

Citizens Advisory Committee

Thursday, April 27, 4:00 PM

**HR Training Room, Second Floor, Hall County Government Center
2875 Browns Bridge Road, Gainesville, GA 30504**

AGENDA

- 1. Welcome – Renee Gerrell, Chair**
- 2. Approval of February 16, 2023 Meeting Minutes**
- 3. Recommend Approval of Draft Amendment #1 to the FY 2024 Unified Planning Work Program (UPWP)**
 - Michael Haire, GHMPO
- 4. First Review of Draft FY 2024-2027 Transportation Improvement Program (TIP)**
 - Michael Haire, GHMPO
- 5. Other**
 - TSPLOST Discussion
 - Railroad Crossing Maintenance Discussion
 - Update from the Trails Subcommittee
 - Update from the McEver Road Subcommittee
 - MTP/Bike & Pedestrian Plan Updates
- 6. TCC Agency Reports**
- 7. Public Comment**
- 8. Upcoming Meeting Date: July 27, 2023**
- 9. Adjourn**

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Citizens Advisory Committee

**HR Training Room, 2nd Floor, Hall County Government Center
Draft Minutes of February 16, 2023 Meeting**

Voting Members Present:

Renee Gerrell, Chair
Pat Jones, City of Oakwood
Tony Millwood, City of Oakwood
Rick Marzano, City of Flowery Branch
Beverly Nordholz, City of Gainesville
Sammy Smith, City of Gainesville
Patrick O'Rourke, Hall County

Voting Members Absent:

Toni Buffington, Hall County
Nick Haynes, Hall County
Brent Hoffman, Hall County
Joe Kennedy, Hall County
Greg Simpson, Hall County
Michele Price, Jackson County
William Bush, City of Gainesville
Berlinda Lipscomb, City of Gainesville
Chip McCallum, City of Flowery Branch
Sloan Spivey, City of Oakwood

Others Present:

Joseph Boyd, GHMPO
Michael Haire, GHMPO

1. Welcome – Renee Gerrell, Chair

Ms. Gerrell opened the meeting at 4:00 PM.

2. Approval of November 3, 2022 Meeting Minutes

MOTION: Due to the lack of a quorum, the Citizens Advisory Committee was unable to vote on this agenda item.

3. Recommend Approval of Draft Amendment #5 to the FY 2021-2024 Transportation Improvement Program (TIP)

Mr. Haire introduced Draft Amendment #5 to the FY 2021-2024 Transportation Improvement Program. This Amendment was requested by Hall Area Transit and the Georgia Department of Transportation, and adds two updated tables and a new project factsheet. The first table is an

updated Fleet Inventory and Replacement Schedule for Hall Area Transit, which can be found on page 2 of Appendix B. The second table is a new FY 2021-2024 Capital Purchases table, which allocates Hall Area Transit's previously authorized funding to specific capital projects.

Lastly, a new project factsheet has been added to Appendix A, which enables Hall Area Transit to utilize FY 2023's available Carbon Reduction (Y606) funding, which will be flexed to the Federal Transit Administration (FTA). Mr. Haire reiterated that more Carbon Reduction Program funding will be available when FY 2024 begins in July, and local jurisdictions should consider potential uses.

MOTION: Due to the lack of a quorum, the Citizens Advisory Committee was unable to vote on this agenda item.

4. Recommend Approval of Draft Amendment #2 to the FY 2023 Unified Planning Work Program (UPWP)

Mr. Haire introduced Amendment #2 to the FY 2023 Unified Planning Work Program, which was requested by the Georgia Department of Transportation and adds language specifying GHMPO's intent to apply for additional PL (Planning) funds at the March PL Funds Review Committee meeting to conduct the Metropolitan Transportation Plan: 2025 Update concurrently with a Bicycle and Pedestrian Plan Update. Specific language expressing this intent has been added to pages 21, 23, 26, and 30 of the FY 2023 Unified Planning Work Program.

Mr. Haire received a question from Mr. Millwood about the allocation of these funds to trail projects, to which Mr. Haire clarified that the funds in the UPWP are specifically for funding the operating costs of the MPO, which includes employee salaries, planning activities, equipment, and planning studies.

MOTION: Due to the lack of a quorum, the Citizens Advisory Committee was unable to vote on this agenda item.

5. Recommend Approval of Draft FY 2024 Unified Planning Work Program (UPWP)

Mr. Haire introduced the Draft FY 2024 Unified Planning Work Program (UPWP). This document serves as the MPO's annual operating budget, and provides funding for various planning activities and studies. This is the second and final review of this document before it is scheduled for adoption by the Policy Committee on February 21, 2023. Mr. Haire explained that this draft has finalized funding amounts for both the PL and 5303 grants, and also includes the recently added Flowery Branch Downtown Plan to the "Upcoming Unfunded Products" section. Additionally, local match is no longer required for Carbon Reduction (Y410) funds.

MOTION: Due to the lack of a quorum, the Citizens Advisory Committee was unable to vote on this agenda item.

6. Recommend Approval of Draft Performance Measures

Mr. Haire introduced new draft Performance Measures, which are targets set by the Georgia Department of Transportation and adopted by GHMPO. Mr. Haire explained that PM 1 (Safety) performance measures set targets for roadway safety in calendar year 2023, PM 2 (Bridge and Pavement) performance measures set 2- and 4-year targets for the condition of bridges and paved surfaces connected to the National Highway System, and PM 3 (National Highway System, Freight, and CMAQ) performance measures set 2- and 4-year targets for reliable NHS miles, congestion, and emissions.

Mr. Haire received a question from Mr. Millwood regarding if the safety targets were increasing or decreasing, to which Mr. Boyd responded that the purpose is to decrease the amount of injuries and fatalities. The performance targets are used to determine if state and local spending needs to be increased on safety and roadway operations.

Mr. Haire and Mr. Boyd received a question about whether or not GHMPO could set their own performance targets as opposed to adopting GDOT's, to which Mr. Boyd responded that they technically could but would have to do all of their own traffic analysis and data collection work, which would be costly to the MPO. GHMPO is following suit with all other Georgia MPO's (outside of Atlanta) in adopting the statewide targets.

MOTION: Due to the lack of a quorum, the Citizens Advisory Committee was unable to vote on this agenda item.

7. Recommend Approval of Draft Application for Concurrent Regional Transportation Plan / Bicycle and Pedestrian Plan

Mr. Boyd provided an overview of the Draft PL Funds Application for the concurrent Metropolitan Transportation Plan / Bicycle and Pedestrian Plan. Mr. Boyd explained that GHMPO can apply for funds at the PL Funds Review Committee in March or September, so GHMPO would like to apply in March in order to get the process started later this spring. Mr. Boyd further discussed the transition to an application that will fund both the Metropolitan Transportation Plan and Bicycle and Pedestrian Plan, explaining that it is expected to save time and money by consolidating public participation and project websites.

Mr. Boyd received several questions from Ms. Gerrell and Mr. Millwood regarding the inclusion of trail segments within the Metropolitan Transportation Plan and the Bicycle & Pedestrian Plan. Mr. Boyd explained that part of the purpose of the plan would be to identify areas where a trail would be beneficial, and which future roadway projects would be able to accommodate the inclusion of sidewalks, bike lanes, or a multiuse path alongside it.

MOTION: Due to the lack of a quorum, the Citizens Advisory Committee was unable to vote on this agenda item.

8. Jurisdiction and Agency Updates

Mr. Boyd provided brief updates on local jurisdiction activities, as detailed in the TCC Agency Report.

9. Other

Mr. Boyd provided updates on the Highlands to Islands Subcommittee, which is expected to meet again in March. The first half of the Tumbling Creek / UNG Connector Trail is complete, and the second half will hopefully be open later this spring, if weather permits. Mr. Boyd received a question from Mr. Millwood about whether or not golf carts or motorized bicycles would be allowed, to which he responded that golf carts are currently not permitted on trail segments managed by Gainesville and Hall County. Mr. Boyd also received several questions about safety and routing, specifically about where the trail approaches Gainesville Square.

Mr. Boyd also provided updates on the McEver Road Subcommittee, which is currently exploring options for improving McEver Road south of Mundy Mill Road. Hall County is moving forward with a roundabout at Lights Ferry and McEver, and Flowery Branch is moving forward with a roundabout at Gaines Ferry and McEver. Mr. Boyd received a question from Ms. Jones regarding whether or not these planned roundabouts would include a traffic signal, to which Mr. Boyd responded that they would be typical roundabouts and would not include traffic signals.

Lastly, Mr. Boyd discussed the results of the 2020 Census, and provided a brief overview of the updated Gainesville Urbanized Area and the process of becoming a Transportation Management Area (TMA). MPO staff will be sharing more on this process later in 2023.

10. Public Comment

Mr. Smith asked Mr. Boyd if he knew which agency would be the lead in handling rail and freight issues, to which Mr. Boyd responded that freight is relatively isolated and he would have to research who a lead contact would be regarding freight issues.

Additionally, Mr. Smith asked who maintained railroad crossings, to which Mr. Boyd responded that he would have to get back to Mr. Smith regarding this question.

Lastly, Mr. Smith asked if there would be interest in the Citizens Advisory Committee meeting at the Georgia Department of Transportation's Gainesville office, to which Mr. Boyd responded that he would reach out to GDOT and see if their meeting facility would be available.

11. Upcoming Meeting Date: April 27, 2023

Ms. Gerrell reminded the Committee of the upcoming meeting date on April 27, 2023.

12. Adjourn

There being no other items of business, the meeting adjourned at 5:10 PM.

Renee Gerrell, Chair

Michael Haire, GHMPO

DRAFT

Citizens Advisory Committee

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 - Michael Haire, GHMPO
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 - Michael Haire, GHMPO
- 5. Other**
 - TSPLOST Discussion
 - Railroad Crossing Maintenance Discussion
 - Update from the Trails Subcommittee
 - Update from the McEver Road Subcommittee
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- 6. TCC Agency Reports**
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- 8. Upcoming Meeting Date: July 27, 2023**
- 9. Adjourn**

MEMORANDUM

To: Citizens Advisory Committee Members

From: Michael Haire, GHMPO

Date: April 20, 2023

**Re: Recommend Approval of Draft Amendment #1 to the FY 2024
Unified Planning Work Program (UPWP)**

The Georgia Department of Transportation (GDOT) and Hall Area Transit have requested that the Gainesville-Hall Metropolitan Planning Organization make Amendment #1 to the FY 2024 Unified Planning Work Program (UPWP), adding the following:

- **New FY 2024 Activities in Sub-Element 5.1 – Program Support & Administration:**
“Work alongside HAT and consultant to develop an indirect-cost analysis to enable HAT to claim indirect cost reimbursements in the future.”
- **New FY 2024 Activities in Sub-Element 5.2 – Long Range Transportation Planning:**
“Assist Hall County in managing the Safe Streets For All (SS4A) Grant, and provide support in the development of the Hall County, Georgia Safe Streets For All Action Plan.”

RECOMMENDED ACTION: **Recommend Approval of Draft Amendment #1 to the
FY 2024 Unified Planning Work Program**

Attachment: Draft Amendment #1 to the FY 2024 UPWP

GAINESVILLE-HALL METROPOLITAN
PLANNING ORGANIZATION
FY 2024 Unified Planning Work Program



In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, familial, or income status.

