

Technical Coordinating Committee

Wednesday, October 18th, 2023, 10:30 AM
Banquet Hall, 4th Floor, Hall County Government Center
2875 Browns Bridge Road, Gainesville, GA 30504

AGENDA

- 1. Welcome – Adam Hazell, Chair**
- 2. Approval of July 19, 2023 Meeting Minutes**
- 3. Recommend Approval of Draft Amendment #1 to the FY 2024-2027 Transportation Improvement Program (TIP)**
 - Joseph Boyd, GHMPO
- 4. Recommend Approval of Draft PM1 Safety Targets for FY 2024**
 - Michael Haire, GHMPO
- 5. First Review of Draft FY 2025 Unified Planning Work Program (UPWP)**
 - Joseph Boyd, GHMPO
- 6. Presentation on Base Year 2020 SE Data for the Metropolitan Transportation Plan (MTP): 2025 Update**
 - Michael Haire, GHMPO
- 7. 2022 Crash Profiles for Hall and Jackson Counties**
 - Michael Haire, GHMPO
- 8. Update on GDOT's Carbon Reduction Strategy (CRS)**
 - Brandon North, GDOT Office of Planning

9. Other

- Update from the Trails Subcommittee
- Update from the McEver Road Subcommittee

10. Jurisdiction and Agency Reports

- City of Flowery Branch
- City of Gainesville
- City of Oakwood
- City of Buford
- Town of Braselton
- Federal Highway Administration
- Georgia Department of Transportation
- Georgia Mountains Regional Commission
- Northeast Georgia Regional Commission
- Hall Area Transit
- Hall County
- Jackson County

11. Public Comment

12. Upcoming Meeting Date: January 24, 2024

13. Adjourn

Technical Coordinating Committee

Wednesday, October 18th, 2023, 10:30 AM
Banquet Hall, 4th Floor, Hall County Government Center
2875 Browns Bridge Road, Gainesville, GA 30504

AGENDA

- 1. Welcome – Adam Hazell, Chair**
- 2. Approval of July 19, 2023 Meeting Minutes**
- 3. Recommend Approval of Draft Amendment #1 to the FY 2024-2027 Transportation Improvement Program (TIP)**
 - Joseph Boyd, GHMPO
- 4. Recommend Approval of Draft PM1 Safety Targets for FY 2024**
 - Michael Haire, GHMPO
- 5. First Review of Draft FY 2025 Unified Planning Work Program (UPWP)**
 - Joseph Boyd, GHMPO
- 6. Presentation on Base Year 2020 SE Data for the Metropolitan Transportation Plan (MTP): 2025 Update**
 - Michael Haire, GHMPO
- 7. 2022 Crash Profiles for Hall and Jackson Counties**
 - Michael Haire, GHMPO
- 8. Update on GDOT's Carbon Reduction Strategy (CRS)**
 - Brandon North, GDOT Office of Planning

Technical Coordinating Committee

**Banquet Hall, 4th Floor, Hall County Government Center
Draft Minutes of July 19, 2023 Meeting**

Voting Members Present:

Adam Hazell, GMRC, Chair
Gina Roy, Jackson County, Vice-Chair
Corey Jones, City of Gainesville
Matt Tarver, City of Gainesville
Dan Branch, City of Buford
Dan Schultz, City of Oakwood
Jennifer Scott, Town of Braselton
Phillippa Lewis Moss, Hall Area Transit
Jomar Pastorelle, GDOT
Justin Lott, GDOT
Joseph Boyd, GHMPO

Voting Members Absent:

Srikanth Yamala, Hall County
Bill Nash, Hall County
Frank Miller, Hall County
Angela Sheppard, City of Gainesville
Rich Atkinson, City of Flowery Branch

Others Present:

Jared Lombard, FHWA
Mark Beatty, NEGR
Shelly Ramey, GDOT

Elizabeth Johnson, GDOT
Michael Haire, GHMPO

1. Welcome – Adam Hazell, Chair

Mr. Hazell opened the meeting at 10:31 AM.

2. Election of TCC Chair and Vice Chair for FY 2024

MOTION: Ms. Moss made a motion to re-elect Mr. Hazell and Ms. Roy to the positions of Chair and Vice-Chair, with a second from Ms. Scott, and the motion passed by unanimous vote.

3. Approval of April 19, 2023 Meeting Minutes

MOTION: Ms. Scott made a motion to approve of the April 19, 2023 meeting minutes, which received a second from Mr. Branch, and the motion passed by unanimous vote.

4. Update on GHMPO's Designation as a Transportation Management Area (TMA)

Mr. Boyd provided a brief update on GHMPO's transition to a Transportation Management Area (TMA). In the previous round of GHMPO committee meetings, MPO and FHWA staff discussed GHMPO's designation as a TMA as the population crossed the 200,000 threshold as a result of the 2020 Census. As a TMA, GHMPO would be able to access increased funding and exercise more local control over the selection of transportation projects.

The 2020 Census revealed that the Gainesville Urbanized Area had expanded into Forsyth County, with a portion of the county moving over from the Atlanta Urbanized Area. The Atlanta Regional Commission (ARC) noticed potential errors in the Census Bureau's methodology, and requested an investigation from the Bureau.

Mr. Boyd explained that the Census Bureau has confirmed that there was indeed an error in methodology, and the Gainesville Urbanized Area will not be extending into Forsyth County. Additionally, the Bureau confirmed that there would not be additional growth in Hall or Jackson Counties. Therefore, the Gainesville Urbanized Area will have a total population of 164,365, and will no longer be transitioning into a TMA.

Mr. Boyd received questions from Ms. Moss and Ms. Roy asking about the positive and negative impacts of the TMA designation being rescinded. Mr. Boyd explained that GHMPO will maintain the current status quo and will not experience any impacts to current operations, although GHMPO will not be able to access the increased funding opportunities that would come with becoming a TMA.

5. Recommend Approval of Hall Area Transit's Zero Emission Vehicle Transition Plan

Ms. Moss introduced the Zero Emission Vehicle Transition Plan and provided an overview of the purpose, recommendations, and key findings made in the report. The Federal Transit Administration requires six key elements be included in a transition plan:

- Long-Term Fleet Management
- Address Current and Future Resources
- Consider Policy and Legislation
- Evaluate Existing and Future Facilities
- Explore Partnerships with Alternative Fuel Providers
- Examine the Impact on Existing Workforce

Ms. Moss briefly explained the key findings the consultant found for all six elements and explained that once the plan is adopted, Hall Area Transit plans to begin acquiring low/zero emission vehicles.

MOTION: Ms. Roy made a motion to approve of Hall Area Transit’s Zero Emission Vehicle Transition Plan, which received a second from Mr. Branch, and the motion passed by unanimous vote.

6. Recommend Approval of the Draft FY 2024-2027 Transportation Improvement Program (TIP)

Mr. Haire discussed the newest draft of the FY 2024-2027 Transportation Improvement Program, which includes feedback from local, state, and federal partners. Mr. Haire explained that this draft includes updated and corrected funding for Hall Area Transit for FY 2024-2027 in Appendix B of the document, as well as an updated System Performance Report in Appendix H of the document. Mr. Haire advised the committee that the funding amounts and timeline for the second phase of the widening of Spout Springs are not final and will likely be revised through an amendment after adoption. Additionally, the third phase of the State Route 211 widening (State Route 53 to Friendship Road) was removed from the plan due to the right-of-way phase being moved to 2028, which is outside of the TIP program years.

Mr. Haire discussed several of the project updates that are new with this draft of the document, and briefly discussed the timeline for the Green Street Corridor project with Mr. Boyd and Mr. Tarver.

MOTION: Ms. Scott made a motion to recommend approval of Draft FY 2024-2027 Transportation Improvement Program, which received a second from Mr. Tarver, and the motion passed by unanimous vote.

7. Recommend Approval of Draft Amendment #2 to the FY 2024 Unified Planning Work Program (UPWP)

Mr. Haire introduced Draft Amendment #2 to the FY 2024 Unified Planning Work Program. Mr. Haire explained that the City of Flowery Branch recently approached GHMPO about the possibility of commissioning a Flowery Branch Downtown Parking and Mobility Study in order to respond to the growth that downtown Flowery Branch is experiencing. This amendment would update Sub-Element 4.5 – “MTP/Bike and Ped Plan Update/Special Transportation Studies” to include the intent to develop this plan. The plan would analyze optimal locations to install parking infrastructure, provide an implementation plan, and analyze alternatives for a road diet in order to better direct the growing downtown traffic. This is not expected to require any additional funds beyond what is already programmed for Sub-Element 4.5. Flowery Branch will be providing a 20% cash match.

MOTION: Mr. Branch made a motion to recommend approval of Draft Amendment #2 to the FY 2024 Unified Planning Work Program, which received a second from Ms. Scott, and the motion passed by unanimous vote.

8. Other

Mr. Boyd provided brief updates from the TCC Trails Subcommittee. Staff attended the grand opening of the Tumbling Creek Trail on Thursday, July 13th. The next trail under development is the

Gainesville Airport Connector Trail, which is currently under design. The town of Braselton is also finalizing design on an extension of the Braselton LifePath on Thompson Mill Road in Gwinnett County, and right-of-way acquisition is scheduled to begin in the next month. Mr. Boyd also provided brief updates from the TCC McEver Road Subcommittee. Hall County has put the roundabout project on McEver Road at Lights Ferry Road out for bid, and Flowery Branch is moving forward with design on a roundabout at McEver Road and Gaines Ferry. Additionally, a portion of McEver Road is included as a potential project if TSPLOST were to be approved at the November 2023 referendum.

Mr. Haire provided a status update on the Metropolitan Transportation Plan: 2025 Update and the Bicycle and Pedestrian Plan Update. GHMPO, alongside the Selection Committee, has selected RS&H for this project. The contract was approved by the Hall County Board of Commissioners on Thursday, July 13th, and GHMPO staff will meet with RS&H on Thursday, July 20th to kick-off the project.

9. Jurisdiction and Agency Reports

Representatives shared the status of projects being completed by their jurisdictions: Mr. Tarver for the City of Gainesville, Mr. Branch for the City of Buford, Ms. Scott for the Town of Braselton, Mr. Lombard for the Federal Highway Administration, Mr. Lott for the Georgia Department of Transportation, Ms. Moss for Hall Area Transit, Mr. Boyd for Hall County, and Ms. Roy for Jackson County.

10. Public Comment

There were no public comments.

11. Upcoming Meeting Date: October 18, 2023

Mr. Hazell reminded the committee of the upcoming TCC meeting on October 18, 2023.

12. Adjourn

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

Adam Hazell, Chair

Michael Haire, GHMPO

Technical Coordinating Committee

Wednesday, October 18th, 2023, 10:30 AM
Banquet Hall, 4th Floor, Hall County Government Center
2875 Browns Bridge Road, Gainesville, GA 30504

AGENDA

- 1. Welcome – Adam Hazell, Chair**
- 2. Approval of July 19, 2023 Meeting Minutes**
- 3. Recommend Approval of Draft Amendment #1 to the FY 2024-2027 Transportation Improvement Program (TIP)**
 - Joseph Boyd, GHMPO
- 4. Recommend Approval of Draft PM1 Safety Targets for FY 2024**
 - Michael Haire, GHMPO
- 5. First Review of Draft FY 2025 Unified Planning Work Program (UPWP)**
 - Joseph Boyd, GHMPO
- 6. Presentation on Base Year 2020 SE Data for the Metropolitan Transportation Plan (MTP): 2025 Update**
 - Michael Haire, GHMPO
- 7. 2022 Crash Profiles for Hall and Jackson Counties**
 - Michael Haire, GHMPO
- 8. Update on GDOT's Carbon Reduction Strategy (CRS)**
 - Brandon North, GDOT Office of Planning

MEMORANDUM

To: Technical Coordinating Committee Members

From: Joseph Boyd, GHMPO

Date: October 11, 2023

Re: Recommend Approval of Draft Amendment #1 to the FY 2024-2027 Transportation Improvement Program (TIP)

The FY 2024-2027 Transportation Improvement Program was adopted by the Policy Committee on August 8, 2023. GHMPO, in partnership and consultation with the Georgia Department of Transportation, has developed Amendment #1 to the FY 2024-2027 Transportation Improvement Program, which will retroactively adjust some funding amounts for past project phases prior to the TIP program years, while also adding two new projects to the TIP with funding within the TIP program years. The updates being made to the Transportation Improvement Program are listed below:

- **FUNDING UPDATE: GH-20A / GDOT No. 122060 – State Route 11/Cleveland Highway Widening from Lakeview Street to South of Nopone Street (Phase I):**
 - PE – FY 1992 has been authorized with the total amount of \$6,361,744.07 with 33E funds
 - ROW – FY 2000 has been authorized with the total amount of \$646,700.00 with RZ funds
 - ROW- FY 2017 has been authorized with the total amount of \$290,000.00 with Z001 from Lump Sum Program
- **NEW PROJECT: GH-038 / GDOT No. 132610 – State Route 60/Thompson Bridge Road Widening from State Route 136/Price Road to Yellow Creek Road in Murrayville**
 - PE – FY 1992 has been authorized with the total amount of \$6,361,744.07 with 33E funds
 - ROW – FY 2000 has been authorized with the total amount of \$646,700.00 with RZ funds
 - ROW- FY 2017 has been authorized with the total amount of \$290,000.00 with Z001 from Lump Sum Program
- **NEW PROJECT: GH-130 / GDOT No. 0013762 – State Route 60/Thompson Bridge Road Widening from Yellow Creek Road in Hall County to SR 400 in Lumpkin County**
 - PE – FY 1992 has been authorized with the total amount of \$6,361,744.07 with 33E funds
 - ROW – FY 2000 has been authorized with the total amount of \$646,700.00 with RZ funds
 - ROW- FY 2017 has been authorized with the total amount of \$290,000.00 with Z001 from Lump Sum Program

RECOMMENDED ACTION: **Recommend Approval of Draft Amendment #1 to the FY 2024-2027 Transportation Improvement Program (TIP)**

Attachment: Draft Amendment #1 to the FY 2024-2027 TIP

BEFORE AMENDMENT #1

2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

8/21/2023

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				\$36,638										\$2,193						
GH-020A	122060	SR 11/US 129 from Lakeview Street to S of Nopone Rd - Phase I									\$47,173	\$2,103										
GH-020B	0016862	SR 11/US 129 from Brittany Court to S of Lakeview St - Phase II							\$1,500													
GH-020C	0016863	SR 11/US 129 from Limestone Parkway to N of Brittany Court - Phase III												\$1,500								
GH-023B	0015280	Spout Springs Road Widening from Union Circle to South of SR 347 - Phase II																		\$26,492	\$3,669	
GH-119	0015551	SR 60/Thompson Bridge Road at Chattahoochee River				\$101																
GH-121	0017392	Green Street Improvements				\$5,110										\$14,857	\$1,507					
GH-124	0015702	SR 53/Dawsonville Hwy from Ahaluna Dr to Shallowford Road					\$3,282	\$70														
GH-126	0015918	SR 60/Green Street at CS 898/Academy Street					\$2,255	\$425														
GH-133	0016074	SR 365/Cornelia Hwy at YMCA Drive/Lanier Tech Drive - New Interchange					\$15,884	\$585														
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					\$750															
TOTAL			\$0	\$0	\$5,211	\$58,809	\$1,080	\$0	\$1,500	\$250	\$47,173	\$2,103	\$0	\$1,500	\$325	\$14,857	\$3,700	\$0	\$0	\$0	\$26,492	\$3,669

FY 2024-2027	\$ Thousands
SCP	\$0
PE	\$3,000
ROW	\$5,786
CST	\$147,331
UTL	\$10,551
TOTAL	\$166,668

BEFORE AMENDMENT #1

**GAINESVILLE
TOTAL EXPECTED HIGHWAY
STIP FUNDS
(MATCHED)
FY 2024 - FY 2027**

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	\$ -	\$ -	\$ 2,193,280.29	\$ 30,161,208.00	\$ 32,354,488.29
State	HB170	HB170	\$ 58,694,292.00	\$ 50,775,820.00	\$ 17,863,827.00	\$ -	\$ 127,333,939.00
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			\$ 69,805,289.00	\$ 61,864,673.00	\$ 31,220,960.29	\$ 41,000,061.00	\$ 203,890,983.29

AFTER AMENDMENT #1

2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

11/14/2023

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				\$36,638											\$2,193					
GH-020A	122060	SR 11/US 129 from Lakeview Street to S of Nopone Rd - Phase I									\$47,173	\$2,103										
GH-020B	0016862	SR 11/US 129 from Brittany Court to S of Lakeview St - Phase II							\$1,500													
GH-020C	0016863	SR 11/US 129 from Limestone Parkway to N of Brittany Court - Phase III												\$1,500								
GH-023B	0015280	Spout Springs Road Widening from Union Circle to South of SR 347 - Phase II																			\$26,492	\$3,669
GH-038	132610	SR 60/Thompson Bridge Road - SR 136/Price Road to Yellow Creek Road in Murrayville																		\$25,937		
GH-119	0015551	SR 60/Thompson Bridge Road at Chattahoochee River			\$101																	
GH-121	0017392	Green Street Improvements			\$5,110											\$14,857	\$1,507					
GH-124	0015702	SR 53/Dawsonville Hwy from Ahaluna Dr to Shallowford Road				\$3,282	\$70															
GH-126	0015918	SR 60/Green Street at CS 898/Academy Street				\$2,255	\$425															
GH-130	0013762	SR 60/Thompson Bridge Road from SR 400/Lumpkin to Yellow Creek Road/Hall						\$500											\$2,393			
GH-133	0016074	SR 365/Cornelia Hwy at YMCA Drive/Lanier Tech Drive - New Interchange				\$15,884	\$585															
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				\$750																
		TOTAL	\$0	\$0	\$5,211	\$58,809	\$1,080	\$500	\$1,500	\$250	\$47,173	\$2,103	\$0	\$1,500	\$325	\$14,857	\$3,700	\$0	\$2,393	\$25,937	\$26,492	\$3,669

FY 2024-2027	\$ Thousands
SCP	\$500
PE	\$5,393
ROW	\$31,723
CST	\$147,331
UTL	\$10,551
TOTAL	\$195,498

AFTER AMENDMENT #1

**GAINESVILLE
TOTAL EXPECTED HIGHWAY
STIP FUNDS
(MATCHED)
FY 2024 - FY 2027**

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 (IJA)	\$ 453,696.00	\$ 753,195.00	\$ 753,195.00	\$ 753,195.00	\$ 2,713,281.00
BFP	Y110	BRIDGE FORMULA PROGRAM	\$ -	\$ -	\$ 325,000.00	\$ -	\$ 325,000.00
Local	LOC	LOCAL FUNDING	\$ -	\$ -	\$ 2,193,280.29	\$ 30,161,208.00	\$ 32,354,488.29
State	HB170	HB170	\$ 58,694,292.00	\$ 51,275,820.00	\$ 17,863,827.00	\$ 30,435,343.17	\$ 158,269,282.17
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			\$ 69,805,289.00	\$ 62,364,673.00	\$ 31,220,960.29	\$ 71,435,404.17	\$ 234,826,326.46



NEW PROJECT WORKSHEET

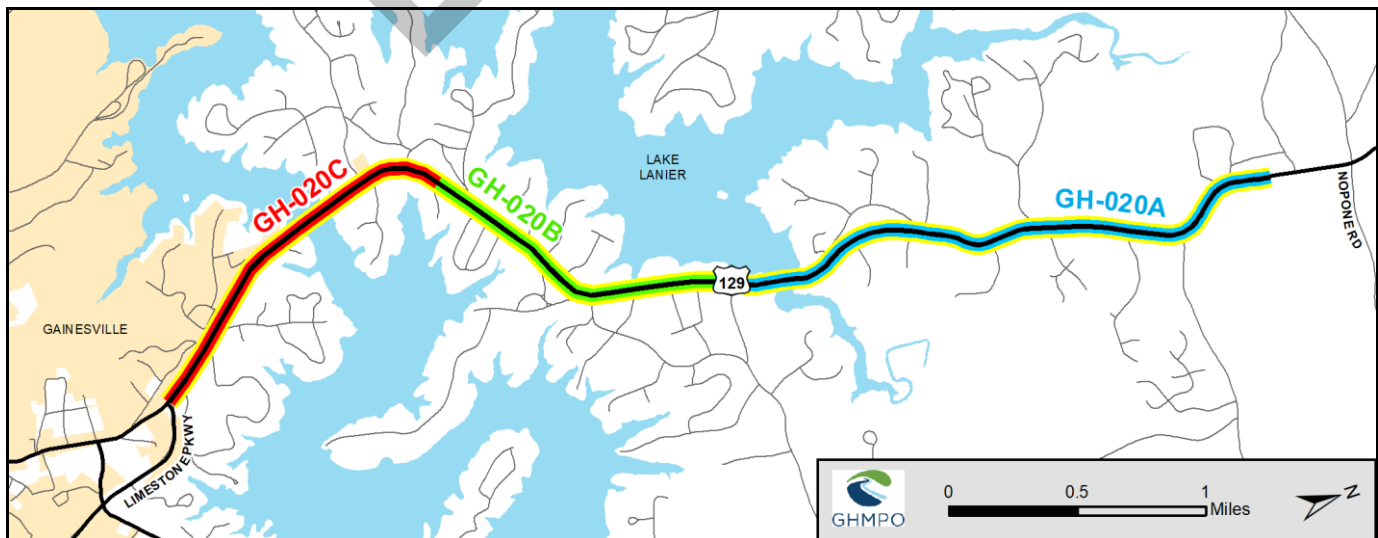
2024-2027 Transportation Improvement Program

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 US 129 / 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 2027

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	HB 170	TOTAL
2025	Construction	HB 170	\$0	\$0	\$0	\$47,173,294	\$47,173,294
2025	Utilities	HB 170	\$0	\$0	\$0	\$2,102,526	\$2,102,526
Auth.	Right-of-Way	HB 170	\$0	\$0	\$0	\$18,390,000	\$18,390,000
Auth.	Pre-Engineering	33E	\$0	\$0	\$63,617,443	\$0	\$63,617,443
Auth.	Right-of-Way	RZ	\$0	\$0	\$646,700	\$0	\$646,700
Auth.	Right-of-Way	Z001	\$0	\$0	\$290,000	\$0	\$290,000
		TOTAL	\$0	\$0	\$64,554,143	\$67,665,820	\$132,219,963





NEW PROJECT WORKSHEET

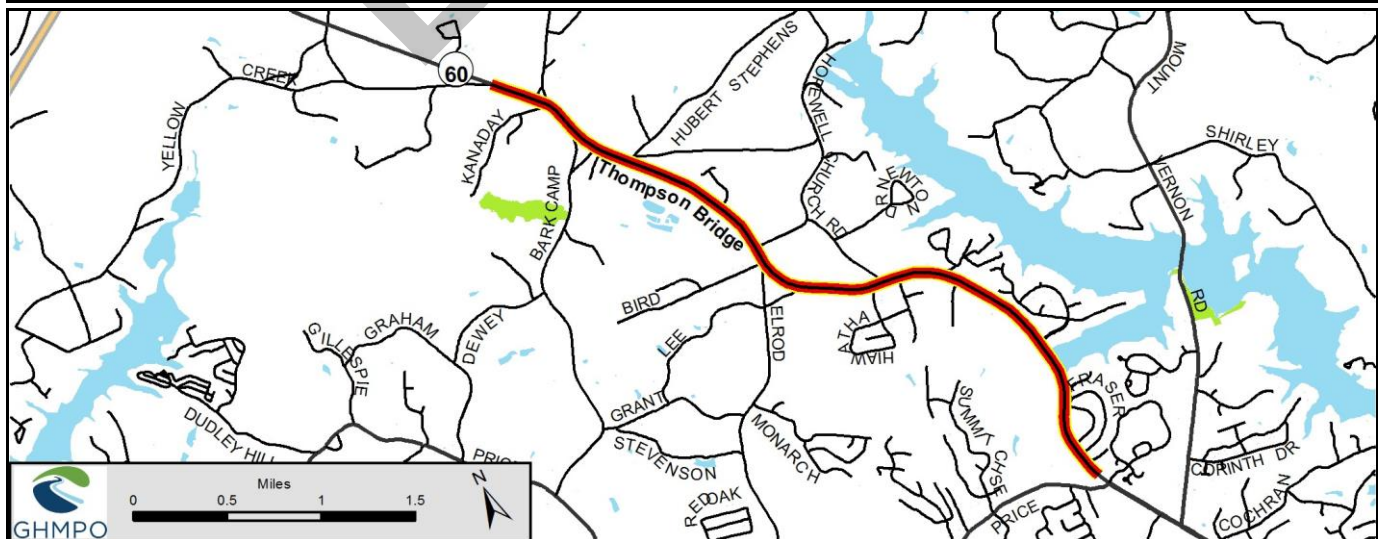
2024-2027 Transportation Improvement Program

Project Name SR 60/Thompson Bridge Road - SR 136/Price Road to Yellow Creek Road in Murrayville	GHMPO No. GH-038	GDOT No. 132610
	County Hall	City Gainesville
Local Rd. Name Thompson Bridge Road	GDOT District 1	Cong. District 9
US/State Rd. Name State Route 60	Map ID 38	RC GMRC

Project Description The widening from two to four lanes of SR 60/Thompson Bridge Road from SR 136/Price Road to Yellow Creek Road in Murrayville.			
Improvement Type Widening	Regionally Significant Yes	Capacity Adding Yes	Funding Source GDOT
Project Intent This widening will allow for greater access to the northwest of the county and into Lumpkin County.			

Project Termini From SR 136/Price Road To Yellow Creek Road	Length (miles) 4.3	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Bike lanes recommended	Exist. Vol. 10,800 (2015)	Design Vol. 22,990 (2040)
Connectivity Widening of SR 136/Price Road		
Network Year 2040	LRTP Project Tier: Band 3 (2031-2040)	Open to Traffic Date 2032

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	HB 170	TOTAL
Auth.	Pre-Engineering	HB 170	\$0	\$0	\$0	\$5,739,120	\$5,739,120
2027	Right-of-Way	HB 170	\$0	\$0	\$0	\$25,937,239	\$25,937,239
2030	Construction	HB 170	\$0	\$0	\$0	\$50,382,208	\$50,382,208
2030	Utilities	HB 170	\$0	\$0	\$0	\$4,498,104	\$4,498,104
Auth.	Pre-Engineering	Q24	\$0	\$0	\$8,737,154	\$0	\$8,737,154
		TOTAL	\$0	\$0	\$8,737,154	\$86,556,671	\$95,293,825





NEW PROJECT WORKSHEET

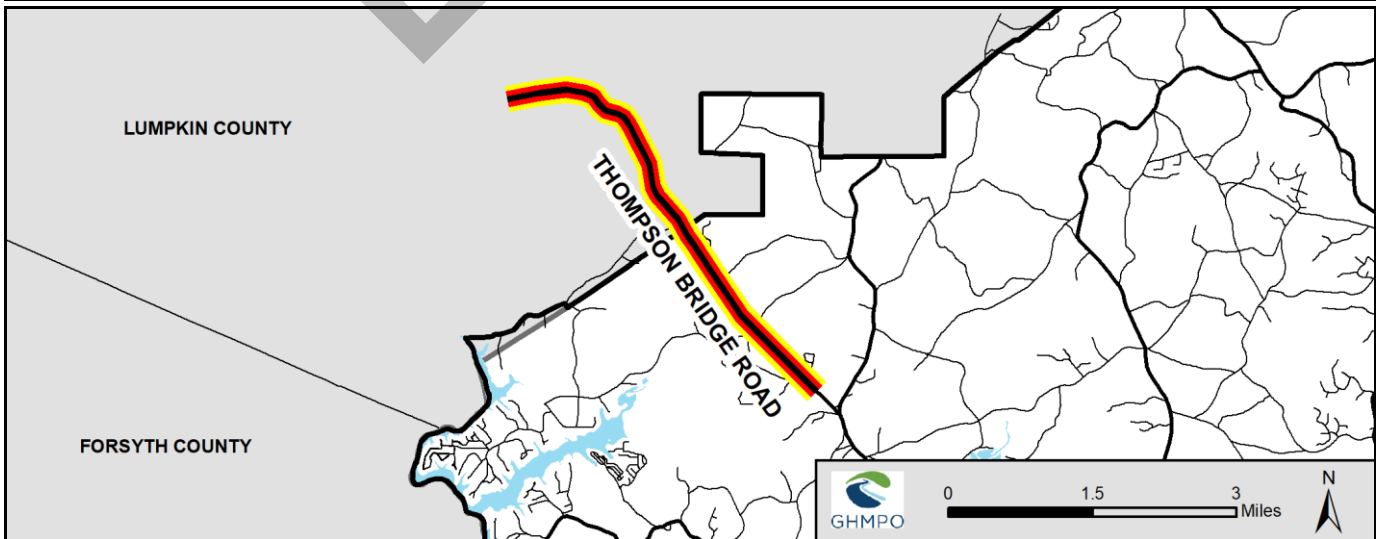
2024-2027 Transportation Improvement Program

Project Name SR 60/Thompson Bridge Road From SR 400/Lumpkin To Yellow Creek Road/Hall	GHMPO No. GH-130	GDOT No. 0013762
	County Lumpkin, Hall	City N/A
Local Rd. Name Thompson Bridge Rd	GDOT District 1	Cong. District
US/State Rd. Name SR 60	Map ID	RC GMRC

Project Description SR 60/Thompson Bridge Road From SR 400/Lumpkin to Yellow Creek Road/Hall			
Improvement Type Widening	Regionally Significant Yes	Capacity Adding Yes	Funding Source GDOT
Project Intent Increase mobility and mitigate congestion.			

Project Termini From SR 400 To Yellow Creek rd	Length (miles) 4.9	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped.	Exist. Vol. 4,330 (2015)	Design Vol. 5,390 (2050)
Connectivity SR 60		
Network Year 2040	LRTP Project Tier: Band 3 (2031-2040)	Open to Traffic Date (2031-

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	HB 170	TOTAL
2025	Scoping	HB 170	\$0	\$0	\$0	\$500,000	\$500,000
2027	Pre-Engineering	HB 170	\$0	\$0	\$0	\$2,392,739	\$2,392,739
2030	Right-of-Way	HB 170	\$0	\$0	\$0	\$22,870,109	\$22,870,109
2033	Utilities	Y236	\$0	\$90,300	\$361,200	\$0	\$451,500
2033	Construction	Y236	\$0	\$5,981,848	\$23,927,394	\$0	\$29,909,242
		TOTAL	\$0	\$6,072,148	\$24,288,594	\$25,762,848	\$56,123,590



**A Resolution by the Gainesville-Hall Metropolitan Planning Organization
Policy Committee Adopting Amendment #1 to the FY 2024-2027 Transportation
Improvement Program**

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

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

WHEREAS, the Transportation Improvement Program meets the requirement of Title 23 of the U.S. Code; and

WHEREAS, GHMPO did conduct a required 15-day public comment period on Amendment #1 to the FY 2024-2027 Transportation Improvement Program from October 25th through November 9th, 2023.

WHEREAS, the 2024-2027 TIP has been amended, per Attachment #1, which will add two projects to the Transportation Improvement Program years, as well as reflect additional past funding for another project in previous fiscal years,

NOW, THERE, BE IT RESOLVED that the Gainesville-Hall Metropolitan Planning Organization adopts Amendment #1 to the FY 2024-2027 Transportation Improvement Program.

A motion was made by PC member _____ and seconded by PC member _____ and approved this the 14th of November, 2023.

Mayor Ed Asbridge, Chair
GHMPO Policy Committee

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

Notary Public

My commission expires _____

Technical Coordinating Committee

Wednesday, October 18th, 2023, 10:30 AM
Banquet Hall, 4th Floor, Hall County Government Center
2875 Browns Bridge Road, Gainesville, GA 30504

AGENDA

- 1. Welcome – Adam Hazell, Chair**
- 2. Approval of July 19, 2023 Meeting Minutes**
- 3. Recommend Approval of Draft Amendment #1 to the FY 2024-2027 Transportation Improvement Program (TIP)**
 - Joseph Boyd, GHMPO
- 4. Recommend Approval of Draft PM1 Safety Targets for FY 2024**
 - Michael Haire, GHMPO
- 5. First Review of Draft FY 2025 Unified Planning Work Program (UPWP)**
 - Joseph Boyd, GHMPO
- 6. Presentation on Base Year 2020 SE Data for the Metropolitan Transportation Plan (MTP): 2025 Update**
 - Michael Haire, GHMPO
- 7. 2022 Crash Profiles for Hall and Jackson Counties**
 - Michael Haire, GHMPO
- 8. Update on GDOT's Carbon Reduction Strategy (CRS)**
 - Brandon North, GDOT Office of Planning

MEMORANDUM

To: Technical Coordinating Committee Members
From: Michael Haire, GHMPO
Date: October 11, 2023
Re: Recommend Approval of Draft PM1 Safety Targets for 2024

In coordination with the Georgia Department of Transportation, Metropolitan Planning Organizations statewide must maintain Performance Management Targets, which set standards for system performance over a set period. PM2 (Bridge and Pavement) and PM3 (National Highway System, Freight, and CMAQ) targets are set every 2- to 4-years, while PM1 (Safety) targets are set annually. As GHMPO adopted all three performance targets earlier in February of 2023, GHMPO will only be adopting PM1 targets this time. These PM1 (Safety) targets set standards for roadway safety over calendar year 2024.

