pendergrass Road	Intersection Improvement	S010874	NA	\$10,754,000
61P	2	SR 124 at SR 332 Intersection Improvements	Intersection Improvement	NA	NA	\$9,636,000
62P	2	SR 82 at Deadwyler Road	Intersection Improvement	NA	NA	\$4,899,000

ID	Tier	Description	Project Type	GDOT PI	Approx. Length (mi)	Est. Cost
<b>63P</b>	2	Chandler Cemetery Road Bridge Replacement	Bridge Replacement	NA	NA	\$65,787,000
<b>64P</b>	2	Yarborough Ridgeway Rd at Ridgeway Church Rd	Intersection Improvement	NA	NA	\$4,899,000
<b>65P</b>	2	Waterworks Rd at Sheep Pasture Rd	Intersection Improvement	NA	NA	\$4,899,000
<b>66P</b>	2	Waterworks Rd at Cabin Creek Rd	Intersection Improvement	NA	NA	\$4,899,000
<b>67P</b>	2	Apple Valley Rd at Hoods Mill Rd	Intersection Improvement	NA	NA	\$4,899,000
<b>25L</b>	2	Eastbound & Westbound Pass Lanes on SR 15 Alt Between Commerce & Jefferson	Passing Lanes	0000402	2.10	\$34,793,801
<b>18L/GH -040</b>	2	Widening of State Route 53/Winder Highway from State Route 211 in Hall to New Cut Road in Jackson	Widening	0013310	4.60	\$99,325,338

TABLE 32. TIER 3 PROJECT LIST

ID	Tier	Description	Project Type	GDOT PI (if available)	Approx. Length (mi)	Est. Cost
<b>48P</b>	3	US 129/SR 15 at SR 330	Intersection Improvement	NA	NA	\$137,274
<b>58P</b>	3	SR11/US 129 at New Kings Bridge Road	Intersection Improvement	NA	NA	\$4,899,000
<b>49P</b>	3	Apple Valley Road @ Jefferson Rd/SR 15 Alt.	Intersection Improvement	0019466	NA	\$3,250,000
<b>20P</b>	3	Jackson Trail Road at Gum Springs Church Road	Intersection Improvement	NA	NA	\$4,899,000
<b>25P</b>	3	Hoods Mill Rd at Waterworks Rd Intersection Improvement	Intersection Improvement	NA	NA	\$4,899,000
<b>28P</b>	3	Doster Road at Jackson Trail Road Intersection Improvement	Intersection Improvement	NA	NA	\$4,899,000
<b>13P</b>	3	New Kings Bridge Rd / Jefferson River Rd	Intersection Improvement	NA	NA	\$4,899,000
<b>16P</b>	3	SR 319/Etheridge Road at Middle Oconee River 5.4 mile south of Jefferson (Bridge ID 157-0023-0). Bridge is posted.	Bridge	NA	NA	--
<b>17P</b>	3	Woods Bridge Road at North Oconee River 3.5 miles W of Commerce (Bridge ID 157-0050-0). Bridge is posted.	Bridge	NA	NA	--
<b>18P</b>	3	Cooper Bridge Road at Walnut Creek 4 miles north of Braselton (Bridge	Bridge	NA	NA	--

ID	Tier	Description	Project Type	GDOT PI (if available)	Approx. Length (mi)	Est. Cost
		ID 157-5074-0). Bridge is posted.				
<b>23P</b>	3	Liberty Church / Thompson Mill Road at Mulberry River 7.0 miles north of Auburn on Barrow/Jackson Co. line. (Bridge ID# 013-5009-0). Bridge is posted.	Bridge	NA	NA	--
<b>2P</b>	3	SR 332 at Old Pendergrass Rd. and Creek Nation Rd.	Intersection Improvement	NA	NA	\$4,899,000
<b>4P</b>	3	SR 11/Winder Hwy at Lewis Roberts/Ebenezer Church Road	Intersection Improvement	NA	NA	\$4,899,000
<b>7P</b>	3	SR 82 / Holly Springs Rd at Lipscomb Lake Rd	Intersection Improvement	NA	NA	\$4,899,000
<b>19P</b>	3	SR 124 at Gum Springs Church Rd Intersection Improvement	Intersection Improvement	NA	NA	\$4,899,000
<b>24P</b>	3	SR 82 at County Farm Rd Intersection Improvement	Intersection Improvement	NA	NA	\$4,899,000
<b>29P</b>	3	SR 11/Winder Highway at Jackson Trail Road Intersection Improvement	Intersection Improvement	NA	NA	\$4,899,000
<b>47P</b>	3	New Kings Bridge Rd and Old Hwy 441	Intersection Improvement	NA	NA	\$4,899,000
<b>56P</b>	3	Hospital Road Connector	Intersection Improvement	NA	NA	\$4,899,000

ID	Tier	Description	Project Type	GDOT PI (if available)	Approx. Length (mi)	Est. Cost
<b>59P</b>	3	SK Boulevard at Ridgeway Church Road	Intersection Improvement	NA	NA	\$4,899,000
<b>3P</b>	3	Jackson Trail Road at Lewis Roberts Road	Intersection Improvement	NA	NA	\$4,899,000
<b>3L</b>	3	Galilee Church Road Improvements	Realignment	NA	NA	\$4,899,000
<b>10L</b>	3	Wayne Poultry to Chandler Cemetery (Braselton To Maysville Connection Improvement)	Widening and New Construction	NA	9.79	\$7,000,000
<b>32L</b>	3	Realignment of Hog Mountain Rd / McClure Industrial / Possum Creek Road to bring up to industrial standards	Realignment	NA	3.87	\$72,404,729
<b>6L</b>	3	Jessie Cronic Road and Thompson Mill Road Improvements	Widening	NA	3.19	\$37,604,034
<b>7L</b>	3	Braselton Pkwy Extension	New Construction	NA	4.75	\$88,948,979
<b>9L</b>	3	Braselton To Pendergrass Connection Improvement from SR 124 at SR 60 to Wayne Poultry Rd	Widening	NA	4.96	\$80,810,948
<b>1P</b>	3	Jesse Cronic Rd & Thompson Mill Rd.	Intersection Improvement	NA	NA	\$4,899,000
<b>60P</b>	3	SR 11 / Winder Highway (Jackson/Barrow Line) Bridge Maintenance	Bridge	M006500	NA	--

ID	Tier	Description	Project Type	GDOT PI (if available)	Approx. Length (mi)	Est. Cost
<b>14P</b>	3	SR 82 at Middle Oconee River 5 mi NE of Statham (Peachtree Rd / Jackson County Line / Covered Bridge Road Bridge)	Bridge	0013819	NA	\$8,183,294
<b>35L / 4-27</b>	3	Extension of SR 60 from SR 124 to SR 53	New Road	NA	2.77	\$159,399,819
<b>36L / 4-4</b>	3	SR 124 from SR 53 to SR 332	Widening	NA	4.05	\$124,653,557
<b>37L / 4-5</b>	3	SR 124 from 211 to SR 53	Widening	NA	3.01	\$92,643,755

In addition to known or planned projects, a needs analysis was conducted to identify additional areas for consideration throughout the county. This needs analysis included several data points with a focus on safety, level of service and stakeholder feedback. Through this analysis 40 projects were identified as described below:

- 15 Identified as the top EPDO segments and intersections in the county
- One (1) Corridor (US 129/Jefferson Bypass) identified due to a high number of fatal crashes
- Ten (10) Corridors identified due to high LOS per the 2055 TDM results
- 14 Locations identified through stakeholder feedback

As projects are constructed and developed, the county may consider further review of these locations to determine potential project needs or improvements. The projects identified through these needs have been identified within **Table 33**.

**TABLE 33. POTENTIAL PROJECT LIST**

ID	Description	Project Type
<b>N1</b>	SR 82/Dry Pond Rd at Jett Roberts Rd/Horace Head Rd	Safety Study (Intersection)
<b>N2</b>	US 129/Jefferson Bypass at Etheridge Rd	Safety Study (Intersection)
<b>N3</b>	US 441/SR 15/Veterans Memorial Parkway and SR 98/Ila Rd	Safety Study (Intersection)
<b>N4</b>	US 129/Jefferson Bypass at Galilee Church Rd	Safety Study (Intersection)
<b>N5</b>	US 129/Jefferson Bypass at Panther Dr	Safety Study (Intersection)
<b>N6</b>	I-85 from SR 82/Dry Pond Rd to SR 98/Maysville Rd	Safety Study (Corridor)
<b>N7</b>	I-85 from SR 53 to US 129/SR 11	Safety Study (Corridor)
<b>N8</b>	I-85 from US 129/SR to SR 82/Dry Pond Rd	Safety Study (Corridor)
<b>N9</b>	SR 15/Homer Rd from Hospital Rd to Cedar Rd	Safety Study (Corridor)
<b>N10</b>	SR 11/Winder Hwy from Jackson Trail Rd to Hamilton Dr	Safety Study (Corridor)
<b>N11</b>	US 129/Jefferson Bypass from Galilee Church Rd to Etheridge Rd	Safety Study (Corridor)

<b>ID</b>	<b>Description</b>	<b>Project Type</b>
<b>N12</b>	US 129/Jefferson Rd from Brock Rd to Lebanon Church Rd	Safety Study (Corridor)
<b>N13</b>	US 129/Jefferson Bypass from Panther Dr to SR 82	Safety Study (Corridor)
<b>N14</b>	SR 82 from Wayne Poultry Rd to I-85 NB On/Off Ramp	Operational Study
<b>N15</b>	US 129/ SR 11 from W of John B Brooks Rd to New Salem Church Rd/Hog Mountain Rd	Operational Study
<b>N16</b>	US 129/SR 11 from Main St to Hall County Line	Operational Study
<b>N17</b>	Braselton Pkwy from Jesse Cronic Rd to SR 53	Operational Study
<b>N18</b>	SR 53 from I-85 NB On/Off Ramp from Hall County Line	Operational Study
<b>N19</b>	SR 98/N Elm St/N Broad St from Jefferson St to State St	Operational Study
<b>N20</b>	New Kings Bridge Rd from Chandler Bridge Rd to Old US Hwy 441	Operational Study
<b>N21</b>	SR 332 from John B brooks Rd to SR 124	Operational Study
<b>N22</b>	I-85 NB Off Ramp from I-85 to SR 53	Operational Study
<b>N23</b>	Mountain Creek Church Rd from Mountain Creek Dr to Hall County Line	Operational Study
<b>N24</b>	Old US Hwy 441/SR 334 at US 441/SR 15/Commerce Rd	Intersection Improvement
<b>N25</b>	US 441/SR 15/Veterans Memorial Parkway at SR 326/State St/Old Carnesville Rd	Intersection Improvement
<b>N26</b>	Skelton Road at Charlotte Drive	Intersection Improvement
<b>N27</b>	SR 332 at Old Skelton Road	Intersection Improvement
<b>N28</b>	SR 11/Winder Hwy at Empower Campus Entrance	Safety Study (Intersection)

<b>ID</b>	<b>Description</b>	<b>Project Type</b>
<b>N29</b>	SR 124 at Boone Rd	Intersection Improvement
<b>N30</b>	Jefferson River Rd from SR 335 to County Boundary	Trail/SUP/sidewalks/bike lanes
<b>N31</b>	Pond Fork Church Rd from US 129/SR 11 to SR 82/Holly Springs Rd	Safety Study (Corridor)
<b>N32</b>	SR 332/Pendergrass Rd at Wehunt Rd	Intersection Improvement
<b>N33</b>	Sidewalk/Bike Lanes connectin Braselton and Hoschton	Trail/SUP/sidewalks/bike lanes
<b>N34</b>	SR 53 at Railroad Ave	Intersection Improvement
<b>N35</b>	Braselton/Hoschton Bypass	New Road
<b>N36</b>	SR 53 at SR 332/Pendergrass Rd	Intersection Improvement
<b>N37</b>	SR 53 at PeachTree Rd	Intersection Improvement
<b>N38</b>	SR 11/Winder Hwy at Panther Dr	Safety Study (Intersection)
<b>N39</b>	US 441/SR 15/Veterans Memorial Parkway at SR 326/State St/Old Carnesville Rd	Safety Study (Intersection)
<b>N40</b>	SR 124/Broadway Ave at Jesse Cronic Rd	Safety Study (Intersection)

## Project Prioritization

In the near term, the alignment and development of projects have been decided by regional planning and engineering partners. As projects come online and are implemented, a three-tier system has been continued to determine regional priorities. This tiered approach helps steer the development of projects based on regional needs and desires. Supporting the three-tier approach, a prioritization methodology has been developed to objectively compare each of the projects.

