



GAINESVILLE-HALL
Metropolitan Planning Organization

FY 2027 - FY 2030

**TRANSPORTATION
IMPROVEMENT PROGRAM
(TIP)**

Scheduled Adoption: November 10, 2026



This publication was prepared in cooperation with the Department of Transportation, State of Georgia, Federal Transit Administration, and Federal Highway Administration. The opinions, findings, and conclusions in these publications are those of the author(s) and not necessarily those of the Department of Transportation, State of Georgia, or Federal Highway Administration.

After approval by the Gainesville-Hall Metropolitan Planning Organization and GDOT, the TIP shall be included without modification, directly or by reference, in the STIP. The exception to that rule is in non-attainment and maintenance areas, where a conformity finding by the FHWA and the FTA must be made before it is included in the STIP. After approval by the Gainesville-Hall Metropolitan Planning Organization and the GDOT, a copy shall be provided to the FHWA and the FTA. The state shall notify the MPO when a TIP, including projects under the jurisdiction of these agencies, has been included in the STIP.

**A Resolution by the Gainesville-Hall Metropolitan Planning Organization
Policy Committee Adopting the FY 2027-2030 Transportation Improvement Program**

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization is the designated Metropolitan Planning Organization for transportation planning within the Gainesville Metropolitan Area Boundary which includes all of Hall County and a portion of Jackson County following the 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 FY 2027-2030 Transportation Improvement Program meets the requirement of Title 23 of the U.S. Code; and

WHEREAS, GHMPO falls under the 1997 Ozone Standards where transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c);

WHEREAS, GHMPO here also amends the 2055 Metropolitan Transportation Plan (MTP) to reflect the FY 2027-2030 TIP;

WHEREAS, GHMPO did conduct a required 30-day public comment period for the adoption of a new TIP from September 30 to October 29, 2026;

NOW, THERE, BE IT RESOLVED that the Gainesville-Hall Metropolitan Planning Organization adopts the FY 2027-2030 Transportation Improvement Program.

A motion was made by PC member _____ and seconded by PC member
_____ and approved this the 10th Day of November, 2026.

Mayor Zack Thompson, Chair
GHMPO Policy Committee

Joseph Boyd, MPO Director
GHMPO



The following document contains the most up-to-date information. Since its original adoption on November 10, 2026, the following amendments and administrative modifications have been conducted:

Amendments

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

Administrative Modifications

Admin Mod Number	Date of Completion	Administrative Modification Description	Admin Mod Link
<i>None at this time</i>			

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GHMPO Committees

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

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

Policy Committee

Voting

Zack Thompson - *Mayor, City of Gainesville* – **Chair**
Lamar Scroggs - *Mayor, City of Oakwood* – **Vice-Chair**
Oliver McClellan - *Mayor, City of Flowery Branch*
David Gibbs - *Chairman of the Board of Commissioners, Hall County*
Kathy Cooper - *District 1 Commissioner, Hall County*
Jeff Stowe - *District 4 Commissioner, Hall County*
Marty Clark - *Chairman of the Board of Commissioners, Jackson County*
Megan Weiss - *Representative for the Director of Planning, GDOT*

Non-Voting

Renee Gerrell - *Chair, GHMPO Citizens Advisory Committee*
Adam Hazell - *Chair, GHMPO Technical Coordinating Committee*
Ann-Marie Day - *Planning Team Leader Georgia Division, Federal Highway Administration*
Courtney Roberts - *Planner, Federal Transit Administration*
Mary Flatt - *Transit Planner, GDOT*
Justin Lott – *District 1 Preconstruction Engineer, GDOT District 1*
Phillippa Lewis Moss - *Director, Hall Area Transit*

Phillip Beard - *Chairman, City of Buford*
James Nix - *Mayor, Town of Clermont*
Ricky Sutton - *Mayor, City of Gillsville*
Bruce Lane - *Mayor, City of Lula*
Kurt Ward - *Mayor, Town of Braselton*
Debbie Martin - *Mayor, City of Hoschton*
Joseph Boyd - *Director, GHMPO*

Technical Coordinating Committee

Voting

Adam Hazell - *Planning Director, Georgia Mountains Regional Commission* - **Chair**
Jamie Dove - *Assistant County Manager, Jackson County*
Matt Tarver - *Deputy Director of Engineering & Transportation, City of Gainesville*
BR White - *City Manager, City of Oakwood*
Chris McCrary - *Community Development Director, City of Flowery Branch*
Dan Branch - *Public Safety Director, City of Buford*
Jorge Gomez - *Public Works Director, Hall County*
Ron Bennett - *Town Manager, Town of Braselton*
Vacant - *City Manager, City of Hoschton*
Phillippa Lewis Moss - *Director, Hall Area Transit*
Mark Beatty - *Planning Director, Northeast Georgia Regional Commission*
Pedro Ortiz - *Transportation Planner, Georgia Department of Transportation*

Non-Voting

Ann-Marie Day - *Planning Team Leader Georgia Division, Federal Highway Administration*
Courtney Roberts - *Planner, Federal Transit Administration*
Justin Lott - *District 1 Preconstruction Engineer, Georgia Department of Transportation*
Mary Flatt - *Transit Planner, GDOT*
James Nix - *Mayor, City of Clermont*
Ricky Sutton - *Mayor, City of Gillsville*
Jerry Neace - *City Manager, City of Lula*
Renee Gerrell - *Chair, GHMPO Citizens Advisory Committee*
Joseph Boyd - *Director, GHMPO*

Citizens Advisory Committee

Renee Gerrell - *Hall County* - **Chair**
Sammy Smith - *City of Gainesville* – **Vice-Chair**
Carter Cagle - *Hall County*
John Geyer - *Hall County*
Brent Hoffman - *Hall County*
Jesse Patton - *Hall County*
Adrienne Rice - *Hall County*
Randy Wright - *Hall County*

Will Wright - *Hall County*
Ricky Rich - *City of Gainesville*
Oliver Ladd - *City of Gainesville*
Beverly Nordholz - *City of Gainesville*
Vacant - *City of Gainesville*
Pat Jones - *City of Oakwood*
Tony Millwood - *City of Oakwood*
Aubrey Duke - *City of Flowery Branch*
John Rudio - *City of Flowery Branch*
Billy Edwards - *Town of Braselton*
Jim Southard - *Jackson County*

GHMPO Staff

Joseph Boyd - *Director*

Introduction

Gainesville-Hall Planning Area

The Gainesville-Hall Metropolitan Planning Organization (GHMPO) was designated in early 2003 in order to ensure the federally required continuing, cooperative, and comprehensive (3-C) transportation planning process for the Gainesville Urbanized Area. GHMPO is responsible for conducting and maintaining the Gainesville-Hall Planning Area, which covers all of Hall County and a portion of western Jackson County. Figure 1 on page 9 illustrates the boundary of GHMPO's planning area.

The Planning Process

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

- Metropolitan Transportation Plan (MTP): The MTP is the heart of the MPO planning process, and is required to be updated at least every five years. The most recent GHMPO Metropolitan Transportation Plan was adopted on May 6, 2025. The Metropolitan Transportation Plan outlines planning objectives within the Gainesville-Hall planning area over the next thirty years. The following are the goals of the 2055 MTP. These goals are connected to various projects within the TIP and discussed in more detail in the System Performance Report on pages 46-62:
 1. Coordination and Outreach
 2. Multimodal Connectivity
 3. Safety and Security
 4. System Preservation and Maintenance
 5. Environment
 6. Economic Vitality
 7. Efficiency
 8. Fairness
- Transportation Improvement Program (TIP): The TIP is GHMPO's short range planning document, which lists federally funded projects within the Gainesville-Hall Planning Area over the next four years. This document is amended at the request of the Georgia Department of Transportation to include new projects as funding is assigned to them during the TIP program years.
- Statewide Transportation Improvement Program (STIP): Georgia's four-year transportation and capital improvements program. Each MPO develops its own Transportation Improvement Program (TIP). The TIPs are included in the STIP by reference without modification once approved by the MPO and the Governor, or his designee. Projects include highway, bridge, public transit, bike, pedestrian, railroad, and other improvements. The STIP also highlights the requirements of amending a TIP, which are discussed on page 12.
- Unified Planning Work Program (UPWP): The UPWP serves as the annual operating budget for GHMPO, and provides funding for equipment, planning activities, and planning studies throughout a single fiscal year.

- Participation Plan: Outlines how GHMPO engages in soliciting public participation, and how citizens can be involved in the planning process. For a new TIP, this plan outlines the requirements of two full rounds of MPO committee review as well as a 30-day public comment period.

Project Evaluation & Selection Process

Projects for the TIP are directly pulled from the latest MTP, which was adopted on May 6, 2025. These MTP/TIP projects were evaluated based on their ability to reduce congestion or enhance safety, address community needs, and their specific support from the community. A process was developed in which a list of candidate roadway and transit projects was ranked in three separate but equal categories described below:

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

For more details on the methodology used, please see the Project Evaluation section on page 87 of the GHMPO 2055 MTP and Appendix E: Project Prioritization Methodology.