This is a minor update to the PM1 performance measures. The function of this resolution is to extend the same performance measures through 2024 without changing the listed targets.

RECOMMENDED ACTION: **Recommend Approval of Draft PM1 Safety Targets**

Attachment: *Draft PM1 Safety Targets*

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

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

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

WHEREAS, the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC) at their meetings on October 18, 2023 and October 26, 2023, respectively, recommended that GHMPO support the Bridge and Pavement Performance Management Targets approved by GDOT as follows:

PM 1 Targets for 2024

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

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

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

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

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

A motion was made by PC member _____ and seconded by PC member _____ and approved this the 14th of November, 2023.

Mayor Ed Asbridge, Chair
Policy Committee

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

Notary Public

My commission expires _____

Technical Coordinating Committee

Wednesday, October 18th, 2023, 10:30 AM
Banquet Hall, 4th Floor, Hall County Government Center
2875 Browns Bridge Road, Gainesville, GA 30504

AGENDA

- 1. Welcome – Adam Hazell, Chair**
- 2. Approval of July 19, 2023 Meeting Minutes**
- 3. Recommend Approval of Draft Amendment #1 to the FY 2024-2027 Transportation Improvement Program (TIP)**
 - Joseph Boyd, GHMPO
- 4. Recommend Approval of Draft PM1 Safety Targets for FY 2024**
 - Michael Haire, GHMPO
- 5. First Review of Draft FY 2025 Unified Planning Work Program (UPWP)**
 - Joseph Boyd, GHMPO
- 6. Presentation on Base Year 2020 SE Data for the Metropolitan Transportation Plan (MTP): 2025 Update**
 - Michael Haire, GHMPO
- 7. 2022 Crash Profiles for Hall and Jackson Counties**
 - Michael Haire, GHMPO
- 8. Update on GDOT's Carbon Reduction Strategy (CRS)**
 - Brandon North, GDOT Office of Planning

MEMORANDUM

To: Technical Coordinating Committee Members

From: Joseph Boyd, GHMPO

Date: October 11, 2023

Re: First Review of Draft FY 2025 Unified Planning Work Program
(UPWP)

Each year, GHMPO adopts and publishes the Unified Planning Work Program, which serves as the annual operating budget for the MPO and provides funding for planning activities. This draft document will be the UPWP for FY 2025, which runs from July 1, 2024 through June 30, 2025.

This draft includes the Section 5303 grant awarded to GHMPO by FTA, as well as the additional PL fund contract awarded to GHMPO for the Metropolitan Transportation Plan: 2025 Update / Bicycle and Pedestrian Plan. GHMPO has not yet been notified of allocated amounts in the full FY 2025 PL grant from FHWA. GHMPO anticipates having finalized funding amounts for PL-funded Work Elements by the next round of meetings.

RECOMMENDED ACTION: None

Attachment: Draft FY 2025 Unified Planning Work Program

GAINESVILLE-HALL METROPOLITAN
PLANNING ORGANIZATION
FY 2025 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.

Anticipated Adoption: February 13, 2024

**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 the FY 2025 Unified Planning Work Program**

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

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

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

NOW, THERE, BE IT RESOLVED that the Gainesville-Hall Metropolitan Planning Organization adopts the FY 2025 Unified Planning Work Program for the period from July 1, 2024 to June 30, 2025.

A motion was made by PC member _____ and seconded by PC member
_____ and approved this the 13th Day of February, 2024.

Mayor Ed Asbridge, Chair
GHMPO Policy Committee

Subscribed and sworn to me this the 13th Day of February, 2024.

Notary Public

My commission expires _____

TABLE OF CONTENTS

INTRODUCTION	3
Sub-Element 1.1: Operations and Administration.....	9
Sub-Element 1.2: Training/Employee Education	11
Sub-Element 1.3: Equipment and Supplies.....	12
Sub-Element 1.4: UPWP	13
Sub-Element 2.1: Community Outreach/Education.....	14
Sub-Element 3.1: Socioeconomic Data, Models, and Analysis	16
Sub-Element 4.1: Intermodal Planning	18
Sub-Element 4.2: GIS & Model Development and Applications.....	19
Sub-Element 4.3: Long-Range Plan	20
Sub-Element 4.4: Transportation Improvement Program.....	21
Sub-Element 4.5: Bike and Pedestrian Plan Update/Special Transportation Studies	22
Sub-Element 5.1: Program Support & Administration (FTA ALI Code 44.21.00)	23
Sub-Element 5.2: Long Range Transportation Planning (Project Level) (FTA ALI Code 44.23.01).....	25
Sub-Element 5.3: Transportation Improvement Program (FTA ALI Code 44.25.00)	27
Sub-Element 6.1: Complete Streets	28
GHMPO BUSINESS PLAN & UPCOMING UNFUNDED STUDIES.....	29
FUNDING SOURCE BY TASK	31
FUNDING SOURCE BY TASK	32
FUNDING SOURCE BY TASK	32
FY 2024 TOTAL BUDGET	33
IN-KIND MATCH COSTS AND SALARIES.....	34
METROPOLITAN PLANNING FACTORS TO BE CONSIDERED.....	35
FY 2024 UPWP SCHEDULE.....	36
APPENDIX A: Performance Management Targets Resolution	37
APPENDIX B: Transit Asset Management Targets Resolution	41

INTRODUCTION

A. Purpose of the Unified Planning Work Program

The Fiscal Year 2025 Unified Planning Work Program (UPWP) describes the organization's planning goals and activities, provides cost estimates for each activity, identifies funding sources, and outlines a work schedule for the period July 1, 2024 through June 30, 2025. The document is organized into six major sections as follows:

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

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

B. Infrastructure Investment and Jobs Act Planning Factors

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

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

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

C. Planning Emphasis Areas (PEAs)

The FHWA and FTA have outlined Planning Emphasis Areas (PEAs), which include transition to performance based planning and programming as per the IIJA, cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning, and access to essential services in which the transportation planning process identifies transportation connectivity gaps and solutions to address those gaps.

The GHMPO transportation planning process will include the following planning emphasis areas addressed in the UPWP work elements as listed below:

- Tackling the Climate Crisis – Metropolitan Planning Organizations are working with the Federal Highway Administration and Federal Transit Authority to ensure that our transportation plans and infrastructure investments help achieve national greenhouse reduction goals. GHMPO has worked to realize these goals by executing the Long Range Plan, which seeks to reduce greenhouse emissions through various roadway projects designed to increase capacity and reduce delay, and by funding Special Transportation Studies, which seek to explore multi-modal transportation options. GHMPO will address this Planning Emphasis Area more specifically in the following Work Elements:
 - *4.3 Long Range Plan* - Develop and update a long-range, multi-modal LRTP for the GHMPO planning area. This is a continuing work element.
 - *4.5 Special Transportation Studies* - Integrate land use planning activities with transportation planning.
- Equity and Justice – Federal, State, and local planning authorities are always working to advance racial equity and support for underserved and disadvantaged communities. GHMPO recently adopted a 2021 update to the Title VI Environmental Analysis and Participation Plan, which seeks to ensure that everyone has an equal opportunity to participate in the policy process. Additionally, GHMPO seeks to specifically address this Planning Emphasis Area in the following Work Elements:
 - *3.1 Socioeconomic Models, Data, and Analysis* - Collect and prepare socioeconomic data for the development of long-range transportation plan and transportation studies.
 - *4.2 GIS & Model Development and Applications* - Apply GIS to develop maps for transportation plans and studies that highlight potential impacts on areas with higher minority populations or households with lower income levels.
- Strategic Highway Network/US Department of Defense Coordination – The national highway infrastructure is imperative to our national defense and a coordinated response in times of peace and war. GHMPO plays a part in maintaining and developing the Dwight E. Eisenhower National System of Interstate and Defense Highways, and plans to address that goal specifically in the following Work Elements:
 - *4.3 Long Range Transportation Plan* - The Long-Range Transportation Plan (LRTP) provides the basis for transportation investment of regionally significant projects and programs within the planning area. The LRTP addresses various modes of transportation as well as the safety and security of the region's transportation system.

- *4.4 Transportation Improvement Program* - Undertake transportation planning activities that will lead to the development/implementation of a transportation improvement program (TIP) and other related transportation studies.
- Federal Land Management Agency – GHMPO is coordinating with local and state agencies in transportation planning endeavors in order to ensure that connectivity needs along major access routes are met. Within the GHMPO planning boundary in particular, staff coordinates long range planning efforts with the US Army Corp of Engineers, which own property along and manage Lake Lanier. GHMPO will specifically address this goal in the following work elements:
 - *4.3 Long Range Plan* - Develop and update a long-range, multi-modal LRTP for the GHMPO planning area. This is a continuing work element.
 - *4.4 Transportation Improvement Program* - Created and amended the 2024-2027 TIP document with the input of GDOT, the public, and the three GHMPO committees.
- Planning and Environmental Linkages – Federal, regional, and local planning entities seek to use Planning and Environmental Linkages (PEL) in the transportation decision-making process. This process considers environmental, community, and economic goals early in the transportation process, and uses the information, analysis, and products developed during planning to inform the environmental review process. GHMPO seeks to incorporate this process in the following Work Elements:
 - *4.2 GIS & Model Development and Applications* - Apply GIS to develop maps for transportation plans and studies.
 - *4.3 Long Range Plan* - Continue to manage the implementation of the transportation projects in the 2050 RTP update.
- Complete Streets – A complete street is safe, and feels safe, for everyone using the street. A complete street will provide opportunities for pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and more. GHMPO will address this planning emphasis area by coordinating and collaborating with GDOT, FHWA, and FTA to coordinate federal aid and establish safe facilities for everyone on the road. In addition, GHMPO will address this planning emphasis area through the implementation of the following UPWP work elements:
 - *4.1 Intermodal Planning* – Work with local jurisdictions on Highlands to Islands trail expansions.
 - *4.5 Special Transportation Studies* – Complete the Bike and Pedestrian Plan Update.
- Public Involvement – Good public involvement brings diverse viewpoints and perspectives into the decision-making process. GHMPO has worked continuously to improve the Title VI Environmental Justice Analysis and Participation Plan, which seeks to ensure that nobody in the GHMPO planning area is excluded from the participation process. In addition, GHMPO will address this planning emphasis area through the implementation of the following UPWP work elements:
 - *2.1 Community Outreach/Education* – Establish and maintain a record-keeping system that documents official actions of transportation planning processes and related public review. Advertise the availability of draft documents for public review and comment. Provide adequate notice of GHMPO activities as outlined in the Participation Plan. Maintain and update database of community stakeholders for mail and electronic notification of transportation activities. Continue to engage the

Citizens Advisory Committee through innovative and new public involvement techniques to increase participation and public outreach.

- Data in Transportation Planning – Data is a valuable asset to transportation planning, and sharing that data across jurisdictions is crucial to developing cohesive and consistent transportation plans. GHMPO works closely with local jurisdictions to coordinate consistent sharing of recently available transportation data. In addition, GHMPO will address this planning emphasis area through the implementation of the following UPWP work elements:
 - *3.1 Socioeconomic Data, Models, and Analysis* – Monitor socioeconomic data, and update, as necessary.
 - *4.2 GIS & Model Development and Applications* - Create GIS maps, as necessary, for analysis.

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

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

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

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

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

U.S. Department of Transportation

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

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

FTA provides financial assistance and oversees grants to state and local transit providers, primarily through its regional and metropolitan offices. FTA is responsible for ensuring that grantees follow federal mandates along with statutory and administrative requirements. To better facilitate grant applications for the FTAs 5303 funds, the estimated FY 2024 funds are shown for the appropriate work categories.

Georgia Department of Transportation

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

E. FY 2024 Accomplishments

The GHMPO accomplished the following activities and studies in FY 2024:

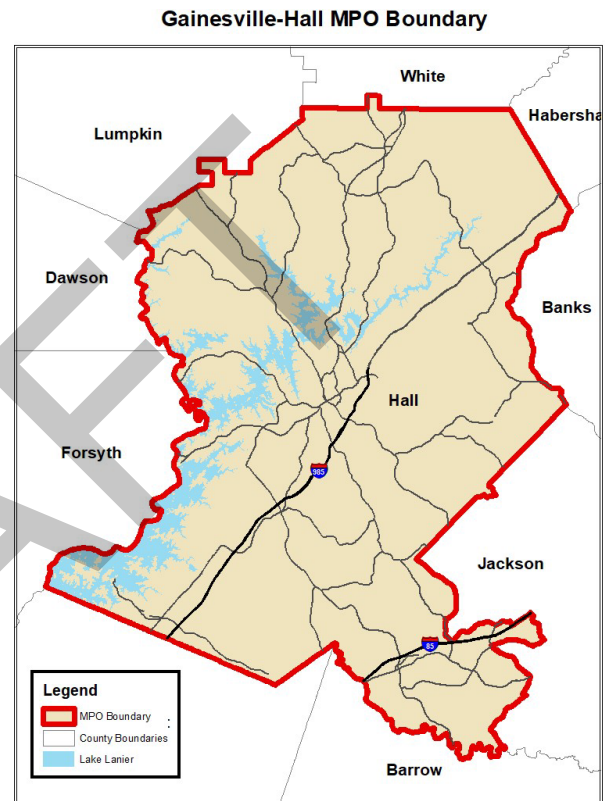
1. Continued the TCC Trails and McEver Road Subcommittees
2. Kicked off full updates to the GHMPO Bicycle and Pedestrian Plan and the GHMPO Metropolitan Transportation Plan (MTP): 2025 Update.
3. Adopted a Zero Emission Vehicle Transition Plan for Hall Area Transit
4. Adopted the Flowery Branch Parking and Mobility Study
5. Created crash profiles for Hall and Jackson counties
6. Assisted Hall County, Gainesville, Oakwood, and Flowery Branch with the creation of a Safety Action Plan through the Safe Streets for All grant program

F. GHMPO's Planning Priorities in FY 2025

The GHMPO will work towards the following 9 planning priorities in FY 2025:

1. Continue work and formally adopt the update to the GHMPO Bicycle and Pedestrian Plan by May 2025 (see Task #4, Sub-Element 4.5).

2. Continue work and formally adopt the GHMPO MTP: 2025 Update by May 2025. Continue working with the stakeholder committee, continue public outreach, hold an online public survey, and continue working with the Atlanta Regional Commission on the update to the traffic demand model (See Task #2, Sub-Element 2.1 & Task #4, Sub-Element 4.3).
3. Amend the current Regional Transportation Plan through agency, stakeholder, and public coordination, as necessary (see Task #4, Sub-Element 4.3).
4. Amend the Transportation Improvement Program, as necessary (See Task #4, Sub-Element 4.4).
5. Continue to plan for and help advance the Highlands to Islands Trail Network within Hall County through the continuation of the TCC Trails Subcommittee (See Task #4, Sub-Element 4.1).
6. Take steps to continually monitor and maintain the transportation system (See Task #1, Sub-Element 1.1 and Task #4, Sub-Elements 4.3, 4.4, and 4.5). Work specifically with the TCC McEver Road Subcommittee on ways to improve the McEver Road corridor.
7. Support the Safety Performance Management Targets approved by the Georgia Department of Transportation regarding fatalities, rate of fatalities, serious injuries, rate of serious injuries, and the number of non-motorized fatalities and serious injuries. (See Appendix A)
8. Support the Safety (PM 1) Pavement and Bridge Condition (PM 2) and Performance of National Highway System, Freight, and Congestion Mitigation & Air Quality (PM 3) Performance Management Targets approved by the Georgia Department of Transportation regarding fatalities, rate of fatalities, serious injuries, rate of serious injuries, and the number of non-motorized fatalities and serious injuries. (See Appendix A)
9. Support the Transit Asset Management Targets approved by the Georgia Department of Transportation regarding inventory and condition of capital assets. (See Appendix C)



TASK # 1: ADMINISTRATION

Sub-Element 1.1: Operations and Administration

Objective

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

FY 2024 Activities

- In FY 2024, the three GHMPO committees had four regular meetings. Meeting minutes were prepared and later archived on the GHMPO website.
- Quarterly reports, reimbursable forms, and an annual report were prepared and submitted to the GDOT Planning Office.
- Continued working with the TCC Trails Subcommittee to further implement trail expansion projects and identify funding opportunities.
- Continued working with the TCC McEver Road Subcommittee to identify goals and implement roadway improvements along the corridor.
- Attended Interagency Consultation Group meetings.
- Coordinated and worked with local governments and agencies regarding rulemaking on MPO planning area reform and performance measures development.
- Represented GHMPO on Atlanta Regional Commission's Transportation Coordinating Committee.
- Attended various project specific meetings with GDOT, ARC, and other local agencies.
- Appointed new members to the Citizens Advisory Committee.
- Upon request, presented information on the GHMPO structure, budget, and current projects to local jurisdictions.
- GHMPO was an active member of the Association of Metropolitan Planning Organizations (AMPO), American Planning Association (APA), and the Georgia Planning Association (GPA).

FY 2025 Activities

- Provide opportunities for an open and inclusive process assuring continuing, comprehensive, and cooperative decision making with all jurisdictions in the GHMPO planning area.
- Continue work with the TCC Trails Subcommittee. Meet regularly with local jurisdiction staff members to plan for and implement trail expansion projects, such as the Gainesville Airport Connector Trail, Tumbling Creek Extension Trail, Hog Mountain Trail, Flowery Branch Downtown Trails, etc. Relay new funding opportunities to local partners and assist with grant application as needed.
- Continue work with the TCC McEver Road Subcommittee. Meet regularly with local jurisdiction staff members to plan and implement projects that will continue to lower congestion and increase

safety across the corridor. This may include roundabouts, lane extensions, etc. Work with local jurisdiction staff to explore funding opportunities and assist with grant applications as needed.

- Continue to work with Gainesville, Oakwood, Flowery Branch, and Hall County on the implementation of projects from the SS4A Safety Action Plan that was completed in FY 2024.
- Prepare proper study records for the development of progress and performance reports, certification, and reimbursement procedure.
- Coordinate activities of the GHMPO committees, including arranging meetings and preparing meeting minutes.
- Continue coordination surrounding the regional transportation planning activities.
- Coordinate/participate with other resource agencies at both state and local level on various project specific and/or on-going activities.
- Work with the Georgia Association of Metropolitan Planning Organizations (GAMPO) and other state and national organizations on the role of MPOs in statewide and metropolitan transportation planning. Support statewide GAMPO activities through participation in meetings and events.
- Staff will continue to inform the MPO committees of legislative and regulatory actions impacting transportation planning and funding.
- The GHMPO will continue to provide staff that will be the local expert in transportation areas, assisting planning partners in transportation project development, building consensus and value in alternatives analysis, shared planning products, and providing a forum for regional decision making.
- Task # 1.1 will address GHMPO planning priority numbers 5 through 11.

Product

- GHMPO committee meeting agendas and minutes
- Quarterly FY 2025 Reports and an Annual Performance Report FY 2025
- Accounting narratives and invoices

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Operations and administration

TARGET START AND END DATES	7/01/2024 – 6/30/2025	LEAD AGENCY	GHMPO
----------------------------	-----------------------	-------------	-------

FUNDING SOURCE	AMOUNT
FHWA (80%)	\$119,537.74
LOCAL IN-KIND MATCH (20%)	\$29,884.44
TOTAL	\$149,422.18

TASK # 1: ADMINISTRATION

Sub-Element 1.2: Training/Employee Education

Objective

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

FY 2024 Activities

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

- Boyd and Haire attended the 2023 Association of Metropolitan Planning Organizations Annual Conference in Cleveland, Ohio from September 25, 2023 to September 29, 2023.
- Boyd and Haire attended the 2024 American Planning Association in Minneapolis, Minnesota from April 13, 2024 to April 16, 2024.

FY 2025 Activities

- Staff plans to attend the 2024 Association of Metropolitan Planning Organizations Annual Conference in Salt Lake City, Utah in September 2024.
- Staff plans to attend the 2025 American Planning Association National Conference in Denver, Colorado in April 2025.
- Staff plans to attend the fall and spring conferences of the Georgia Planning Association.
- Staff may attend other transportation related conferences, seminars and courses including those offered by the Georgia Transit Association (GTA), National Highway Institute (NHI), Transportation Research Board (TRB), U.S. Environmental Protection Agency (EPA), Georgia Environmental Protection Division (EPD), FHWA, FTA, and GDOT.
- Task # 1.2 will address GHMPO planning priority numbers 4 through 8.
- Staff will attend classes and training related to Performance Based Planning and Programming as they occur.

Product

- Ongoing staff improvement and education

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION	ACTIVITIES
GHMPO	Training and employee education

TARGET START AND END DATES

7/1/2024 – 6/30/2025

LEAD AGENCY

GHMPO

FUNDING SOURCE

AMOUNT

FHWA (80%)	\$15,000.00
LOCAL IN-KIND MATCH (20%)	\$3,750.00
TOTAL	\$18,750.00

TASK # 1: ADMINISTRATION

Sub-Element 1.3: Equipment and Supplies

Objective

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

FY 2024 Activities

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

FY 2025 Activities

- Maintain computer systems and other office equipment used by the MPO in line with relevant transportation planning activities.
- Task # 1.3 will address GHMPO planning priority numbers 3 through 8.

Product

- Adequate technology and office equipment to operate the MPO.

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION
GHMPO

ACTIVITIES
Equipment and supplies

**TARGET START
AND END DATES**

7/1/2024 – 6/30/2025

LEAD AGENCY

GHMPO

FUNDING SOURCE

AMOUNT

FHWA (80%)	\$4,000.00
LOCAL IN-KIND MATCH (20%)	\$1,000.00
TOTAL	\$5,000.00

TASK # 1: ADMINISTRATION

Sub-Element 1.4: UPWP

Objective

- Identify work tasks undertaken by the GHMPO to address metropolitan area transportation planning.
- Collect public and committee input on a proposed FY 2026 UPWP.
- Take into consideration MPO progress made on FY 2025 UPWP.
- Develop and draft final UPWP.

FY 2024 Activities

- Developed FY 2025 UPWP and annual budget.
- Submitted GHMPO's FY 2024 Annual Performance Report to GDOT.
- Program was reviewed and approved by the three committees.
- Legal advertisement was published in the *Gainesville Times* seeking public comment on draft FY 2025 UPWP, per the Participation Plan.
- Draft UPWP was posted on the GHMPO website for public review.

FY 2025 Activities

- Identify transportation planning work tasks and sub-elements, prepare descriptive narrative and cost estimate for each sub-element, and coordinate input for the FY 2026 UPWP.
- Amend FY 2025 UPWP, as needed.
- Consider Planning Emphasis Areas (PEAs) under each work task.
- Incorporate and support the adopted Statewide Safety, Bridge and Pavement Performance, and Transit Asset Management Targets (See Appendices A, B, and C).
- Task # 1.4 will address GHMPO planning priority numbers 1 through 8.

Product

- Adopt FY 2026 UPWP by May 2025

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION	ACTIVITIES
GHMPO	UPWP

TARGET START AND END DATES

10/1/2024 – 6/30/2025

LEAD AGENCY

GHMPO

FUNDING SOURCE

AMOUNT

FHWA (80%)	\$10,000.00
LOCAL IN-KIND MATCH (20%)	\$2,500.00
TOTAL	\$12,500.00

TASK # 2: PUBLIC INVOLVEMENT

Sub-Element 2.1: Community Outreach/Education

Objective

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

FY 2024 Activities

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

FY 2025 Activities

- Continue public outreach strategies for the GHMPO MTP: 2025 Update, which is scheduled for adoption by May 2025.
- Provide opportunity for public comment and review on various GHMPO and Hall Area Transit (HAT) documents and activities.
- Establish and maintain a record-keeping system that documents official actions of transportation planning processes and related public review.
- Advertise the availability of draft documents for public review and comment.
- Research potential procedures to evaluate the effects of development and transportation investments on communities including environmental justice issues. This is an ongoing activity.
- Provide adequate notice of GHMPO activities as outlined in the Participation Plan.
- Maintain and update database of community stakeholders for mail and electronic notification of transportation activities.
- Review and update the Participation Plan as appropriate. Annually report on the status of the Participation Plan, Title VI compliance, Environmental Justice outreach, and Limited English Proficiency analysis. Staff will annually attend training events for ADA, Title VI, EJ, and LEP, as available.
- Continue to engage the Citizens Advisory Committee through innovative and new public involvement techniques to increase participation and public outreach.
- Continue to develop visualization tools and techniques to better communicate the transportation planning process, MPO plans, and programs for the public and local officials.
- The GHMPO will continue to carry out the strategies and policies identified in the Participation Plan for all documents and plans, as appropriate, including the 2050 RTP update.

- Continue to explore ways to make the GHMPO transportation planning process more transparent and inclusionary.
- Maintain and update information on the GHMPO website regarding Performance Based Planning and Program and in regards to the statewide targets.
- Task # 2.1 will address GHMPO planning priority numbers 1 through 8.

Product

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

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Community outreach & education

TARGET START AND END DATES	7/1/2024 – 6/30/2025	LEAD AGENCY	GHMPO
----------------------------	----------------------	-------------	-------

FUNDING SOURCE	AMOUNT
FHWA (80%)	\$10,000.00
LOCAL IN-KIND MATCH (20%)	\$2,500.00
TOTAL	\$12,500.00

TASK # 3: DATA COLLECTION

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

Objective

- Collect and prepare socioeconomic data for the development of long-range transportation plan and transportation studies.
- Gather information on existing and future land use patterns for the development of long-range transportation plan and transportation studies.
- Collect and analyze data for the development and update of transportation plan and studies.
- Areas covered include appropriate database development and maintenance for transportation planning issues and activities leading to the Metropolitan Transportation Plan (MTP) and TIP.
- As needed for transportation planning efforts, use technical data – such as Average Annual Daily Traffic (AADT) and GIS mapping to provide important tools in the development of the TIP, RTP, and other MPO planning efforts.

FY 2024 Activities

- Collected 2023 crash data and updated crash profiles of Hall County and Jackson County.
- Established Safety, Bridge and Pavement, and Transit Asset Management (TAM) performance targets, consistent with the state targets, as required per the IIJA's Performance Based Planning & Programming.

FY 2025 Activities

- Monitor socioeconomic data, and update, as necessary.
- Track land use and growth patterns of the GHMPO planning area and incorporate into the MTP, the regional travel demand model, and the Transportation Demand Management (TDM), as needed.
- Continue to use GIS as an analytical and data management tool in spatial work projects including MTP updates and demographic studies.
- As requested, attend meetings with local and regional agencies for data sharing regarding the Atlanta non-attainment area and planning data needs.
- Collect 2024 crash data, and update crash reports for Hall County and Jackson County.
- Continue to monitor, support, and assist as needed with the Statewide Safety Performance Management Targets.
- Task # 3.1 will address GHMPO planning priority numbers 1 through 8.

Product

- 2024 Hall County and Jackson County Crash Profiles by June of 2025

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION	ACTIVITIES
GHMPO	Socio-economic data review and update

TARGET START AND END DATES	7/1/2024 – 6/30/2025	LEAD AGENCY	GHMPO
---------------------------------------	----------------------	--------------------	-------

FUNDING SOURCE	AMOUNT
FHWA (80%)	\$5,180.56
LOCAL IN-KIND MATCH (20%)	\$1,295.14
TOTAL	\$6,475.70

DRAFT

TASK # 4: SYSTEM PLANNING

Sub-Element 4.1: Intermodal Planning

Objective

- Plan for intermodal modes of transportation.

FY 2024 Activities

- Continued work with the TCC Trails Subcommittee to actively advance the planned Highlands to Islands Trail network.

FY 2025 Activities

- Work with Hall Area Transit on transit expansion or improvement initiatives, including on the microtransit service branded “WeGo”.
- Work with local jurisdictions on Highlands to Islands trail expansions through the TCC Trails Subcommittee, particularly the previously identified Gainesville Airport Trail, Tumbling Creek Trail, Thurmon Tanner Trail, Hog Mountain Trail, and Flowery Branch Downtown Trail segments.
- Task # 4.1 will address GHMPO planning priority numbers 4 through 8.

Product

- Assistance to local governments on trails grant applications, trail planning, and expansion projects.
- Gainesville Connection and Hall Area Transit service expansion/enhancement, specifically involving “WeGo”.

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION

GHMPO

ACTIVITIES

Intermodal planning

TARGET START AND END DATES

7/1/2024 – 6/30/2025

LEAD AGENCY

GHMPO

FUNDING SOURCE (Y410 Funds)

AMOUNT

FHWA (80%)	\$5,000.00
LOCAL IN-KIND MATCH (20%)	\$1,250.00
TOTAL	\$6,250.00

TASK # 4: SYSTEM PLANNING

Sub-Element 4.2: GIS & Model Development and Applications

Objective

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

FY 2024 Activities

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

FY 2025 Activities

- Create GIS maps, as necessary, for analysis.
- Task # 4.2 will address GHMPO planning priority numbers 1 through 8.

Product

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

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION	ACTIVITIES
GDOT	Travel demand model development
GHMPO	Travel demand model & GIS applications

TARGET START AND END DATES	7/1/2024 – 6/30/2025	LEAD AGENCY	GDOT
-----------------------------------	----------------------	--------------------	------

FUNDING SOURCE	AMOUNT
FHWA (80%)	\$5,000.00
LOCAL IN-KIND MATCH (20%)	\$1,250.00
TOTAL	\$6,250.00

TASK # 4: SYSTEM PLANNING

Sub-Element 4.3: Long-Range Plan

Objective

- The Long-Range Transportation Plan (LRTP), or Metropolitan Transportation Plan (MTP) provides the basis for transportation investment of regionally significant projects and programs within the planning area. The LRTP addresses various modes of transportation as well as the safety and security of the region's transportation system. The long-range 2050 RTP is the latest version of the LRTP document.
- Develop and update a long-range, multi-modal LRTP for the GHMPO planning area. This is a continuing work element.

FY 2024 Activities

- Amended the 2020 RTP, per request from GDOT, to add projects for funding and implementation
- Continue the development of the MTP: 2025 Update with MPO committees and GDOT.

FY 2025 Activities

- Continue to manage the implementation of the transportation projects in the 2050 RTP update.
- Task # 4.3 will address GHMPO planning priority numbers 1, 3, 4, 5, 6, 7, 8, and 9.
- Continue the GHMPO MTP: 2025 Update with MPO committees, GDOT, and consultant. Adoption of the MTP: 2025 Update scheduled for May 2025

Product

- GHMPO MTP: 2025 Update, adoption scheduled for May 2025.

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION	ACTIVITIES
GHMPO	Long-range planning

TARGET START AND END DATES

7/1/2024 – 6/30/2025

LEAD AGENCY

GHMPO

FUNDING SOURCE

AMOUNT

FHWA (80%)	\$5,000.00
LOCAL IN-KIND MATCH (20%)	\$1,250.00
TOTAL	\$6,250.00

TASK # 4: SYSTEM PLANNING

Sub-Element 4.4: Transportation Improvement Program

Objective

- Undertake transportation planning activities that will lead to the development/implementation of a transportation improvement program (TIP) and other related transportation studies.
- The development and adoption of a TIP with a four-year element for project programming. The TIP is a process for selecting and scheduling all federally funded and regionally significant projects in a manner consistent with the MTP. The TIP is updated at least every five years and amended as required.

FY 2024 Activities

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

FY 2025 Activities

- Maintain and amend the 2024-2027 Transportation Improvement Program as needed.
- Incorporate and support the adopted Statewide Safety Performance and Management Targets, Bridge and Pavement Performance Targets, and Transit Asset Management Targets.
- Task # 4.4 will address GHMPO planning priority numbers 2, 3, 4, 5, 6, 7, and 8.
- Coordinate with GDOT, as needed, for future TIP projects and updates.

Product

- Amendments to the 2024-2027 Transportation Improvement Program as necessary.

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION	ACTIVITIES
GHMPO	Transportation Improvement Program

TARGET START AND END DATES	7/1/2024 – 6/30/2025	LEAD AGENCY	GHMPO
----------------------------	----------------------	-------------	-------

FUNDING SOURCE

AMOUNT

FHWA (80%)	\$5,000.00
LOCAL IN-KIND MATCH (20%)	\$1,250.00
TOTAL	\$6,250.00

TASK # 4: SYSTEM PLANNING

Sub-Element 4.5: MTP/Bike & Ped Plan Update/Special Transportation Studies

Objective

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

FY 2024 Activities

- Continued work on the Bike and Pedestrian Plan Update, in tandem with the Metropolitan Transportation Plan: 2025 Update
- Completed the Flowery Branch Parking and Mobility Study in partnership with the City of Flowery Branch.