The project prioritization process consisted of assigning values to proposed projects in Jackson County based on factors such as safety, congestion, environmental considerations, and public input. As shown in **Table 34**, depending on the extent to which a project addressed each of the factors, a score between 0 and 2 was given to the project for each subcategory. The sum of the subcategory scores determined each project's ranking in the priority list. The intention is to give higher priority to projects that potentially address roadway and bridge safety concerns and congestion issues, while limiting potential interaction with floodplains, sensitive habitats, and sites listed on the National Register of Historic Places (NRHP).

This prioritization scoring is intended to provide additional data points for each project and aid in future decision making.

**TABLE 34. PROJECT PRIORITIZATION SCORING MATRIX**

Category	Subcategory	Project Score		
		2	1	0
Safety	ePDO Top 20 Intersections and Segments	ePDO top 20 intersection or segment exists at project location	ePDO top 20 intersection or segment exists at some part of project but does not directly align with project location	No top 20 ePDO intersections or segments at project location
	Fatalities	Fatality has occurred within 50 ft (2018-2022)	-	No fatalities occurred within 50 feet (2018-2022)
Congestion	LOS Base Year (2025)	LOS F exists at some point along the segment	LOS E exists at some point along the segment	LOS D or better along the segment
	LOS Future Year (2055) E+C	LOS F exists at some point along the segment	LOS E exists at some point along the segment	LOS D or better along the segment
Bridge	National Bridge Inventory Condition	Direct interaction with structure that has Poor (NBI 0-4) Rating	Within 100 feet of structure that has Poor Rating (NBI 0-4)	No interaction with structure that has Poor Rating (NBI 0-4)
Environmental Considerations	Historic Sites	Directly interact with a historic site on the NRHP	Within 100 feet of a historic site on the NRHP	No interaction with sites on the NRHP
	Conservation and Wetlands	Directly interact with a conservation area, wetland, or waterbody	Within 100 feet of a conservation area, wetland, or waterbody	No interaction with a conservation area, wetland, or waterbody
Public Input	Jackson Survey Comments	A comment addresses project's specific location	A comment is provided but is not specifically addressing the project location	No comments provided that are relevant to project
	Jackson County Survey Votes	Score = Number of votes given to comment about project		
	Comp Plan Open House Comments	A comment addresses project's specific location	A comment is provided but is not specifically addressing the project location	No comments provided that are relevant to project
	GHMPO Open House Comments	A comment addresses project's specific location	A comment is provided but is not specifically addressing the project location	No comments provided that are relevant to project
	Steering Committee Menti	A comment addresses project's specific location	A comment is provided but is not specifically addressing the project location	No comments provided that are relevant to project
	GHMPO Comment Pins	A comment addresses project's specific location	A comment is provided but is not specifically addressing the project location	No comments provided that are relevant to project
	GHMPO Comment Votes	Score = Number of votes given to comment about project		

## NON-MOTORIZED SYSTEM RECOMMENDATIONS

Considerations of multi-modal movements outside of the roadway network were also considered as part of this plan. There have been a series of previous planning efforts related to bicycle and pedestrian modes in the area. The most recent of these is the GHMPO Bicycle and Pedestrian Master Plan which was completed in May of 2025. This plan outlined a series of recommendations which include a portion of Jackson County.

During the public involvement process, there was limited response related to the development of non-motorized facilities; however, there is a local preference for trail/shared use facilities. In the southern portion of the county, continued conversations and feasibility studies have been conducted to extend the existing Life Path trail and make better connections into Hall County and the Highlands to Islands system.

This section includes recommendations, generalized recommendations based upon previous planning efforts, input received from the Technical Committee and the general public as well as current state and federal standards.

Relevant Planning efforts in the area include the following:

- Northeast Georgia Plan for Bicycling and Walking (2010)
- Connect Jackson: Biking-Pedestrian-Greenways (2011)
- Bicycle and Pedestrian Plan– GHMPO (2025)
- City of Jefferson Pedestrian, Bicycle and Multi-Use Path Master Plan
- Braselton Trail Feasibility Study



Building from the 2011 plan and area improvements, the recommendations from these plans should be implemented as feasible and where possible in a manner that helps create a network. Several of the recent planning efforts reflect on the development of shared use paths and trails which are often a major community asset for both recreation and transportation. However, the county wide consideration of sidewalks and bike lines should remain in focus.

With the Connect Jackson plan being over 13 years old, it is recommended that another analysis be undertaken to update the existing conditions, identify community needs, and help prioritize investment. To support the development of multi-use facilities, the development of a bicycle and pedestrian task force should be considered. A group comprised of agency officials, members of the public and other stakeholders would help shape the development of the multimodal system.

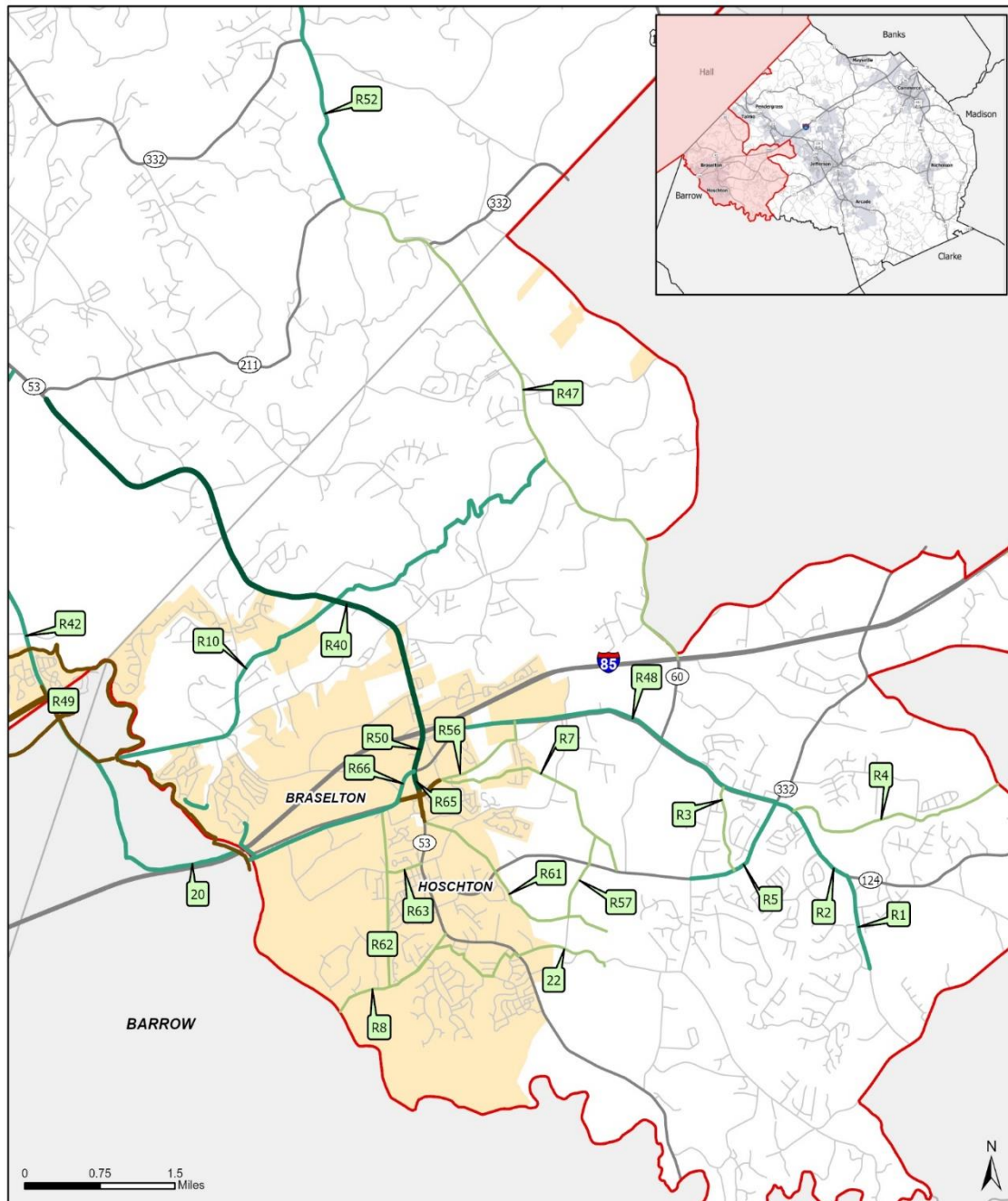
GHMPO has developed a bicycle and pedestrian plan which includes the analysis of the bicycle and pedestrian network and specific recommendations for the portion of Jackson County located within the boundary of GHMPO. This plan lays out a 30-year vision for the region, focusing on the augmentation of the existing infrastructure to improve connectivity, safety, and the reach of the regional trail system. The specific recommendations resulting from this plan are shown in **Table 35** and **Figure 41**.