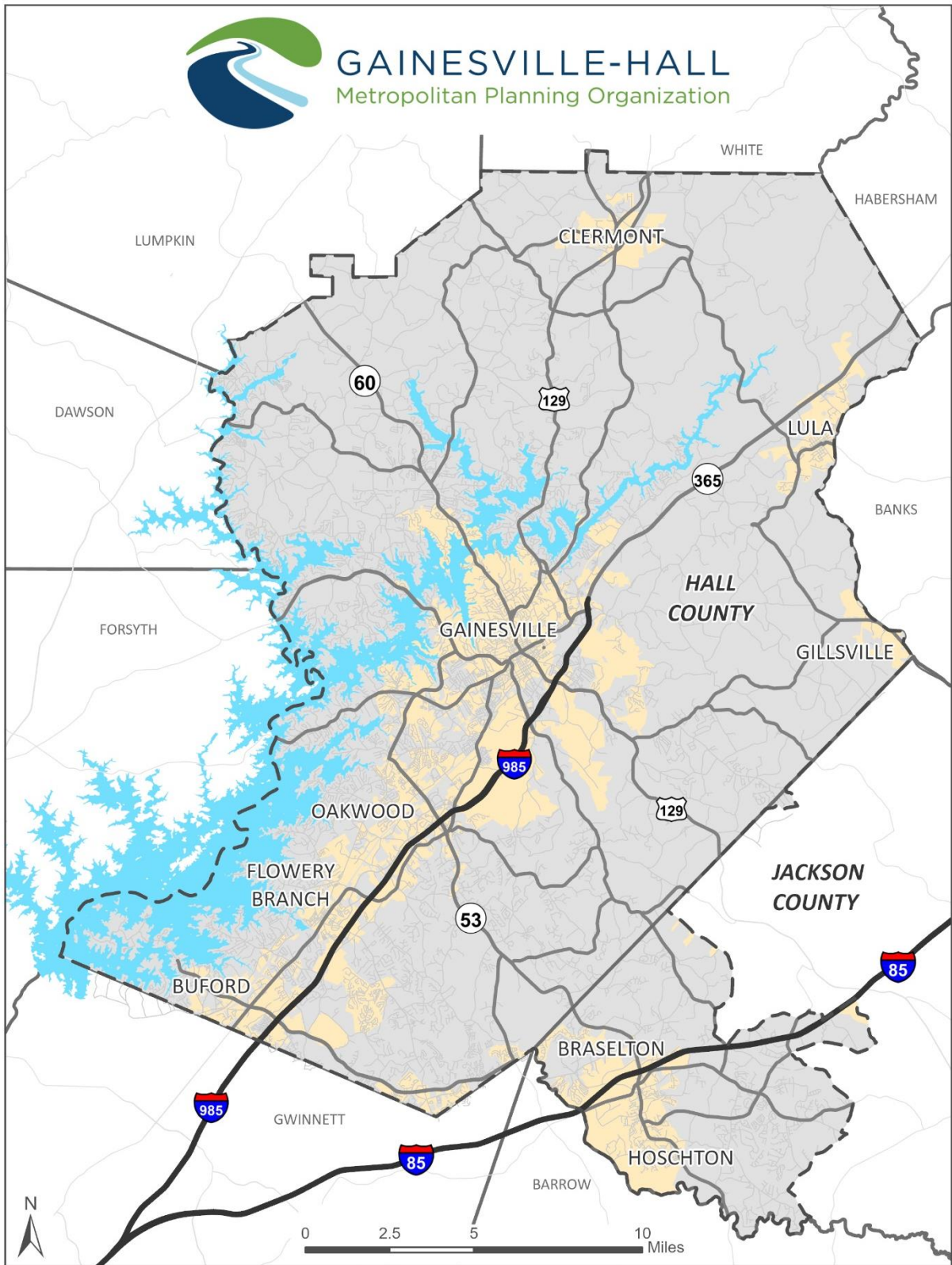


Figure 1: The Gainesville-Hall MPO Planning Boundary as of July 1, 2026

Plan Consistency

Each project in this TIP is taken from the financially-constrained project list in the [2055 MTP](#). The project worksheets in Appendix A list both GHMPO and a GDOT project identification numbers, if available, for cross-reference between the MTP and the TIP.

Amendments and Administrative Modifications

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

- Revise a project description without changing the project scope, conflicting with the environmental document or changing the conformity finding in nonattainment and maintenance areas (less than 10% change in project termini). This change would not alter the original project intent.
- Adding a project phase that utilizes 100% nonfederal funding that does not impact fiscal constraint, federal share match, and air quality.
- Splitting or combining projects.
- Federal funding category change.
- Minor changes in expenditures for transit projects.
- Roadway project phases that are \$10 million or under may have an administrative modification cost increase of the amount to be authorized up to \$4 million or less. For project phases over \$10 million, administrative modifications may be conducted if the increase in cost is up to 40% of the original cost with a maximum increase of \$40 million if fiscal constraint is not impacted.
- Shifting projects within the 4 year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.
- Projects may be funded from lump sum banks as long as they are consistent with category definitions.

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

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

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

- Addition or deletion of a project, or the addition or deletion of a phase with federal funds to an existing project. This includes any new projects that are funded with Congressionally Directed Spending, Federal Land Access Program (FLAP) funds, or Title 23 or Title 49 discretionary funding.
- Roadway project phases that increase in cost over the thresholds described in the Administrative Modification section.
- Addition of an annual TIP.
- Major change to scope of work of an existing project. A major change would be any change that alters the original intent i.e. a change in the number of through lanes, a change in termini of more than 10 percent.
- Shifting projects within the 4-year STIP which require re-demonstration of fiscal constraint or when the subsequent annual draft STIP was not submitted prior to September 30.

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

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Transportation Improvement Program

Overview

The Transportation Improvement Program (TIP) shows the federally required four-year capital improvement program, akin to the State Transportation Improvement Program (STIP) but exclusively for projects within the GHMPO planning area. This TIP covers a four-year period from FY 2027 (beginning July 1, 2026) to FY 2030 (ending June 30, 2030) that is consistent with the GHMPO 2055 Metropolitan Transportation Plan (MTP). The TIP is updated at least once every four years and amended as frequently as necessary. The GHMPO Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC) are responsible for reviewing the TIP and recommending it for adoption to the GHMPO board, or the Policy Committee. The public is also invited to review and comment on the proposed TIP.

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

Fiscal Constraint

Federal planning statutes require that the TIP must be financially constrained, which means that the estimated cost for all transportation improvements cannot exceed the amount of reasonably expected revenues projected from identified federal, state, and local funding sources. This requirement ensures that the TIP is based upon realistic assumptions and can be implemented. The total cost of all projects taking place between fiscal years 2027 and 2030 is **\$118,903,821**, shown in the table on page 15. This does not exceed the available total of **\$155,935,821**, shown in the table on page 16, indicating financial constraint. The local funds identified on pages 15 and 16 are provided by the local jurisdictions that the transportation projects are occurring in, further detailed in Appendix A. These local sources include both Special Purpose Local Option Sales Tax (SPLOST) and TSPLOST (Transportation Special Purpose Local Option Sales Tax).

Public Participation

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

Infrastructure Investment and Jobs Act (IIJA) Planning Factors

The transportation planning process must explicitly address the eleven planning factors included in the Infrastructure Investment and Jobs Act (IIJA) and previously outlined in the Fixing America's Surface Transportation Act (FAST Act), 23 CFR 450 Subpart C, 23 CFR 420 Subpart A, and 49 CFR Subtitle A, listed below:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the surface transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve transportation system resiliency and reliability;
10. Reduce (or mitigate) the storm water impacts of the surface transportation; and
11. Enhance travel and tourism.

The overall planning program is designed to comply with the requirements of IIJA, which was signed into law on November 15, 2021. It encourages MPOs to address the planning factors listed above when solving current and future transportation issues.

Format

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

FY 2027-2030 Projects

This spreadsheet contains a list of projects along with the dollar amounts scheduled for the fiscal years 2027-2030.

FY 2027-2030 Lump Sum Funding Categories

This spreadsheet reflects available funding dollars for the GHMPO area in lump sum categories for the fiscal years 2027-2030.

FY 2027-2030 Hall Area Transit Funding

This spreadsheet contains the Hall Area Transit funding categories along with the dollar amounts for the fiscal years 2027-2030.

This is followed by project worksheets in Appendix A that supply more detail on these projects that are funded from 2027-2030. Prefacing these worksheets is a project definitions page to explain various items that are not self-explanatory. It also includes project worksheets that supply more detail on these projects. Appendix B provides a detail breakdown of the various transit funding categories. Appendix C includes public comments received on the TIP.

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

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FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

			FY 2027					FY 2028					FY 2029					FY 2030				
GHMPO No.	GDOT No.	Project Name	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL
GH-023B	0015280	Widening of Spout Springs Road from Union Circle to south of State Route 347/Friendship Road (Phase II)									\$48,546	\$9,204										
GH-119	0015551	Bridge Replacement on State Route 60/Thompson Bridge Road at Lake Lanier/Chattahoochee River														\$42,722	\$723					
TOTAL			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$48,546	\$9,204	\$0	\$0	\$0	\$42,722	\$723	\$0	\$0	\$0	\$0	\$0

FY 2027-2030	\$ Thousands
SCP	\$0
PE	\$0
ROW	\$0
CST	\$91,268
UTL	\$9,927
TOTAL	\$101,194

\$ Thousands

7/21/2026

FY 2027-2030 Funding Categories

GAINESVILLE TOTAL EXPECTED HIGHWAY STIP FUNDS (MATCHED) FY 2027 - FY 2030

FUND	CODE	2027	2028	2029	2030	TOTAL	LUMP SUM DESCRIPTION
NHPP	Y001	\$ -	\$ -	\$ 43,444,738	\$ -	\$ 43,444,738	NATIONAL HIGHWAY PERFORMANCE PROGRAM
Carbon	Y606	\$ 546,973	\$ 557,912	\$ 569,070	\$ 580,452	\$ 2,254,407	CARBON REDUCTION (IJA)
Local	LOC	\$ -	\$ 57,749,735	\$ -	\$ -	\$ 57,749,735	LOCAL FUNDING
Transit	5303	\$ 145,898	\$ 148,817	\$ 151,792	\$ 154,828	\$ 601,335	METROPOLITAN PLANNING
Transit	5307	\$ 3,490,918	\$ 3,490,918	\$ 3,703,515	\$ 3,814,621	\$ 14,499,972	URBAN CAPITAL & OPERATING EXPENSES
Transit	5311	\$ 85,162	\$ 87,290	\$ 89,472	\$ 91,710	\$ 353,634	RURAL CAPITAL & OPERATING EXPENSES
TOTAL		\$ 4,268,951	\$ 62,034,672	\$ 47,958,587	\$ 4,641,611	\$ 118,903,821	

LUMP SUM BANK ESTIMATES*							
FUND	CODE	2027	2028	2029	2030	TOTAL	LUMP SUM DESCRIPTION
NHPP	Y001	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 60,000	LIGHTING
NHPP/STBG	VARIOUS	\$ 921,000	\$ 921,000	\$ 921,000	\$ 921,000	\$ 3,684,000	BRIDGE MAINTENANCE
NHPP/STBG	VARIOUS	\$ 5,984,000	\$ 5,984,000	\$ 5,984,000	\$ 5,984,000	\$ 23,936,000	ROAD MAINTENANCE
STBG	Y240	\$ 184,000	\$ 184,000	\$ 184,000	\$ 184,000	\$ 736,000	OPERATIONS
STBG	Y240	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 1,840,000	TRAFFIC CONTROL DEVICES
STBG	Y240	\$ 23,000	\$ 23,000	\$ 23,000	\$ 23,000	\$ 92,000	RW PROTECTIVE BUY
HSIP	YS30	\$ 1,534,000	\$ 1,534,000	\$ 1,534,000	\$ 1,534,000	\$ 6,136,000	SAFETY
RRX	YS40	\$ 137,000	\$ 137,000	\$ 137,000	\$ 137,000	\$ 548,000	RAILROAD CROSSINGS
TOTAL		\$ 9,258,000	\$ 9,258,000	\$ 9,258,000	\$ 9,258,000	\$ 37,032,000	

*For informational purposes only. These dollar ammounts are not suballocated to the MPO and are subject to change.
For authoization and other Federal approvals, lump sum projects should reference the STIP.