FY 2025 Activities

- Complete work on and adopt the Metropolitan Transportation Plan: 2025 Update / Bicycle and Pedestrian Plan Update, designated PI. 0019901.
- Task # 4.5 will address GHMPO planning priority numbers 3 through 8.

Product

- MTP: 2025 Update, adopted by May 2025
- GHMPO Bicycle and Pedestrian Plan Update, adopted by May 2025
- Additional studies and plans as needed.

TRANSPORTATION RELATED PLANNING ACTIVITY

ORGANIZATION	ACTIVITY
GHMPO	MTP: 2025 Update / Bicycle and Pedestrian Plan Update

TARGET START AND END DATES

7/1/2024 – 6/30/2025

LEAD AGENCY

GHMPO

FUNDING SOURCE

AMOUNT

FUNDING SOURCE (PI. 00199901)

AMOUNT

FHWA (80%)	\$80,000.00	FHWA (Additional Award) (80%)	\$318,800.00
LOCAL IN-KIND MATCH (20%)	\$20,000.00	LOCAL CASH MATCH (20%)	\$79,700.00
TOTAL	\$100,000.00	TOTAL	\$398,500.00

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 2025.

FY 2024 Activities

- Developed the transit section in the 2025 UPWP and presented to the GHMPO committees.
- Adopted the FY 2025 UPWP in February 2024.
- Managed the FY 2024 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 2025 Section 5303 grant application to GDOT.
- Hall Area Transit Indirect Costs Analysis
- GHMPO retained its membership of the Georgia Transit Association.
- GHMPO retained its membership of the Association of Metropolitan Planning Organizations.

FY 2025 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 2025 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 2026 Section 5303 grant application by October 2024
- 2024-2027 TIP amendments, as necessary, by June 2025
- Transit section of FY 2026 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	7/1/2024 – 6/30/2025	LEAD AGENCY	GHMPO
----------------------------	----------------------	-------------	-------

FUNDING SOURCE	AMOUNT
FTA	\$51,166.97
STATE 5303 MATCH	\$6,395.87
LOCAL CASH MATCH	\$6,395.87
TOTAL	\$63,958.71

Anticipated Funding for FY 2026

FUNDING SOURCE	AMOUNT
FTA	\$56,283.67
STATE 5303 MATCH	\$7,035.46
LOCAL CASH MATCH	\$7,035.46
TOTAL	\$70,354.59

DRAFT

TASK # 5: TRANSIT PLANNING

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

Objective

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

FY 2024 Activities

- Maintained the Regional Transportation Plan: 2020 Update.
- Assisted Hall County, Gainesville, Oakwood, and Flowery Branch on the creation of a Safety Action Plan through the Safe Streets for All grant.

FY 2025 Activities

- Complete work on and adopt the Metropolitan Transportation Plan: 2025 Update by May 2025.
- Task # 5.2 will address GHMPO planning priority numbers 1 through 8.

Product

- GHMPO MTP: 2025 Update, adopted by May 2025.
- 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	7/1/2024 – 6/30/2025	LEAD AGENCY	GHMPO
----------------------------	----------------------	-------------	-------

FUNDING SOURCE	AMOUNT
FTA	\$51,166.96
STATE 5303 MATCH	\$6,395.87
LOCAL CASH MATCH	\$6,395.87
TOTAL	\$63,958.71

Anticipated Funding for FY 2026

FUNDING SOURCE	AMOUNT
FTA	\$56,283.66
STATE 5303 MATCH	\$7,035.46
LOCAL CASH MATCH	\$7,035.46
TOTAL	\$70,354.57

DRAFT

TASK # 5: TRANSIT PLANNING

Sub-Element 5.3: Transportation Improvement Program (FTA ALI Code 44.25.00)

Objective

- Update and amend Transportation Improvement Program (TIP), as necessary, to keep it up-to-date.

FY 2024 Activities

- Adopted amendments to the 2024-2027 TIP.

FY 2025 Activities

- Update and amend the FY 2025-2028 Transportation Improvement Program as necessary.
- Task # 5.3 will address GHMPO planning priority number 2.

Product

- Amendments to the FY 2024-2027 Transportation Improvement Program, as necessary

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION

GHMPO

ACTIVITIES

Transportation Improvement Program

TARGET START AND END DATES

7/1/2024 – 6/30/2025

LEAD AGENCY

GHMPO

FUNDING SOURCE

AMOUNT

FTA	\$6,764.07
STATE 5303 MATCH	\$845.51
LOCAL CASH MATCH	\$845.51
TOTAL	\$8,455.09

Anticipated Funding for FY 2026

FUNDING SOURCE

AMOUNT

FTA	\$6,831.71
STATE 5303 MATCH	\$853.97
LOCAL CASH MATCH	\$853.97
TOTAL	\$8,539.65

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

Sub-Element 6.1: Complete Streets

Objective

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

FY 2024 Activities

- Worked with the GHMPO TCC Trails Subcommittee to explore programing various segments of the Highlands to Islands Trails into the GHMPO RTP: 2020 Update.
- Looked at updating the GHMPO Complete Streets Policy.
- Work with Hall County, Gainesville, Oakwood, and Flowery Branch on the completion of the Safety Action Plan through the Safe Streets for All grant.

FY 2025 Activities

- Complete update to the Complete Streets Policy and maintain Complete Streets project list.
- Continue the expansion of the Highlands to Islands Trail network in partnership with the TCC Trails Subcommittee.
- Assist Hall County, Gainesville, Oakwood, and Flowery Branch with the implementation of the Safety Action Plan that was created through the Safe Streets for All grant.

Product

- Updated Complete Streets Policy and maintained Complete Streets project list.
- Implement projects on the Safety Action Plan for Hall County, Gainesville, Oakwood, and Flowery Branch.

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION

GHMPO

ACTIVITIES

Complete Streets Planning

TARGET START AND END DATES

7/1/2024 – 6/30/2025

LEAD AGENCY

GHMPO

FUNDING SOURCE

AMOUNT

FHWA Y410

\$7,517.82

NO LOCAL MATCH
REQUIRED

\$0.00

TOTAL

\$7,517.82

GHMPO BUSINESS PLAN & UPCOMING UNFUNDED STUDIES

Objective

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

Anticipated Unfunded Products in FY 2025

Product	Cost Estimate & Funding Source	Date of Completion
SR 60/US 129 Connectivity Study	\$150,000	FY 2025

Potential Unfunded Products in Future Years

Product	Cost Estimate	Potential Funding Year
North Hall Parkway Study	\$200,000	FY 2026

GHMPO Five Year Funding Plan Table

GHMPO Five Year Funding Plan					
	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
FHWA Allocation	\$329,647.88	\$332,944.36	\$336,273.80	\$339,636.54	\$343,032.91
FHWA PL Apply	\$150,000.00	\$200,000.00	\$0.00	\$0.00	\$0.00
FTA Allocation	\$136,372.00	\$137,735.72	\$139,113.08	\$140,504.21	\$141,909.25
State Match	\$13,637.25	\$13,773.62	\$13,911.36	\$14,050.47	\$14,190.98
Local Cash Match	\$13,367.25	\$13,500.92	\$13,635.93	\$13,772.29	\$13,910.01
Total Revenue	\$643,024.38	\$697,954.62	\$502,934.17	\$507,963.51	\$513,043.15
Contracts	\$150,000.00	\$200,000.00	\$0.00	\$0.00	\$0.00
Staff/Direct	\$493,024.38	\$497,954.62	\$502,934.17	\$507,963.51	\$513,043.15
Total Expenditures	\$643,024.38	\$697,954.62	\$502,934.17	\$507,963.51	\$513,043.15

1% annual growth in allocation

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

FHWA PL Apply are prior year funds GHMPO must apply for

FUNDING SOURCE BY TASK

FUNDING SOURCE	TASK NO.	TASK DESCRIPTION	FHWA	FHWA-SPR	FEDERAL TOTAL	STATE PL MATCH	STATE SPR MATCH	STATE TOTAL	LOCAL MATCH	TOTAL
PL	1.1	Operations & Administration	119,537.74	0	119,537.74	0	0	0	29,884.44*	149,422.18
PL	1.2	Training/Employee Education	15,000.00	0	15,000.00	0	0	0	3,750.00*	18,750.00
PL	1.3	Equipment & Supplies	4,000.00	0	4,000.00	0	0	0	1,000.00*	5,000.00
PL	1.4	UPWP	10,000.00	0	10,000.00	0	0	0	2,500.00*	12,500.00
PL	2.1	Community Outreach/Education	10,000.00	0	10,000.00	0	0	0	2,500.00*	12,500.00
PL	3.1	Socio-Economic Data	5,180.56	0	5,180.56	0	0	0	1,295.14*	6,475.70
PL	4.1	Intermodal Planning	5,000.00	0	5,000.00	0	0	0	1,250.00*	6,250.00
PL	4.2	GIS, Model Development & Apps.	5,000.00	0	5,000.00	0	0	0	1,250.00*	6,250.00
PL	4.3	Long Range Plan	5,000.00	0	5,000.00	0	0	0	1,250.00*	6,250.00
PL	4.4	TIP	5,000.00	0	5,000.00	0	0	0	1,250.00*	6,250.00
PL	4.5	MTP/Bike & Ped Plan/Special Transportation Studies	80,000.00	0	80,000.00	0	0	0	20,000.00*	100,000.00
FHWA (Additional Award)	4.5	MTP/Bike & Ped Plan/Special Transportation Studies	318,800.00	0	318,800.00	0	0	0	79,700.00	398,500.00
PL	1.1 - 4.5	Total	582,518.30	0	582,518.30	0	0	0	145,629.58	728,147.88

*In-kind local match

FUNDING SOURCE BY TASK

FUNDING SOURCE	TASK NO.	TASK DESCRIPTION	FTA – 5303	FEDERAL TOTAL	STATE 5303 MATCH	STATE TOTAL	LOCAL MATCH	TOTAL
5303	5.1	Program Support & Administration	51,166.97	51,166.97	6,395.87	6,395.87	6,395.87	63,958.71
5303	5.2	Long Range Planning	51,166.96	51,166.96	6,395.87	6,395.87	6,395.87	63,958.70
5303	5.3	TIP	6,764.07	6,764.07	845.51	845.51	845.51	8,455.09
5303	5.1 - 5.3	Total	109,098.00	109,098.00	13,637.25	13,637.25	13,637.25	136,372.50

FUNDING SOURCE BY TASK

FUNDING SOURCE	TASK NO.	TASK DESCRIPTION	FHWA	FHWA-SPR	FEDERAL TOTAL	STATE PL MATCH	STATE SPR MATCH	STATE TOTAL	LOCAL MATCH	TOTAL
Y410	6.1	Complete Streets	7,517.82	0	7,517.82	0	0	0	0	7,517.82

FY 2025 TOTAL BUDGET

GHMPO's total budget for FY 2025 is **\$872,038.20** from all sources:

Work Elements	PL Funds (\$)			PL Funds (Additional Award PL 0019901)			Y410 Funds (\$)			Section 5303 Funds (\$)				Total Budget Amount (\$)
	Budget Amount (100%)	FHWA (80%)	Local Match (20%)	Budget Amount (100%)	FHWA (80%)	Local Cash Match (20%)	Budget Amount (100%)	FHWA	Local Match	Budget Amount (100%)	FTA (80%)	GDOT Match (10%)	Local Match (10%)	
1.0 Administration														
1.1 Operations and Administration	149,422.18	119,537.74	29,884.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	149,422.18
1.2 Training/Employee Education	18,750.00	15,000.00	3,750.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18,750.00
1.3 Equipment and Supplies	5,000.00	4,000.00	1,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,000.00
1.4 UPWP	12,500.00	10,000.00	2,500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,500.00
Work Element 1.0 Total	185,672.18	148,537.74	37,134.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	185,672.18
2.0 Public Involvement														
2.1 Community Outreach/Education	12,500.00	10,000.00	2,500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,500.00
Work Element 2.0 Total	12,500.00	10,000.00	2,500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,500.00
3.0 Data Collection														
3.1 Socioeconomic Data	6,475.70	5,180.56	1,295.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,475.70
Work Element 3.0 Total	6,475.70	5,180.56	1,295.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,475.70
4.0 System Planning														
4.1 Intermodal Planning	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,250.00
4.2 GIS, Model Development & Applications	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,250.00
4.3 Long-Range Plan	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,250.00
4.4 Transportation Improvement Program	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,250.00
4.5 MTP/Bike & Ped Plan/Special Transportation Studies	100,000.00	80,000.00	20,000.00	398,500.00	318,800.00	79,700.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	498,500.00
Work Element 4.0 Total	125,000.00	100,000.00	25,000.00	398,500.00	318,800.00	79,700.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	523,500.00
5.0 Transit Planning														
5.1 Program Support & Administration	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63,958.71	51,166.97	6,395.87	6,395.87	63,958.71
5.2 Long Range Transportation Planning	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63,958.70	51,166.96	6,395.87	6,395.87	63,958.70
5.3 Transportation Improvement Program	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,455.09	6,764.07	845.51	845.51	8,455.09
Work Element 5.0 Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	136,372.50	109,098.00	13,637.25	13,637.25	136,372.50
6.0 Complete Streets														
6.1 Complete Streets	0.00	0.00	0.00	0.00	0.00	0.00	7,517.82	7,517.82	0.00	0.00	0.00	0.00	0.00	7,517.82
Work Element 5.0 Total	0.00	0.00	0.00	0.00	0.00	0.00	7,517.82	7,517.82	0.00	0.00	0.00	0.00	0.00	7,517.82
Total Work Elements (\$)	329,647.88	263,718.30	65,929.58	398,500.00	318,800.00	79,700.00	7,517.82	7,517.82	0.00	136,372.50	109,098.00	13,637.25	13,637.25	872,038.20

IN-KIND MATCH COSTS AND SALARIES

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

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

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

GHMPO In-Kind Match Salary Table (FY 2024)	
City/County/Town Manager	\$76 - \$112
Public Works Director	\$91 - \$96
Assistant Public Works Director	\$59 - \$93
Assistant City/County/Town Manager	\$79 - \$81
Planning/Development Director	\$44 - \$71
Public Works - Other	\$54 - \$59
Transit Director	\$29 - \$58
GIS Manager	\$50 - \$56
Administrative Assistant/Grants Specialist	\$22 - \$30

METROPOLITAN PLANNING FACTORS TO BE CONSIDERED

METROPOLITAN PLANNING FACTORS TO BE CONSIDERED IN THE 2025 UPWP												
Work Element	Work Sub-Element	METROPOLITAN PLANNING FACTORS										
		1	2	3	4	5	6	7	8	9	10	11
1.0 Program Support & Administration	1.1: Operations & Administration	X	X	X	X	X	X	X	X	X		X
	1.2: Employee Training & Development	X	X	X	X	X	X	X	X			
	1.3: Equipment & Supplies	X						X				
	1.4: Unified Planning Work Program	X	X	X	X	X	X	X	X			
2.0 Public Involvement	2.1: Community Outreach/Education	X	X	X	X	X	X	X	X			
3.0 Data Collection	3.1: Socio-Economic Data	X						X				
4.0 System Planning	4.1: Intermodal Planning		X	X	X		X	X		X	X	X
	4.2: GIS, Model Development & Applications							X				
	4.3: Long Range Plan	X	X	X	X	X	X	X	X	X	X	X
	4.4: Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X	X
	4.5: Bike/Ped Plan Update & Special Transportation Studies							X	X			
5.0: Transit Planning	5.1: Program Support & Administration	X	X	X	X	X	X	X	X	X		X
	5.2: Long Range Transportation Planning (Project Level)	X			X			X		X	X	X
	5.3: Transportation Improvement Program	X			X			X		X	X	X
6.0: Complete Streets	6.1: Complete Streets	X	X	X	X	X	X	X	X	X	X	X

FY 2025 UPWP SCHEDULE

FY 2025 GHMPO UNIFIED PLANNING WORK PROGRAM SCHEDULE

Work Element	Work Sub-Element	2024						2025					
		Ju l	Au g	Se p	Oc t	No v	De c	Ja n	Fe b	Ma r	Ap r	Ma y	Ju n
1.0 Administration	1.1: Operations and Administration	X	X	X	X	X	X	X	X	X	X	X	X
	1.2: Training/Employee Education	X	X	X	X	X	X	X	X	X	X	X	X
	1.3: Equipment and Supplies	X	X	X	X	X	X	X	X	X	X	X	X
	1.4: Unified Planning Work Program				X	X		X	X	X	X	X	
2.0 Public Involvement	2.1: Community Outreach/Education	X	X	X	X	X	X	X	X	X	X	X	X
3.0 Data Collection	3.1: Socio-Economic Data, Models, and Analysis	X	X	X	X	X	X	X	X	X	X	X	X
4.0 System Planning	4.1: Intermodal Planning	X	X	X	X	X	X	X	X	X	X	X	X
	4.2: GIS & Model Development and Applications	X	X	X	X	X	X	X	X	X	X	X	X
	4.3: Long Range Plan	X			X			X			X		
	4.4: Transportation Improvement Program	X			X			X			X		
	4.5: Special Transportation Studies	X	X	X	X	X	X	X	X	X	X	X	X
5.0: Transit Planning	5.1: Program Support and Administration	X	X	X	X	X	X	X	X	X	X	X	X
	5.2: Long Range Transportation Planning (Project Level)	X			X			X			X		
	5.3: Transportation Improvement Program	X			X			X			X		
6.0: Complete Streets	6.1: Complete Streets	X	X	X	X	X	X	X	X	X	X	X	X

APPENDIX A: Performance Management Targets Resolution



GAINESVILLE-HALL
Metropolitan Planning Organization

2875 Browns Bridge Road
Gainesville, GA 30504
Tel: 770.297.2625
Fax: 770.531.3902
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 October 18, 2023 and October 26, 2023, respectively, recommended that GHMPO support the Bridge and Pavement Performance Management Targets approved by GDOT as follows:

PM 1 Targets for 2024

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

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

APPENDIX A: Performance Management Targets Resolution

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

APPENDIX A: Performance Management Targets Resolution



GAINESVILLE-HALL
Metropolitan Planning Organization

PM 3 Targets

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

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

APPENDIX A: Performance Management Targets Resolution



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

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

A motion was made by PC member _____ and seconded by PC member _____ and approved this the 14th of November, 2023.

Mayor Ed Asbridge, Chair
Policy Committee

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

Notary Public

My commission expires _____

APPENDIX B: Transit Asset Management Targets Resolution



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

APPENDIX B: 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
www.ghmpo.org

Technical Coordinating Committee

Wednesday, October 18th, 2023, 10:30 AM
Banquet Hall, 4th Floor, Hall County Government Center
2875 Browns Bridge Road, Gainesville, GA 30504

AGENDA

- 1. Welcome – Adam Hazell, Chair**
- 2. Approval of July 19, 2023 Meeting Minutes**
- 3. Recommend Approval of Draft Amendment #1 to the FY 2024-2027 Transportation Improvement Program (TIP)**
 - Joseph Boyd, GHMPO
- 4. Recommend Approval of Draft PM1 Safety Targets for FY 2024**
 - Michael Haire, GHMPO
- 5. First Review of Draft FY 2025 Unified Planning Work Program (UPWP)**
 - Joseph Boyd, GHMPO
- 6. Presentation on Base Year 2020 SE Data for the Metropolitan Transportation Plan (MTP): 2025 Update**
 - Michael Haire, GHMPO
- 7. 2022 Crash Profiles for Hall and Jackson Counties**
 - Michael Haire, GHMPO
- 8. Update on GDOT's Carbon Reduction Strategy (CRS)**
 - Brandon North, GDOT Office of Planning

MEMORANDUM

To: Technical Coordinating Committee Members

From: Michael Haire, GHMPO

Date: October 11, 2023

Re: Presentation on Base Year 2020 SE Data for the Metropolitan
Transportation Plan: 2025 Update

In July, GHMPO staff met with consultant RS&H to kick off the Metropolitan Transportation Plan: 2025 Update. Since then, staff have been working with RS&H to develop 2020 Base Year and 2055 Future Year SE data for GDOT's Traffic Demand Model Update. The 2020 Base Year data has been submitted to GDOT and approved, and is being presented to GHMPO Committees for informational purposes.

The 2020 Base Year data includes population and household counts, total employment overall and by sector, student populations and school enrollment, and household median income, all at the Traffic Analysis Zone (TAZ) level. RS&H has included a brief presentation discussing the data and their methodology.

RS&H will be at January's Technical Coordinating Committee meeting to discuss the 2055 Future Year SE data prior to approval.

RECOMMENDED ACTION: None

Attachment: Draft 2020 Base Year SE Data Presentation



GHMPO

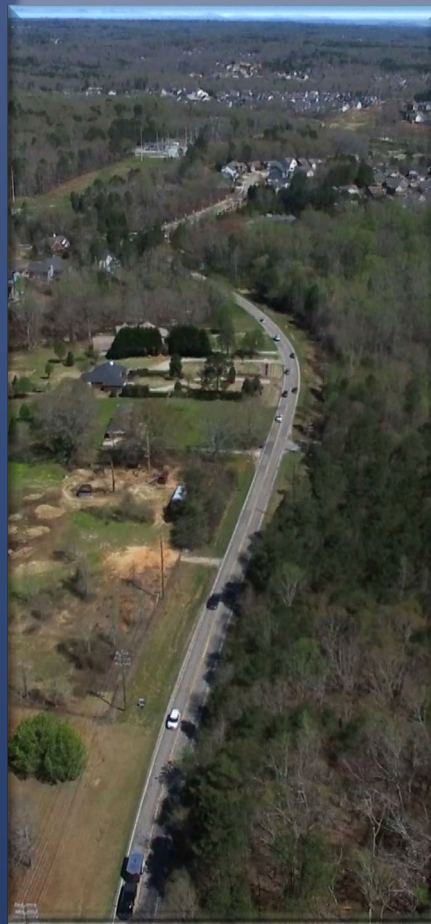
2025 MTP UPDATE

Technical Coordinating Committee (TCC)

10-18-2023

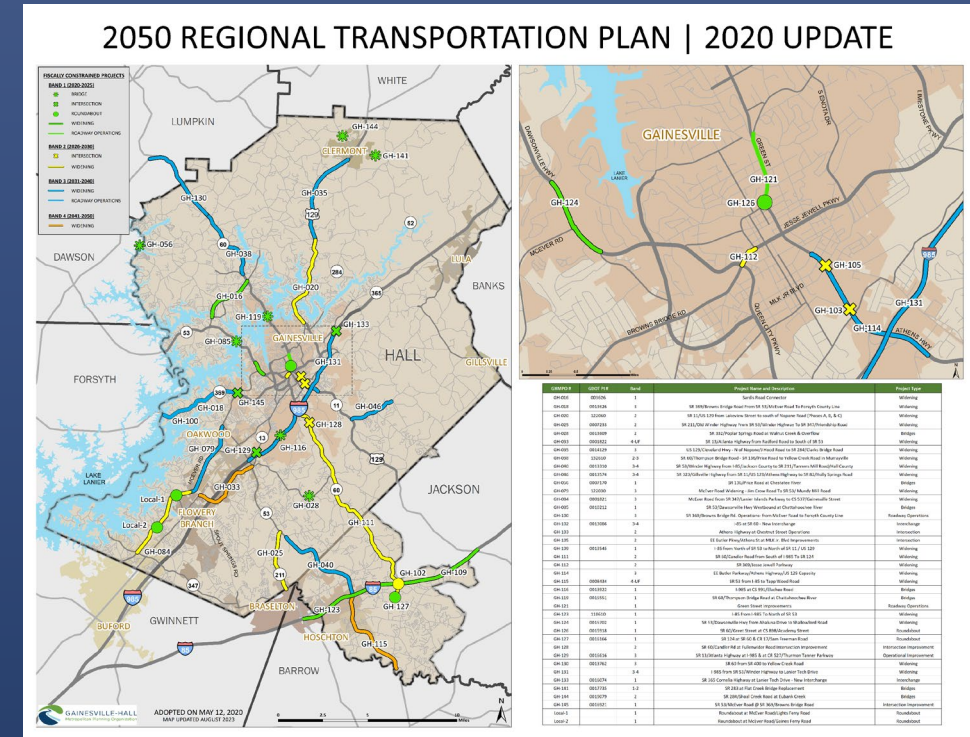
Agenda

- MTP
 - Overview
 - Travel Demand Model
 - Socioeconomic Data
- Schedule
- Next Steps



MTP – What is it?

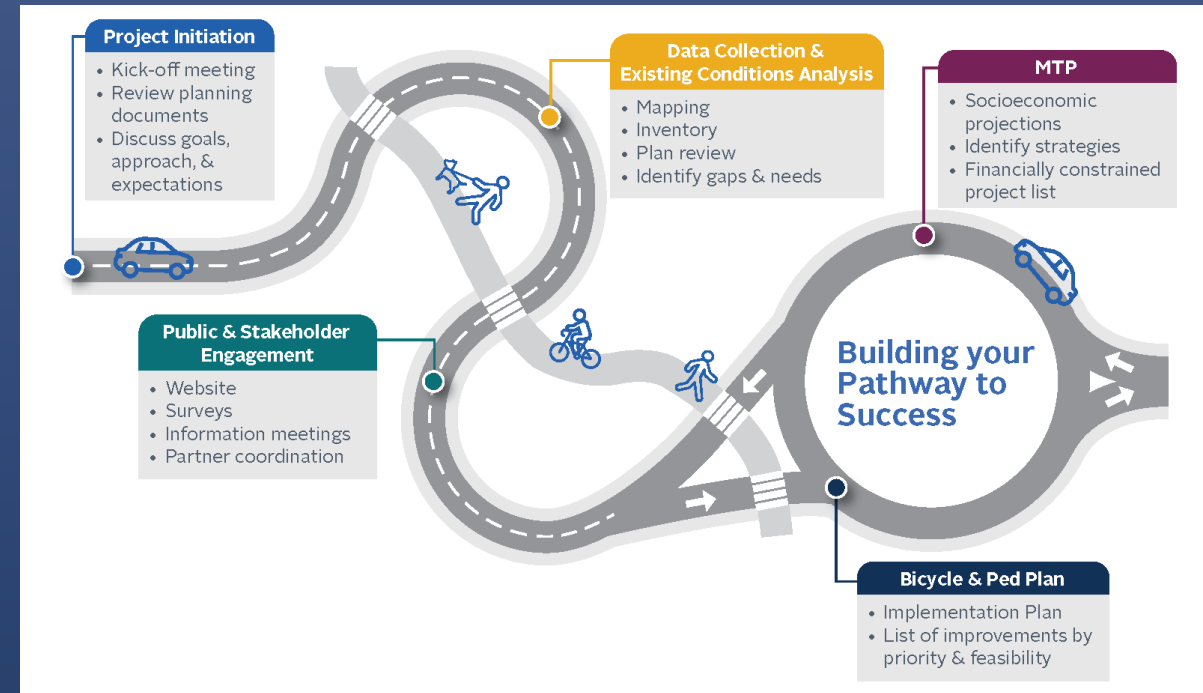
- Metropolitan Transportation Plan (MTP)
 - Results in short- and long-range transportation priorities
 - Federally required to be updated every five (5) years
 - Assessing Needs for next 30 years (Year 2055)
- Last Update Completed in 2020 (aka RTP)



Source: GHMPO and RS&H, Inc.

MTP – What is it?

- Multi-modal Plan
 - Roadways / Vehicular
 - Transit
 - Freight
 - Non-Motorized (bicycle, pedestrian)
 - Air
- Implementation of Projects
 - Short-range (next few years) through
 - Long-Range (up to year 2055)
- Components
 - Technical analyses
 - Stakeholder and public involvement
- *GHMPO Bicycle and Pedestrian Plan will be updated concurrently to the 2025 MTP*



Source: RS&H, Inc.

MTP Development – Technical

- **Existing Conditions**

- Safety
- Connectivity and Development
- Congestion
- Road and bridge conditions
- Multi-modal System



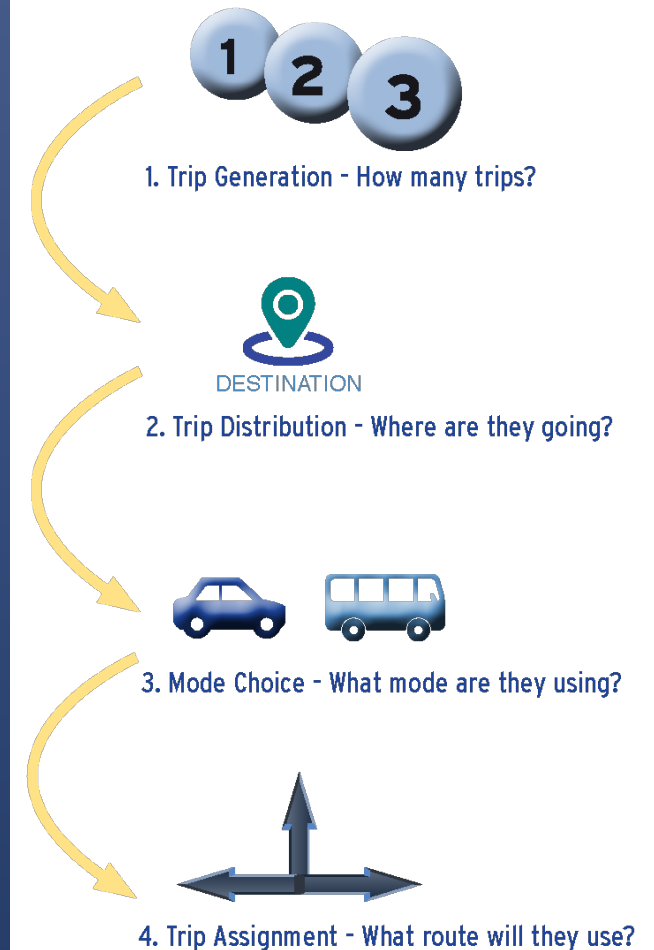
- **Future Needs Conditions**

- Safety Enhancements
- Congestion Relief
- Road and bridge Improvements
- Potential new connections
- Multi-modal Needs

Travel Demand Model

- Why
 - To forecast future travel demand / congestion
- Who
 - GHMPO provides input data
 - Georgia Department of Transportation (GDOT) runs model
- What
 - Identify future congestion
 - Help identify & prioritize future transportation projects / needs

Travel Demand Model Four-Step Approach



Source: GDOT

Travel Demand Model

- Inputs

- Socio-economic (SE) Data
 - Population, Households ,
Employment, School Enrollment
- Other major traffic generators
 - New Inland Port

- Outputs

- Future Congestion
 - Location and Severity
- Inform Decisions
 - New roadways
 - Widening of existing roads