**TABLE 35. GHMPO BICYCLE AND PEDESTRIAN PLAN UPDATE – RECOMMENDATIONS FOR JACKSON COUNTY**

Tier	Score	Map #*	Project Type	Project Name/Description
Tier 1	13	R40	Sidewalk/Multi-use Path	SR 53 from I-85 to SR 211
	12	R50	Multi-use Path	GeoPI Project ID 0020735; SR 53 from Lewis Braselton Blvd/SR 124 to Ednaville Rd/New Cut Rd
	11	R65	Multi-use Path	Connection between R50 and the existing path along SR 53
Tier 2	10	R66	Multi-use Path	Connection between R50 and the existing path along SR 124
	10	R49	Multi-use Path	GeoPI Project ID 0016089; SR 211 from Pinot Noir Dr to SR 347
	10	R52	Sidewalk and Bike Lane	MTP Project GH-111B; SR 60 from SR 211 to Calvary Church Rd
	9	R2	Sidewalk/Multi-use Path	SR 124W from SR 332 to Gum Springs Church Rd
	9	R10	Greenway/Multi-Use Path	Multi-Use Path along Thompson Mill Rd and New Liberty Church Rd from Thompson Mill Rd to north of Crest Club Dr; Greenway from New Liberty Church Rd across SR 53 along creek to SR 60
	9	R42	Sidewalk and Bike Lane	SR 211 from SR 53 to SR 347
	9	R48	Multi-use Path	MTP Project GH-152; SR 124 east of Zion Church Rd to SR 332
	8	20	Greenway	Braselton Connector Trail; connect Braselton Life Path to Downtown Braselton along I-85 and SR 124 with crossing of I-85 at Mulberry River
	6	R1	Sidewalk/Multi-use Path	Gum Springs Church Rd from SR 124 to Old Traditions Pl
	6	R5	Multi-use Path	SR 332 from SR 124 to Boone Rd
Tier 3	5	R4	Greenway	SR 124 to Creek Nation Rd
	5	R47	Sidewalk	MTP Project GH-111A; SR 60 from SR 211 to I-85
	5	R62	Multi-use Path	Hoschton Life Path Alt. #1 west of SR 53
	5	R63	Multi-use Path	W Jefferson St from R62 to SR 53
	4	R3	Greenway	Along creek from SR 332 to SR 124
	4	R7	Greenway	Along Indian Creek from Downtown Braselton to SR 332
	3	R8	Multi-use Path	Peachtree Rd from Mulberry River to SR 53
	3	R61	Greenway	Hoschton Life Path Alt. #2 east of SR 53
	3	22	Multi-use Path	Sell's Mill Connector Trail; Jackson Trail Rd from SR 53 to Sell's Mill Park
	2	R56	Multi-use Path	Davis St from Pinecrest Ln to Henry E. Braselton Dr; Henry E. Braselton Dr from Davis St to SR 124
	0	R57	Greenway/Multi-use Path	Indian Creek Rd from R61 to SR 332

Source: GHMPO; \*Projects beginning with an "R" are a new recommendation in the GHMPO Bicycle and Pedestrian Plan Update.

FIGURE 41: GHMPO BICYCLE AND PEDESTRIAN PLAN UPDATE - RECOMMENDATIONS FOR JACKSON COUNTY



#### Legend

Current Trail Network

Status

Existing

Under Construction

Project Recommendations (by Tier)

1

2

3

Source: GHMPO

GHMPO Planning Boundary

Lake Lanier

City Limit

County Boundary

Major Roadway

Roadway

## TRANSIT SYSTEM RECOMMENDATIONS

Jackson County Completed its Transit Feasibility Study<sup>19</sup> which outlined a series of future scenarios and potential recommendations that could be developed into the future. The scenarios result in three possible conditions:

- Scenario 2A: Demand Response Service for Urban and Rural Service (One Fleet)
- Scenario 2B: Demand Response Service for Urban and Rural Service (Two Fleets)
- Scenario 3: New Fixed Route Service (Urban Areas) & Demand Response (Rural Areas)

As the county population continues to grow and urban densities increase, the Transit Feasibility Study should be referenced for future conditions. Along with the scenarios, the Transit Feasibility Study recommended the inclusion of more technology into the service, specifically, automatic vehicle location technologies which can be utilized to improve service and management of the system. Additionally, it was recommended that Jackson County Transit consider the following:

- Continue to Participate in Regional Transit Discussions
- Enhance Marketing and Outreach Activities and Investments
- Engage in Community and Peer Agency Coordination.

These recommendations will help ensure Jackson County Transit remains abreast of ongoing trends and opportunities in the region while also engaging with the community. These connections will help shape transit in the region through the future.

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<sup>19</sup> <https://www.ghmpo.org/wp-content/uploads/2020/11/Final-Adopted-Report.pdf>

## **Technical Coordinating Committee**

**Wednesday, October 29, 2025, 10:30 AM**

**HR Training Room, 2<sup>nd</sup> Floor, Hall County Government Center  
2875 Browns Bridge Road, Gainesville, GA 30504**

### **AGENDA**

- 1. Welcome – Adam Hazell, Chair**
- 2. Election of TCC Chair & Vice-Chair for FY 2026**
- 3. Approval of April 23, 2025 Meeting Minutes**
- 4. Recommend Approval of the 2026 Safety Performance Measures (PM 1)**
- 5. Recommend Approval of the Jackson County Transportation Plan: 2025 Update**
  - Jamie Dove, Jackson County Public Development Director
- 6. Review of the Draft FY 2027 Unified Planning Work Program (UPWP)**
- 7. Other**
  - Hoschton Transportation Plan Updates
  - Highlands to Islands Trail Study – UNG to McEver Road Updates
  - GHMPO Website Map & Local Jurisdiction Projects Discussion
  - Hall County Safe Streets for All (SS4A) Safety Action Plan Future Projects Discussion
- 8. Jurisdiction and Agency Reports**
  - City of Flowery Branch
  - City of Gainesville
  - City of Oakwood
  - City of Buford
  - City of Lula
  - City of Hoschton

## MEMORANDUM

**To:** Technical Coordinating Committee Members  
**From:** Joseph Boyd, GHMPO  
**Date:** October 22, 2025  
**Re:** Review of the FY 2027 Unified Planning Work Program (UPWP)

---

Each year, GHMPO adopts an annual Unified Planning Work Program (UPWP), which serves as the annual operating budget for the MPO and lists out funding for all planning activities scheduled to take place during each year. The draft Fiscal Year 2027 UPWP runs from July 1, 2026 through June 30, 2027.

This draft includes the Section 5303 grant awarded to GHMPO by FTA and the Planning (PL) grant awarded to GHMPO by FHWA, as well as any additional grants expected to be awarded during the fiscal year.

This is the first review of this document. The final draft will be presented for review and adoption to the MPO committees in January/February 2026, with final adoption scheduled by the Policy Committee on February 10, 2026.



<https://www.ghmpo.org/wp-content/uploads/2025/10/DRAFT-FY-2027-Unified-Planning-Work-Program.pdf>

**RECOMMENDED ACTION:** None

*Attachment:* Draft FY 2027 UPWP Document



GAINESVILLE-HALL  
Metropolitan Planning Organization

# **FY 2027**

# **UNIFIED PLANNING WORK PROGRAM (UPWP)**

Scheduled Adoption: February 10, 2026



## **A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Adopting the FY 2027 Unified Planning Work Program**

**WHEREAS**, the Gainesville-Hall Metropolitan Planning Organization (GHMPO) is the designated Metropolitan Planning Organization for transportation planning within the Gainesville Metropolitan Area Boundary which includes all of Hall County and a portion of Jackson County following the 2020 Census; and

**WHEREAS**, the Infrastructure Investment and Jobs Act (IIJA) requires the Metropolitan Planning Organization to develop and adopt a Unified Planning Work Program; and


**WHEREAS**, the Unified Planning Work Program is consistent with all plans, goals, and objectives of the Gainesville-Hall Metropolitan Planning Organization.

**NOW, THERE, BE IT RESOLVED** that the Gainesville-Hall Metropolitan Planning Organization adopts the FY 2027 Unified Planning Work Program for the period from July 1, 2026 to June 30, 2027.

A motion was made by PC member \_\_\_\_\_ and seconded by PC member  
\_\_\_\_\_ and approved this the 10<sup>th</sup> Day of February, 2026.

\_\_\_\_\_  
Chairman David Gibbs, Chair  
GHMPO Policy Committee

\_\_\_\_\_  
Joseph Boyd, Director  
GHMPO



*This document contains the most up-to-date FY 2027 Unified Planning Work Program (UPWP). Since its original adoption on February 10, 2026, the following amendments and administrative modifications have been conducted:*

## **AMENDMENTS**

<b>Amendment Number</b>	<b>Date of Adoption</b>	<b>Amendment Description</b>	<b>Amendment Link</b>
<i>none at this time</i>			

## **ADMINISTRATIVE MODIFICATIONS**

<b>Amendment Number</b>	<b>Date of Adoption</b>	<b>Amendment Description</b>	<b>Amendment Link</b>
<i>none at this time</i>			

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# INTRODUCTION



# INTRODUCTION

## A. Purpose of the Unified Planning Work Program

The Fiscal Year 2027 Unified Planning Work Program (UPWP) describes the organization's planning goals and activities, provides cost estimates for each activity, identifies funding sources, and outlines a work schedule for the period July 1, 2026 through June 30, 2027. The document is organized into six major sections as follows:

1. Administration
2. Public Involvement
3. Data Collection
4. System Planning
5. Transit Planning
6. Safe and Accessible Transportation Options/Complete Streets

The six sections of the UPWP include information on the parties responsible for carrying out the various planning activities. These activities are mostly geared towards the preparation and development of the Metropolitan Transportation Plan (MTP) with at least a 25-year horizon and a Transportation Improvement Program (TIP) which defines funded projects over four years. Public participation is an integral part throughout the planning process.

## B. Infrastructure Investment and Jobs Act 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:

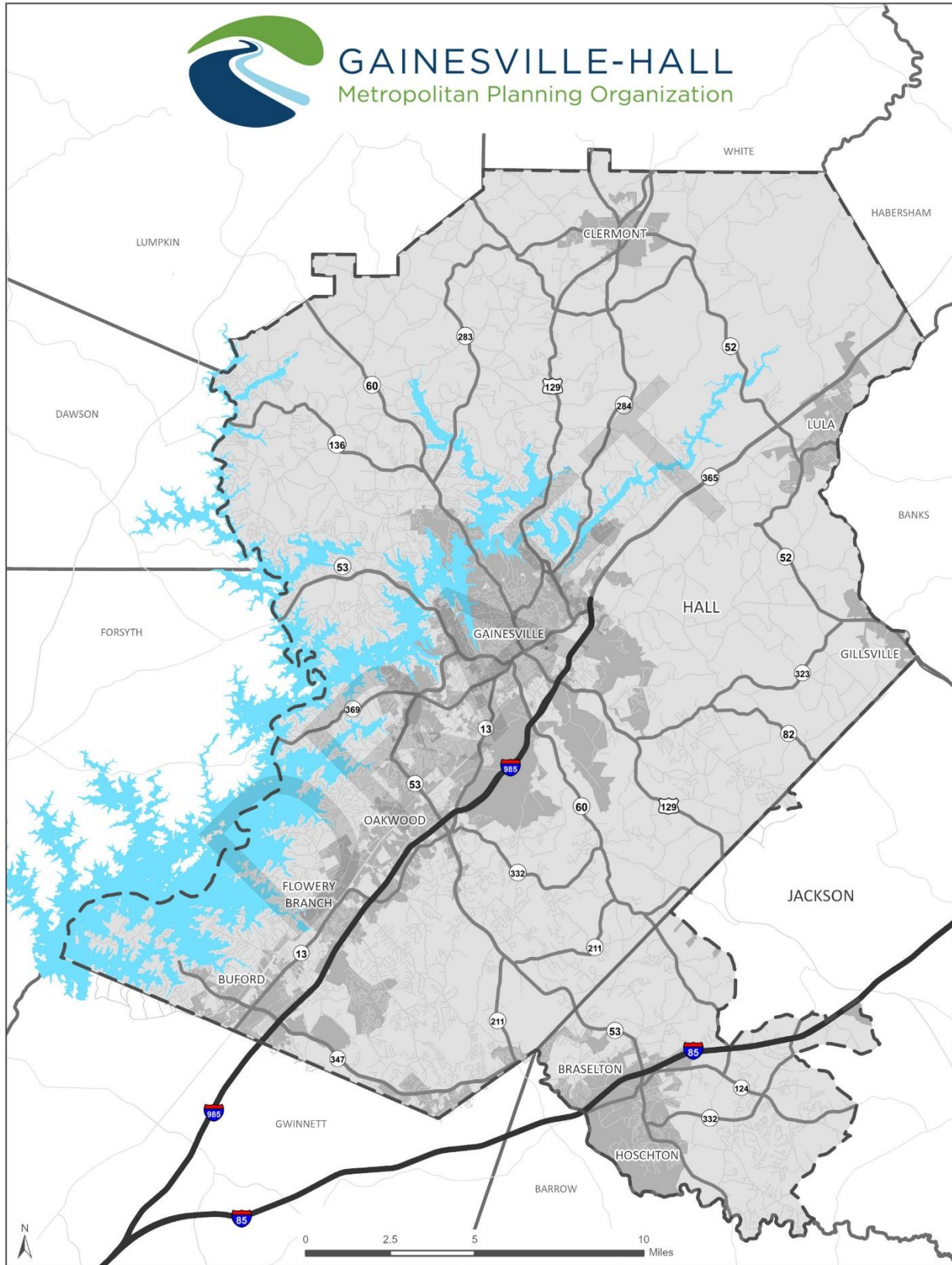
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the surface transportation system for motorized 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.