FY 2027-2030 Transit Funding

FY 2027-2030 HALL AREA TRANSIT FUNDING

FUND	CODE	2027	2028	2029	2030	TOTAL
Metropolitan Planning	5303	\$ 145,898	\$ 148,817	\$ 151,792	\$ 154,828	\$ 601,335
Capital & Operating Expense	5307	\$ 3,490,918	\$ 3,490,918	\$ 3,703,515	\$ 3,814,621	\$ 14,499,972
TOTAL:		\$ 3,636,816	\$ 3,639,735	\$ 3,855,307	\$ 3,969,449	\$ 15,101,307

FY 2027-2030 JACKSON COUNTY TRANSIT FUNDING

FUND	CODE	2027	2028	2029	2030	TOTAL
Rural Transit	5311	\$ 85,162	\$ 87,290	\$ 89,472	\$ 91,710	\$ 353,634
TOTAL:		\$ 85,162	\$ 87,290	\$ 89,472	\$ 91,710	\$ 353,634

APPENDIX A: **PROJECT WORKSHEETS**





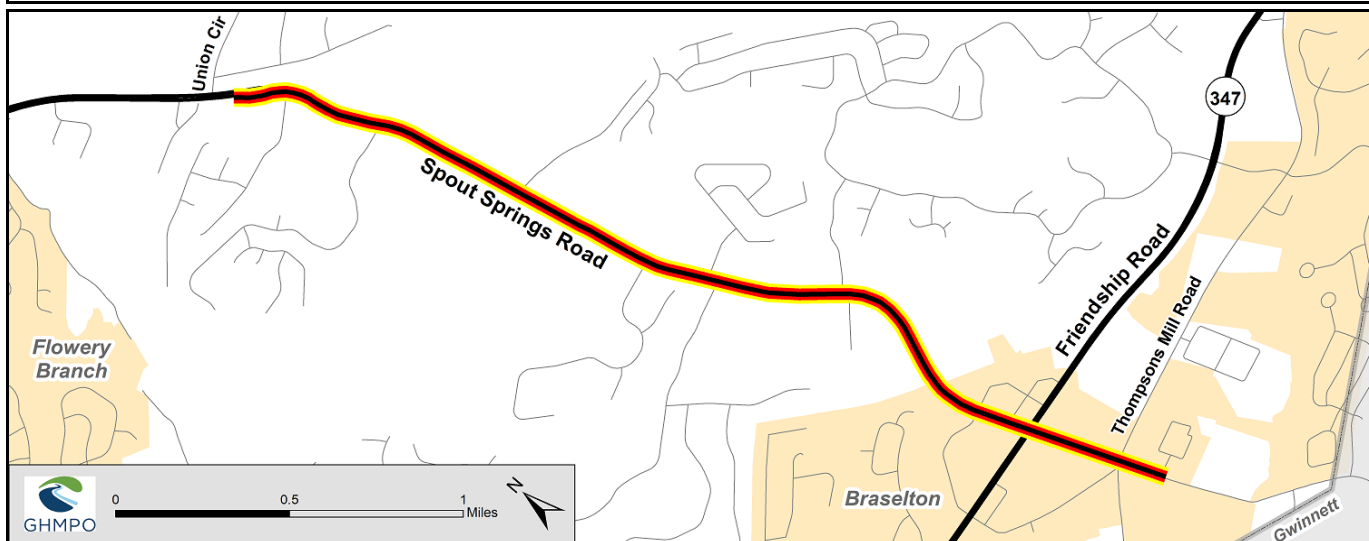
FY 2027 – 2030 Transportation Improvement Program

Project Name Widening of Spout Springs Road from Union Circle to south of State Route 347/Friendship Road (Phase II)	GHMPO No. GH-023B	GDOT No. 0015280
	County Hall	City Braselton
Local Rd. Name Spout Springs Road	GDOT District 1	RC GMRC
US/State Rd. Name N/A	Funding Source Hall County	

Project Description Project will widen Spout Springs Road from a two to four lane divided roadway with a 20 foot raised median along with sidewalks and a multiuse path. The project limits along Spout Springs Road are from Union Circle to south of State Route 347/Friendship Rd.	
Improvement Type Widening	Capacity Adding Yes
Project Intent Improve mobility and decrease congestion along an important east/west link in South Hall.	

Project Termini From Union Circle To South of SR 347/Friendship Road	Length (miles) 2.51
	Exist. Lanes 2 Future Lanes 4
Bike / Ped Infrastructure 10-Foot Multiuse Path	
Network Year 2033	MTP Project Band: Bands 1-2 (2026-2041) Open to Traffic Date 2031

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2028	Construction	Local	\$48,546,005	\$0	\$0	\$0	\$48,546,005
2028	Utilities	Local	\$9,203,730	\$0	\$0	\$0	\$9,203,730
Auth.	Pre-Engineering	Local	\$40,000	\$0	\$0	\$0	\$40,000
Auth.	Right-of-Way	Local	\$12,570,000	\$0	\$0	\$0	\$12,570,000
Auth.	Right-of-Way	Local	\$20,243,000	\$0	\$0	\$0	\$20,243,000
		TOTAL	\$90,602,735	\$0	\$0	\$0	\$90,602,735





FY 2027 – 2030 Transportation Improvement Program

Project Name Bridge Replacement on State Route 60/Thompson Bridge Road at Lake Lanier/Chattahoochee River	GHMPO No. GH-119	GDOT No. 0015551
	County Hall	City Gainesville
Local Rd. Name Thompson Bridge Road	GDOT District 1	RC GMRC
US/State Rd. Name State Route 60	Funding Source GDOT	

Project Description			
Bridge replacement on State Route 60/Thompson Bridge Road at Lake Lanier/Chattahoochee River in Gainesville			
Improvement Type	Bridge Replacement	Capacity Adding	No
Project Intent			
To replace aging bridge infrastructure.			

Project Termini From N/A To N/A	Length (miles) 0.80
	Exist. Lanes 4 Future Lanes 4
Bike / Ped Infrastructure N/A	
Network Year N/A MTP Project Band: Band 2 (2028-2041) Open to Traffic Date 2031	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2029	Utilities	Y001	\$0	\$144,592	\$578,369	\$0	\$722,961
2029	Construction	Y001	\$0	\$8,544,355	\$34,177,422	\$0	\$42,721,777
Auth.	Scoping	Z001	\$0	\$100,000	\$400,000	\$0	\$500,000
Auth.	Pre-Engineering	Z001	\$0	\$435,294	\$1,741,175	\$0	\$2,176,469
Auth.	Right-of-Way	Y001	\$0	\$210,000	\$840,000	\$0	\$1,050,000
Auth.	Pre-Engineering	Q10	\$0	\$110,000	\$440,000	\$0	\$550,000
		TOTAL	\$0	\$9,544,241	\$38,176,966	\$0	\$47,721,207



APPENDIX B: **TRANSIT FUNDING**



Hall Area Transit - Rolling Stock Status Report

City of Gainesville - Vehicle Inventory - 06-2026

Vehicle Number	Vehicle Year	VIN Number	Make/Model or Vehicle Description		Date in Service
5244	2020	3C6TRVAG6LE111327	Dodge	Dodge Ram Promaster 1500 Conversion	12/9/2020
5245	2020	3C6TRVAGXLE111329	Dodge	Dodge Ram Promaster 1500 Conversion	12/9/2020
5246	2020	3C6TRVAGILE111333	Dodge	Dodge Ram Promaster 1500 Conversion	12/9/2020
5247	2020	3C6TRVAG7LE111336	Dodge	Dodge Ram Promaster 1500 Conversion	12/9/2020
5248	2020	3C6TRVAG92E111337	Dodge	Dodge Ram Promaster 1500 Conversion	12/9/2020
5249	2020	3C6TRVAG0LE111341	Dodge	Dodge Ram Promaster 1500 Conversion	12/9/2020
5254	2020	3C6TRVAG1LE111347	Dodge	Dodge Ram Promaster 1500 Conversion	12/31/2020
5255	2020	3C6TRVAG6LE111344	Dodge	Dodge Ram Promaster 1500 Conversion	12/31/2020
5229	2020	3C6TRVAG5LE111349	Dodge	Dodge Ram Promaster 1500 Conversion	1/25/2021
5282	2020	3C6TRVAG6KE539025	Dodge	Dodge Ram Promaster 1500 Conversion	1/25/2021
5264	2020	3C6URVUG4LE113979	Dodge	Dodge Ram Promaster 3500 Conversion	2/19/2021
5263	2020	3C6URVUG4LE113948	Dodge	Dodge Ram Promaster 3500 Conversion	2/19/2021
5265	2020	3C6URVUG6LE113949	Dodge	Dodge Ram Promaster 3500 Conversion	2/19/2021
5266	2020	3C6URVUG9LE113931	Dodge	Dodge Ram Promaster 3500 Conversion	2/19/2021
5267	2020	3C6URVUGXLE113940	Dodge	Dodge Ram Promaster 3500 Conversion	2/22/2021
5181	2019	1FDES6PM2KKA12584	Ford	Ford Candidate II	9/20/2019
5182	2019	1FDES6PM4KKA12585	Ford	Ford Candidate II	9/20/2019
5360	2022	2C4RC1CGXNR171980	BraunAbility	Voyager Rear Entry	5/23/2023
5357	2022	2C4RC1CGXNR171719	BraunAbility	Voyager Rear Entry	5/23/2023
5358	2022	2C4RC1CGXNR172112	BraunAbility	Voyager Rear Entry	5/23/2023
5359	2022	2C4RC1CG1NR204543	BraunAbility	Voyager Rear Entry	5/23/2023
5356	2022	2C4RC1CG0NR171924	BraunAbility	Voyager Rear Entry	5/23/2023
5413	2023	3C6MRVUG1PE533236	BraunAbility	Ram Promaster 3500 Conversion	9/1/2023
5412	2023	3C6MRVUG1PE533270	BraunAbility	Ram Promaster 3500 Conversion	9/1/2023
5411	2023	3C6MRVUG2PE536825	BraunAbility	Ram Promaster 3500 Conversion	9/1/2023
5421	2023	3C6MRVUG3PE533285	BraunAbility	Ram Promaster 3500 Conversion	9/1/2023
5430	2023	3C6MRVUG1PE5368850	BraunAbility	Ram Promaster 3500 Conversion	9/1/2023
5433	2023	3C6MRVUG4PE533280	BraunAbility	Ram Promaster 3500 Conversion	9/1/2023
5429	2023	3C6MRVUG4PE536857	BraunAbility	Ram Promaster 3500 Conversion	9/1/2023
5431	2023	3C6MRVUG7PE536822	BraunAbility	Ram Promaster 3500 Conversion	9/1/2023
5432	2023	3C6MRVUG3PE533271	BraunAbility	Ram Promaster 3500 Conversion	9/1/2023
4526	2006	1GNDS13S862241047	Chevrolet	Chevrolet- Trailblazer	1/4/2006
4951	2015	1FTEW1EF7FFB70997	Ford	FORD F150	6/23/2015
5242	2019	1F66F5DN2L0A04893	Hometown Trolley	Villager 208 Gasoline FE	6/1/2021
5243	2019	1F66F5DN0L0A04892	Hometown Trolley	Villager 208 Gasoline FE	6/1/2021
5512	2025	1F66F5DN0R0A02682	Hometown Trolley	Villager 208 Gasoline FE	2/17/2025
5513	2025	1F66F5DNXR0A02575	Hometown Trolley	Villager 208 Gasoline FE	2/17/2025
5576	2026	1FDEE3FN7TDD18041	Ford	Coach & Equipment Phoenix 22	7/1/2026
5577	2026	1FDEE3FN2TDD18044	Ford	Coach & Equipment Phoenix 22	7/2/2026
NEW	2023	2C4RC1CG8PR587612	BraunAbility	Voyager Side Entry	6/1/2026
NEW	2023	2C4RC1CGXPR587692	BraunAbility	Voyager Side Entry	6/1/2026
NEW	2023	2C4RC1CG7PR588198	BraunAbility	Voyager Side Entry	6/1/2026
NEW	2023	2C4RC1CG8PR587786	BraunAbility	Voyager Side Entry	6/1/2026
NEW	2023	2C4RC1CG8PR587853	BraunAbility	Voyager Side Entry	6/1/2026
NEW	2023	2C4RC1CG8PR588162	BraunAbility	Voyager Side Entry	6/1/2026
NEW	2023	2C4RC1CG9PR587960	BraunAbility	Voyager Side Entry	6/1/2026
NEW	2023	2C4RC1CGXPR587580	BraunAbility	Voyager Side Entry	6/1/2026