Adopted: February 21, 2023

Amended: May 9, 2023

Prepared by the Gainesville-Hall Metropolitan Planning Organization
in coordination with
Hall Area Transit
the Georgia Department of Transportation
the Federal Highway Administration
the Federal Transit Administration
and Hall County Government

**A Resolution by the Gainesville-Hall Metropolitan Planning Organization
Policy Committee Adopting Amendment #1 to the FY 2024 Unified Planning Work
Program (UPWP)**

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization is the designated Metropolitan Planning Organization for transportation planning within the Gainesville Metropolitan Area Boundary which includes all of Hall County and a portion of Jackson County following the 2010 Census; and

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

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

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

NOW, THERE, BE IT RESOLVED that the Gainesville-Hall Metropolitan Planning Organization adopts Amendment #1 to the FY 2024 Unified Planning Work Program, which adds language to Work Element 5.1 - "Program Support & Administration" that expresses the intent to work with Hall Area Transit and a consultant to conduct a cost-estimate study on direct costs that Hall Area Transit can claim in future reimbursements, as well as adds language to Work Element 5.2 - "Long Range Transportation Planning" expressing GHMPO's goal of working with Hall County to develop a Safe Streets For All Action Plan.

A motion was made by PC member _____ and seconded by PC member _____ and approved this the 9th of May, 2023.

Mayor Lamar Scroggs, Chair
Policy Committee

Subscribed and sworn to me this the 9th of May, 2023

Notary Public

My commission expires _____

TASK # 5: TRANSIT PLANNING

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

Objective

- Administer and operate the MPO transit planning process by properly coordinating MPO functions with the Georgia Department of Transportation, the Federal Transit Administration, and all involved stakeholders, including accounting for all MPO transit planning-related activities during fiscal year 2024.

FY 2023 Activities

- Developed the transit section in the 2024 UPWP and presented to the GHMPO committees.
- Adopted the FY 2024 UPWP in March of 2023.
- Managed the FY 2023 Section 5303 contract and successfully completed all tasks listed in the grant program.
- Participated in the transit program update calls conducted by GDOT.
- Prepared and submitted the FY 2024 Section 5303 grant application to GDOT.
- GHMPO retained its membership of the Georgia Transit Association.
- GHMPO retained its membership of the Association of Metropolitan Planning Organizations.

FY 2024 Activities

- Provide transit planning administration and assistance to HAT.
- Work alongside HAT and consultant to develop an indirect-cost analysis to enable HAT to claim indirect cost reimbursements in the future.
- Continue coordination with HAT in developing the transit work element for the FY 2024 UPWP.
- Participate and present transit related information and activities before municipalities and/or appropriate committees.
- Continue to assist HAT with their microtransit service “WeGo”.
- Task # 5.1 will address GHMPO planning priority numbers 3 through 8.

Product

- FY 2025 Section 5303 grant application by December 2023
- 2021-2024 TIP amendments, as necessary, by June 2024
- Hall Area Transit Indirect Costs Analysis
- Transit section of FY 2025 UPWP by June 2024
- Accounting report at the end of each fiscal quarter

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION	ACTIVITIES
GHMPO	Program Support & Administration

TARGET START AND END DATES	7/1/2023 – 6/30/2024	LEAD AGENCY	GHMPO
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TASK # 5: TRANSIT PLANNING

Sub-Element 5.2: Long Range Transportation Planning (Project Level) (FTA ALI Code 44.23.01)

Objective

- Develop and keep current the transit portion of the Gainesville-Hall Metropolitan Transportation Plan.
- Address the eleven IJIA Planning Factors and the three Planning Emphasis Areas through this plan.

FY 2023 Activities

- Maintained the Regional Transportation Plan: 2020 Update.
- Conducted the Hall Area Transit Zero Emission Vehicle Transition Plan
- Applied for PL funds to conduct the Metropolitan Transportation Plan: 2025 Update

FY 2024 Activities

- Continue work on the Metropolitan Transportation Plan: 2025 Update.
- Assist Hall County in managing the Safe Streets For All (SS4A) Grant, and provide support in the development of the Hall County, Georgia Safe Streets For All Action Plan.
- Task # 5.2 will address GHMPO planning priority numbers 1 through 8.

Product

- Working Draft of the GHMPO MTP: 2025 Update.
- Various other studies or reports as needed.

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION	ACTIVITIES
GHMPO	Long Range Transportation Planning (Project Level)

TARGET START AND END DATES	7/1/2023 – 6/30/2024	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FTA	\$50,118.75
STATE 5303 MATCH	\$6,264.84
LOCAL CASH MATCH	\$6,264.84
TOTAL	\$62,648.43

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- 9. Adjourn**

MEMORANDUM

To: Citizens Advisory Committee Members

From: Michael Haire, GHMPO

Date: April 20, 2023

Re: First Review of Draft FY 2024-2027 Transportation Improvement Program (TIP)

GHMPO, in partnership with the Georgia Department of Transportation, has begun drafting the FY 2024-2027 Transportation Improvement Program, which contains all projects receiving federal and state funding between fiscal years 2024 and 2027. This is the first round of review for this document, and it is anticipated that it will be adopted at the August 8, 2023 Policy Committee meeting. The Transportation Improvement Program will be amended periodically at the request of GDOT each time a new project receives funding.

The FY 2024-2027 Transportation Improvement Program has been updated to include the new Performance Management Targets adopted as a part of the FY 2024 Unified Planning Work Program, and includes an updated System Performance Report that was created in partnership with GDOT and FHWA.

RECOMMENDED ACTION: None

Attachment: Draft FY 2024-2027 TIP



GAINESVILLE-HALL
Metropolitan Planning Organization

FY 2024—2027 TRANSPORTATION IMPROVEMENT PROGRAM

Anticipated Adoption: August 8, 2023

In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, familial, or income status.

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

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GHMPO Committees

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

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

Policy Committee

Voting

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

Non-Voting

Srikanth Yamala, *Director, GHMPO*
Renee Gerrell, *Chair, GHMPO Citizens Advisory Committee*
Adam Hazell, *Chair, GHMPO Technical Coordinating Committee*
Ann-Marie Day, *Planning Team Leader, Federal Highway Administration*
Holly Peterson, *Community Planner, Federal Transit Administration*
Johnathan McLoyd, *Transit Planner, GDOT*
Kelvin Mullins, *District Engineer, GDOT District 1*
Leigh Ann Trainer, *Transit Program Manager, GDOT Intermodal Programs*

Phillippa Lewis Moss, *Director, Hall Area Transit*
Phillip Beard, *Chairman, City of Buford*
James Nix, *Mayor, Town of Clermont*
Wade Dale, *Mayor, City of Gillsville*
Joe Thomas, *Mayor, City of Lula*
Kurt Ward, *Mayor, Town of Braselton*
Lauren O'Leary, *Mayor, City of Hoschton*

Technical Coordinating Committee

Voting

Adam Hazell, *Planning Director, Georgia Mountains Regional Commission - Chair*
Gina Roy, *Assistant County Manager, Jackson County - Vice-Chair*
Rhonda Brady, *Traffic Engineering Coordinator, City of Gainesville*
Angela Sheppard, *Assistant City Manager, City of Gainesville*
Matt Tarver, *Deputy Director of Engineering & Transportation, City of Gainesville*
Corey Jones, *Senior Civil Engineer, City of Gainesville*
BR White, *City Manager, City of Oakwood*
Dan Schultz, *Community Development Director, City of Oakwood*
Rich Atkinson, *Community Development Director, City of Flowery Branch*
Bill Nash, *Public Works Director, Hall County*
Frank Miller, *County Engineer, Hall County*
Jennifer Scott, *Town Manager, Town of Braselton*
Jennifer Kidd-Harrison, *City Manager, City of Hoschton*
Phillippa Lewis Moss, *Director, Hall Area Transit*
Phillip Peevy, *Planning & Environmental Manager, GDOT*
Kelvin Mullins, *District Engineer, GDOT*
Megan Weiss, *Capital Region MPO Branch Chief, GDOT*
Joseph Boyd, *Transportation Planning Director, GHMPO*
Srikanth Yamala, *Director, GHMPO*

Non-Voting

Jared Lombard, *Transportation Planner, Federal Highway Administration*
Holly Peterson, *Community Planner, Federal Transit Administration*
Johnathan McLoyd, *Transit Planner, GDOT*
Kevin Keller, *Planning Director, Town of Braselton*
Renee Gerrell, *Chair, GHMPO Citizens Advisory Committee*
Chad Bolton, *Northeast Georgia Medical Center*
Kit Dunlap, *President, Greater Hall Chamber of Commerce*
Jay Parrish, *Police Chief, City of Gainesville*
Gerald Couch, *Sheriff, Hall County*
Chris Hulsey, *Police Chief, City of Flowery Branch*
Terry Esco, *Police Chief, Town of Braselton*
Dan Branch, *Public Safety Director, Buford Department of Public Safety*
Will Schofield, *Superintendent, Hall County Schools*
Jeremy Williams, *Superintendent, Gainesville City Schools*
Scott Puckett, *Traffic Engineer, Hall County*
Dennis Bergin, *City Manager, City of Lula*
Lauren O'Leary, *Mayor, City of Hoschton*

Wade Dale, *Mayor, City of Gillsville*
Tim Hatch, *Chief, Oakwood Police Department*
Michael Haire, *Transportation Planning Manager, GHMPO*

Citizens Advisory Committee

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Vacant, City of Gainesville
Sammy Smith, *City of Gainesville*
Pat Jones, *City of Oakwood*
Tony Millwood, *City of Oakwood*
Rick Marzano, *City of Flowery Branch*
Chip McCallum, *City of Flowery Branch*
Vacant, Town of Braselton
Michele Price, *Jackson County*

GHMPO Staff

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

Introduction

Gainesville-Hall Planning Area

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

The Planning Process

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

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

Project Evaluation & Selection Process

Projects were evaluated based on their ability to reduce congestion or enhance safety, address community needs, and their specific support from the community. A process was developed in which a list of candidate roadway and transit projects was ranked in three separate but equal categories described below:

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

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

Plan Consistency

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

DRAFT

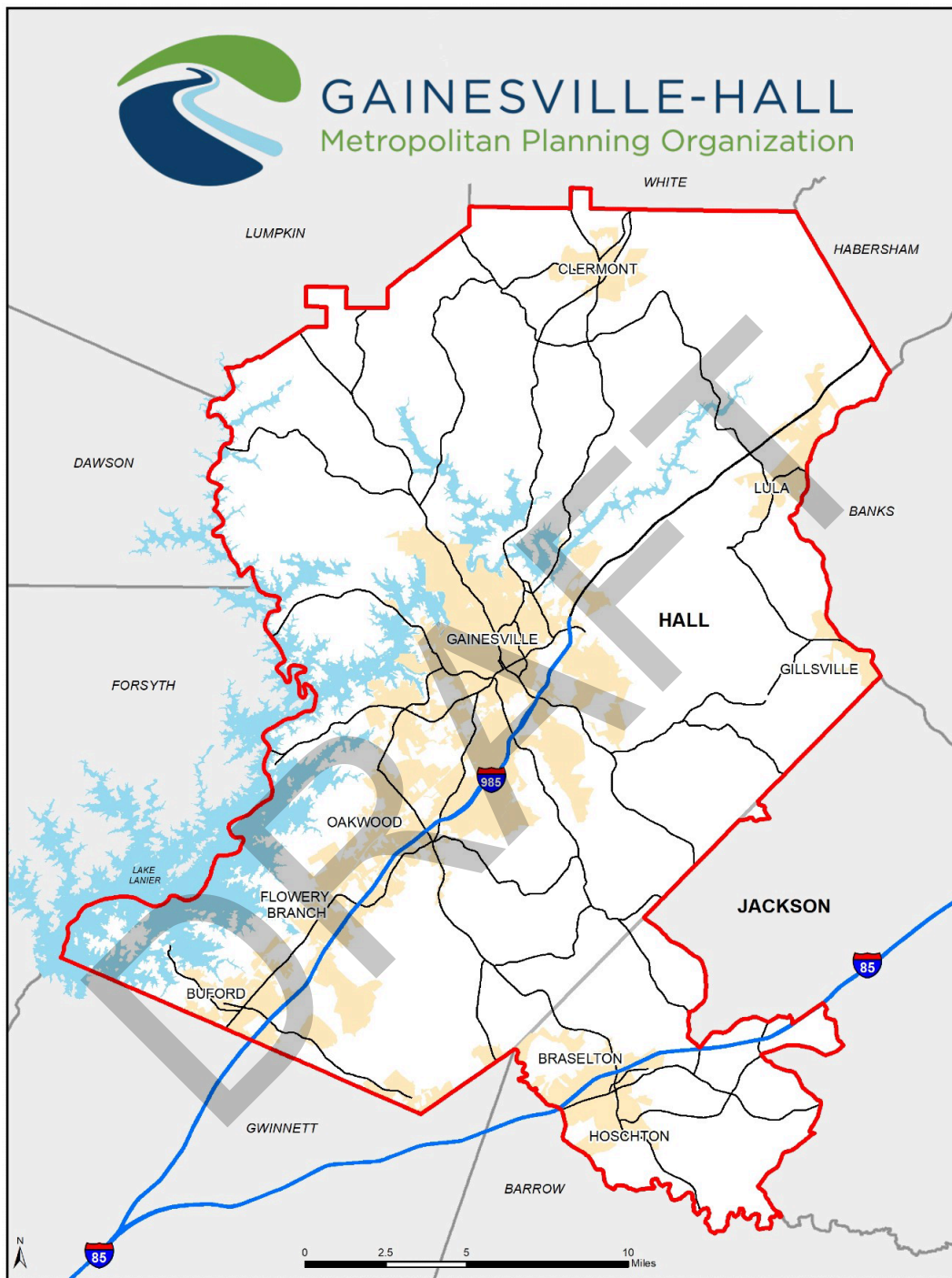


Figure 1: Gainesville-Hall Planning Area Boundary

Transportation Improvement Program

Overview

The Transportation Improvement Program (TIP) shows the federally required four-year capital improvement program, akin to the State Transportation Improvement Program (STIP) but exclusively for projects within the GHMPO planning area. This TIP covers a four-year period from FY 2024 (beginning July 1, 2023) to FY 2027 (ending June 30, 2027) that is consistent with the Gainesville-Hall Metropolitan Transportation Plan: 2020 Update (MTP). The TIP is updated at least once every four years and amended as frequently as necessary. The GHMPO Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC) are responsible for reviewing the TIP and recommending it for adoption to the GHMPO board, or the Policy Committee. The public is also invited to review and comment on the proposed TIP.

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

Fiscal Constraint

Federal planning statutes require that the TIP must be financially constrained, which means that the estimated cost for all transportation improvements cannot exceed the amount of reasonably expected revenues projected from identified federal, state, and local funding sources. This requirement ensures that the TIP is based upon realistic assumptions and can be implemented.

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 IJJA, which was signed into law on November 15, 2021. It encourages MPOs to address the planning factors listed above when solving current and future transportation issues.

Format

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

FY 2024-2027 Projects

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

FY 2024-2027 Lump Sum Funding Categories

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

FY 2024-2027 Hall Area Transit Funding

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

This is followed by project worksheets in Appendix A that supply more detail on these projects that are funded from 2024-2027. Prefacing these worksheets is a project definitions page to explain various items that are not self-explanatory. It also includes project worksheets that supply more detail on these projects. Appendix B provides a detail breakdown of the various transit funding categories. Appendix C includes public comments received on the TIP. Appendix D and E provide a narrative on lump sum funding and lump sum funded projects. Appendix F lists all the MPO authorized projects. Appendix G provides a list of definitions, abbreviations, funding and phase codes, and acronyms used within the text of this TIP. Appendix H provides the adopted resolutions relating to performance measures and targets related to the GHMPO planning area.

FY 2024-2027 Transportation Improvement Program

4/11/2023

GHMPO No.	GDOT No.	Project Name	\$ Thousands																			
			FY 2024					FY 2025					FY 2026					FY 2027				
			SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL
GH-016	0003626	Sardis Road Connector from SR 60 to Sardis Road near Chestatee Road									\$35,638	\$1,267										
GH-020A	122060	SR 11/US 129 from Lakeview Street to S of Nopone Rd - Phase I									\$42,885	\$2,042										
GH-020B	0016862	SR 11/US 129 from Brittany Court to S of Lakeview St - Phase II							\$1,500											\$11,300		
GH-020C	0016863	SR 11/US 129 from Limestone Parkway to N of Brittany Court - Phase III							\$1,500											\$9,260		
GH-023B	0015280	Spout Springs Road Widening from Union Circle to South of SR 347 - Phase II				\$26,492	\$3,669															
GH-025	007233	SR 211 Widening from Friendship to Winder Hwy								\$5,449											\$67,056	\$7,036
GH-119	0015551	SR 60/Thompson Bridge Road at Chattahoochee River			\$101																	
GH-121	0017392	Green Street Improvements			\$750						\$14,000	\$3,000										
GH-133	0016074	Howard Road - New Interchange									\$10,396	\$220										
GH-141	0017735	SR 283/Holly Springs Road at Flat Creek							\$250													
GH-144	0019079	SR 284/Shoal Creek Road at Eubank Creek													\$325							
GH-145	0016921	SR 53 @ SR 369				\$707																
TOTAL			\$0	\$0	\$851	\$27,199	\$3,669	\$0	\$3,000	\$5,699	\$102,919	\$6,530	\$0	\$0	\$325	\$0	\$0	\$0	\$0	\$20,560	\$67,056	\$7,036

FY 2024-2027	\$ Thousands
SCP	\$0
PE	\$3,000
ROW	\$27,435
CST	\$197,175
UTL	\$17,235
TOTAL	\$244,845

FY 2024-2027 Funding Categories

FUND	CODE	LUMP DESCRIPTION	2024	2025	2026	2027	TOTAL
NHPP	Y001	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$ 100,815.00	\$ -	\$ -	\$ -	\$ 100,815.00
STBG	Y238	STBG - AREAS WITH POPULATION <50K	\$ -	\$ 250,000.00	\$ -	\$ -	\$ 250,000.00
Carbon	Y606	CARBON REDUCTION (IIJA)	\$ 453,696.00	\$ 753,195.00	\$ 753,195.00	\$ 753,195.00	\$ 2,713,281.00
BFP	Y110	BRIDGE FORMULA PROGRAM	\$ -	\$ -	\$ 325,000.00	\$ -	\$ 325,000.00
Local	LOC	LOCAL FUNDING	\$ 31,403,722.00	\$ -	\$ -	\$ -	\$ 31,403,722.00
Transit	5303	METROPOLITAN PLANNING	\$ 133,579.00	\$ 133,579.00	\$ 133,579.00	\$ 133,579.00	\$ 534,316.00
Transit	5307	URBAN CAPITAL AND OPERATING EXPENSES	\$ 3,490,918.00	\$ 3,490,918.00	\$ 3,490,918.00	\$ 3,490,918.00	\$ 13,963,672.00
Transit	5311	RURAL CAPITAL AND OPERATING EXPENSES	\$ 150,989.00	\$ 85,161.00	\$ 85,161.00	\$ 85,161.00	\$ 406,472.00
NHPP	Y001	LIGHTING	\$ 14,000.00	\$ 14,000.00	\$ 14,000.00	\$ 14,000.00	\$ 56,000.00
NHPP/STBG	Various	BRIDGE MAINTENANCE	\$ 608,000.00	\$ 608,000.00	\$ 608,000.00	\$ 608,000.00	\$ 2,432,000.00
NHPP/STBG	Various	ROAD MAINTENANCE	\$ 3,782,000.00	\$ 3,377,000.00	\$ 3,377,000.00	\$ 3,377,000.00	\$ 13,913,000.00
STBG	Y240	LOW IMPACT BRIDGES	\$ 284,000.00	\$ 284,000.00	\$ 284,000.00	\$ 284,000.00	\$ 1,136,000.00
STBG	Y240	OPERATIONS	\$ 162,000.00	\$ 162,000.00	\$ 162,000.00	\$ 162,000.00	\$ 648,000.00
STBG	Y240	TRAF CONTROL DEVICES	\$ 405,000.00	\$ 405,000.00	\$ 405,000.00	\$ 405,000.00	\$ 1,620,000.00
STBG	Y240	RW PROTECTIVE BUY	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 80,000.00
HSIP	YS30	SAFETY	\$ 1,351,000.00	\$ 1,351,000.00	\$ 1,351,000.00	\$ 1,351,000.00	\$ 5,404,000.00
RRX	YS40	RAILROAD CROSSINGS	\$ 155,000.00	\$ 155,000.00	\$ 155,000.00	\$ 155,000.00	\$ 620,000.00
TOTAL			\$ 42,514,719.00	\$ 11,088,853.00	\$ 11,163,853.00	\$ 10,838,853.00	\$ 75,606,278.00

FY 2024-2027 Hall Area Transit Funding

FY 2024-2027 Hall Area Transit Funding					
Description	2024	2025	2026	2027	Total
Section 5303					
Metropolitan Planning	\$133,579.00	\$133,579.00	\$133,579.00	\$133,579.00	\$534,316.00
Section 5304					
Statewide Planning	-	-	-	-	-
Section 5307					
Urban Capital and Operating Expenses	\$3,490,918	\$3,490,918	\$3,490,918	\$3,490,918	\$13,963,672
Section 5311					
Rural Capital and Operating Expenses	\$150,989.00	\$85,161.00	\$85,161.00	\$85,161.00	\$406,472.00

FY 2024-2027 Transportation Improvement Program

Appendix A: Project Worksheets

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2024-2027 Transportation Improvement Program

Project Name Sardis Road Connector from SR 60 to Sardis Road near Chestatee Road	GHMPO No. GH-016	GDOT No. 0003626
	County Hall	City Gainesville
Local Rd. Name Ledan Road, Sardis Road	GDOT District 1	Cong. District 9
US/State Rd. Name n/a	Map ID 16	RC GMRC

Project Description

Construction of a new 4 lane road from the intersection of SR 60/Thompson Bridge Road and SR 283/Mt. Vernon Road to the intersection of Sardis Road and Chestatee Road.