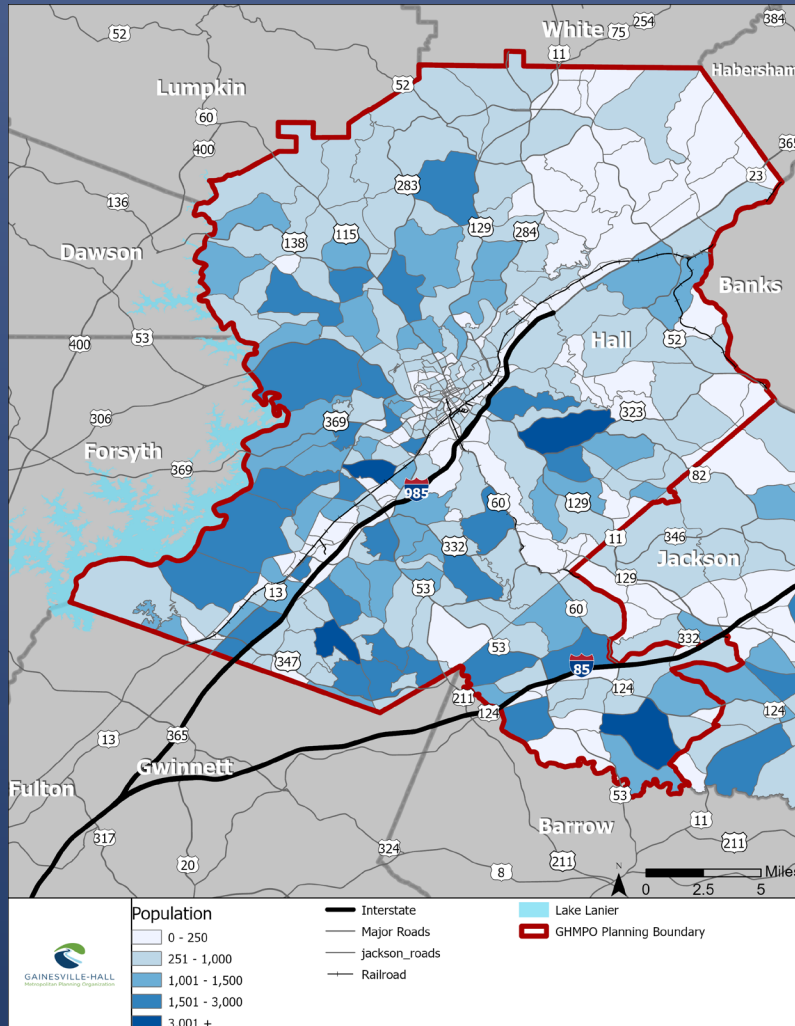


2020 Base Year SE Data

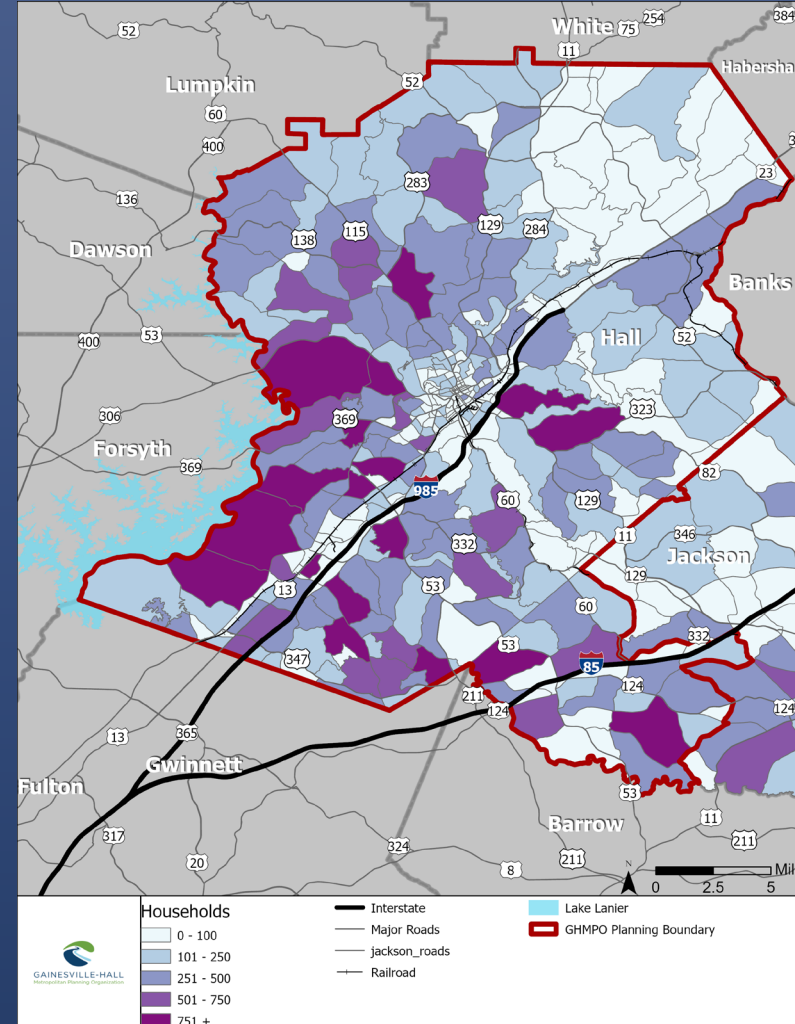
County	Population	Households	Employment	Students (K-12)	University Enrollment
Hall	201,999	71,047	107,785	35,002	14,864
Jackson (portion within GHMPO)	20,712	6,955	7,046	4,262	-

2020 Base Year SE Data

Population

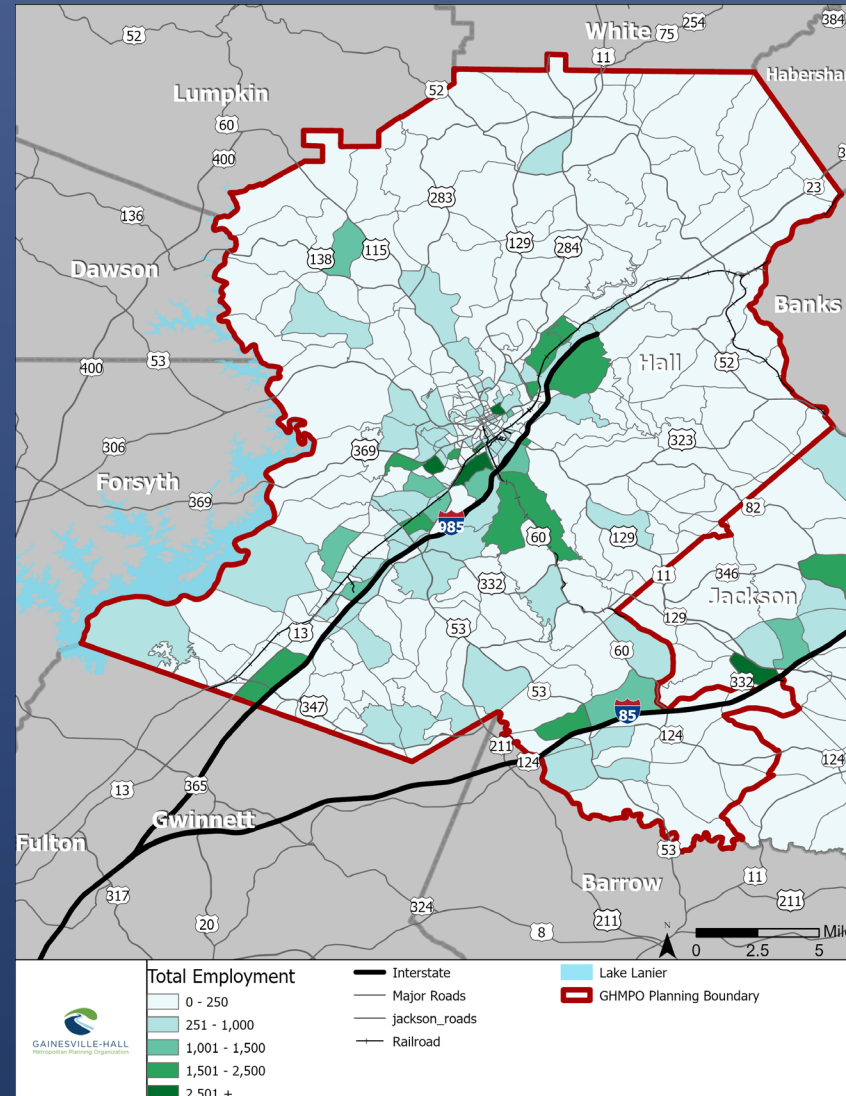


Number of Households



2020 Base Year SE Data

Total Employment



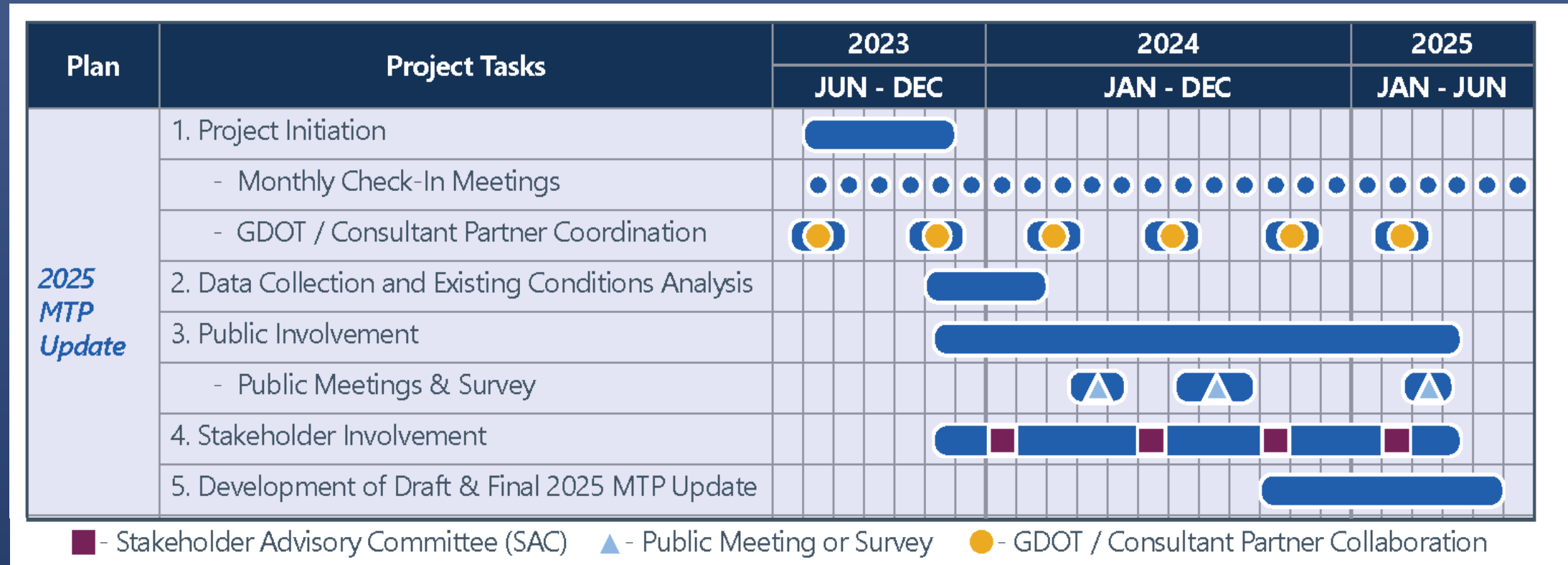
Next Steps

- Model Development
 - 2055 Future Year SE Data
 - Draft: Dec 2023
 - Finalize: Feb 2024
 - GDOT to continue model development & initial network runs
- MTP Other Activities (into early 2024)
 - Review goals and objectives
 - Complete Existing Conditions Assessment
 - Stakeholder and Public Outreach
- Initiate GHMPO Bike-Ped Plan Update



Next Steps

Proposed Schedule (*Subject to Updates*)



Thank you!

Technical Coordinating Committee

Wednesday, October 18th, 2023, 10:30 AM
Banquet Hall, 4th Floor, Hall County Government Center
2875 Browns Bridge Road, Gainesville, GA 30504

AGENDA

- 1. Welcome – Adam Hazell, Chair**
- 2. Approval of July 19, 2023 Meeting Minutes**
- 3. Recommend Approval of Draft Amendment #1 to the FY 2024-2027 Transportation Improvement Program (TIP)**
 - Joseph Boyd, GHMPO
- 4. Recommend Approval of Draft PM1 Safety Targets for FY 2024**
 - Michael Haire, GHMPO
- 5. First Review of Draft FY 2025 Unified Planning Work Program (UPWP)**
 - Joseph Boyd, GHMPO
- 6. Presentation on Base Year 2020 SE Data for the Metropolitan Transportation Plan (MTP): 2025 Update**
 - Michael Haire, GHMPO
- 7. 2022 Crash Profiles for Hall and Jackson Counties**
 - Michael Haire, GHMPO
- 8. Update on GDOT's Carbon Reduction Strategy (CRS)**
 - Brandon North, GDOT Office of Planning

MEMORANDUM

To: Technical Coordinating Committee Members
From: Michael Haire, GHMPO
Date: October 11, 2023
Re: 2022 Crash Profiles for Hall and Jackson Counties

Each year, GHMPO staff prepare a report on crashes throughout Hall and Jackson Counties. This data is usually sourced through the Georgia Electronic Accident Reporting System (GEARS). This year, GDOT has provided GHMPO with access to a platform called Numetric, which sources data from GEARS but provides much more robust analytical tools.

The crash profiles for each county provide maps for all crashes, crashes with injuries, and crashes with fatalities, as well as a heat map of crashes in each county. Additionally, analysis including the manner of collision, time of day, age of driver and more are included to supplement this data. Lastly, high crash intersections and road segments are ranked for each county, with maps of each area considered a high crash location.

RECOMMENDED ACTION: None

Attachment: 2022 Crash Profiles



GAINESVILLE-HALL

Metropolitan Planning Organization

2022 Crash Profiles **Hall and Jackson Counties**

Prepared in October 2023

Prepared by the Gainesville-Hall Metropolitan Planning Organization in cooperation with the Georgia Department of Transportation and the Numetric Traffic Safety Analysis tool.

Contents

Introduction.....	2
Hall County	4
Fatal Crash Locations.....	9
Severity and Manner of Collision	10
Crash Conditions	11
Driver Age and Time of Day.....	12
Five Year Trends	13
Five Year Trends (cont.).....	14
Miscellaneous Contributing Factors.....	15
High Accident Locations	16
High Accident Locations (cont.).....	17
Historical Crash Locations	17
Jackson County	18
Fatal Crash Locations.....	23
Severity and Manner of Collision	24
Crash Conditions	25
Driver Age and Time of Day.....	26
Five Year Trends	27
Five Year Trends (cont.).....	28
Miscellaneous Contributing Factors.....	29
High Accident Locations	30
Historical Crash Locations	31
Appendix A.....	32
Appendix B.....	38
Appendix C.....	44
Appendix D	50
Appendix E.....	56
Appendix F	62
Appendix G	68
Appendix H	74
Appendix I	80
Appendix J.....	82

Introduction

The Gainesville-Hall Metropolitan Planning Organization (GHMPO) is the federally designated transportation planning body in Northeast Georgia consisting of the Gainesville urbanized area, Hall County, and the western portion of Jackson County. GHMPO was formed on February 25, 2003, and is housed within the Hall County Planning Department.

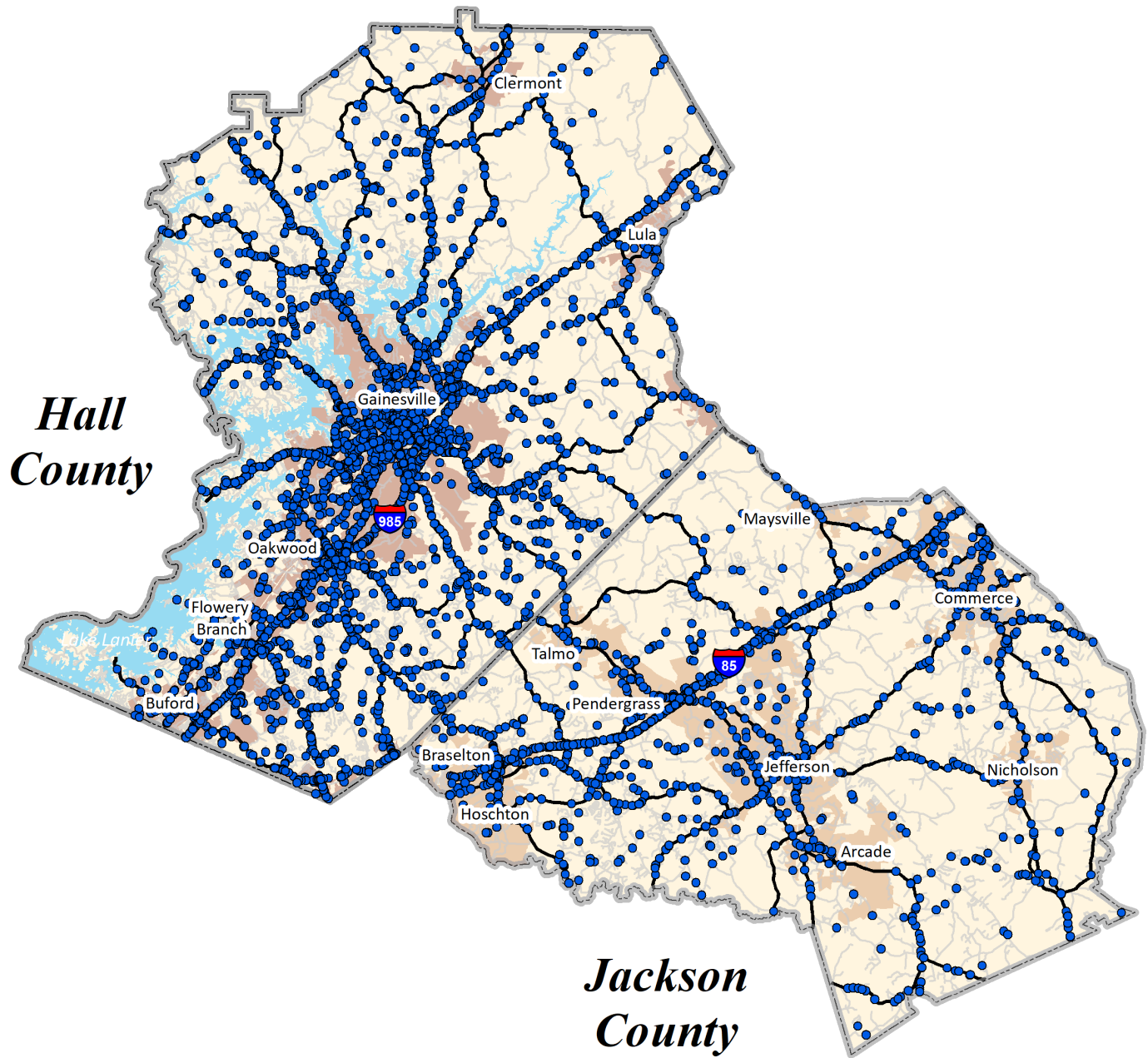
The Georgia Department of Transportation (GDOT), jointly with the Governor's Office of Highway Safety, provides access to a traffic safety analysis tool known as Numetric, which utilizes data obtained from the Georgia Electronic Accident Reporting System (GEARS). Using GEARS, agencies across the state are able to electronically submit accident data that contains information such as number of injuries, number of fatalities, accident type, accident location, time of day, gender and age of the driver, and GPS coordinates. Reporting crashes electronically not only saves local agencies thousands of dollars a year but also provides transportation professionals valuable data that can be used to help identify high crash locations and areas that may require additional funding for safety and operational improvements in the future. Using Numetric, GHMPO has access to large amounts of traffic safety data with unique reporting capabilities, and uses this to develop crash profiles for jurisdictions within the GHMPO planning boundary.

The Gainesville-Hall MPO has developed several crash profiles for past years, but this is the first time GHMPO has developed this data into a singular report that spans all jurisdictions. Previous crash profiles for individual counties can be found at the following link:

<https://www.ghmpo.org/studies-resources/county-crash-profiles/>



Gainesville-Hall Metropolitan Planning Organization Crashes in 2022



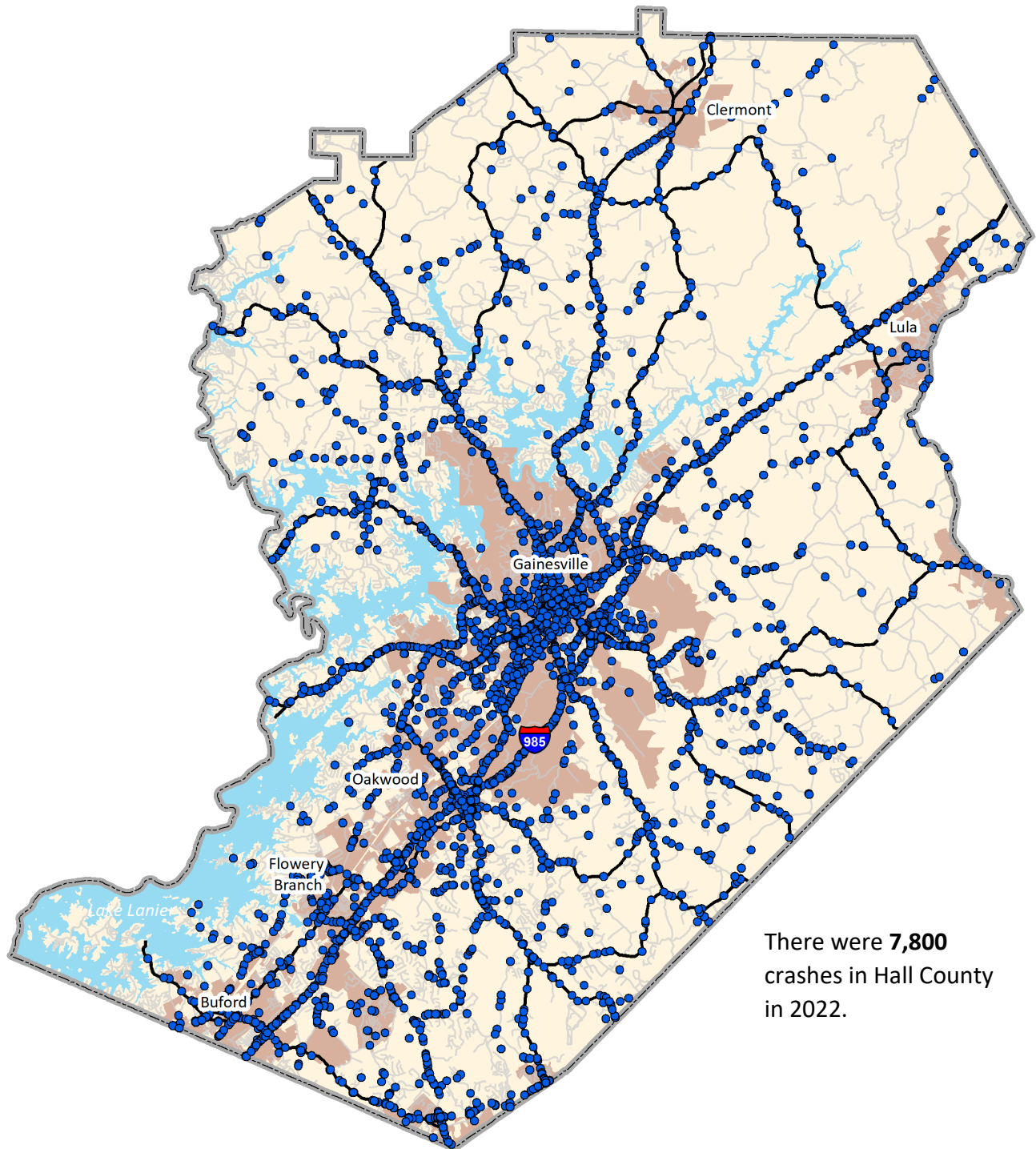
- Crash

Section 1

Hall County

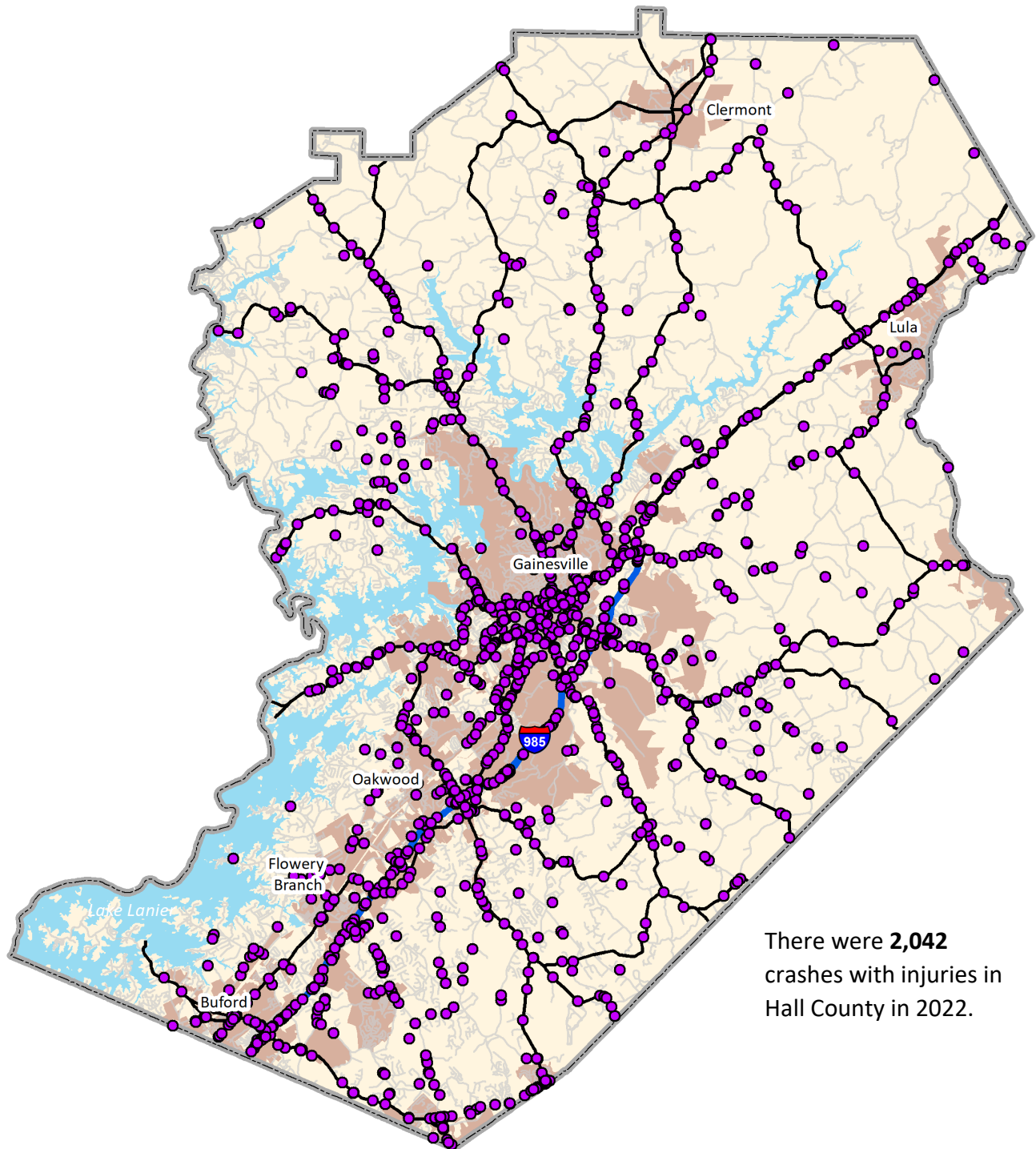
Crashes in 2022

Hall County Crashes in 2022



- Crash

Hall County Crashes with Injuries in 2022

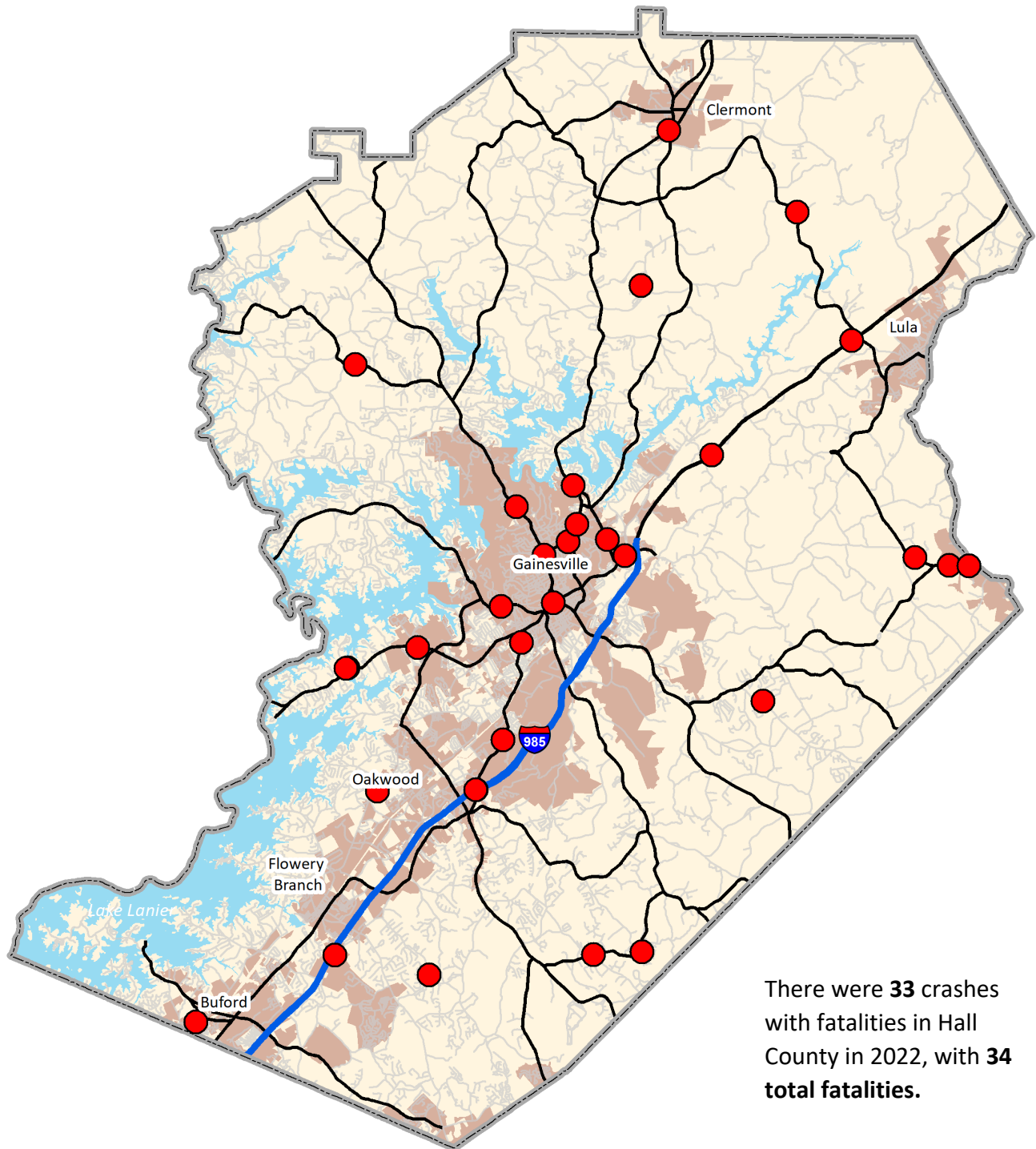


There were **2,042**
crashes with injuries in
Hall County in 2022.