FY 2027 – 2030 Section 5307 Funding

SECTION 5307 (URBAN OPERATING EXPENSES)					
Description	2027	2028	2029	2030	Total
FY Operations	\$5,147,290	\$5,662,019	\$6,228,221	\$6,851,043	\$23,888,573
PROJECT COST	\$5,147,290	\$5,662,019	\$6,228,221	\$6,851,043	\$23,888,573
FEDERAL	\$2,573,645	\$2,831,010	\$3,114,110	\$3,425,521	\$11,944,286
STATE	\$0	\$0	\$0	\$0	\$0
LOCAL	\$2,573,645	\$2,831,010	\$3,114,110	\$3,425,521	\$11,944,286

SECTION 5307 (URBAN CAPITAL EXPENSES)					
Description	2027	2028	2029	2030	Total
Replacement Vehicles	\$600,000	\$700,000	\$1,100,000	\$1,100,000	\$3,500,000
ADA Vehicles	\$0	\$0	\$0	\$0	\$0
Support Vehicles	\$0	\$0	\$0	\$0	\$0
Expansion Vehicles	\$600,000	\$800,000	\$400,000	\$1,200,000	\$3,000,000
Fareboxes	\$0	\$0	\$0	\$0	\$0
Passenger Shelters	\$0	\$0	\$0	\$0	\$0
Passenger Benches	\$0	\$0	\$0	\$0	\$0
Parking Lot & Bldg. Improvements	\$300,000	\$200,000	\$0	\$0	\$500,000
Hydraulic Staking System	\$0	\$0	\$0	\$0	\$0
PROJECT COST	\$1,500,000	\$1,700,000	\$1,500,000	\$2,300,000	\$7,000,000
FEDERAL	\$1,200,000	\$1,360,000	\$1,200,000	\$1,840,000	\$5,600,000
STATE	\$150,000	\$170,000	\$150,000	\$230,000	\$700,000
LOCAL	\$150,000	\$170,000	\$150,000	\$230,000	\$700,000

Capital Purchases

SECTION 5307 (URBAN CAPITAL PURCHASES)					
Description	2027	2028	2029	2030	Total
Buy <30 Ft Bus for Expansion (van)	\$600,000	\$400,000	\$400,000	\$400,000	\$1,800,000
Buy <30 Ft Bus for Replacement (van)	\$600,000	\$700,000	\$700,000	\$700,000	\$2,700,000
Buy >30 Ft Bus for Expansion (trolley/bus)	\$0	\$400,000	\$0	\$800,000	\$1,200,000
Buy >30 Ft Bus for Replacement (trolley/bus)	\$0	\$0	\$400,000	\$400,000	\$800,000
Rehab/renovate Administrative Facility	\$300,000	\$200,000	\$0	\$0	\$500,000
Operating Assistance up to 50% Federal Share	\$0	\$0	\$0	\$0	\$0
Preventative Maintenance	\$165,000	\$165,000	\$165,000	\$165,000	\$660,000
PROJECT COST	\$1,665,000	\$1,865,000	\$1,665,000	\$2,465,000	\$7,660,000
FEDERAL	\$1,332,000	\$1,492,000	\$1,332,000	\$1,972,000	\$6,128,000
STATE	\$166,500	\$186,500	\$166,500	\$246,500	\$766,000
LOCAL	\$166,500	\$186,500	\$166,500	\$246,500	\$766,000

APPENDIX C:

PUBLIC COMMENT



2027-2030 Transportation Improvement Program (TIP)

The public participation effort for the 2027-2030 Transportation Improvement Program (TIP) was uniquely designed to obtain local input through stakeholder discussions. Building on the experience of previous success in public outreach efforts, GHMPO developed a process consistent with the adopted Participation Plan to:

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

Throughout the TIP update process, opportunities for citizen input through staff, elected officials, and stakeholders have not only been encouraged but also institutionalized. The 2027-2030 TIP went through the minimum required public comment period, per the Participation Plan, before it was adopted by the GHMPO Policy Committee.

APPENDIX D:

LUMP SUM NARRATIVE



Lump Sum Funding

Pursuant to [23 CFR § 450.218\(i\)](#), projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area. In the context of Georgia's STIP, the federal term "groups" is equivalent to the GDOT term "lump sum" and can be used interchangeably. The Lump Sum projects program is intended to give the Department and MPOs flexibility to address projects of immediate concern while fulfilling the requirements of the STIP. A portion of the STIP funding is set aside for this program to be spent on certain groups of projects that do not substantially increase roadway capacity. Lump sum banks are listed for each program year for managing and accounting for this funding and can be found in the statewide or "All Counties" section of the STIP. Lump Sum Banks are shown in the STIP with the words "Lump Sum" in the project description and contain an amount of funding for each year.

GDOT creates a lump-sum bank for each project group. Individual projects are not listed at the time of STIP adoption but are programmed throughout the fiscal year and draw from the available lump-sum balance for that project group. A single lump-sum entry may fund project work at one or several locations for letting and accounting purposes. Except for rights-of-way protective buying, the total available lump-sum funding is shown as construction for easy accounting, but preliminary engineering and right-of-way may be drawn from this amount when required in that category. The lump-sum grouping process provides flexibility to advance low-cost, non-capacity projects while maintaining fiscal constraint and consistent financial tracking in the STIP. Listed below are these groups and information about them.

List of Project Groups

Each of GDOT's project groups, along with illustrative activities, subgroups, and notes, are shown below. Project group categories are subject to change and identified activities and work types may not be all inclusive for each project group.

Group: Transportation Alternative Program (TAP)

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

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

Group: Maintenance

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

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

Group: Preservation, Including But Not Limited to Spall Repairs, Strengthening, Pile Encasements, and Lighting

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

Group: Rights of Way Protective Buying and Hardship Acquisitions

This group is for the acquisition of parcel(s) of rights-of-way (ROW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that have preliminary engineering (PE) underway or have a PE, ROW or construction phase in the STIP.

Group: Safety

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

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

Group: Operations

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

- The Operational Improvement program consists of intersection improvements, turning lanes, ramp exit & interchange improvements, innovative intersection improvements like Diverging Diamond Intersections, Displaced Left Turn lanes, and Continuous Flow Intersections.

- The Signal Upgrades program consists of signal designs, specifications, upgrades, signal operations, maintenance and signal asset replacements.

Group: Low Impact Bridges

Candidates for this process will require minimal permits, minor utility impacts, minimal FEMA coordination, no on-site detour, and meet other low-impact characteristics as identified in this document. Projects that ultimately qualify for this expedited process also must not exceed established environmental impact thresholds and thus qualify as a Categorical Exclusion (CE) determinations in compliance with the National Environmental Policy Act (NEPA). The Program has been created with three major principles in mind – safety, stewardship and streamlining.

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

Group: Alternative Fuel

Qualifying projects support the streamlined deployment of charging stations and supporting infrastructure in urban and rural areas following the build out of the Alternative Fuel Corridors. This group is intended to facilitate a more flexible use of available federal funds for alternative fuel infrastructure.