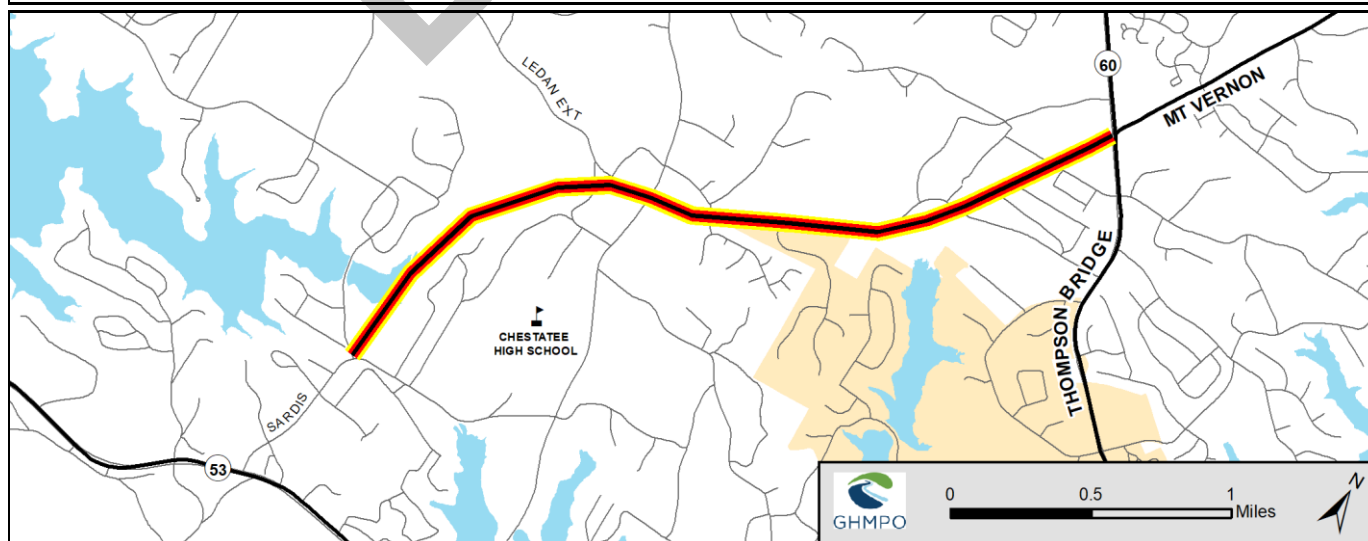
Improvement Type New **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** Hall Co

Project Intent

To allow for improved connections between SR 60/Thompson Bridge Road and SR 53/Dawsonville Highway.

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

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	HB 170	TOTAL
Auth.	Pre-Engineering	LOC	\$1,300,000	\$0	\$0	\$0	\$1,300,000
Auth.	Pre-Engineering	L200	\$0	\$0	\$0	\$94,885	\$94,885
Auth.	Right-of-Way	LOC	\$0	\$0	\$0	\$20,763,000	\$20,763,000
2025	Construction	HB 170	\$0	\$0	\$0	\$35,637,685	\$35,637,685
2025	Utilities	LOC	\$1,267,363	\$0	\$0	\$0	\$1,267,363
		TOTAL	\$2,567,363	\$0	\$0	\$56,495,570	\$59,062,933





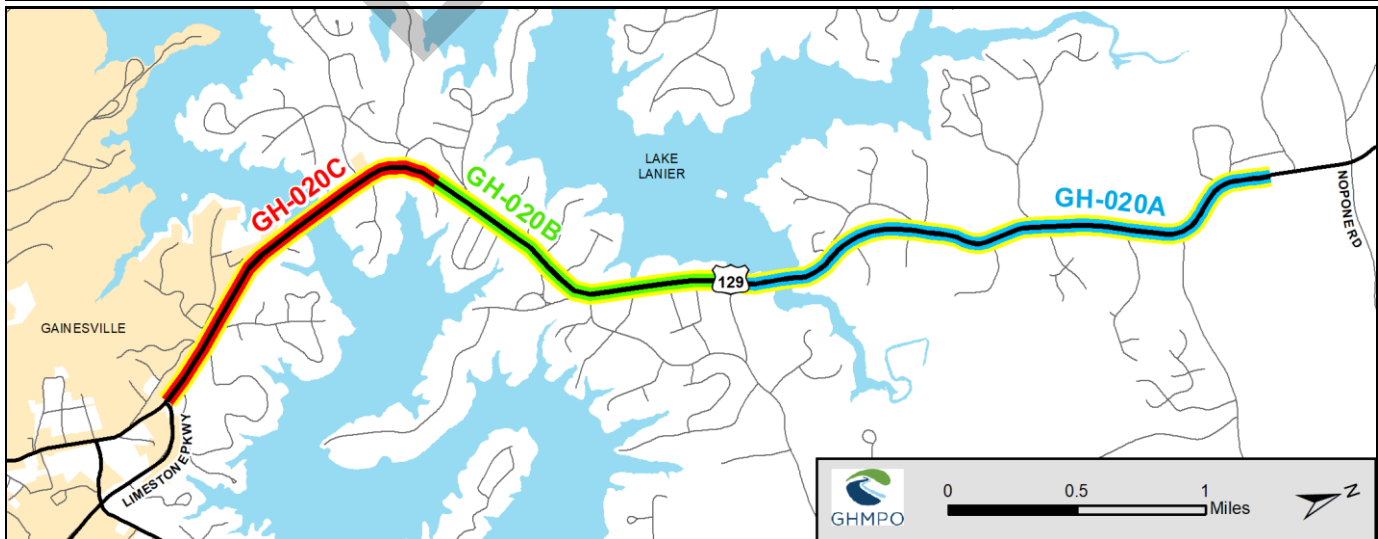
2024-2027 Transportation Improvement Program

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

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

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

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	HB 170	TOTAL
2023	Right-of-Way	HB 170	\$0	\$0	\$0	\$17,802,366	\$17,802,366
2025	Construction	HB 170	\$0	\$0	\$0	\$42,885,117	\$42,885,117
2025	Utilities	HB 170	\$0	\$0	\$0	\$2,042,454	\$2,042,454
		TOTAL	\$0	\$0	\$0	\$62,729,937	\$62,729,937





2024-2027 Transportation Improvement Program

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

Project Description

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

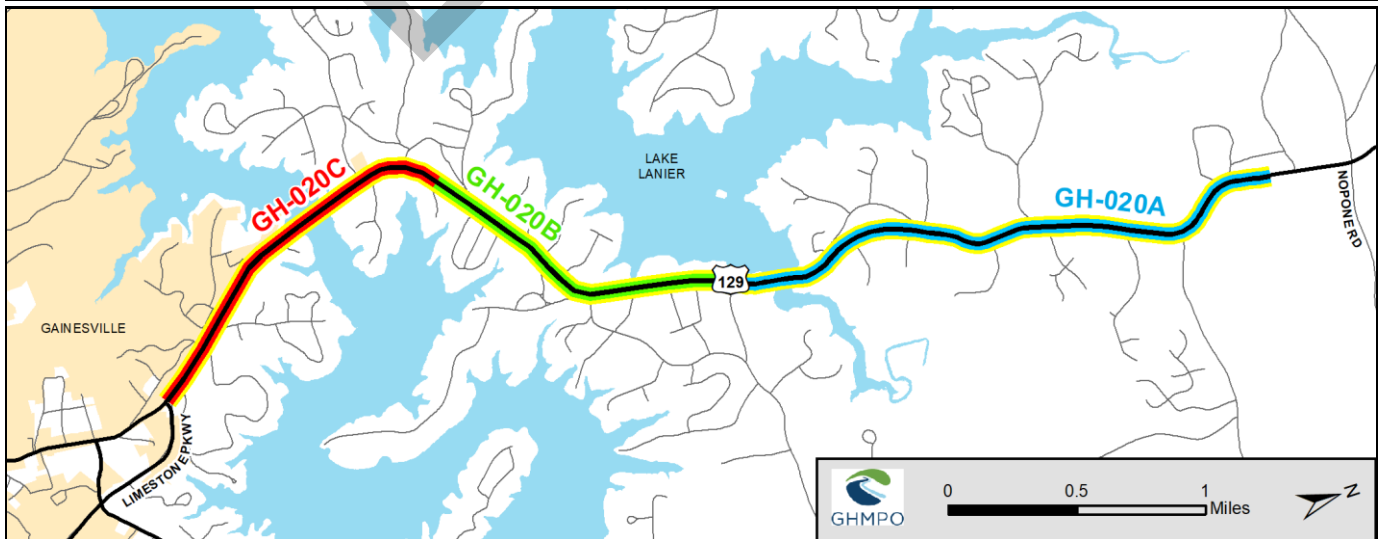
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

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

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

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	HB 170	TOTAL
2022	Scoping	Y001	\$0	\$100,000	\$400,000	\$0	\$500,000
2025	Pre-Engineering	HB170	\$0	\$0	\$0	\$1,500,000	\$1,500,000
2027	Right-of-Way	HB170	\$0	\$0	\$0	\$11,300,000	\$11,300,000
2029	Utilities	HB170	\$0	\$0	\$0	\$2,714,600	\$2,714,600
2029	Construction	HB170	\$0	\$0	\$0	\$11,976,737	\$11,976,737
		TOTAL	\$0	\$100,000	\$400,000	\$27,491,337	\$27,991,337





2024-2027 Transportation Improvement Program

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

Project Description

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

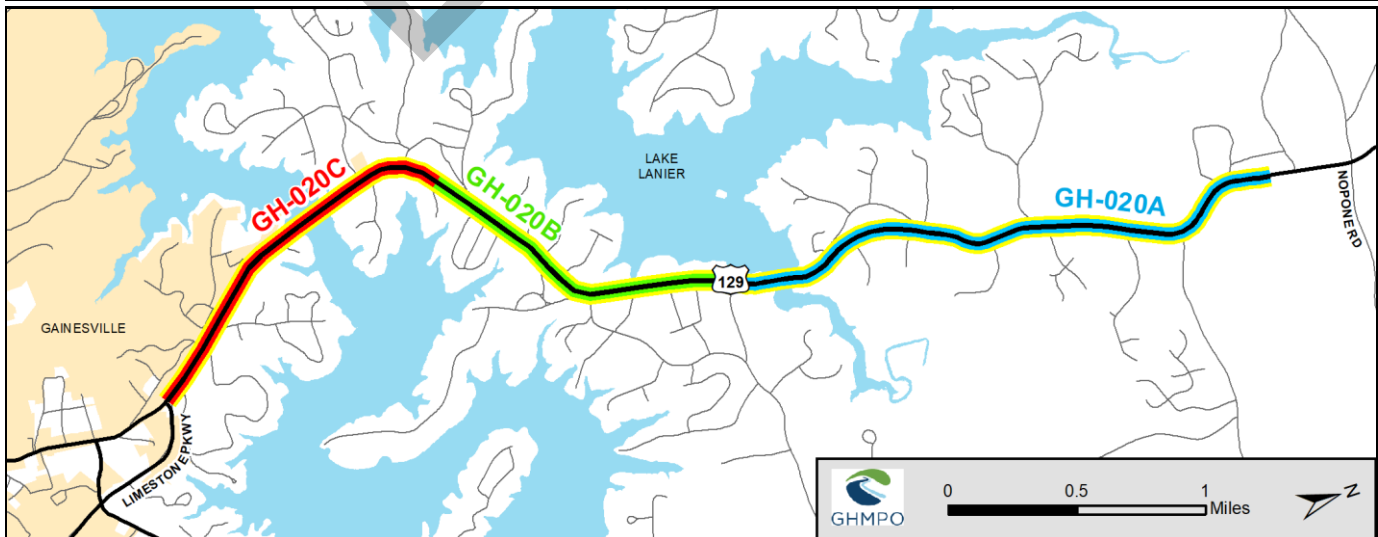
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