● Crash with Injury

Hall County

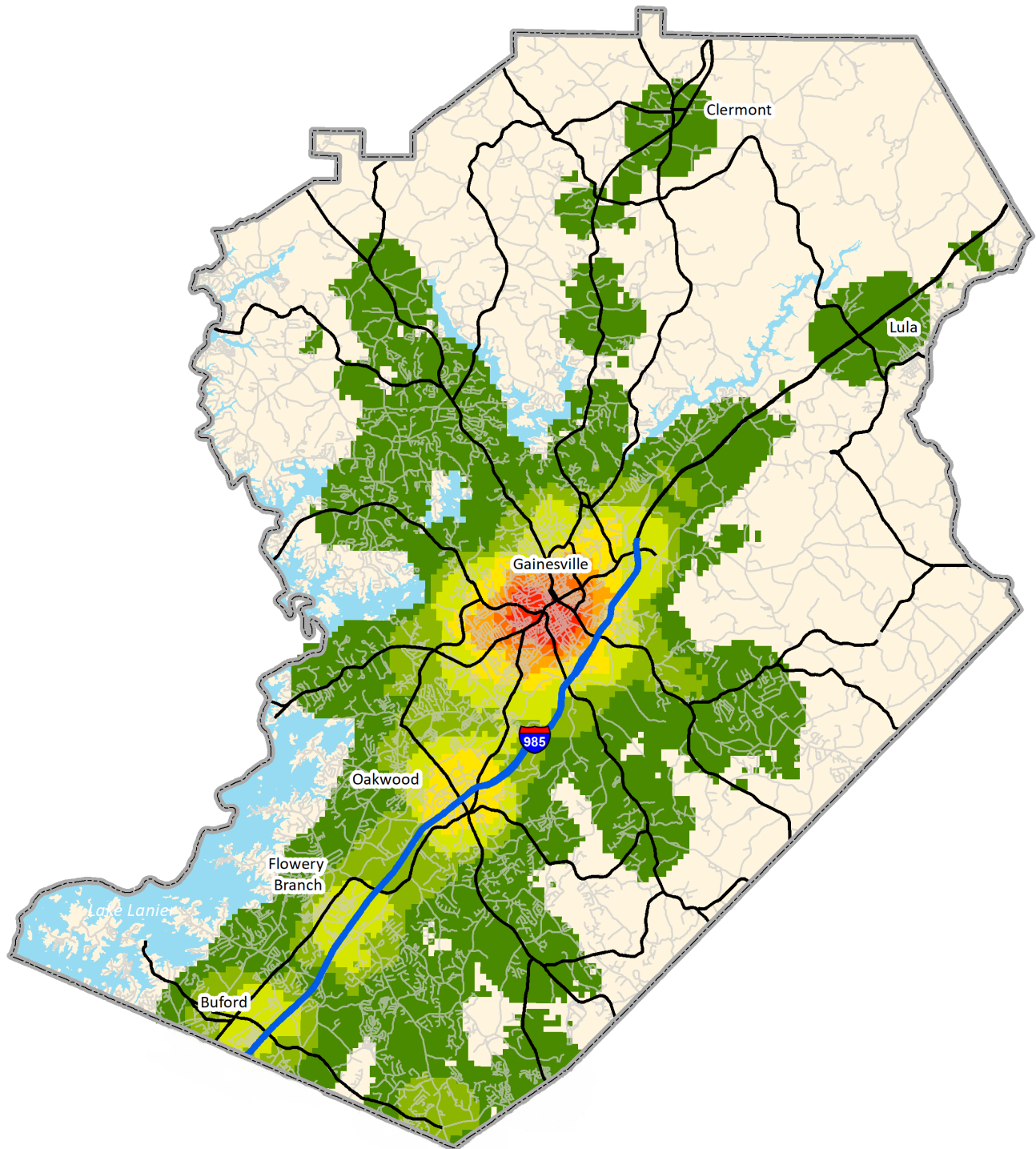
Crashes with Fatalities in 2022



● Crash with Fatality

Hall County

Heat Map of Crashes in 2022



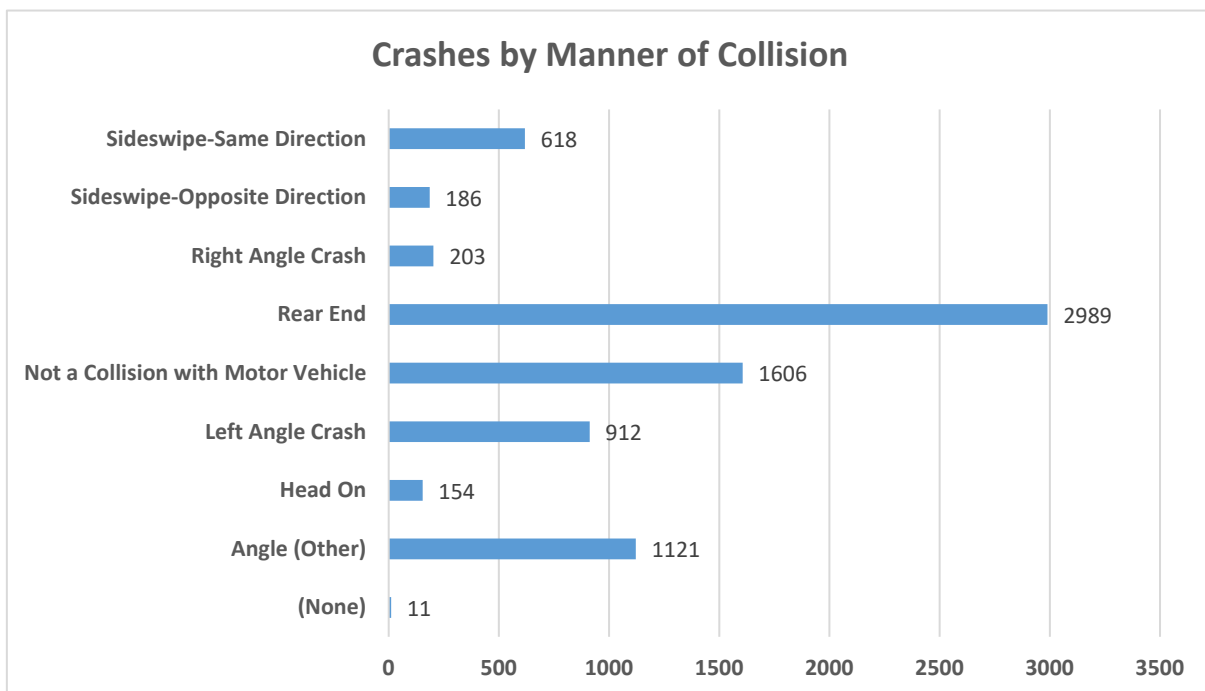
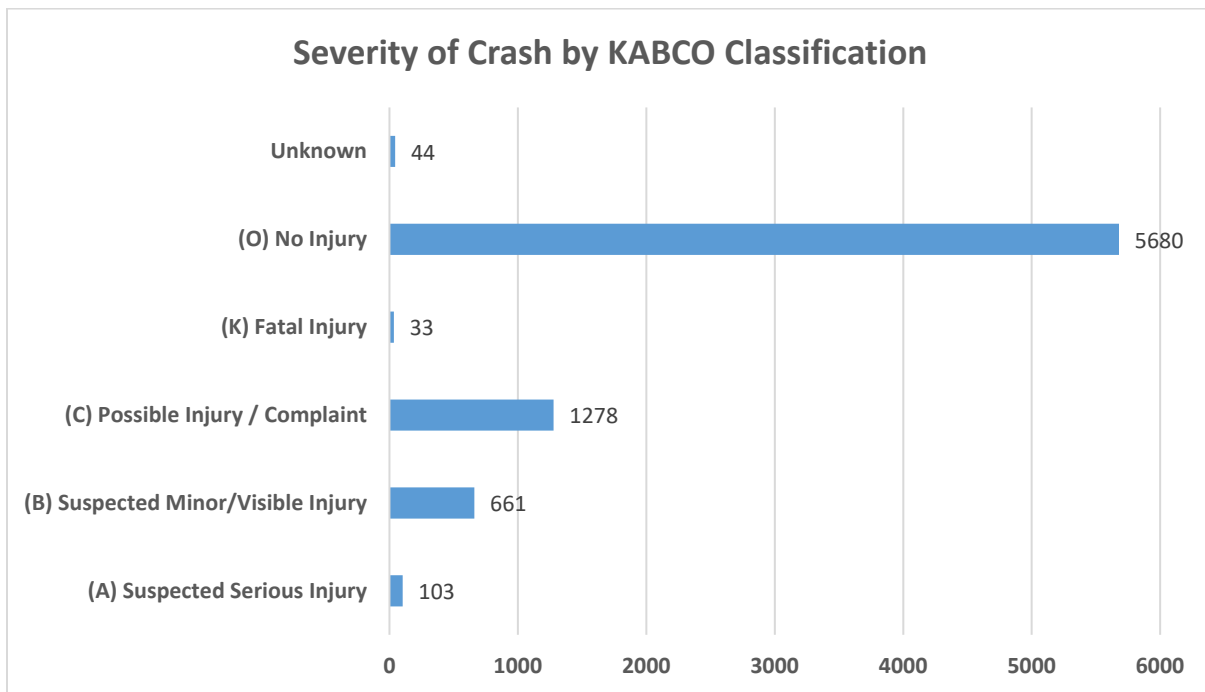
Fatal Crash Locations

Location	Number of Fatalities
Cornelia Highway/State Route 365 North of Intersection with White Sulphur Road*	2
I-985 Northbound Exit Ramp onto Atlanta Highway/State Route 13**	2
Price Road/State Route 136 West of Red Oak Drive	1
Cleveland Highway/US Route 129 West of Intersection with Clarks Bridge Road	1
Lula Road/State Route 52 at Intersection with Julian Wiley Road	1
Bogus Road North of Intersection with Nopone Road	1
Cornelia Highway/State Route 365 South of Intersection with Lula Road/State Route 52	1
Cleveland Highway/US Route 129 at Intersection with Sweetbay Drive/Riverwood Drive	1
Park Hill Drive/State Route 11 South of Intersection with Old Clarks Bridge Road	1
Park Hill Drive/State Route 11 at Intersection with South Enota Drive NE	1
Limestone Parkway/US Route 129 at Intersection with Beverly Road	1
Thompson Bridge Road/State Route 60 at Intersection with Oak Tree Drive/State Route 60	1
Thompson Bridge Road/State Route 60 at Intersection with Sandridge Court	1
Jesse Jewell Parkway/US Route 129 at Intersection with White Sulphur Road	1
Jesse Jewell Parkway/US Route 129 at Intersection with Bradford Street South	1
Dawsonville Highway at Intersection with Nix Drive	1
Atlanta Highway/State Route 13 at Intersection with Pearl Nix Parkway	1
Browns Bridge Road/State Route 369 West of Intersection with McEver Road/State Route 53	1
Browns Bridge Road/State Route 369 at Intersection with Holland Drive	1
Browns Bridge Road/State Route 369 West of Intersection with Cherokee Trail	1
Atlanta Highway/State Route 13 Near Intersection with West Park Drive	1
McEver Road at Intersection with J White Road	1
Hog Mountain Road North of Wade Orr Road	1
McEver Road at Intersection with Green Road	1
Cash Road at Intersection with Elizabeth Lane	1
Tanners Mill Road/State Route 211 at Intersection with Ellison Farm Road	1
Tanners Mill Road/State Route 211 North of Walnut Creek	1
Thousand Oaks Drive North of Intersection with Harmony Church Road	1
State Route 52 East of Intersection with F Gilmer Road	1
State Route 52 East of Intersection with Gillsville Highway/State Route 323	1
State Route 52 West of Intersection with Woodland Drive	1
I-985 South of Interchange with Queen City Parkway/State Route 60	1

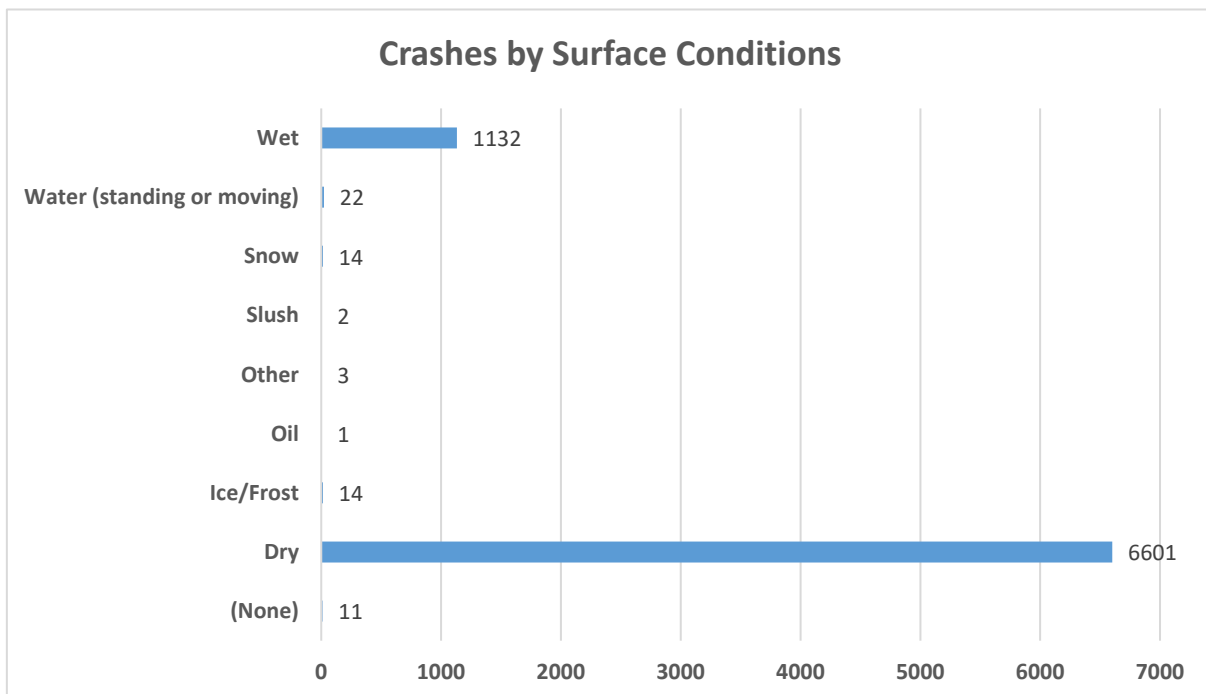
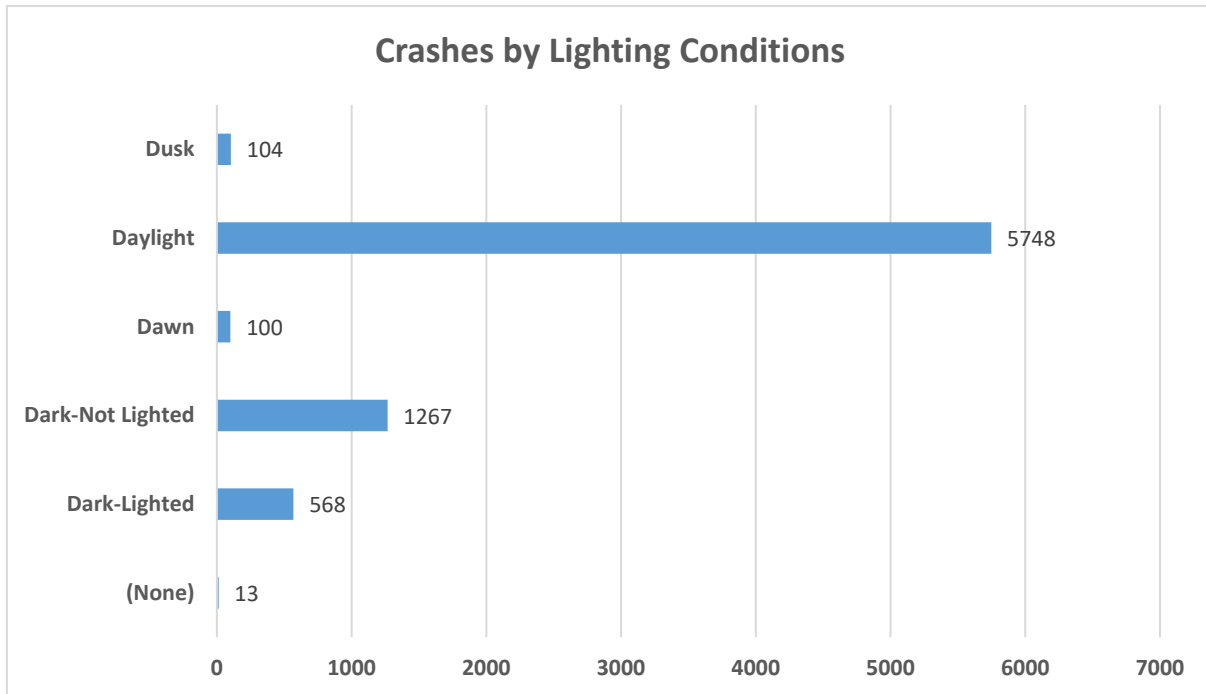
*One crash with two fatalities

**Two crashes with one fatality each

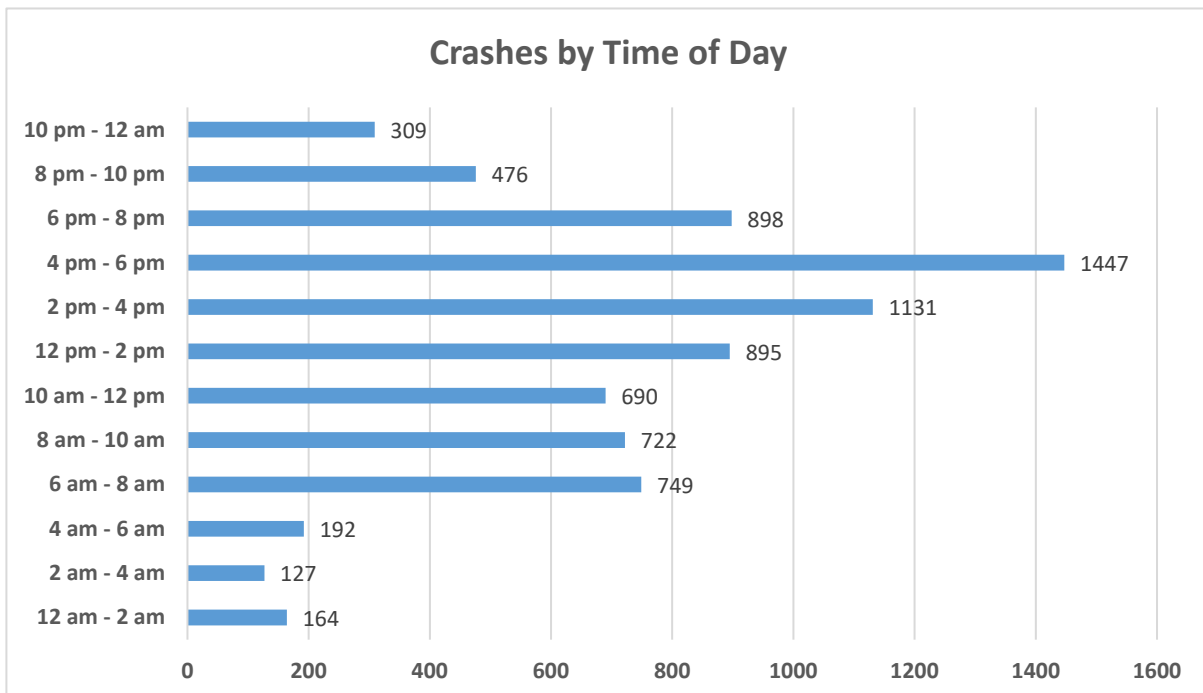
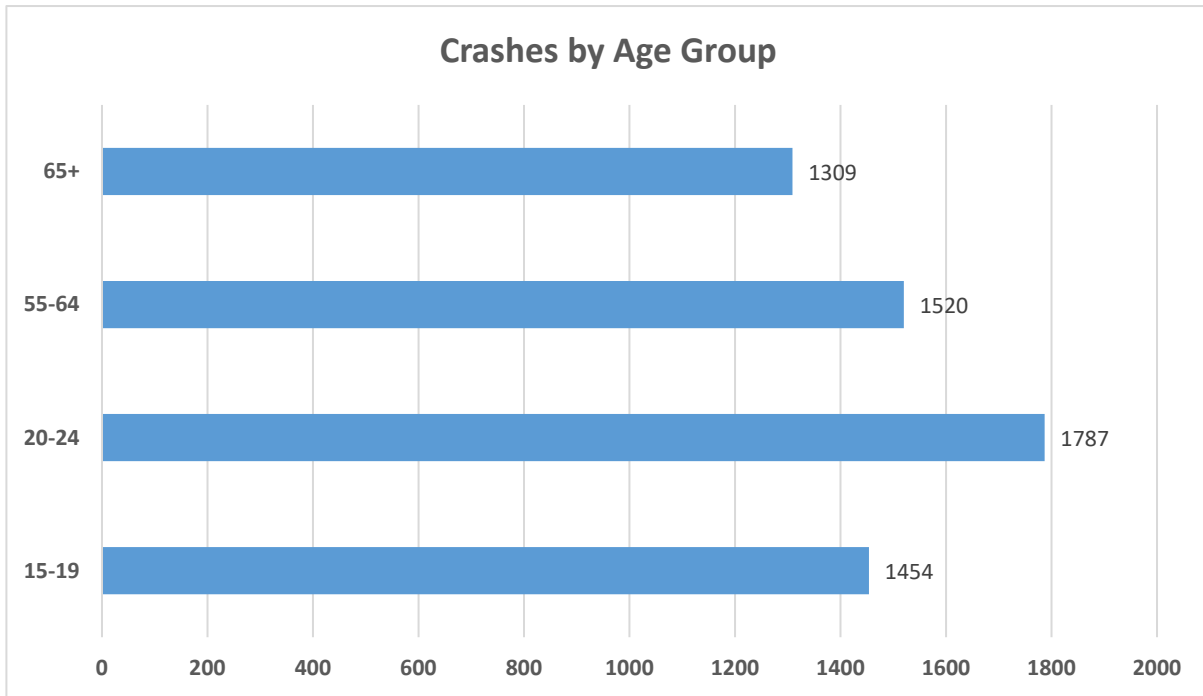
Severity and Manner of Collision



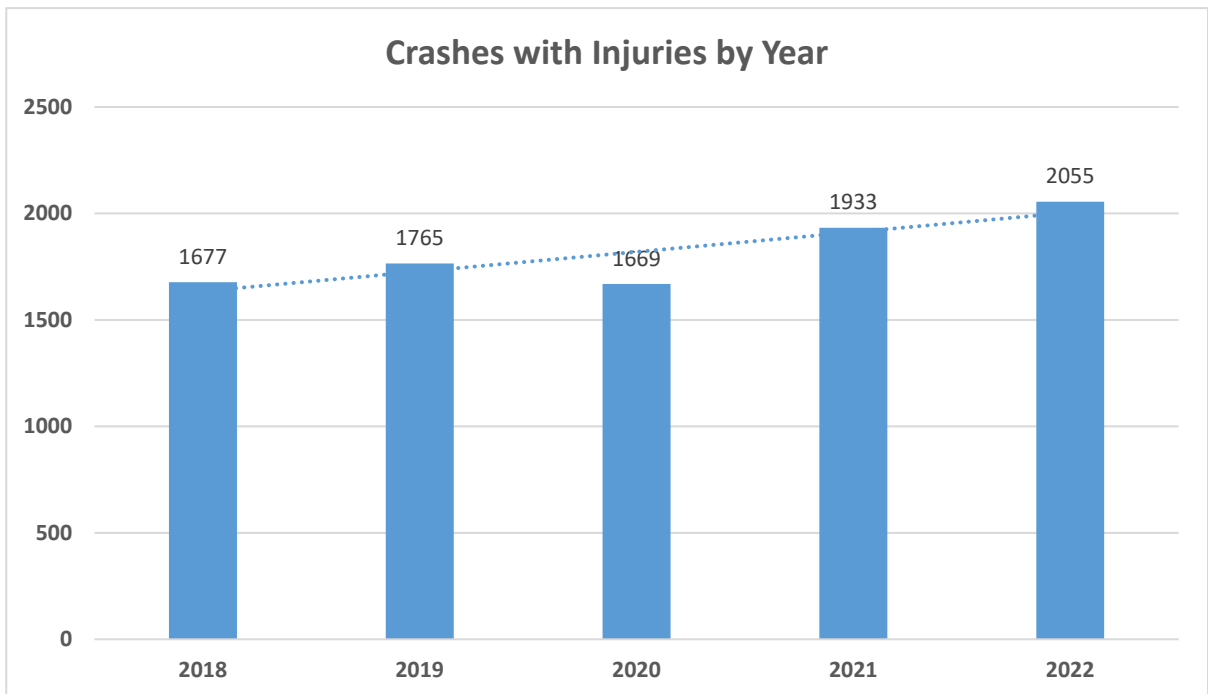
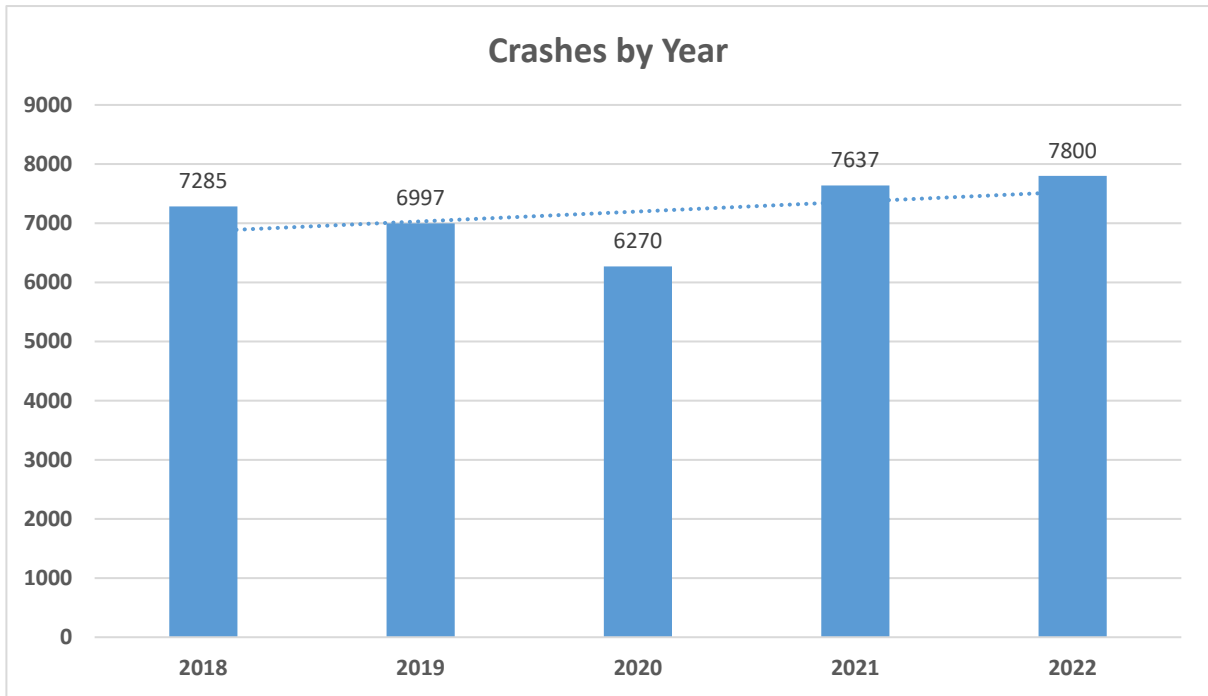
Crash Conditions



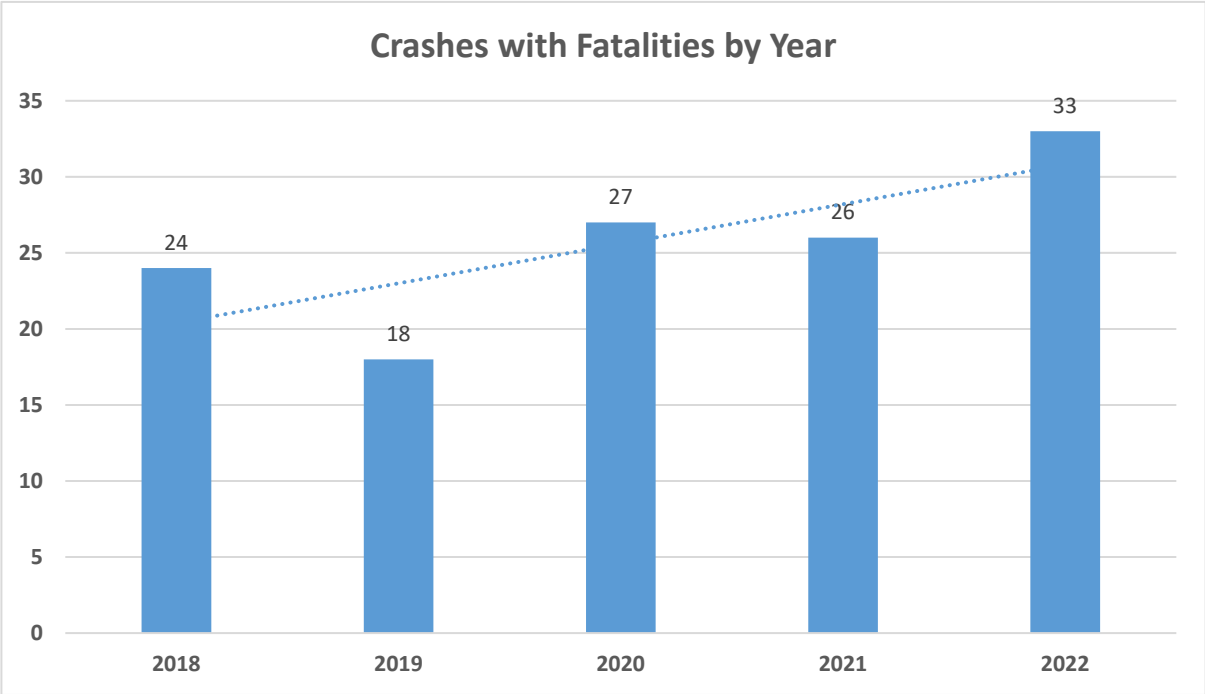
Driver Age and Time of Day



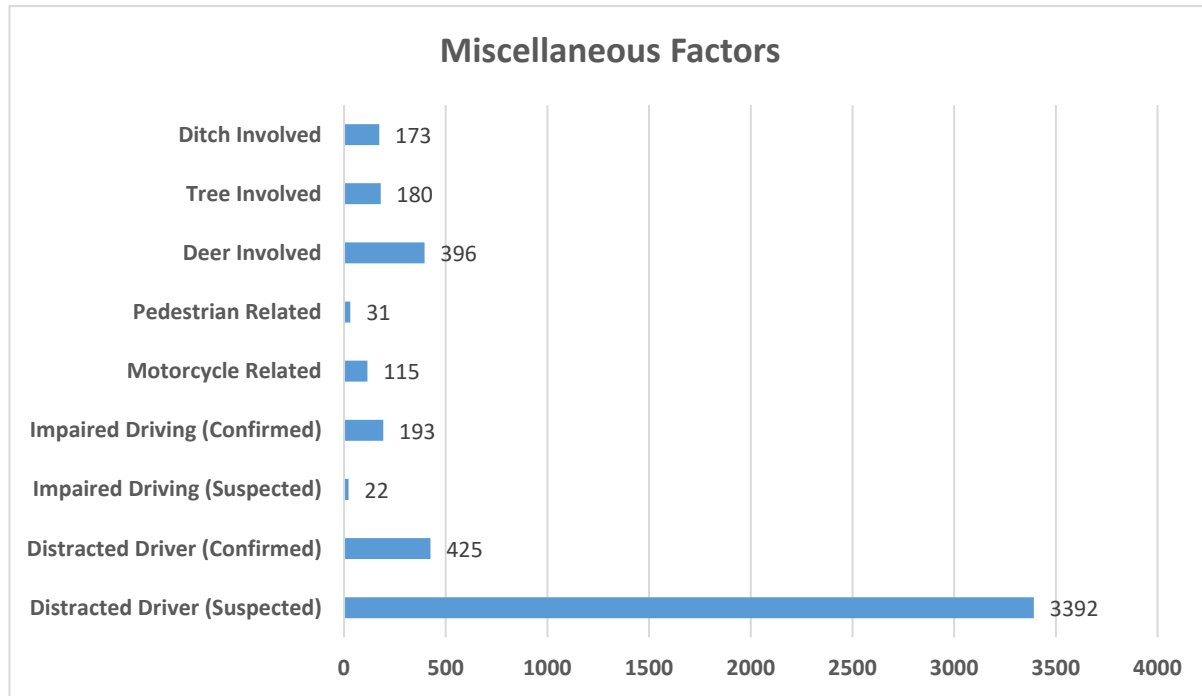
Five Year Trends



Five Year Trends (cont.)



Miscellaneous Contributing Factors



High Accident Locations

Below are the locations determined by Numetric to be have the highest concentration of crashes in Hall County. Locations are sorted by their designation as either a road segment or an intersection. Maps for each intersection and segment can be found in Appendices A-E (pages 32-61).

Top 5 Interstate Network Crash Segments - Hall County	Crashes
I-985 Southbound from Winder Highway/State Route 53 to Spout Springs Road	56
I-985 Southbound from Spout Springs Road to Friendship Road/State Route 347	55
I-985 Northbound from Spout Springs Road to Winder Highway/State Route 53	44
I-985 Northbound from Friendship Road/State Route 347 to Spout Springs Road	42
I-985 Northbound from Winder Highway/State Route 53 to Queen City Parkway/State Route 60	41

Top 5 Off-Interstate Crash Segments - Hall County	Crashes
Jesse Jewell Parkway/State Route 369 from Banks Street to Queen City Parkway/State Route 53	41
Dawsonville Highway/State Route 53 from McEver Road to Beechwood Boulevard NW	40
McEver Road/State Route 53 from Spring Road to Dawsonville Highway	31
Atlanta Highway/State Route 13 from Tumbling Creek Road to W Park Drive	25
Spout Springs Road between I-985 Exit Ramps	25

Top 5 Crash Intersections - Hall County	Crashes
EE Butler Parkway/US 129 and West Ridge Road	38
Mundy Mill Road/State Route 53 and Atlanta Highway/State Route 13	31
McEver Road/State Route 53 and Dawsonville Highway	31
Jesse Jewell Parkway/State Route 369 and Queen City Parkway/State Route 53	28
Friendship Road/State Route 347 and Gainesville Highway/State Route 13	26

Top 5 Fatal Crash Intersections - Hall County (2022)	Crashes	Fatal
McEver Road and Green Road	11	1
Limestone Parkway/US Route 129 and Beverly Road	10	1
Thompson Bridge Road/State Route 60 and Sandridge Court	7	1
Tanners Mill Road and Ellison Farm Road	2	1
Cash Road and Elizabeth Lane	1	1

High Accident Locations (cont.)