APPENDIX E:

LUMP SUM PROJECTS



MPO Lump Sum Projects in FY 2027-2030 – Gainesville-Hall MPO

Hall

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0013171			PEDESTRIAN UPGRADES @ 13 LOCATIONS IN HALL COUNTY – VRU	PE	AUTH	ROW	AUTH	CST	PRECST	UTL	PRECST
0015918			SR 60 @ CS 898/ACADEMY STREET	PE	AUTH	ROW	AUTH	CST	PRECST	UTL	PRECST
0016869			CS 705/CHATTAHOOCHEE STREET @ NS #717810B IN FLOWERY BRANCH					CST	PRECST		
0018364			SR 369 @ I-985	PE	AUTH			CST	PRECST		
0020370			EV CHARGING @ 1 LOCATION IN HALL COUNTY	PE	AUTH			CST	AUTH		
0020379			SR 60 @ FULLENWIDER ROAD	PE	AUTH	ROW	PRECST	CST	PRECST	UTL	PRECST
0020730			WHITE SULPHUR ROAD @ NS #717784N					CST	AUTH		
0020977			LIGHTS FERRY ROAD @ NS #717812P IN FLOWERY BRANCH – SCOPING								
0021600		CW-356	FLOWERY BRANCH MULTI-USE TRAIL	PE	AUTH			CST	PRECST	UTL	PRECST
M006182			SR 13 FROM SR 347 TO 0.10 MI N OF CS 630/CANTRELL ROAD								
M006806			I-985 FROM I-85/GWINNETT TO SR 369/HALL								
M006839			SR 284 FROM CHATTAHOOCHEE RIVER TO SR 283								
M006843			SR 11/US 129 FROM SR 369 TO SR 11BU								

For informational purposes only. These dollar amounts are not suballocated to the MPO and are subject to change. For authorization and other Federal approvals, lump sum projects should reference the STIP.

Jackson

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0020083			SR 53 FROM I-85 TO SR 124	PE	PRECST			CST	PRECST	UTL	PRECST
M006844			SR 53 FROM HALL COUNTY LINE TO SR 124								

Gwinnett

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0020197			SR 8; SR 20; SR 60 & GWINNETT SRIVE @ 4 LOCATIONS – VRU					CST	PRECST	UTL	PRECST
M006776			SR 11 & SR 124 @ 2 LOCS – BRIDGE PREVENTATIVE								

All Counties

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0019603			RUMBLE STRIPS IN DISTRICT 1 – AREA 1 & 2 @ 11 LOCATIONS	PE	AUTHORIZED			CST	PRECST		
0020196			ALL WAY STOP CONTROL (AWSC) @ 27 LOCATIONS IN DISTRICT 1					CST	PRECST		
0020199			SIGNAL IMPROVEMENTS @ 9 LOCATIONS IN DISTRICT 1 – VRU					CST	PRECST	UTL	PRECST

For informational purposes only. These dollar amounts are not suballocated to the MPO and are subject to change. For authorization and other Federal approvals, lump sum projects should reference the STIP.

APPENDIX F:

MPO AUTHORIZED PROJECTS



MPO Authorized Projects in FY 2024-2027 – Gainesville-Hall MPO

Banks

PROJECT ID	DESCRIPTION	Phase Status	Phase Code	Program Year	% IN MPO	TOTAL AMOUNT	MPO TOTAL
M006479	I-85 @ 4 LOCATIONS – BRIDGE PRESERVATION	AUTH	MCST	2024	18%	\$678,000	\$122,040

Barrow

PROJECT ID	DESCRIPTION	Phase Status	Phase Code	Program Year	% IN MPO	TOTAL AMOUNT	MPO TOTAL
0016089	SR 211 FROM CS 1274/PINOT NOIR DRIVE TO SR 347	AUTH	CST	2026	1%	\$60,430,000	\$604,300

Dawson

PROJECT ID	DESCRIPTION	Phase Status	Phase Code	Program Year	% IN MPO	TOTAL AMOUNT	MPO TOTAL
0019333	SHARP CURVE WARNING SIGNS @ 1,102 LOCATIONS IN DISTRICT 1 – AREA 1	AUTH	CST	2024	44%	\$844,241	\$371,466

Gwinnett

PROJECT ID	DESCRIPTION	Phase Status	Phase Code	Program Year	% IN MPO	TOTAL AMOUNT	MPO TOTAL
M006776	SR 11 & SR 124 @ 2 LOCATIONS –BRIDGE PREVENTATIVE	AUTH	MPE	2026	50%	\$20,593	\$10,297

Habersham

PROJECT ID	DESCRIPTION	Phase Status	Phase Code	Program Year	% IN MPO	TOTAL AMOUNT	MPO TOTAL
M006398	SR 365/SR 419 FROM SR 52/HALL TO J WARREN ROAD/HABERSHAM	AUTH	MCST	2024	47%	\$16,432,823	\$7,723,427

Hall

PROJECT ID	DESCRIPTION	Phase Status	Phase Code	Program Year	% IN MPO	TOTAL AMOUNT	MPO TOTAL
0003626	SARDIS ROAD CONNECTOR FROM SR 60 TO SARDIS ROAD NEAR CHESTATEE ROAD	AUTH	CST	2025	100%	\$3,391,484	\$3,391,484
0003626	SARDIS ROAD CONNECTOR FROM SR 60 TO SARDIS ROAD NEAR CHESTATEE ROAD	AUTH	UTL	2025	100%	\$2,193,280	\$2,193,280
0013171	PEDESTRIAN UPGRADES @ 13 LOCATIONS IN HALL COUNTY – VRU	AUTH	ROW	2026	100%	\$2,580,000	\$2,580,000
0013626	SR 369 FROM SR 53 TO FORSYTH COUNTY LINE	AUTH	SCP	2025	100%	\$1,500,000	\$1,500,000
0015280	SPOUT SPRINGS ROAD FROM UNION CIRCLE TO SOUTH OF SR 347 – PHASE II	AUTH	PE	2024	100%	\$80,000	\$80,000
0015551	SR 60 @ CHATTAHOOCHEE RIVER IN GAINESVILLE	AUTH	ROW	2024	100%	\$1,050,000	\$1,050,000
0015702	SR 53 FROM CS 921/AHALUNA DRIVE TO CS 966/SHALLOWFORD ROAD	AUTH	CST	2025	100%	\$4,639,170	\$4,639,170
0015918	SR 60 @ CS 898/ACADEMY STREET	AUTH	ROW	2024	100%	\$1,170,000	\$1,170,000
0016118	SR 369 FROM SKELTON ROAD TO SR 53 CONNECTOR – VRU	AUTH	CST	2024	100%	\$789,188	\$789,188
0017735	SR 283 @ FLAT CREEK	AUTH	ROW	2025	100%	\$310,000	\$310,000
0019079	SR 284 @ EUBANK CREEK	AUTH	ROW	2026	100%	\$250,000	\$250,000
0019961	OFF-SYSTEM SAFETY IMPROVEMENTS @ 1 LOCATION IN HALL COUNTY	AUTH	CST	2025	100%	\$148,999	\$148,999
0019961	OFF-SYSTEM SAFETY IMPROVEMENTS @ 1 LOCATION IN HALL COUNTY	AUTH	PE	2024	100%	\$8,000	\$8,000
0020370	EV CHARGING STATION @ 1 LOCATION IN HALL COUNTY	AUTH	CST	2026	100%	\$757,773	\$757,773
0020370	EV CHARGING STATION @ 1 LOCATION IN HALL COUNTY	AUTH	PE	2025	100%	\$30,000	\$30,000
0020379	SR 60 @ FULLENWIDER ROAD	AUTH	PE	2024	100%	\$500,000	\$500,000
0020730	WHITE SULPHUR ROAD @ NS #717784N	AUTH	CST	2026	100%	\$50,000	\$50,000
0020731	SR 365/SR 419 FROM I-985 TO BELTON BRIDGE ROAD	AUTH	PE	2025	100%	\$10,000,000	\$10,000,000
0020902	SR 283 @ FLAT CREEK – EMERGENCY PROJECT	AUTH	CST	2025	100%	\$40,000	\$40,000

0021600	FLOWERY BRANCH SPUR MULTIUSE TRAIL	AUTH	PE	2026	100%	\$500,000	\$500,000
M006513	I-985 FROM I-85/GWINNETT TO SR 369/HALL	AUTH	MCST	2024	69%	\$5,300,834	\$3,657,575
M006610	SR 53 FROM SR 211 TO JACKSON COUNTY LINE	AUTH	MCST	2026	100%	\$1,423,739	\$1,423,739
M006677	SR 53 FROM FORYSTH COUNTY LINE TO SR 53 CONNECTOR	AUTH	MCST	2026	100%	\$18,066,110	\$18,066,110
M006814	SR 52 FROM SKITTS MOUNTAIN ROAD TO JILIAN BAUGH ROAD	AUTH	MCST	2026	100%	\$2,862,722	\$2,862,722
S015986	ALIGNMENT & WIDENING OF WHITE SULPHUR ROAD & CAGLE ROAD	AUTH	PR	2024	100%	\$9,900,000	\$9,900,000
S016025	INSTALL CONCRETE DITCH PAVING ALONG SR 11 NORTHBOUND & SQUIRES ROAD	AUTH	TSA	2024	100%	\$175,450	\$175,450
S016043	RESURFACING ELACHEE DRIVE	AUTH	PR	2024	100%	\$175,000	\$175,000
S016063	TURN LANE IMPROVEMENT ON SR 60 & OLD CANDLER ROAD	AUTH	PR	2024	100%	\$690,000	\$690,000
S016064	INTERSECTION IMPROVEMENT ON SR 60 @ OLD CANDLER ROAD	AUTH	PR	2024	100%	\$520,000	\$520,000
S016090	EXTEND LEFT TURN LANE ON SR 369/SR 129 ON WHITE SULPHUR ROAD	AUTH	TSA	2025	100%	\$138,284	\$138,284
S016118	EXTEND RIGHT TURN LANE ON SR 53 @ OLD MUNDY MILL ROAD	AUTH	TSA	2025	100%	\$38,660	\$38,660
S016158	LEVEL & RESURFACE INTERSECTION OF SR 13 @ LIGHTS FERRY ROAD	AUTH	TSA	2026	100%	\$163,886	\$163,886
S016182	SR 13 NORTHBOUND AT MEMORIAL PARK DRIVE – EXTEND LEFT TURN LANE	AUTH	TSA	2026	100%	\$86,757	\$86,757
S016232	US 129 BUSINESS/SR 369 @ RACE STREET CLOSE MEDIAN	AUTH	TSA	2026	100%	\$61,522	\$61,522
						Grand Total:	\$69,590,857