# GAINESVILLE-HALL

Metropolitan Planning Organization



## C. 2055 MTP Goals

This section outlines the 2055 MTP goals and objectives that were identified in the latest MTP adoption on May 6, 2025 and how those goals directly relate to each of the tasks and sub-elements within the FY 2027 UPWP. Those goals are:

1. **Coordination and Outreach** – This goal discusses how best to educate and seek feedback and input from as many people as possible during the plan development process so as to make the final plan a document based on the input of as wide a variety of stakeholders as possible. GHMPO will continue to work towards this goal more specifically in the following FY 2027 UPWP Work Elements:
  - *2.1 Community Outreach/Education* - Establish and maintain a record-keeping system that documents official actions of transportation planning processes and related public review. Advertise the availability of draft documents for public review and comment. Provide adequate notice of GHMPO activities as outlined in the Participation Plan. Maintain and update database of community stakeholders for mail and electronic notification of transportation activities. Continue to engage the Citizens Advisory Committee (CAC) through innovative and new public involvement techniques to increase participation and public outreach.
2. **Multimodal Connectivity** – This goal seeks to ensure that the plan will provide a more integrated multimodal and intermodal transportation system. By taking into account alternative modes of transportation, such as biking, walking, and transit, throughout the planning process, the plan aims to enhance travel options for all road users. GHMPO will continue to work towards this goal more specifically in the following FY 2027 UPWP Work Elements:
  - *1.1 Operations and Administration* – Coordinate and assist local jurisdictions on applications for Transportation Alternatives (TA) and Carbon Reduction Funds related projects.
  - *4.1 Intermodal Planning* – Work with local jurisdictions on expansions to the Highlands to Islands trail network.
  - *6.1 Safe & Accessible Transportation Options* – Work to fulfill the vision, principles, and strategies outlined in the GHMPO Complete Streets Policy.
3. **Safety and Security** – Safety and security are key components of a good transportation system. Establishing a safe and secure transportation system for both motorized and non-motorized users is a vital goal of the metropolitan transportation planning process. Achieving compliance with federal and state performance measures and addressing the safety needs identified by the public and stakeholders is a high priority. GHMPO will continue to work towards this goal more specifically in the following FY 2027 UPWP Work Elements:
  - *3.1 Socioeconomic Data, Models, and Analysis* – Continue monitoring the transportation network through all available methods, including traffic counts and crash data. Create crash profiles annually highlighting the most dangerous

intersections and corridors and ensure projects are being considered to create a safer network.

- *4.3 Long-Range Plan* – Continuously monitor and update the MTP.
- *4.1 Intermodal Planning* – Continue to plan for bicycle and pedestrian projects that will lead to an increase in safety for all users of the roadway; all users should feel secure while using the GHMPO transportation network.

4. **System Preservation and Maintenance** – The purpose of this goal is to ensure the preservation of the existing transportation system. As the region grows and evolves, preserving and maintaining the existing infrastructure is the first step in ensuring continued support for the local economy and population. GHMPO will continue to work towards this goal more specifically in the following FY 2027 UPWP Work Elements:

- *1.1 Operations and Maintenance* – Continue monitoring the transportation network through crash data and data related to pavement and bridge conditions, and conduct amendments and administrative modifications to all documents as necessary.
- *4.4 Transportation Improvement Program* – Continue monitoring the TIP and conduct amendments and administrative modifications to keep all projects up-to-date to allow for quick delivery to the network.

5. **Environment** – Develop a transportation system that promotes the attainment of air quality standards, protects the natural environment, promotes public health, and improves system resiliency. GHMPO will continue to work towards this goal more specifically in the following FY 2027 UPWP Work Elements:

- *4.6 Air Quality* – Work with GDOT, FHWA, and the Atlanta Regional Commission on continuing to improve air quality in the region and to meet all air quality standards and practices required for the GHMPO planning area. Utilize CMAQ funding when available to help air quality.
- *6.1 Safe & Accessible Transportation Options* – Continue to plan for alternative modes of transportation such as bike lanes, multiuse paths, and trails that will allow for more users to travel without a vehicle.

6. **Economic Vitality** – The region's growth must be supported by its transportation system. Transportation infrastructure is a key driver of economic vitality and is thus an important goal for the transportation planning process. As a result, this plan aims to advance the region's economic competitiveness through improvements in the transportation infrastructure. GHMPO will continue to work towards this goal more specifically in the following FY 2027 UPWP Work Elements:

- *4.2 GIS & Model Development and Applications* – Continue to reference the 2055 MTP travel demand model and identify key bottle necks that may need projects programmed. This allows for better movement across the region, including for freight.
- *4.5 Special Transportation Studies* – Conduct a full update to the GHMPO Freight Plan utilizing additional PL funds.

7. **Efficiency** – Transportation systems must ensure not only the safety of road users but also get them from point A to point B efficiently. Maximizing efficiency enables the transportation system to meet all other goals established. The planning process should seek to minimize deficiencies and ensure that processes are continuing, cooperative, and comprehensive. GHMPO will continue to work towards this goal more specifically in the following FY 2027 UPWP Work Elements:
- *3.1 Socioeconomic Data, Models, and Analysis* – Continue monitoring the transportation network through all available methods, including traffic counts and crash data. Create crash profiles annually highlighting the most dangerous intersections and corridors and ensure projects are being considered to create a safer network.
  - *4.2 GIS & Model Development and Applications* – Continue to reference the 2055 MTP travel demand model and identify key bottle necks that may need projects programmed. This allows for better movement across the region, including for freight.
8. **Fairness** – A foundational aspect of the transportation planning process is to use a fairness lens when making transportation decisions, ensuring that areas of persistent poverty are both involved in the process and accounted for when analyzing adverse impacts is a fundamental step in the planning process. GHMPO will continue to work towards this goal more specifically in the following FY 2027 UPWP Work Elements:
- *2.1 Community Outreach/Education* - Establish and maintain a record-keeping system that documents official actions of transportation planning processes and related public review.
  - *3.1 Socioeconomic Data, Models, and Analysis* – Utilize socioeconomic data to identify vulnerable populations that may be impacted by projects during the pre-engineering and scoping phases in coordination with GDOT.
  - *5.1 Transit Program Support & Administration* – Continue working with Hall Area Transit (WeGo) and Jackson County Transit to advance transit options across the region.

#### **D. Gainesville-Hall Metropolitan Planning Organization (GHMPO) Planning Process**

The UPWP originated from the Federal-Aid Highway Act of 1973 and is prepared annually to describe the ongoing transportation planning process for a Metropolitan Planning Organization (MPO). The Infrastructure Investment and Jobs Act (IIJA) is the most recent law establishing federal surface transportation policy and funding reauthorizations.

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.

The following agencies have roles in the development, implementation, approval of, and/or funding of this UPWP:

#### U.S. Department of Transportation

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly approve the UPWP. These two federal agencies provide valuable input into the process leading to the development of this document.

FHWA develops regulations, policies, and guidelines to achieve safety, access, economic development, and other goals of FHWA programs, and provides federal financial resources, technical training, education, and assistance to state and local transportation agencies.

FTA provides financial assistance and oversees grants to state and local transit providers, primarily through its regional and metropolitan offices. FTA is responsible for ensuring that grantees follow federal mandates along with statutory and administrative requirements. To better facilitate grant applications for the FTA's 5303 funds, the estimated FY 2028 funds are shown for the appropriate work categories.

#### Georgia Department of Transportation

The Georgia Department of Transportation (GDOT) serves as the liaison between the MPO, the state, and the United States Department of Transportation (USDOT). The MPO works cooperatively with GDOT on various transportation tasks, which include: Transportation Improvement Program, Metropolitan Transportation Plan, and travel demand modeling. GDOT is the direct recipient of federal planning funds, and the MPOs are sub-recipients of these funds. Therefore, GDOT provides grant oversight of Federal Planning (PL) funds. GDOT also reviews and approves UPWPs and TIPs before requesting concurrency from FHWA and FTA.

### **E. FY 2026 Accomplishments**

GHMPO accomplished the following activities and studies in FY 2026:

1. Completed the Hoschton Transportation Plan
2. Completed the Highlands to Islands Trail Study – UNG to McEver Road
3. Continued the TCC Trails Subcommittee
4. Began work on the FY 2027-2030 TIP
5. Adopted amendments to the MTP/TIP
6. Began preparation to update the GHMPO Freight Plan in FY 2027

## **F. GHMPO's Planning Priorities in FY 2027**

GHMPO will work towards the following 10 planning priorities in FY 2027:

1. Complete updates as necessary to the 2055 Metropolitan Transportation Plan. (See Task #2, Sub-Element 2.1 & Task #4, Sub-Element 4.3)
2. Complete updates as necessary to the FY 2024-2027 Transportation Improvement Program. (See Task #2, Sub-Element 2.1 and Task #4, Sub-Element 4.4)
3. Adopt the new FY 2027-2030 Transportation Improvement Program by mid-2027 in coordination with GDOT and FHWA. (See Task #2, Sub-Element 2.1 and Task #4, Sub-Element 4.4)
4. Conduct a full update to the GHMPO Freight Plan, which was last updated in 2018. Will require an application for additional PL funds through the PL Funds Review Committee. (See Task #4, Sub-Element 4.5)
5. Update the Title VI Program and Environmental Justice (EJ) Analysis by February 2027. (See Task #1, Sub-Element 1.1, Task #2, Sub-Element 2.1, and Task #3, Sub-Element 3.1)
6. Continue to plan for and help advance the Highlands to Islands Trail Network through the continuation of the TCC Trails Subcommittee. (See Task #4, Sub-Element 4.1)
7. Take steps to continually monitor and maintain the transportation system. (See Task #1, Sub-Element 1.1 and Task #4, Sub-Elements 4.3, 4.4, and 4.5)
8. Support the Safety Performance Management Targets approved by the Georgia Department of Transportation regarding fatalities, rate of fatalities, serious injuries, rate of serious injuries, and the number of non-motorized fatalities and serious injuries. (See Appendix A)
9. Support the Safety (PM 1) Pavement and Bridge Condition (PM 2) and Performance of National Highway System, Freight, and Congestion Mitigation & Air Quality (PM 3) Performance Management Targets approved by the Georgia Department of Transportation regarding fatalities, rate of fatalities, serious injuries, rate of serious injuries, and the number of non-motorized fatalities and serious injuries. (See Appendix A)
10. Support the Transit Asset Management Targets approved by the Georgia Department of Transportation regarding inventory and condition of capital assets. (See Appendix B)

# **FY 2027 BUDGET**

## **TASKS & SUB-ELEMENTS**



## **TASK # 1: ADMINISTRATION**

### **Sub-Element 1.1: Operations and Administration**

#### **Objective**

- Coordinate and conduct the transportation planning activities of the GHMPO in compliance with all federal, state, and local laws, regulations and requirements.
- Provide overall management of GHMPO's transportation planning program, and ensure compliance with applicable federal and state requirements.
- Support various transportation related committees and ensure communication among and between the committees.
- Manage the staff contributing to planning activities.
- Monitor consultant contracts performed as part of the MPO process.