Top 5 Fatal Crash Segments - Hall County (2022)	Crashes	Fatal
I-985 Northbound exit ramp to Atlanta Highway/State Route 13	7	2
I-985 Southbound from Queen City Parkway/State Route 60 to Atlanta Highway/State Route 13	37	1
Atlanta Highway/State Route 13 from Tumbling Creek Road to W Park Drive	25	1
Park Hill Drive/State Route 11 from Lakeview Drive to Old Clarks Bridge Road	14	1
Thompson Bridge Road/State Route 60 from Holly Drive to Oak Tree Drive	11	1

Historical Crash Locations

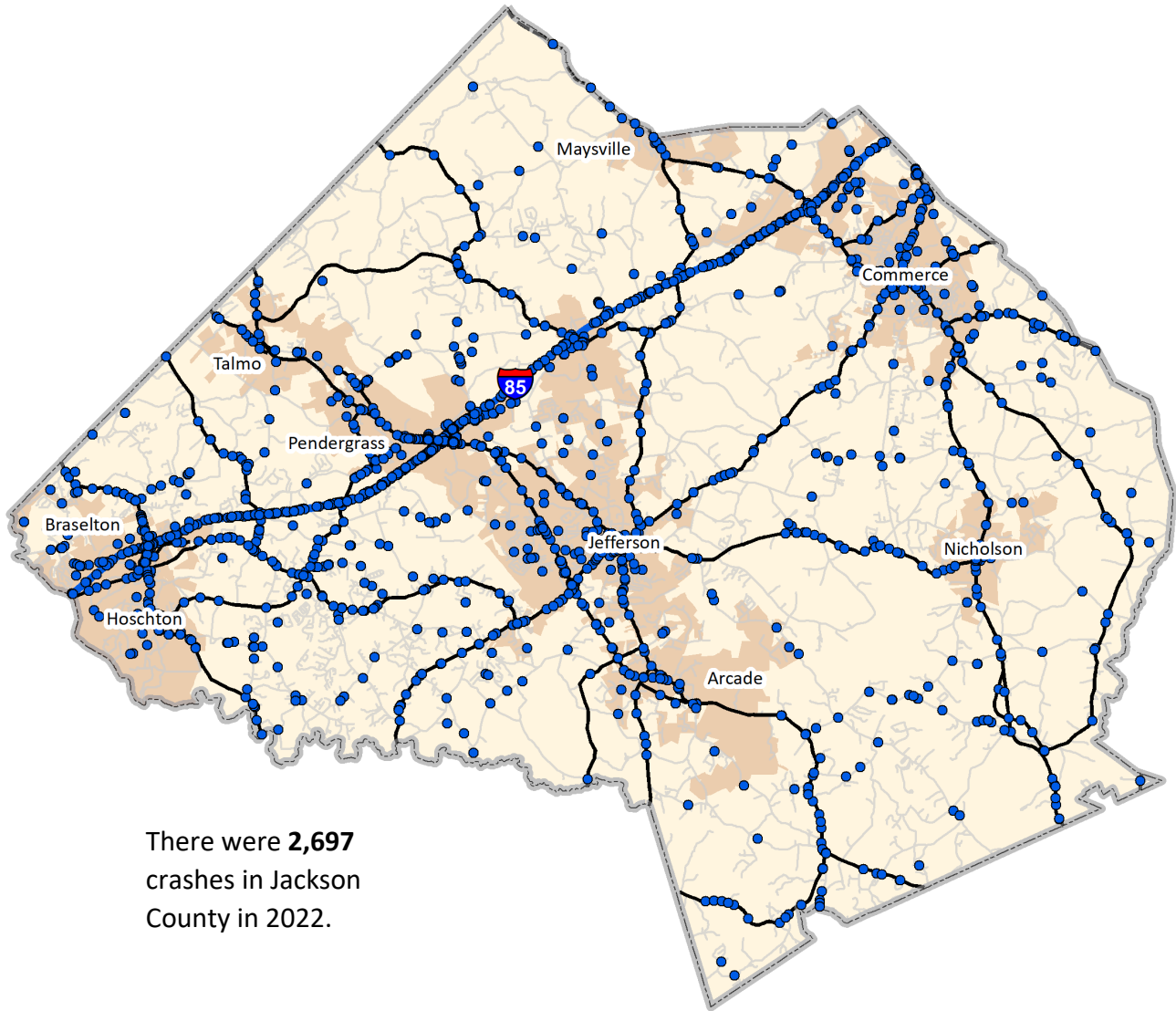
Top 5 Fatal Crash Intersections - Hall County (2018-2022)	Crashes	Fatal
McEver Road/State Route 53 and Browns Bridge Road/State Route 369	256	2
Thompson Bridge Road/State Route 60 and Rufus Bryant Road	4	2
Jesse Jewell Parkway SE/State Route 369 and EE Butler Parkway/US Route 129	148	1
Dawsonville Highway/State Route 53 and Sardis Road	112	1
EE Butler Parkway/US Route 129 and College Ave SE/Hunter St SE	87	1

Top 5 Fatal Crash Segments - Hall County (2018-2022)	Crashes	Fatal
Lula Road/State Route 52 from Julian Whiley Road to Magnolia Station Drive	34	3
Price Road/State Route 136 from Will Wallace Road to Red Oak Drive	16	3
I-985 Southbound from Winder Highway/State Route 53 to Spout Springs Road	188	2
I-985 Northbound from Friendship Road/State Route 347 to Spout Springs Road	178	2
Atlanta Highway/State Route 13 between Tumbling Creek Road and W Park Drive	48	2

Section 2

Jackson County
Crashes in 2022

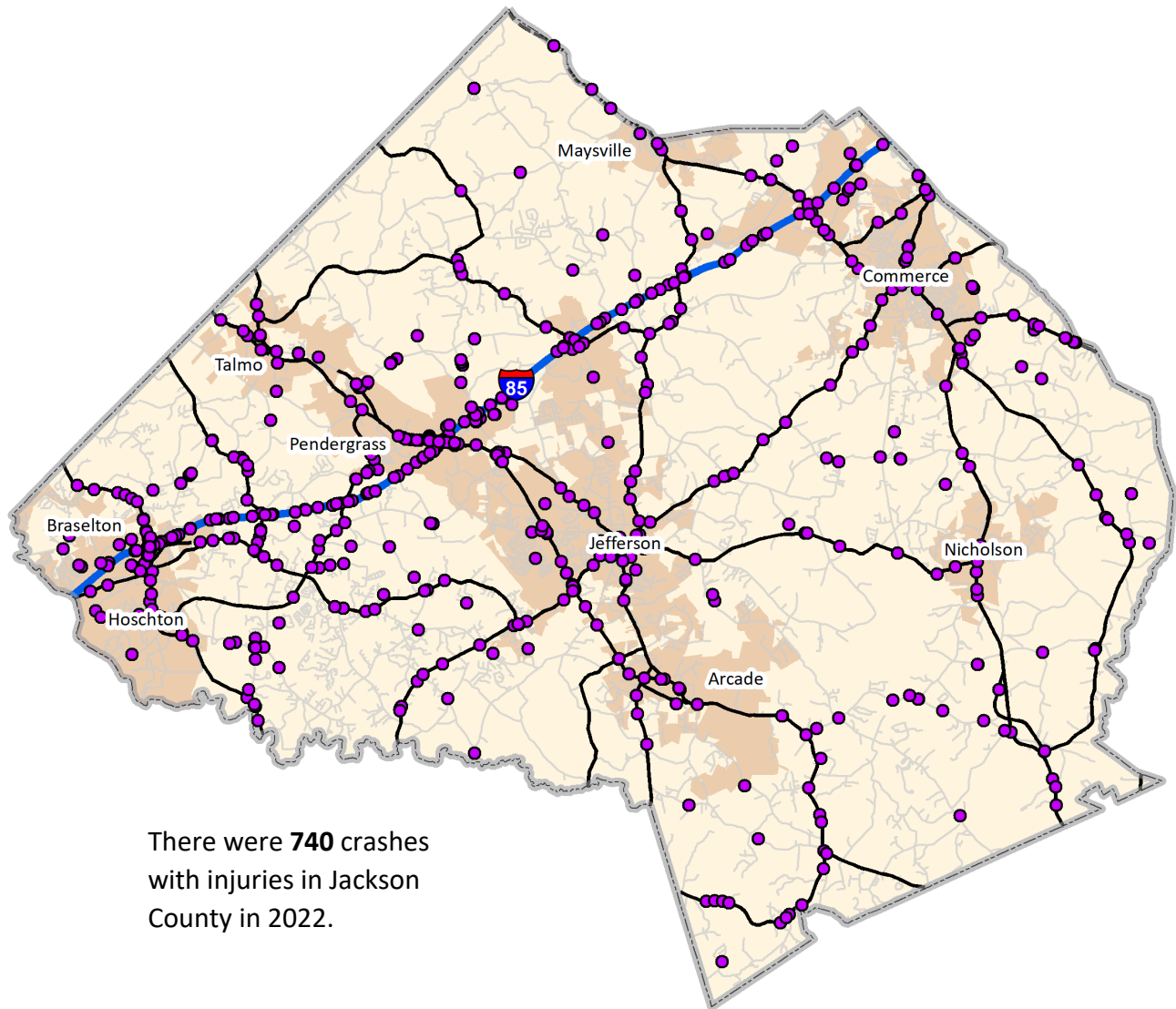
Jackson County Crashes in 2022



There were **2,697**
crashes in Jackson
County in 2022.

• **Crash**

Jackson County Crashes with Injuries in 2022

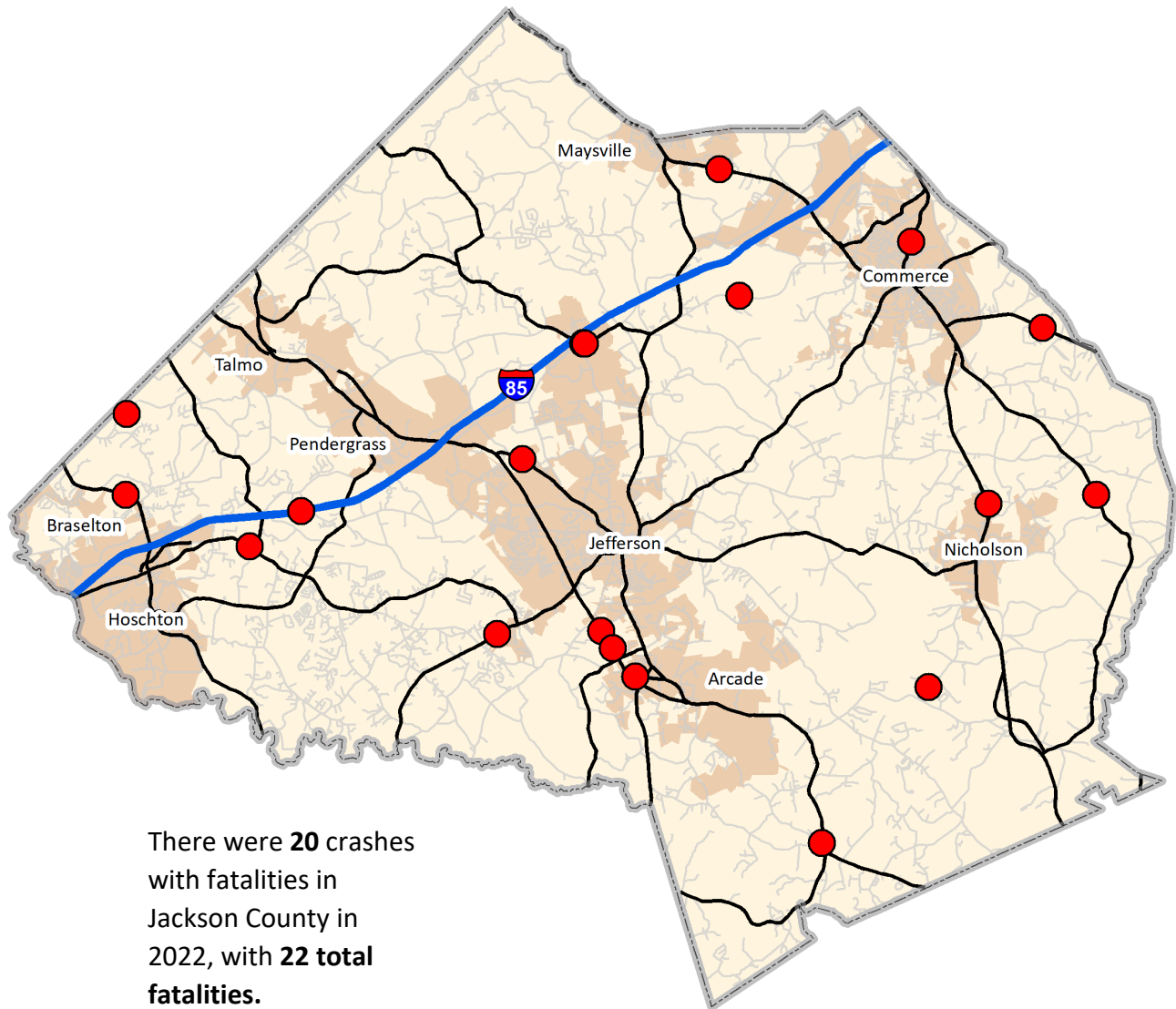


There were **740** crashes with injuries in Jackson County in 2022.

● Crash with Injury

Jackson County

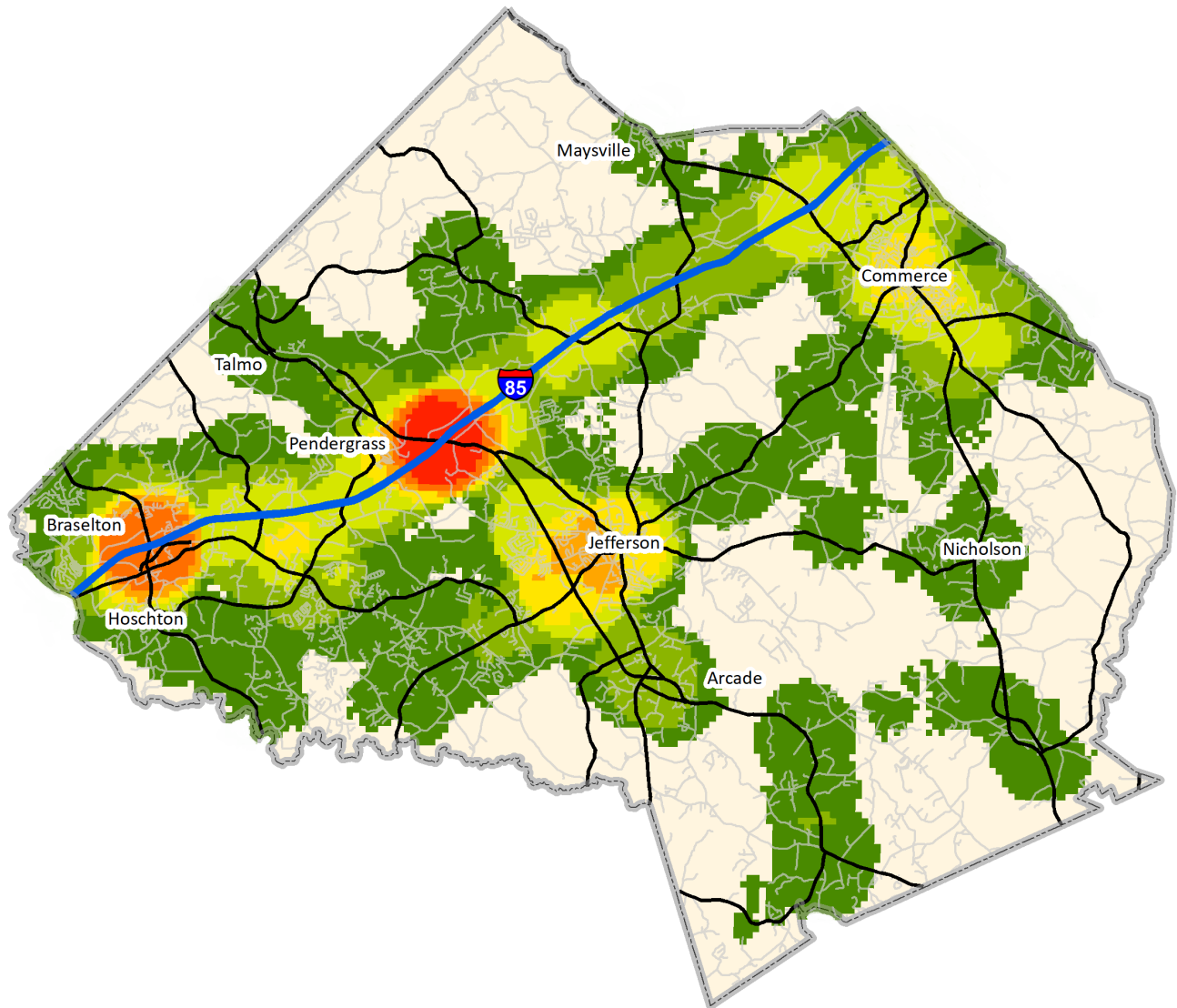
Crashes with Fatalities in 2022



● Crash with Fatality

Jackson County

Heat Map of Crashes in 2022



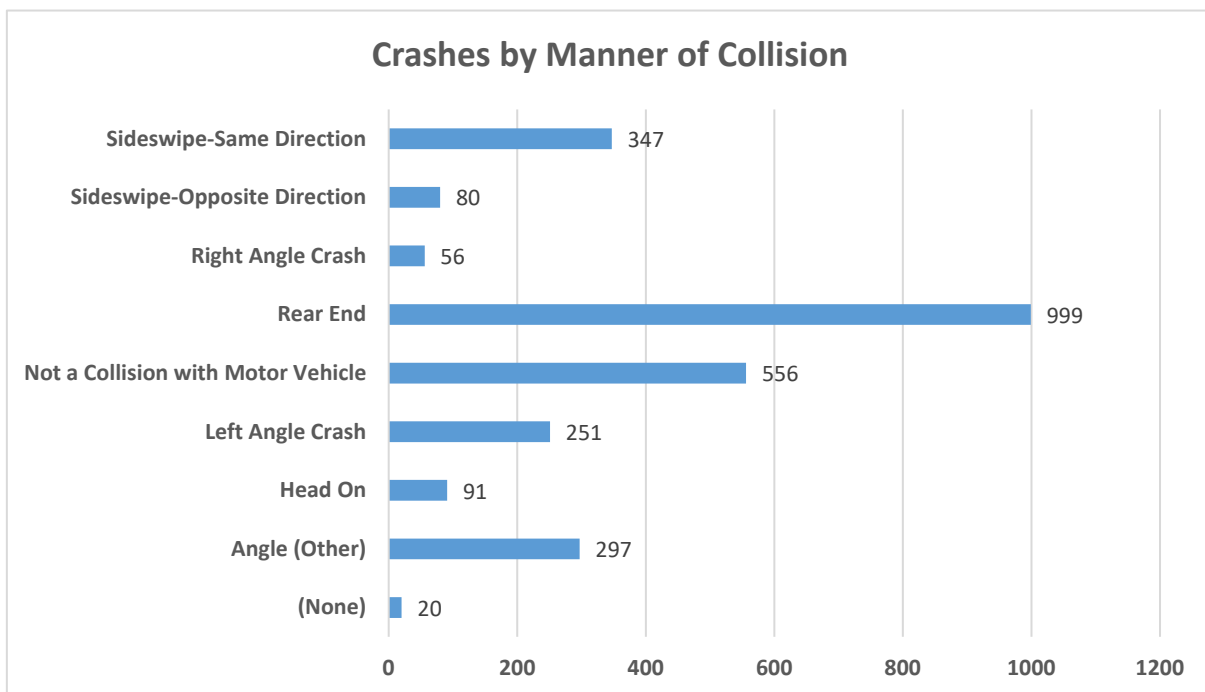
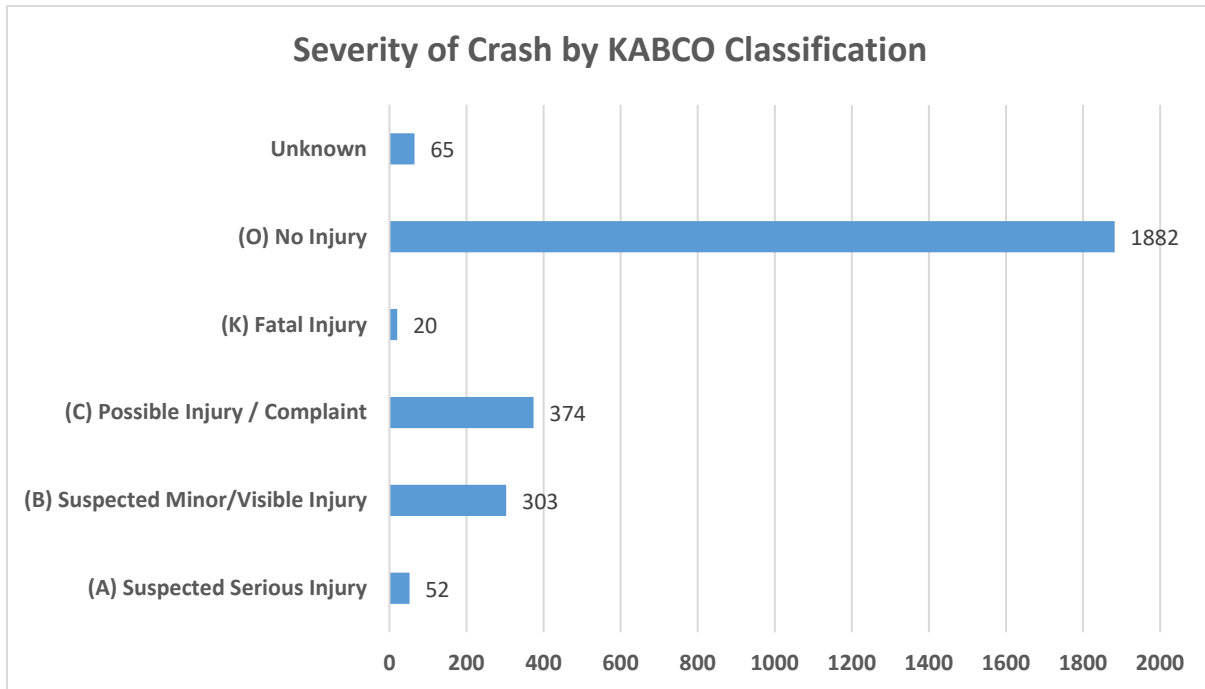
Fatal Crash Locations

Location	Number of Fatalities
Dry Pond Road/State Route 82 at Intersection with Horace Head Road/Jett Roberts Road**	3
I-85 Northbound East of State Route 60*	2
Dry Pond Road/State Route 82 East of Intersection with Horace Head Road/Jett Roberts Road	1
Garner Road near dead end	1
State Route 53 near Intersection with Hoyt Holder Road	1
State Route 124 West of Intersection with State Route 60	1
Winder Highway/State Route 11 East of Intersection with Jackson Trail Road	1
Athens Highway/US Route 129 South of Intersection with Galilee Church Road	1
Athens Highway/US Route 129 North of Intersection with Ethridge Road	1
Athens Highway/US Route 129 West of Intersection with State Route 82	1
US Route 129 West of Intersection with Blackstock Road	1
Jefferson Road/US Route 129 Near Intersection with Lebanon Church Road	1
Old Kings Bridge Road North of Intersection with New Kings Bridge Road	1
US Route 441 South of Intersection with Smith Overhead Bridge Road	1
State Route 334 North of Intersection with Tal Phillips Road	1
Ila Road/State Route 98 Near Intersection with Cowart Road	1
Homer Road North of Intersection with Cedar Drive	1
Woods Bridge Road West of North Oconee River	1
Maysville Road/State Route 98 Near Twin Mill Drive	1

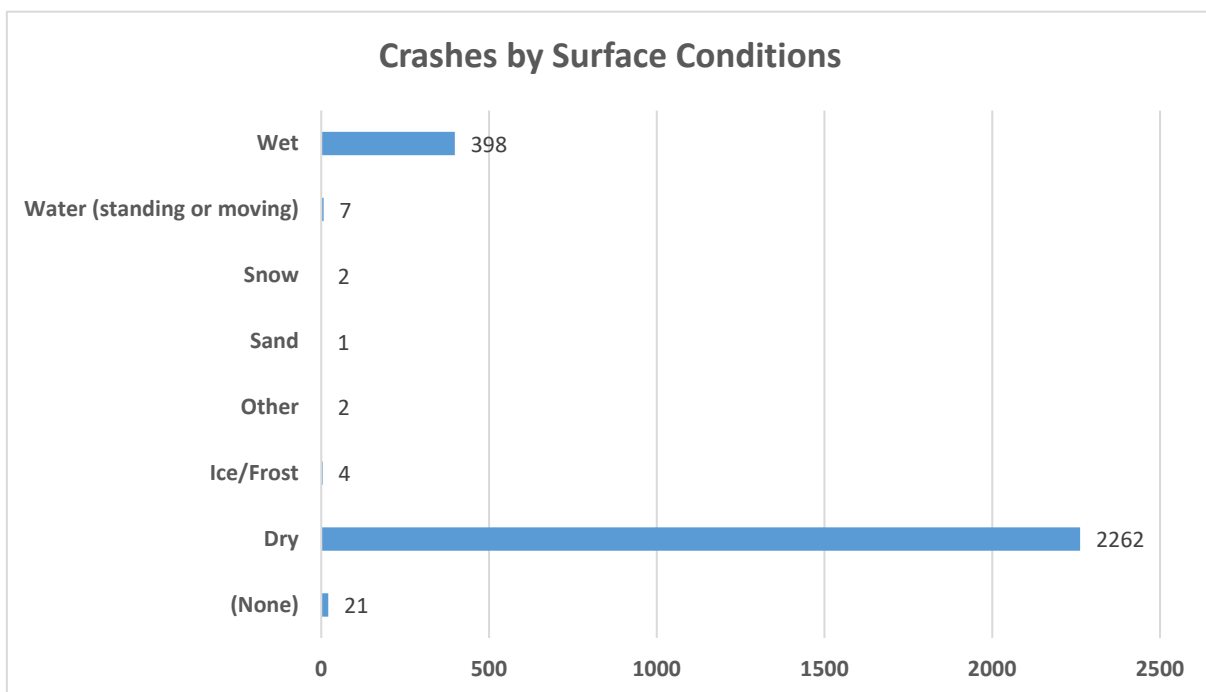
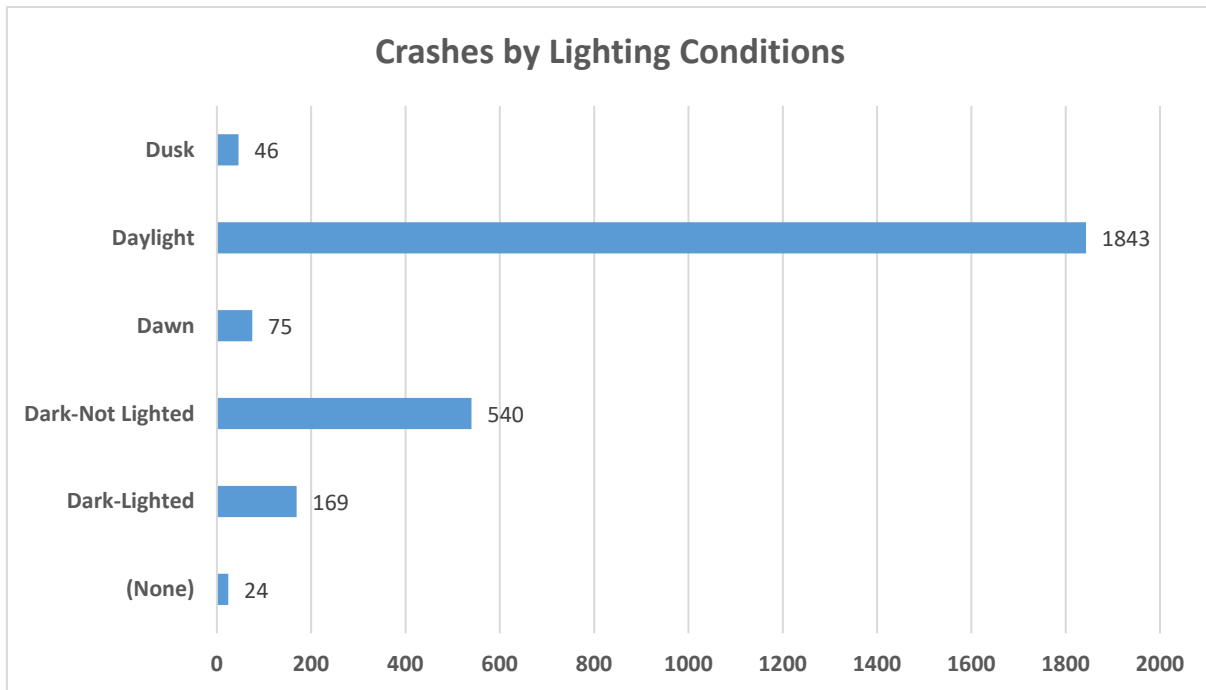
***Two crashes, one with one fatality, and one with two fatalities*

**One crash with two fatalities*

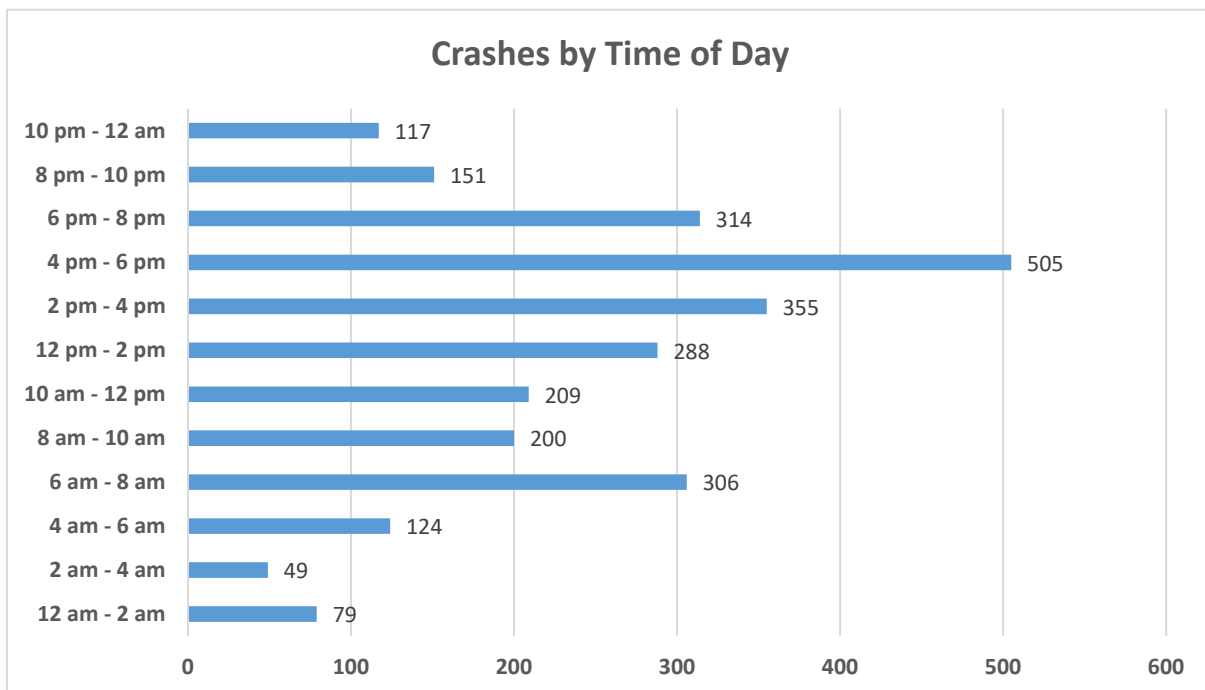
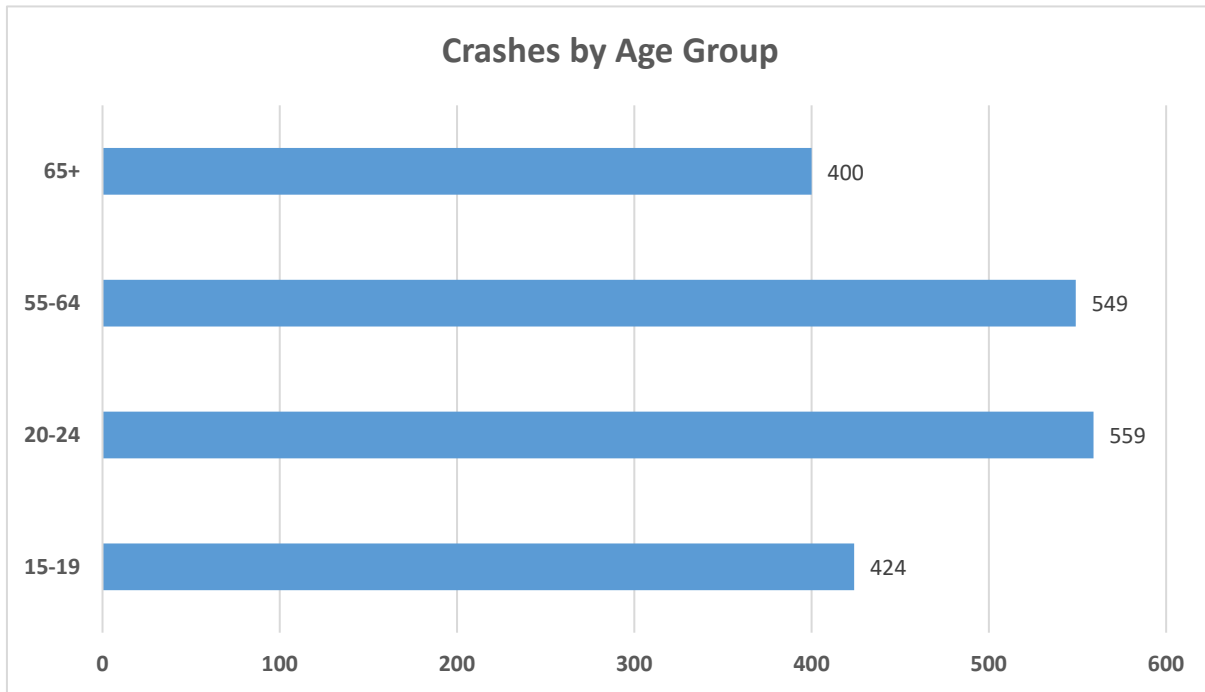
Severity and Manner of Collision