Jackson

PROJECT ID	DESCRIPTION	Phase Status	Phase Code	Program Year	% IN MPO	TOTAL AMOUNT	MPO TOTAL
0015391	CS 751/CR 1317/DAVIS STREET @ 1 LOCATION & CS 753/PINECREST LANE @ 1 LOCATION	AUTH	CST	2024	100%	\$2,856,000	\$2,856,000
0016166	SR 124 @ SR 60 & CR 17/SAM FREEMAN ROAD	AUTH	CST	2025	100%	\$4,872,572	\$4,872,572
0016166	SR 124 @ SR 60 & CR 17/SAM FREEMAN ROAD	AUTH	ROW	2024	100%	\$790,000	\$790,000
0019223	CR 147/JACKSON TRAIL ROAD – OFF-SYSTEM SAFETY IMPROVEMENTS	AUTH	CST	2025	63%	\$1,442,795	\$908,961
0020735	SR 53 FROM SR 124 TO NEW CUT ROAD	AUTH	PE	2026	100%	\$1,713,506	\$1,713,506
0020937	I-85 NORTHBOUND @ SR 53	AUTH	PE	2025	100%	\$250,000	\$250,000
M006500	BRIDGE PRESERVATION @ 4 STATE ROUTE LOCATIONS IN DISTRICT 1	AUTH	MCST	2026	23%	\$2,801,997	\$644,459
S015992	ROUNDBABOUT ON SR 332 @ NEW SKELTON ROAD	AUTH	PR	2024	100%	\$1,532,104	\$1,532,104
						Grand Total:	\$16,258,973

APPENDIX G:

REFERENCES



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

Abbreviations

AADT	Average Annual Daily Traffic
CAC	Citizens Advisory Committee
CE	Categorical Exclusion
DOT	Department of Transportation
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GDOT	Georgia Department of Transportation
GHMPO	Gainesville-Hall Metropolitan Planning Organization
GHPA	Gainesville-Hall Planning Area
HB 170	State Funds
HRRR	High Risk Rural Roads
IIJA	Infrastructure & Investment Jobs Act
LOC	Local
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
STIP	State Transportation Improvement Program
STP	State Transportation Plan
TAP	Transportation Alternatives Program
TE	Transportation Enhancement
TCC	Technical Coordinating Committee
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation

GDOT Project Phase Code

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

FHWA Fund Code

Program Description

Z001	National Highway Performance Program (NHPP)
Z002	National Highway Performance Program (NHPP) Exempt
Z240	Surface Transportation Block Grant (STBG) Program Flex
Z400	Congestion Mitigation & Air Quality Improvement (CMAQ)
Z940	Recreational Trails Program (RTP)
ZS30	Highway Safety Improvement Program (HSIP)
ZS40	Railway-Highway - Hazard Elimination

State Fund Code

Program Description

HB170	Transportation Funding
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Urbanized Area Formula Program: 5307

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

Transportation for Elderly Persons and Persons with Disabilities (5310)

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

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

Formula Grants for Other than Urbanized Areas (5311)

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

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



APPENDIX H:

PERFORMANCE MANAGEMENT TARGETS



Georgia Metropolitan Planning Organization Metropolitan Transportation Plan (MTP) / Transportation Improvement Program (TIP) System Performance Report (Updated May 2026)

Background

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

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

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

In accordance with National Performance Management Measures², the Planning Rule, as well as the Georgia Performance Management Agreement between the Georgia DOT (GDOT) and the Georgia Association of Metropolitan Planning Organizations (GAMPO), GDOT and each Georgia MPO must publish a System Performance Report (SPR) for applicable performance targets in their respective statewide and metropolitan transportation plans and programs.

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

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

² [23 CFR 490.107](#)

The SPR presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets, and progress achieved in meeting the targets in comparison with previous reports. This is required for the following:

In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures;

In any statewide or metropolitan transportation plan or program amended or adopted after October 1, 2018, for transit asset measures;

In any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures; and

In any statewide or metropolitan transportation plan or program amended or adopted after July 20, 2021, for transit safety measures.

The Gainesville-Hall MPO's 2055 Metropolitan Transportation Plan (MTP) was adopted on May 6, 2025. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the Gainesville-Hall MPO's 2055 MTP is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures.

Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures³ to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

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

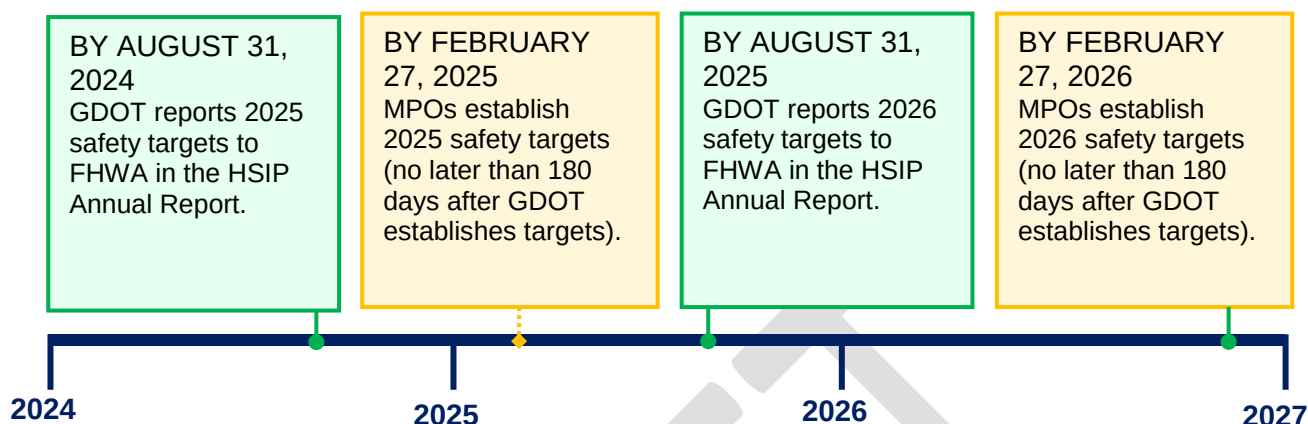
Safety performance targets are provided annually by the States to FHWA for each safety performance measure. GDOT submits the HSIP report annually to FHWA. The HSIP 2025 annual report was submitted to FHWA by August 31, 2025 and established the statewide safety targets for year 2025 based on an anticipated five-year rolling average (2021-2025). The HSIP 2026 annual report will be submitted to FHWA by August 31, 2026 and establishes the statewide safety targets for year 2026 based on an anticipated five-year rolling average (2022-2026). Georgia statewide safety performance targets for 2026 are included in Table 1, along with statewide safety performance for the two most recent reporting periods⁴. MPOs have 180 days after the states (GDOT) submit their targets to FHWA to either adopt the state targets or set their own PM1 targets; The 2026 MPO PM1 targets must be set by February 27, 2026.⁵ The Gainesville-Hall Metropolitan Planning Organization adopted the Georgia statewide safety performance targets on November 12, 2025.

³ [23 CFR Part 490, Subpart B](#)

⁴ https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

⁵ <https://safety.fhwa.dot.gov/hsip/spm/timeline.cfm>

Safety Performance Targets Timeline (2024-2026)



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

Table 1 shows the Georgia statewide safety performance and targets and five-year rolling averages over the last three years.

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

Performance Measures	2024 Georgia Statewide Performance Target (Five-Year Rolling Average 2020-2024)	2025 Georgia Statewide Performance Target (Five-Year Rolling Average 2021-2025)	2026 Georgia Statewide Performance Target (Five-Year Rolling Average 2022-2026)
Number of Fatalities	1,680	1,600	1,574
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.360	1.250	1.245
Number of Serious Injuries	8,966	7,109	8,103
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	7.679	5.711	6.408
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	802	797.0	1,312

Source: GDOT's HSIP reports.

The Gainesville-Hall Metropolitan Planning Organization recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing

this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2055 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), and the Georgia 2050 Statewide Transportation Improvement Plan (SWTP)/2021 Statewide Strategic Transportation Plan (SSTP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.
- The GDOT HSIP annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.⁶
- The Gainesville-Hall MPO 2055 MTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The MTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The Gainesville-Hall MPO has several initiatives focused on increasing safety. Specifically, the 2055 MTP identifies roadways with the highest frequency of crashes, fatalities, and injuries in order to identify where improvements need to be made to increase safety within the GHMPO planning boundary. To increase pedestrian safety, the MPO has been working collaboratively with local jurisdictions to expand the Highlands to Islands Trail, providing multimodal transportation options to all residents in both Hall and Jackson counties. Additionally, the MPO assisted Hall County with the creation of their own Safety Action Plan, which was adopted in May 2025. These recommendations will then be taken into consideration as Hall County utilizes the plan to apply for implementation grants and to plan for a future TSP/OST referendum. GHMPO is also planning to partner with Hall County in FY 2027 to create a Hall County Master Transportation Plan. Lastly, GHMPO publishes a crash profile of both Hall and Jackson Counties on a yearly basis. This crash profile provides maps of crashes throughout both counties and identifies high accident intersections, which local jurisdictions use to assist in planning safety improvement projects.

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

Table 2. Highway Safety (PM 1) Projects in the GHMPO FY27-30 TIP

				PM1	PM2		PM3		
PI#	GHMPO#	Cost	Work Type	Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ
0015280	GH-023B	\$57,749,735	Widening						

Both **GH-023B** is a widening projects that will widen a corridor from two to four lanes. This is a heavily traveled corridor in a rapidly growing area within the GHMPO planning area and will benefit from a safety perspective by providing additional travel lanes, dedicated turn lanes, and separating the lanes of travel with a median, which is expected to lower the overall crash rate. Additionally, this project and improvements serve to fulfill the following stated goals of GHMPO's 2055 Metropolitan Transportation Plan:

- **Safety and Security:** Establishing a safe and secure transportation system for both motorized and non-motorized users is a vital goal of the metropolitan transportation planning process.
- **System Preservation and Maintenance:** 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.
- **Environment:** Develop a transportation system that promotes the attainment of air quality standards, protects the natural environment, promotes public health, and improves system resiliency.
- **Economic Vitality:** Advance the region's economic competitiveness through improvements in the transportation infrastructure.
- **Efficiency:** minimize deficiencies and ensure that processes are continuing, cooperative, and comprehensive.
- **Fairness:** Use a fairness lens when making transportation decisions.