#### **FY 2026 Activities**

- In FY 2026, the three GHMPO committees had three regular meetings. Meeting minutes were prepared and later archived on the GHMPO website.
- Quarterly reports, reimbursable forms, and an annual report were prepared and submitted to the GDOT Planning Office.
- Attended Interagency Consultation Group meetings.
- Coordinated and worked with local governments and agencies regarding rulemaking on MPO planning area reform and performance measures development.
- Represented GHMPO on Atlanta Regional Commission's Transportation Coordinating Committee.
- Attended various project specific meetings with GDOT, ARC, and other local agencies.
- Appointed new members to the Citizens Advisory Committee.
- Upon request, presented information on the GHMPO structure, budget, and current projects to local jurisdictions.
- GHMPO was an active member of the Association of Metropolitan Planning Organizations (AMPO), American Planning Association (APA), and the Georgia Planning Association (GPA).

#### **FY 2027 Activities**

- Provide opportunities for an open and inclusive process assuring continuing, comprehensive, and cooperative decision making with all jurisdictions in the GHMPO planning area.
- Prepare proper study records for the development of progress and performance reports, certification, and reimbursement procedure.
- Coordinate activities of the GHMPO committees, including arranging meetings and preparing meeting minutes.
- Continue coordination surrounding the regional transportation planning activities.
- Coordinate/participate with other resource agencies at both state and local level on various project specific and/or on-going activities.
- Work with the Georgia Association of Metropolitan Planning Organizations (GAMPO) and other state and national organizations on the role of MPOs in statewide and metropolitan transportation planning. Support statewide GAMPO activities through participation in meetings and events.
- Staff will continue to inform the MPO committees of legislative and regulatory actions impacting transportation planning and funding.

- GHMPO will continue to provide staff that will be the local expert in transportation areas, assisting planning partners in transportation project development, building consensus and value in alternatives analysis, shared planning products, and providing a forum for regional decision making.
- Task # 1.1 will address GHMPO planning priority numbers 1 through 10.

#### Product

- GHMPO committee meeting agendas and minutes
- Quarterly FY 2027 Reports and an Annual Performance Report FY 2027
- Accounting narratives and invoices

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Operations and administration

TARGET START AND END DATES	7/01/2026 – 6/30/2027	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$134,611.59
LOCAL IN-KIND MATCH (20%)	\$33,652.90
<b>TOTAL</b>	<b>\$168,264.49</b>

## **TASK # 1: ADMINISTRATION**

### **Sub-Element 1.2: Training/Employee Education**

#### **Objective**

Develop staff knowledge of transportation planning through relevant workshops and conferences.

#### **FY 2026 Activities**

In relation to the MPO activities, staff attended the following:

- Boyd attended the 2025 Association of Metropolitan Planning Organizations Annual Conference in Providence, Rhode Island from September 16, 2025 to September 19, 2025.
- Boyd attended the 2026 American Planning Association in Detroit, Michigan from April 25, 2026 – April 28, 2026.

#### **FY 2027 Activities**

- Staff plans to attend the 2026 Association of Metropolitan Planning Organizations Annual Conference in September 2026.
- Staff plans to attend the 2027 American Planning Association National Conference in Houston, Texas in May 2027.
- Staff plans to attend the fall and spring conferences of the Georgia Planning Association.
- Staff may attend other transportation related conferences, seminars and courses including those offered by the Georgia Transit Association (GTA), National Highway Institute (NHI), Transportation Research Board (TRB), U.S. Environmental Protection Agency (EPA), Georgia Environmental Protection Division (EPD), FHWA, FTA, and GDOT.
- Task # 1.2 will address GHMPO planning priority numbers 7 through 10.

#### **Product**

- Ongoing staff improvement and education

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Training and employee education

TARGET START AND END DATES	7/1/2026 – 6/30/2027	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$15,000.00
LOCAL IN-KIND MATCH (20%)	\$3,750.00
<b>TOTAL</b>	<b>\$18,750.00</b>

**TASK # 1: ADMINISTRATION****Sub-Element 1.3: Equipment and Supplies****Objective**

- Maintain computer systems used by the MPO for relevant transportation planning activities.
- Acquire software and hardware, as necessary, to maintain the MPO's transportation planning process.
- Purchase Geographic Information System (GIS) software and application materials for system planning.
- Purchase necessary office equipment to operate the MPO.

**FY 2026 Activities**

- Maintained computer systems and other office equipment used by the MPO in line with relevant transportation planning activities.
- Purchased licenses for ArcGIS Pro.

**FY 2027 Activities**

- Maintain computer systems and other office equipment used by the MPO in line with relevant transportation planning activities.
- Task # 1.3 will address GHMPO planning priority number 7.

**Product**

- Adequate technology and office equipment to operate the MPO

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Equipment and supplies

TARGET START AND END DATES	7/1/2026 – 6/30/2027	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$10,000.00
LOCAL IN-KIND MATCH (20%)	\$2,500.00
<b>TOTAL</b>	<b>\$12,500.00</b>

## **TASK # 1: ADMINISTRATION**

### **Sub-Element 1.4: UPWP**

#### **Objective**

- Identify work tasks undertaken by the GHMPO to address metropolitan area transportation planning.
- Collect public and committee input on a proposed FY 2028 UPWP.
- Take into consideration MPO progress made on FY 2027 UPWP.
- Develop and draft final UPWP.

#### **FY 2026 Activities**

- Developed the FY 2027 UPWP and annual budget.
- Submitted GHMPO's FY 2025 Annual Performance Report to GDOT.
- Program was reviewed and approved by the three committees.
- Legal advertisement was published in the *Gainesville Times* seeking public comment on draft FY 2027 UPWP, per the Participation Plan.
- Draft UPWP was posted on the GHMPO website for public review.

#### **FY 2027 Activities**

- Identify transportation planning work tasks and sub-elements, prepare descriptive narrative and cost estimate for each sub-element, and coordinate input for the FY 2028 UPWP.
- Amend FY 2027 UPWP, as needed.
- Incorporate and support the adopted Statewide Safety, Bridge and Pavement Performance, and Transit Asset Management Targets (See Appendices A and B).
- Task # 1.4 will address GHMPO planning priority numbers 7 through 10.

#### **Product**

- Adopt FY 2028 UPWP by February 2027

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	UPWP

TARGET START AND END DATES	10/1/2026 – 6/30/2027	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$10,000.00
LOCAL IN-KIND MATCH (20%)	\$2,500.00
<b>TOTAL</b>	<b>\$12,500.00</b>

## **TASK # 2: PUBLIC INVOLVEMENT**

### **Sub-Element 2.1: Community Outreach/Education**

#### **Objective**

- Gain input from the general public on transportation planning.
- Comply with the federal and local public participation requirements.
- Provide opportunities for convenient public access to review and comment on the GHMPO planning and programming documents and the data and processes leading to those documents.
- Identify and involve stakeholders and traditionally underserved groups in the transportation planning process.

#### **FY 2026 Activities**

- Published legal advertisements in the Times seeking public input on all MPO document updates and amendments (UPWP, TIP, MTP, Participation Plan, Title VI/EJ document, etc.).
- Delivered presentations to various stakeholder groups, such as Greater Hall Chamber of Commerce Issues Committee and Vision 2030 Transportation Committee on transportation issues.
- Updated and maintained the GHMPO website.
- Updated and expanded mail and e-mail contact lists of citizens and stakeholders.
- Interviewed with the Gainesville Times and Access WDUN on current local transportation topics for news dissemination.

#### **FY 2027 Activities**

- Provide opportunity for public comment and review on various GHMPO and Hall Area Transit (HAT) documents and activities.
- Establish and maintain a record-keeping system that documents official actions of transportation planning processes and related public review.
- Advertise the availability of draft documents for public review and comment.
- Provide adequate notice of GHMPO activities as outlined in the Participation Plan.
- Maintain and update database of community stakeholders for mail and electronic notification of transportation activities.
- Review and update the Participation Plan as appropriate. Annually report on the status of the Participation Plan, Title VI compliance, Environmental Justice outreach, and Limited English Proficiency analysis. Staff will annually attend training events for ADA, Title VI, EJ, and LEP, as available.
- Continue to engage the Citizens Advisory Committee through innovative and new public involvement techniques to increase participation and public outreach.
- Continue to develop visualization tools and techniques to better communicate the transportation planning process, MPO plans, and programs for the public and local officials.
- Continue to carry out the strategies and policies identified in the Participation Plan for all documents and plans, as appropriate, including the 2055 MTP.
- Continue to explore ways to make GHMPO transportation planning process more transparent and inclusionary.
- Maintain and update information on GHMPO website regarding Performance Based Planning and Program and in regards to the statewide targets.

- Task # 2.1 will address GHMPO planning priority numbers 1 through 10.

#### Product

- Ongoing community outreach and education
- Updated GHMPO website
- Updated mailing list
- Updated e-mail list

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Community outreach & education

TARGET START AND END DATES	7/1/2026 – 6/30/2027	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$10,000.00
LOCAL IN-KIND MATCH (20%)	\$2,500.00
<b>TOTAL</b>	<b>\$12,500.00</b>

### **TASK # 3: DATA COLLECTION**

#### **Sub-Element 3.1: Socioeconomic Data, Models, and Analysis**

##### **Objective**

- Collect and prepare socioeconomic data for the development of long-range transportation plan and transportation studies.
- Collect and analyze data for the development and update of transportation plan and studies.
- Areas covered include appropriate database development and maintenance for transportation planning issues and activities leading to the Metropolitan Transportation Plan (MTP) and TIP.
- As needed for transportation planning efforts, use technical data.

##### **FY 2026 Activities**

- Established Safety, Bridge and Pavement, and Transit Asset Management (TAM) performance targets, consistent with the state targets, as required per the IJJA's Performance Based Planning & Programming.
- Provided early coordination request data from GDOT on various projects.

##### **FY 2027 Activities**

- Monitor socioeconomic data, and update, as necessary.
- Continue to use GIS as an analytical and data management tool in spatial work projects including MTP updates and demographic studies.
- Collect 2026 crash data, and update crash reports for Hall County and Jackson County.
- Continue to monitor, support, and assist as needed with the Statewide Safety Performance Management Targets.
- Task # 3.1 will address GHMPO planning priority numbers 1 through 10.