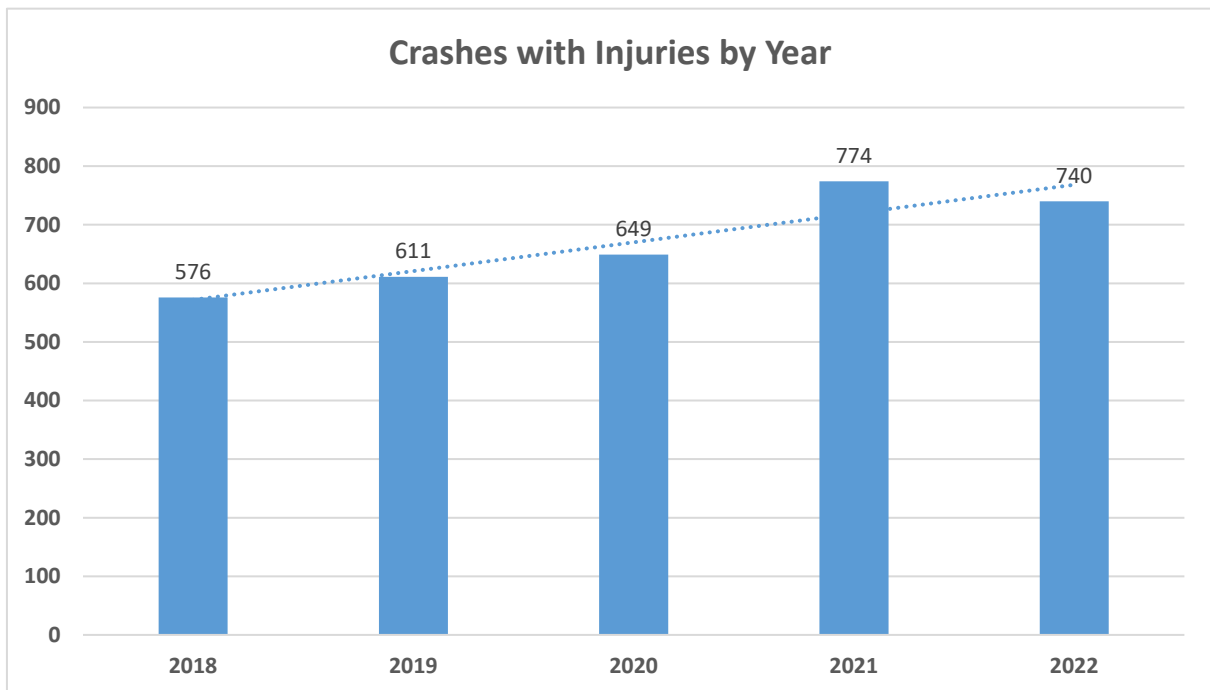
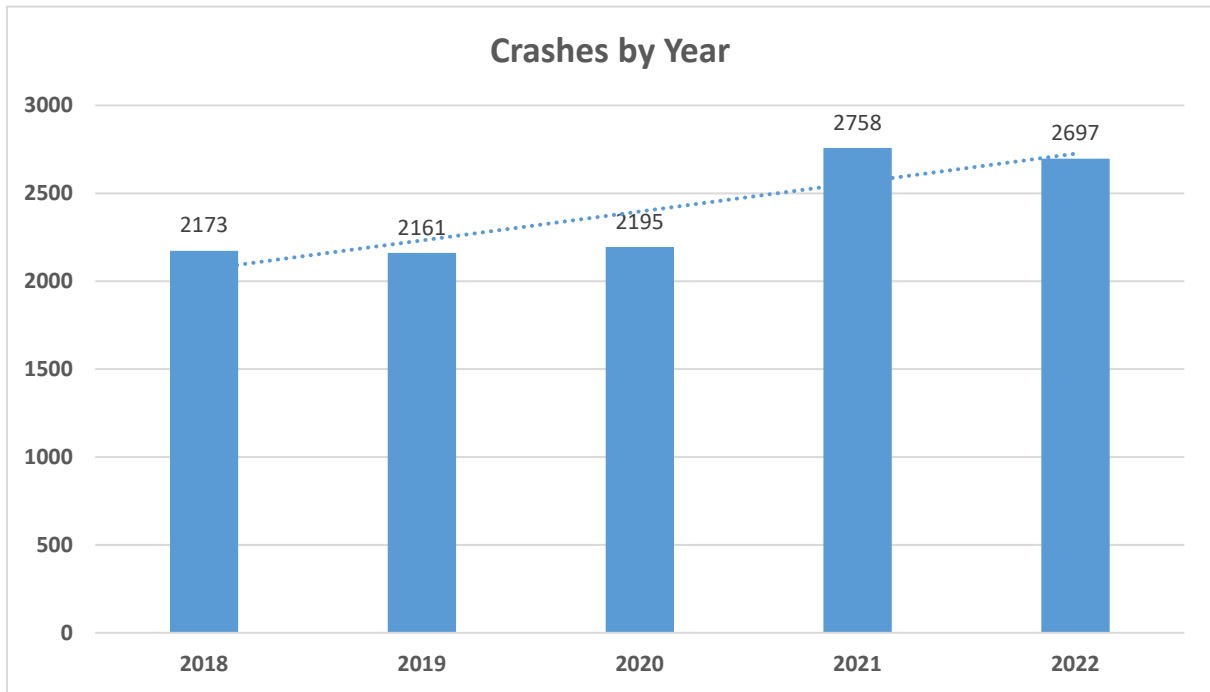
Crash Conditions



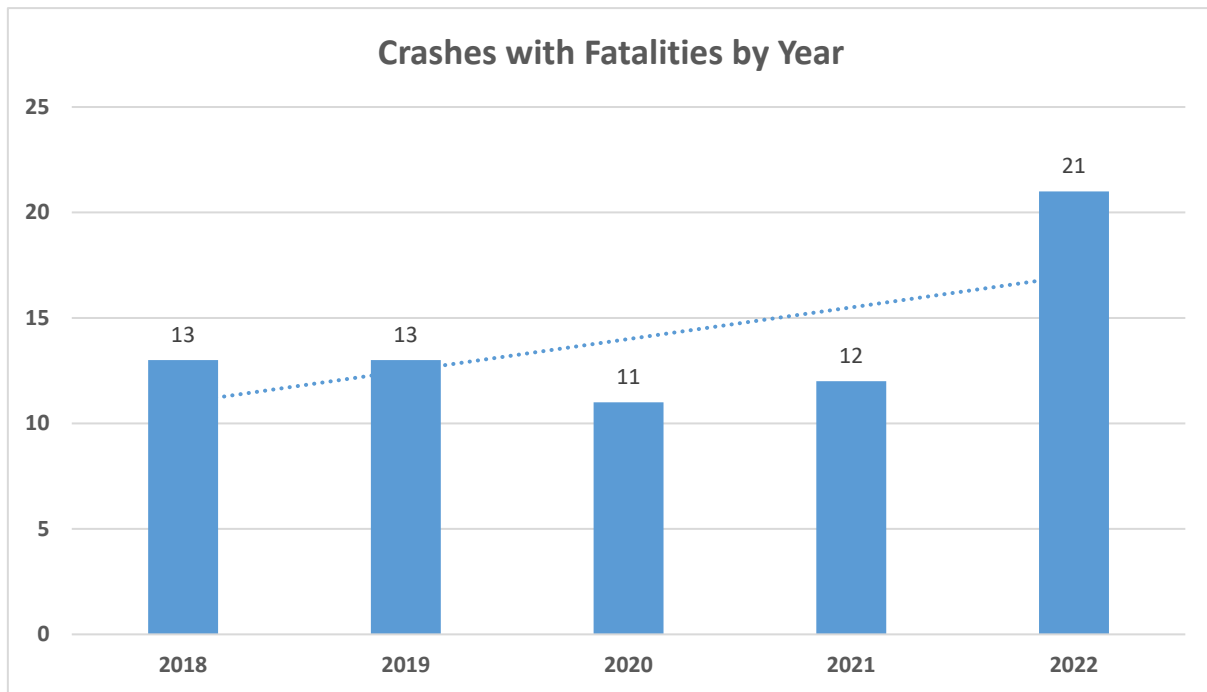
Driver Age and Time of Day



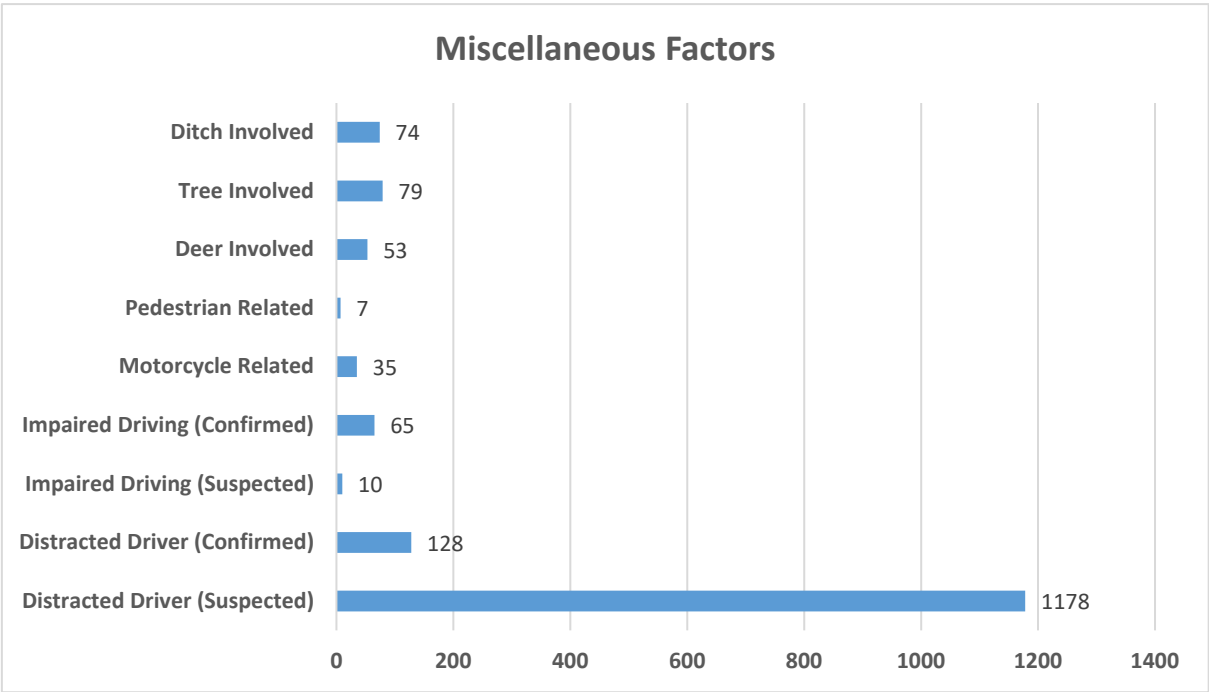
Five Year Trends



Five Year Trends (cont.)



Miscellaneous Contributing Factors



High Accident Locations

Below are the locations determined by Numetric to be have the highest concentration of crashes in Jackson County. Locations are sorted by their designation as either a road segment or an intersection. Maps for each intersection and segment can be found in Appendices F-J (pages 62-87).

Top 5 Interstate Network Crash Segments - Jackson County	Crashes
I-85 Northbound from State Route 53 to Athens Highway/State Route 11/US Route 129	92
I-85 Southbound from Athens Highway/State Route 11/US Route 129 to State Route 53	87
I-85 Northbound from Dry Pond Road/State Route 82 to Maysville Highway/State Route 98	63
I-85 Southbound from Maysville Road/State Route 98 to Dry Pond Road/State Route 82	40
I-85 between entrance and exit ramps to Athens Highway/State Route 11/US Route 129	38

Top 5 Off-Interstate Crash Segments - Jackson County	Crashes
Overpass on Athens Highway/State Route 11/US Route 129 over I-85	61
State Route 53 from Lewis Braselton Boulevard/State Route 124 to Zion Church Road	30
Athens Highway/State Route 11/US Route 129 from New Salem Church Road to Academy Church Road	23
State Route 53 from I-85 to Chardonnay Trace Road	23
Athens Highway/State Route 11/US Route 129 from Jewell Farm to I-85	23

Top 5 Crash Intersections - Jackson County	Crashes
Athens Highway/US Route 129 and Winder Highway/State Route 11	26
State Route 53 and Lewis Braselton Boulevard/State Route 124	18
Athens Highway/US Route 129 and New Salem Church Road/Hog Mountain Road	18
Sycamore Street/State Route 82 and Martin, Dell, College, and Washington Streets	13
Athens Highway/US Route 129 and Old Pendergrass Road	10

Top Fatal Crash Intersections - Jackson County (2022)	Crashes	Fatal
Dry Pond Road/State Route 82 and Horace Head Road/Jett Roberts Road	4	2

Top 5 Fatal Crash Segments - Jackson County (2022)	Crashes	Fatal
Athens Highway/US Route 129 from Galilee Church Road to Ethridge Road	3	2
Winder Highway/State Route 11 from Jackson Trail Road to Hamilton Drive	3	2
I-85 Northbound from State Route 53 to Athens Highway/State Route 60/US Route 129	92	1
State Route 53 from Jackson Avenue to New Cut Road	16	1
Lewis Braselton Boulevard/State Route 124 from Deer Ridge Circle to State Route 60	11	1

Historical Crash Locations

Top 5 Fatal Crash Intersections - Jackson County (2018-2022)	Crashes	Fatal
South Elm Street/State Route 334 and Veterans Memorial Parkway/US Route 441	107	3
Ethridge Road and Atlanta Highway/US Route 129	34	2
Ila Road/State Route 98 and Veterans Memorial Parkway/US Route 441	122	1
Braselton Highway and State Route 53	29	1
Athens Highway/US Route 129 and Galilee Church Road	27	1

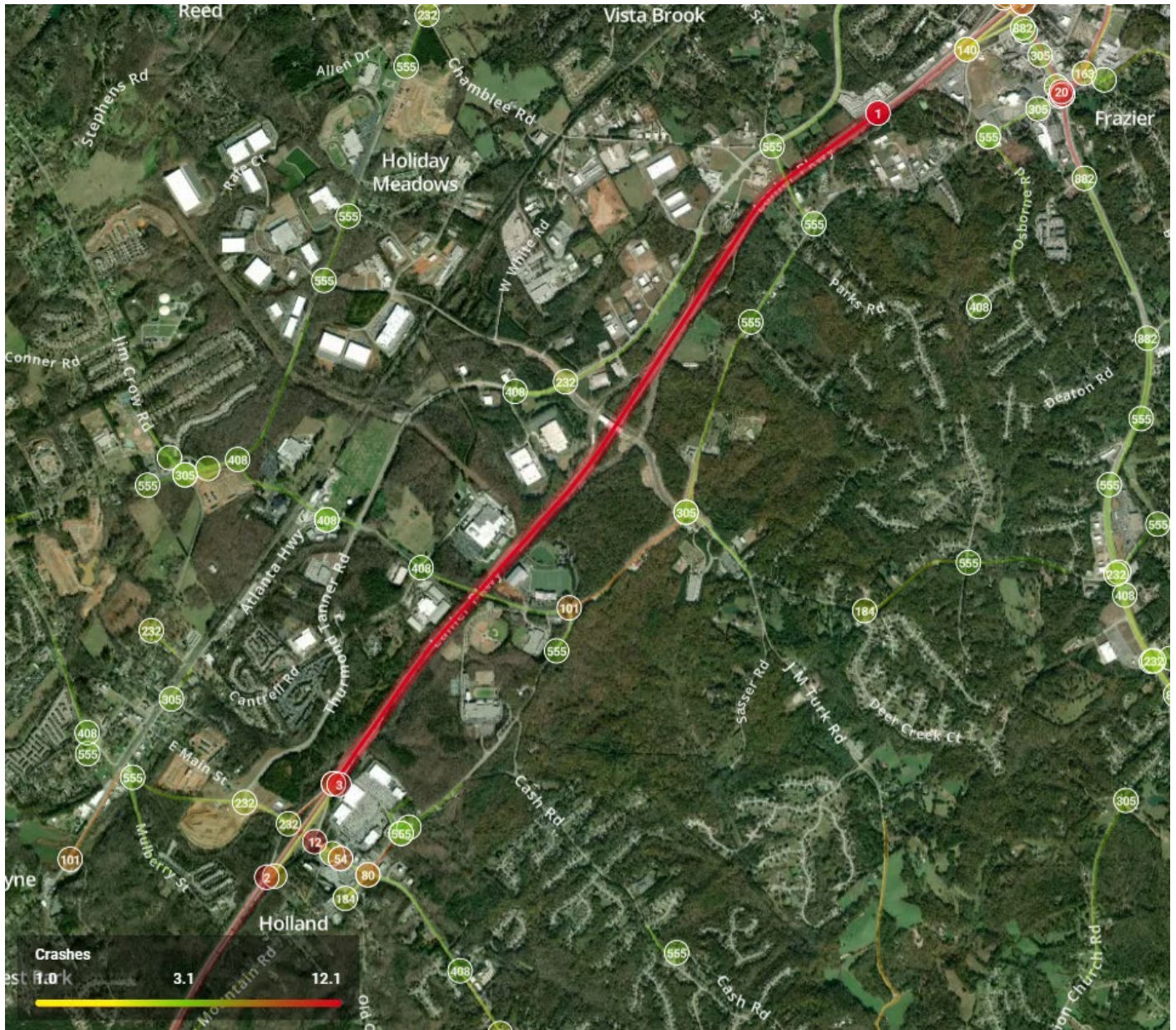
Top 5 Fatal Crash Segments - Jackson County (2018-2022)	Crashes	Fatal
I-85 Northbound from Dry Pond Road/State Route 82 to Maysville Road/State Route 98	273	4
Lewis Braselton Boulevard/State Route 124 from Deer Ridge Circle to State Route 60	32	3
I-85 Southbound from Maysville Road/State Route 98 to Holly Springs Road/State Route 82	183	2
I-85 Southbound between the exit and entrance ramps for State Route 53	53	2
Homer Road from Cedar Drive to Hospital Road	23	2

Appendix A

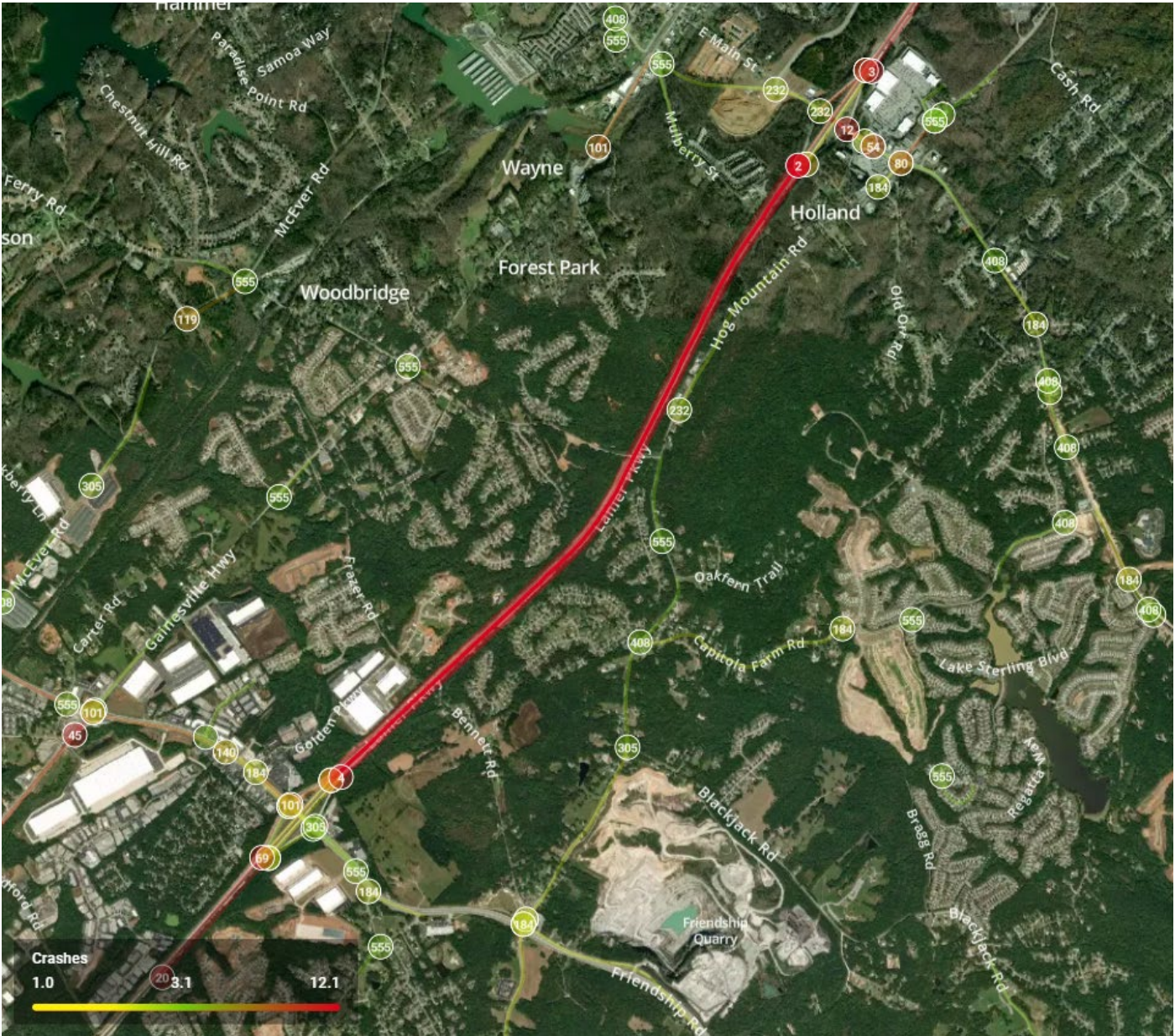
Top 5 Interstate Network Crash Segments

Hall County

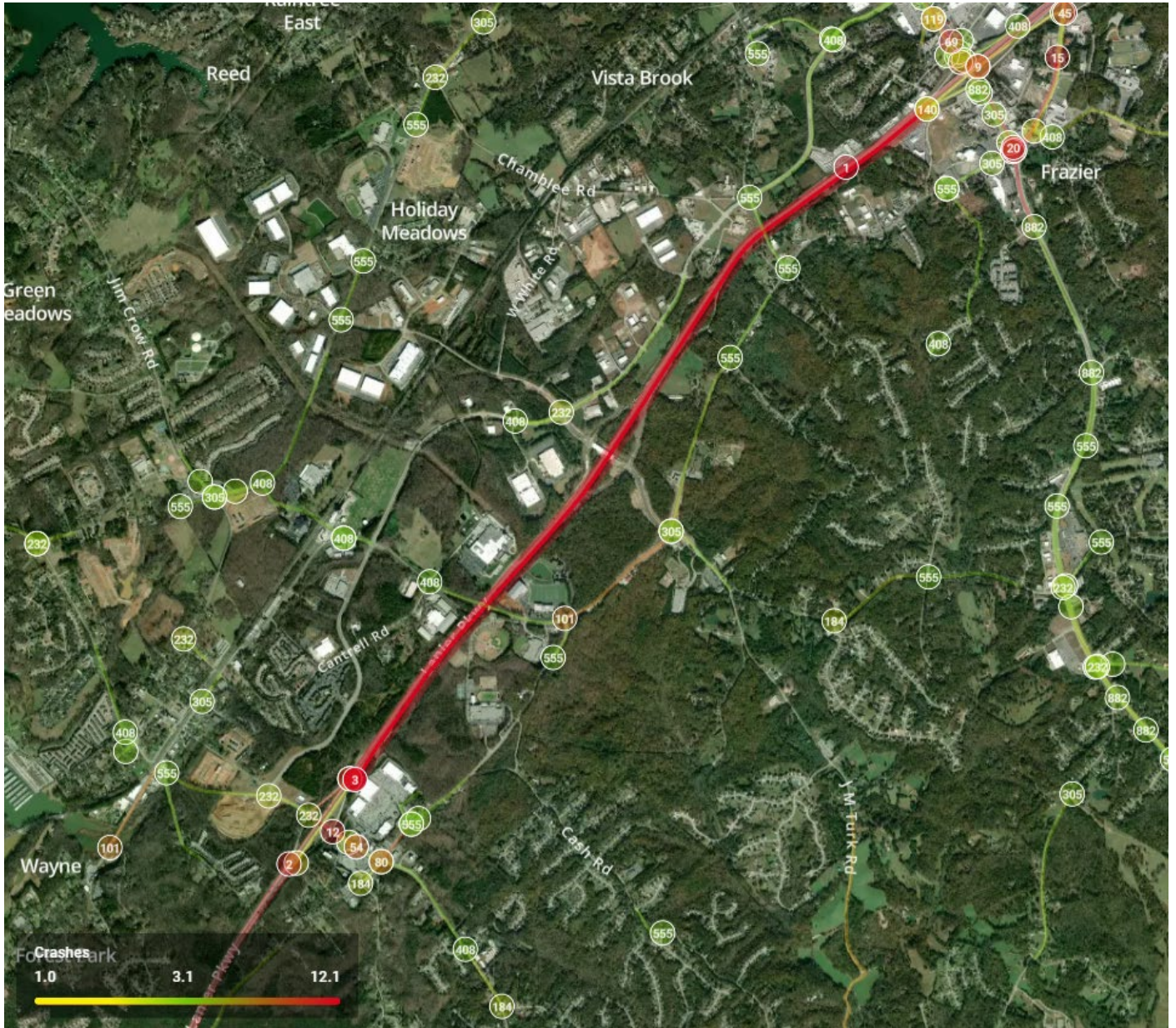
1. I-985 Southbound from Winder Highway/State Route 53 to Spout Springs Road



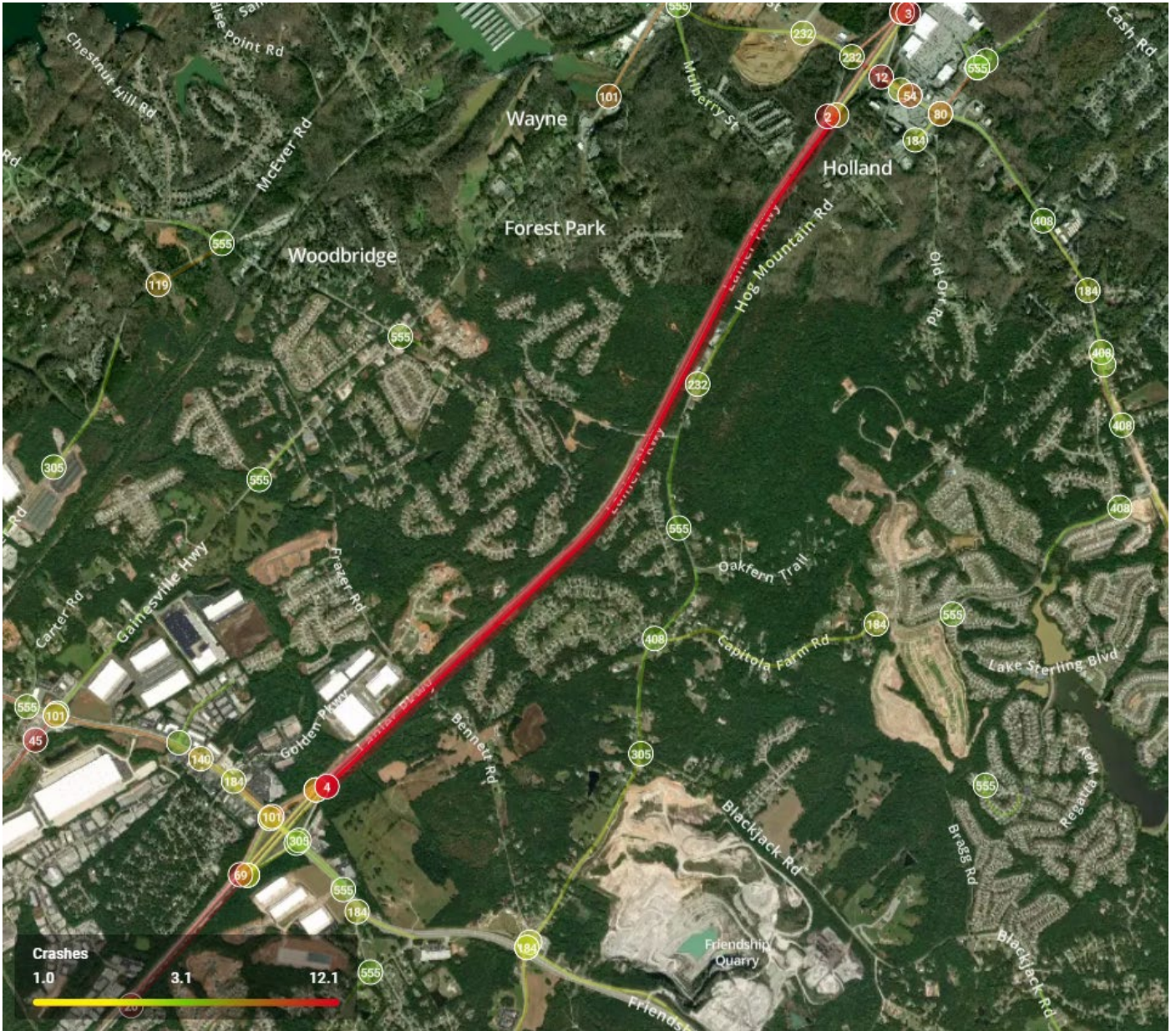
2. I-985 Southbound from Spout Springs Road to Friendship Road/State Route 347



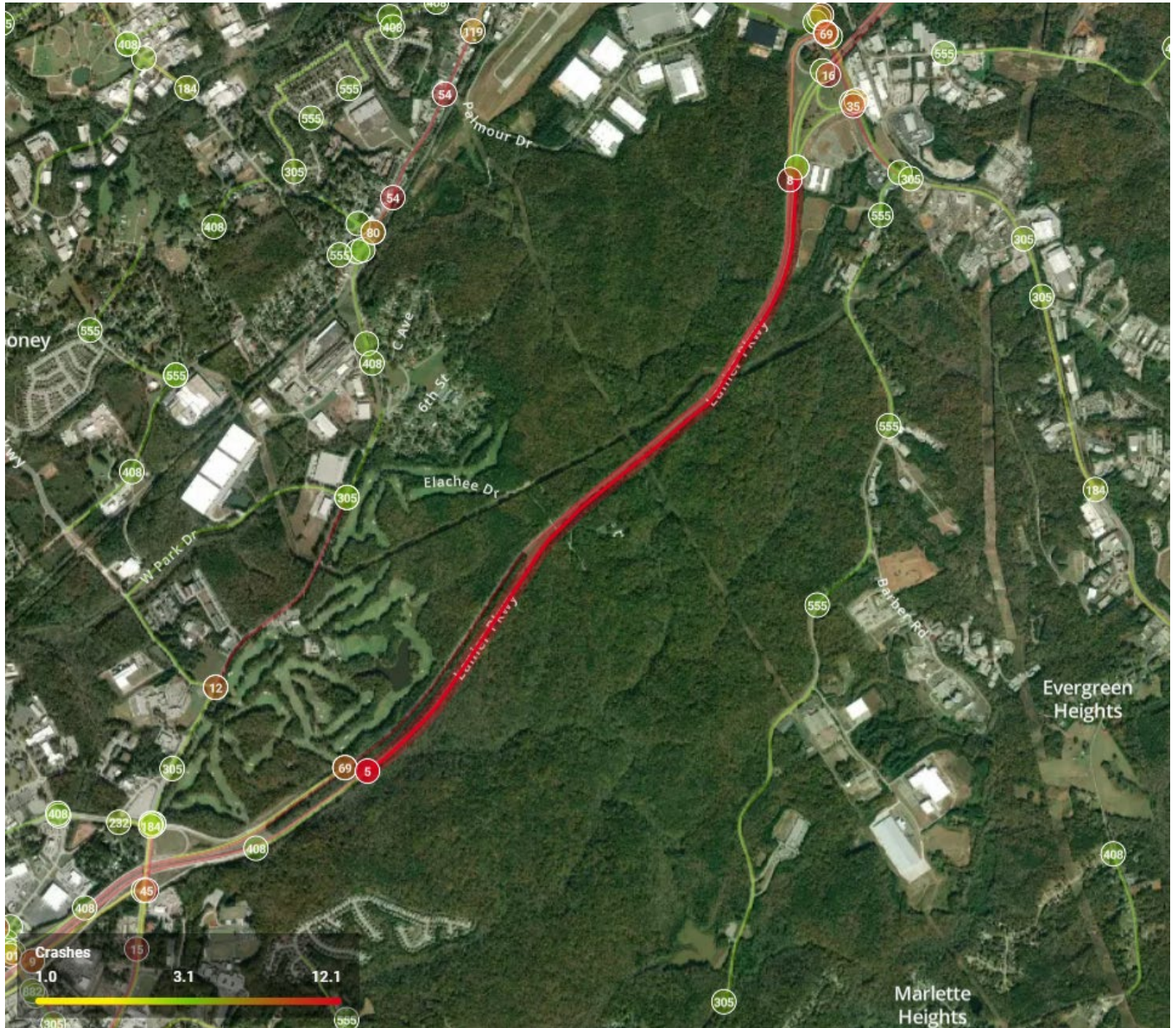
3. I-985 Northbound from Spout Springs Road to Winder Highway/State Route 53