Pavement and Bridge Condition/PM2

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

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

Pavement Condition Measures

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

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

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

Bridge Condition Measures

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

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

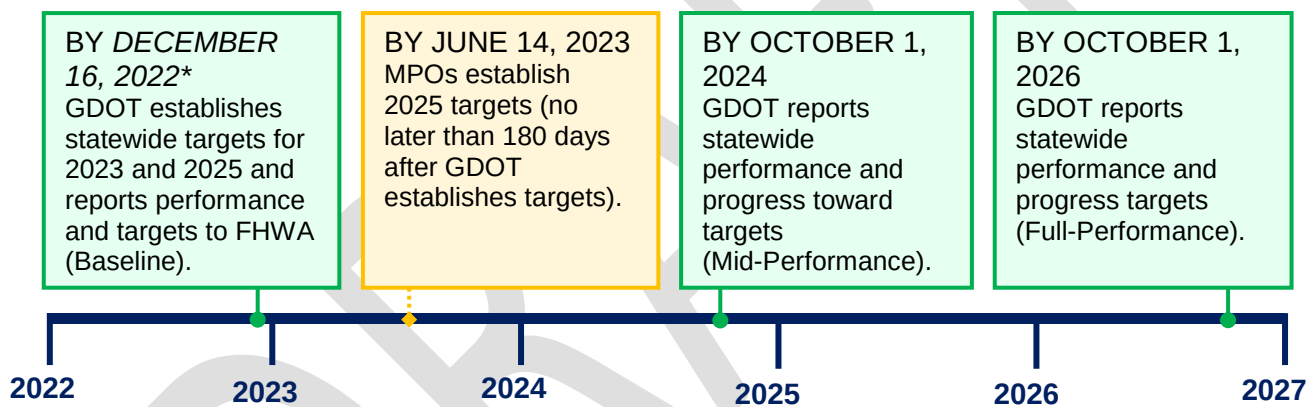
⁷ [23 CFR Part 490, Subpart C](#)

⁸ [23 CFR Part 490, Subpart D](#)

Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and through December 31, 2021. GDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period covers January 1, 2022, to December 31, 2025, with additional performance periods following every four years. The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets under the second four-year performance period represent expected pavement and bridge condition at the end of calendar year 2023, while the current four-year targets represent expected condition at the end of calendar year 2025. By October 1, 2026, GDOT will submit the next Baseline Performance Period Report detailing the final performance outcomes for the 2022-2025 period and establishing targets for the subsequent performance period.

SECOND Performance Period (January 1, 2022, to December 31, 2025)



* FHWA changed the due date from October 1, 2022, to December 16, due to a technical issue with the reporting system.

States establish targets as follows:

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

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

GDOT established current statewide two-year and four-year PM2 targets on December 16, 2022. MPOs have 180 days from December 16, 2022 to adopt the state PM2 targets or set their own

PM2 targets; The MPO second performance period PM2 targets must be set by June 14, 2023. The Gainesville-Hall MPO adopted the Georgia statewide PM2 targets on February 21, 2023. Table 2 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT. GDOT will establish the next set of PM2 targets by August 1, 2026 and MPOs must submit 2029 targets to FDOT by March 30, 2027.

On October, 2024, GDOT provided FHWA with a detailed mid-performance report of pavement and bridge condition performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and the Gainesville-Hall Metropolitan Planning Organization will have the opportunity at that time to revisit the four-year PM2 targets. GDOT will submit a Second Reporting Period (2022-2025) to FHWA by October 1, 2026.

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

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

The Gainesville-Hall MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2055 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, Georgia's Transportation Asset Management Plan (TAMP), the Georgia Interstate Preservation Plan, and the current SSTP/2050 SWTP.

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

- The Georgia Interstate Preservation Plan applied a risk profile to identify and communicate Interstate preservation priorities; this process leveraged a combination of asset management techniques with risk management concepts to prioritize specific investment strategies for the Interstate system in Georgia.
- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.⁹
- The Gainesville-Hall MPO 2055 MTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements. The 2055 MTP specifically identifies several bridges that require replacement, and funds have been programmed to replace them over fiscal years 2027 through 2030. The Gainesville-Hall MPO is committed to maintaining bridges and pavements throughout the MPO planning boundary, and is working with local jurisdictions to identify where paving improvements and bridge replacements are necessary or will become necessary over the MPO's long-range planning horizon. PI 0015551/GH-119, or the Thompson Bridge Road bridge replacement over the Chattahoochee River, is specifically identified as a Band 1 recommended project in the 2055 MTP.

Table 4. Pavement and Bridge Condition (PM 2) Projects in the GHMPO FY27-30 TIP

PI#	GHMPO#	Cost	Work Type	PM1	PM2		PM3		
				Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ
0015551	GH-119	\$43,444,738	Bridge						

GH-119 will replace the existing north-bound bridge along State Route 60 over Lake Lanier. This project serves to fulfill the following stated goals of GHMPO's 2055 Metropolitan Transportation Plan:

- **Safety and Security:** Establishing a safe and secure transportation system for both motorized and non-motorized users is a vital goal of the metropolitan transportation planning process.
- **System Preservation and Maintenance:** As the region grows and evolves, preserving and maintaining the existing infrastructure is the first step in ensuring continued support

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

for the local economy and population.

- **Economic Vitality:** Advance the region's economic competitiveness through improvements in the transportation infrastructure.

DRAFT

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

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

National Highway System Performance:

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

Freight Movement on the Interstate:

3. Truck Travel Time Reliability Index (TTTR);

Congestion Mitigation and Air Quality Improvement (CMAQ) Program:

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

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

System Performance Measures

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

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

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

¹⁰ [23 CFR Part 490, Subpart E](#)

¹¹ [23 CFR Part 490, Subpart F](#)

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

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

Freight Movement Performance Measure

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

CMAQ Performance Measures

The PHED measure assesses the hours of delay resulting from traffic congestion on the NHS during morning and afternoon weekday peak travel times. Peak travel hours are defined as 6 AM to 10 AM on weekday mornings, and either 3 PM to 7 PM or 4 PM to 8 PM on weekday afternoons. The threshold for excessive delay is based on the travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and is measured in 15-minute intervals.

Total excessive delay is weighted by vehicle volumes and occupancy, and is expressed as the annual hours of excessive delay during the peak hours on a per capita basis. Thus, PHED is a measure of person-hours of delay, rather than vehicle-hours.

The Non-SOV measure assesses the percent of vehicle travel that occurs with more than one occupant in the vehicle. This measure is based on person travel within the region, and non-SOV travel includes travel via carpool, van, public transportation, commuter rail, walking, or bicycling as well as telecommuting.

The CMAQ Emission Reduction measure assesses performance of the CMAQ Program through measurement of total emission reductions of on-road mobile source emissions. Total emissions reduction is calculated by summing two year and four year totals of emission reductions of applicable pollutants, in kilograms per day, resulting from all CMAQ funded projects.

Applicability of the CMAQ Measures

The PHED and Non-SOV measures apply only within the boundaries of each U.S. Census Bureau-designated urbanized area (UZA) that contains a NHS road, has a population of more than 200 thousand, and contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. States and MPOs within an applicable UZA must coordinate to set a single, unified four-year target for the entire UZA for PHED, and single, unified two- and four-year targets for Non-SOV travel.¹³

In Georgia, the PHED and Non-SOV measures currently apply only to the Atlanta, GA UZA. The Atlanta Regional Commission (ARC) and the Cartersville-Bartow MPO (CBMPO) have planning

¹³ Beginning January 1, 2022, the UZA population threshold for this measure changes from one million to 200,000, and two-year and four-year targets must be set for both measures.

area boundaries that overlap with the UZA, thus GDOT and the two MPOs coordinate to establish single, unified PHED and Non-SOV Travel performance targets.

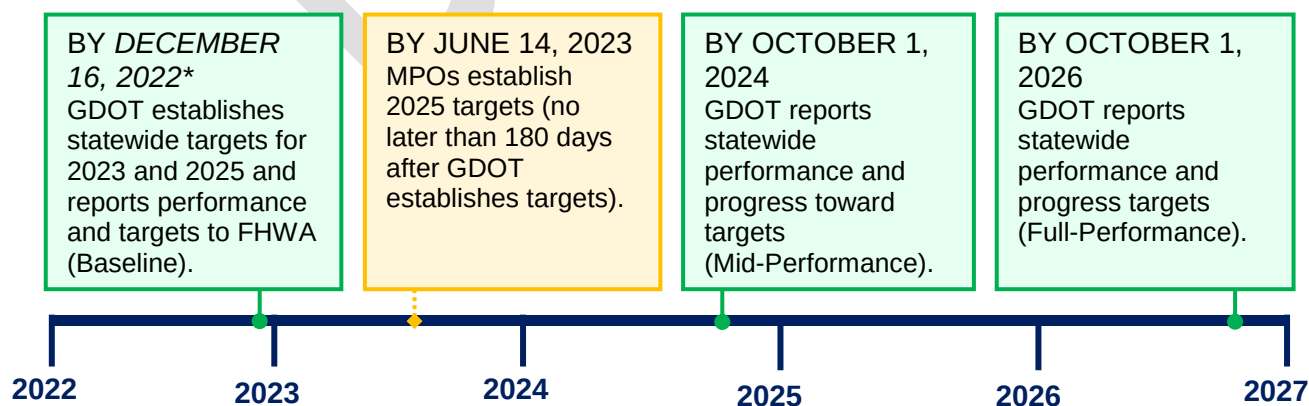
The CMAQ Emission Reduction measure is applicable to any state and MPO with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. In Georgia, the CMAQ Emission reduction measure applies statewide for GDOT as well as individually for ARC and CBMPO.

PM3 Performance Targets

Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures except the CMAQ Emission Reduction measure, the first performance period began on January 1, 2018, and will end on December 31, 2021. For the CMAQ Emission Reduction measure, the first performance period began on October 1, 2017, and will end on September 30, 2021. GDOT reported baseline PM3 performance and targets (for First Performance Period) to FHWA on October 1, 2018, the baseline PM3 performance and targets (for Second Performance Period) to FHWA on December 16, 2022, and reported updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025 (October 1, 2021, to September 30, 2025, for the CMAQ Emission Reduction Measure), with additional performance periods following every four years.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. The performance periods for the CMAQ emissions reduction measure are on a federal fiscal year basis and the performance periods for all other measures are on a calendar year basis. For all targets except CMAQ Emission Reductions, the current two-year and four-year targets represent under the second four-year performance period expected performance at the end of calendar years 2023 and 2025, respectively. For the current CMAQ Emission Reduction measure the two-year and four-year targets represent cumulative VOC and NOx emission reductions from CMAQ-funded projects during the periods of October 1, 2022, to September 30, 2023 (for the two-year target) and October 1, 2022, to September 30, 2025 (for the four-year target). By October 1, 2026, GDOT will submit the next Baseline Performance Period Report detailing the final performance outcomes for the 2022-2025 period and establishing targets for the subsequent performance period.