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

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

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	HB 170	TOTAL
2022	Scoping	Y001	\$0	\$100,000	\$400,000	\$0	\$500,000
2025	Pre-Engineering	HB170	\$0	\$0	\$0	\$1,500,000	\$1,500,000
2027	Right-of-Way	HB170	\$0	\$0	\$0	\$9,260,000	\$9,260,000
2029	Utilities	HB170	\$0	\$0	\$0	\$2,546,800	\$2,546,800
2029	Construction	HB170	\$0	\$0	\$0	\$25,392,641	\$25,392,641
		TOTAL	\$0	\$100,000	\$400,000	\$38,699,441	\$39,199,441





2024-2027 Transportation Improvement Program

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

Project Description

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

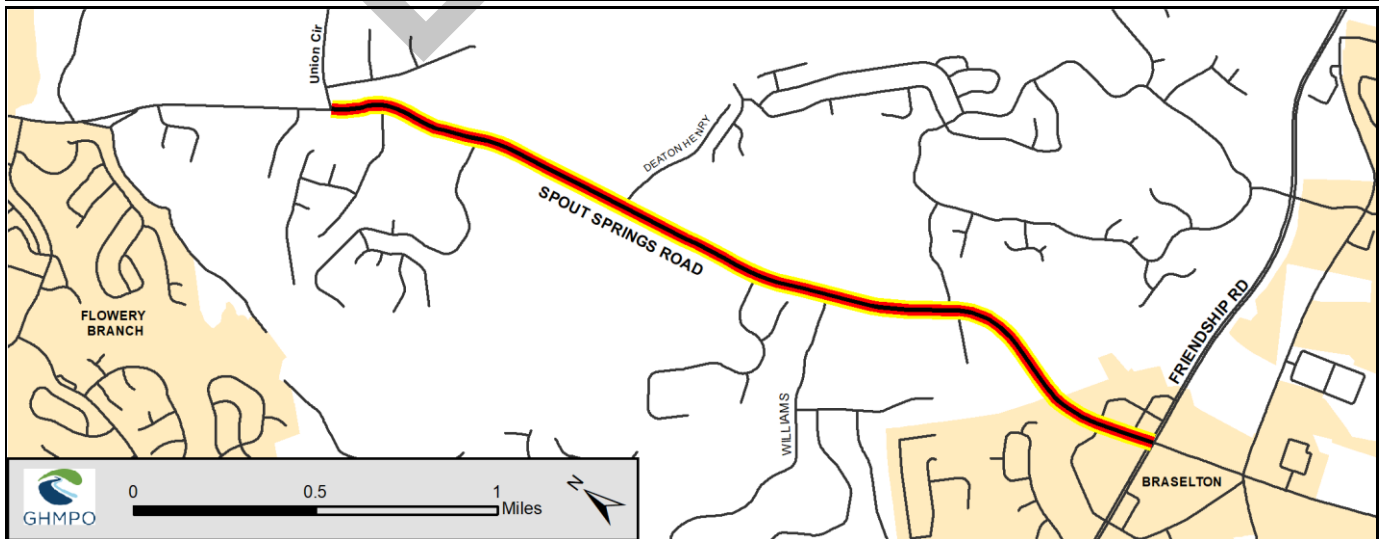
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** Hall Co

Project Intent

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

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

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	HB 170	TOTAL
2024	Utilities	LOC	\$26,492,340	\$0	\$0	\$0	\$26,492,340
2024	Construction	LOC	\$3,668,868	\$0	\$0	\$0	\$3,668,868
Auth	Pre-Engineering	LOC	\$0	\$0	\$0	\$0	\$0
Auth	Right-of-Way	LOC	\$12,570,000	\$0	\$0	\$0	\$12,570,000
		TOTAL	\$42,731,208	\$0	\$0	\$0	\$42,731,208





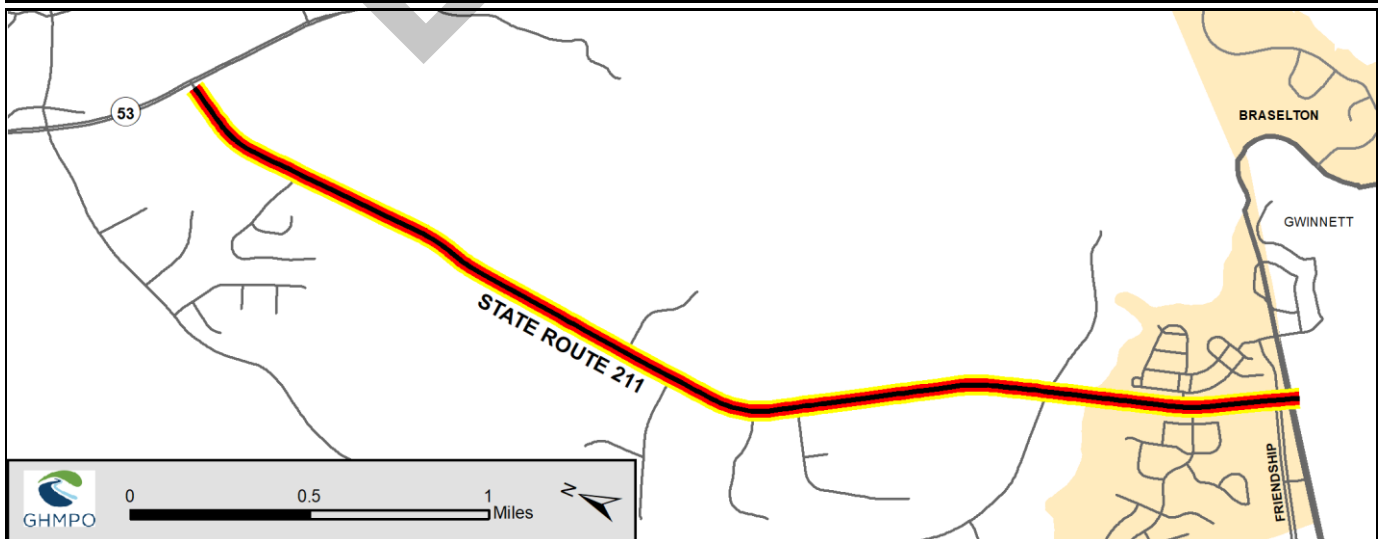
2024-2027 Transportation Improvement Program

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

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

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

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	HB 170	TOTAL
2022	Scoping	Z231	\$0	\$140,000	\$560,000	\$0	\$700,000
2023	Pre-Engineering	Y236	\$0	\$304,673	\$1,218,692	\$0	\$1,523,365
2025	Right-of-Way	Y236	\$650,328	\$520,262	\$2,081,050	\$2,197,791	\$5,449,431
2027	Construction	Y236	\$8,072,478	\$6,457,982	\$25,831,930	\$26,693,766	\$67,056,156
2027	Utilities	Y236	\$0	\$7,036,320	\$0	\$0	\$7,036,320
	TOTAL		\$8,722,806	\$14,459,237	\$29,691,672	\$28,891,557	\$81,765,272





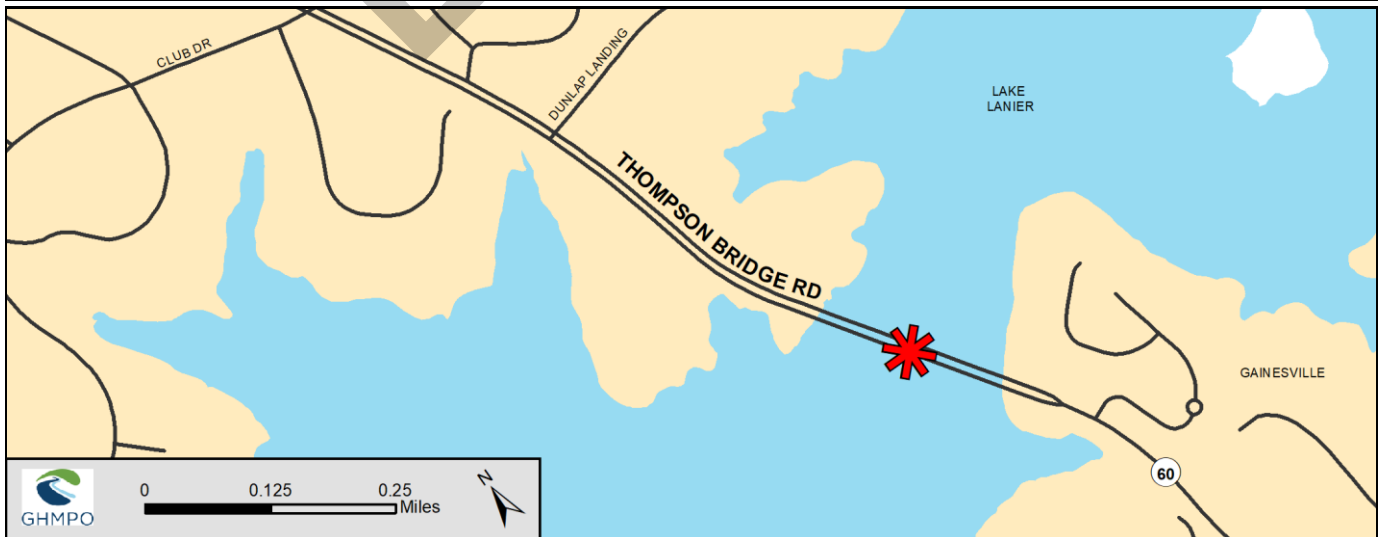
2024-2027 Transportation Improvement Program

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

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

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

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	HB 170	TOTAL
2024	Right-of-Way	Z001	\$0	\$20,163	\$80,652	\$0	\$100,815
2027	Construction	Z001	\$0	\$660,000	\$2,640,000	\$0	\$3,300,000
Auth.	Scoping	Z001	\$0	\$100,000	\$400,000	\$0	\$500,000
Auth.	Pre-Engineering	Z001	\$0	\$200,000	\$800,000	\$0	\$1,000,000
Auth.	Utilities	Z001	\$0	\$50,000	\$200,000	\$0	\$250,000
		TOTAL	\$0	\$1,030,163	\$4,120,652	\$0	\$5,150,815





2024-2027 Transportation Improvement Program

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

Project Description Maintain four travel lanes. Install a center raised median between two roundabouts at Academy Street and Glenwood Drive.			
Improvement Type Roadway O	Regionally Significant Yes	Capacity Adding No	Funding Source GDOT
Project Intent Address existing traffic congestion.			