##### **Product**

- 2026 Hall County and Jackson County Crash Profiles by June 2027

<b>TRANSPORTATION RELATED PLANNING ACTIVITIES</b>	
<b>ORGANIZATION</b>	<b>ACTIVITIES</b>
GHMPO	Socio-economic data review and update

<b>TARGET START AND END DATES</b>	7/1/2026 – 6/30/2027	<b>LEAD AGENCY</b>	GHMPO
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<b>FUNDING SOURCE</b>	<b>AMOUNT</b>
FHWA (80%)	\$8,000.00
LOCAL IN-KIND MATCH (20%)	\$2,000.00
<b>TOTAL</b>	<b>\$10,000.00</b>

## **TASK # 4: SYSTEM PLANNING**

### **Sub-Element 4.1: Intermodal Planning**

#### **Objective**

- Plan for intermodal modes of transportation.

#### **FY 2026 Activities**

- Continued work with the TCC Trails Subcommittee to actively advance the planned Highlands to Islands Trail network.
- Completed and adopted the Highlands to Islands Trail Study – UNG to McEver Road.

#### **FY 2027 Activities**

- Work with Hall Area Transit on transit expansion or improvement initiatives, including on the microtransit service branded “WeGo”.
- Work with local jurisdictions on Highlands to Islands trail expansions through the TCC Trails Subcommittee, particularly the previously identified Gainesville Airport Trail, Tumbling Creek Trail, Thurmon Tanner Trail, Hog Mountain Trail, and Flowery Branch Downtown Trail segments.
- Task # 4.1 will address GHMPO planning priority numbers 6 and 7.

#### **Product**

- Assistance to local governments on trails grant applications, trail planning, expansion projects, and transit changes

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Intermodal planning

TARGET START AND END DATES	7/1/2026 – 6/30/2027	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$8,000.00
LOCAL IN-KIND MATCH (20%)	\$2,000.00
<b>TOTAL</b>	<b>\$10,000.00</b>

## **TASK # 4: SYSTEM PLANNING**

### **Sub-Element 4.2: GIS & Model Development and Applications**

#### **Objective**

- Update travel demand and air quality models as necessary.
- Apply GIS to develop maps for transportation plans and studies.

#### **FY 2026 Activities**

- Updated Hall County and Jackson County crash profiles, mapped crashes, and identified high crash locations.

#### **FY 2027 Activities**

- Create GIS maps, as necessary, for analysis.
- Task # 4.2 will address GHMPO planning priority numbers 1 through 10.

#### **Product**

- Travel demand model updates as necessary
- GIS map creation as necessary

<b>TRANSPORTATION RELATED PLANNING ACTIVITIES</b>	
<b>ORGANIZATION</b>	<b>ACTIVITIES</b>
GDOT	Travel demand model development
GHMPO	Travel demand model & GIS applications

<b>TARGET START AND END DATES</b>	7/1/2026 – 6/30/2027	<b>LEAD AGENCY</b>	GDOT
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<b>FUNDING SOURCE</b>	<b>AMOUNT</b>
FHWA (80%)	\$8,000.00
LOCAL IN-KIND MATCH (20%)	\$2,000.00
<b>TOTAL</b>	<b>\$10,000.00</b>

## **TASK # 4: SYSTEM PLANNING**

### **Sub-Element 4.3: Long-Range Plan**

#### **Objective**

- The Metropolitan Transportation Plan (MTP) provides the basis for transportation investment of regionally significant projects and programs within the planning area. The MTP addresses various modes of transportation as well as the safety and security of the region's transportation system. The 2055 MTP is the latest version of the GHMPO long-range plan document and was adopted on May 6, 2025.
- Develop and update a long-range, multi-modal Metropolitan Transportation Plan for the GHMPO planning area. This is a continuing work element.

#### **FY 2026 Activities**

- Amended the 2055 MTP, per request from GDOT, to add projects for funding and implementation

#### **FY 2027 Activities**

- Continue to manage the implementation of the transportation projects in the 2055 MTP update and amend as necessary.
- Task # 4.3 will address GHMPO planning priority numbers 1, 7, 8, 9, and 10.

#### **Product**

- Continued updates to the 2055 MTP as needed

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Long-range planning

TARGET START AND END DATES	7/1/2026 – 6/30/2027	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$8,000.00
LOCAL IN-KIND MATCH (20%)	\$2,000.00
<b>TOTAL</b>	<b>\$10,000.00</b>

## **TASK # 4: SYSTEM PLANNING**

### **Sub-Element 4.4: Transportation Improvement Program**

#### **Objective**

- Undertake transportation planning activities that will lead to the development/implementation of a Transportation Improvement Program (TIP). The TIP is a process for selecting and scheduling all federally funded and regionally significant projects in a manner consistent with the MTP. The TIP is updated at least every four years and amended as required.

#### **FY 2026 Activities**

- Began early coordination with GDOT on the new 2027-2030 STIP/TIP.
- Attended quarterly pre-construction project meetings at the GDOT District 1 Office.
- Coordinated with GDOT and local jurisdictions on project status and dollar amounts.
- Maintained and amended the 2024-2027 TIP document with the input of GDOT, the public, and the three GHMPO committees.

#### **FY 2027 Activities**

- Create and adopt the new 2027-2030 Transportation Improvement Program in coordination with GDOT/FHWA.
- Maintain and amend the 2024-2027 Transportation Improvement Program as needed.
- Incorporate and support the adopted Statewide Safety Performance and Management Targets, Bridge and Pavement Performance Targets, and Transit Asset Management Targets.
- Task # 4.4 will address GHMPO planning priority numbers 2, 3, 7, 8, 9, and 10.
- Coordinate with GDOT, as needed, for future TIP projects and updates.

#### **Product**

- Amendments to the 2024-2027 Transportation Improvement Program as necessary
- Adopt the 2027-2030 Transportation Improvement Program

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Transportation Improvement Program

TARGET START AND END DATES	7/1/2026 – 6/30/2027	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$8,000.00
LOCAL IN-KIND MATCH (20%)	\$2,000.00
<b>TOTAL</b>	<b>\$10,000.00</b>

## **TASK # 4: SYSTEM PLANNING**

### **Sub-Element 4.5: Special Transportation Studies**

#### **Objective**

- Integrate land use planning activities with transportation planning.
- Provide information and recommendations to member jurisdictions and other planning and design agencies.

#### **FY 2026 Activities**

- Completed the Hoschton Transportation Plan.
- Completed a partial update to the Jackson County Transportation Plan.
- Completed the Highlands to Islands Trail Study – UNG to McEver Road.

#### **FY 2027 Activities**

- Apply for funding and conduct an update to the GHMPO Freight Plan.
- Complete additional smaller studies with local jurisdictions as needed.
- Task # 4.5 will address GHMPO planning priority numbers 4 and 7.

#### **Product**

- GHMPO Freight Plan
- Additional studies and plans as needed

TRANSPORTATION RELATED PLANNING ACTIVITY	
ORGANIZATION	ACTIVITY
GHMPO, City of Hoschton	Hoschton Transportation Plan
GHMPO	GHMPO Freight Plan

TARGET START AND END DATES	7/1/2026 – 6/30/2027	LEAD AGENCY	GHMPO
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FUNDING SOURCE (PL Funds – Base Grant)	AMOUNT	FUNDING SOURCE (PI. 0020784 – Hoschton Transportation Plan)	AMOUNT
FHWA (80%)	\$80,000.00	FHWA (Additional Award) (80%)	\$120,000.00
LOCAL IN-KIND MATCH (20%)	\$20,000.00	LOCAL CASH MATCH (20%)	\$30,000.00
<b>TOTAL</b>	<b>\$100,000.00</b>	<b>TOTAL</b>	<b>\$150,000.00</b>

## **TASK # 4: SYSTEM PLANNING**

### **Sub-Element 4.6: Air Quality**

#### **Objective**

- Improve air quality in the GHMPO region as part of the Atlanta air quality maintenance area.
- Comply with air quality conformity requirements.

#### **FY 2026 Activities**

- Completed conformity determination short form for amendments to the Transportation Improvement Program (TIP).
- Adopted resolutions, complying with air quality conformity requirements, for Atlanta Regional Commission TIP amendments.
- Staff attended the Interagency Consultation Group led by ARC.

#### **FY 2027 Activities**

- Continue to coordinate and cooperate with the Atlanta Regional Commission, Georgia Department of Natural Resources' Environmental Protection Division, Environmental Protection Agency, and other interagency partners in air quality management.
- Staff will continue to attend the Interagency Consultation Group led by ARC.
- Task #4.6 will address GHMPO planning priority numbers 1 through 10.

#### **Product**

- Conformity determination reports for Atlanta Regional Commission
- Adopted resolutions for air quality conformity, as needed

### **TRANSPORTATION RELATED PLANNING ACTIVITIES**

ORGANIZATION	ACTIVITIES
GHMPO	Air Quality Planning

TARGET START AND END DATES	7/1/2026 – 6/30/2027	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$8,000.00
LOCAL IN-KIND MATCH (20%)	\$2,000.00
<b>TOTAL</b>	<b>\$10,000.00</b>

## **TASK # 5: TRANSIT PLANNING**

### **Sub-Element 5.1: Program Support & Administration (FTA ALI Code 44.21.00)**

#### **Objective**

- Administer and operate the MPO transit planning process by properly coordinating MPO functions with the Georgia Department of Transportation, the Federal Transit Administration, and all involved stakeholders, including accounting for all MPO transit planning-related activities during fiscal year 2027.

#### **FY 2026 Activities**

- Developed the transit section in the 2027 UPWP and presented to the GHMPO committees.
- Adopted the FY 2027 UPWP in February 2026.
- Managed the FY 2026 Section 5303 contract and successfully completed all tasks listed in the grant program.
- Prepared and submitted the FY 2027 Section 5303 grant application to GDOT.

#### **FY 2027 Activities**

- Provide transit planning administration and assistance to HAT and Jackson County Transit.
- Continue coordination with HAT in developing the transit work element for the FY 2027 UPWP.
- Participate and present transit related information and activities before municipalities and/or appropriate committees.
- Task # 5.1 will address GHMPO planning priority numbers 1 through 10.

#### **Product**

- FY 2028 Section 5303 grant application by September 2026
- Accounting report at the end of each fiscal quarter

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Program Support & Administration

TARGET START AND END DATES	7/1/2026 – 6/30/2027	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FTA	\$54,740.75
STATE 5303 MATCH	\$6,842.59
LOCAL CASH MATCH	\$6,842.59
<b>TOTAL</b>	<b>\$68,425.93</b>

### Anticipated Funding for FY 2028

FUNDING SOURCE	AMOUNT
FTA	\$54,740.75
STATE 5303 MATCH	\$6,842.59
LOCAL CASH MATCH	\$6,842.59
<b>TOTAL</b>	<b>\$68,425.93</b>

DRAFT

**TASK # 5: TRANSIT PLANNING****Sub-Element 5.2: Long Range Transportation Planning (Project Level) (FTA ALI Code 44.23.01)****Objective**

- Develop and keep current the transit portion of the 2055 MTP.

**FY 2026 Activities**

- Process amendments as necessary to the 2055 MTP.

**FY 2027 Activities**

- Process amendments as necessary to the 2055 MTP.
- Task # 5.2 will address GHMPO planning priority numbers 1 and 7.