SECOND Performance Period (January 1, 2022, to December 31, 2025)



** FHWA changed the due date from October 1, 2022, to December 16, due to a technical issue with the reporting system.*

States establish targets as follows:

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

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

GDOT established statewide PM3 targets and submitted to FHWA by December 16, 2022. The Gainesville-Hall MPO adopted the Georgia statewide PM3 targets on February 21, 2023. Table 6 presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT. GDOT will establish the next set of PM2 targets by August 1, 2026 and MPOs must submit 2029 targets to FDOT by March 30, 2027.

On or before October 1, 2024, GDOT provided FHWA with a detailed mid-performance report of PM3 performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and the Gainesville-Hall MPO will have the opportunity at that time to revisit the four-year PM3 targets. GDOT will submit a Second Reporting Period (2022-2025) to FHWA by October 1, 2026.

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

Performance Measure	Georgia Performance (Baseline 2021)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
Percent of person-miles on the Interstate system that are reliable	82.8%	73.9%	68.4%
Percent of person-miles on the non-Interstate NHS that are reliable	91.9%	87.3%	85.3%
Truck Travel Time Reliability Index	1.47	1.62	1.65
Annual hours of peak hour excessive delay per capita (PHED)	14.4 hours	23.7 hours	27.2 hours
Percent Non-SOV travel	25.7%	22.7%	22.7%
CMAQ VOC Cumulative Emission Reductions	365.006 kg/day*	157.200 kg/day	257.100 kg/day
CMAQ NOx Cumulative Emission Reductions	1,184.582 kg/day*	510.900 kg/day	904.200 kg/day

*4-year Cumulative Emission Reductions from 2018-2021

The Gainesville-Hall MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2055 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Statewide Freight and Logistics Action Plan, and the current 2021 SSTP/2050 SWTP.

- The 2023 Georgia Freight Plan documents freight planning activities and investments in the state, identifies and assesses current and future freight needs and challenges incorporating both technical analysis and stakeholder engagement, and guides freight-related transportation decisions and investments. The plan integrates policy positions and strategies from existing documents to help identify and prioritize freight investments critical to the state's economic growth and global competitiveness. The Georgia Freight Plan establishes specific goals for freight transportation and addresses freight issues that are not covered in other statewide planning documents.¹⁴
- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.¹⁵
- The Gainesville-Hall MPO 2055 MTP addresses reliability, freight movement, congestion, [and emissions] and identifies needs for each of these issues within the metropolitan planning

¹⁴ <https://www.dot.ga.gov/GDOT/Pages/Freight.aspx>

¹⁵ [2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

area and allocates funding for targeted improvements. The 2055 MTP has identified several roadways that would increase system and truck reliability if widened, and those projects have been added to the FY 2027-2030 Transportation Improvement Program. Due to several factors, such as the recent opening of the Gainesville Inland Port, the MPO is committed to improving system reliability to accommodate increased truck traffic and its impacts on congestion and reliability.

Table 6. System Performance & Freight (PM 3) Projects in the GHMPO FY27-30 TIP

				PM1	PM2		PM3		
PI#	GHMPO#	Cost	Work Type	Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ
0015280	GH-023B	\$57,749,735	Widening				✓	✓	
0015551	GH-119	\$43,444,738	Bridge				✓	✓	

All four projects in the TIP will provide system and truck reliability upgrades to the GHMPO region. **GH-023B** will widen a very busy corridor to four lanes, reducing travel times, reducing crashes, and providing economic benefits to the region as whole. **GH-119** will replace an existing bridge along State Route 60 over Lake Lanier, providing much needed system reliability by replacing an aging bridge structure along a critical corridor. These projects and improvements serve to fulfill the following stated goals of GHMPO's 2055 Metropolitan Transportation Plan:

- **Multimodal Connectivity:** Provide a more integrated multimodal and intermodal transportation system.
- **Safety and Security:** Establishing a safe and secure transportation system for both motorized and non-motorized users is a vital goal of the metropolitan transportation planning process.
- **System Preservation and Maintenance:** 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.
- **Environment:** Develop a transportation system that promotes the attainment of air quality standards, protects the natural environment, promotes public health, and improves system resiliency.
- **Economic Vitality:** Advance the region's economic competitiveness through improvements in the transportation infrastructure.

- **Efficiency:** minimize deficiencies and ensure that processes are continuing, cooperative, and comprehensive.

DRAFT

Performance Management Targets



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

WHEREAS, federal regulations require that the 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:

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

Performance Management Targets



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PM 2 Targets

Table 1 Bridge Level of Service Measure

ASSET	PERFORMANCE MEASURE	DESCRIPTION	2-YEAR TARGET	4-YEAR TARGET
Bridge Structures	Percent of NHS Bridge in Poor condition as a percentage of total NHS bridge deck area	Bridge Conditions are based on results of inspection on all Bridge structures. Bridges rated as "Poor" are safe to drive on; however, they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitations investments	≤ 10% (NHS) in Poor Condition	≤ 10% (NHS) in Poor Condition
Bridge Structures	Percent of NHS Bridges in Good condition as a percentage of total NHS bridge deck area	Bridges rated as "Good" will be evaluated as to cost of to maintain Good condition. Bridges rated as "Fair" will be evaluated as to cost of replacement vs. rehabilitation to bring the structure back to the condition rating of Good.	≥ 50% (NHS) in Good Condition	≥ 60% (NHS) in Good Condition

Table 2 Pavement Level of Services

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

Performance Management Targets



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PM 3 Targets

Summary of the PM 3 Performance Measures

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

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

PM 3 Targets

PERFORMANCE MEASURE	2-YEAR TARGET	4-YEAR TARGET
Percent of person-miles traveled on the Interstate that are reliable	73.9%	68.4%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	87.3%	85.3%
Truck Travel Time Reliability (TTTR) Index	1.62	1.65
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita	23.7 hours	27.2 hours
Percent of Non-Single Occupancy Vehicle (SOV) Travel	22.7%	22.7%
Total Emissions Reduction	VOC: 139.200 kg/day; NOx: 456.000 kg/day	VOC: 280.500 kg/day; NOx: 930.100 kg/day

Performance Management Targets



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

A motion was made by PC member Jeff Stowe and seconded by PC member Sam Couvillon and approved this the 12th Day of November, 2025.


Chairman David Gibbs, Chair
Policy Committee


Joseph Boyd, MPO Director
Gainesville-Hall Metropolitan Planning Organization

Transit Asset Management Targets



Gainesville - Hall Metropolitan Planning Organization

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

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

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

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

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

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

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

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

Transit Asset Management 2019-2022 Performance Targets:

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Transit Asset Management Targets



Gainesville - Hall Metropolitan Planning Organization

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

¹ For facilities, number below 3.0 TERM rating is used

² Refers to vehicle type, not type of service operated

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

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

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


 Mayor Mike Miller, Chair
 Policy Committee

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


 Notary Public

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

My commission expires 7/31/2022

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APPENDIX I:

TIP CONFORMITY DETERMINATION REPORT



Transportation Conformity Determination Report for the 1997 Ozone NAAQS



GAINESVILLE-HALL
Metropolitan Planning Organization

FY 2027 – 2030 Transportation Improvement Program

Executive Summary

As part of its transportation planning process, the Gainesville-Hall MPO (GHMPO) completed the transportation conformity process for the original FY 2027 – 2030 Transportation Improvement Plan (TIP). This report documents that the FY 2027 – 2030 TIP meet the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. 42 U.S.C. 7506(c)(1). EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP. 40 CFR Parts 51.390 and 93.

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

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

1.0 Background

1.1 Transportation Conformity Process

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

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

2.0 GHMPO 2055 Metropolitan Transportation Plan (MTP)

The [GHMPO Metropolitan Transportation Plan](#) is the list of specific transportation projects for the GHMPO planning area. The MTP is designed to forecast demand for transportation services at least 25 years into the future (current target plan year is 2055), taking into account anticipated population growth, housing needs and employment goals for the region.

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

The number and priority of projects on that list can be altered, based on the procedures laid out in the GHMPO Public Participation Plan. The latest full update to the GHMPO MTP was formally adopted on May 6, 2025, with subsequent amendments to reflect adoption of State of Georgia specific performance measure targets established as part of the Fixing America’s Surface Transportation Act (FAST Act) of 2015.

GHMPO FY 2027 - 2030 Transportation Improvement Program (TIP)

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

The current GHMPO TIP (adopted November 10, 2026) covers fiscal years 2027 through 2030 (for the purposes of the TIP, the fiscal year is July 1 through June 30). The FY 2027 – 2030 TIP document was generated in consultation with the GHMPO member organizations, Georgia Dept. of Transportation, and FHWA, in accordance with requirements set forth in 23 CFR 450. The GHMPO FY 2027 – 2030 TIP maintains all fiscal balancing requirements set forth in 23 CFR 450, consistency with project listings in the GHMPO 2055 MTP, and conformity with the 1997 ozone NAAQS per the court's decision in South Coast II (see section 4.0 below).

3.0 Transportation Conformity Determination: General Process

Per the court's decision in South Coast II, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. Once US DOT makes its 1997 ozone NAAQS conformity determination for the GHMPO 2055 MTP and FY 2027 - 2030 TIP, conformity will not be required for up to four years (assuming no other conformity trigger). This conformity determination report will address transportation conformity for the GHMPO 2055 MTP and FY 2027 – 2030 TIP.

4.0 Transportation Conformity

Requirements Overview

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

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

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests. Therefore, transportation conformity for the 1997 ozone NAAQS for the FY 2027 – 2030 TIP can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

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

4.1 Latest Planning Assumptions

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

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

4.2 Consultation Requirements

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

The TIP was made available to GHMPO planning partners through the technical and policy committees in Summer 2026, to allow time for comment prior to formal adoption or publication. In accordance with 93.105(b)(2)(iii) of the Transportation Conformity Rule, the project list was provided to the Atlanta Interagency Consultation Group on September 22, 2026, prior to adoption on November 10, 2026.

4.3 Timely Implementation of TCMs

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

4.4 Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The GHMPO FY27-30 TIP is fiscally constrained, as demonstrated in the within the TIP documentation.

Conclusion

The conformity determination process completed for the GHMPO FY2027-2030 TIP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Amendments

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

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

- *There are no amendments at this time.*