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

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	HB 170	TOTAL
2024	Right-of-Way	LOC	\$750,000	\$0	\$0	\$0	\$750,000
2025	Construction	HB170	\$0	\$0	\$0	\$14,000,000	\$14,000,000
2025	Utilities	LOC	\$3,000,000	\$0	\$0	\$0	\$3,000,000
Auth	Pre-Engineering	LOC	\$800,000	\$0	\$0	\$0	\$800,000
		TOTAL	\$4,550,000	\$0	\$0	\$14,000,000	\$18,550,000





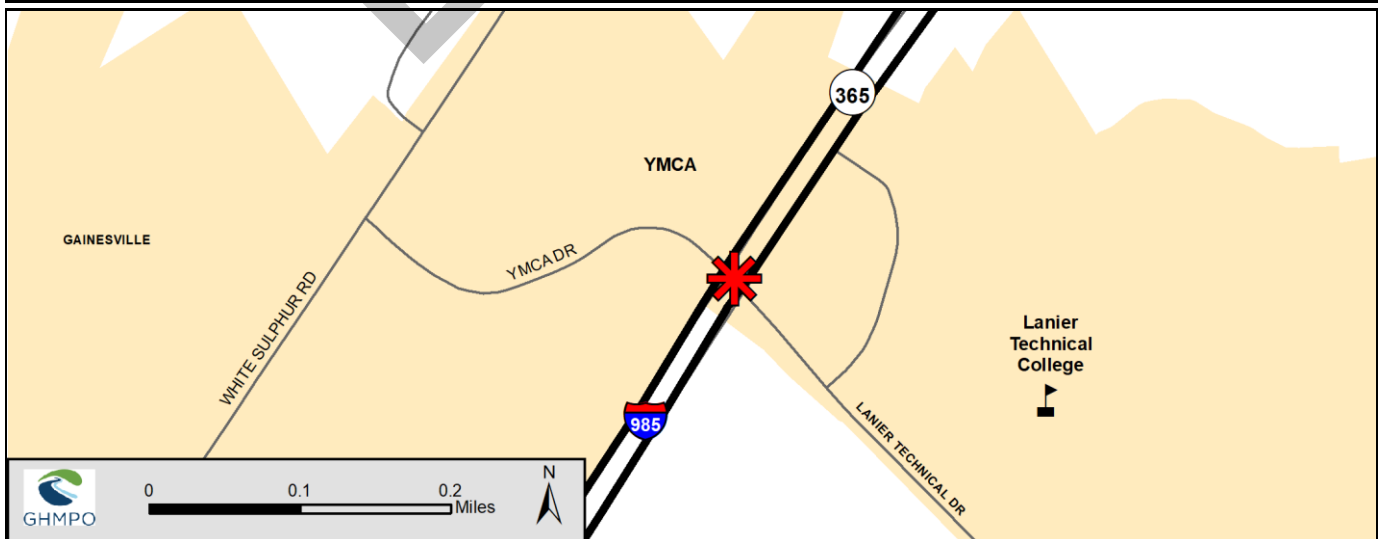
2024-2027 Transportation Improvement Program

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

Project Description New interchange and overpass with tie-ins to right in and our on SR-365. The The purpose of this project is to address congestion and safety issues related to the new Lanier Technical College and the anticipated development in the surrounding area.			
Improvement Type Interchange	Regionally Significant Yes	Capacity Adding Yes	Funding Source GDOT
Project Intent			

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

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	HB 170	TOTAL
2023	Right-of-Way	HB 170	\$0	\$0	\$0	\$1,909,000	\$1,909,000
2025	Utilities	HB 170	\$0	\$0	\$0	\$220,000	\$220,000
2025	Construction	HB 170	\$0	\$0	\$0	\$10,396,476	\$10,396,476
Auth	Pre-Engineering	HB 170	\$0	\$0	\$0	\$1,500,000	\$1,500,000
		TOTAL	\$0	\$0	\$0	\$14,025,476	\$14,025,476





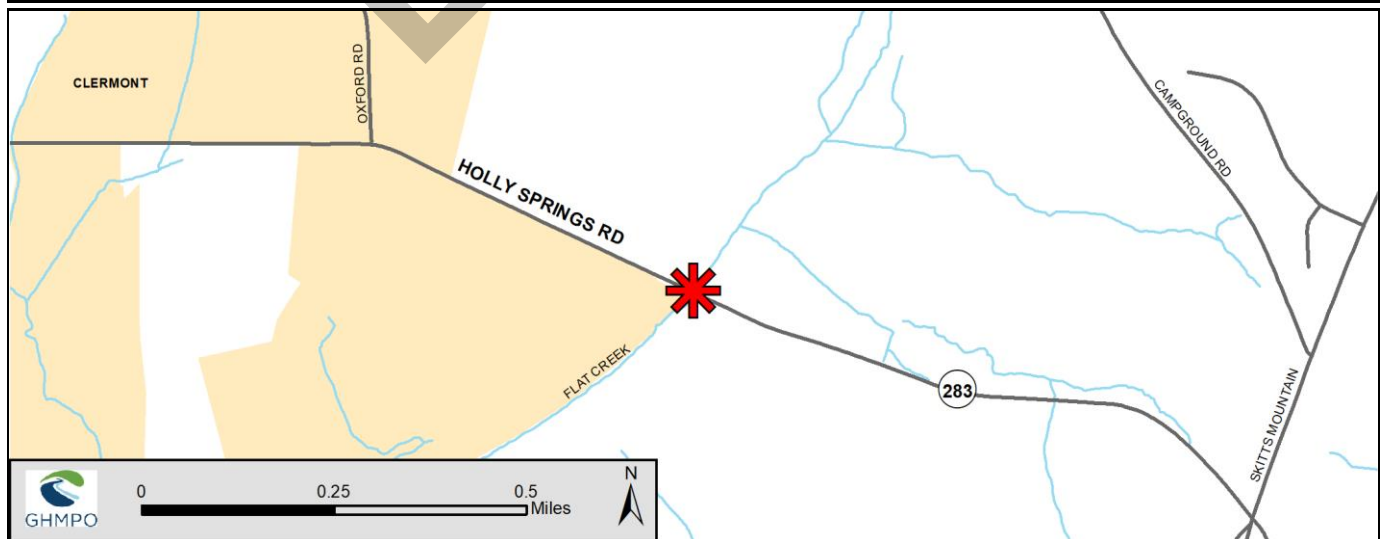
2024-2027 Transportation Improvement Program

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

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

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

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	HB 170	TOTAL
2023	Pre-Engineering	Y238	\$0	\$130,000	\$520,000	\$0	\$650,000
2025	Right-of-Way	Z232	\$0	\$50,000	\$200,000	\$0	\$250,000
2028	Utilities	Z232	\$0	\$17,119	\$68,474	\$0	\$85,593
2028	Construction	Z232	\$0	\$168,288	\$673,153	\$0	\$841,441
		TOTAL	\$0	\$365,407	\$1,461,627	\$0	\$1,827,034





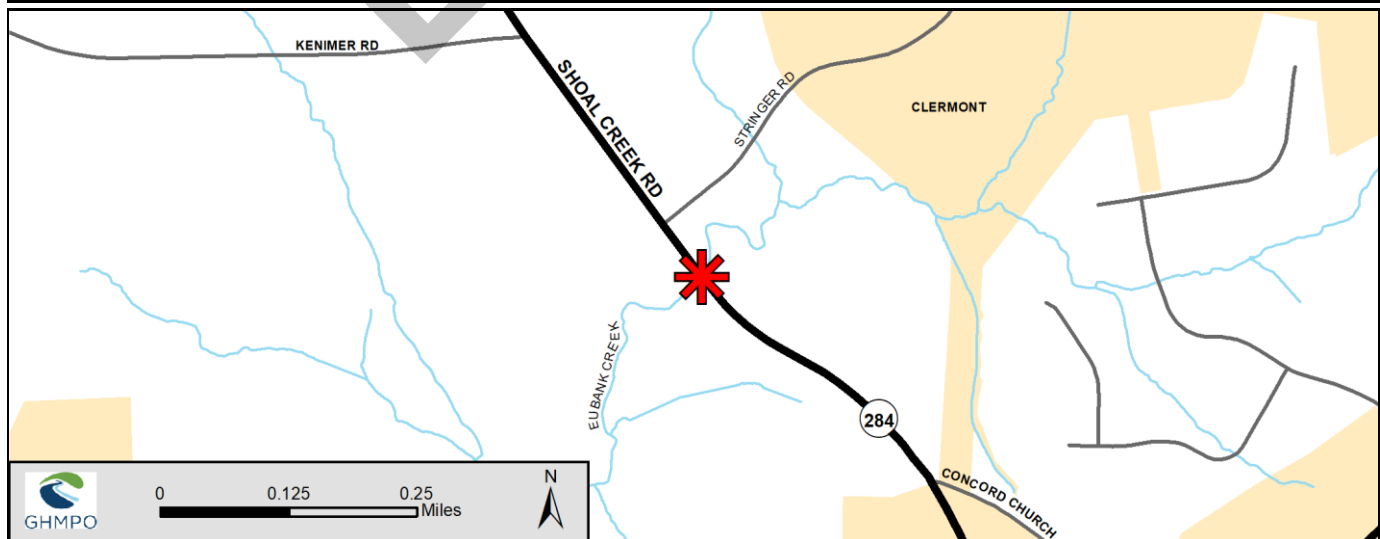
2024-2027 Transportation Improvement Program

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

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

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

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	HB 170	TOTAL
2023	Pre-Engineering	Y240	\$0	\$160,000	\$640,000	\$0	\$800,000
2026	Right-of-Way	Y110	\$0	\$65,000	\$260,000	\$0	\$325,000
2028	Construction	Y110	\$0	\$160,000	\$640,000	\$0	\$800,000
2028	Utilities	Y110	\$0	\$12,000	\$48,000	\$0	\$60,000
		TOTAL	\$0	\$397,000	\$1,588,000	\$0	\$1,985,000



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

Project Description

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

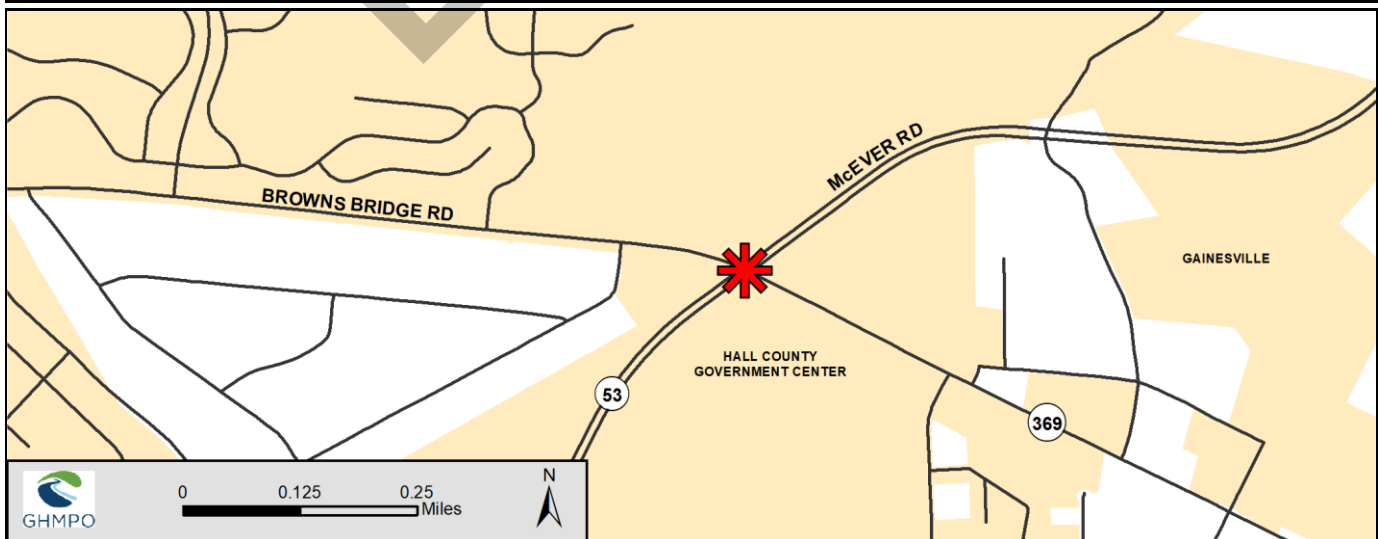
Improvement Type Intersection **Regionally Significant** Yes **Capacity Adding** No **Funding Source** GDOT

Project Intent

To improve intersection mobility

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

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	HB 170	TOTAL
2024	Construction	HB170	\$0	\$0	\$0	\$709,790	\$709,790
Auth	Pre-Engineering	HB170	\$0	\$0	\$0	\$575,000	\$575,000
		TOTAL	\$0	\$0	\$0	\$1,284,790	\$1,284,790



FY 2024-2027 Transportation Improvement Program

Appendix B: Transit Funding

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FY 2024-2027 Transportation Improvement Program

Appendix C: Public Comments

DRAFT

2024-2027 Transportation Improvement Program (TIP)

The public participation effort for the 2024-2027 Transportation Improvement Program (TIP) was uniquely designed to obtain local input through stakeholder discussions. Building on the experience of previous success in public outreach efforts, GHMPO developed a process consistent with the adopted Participation Plan to:

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

Throughout the TIP update process, opportunities for citizen input through staff, elected officials, and stakeholders have not only been encouraged but also institutionalized. The 2024-2027 TIP went through the minimum required public comment period, per the Participation Plan, before it was adopted by the GHMPO Policy Committee.