**Product**

- 2055 MTP amendments as necessary
- Various other studies or reports as needed

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Long Range Transportation Planning (Project Level)

TARGET START AND END DATES	7/1/2026 – 6/30/2027	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FTA	\$54,740.74
STATE 5303 MATCH	\$6,842.59
LOCAL CASH MATCH	\$6,842.59
<b>TOTAL</b>	<b>\$68,425.92</b>

**Anticipated Funding for FY 2028**

FUNDING SOURCE	AMOUNT
FTA	\$54,740.74
STATE 5303 MATCH	\$6,842.59
LOCAL CASH MATCH	\$6,842.59
<b>TOTAL</b>	<b>\$68,425.92</b>

**TASK # 5: TRANSIT PLANNING****Sub-Element 5.3: Transportation Improvement Program (FTA ALI Code 44.25.00)****Objective**

- Update and amend Transportation Improvement Program (TIP) as necessary.

**FY 2026 Activities**

- Adopted amendments to the 2024-2027 TIP.
- Began work on the new FY 2027-2030 TIP.

**FY 2027 Activities**

- Update and amend the FY 2024-2027 Transportation Improvement Program as necessary.
- Adopt the new FY 2027-2030 TIP.
- Task # 5.3 will address GHMPO planning priority numbers 2 and 3.

**Product**

- Amend the FY 2024-2027 TIP and adopt the FY 2027-2030 TIP

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Transportation Improvement Program

TARGET START AND END DATES	7/1/2026 – 6/30/2027	LEAD AGENCY	GHMPO
----------------------------	----------------------	-------------	-------

FUNDING SOURCE	AMOUNT
FTA	\$7,236.51
STATE 5303 MATCH	\$904.57
LOCAL CASH MATCH	\$904.57
<b>TOTAL</b>	<b>\$9,045.65</b>

**Anticipated Funding for FY 2028**

FUNDING SOURCE	AMOUNT
FTA	\$7,236.51
STATE 5303 MATCH	\$904.57
LOCAL CASH MATCH	\$904.57
<b>TOTAL</b>	<b>\$9,086.97</b>

## **TASK # 6: SAFE & ACCESSIBLE TRANSPORTATION OPTIONS/COMPLETE STREETS**

### **Sub-Element 6.1: Safe & Accessible Transportation Options**

#### **Objective**

- Provide safe and accessible transportation options.
- Work to fulfill the vision, principles, and strategies outlined in the GHMPO Complete Streets Policy.

#### **FY 2026 Activities**

- Began an update to the GHMPO Complete Streets Policy.
- Continued work on advancing the Highlands to Islands Trail network.

#### **FY 2027 Activities**

- Complete update to the Complete Streets Policy and maintain Complete Streets project list.
- Continue the expansion of the Highlands to Islands Trail network in partnership with the TCC Trails Subcommittee.

#### **Product**

- Updated Complete Streets Policy and maintained Complete Streets project list

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Complete Streets Planning

TARGET START AND END DATES	7/1/2026 – 6/30/2027	LEAD AGENCY	GHMPO
----------------------------	----------------------	-------------	-------

FUNDING SOURCE	AMOUNT
FHWA (Y410)	\$7,887.47
NO LOCAL MATCH REQUIRED	\$0.00
<b>TOTAL</b>	<b>\$7,887.47</b>

## GHMPO BUSINESS PLAN & UPCOMING UNFUNDED STUDIES

### Objective

- Provide GHMPO planning partners information on current and future unfunded projects and required planning activities.

### Anticipated Unfunded Products in FY 2027

Product	Cost Estimate & Funding Source	Date of Completion
SR 60/US 129 Connectivity Study	\$150,000	FY 2027
SR 60/Candler Road Improvement Study	\$150,000	FY 2027
SR 60/SR 124/Sam Freeman Road Corridor Improvement Study	\$100,000	FY 2027
State Route 13 (Oakwood) Corridor Study	\$200,000	FY 2027

### Potential Unfunded Products in Future Years

Product	Cost Estimate	Potential Funding Year
North Hall Parkway Study	\$200,000	FY 2028

## GHMPO FIVE YEAR FUNDING TABLE

GHMPO Five Year Funding Plan					
	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
<b>FHWA Allocation</b>	\$388,359.63	\$392,243.23	\$396,165.66	\$400,127.32	\$404,128.59
<b>FHWA PL Apply</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Y410</b>	\$7,966.34	\$8,046.01	\$8,126.47	\$8,207.73	\$8,289.81
<b>FTA Allocation</b>	\$116,718.00	\$117,885.18	\$119,064.03	\$120,254.67	\$121,457.22
<b>State Match</b>	\$14,589.75	\$14,735.65	\$14,883.00	\$15,031.83	\$15,182.15
<b>Local Cash Match</b>	\$14,589.75	\$14,735.65	\$14,883.00	\$15,031.83	\$15,182.15
<b>Total Revenue</b>	<b>\$542,223.48</b>	<b>\$547,645.71</b>	<b>\$553,122.17</b>	<b>\$558,653.39</b>	<b>\$564,239.93</b>
<b>Contracts</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Staff/Direct</b>	\$542,223.48	\$547,645.71	\$553,122.17	\$558,653.39	\$564,239.93
<b>Total Expenditures</b>	<b>\$542,223.48</b>	<b>\$547,645.71</b>	<b>\$553,122.17</b>	<b>\$558,653.39</b>	<b>\$564,239.93</b>

1% annual growth in allocation

Staff/Direct includes: salaries, fringe, indirect and other direct charges

FHWA PL Apply are prior year funds GHMPO must apply for

## FUNDING SOURCE BY TASK

FUNDING SOURCE	TASK NO.	TASK DESCRIPTION	FHWA	FHWA-SPR	FEDERAL TOTAL	STATE PL MATCH	STATE SPR MATCH	STATE TOTAL	LOCAL MATCH	TOTAL
PL	1.1	Operations & Administration	134,611.59	0	134,611.59	0	0	0	33,652.90*	168,264.49
PL	1.2	Training/Employee Education	15,000.00	0	15,000.00	0	0	0	3,750.00*	18,750.00
PL	1.3	Equipment & Supplies	10,000.00	0	10,000.00	0	0	0	2,500.00*	12,500.00
PL	1.4	UPWP	10,000.00	0	10,000.00	0	0	0	2,500.00*	12,500.00
PL	2.1	Community Outreach/Education	10,000.00	0	10,000.00	0	0	0	2,500.00*	12,500.00
PL	3.1	Socio-Economic Data	8,000.00	0	8,000.00	0	0	0	2,000.00*	10,000.00
PL	4.1	Intermodal Planning	8,000.00	0	8,000.00	0	0	0	2,000.00*	10,000.00
PL	4.2	GIS, Model Development & Apps.	8,000.00	0	8,000.00	0	0	0	2,000.00*	10,000.00
PL	4.3	Long Range Plan	8,000.00	0	8,000.00	0	0	0	2,000.00*	10,000.00
PL	4.4	TIP	8,000.00	0	8,000.00	0	0	0	2,000.00*	10,000.00
PL	4.5	Special Transportation Studies	80,000.00	0	80,000.00	0	0	0	20,000.00*	100,000.00
FHWA (Additional Awards)	4.5.1	Hoschton Transportation Plan Contract	120,000.00	0	120,000.00	0	0	0	30,000.00	150,000.00
PL	4.6	Air Quality	8,000.00	0	8,000.00	0	0	0	2,000.00*	10,000.00
PL	1.1 - 4.6	Total	427,611.59	0	427,611.59	0	0	0	106,902.90	534,514.49

\*In-kind local match

### FUNDING SOURCE BY TASK

FUNDING SOURCE	TASK NO.	TASK DESCRIPTION	FTA – 5303	FEDERAL TOTAL	STATE 5303 MATCH	STATE TOTAL	LOCAL MATCH	TOTAL
5303	5.1	Program Support & Administration	54,740.75	54,740.75	6,842.59	6,842.59	6,842.59	68,425.93
5303	5.2	Long Range Planning	54,740.74	54,740.74	6,842.59	6,842.59	6,842.59	68,425.92
5303	5.3	TIP	7,236.51	7,236.51	904.57	904.57	904.57	9,045.65
5303	5.1 - 5.3	Total	116,718.00	116,718.00	14,589.75	14,589.75	14,589.75	145,897.50

### FUNDING SOURCE BY TASK

FUNDING SOURCE	TASK NO.	TASK DESCRIPTION	FHWA	FHWA-SPR	FEDERAL TOTAL	STATE PL MATCH	STATE SPR MATCH	STATE TOTAL	LOCAL MATCH	TOTAL
Y410	6.1	Safe & Accessible Transportation Options	7,887.47	0	7,887.47	0	0	0	0	7,887.47

## FY 2027 TOTAL BUDGET

GHMPO's total budget for FY 2027 is **\$688,299.46** from all sources:

Work Elements	PL Funds (\$)			PL Funds (Additional Awards)			Y410 Funds (\$)		Section 5303 Funds (\$)				Total Budget Amount (\$)
	Budget Amount (100%)	FHWA (80%)	Local Match (20%)	Budget Amount (100%)	FHWA (80%)	Local Cash Match (20%)	Budget Amount (100%)	FHWA (100%)	Budget Amount (100%)	FTA (80%)	GDOT Match (10%)	Local Match (10%)	
<b>1.0 Administration</b>													
1.1 Operations and Administration	168,264.49	134,611.59	33,652.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	168,264.49
1.2 Training/Employee Education	18,750.00	15,000.00	3,750.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18,750.00
1.3 Equipment and Supplies	12,500.00	10,000.00	2,500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,500.00
1.4 UPWP	12,500.00	10,000.00	2,500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,500.00
<b>Work Element 1.0 Total</b>	<b>212,014.49</b>	<b>169,611.59</b>	<b>42,402.90</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>212,014.49</b>
<b>2.0 Public Involvement</b>													
2.1 Community Outreach/Education	12,500.00	10,000.00	2,500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,500.00
<b>Work Element 2.0 Total</b>	<b>12,500.00</b>	<b>10,000.00</b>	<b>2,500.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>12,500.00</b>
<b>3.0 Data Collection</b>													
3.1 Socioeconomic Data	10,000.00	8,000.00	2,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10,000.00
<b>Work Element 3.0 Total</b>	<b>10,000.00</b>	<b>8,000.00</b>	<b>2,000.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>10,000.00</b>
<b>4.0 System Planning</b>													
4.1 Intermodal Planning	10,000.00	8,000.00	2,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10,000.00
4.2 GIS, Model Development & Applications	10,000.00	8,000.00	2,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10,000.00
4.3 Long-Range Plan	10,000.00	8,000.00	2,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10,000.00
4.4 Transportation Improvement Program	10,000.00	8,000.00	2,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10,000.00
4.5 Special Transportation Studies	100,000.00	80,000.00	20,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100,000.00
4.5.1 Hoschton Transportation Plan Contract	0.00	0.00	0.00	150,000.00	120,000.00	30,000.00	0.00	0.00	0.00	0.00	0.00	0.00	150,000.00
4.6 Air Quality	10,000.00	8,000.00	2,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10,000.00
<b>Work Element 4.0 Total</b>	<b>150,000.00</b>	<b>120,000.00</b>	<b>30,000.00</b>	<b>150,000.00</b>	<b>120,000.00</b>	<b>30,000.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>300,000.00</b>
<b>5.0 Transit Planning</b>													
5.1 Program Support & Administration	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	68,425.93	54,740.75	6,842.59	6,842.59	68,425.93
5.2 Long Range Transportation Planning	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	68,425.92	54,740.74	6,842.59	6,842.59	68,425.92
5.3 Transportation Improvement Program	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9,045.65	7,236.51	904.57	904.57	9,045.65
<b>Work Element 5.0 Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>145,897.50</b>	<b>116,718.00</b>	<b>14,589.75</b>	<b>14,589.75</b>	<b>145,897.50</b>
<b>6.0 Complete Streets</b>													
6.1 Safe & Accessible Transportation Options	0.00	0.00	0.00	0.00	0.00	0.00	7,887.47	7,887.47	0.00	0.00	0.00	0.00	7,887.47
<b>Work Element 5.0 Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>7,887.47</b>	<b>7,887.47</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>7,887.47</b>
<b>Total Work Elements (\$)</b>	<b>384,514.49</b>	<b>307,611.59</b>	<b>76,902.90</b>	<b>150,000.00</b>	<b>120,000.00</b>	<b>30,000.00</b>	<b>7,887.47</b>	<b>7,887.47</b>	<b>145,897.50</b>	<b>116,718.00</b>	<b>14,589.75</b>	<b>14,589.75</b>	<b>688,299.46</b>