FY 2024-2027 Transportation Improvement Program

Appendix D: Lump Sum Narrative

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Lump Sum Funding

The Lump Sum projects program is intended to give DOT and MPOs flexibility to address projects of an immediate concern while fulfilling the requirements of the STIP. Funds are set up in lump sum banks to undertake improvements that emerge and are developed after the STIP is approved. These lump sum banks are listed for each year for managing and accounting for the funding. They can be found in the statewide or “All Counties” section of the STIP. Lump sum banks are shown in the STIP with the words “Lump Sum” in the project description and contain an amount of funding for each year. Individual projects are programmed, and funds are drawn from these lump sums during the year. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are the groups and information about them. Except for rights-of-way protective buying, the total available funds are shown as construction for easy accounting, but preliminary engineering and rights-of-way maybe drawn from this amount when required in that category.

Group: Transportation Alternative Program (TAP)

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

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

Group: Maintenance

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

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

Group: Lighting

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

Group: Rights of Way, Protective Buying, and Hardship Acquisitions

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

Group: Safety

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

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

Group: Operations

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

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

Group: Wetland Mitigation

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

Group: Low Impact Bridges

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

- The safety of the traveling public is of paramount importance. It is the intent of this program to reduce risk associated with structurally deficient, scour critical, temporarily

shored, or fracture critical structures.

- Second only to safety, the program will foster stewardship of Georgia's environmental and financial resources. Projects developed under the Program will seek to minimize the impact to the natural environment while providing long-term cost-effective engineering solutions.
- The Program will result in accelerated, streamlined delivery of all phases of the bridge replacement including, planning, design, environmental approval and construction.

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FY 2024-2027 Transportation Improvement Program

Appendix E: MPO Lump Sum Projects

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MPO Lump Sum Projects – Gainesville

Hall

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

Jackson

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

FY 2024-2027 Transportation Improvement Program

Appendix F: MPO Authorized Projects

MPO Authorized Projects - Gainesville

Barrow

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

Hall

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

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

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

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

Jackson

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

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

FY 2024-2027 Transportation Improvement Program

Appendix G: References

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

Abbreviations

AADT	Average Annual Daily Traffic
BBOND	State Bridge Bond Funds
CAC	Citizens Advisory Committee
CE	Categorical Exclusion
DOT	Department of Transportation
FAST	Fixing America's Surface Transportation Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GDOT	Georgia Department of Transportation
GHMPO	Gainesville-Hall Metropolitan Planning Organization
GHPA	Gainesville-Hall Planning Area
HB 170	State Funds
HRRR	High Risk Rural Roads
LOC	Local
L1C0	On/Off System Bridges Funds
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
Q10	On/Off System Bridges Funds
RPS9	Repurposed Federal Earmark Funds
RTP	Regional Transportation Plan
STIP	State Transportation Improvement Program
STP	State Transportation Plan
TAP	Transportation Alternatives Program
TE	Transportation Enhancement
TCC	Technical Coordinating Committee
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation

GDOT Project Phase 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

BBOND	State Bridge Bond Funds
HB 170	State Funds
L220	STP – Transportation Enhancement
L1C0	On/Off System Bridges
Q10	On/Off System Bridges
RPS9	Repurposed Federal Earmark Funds
Z001	National Highway Performance Program (NHPP)
Z002	National Highway Performance Program (NHPP) Exempt
Z231	STP - Areas with Population Over 5K to 200K
Z240	Surface Transportation Program (STP) Flex
Z400	Congestion Mitigation & Air Quality Improvement (CMAQ)
Z940	Recreational Trails Program (RTP)
ZS30	Highway Safety Improvement Program (HSIP)
ZS40	Railway-Highway - Hazard Elimination
ZS50	Railway-Highway - Protective Devices

Urbanized Area Formula Program: 5307

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated

area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Transportation for Elderly Persons and Persons with Disabilities (5310)

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

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

Formula Grants for Other than Urbanized Areas (5311)

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

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

FY 2024-2027 Transportation Improvement Program

Appendix H: Performance Management Targets

System Performance Report

Gainesville-Hall Metropolitan Planning Organization Transportation Improvement Program System Performance Report

Background

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012, the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, and the Infrastructure Investment and Jobs Act (IIJA) enacted in 2021, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).¹ This regulation implements the transportation planning and transportation performance management provisions of MAP-21, FAST Act, and the Infrastructure Investment and Jobs Act of 2021.

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

- In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after October 1, 2018, for transit asset measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures; and
- In any statewide or metropolitan transportation plan or program amended or adopted after July 20, 2021, for transit safety measures.

The Gainesville- Hall Metropolitan Planning Organization Fiscal Year (FY) 2021-2024 Transportation Improvement Program (TIP) was amended on November 15, 2022. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the Gainesville-Hall Metropolitan Planning Organization FY 2021-2024 TIP 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.

¹ 23 CFR 450.314

System Performance Report

Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures² to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

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

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. Current statewide safety targets address calendar year 2023 and are based on an anticipated five-year rolling average (2019-2023). Georgia statewide safety performance targets for 2023 are included in Table 1, along with statewide safety performance for the two most recent reporting periods³. The Gainesville-Hall Metropolitan Planning Organization adopted the Georgia statewide safety performance targets on February 12, 2019, and annually update the targets administratively.

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

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

Performance Measures	Georgia Statewide Performance (Five-Year Rolling Average 2015-2019)	Georgia Statewide Performance (Five-Year Rolling Average 2016-2020)	2023 Georgia Statewide Performance Target (Five-Year Rolling Average 2019-2023)
Number of Fatalities	1,505.0	1,551.4	1,680.00
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.194	1.238	1.360
Number of Serious Injuries	5,836.2	6,382.0	8,966.00
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	4.612	5.098	7.679
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	607.4	664.4	802.00

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 FY 2021-2024 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State

² 23 CFR Part 490, Subpart B

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

System Performance Report

and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), the current 2050 Georgia Statewide Transportation Plan (SWTRP), and the current Gainesville-Hall Metropolitan Planning Organization Regional Transportation Plan (RTP): 2020 Update.

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.
- The GDOT HSIP annual report provide for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The GDOT SWTRP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The Gainesville-Hall Metropolitan Planning Organization Regional Transportation Plan: 2020 Update increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The RTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards approved highway safety targets, the FY 2021-2024 TIP includes a number of key safety investments. A total of \$23,886,075.00 has been programmed in the FY 2021-2024 TIP to improve highway safety; averaging approximately \$5,971,518.75 per year.

System Performance Report

Pavement and Bridge Condition/PM2

Effective May 20, 2017, FHWA established performance measures to assess pavement condition⁴ and bridge condition⁵ 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.

⁴ 23 CFR Part 490, Subpart C

⁵ 23 CFR Part 490, Subpart D

System Performance Report

Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and ran 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 and current four-year performance period will cover 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 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.

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 establish four-year targets for each measure 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 current statewide two-year and four-year PM2 targets in December of 2022. The Gainesville-Hall Metropolitan Planning Organization adopted the Georgia statewide PM2 targets on February 21, 2023. Table 5 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before December of 2022, GDOT will provide FHWA a detailed report of pavement and bridge condition performance covering the period of January 1, 2018, to December 31, 2021. GDOT and the Gainesville-Hall Metropolitan Planning Organization will have the opportunity at that time to revisit the four-year PM2 targets.

System Performance Report

Table 5. Pavement and Bridge Condition/PM2 Performance and Targets

Performance Measures	Georgia Performance (Baseline)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
Percent of Interstate pavements in good condition	60%	≥50%	≥50%
Percent of Interstate pavements in poor condition	4%	≤5%	≤5%
Percent of non-Interstate NHS pavements in good condition	69.5%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	5.4%	≤12%	≤12%
Percent of NHS bridges (by deck area) in good condition	47.3%	≥50%	≥60%
Percent of NHS bridges (by deck area) in poor condition	1.1%	≤10%	≤10%

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 FY 2021-2024 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, Georgia's Transportation Asset Management Plan (TAMP), the Georgia Interstate Preservation Plan, the current 2050 Georgia Statewide Transportation Plan (SWTRP), and the Gainesville-Hall Metropolitan Planning Organization Regional Transportation Plan (RTP): 2020 Update.

- MAP-21 requires GDOT to develop a TAMP for all NHS pavements and bridges within the state. The Infrastructure Investment and Jobs Act (IIJA) continues these requirements. GDOT's TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of GDOT's statewide pavement and bridge condition targets.
- 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 GDOT SWTRP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The Gainesville-Hall Metropolitan Planning Organization Regional Transportation Plan: 2020 Update addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements. The RTP goal stating "Take steps to continually monitor and maintain the transportation system" specifically highlights the steps that will be taken to keep pavement condition and bridge sufficiency rating in good standing.

To support progress towards GDOT's statewide PM2 targets, the FY 2021-2024 TIP includes a number of investments that will maintain pavement and bridge condition performance.

System Performance Report

Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, new bridge and pavement capacity, and system resiliency projects that improve NHS bridge components (e.g., upgrading culverts).

A total of \$21,720,240.00 for bridges has been programmed in the FY 2021-2024 TIP to improve conditions; averaging approximately \$5,430,060.00 per year.

DRAFT

System Performance Report

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

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System⁶, freight movement on the Interstate system⁷, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program⁸. 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).

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 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.

⁶ 23 CFR Part 490, Subpart E

⁷ 23 CFR Part 490, Subpart F

⁸ 23 CFR Part 490, Subparts G and H

System Performance Report

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 one million, 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.⁹

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 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

⁹ 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.

System Performance Report

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 to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second and current four-year performance period covers 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.

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 in December 2022. The Gainesville-Hall Metropolitan Planning Organization 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.

On or before December 2022, GDOT will provide FHWA a detailed report of PM3 performance covering the period of January 1, 2018, to December 31, 2021. GDOT and the Gainesville-Hall Metropolitan Planning Organization will have the opportunity at that time to revisit the four-year PM3 targets.

System Performance Report

Table 6. System Performance/Freight Movement/CMAQ (PM3) Performance and Targets

Performance Measure	Georgia Performance (Baseline)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
Percent of person-miles on the Interstate system that are reliable	80.2%	73.9%	68.4%
Percent of person-miles on the non-Interstate NHS that are reliable	-	87.3	85.3%
Truck Travel Time Reliability Index	1.44	1.62	1.65
Annual hours of peak hour excessive delay per capita (PHED)	20.4 hours	23.7 hours	27.2 hours
Percent Non-SOV travel	22.1%	22.7%	22.7%
CMAQ VOC Cumulative Emission Reductions	839,000 kg/day	157,200 kg/day	257,100 kg/day
CMAQ NOx Cumulative Emission Reductions	1,594,000 kg/day	510,900 kg/day	904,200 kg/day

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 FY 2021-2024 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Statewide Freight and Logistics Action Plan, the current 2050 Georgia Statewide Transportation Plan (SWTRP), and the Gainesville-Hall Metropolitan Planning Organization Regional Transportation Plan (RTP): 2020 Update.

- GDOT's Statewide Freight and Logistics Action Plan defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance Georgia's highway freight mobility well into the future. The Plan identifies freight needs and the criteria Georgia will use to determine investments in freight, and prioritizes freight investments across modes.
- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The Gainesville-Hall Metropolitan Planning Organization RTP: 2020 Update addresses reliability, freight movement, congestion, and emissions and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements.

The Gainesville-Hall Metropolitan Planning Organization 2020 RTP contains goals that relate to these performance targets, such as:

- Take steps to continually monitor and maintain the transportation system.

System Performance Report

- Develop a transportation system that conserves energy, promotes the attainment of air quality standards, protects the natural environment, and minimizes adverse impacts
- Provide a transportation system that provides for the movement of people and goods safely and efficiently and advances the region's economic competitiveness

In addition to the RTP, the Gainesville-Hall Metropolitan Planning Organization produced and adopted a Regional Freight Study in 2018 which explored existing freight infrastructure in the region and recommended a list of freight-specific projects for future plan updates.

To support progress towards GDOT's statewide PM3 targets, the FY 2021-2024 TIP devotes a significant amount of resources to projects that will address passenger and highway freight reliability and delay.

A total of \$46,250,041.00 has been programmed in the FY 2021-2024 TIP to address system performance; averaging approximately \$11,562,510.25 per year.

A total of \$4,393,726.00 has been programmed in the FY 2021-2024 TIP to address truck travel time reliability; averaging approximately \$1,098,431.50 per year.

A total of \$38,016,092.00 has been programmed in the FY 2021-2024 TIP to address congestion mitigation and air quality; averaging approximately \$9,504,023.00 per year.

Performance Management Targets



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ghmpo.org

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

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

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization (GHMPO), in coordination with the Federal Highway Administration, Federal Transit Administration, and the Georgia Department of Transportation (GDOT), has reviewed the requirement to adopt PM1 (Safety), PM 2 (Bridge and Pavement), and PM 3 (National Highway System, Freight, and CMAQ) Performance Management Targets for use in the transportation process; and

WHEREAS, the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC) at their meetings on February 15, 2023 and February 16, 2023, respectively, recommended that GHMPO support the Bridge and Pavement Performance Management Targets approved by GDOT as follows:

PM 1 Targets for 2023

GHMPO supports the following Safety Performance Management Targets approved by the Georgia Department of Transportation for calendar year 2023:

- **Number of Fatalities: 1,680**
 - To maintain the 5-year moving average traffic fatalities under the projected 1,680 (2019-2023) 5-year average by December 2023
- **Number of Serious Injuries: 8,966**
 - To maintain the 5-year moving average serious traffic injuries under the projected 8,966 (2019-2023) 5-year average by December 2023
- **Fatality Rate: 1.36**
 - To maintain the 5-year moving average traffic fatalities per 100 million vehicle miles traveled under the projected 1.36 (2019-2023) 5-year average by December 2023
- **Serious Injury Rate: 7.679**
 - To reduce the 5-year moving average serious traffic injuries for every 100 million vehicle miles traveled under the projected 7.679 (2019-2023) 5-year average by December 2023
- **Total Number of Non-Motorized Fatalities and Serious Injuries: 802**
 - To maintain the 5-year moving average non-motorized fatalities and serious injuries under the projected 802 (2019 – 2023 rolling average) by December 2023

Performance Management Targets



GAINESVILLE-HALL
Metropolitan Planning Organization

2875 Browns Bridge Road
Gainesville, GA 30504
Tel: 770.297.2625
Fax: 770.531.3902
ghmpo.org

PM 2 Targets

Table 1 Bridge Level of Service Measure

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

Table 2 Pavement Level of Services

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

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

Performance Management Targets



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PM 3 Targets

Summary of the PM 3 Performance Measures

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

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

PM 3 Targets

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

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

Performance Management Targets



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

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

Lamar Scroggs
Mayor Lamar Scroggs, Chair
Policy Committee

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

[Signature]
Notary Public

My commission expires 1-22-24



Transit Asset Management Targets



Gainesville - Hall Metropolitan Planning Organization

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

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

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

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

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

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

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

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

Transit Asset Management 2019-2022 Performance Targets:

*2875 Browns Bridge Road
Gainesville, Georgia 30504*

*(770) 297-2625
www.ghmpo.org*

Transit Asset Management Targets



Gainesville - Hall Metropolitan Planning Organization

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

¹ For facilities, number below 3.0 TERM rating is used

² Refers to vehicle type, not type of service operated

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

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

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


 Mayor Mike Miller, Chair
 Policy Committee

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


 Notary Public

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

My commission expires 7/31/2022

2875 Browns Bridge Road
 Gainesville, Georgia 30504

(770) 297-2625
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Citizens Advisory Committee

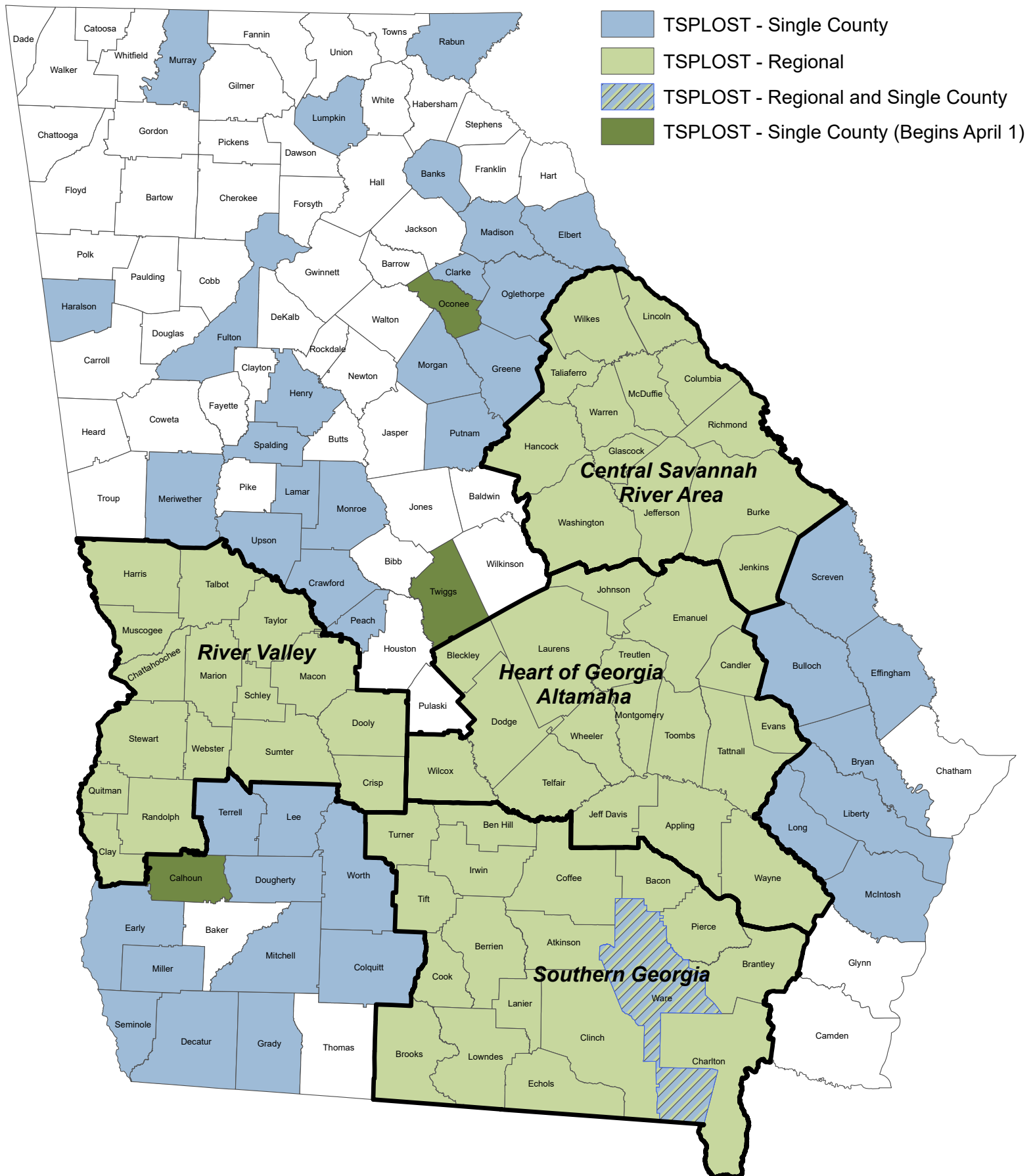
Thursday, April 27, 4:00 PM

**HR Training Room, Second Floor, Hall County Government Center
2875 Browns Bridge Road, Gainesville, GA 30504**

AGENDA

- 1. Welcome – Renee Gerrell, Chair**
- 2. Approval of February 16, 2023 Meeting Minutes**
- 3. Recommend Approval of Draft Amendment #1 to the FY 2024 Unified Planning Work Program (UPWP)**
 - Michael Haire, GHMPO
- 4. First Review of Draft FY 2024-2027 Transportation Improvement Program (TIP)**
 - Michael Haire, GHMPO
- 5. Other**
 - TSPLOST Discussion
 - Railroad Crossing Maintenance Discussion
 - Update from the Trails Subcommittee
 - Update from the McEver Road Subcommittee
 - MTP/Bike & Pedestrian Plan Updates
- 6. TCC Agency Reports**
- 7. Public Comment**
- 8. Upcoming Meeting Date: July 27, 2023**
- 9. Adjourn**

Georgia Counties Collecting TSPLOST



*Calhoun, Oconee and Twiggs County will begin TSPLOST Collections on April 1, 2023.

Updated: January 2023

Citizens Advisory Committee

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**Technical Coordinating Committee
Jurisdiction and Agency Reports
April 19, 2023**

City of Gainesville – Mr. Tarver

- The City Park roundabout is currently under construction.

Town of Braselton – Ms. Scott

- SR 211 widening is currently underway.
- Right of way acquisition is underway on the sidewalk additions along Davis Street and Pinecrest Lane

Hall Area Transit (HAT) – Ms. Moss

- Hall Area Transit was recently awarded a grant of almost \$200,000 that will allow them to purchase an entirely new trolley.

Hall County – Mr. Miller and Mr. Nash

- The Lights Ferry roundabout has been put out to bid, with Hall County proceeding with construction and utilities.
- Design for the Sardis Road Connector is ongoing, with final GDOT review of design expected in summer of 2023.
- The White Sulphur Road realignment project design is substantially complete and right-of-way acquisition cost estimates are currently being developed.
- Hall County is currently updating the Comprehensive Plan and has several public input opportunities coming up this spring. Contact Hall County Planning and Development with further questions.

Citizens Advisory Committee

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