## IN-KIND MATCH COSTS AND SALARIES

The Gainesville-Hall MPO claims **\$7,650.00** in direct costs per quarter from the following sources:

Work Element	Cost
1.1 Study Coordination and Operations	
<i>Office Space (3 office rooms)</i>	\$7,650.00
<b>Total</b>	<b>\$7,650.00</b>

Additionally, the Gainesville-Hall MPO collects in-kind match from local jurisdiction staff performing work directly related to MPO activities, using the following hourly rates:

GHMPO In-Kind Match Salary Table	
City/County/Town Manager	\$76 - \$112
Public Works Director	\$91 - \$96
Assistant Public Works Director	\$59 - \$93
Assistant City/County/Town Manager	\$79 - \$81
Planning/Development Director	\$44 - \$71
Public Works - Other	\$54 - \$59
Transit Director	\$29 - \$58
GIS Manager	\$50 - \$56
Administrative Assistant/Grants Specialist	\$22 - \$30

## METROPOLITAN PLANNING FACTORS TO BE CONSIDERED

METROPOLITAN PLANNING FACTORS TO BE CONSIDERED IN THE 2027 UPWP												
Work Element	Work Sub-Element	METROPOLITAN PLANNING FACTORS										
		1	2	3	4	5	6	7	8	9	10	11
<b>1.0 Program Support &amp; Administration</b>	1.1: Operations & Administration	X	X	X	X	X	X	X	X	X		X
	1.2: Employee Training & Development	X	X	X	X	X	X	X	X			
	1.3: Equipment & Supplies	X						X				
	1.4: Unified Planning Work Program	X	X	X	X	X	X	X	X			
<b>2.0 Public Involvement</b>	2.1: Community Outreach/Education	X	X	X	X	X	X	X	X			
<b>3.0 Data Collection</b>	3.1: Socio-Economic Data	X						X				
<b>4.0 System Planning</b>	4.1: Intermodal Planning		X	X	X		X	X		X	X	X
	4.2: GIS, Model Development & Applications							X				
	4.3: Long Range Plan	X	X	X	X	X	X	X	X	X	X	X
	4.4: Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X	X
	4.5: Special Transportation Studies							X	X			
	4.6: Air Quality	X	X	X	X	X	X	X	X	X	X	X
<b>5.0: Transit Planning</b>	5.1: Program Support & Administration	X	X	X	X	X	X	X	X	X		X
	5.2: Long Range Transportation Planning (Project Level)	X			X			X		X	X	X
	5.3: Transportation Improvement Program	X			X			X		X	X	X
<b>6.0: Safe &amp; Accessible Transportation Options/Complete Streets</b>												
	6.1: Safe & Accessible Transportation Options	X	X	X	X	X	X	X	X	X	X	X

## FY 2027 UPWP SCHEDULE

### FY 2027 GHMPO UNIFIED PLANNING WORK PROGRAM SCHEDULE

Work Element	Work Sub-Element	2026						2027					
		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>1.0 Administration</b>	1.1: Operations and Administration	X	X	X	X	X	X	X	X	X	X	X	X
	1.2: Training/Employee Education	X	X	X	X	X	X	X	X	X	X	X	X
	1.3: Equipment and Supplies	X	X	X	X	X	X	X	X	X	X	X	X
	1.4: Unified Planning Work Program				X	X		X	X	X	X	X	
<b>2.0 Public Involvement</b>	2.1: Community Outreach/Education	X	X	X	X	X	X	X	X	X	X	X	X
<b>3.0 Data Collection</b>	3.1: Socio-Economic Data, Models, and Analysis	X	X	X	X	X	X	X	X	X	X	X	X
<b>4.0 System Planning</b>	4.1: Intermodal Planning	X	X	X	X	X	X	X	X	X	X	X	X
	4.2: GIS & Model Development and Applications	X	X	X	X	X	X	X	X	X	X	X	X
	4.3: Long Range Plan	X			X			X			X		
	4.4: Transportation Improvement Program	X			X			X			X		
	4.5: Special Transportation Studies	X	X	X	X	X	X	X	X	X	X	X	X
	4.6: Air Quality	X	X	X	X	X	X	X	X	X	X	X	X
<b>5.0: Transit Planning</b>	5.1: Program Support and Administration	X	X	X	X	X	X	X	X	X	X	X	X
	5.2: Long Range Transportation Planning (Project Level)	X			X			X			X		
	5.3: Transportation Improvement Program	X			X			X			X		
<b>6.0: Safe &amp; Accessible Transportation Options/Complete Streets</b>	6.1: Safe & Accessible Transportation Options	X	X	X	X	X	X	X	X	X	X	X	X

## PLANNING DOCUMENTS DEVELOPMENT SCHEDULE

	Metropolitan Transportation Plan (MTP)	Transportation Improvement Program (TIP)	Unified Planning Work Program (UPWP)	Participation Plan (PP)	Title VI Program and Environmental Justice (EJ) Analysis
<b>Required Update Timeline</b>	Every five years	Every four years	Annually	Every five years	Every three years
<b>Latest Update</b>	5/6/2025	8/8/2023	2/10/2026	2/13/2024	2/13/2024
<b>Next Update Due By</b>	5/5/2030	8/10/2027	2/9/2027	2/13/2029	2/13/2027
<b>Public Meetings</b>	Two full rounds of review by all three GHMPO committees	Two full rounds of review by all three GHMPO committees	Two full rounds of review by all three GHMPO committees	Two full rounds of review by all three GHMPO committees	Two full rounds of review by all three GHMPO committees
<b>Public Comment Period</b>	30 days	30 days	30 days	45 days	30 days
<b>Public Comment Period for Amendments</b>	15 days	15 days	15 days	45 days	15 days

# **Appendix A:**

## **PERFORMANCE MANAGEMENT TARGETS RESOLUTION**





## **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 December 4, 2024 and December 5, 2024, respectively, recommended that GHMPO support the Bridge and Pavement Performance Management Targets approved by GDOT as follows:

### **PM 1 Targets for 2025**

GHMPO supports the following Safety Performance Management Targets approved by the Georgia Department of Transportation for calendar year 2025:

- **Number of Fatalities: 1,600**
  - To maintain the 5-year moving average traffic fatalities under the projected 1,680 (2021-2025) 5-year average by 2025
- **Number of Serious Injuries: 7,109**
  - To maintain the 5-year moving average serious traffic injuries under the projected 8,966 (2021-2025) 5-year average by 2025
- **Fatality Rate: 1.25**
  - To maintain the 5-year moving average traffic fatalities per 100 million vehicle miles traveled under the projected 1.25 (2021-2025) 5-year average by 2025
- **Serious Injury Rate: 5,711**
  - To reduce the 5-year moving average serious traffic injuries for every 100 million vehicle miles traveled under the projected 5,711 (2021-2025) 5-year average by 2025
- **Total Number of Non-Motorized Fatalities and Serious Injuries: 797**
  - To maintain the 5-year moving average non-motorized fatalities and serious injuries under the projected 797 (2021-2025 rolling average) by 2025



## 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 <b>Poor condition</b> 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 <b>Good condition</b> 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 <b>Poor condition</b>	Pavement conditions are measured through field inspections. Pavements in "poor" condition are in need of work due to either the ride quality or due to a structural deficiency.	≤ 5% (NHS) in Poor Condition
Interstate NHS	Percent of Interstate NHS pavements in <b>Good condition</b>	Interstate pavement rated as "good" will be considered for potential pavement preservation treatments to maintain the "good" rating.	≥ 50% (NHS) in Good Condition
Non-Interstate NHS	Percent of NHS pavements in <b>Poor condition</b>	Non-interstate NHS pavements in "poor" condition are in need of major maintenance. These will be evaluated for potential projects.	≤ 12% (NHS) in Poor Condition
Non-Interstate NHS	Percent of NHS pavements in <b>Good condition</b>	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



## 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



**GAINESVILLE-HALL**  
Metropolitan Planning Organization

2875 Browns Bridge Road  
Gainesville, GA 30504  
Tel: 770.297.5541  
ghmpo.org

**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 Commissioner Stowe and seconded by PC member Mayor Asbridge and approved this the 10<sup>th</sup> Day of December, 2024.

  
\_\_\_\_\_  
Commissioner Jim Hix, Chair  
Policy Committee

Subscribed and sworn to me this the 10<sup>th</sup> Day of December, 2024.

# **Appendix B:**

## **TRANSIT ASSET MANAGEMENT TARGETS RESOLUTION**





**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 21<sup>st</sup> 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 16<sup>th</sup> and January 31<sup>st</sup> 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:**



## Gainesville - Hall Metropolitan Planning Organization

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

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

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

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

**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 12<sup>th</sup> of February, 2019.

  
Mayor Mike Miller, Chair  
Policy Committee

Subscribed and sworn to me this the 12<sup>th</sup> of February, 2019

  
Notary Public

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

My commission expires 7/31/2022

## **Technical Coordinating Committee**

**Wednesday, October 29, 2025, 10:30 AM**

**HR Training Room, 2<sup>nd</sup> Floor, Hall County Government Center  
2875 Browns Bridge Road, Gainesville, GA 30504**

### **AGENDA**

- 1. Welcome – Adam Hazell, Chair**
- 2. Election of TCC Chair & Vice-Chair for FY 2026**
- 3. Approval of April 23, 2025 Meeting Minutes**
- 4. Recommend Approval of the 2026 Safety Performance Measures (PM 1)**
- 5. Recommend Approval of the Jackson County Transportation Plan: 2025 Update**
  - Jamie Dove, Jackson County Public Development Director
- 6. Review of the Draft FY 2027 Unified Planning Work Program (UPWP)**
- 7. Other**
  - Hoschton Transportation Plan Updates
  - Highlands to Islands Trail Study – UNG to McEver Road Updates
  - GHMPO Website Map & Local Jurisdiction Projects Discussion
  - Hall County Safe Streets for All (SS4A) Safety Action Plan Future Projects Discussion
- 8. Jurisdiction and Agency Reports**
  - City of Flowery Branch
  - City of Gainesville
  - City of Oakwood
  - City of Buford
  - City of Lula
  - City of Hoschton

## **Technical Coordinating Committee**

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  - City of Oakwood
  - City of Buford
  - City of Lula
  - City of Hoschton

- Town of Braselton
- Federal Highway Administration
- Georgia Department of Transportation
- Georgia Mountains Regional Commission
- Northeast Georgia Regional Commission
- Hall Area Transit
- Hall County
- Jackson County

#### **9. Public Comment**

#### **10. Upcoming Meeting Date: January 28, 2026**

#### **11. Adjourn**