4. I-985 Northbound from Friendship Road/State Route 347 to Spout Springs Road



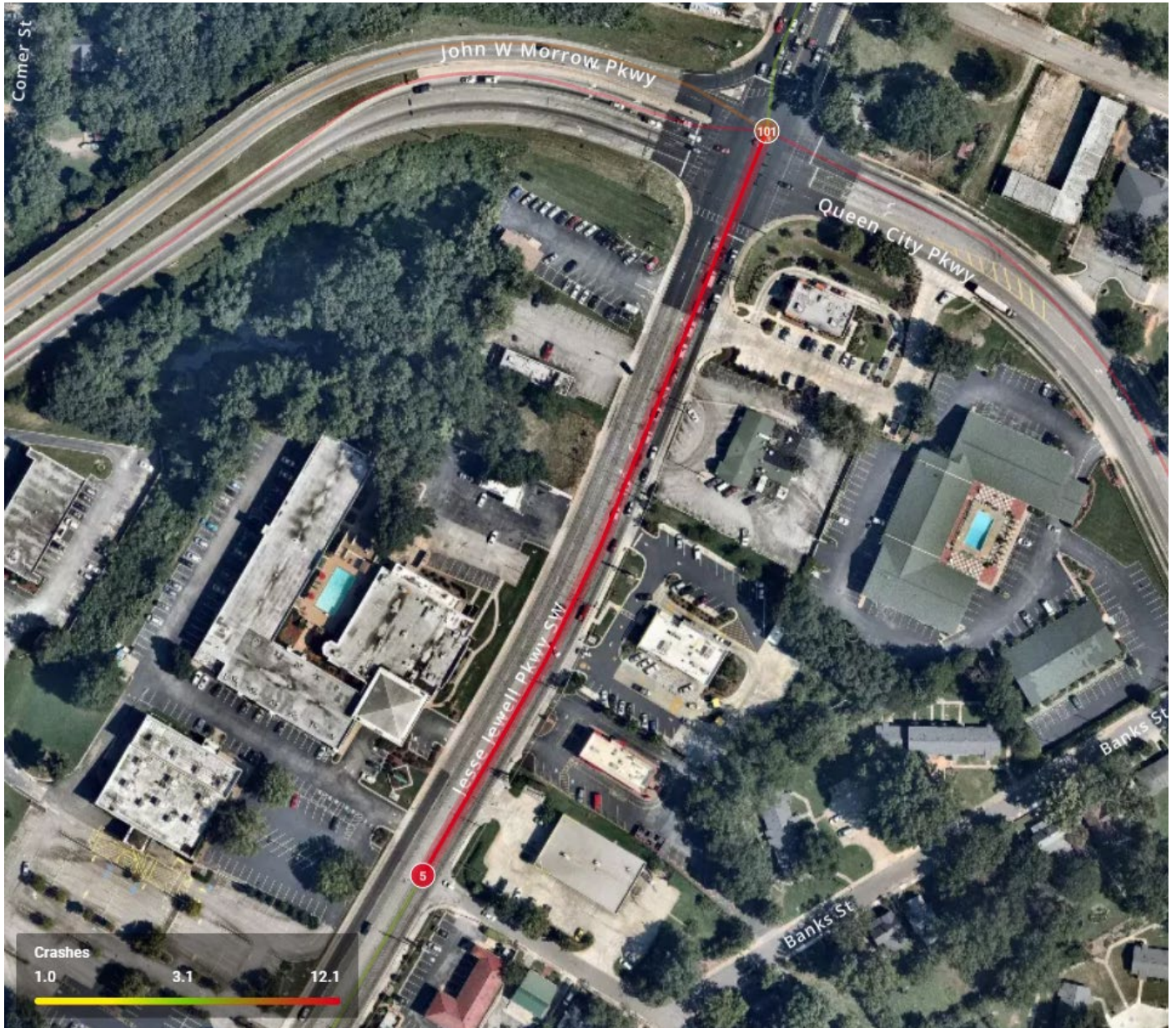
5. I-985 Northbound from Winder Highway/State Route 53 to Queen City Parkway/State Route 60



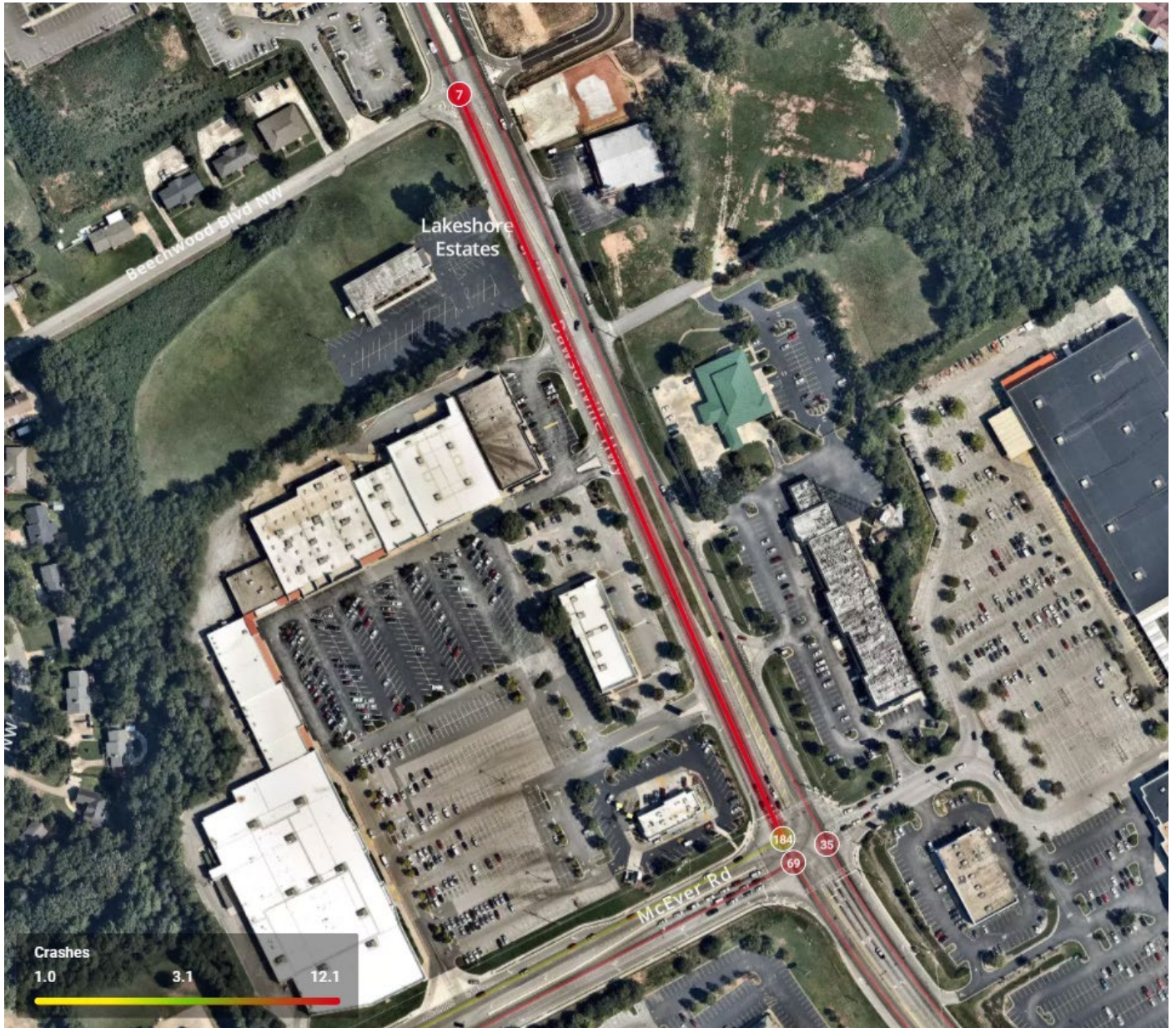
Appendix B

Top 5 Off-Interstate Crash Segments
Hall County

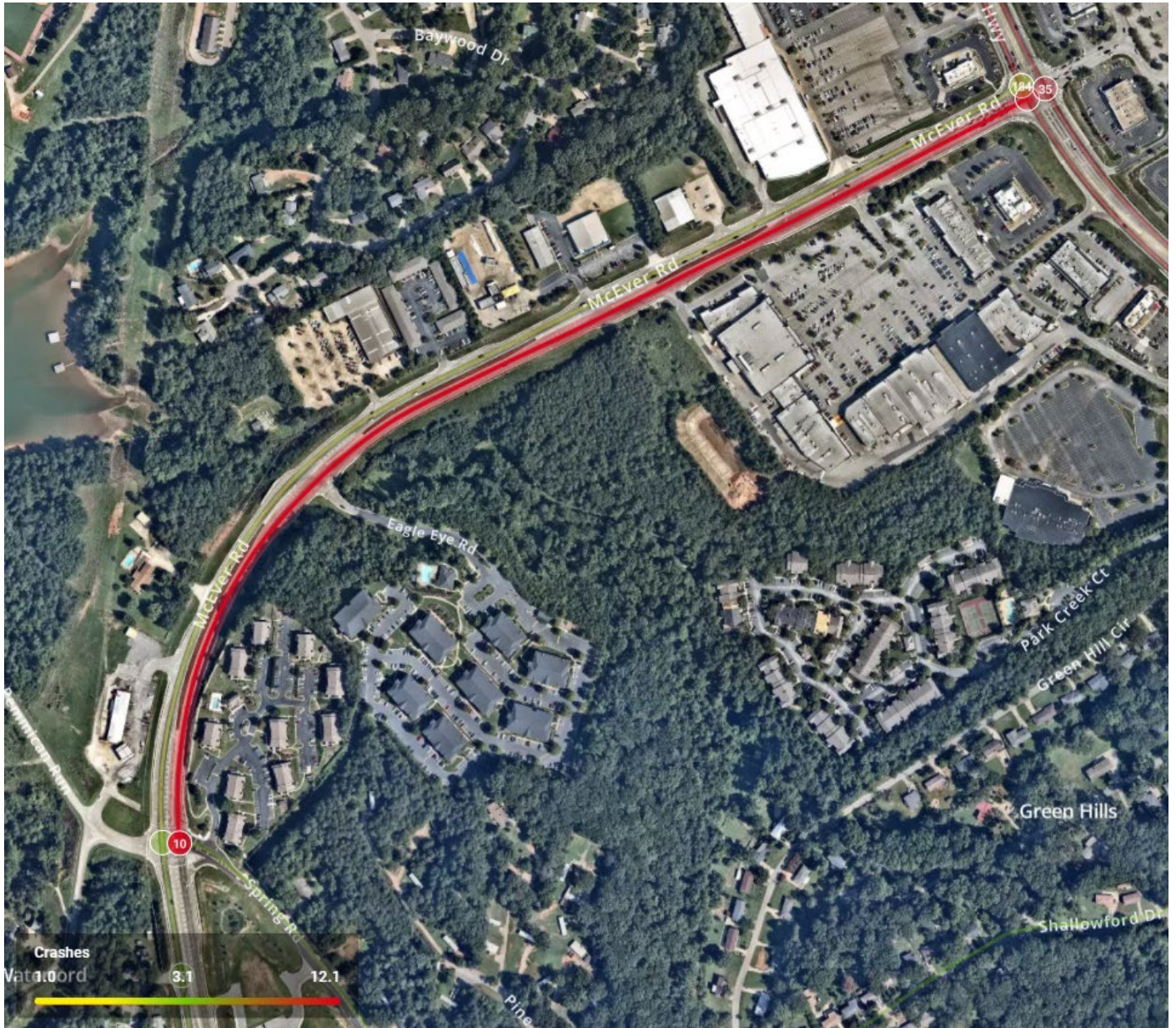
1. Jesse Jewell Parkway/State Route 369 from Banks Street to Queen City Parkway/State Route 53



2. Dawsonville Highway/State Route 53 from McEver Road to Beechwood Boulevard NW



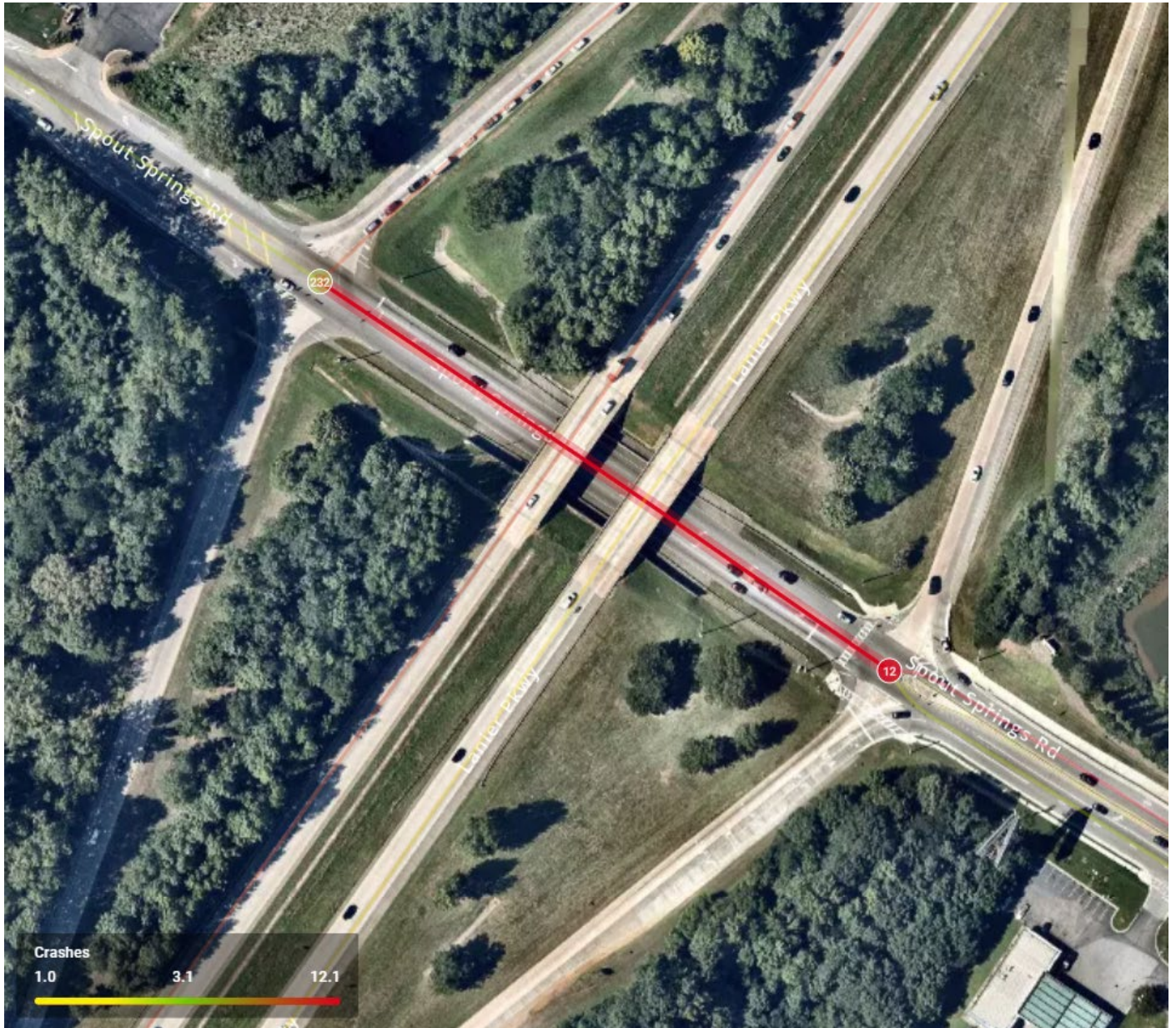
3. McEver Road/State Route 53 from Spring Road to Dawsonville Highway



4. Atlanta Highway/State Route 13 from Tumbling Creek Road to W Park Drive



5. Spout Springs Road between I-985 Exit Ramps



Appendix C

Top 5 Crash Intersections

Hall County

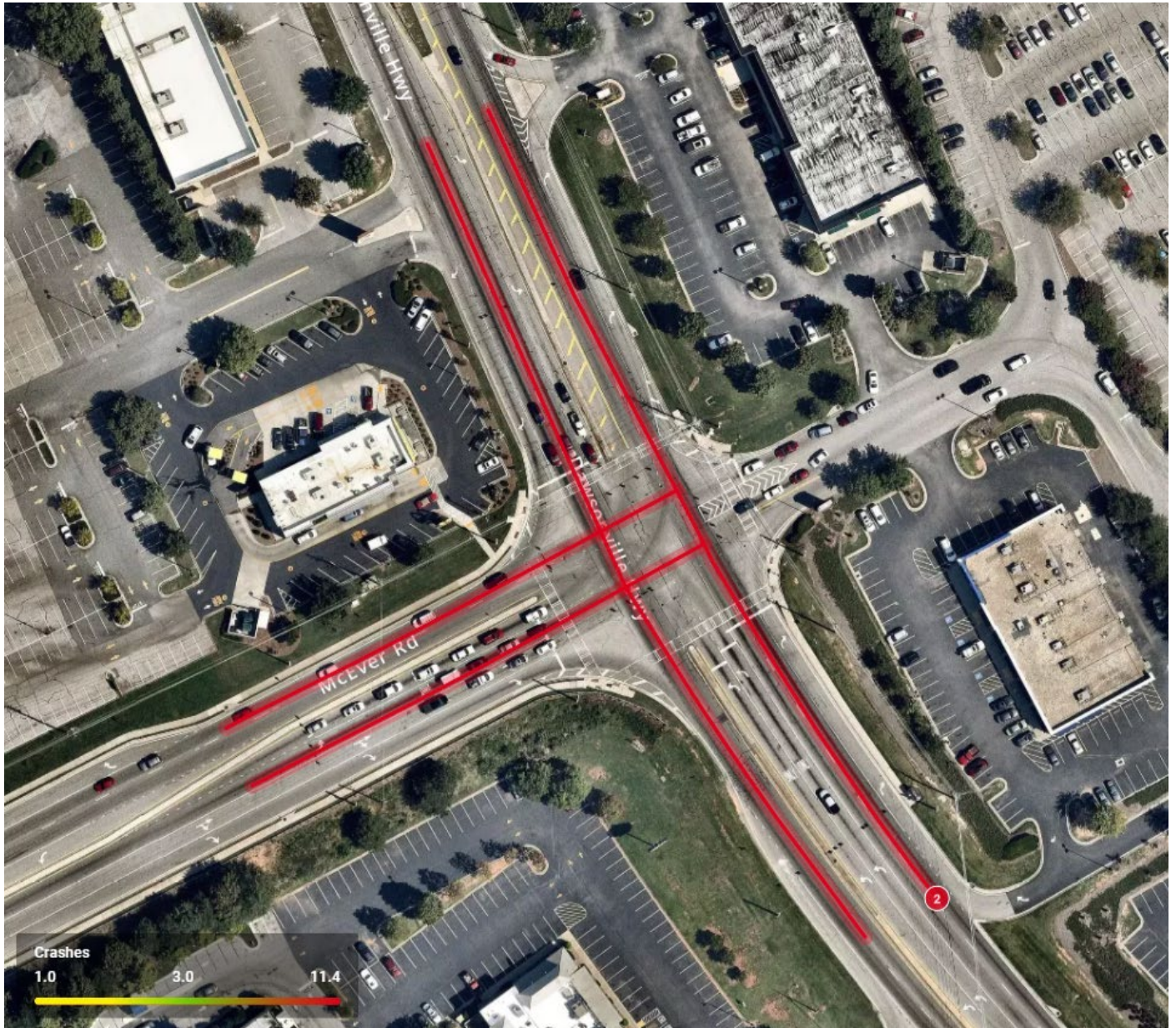
1. EE Butler Parkway/US 129 and West Ridge Road



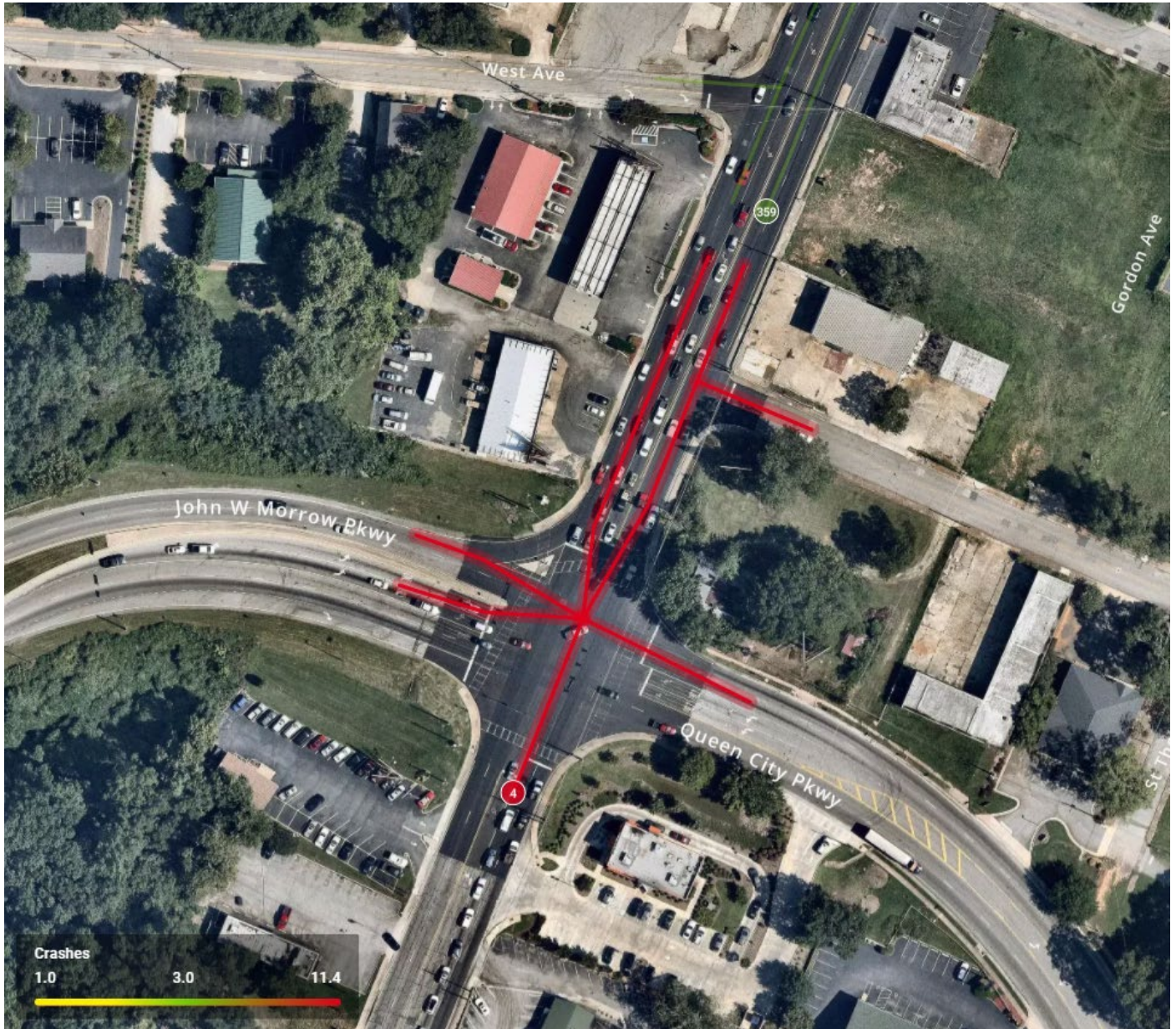
2. Mundy Mill Road/State Route 53 and Atlanta Highway/State Route 13



3. McEver Road/State Route 53 and Dawsonville Highway



4. Jesse Jewell Parkway/State Route 369 and Queen City Parkway/State Route 53



5. Friendship Road/State Route 347 and Gainesville Highway/State Route 13

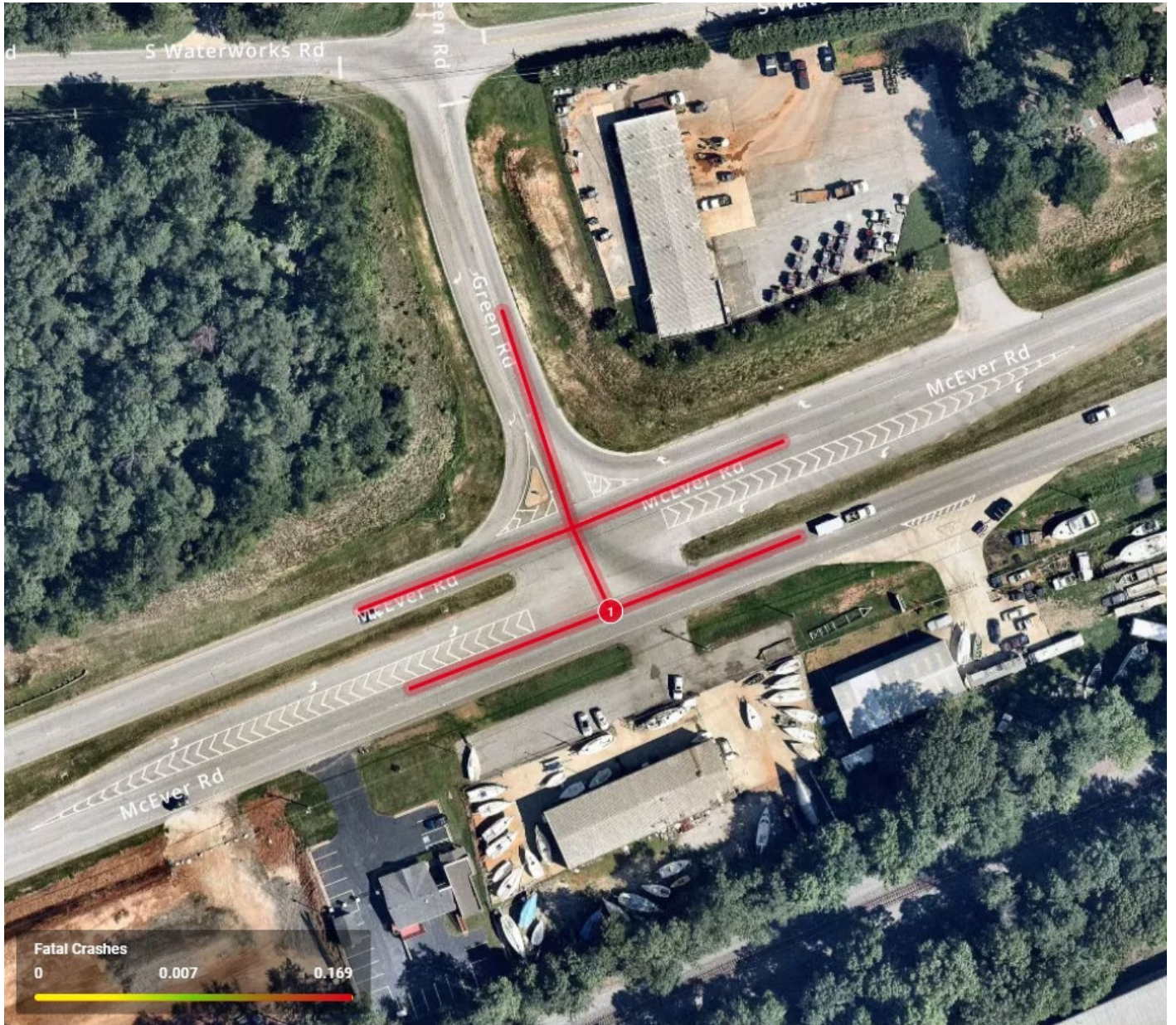


Appendix D

Top 5 Fatal Crash Intersections

Hall County

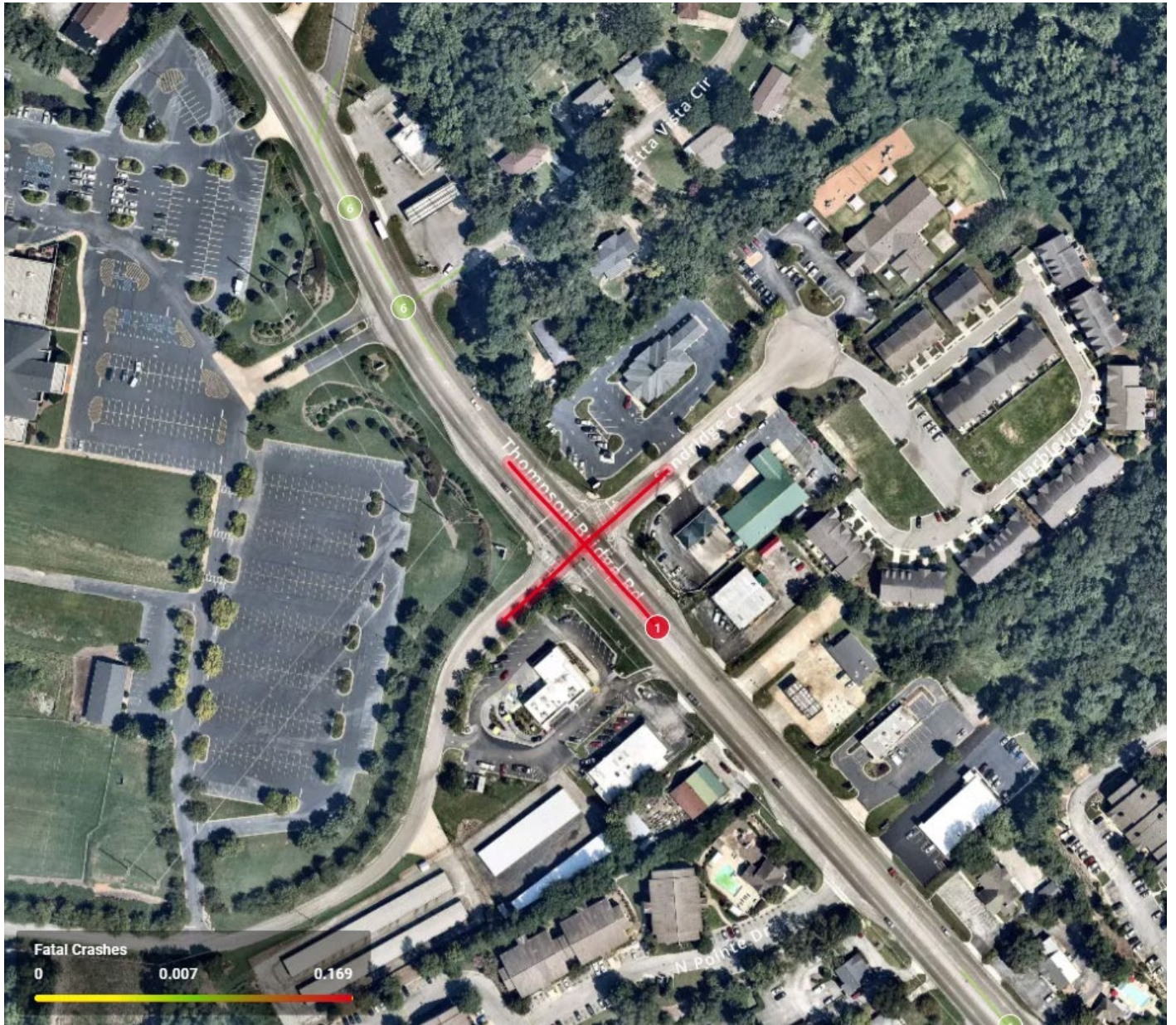
1. McEver Road and Green Road



2. Limestone Parkway/US Route 129 and Beverly Road



3. Thompson Bridge Road/State Route 60 and Sandridge Court



4. Tanners Mill Road and Ellison Farm Road



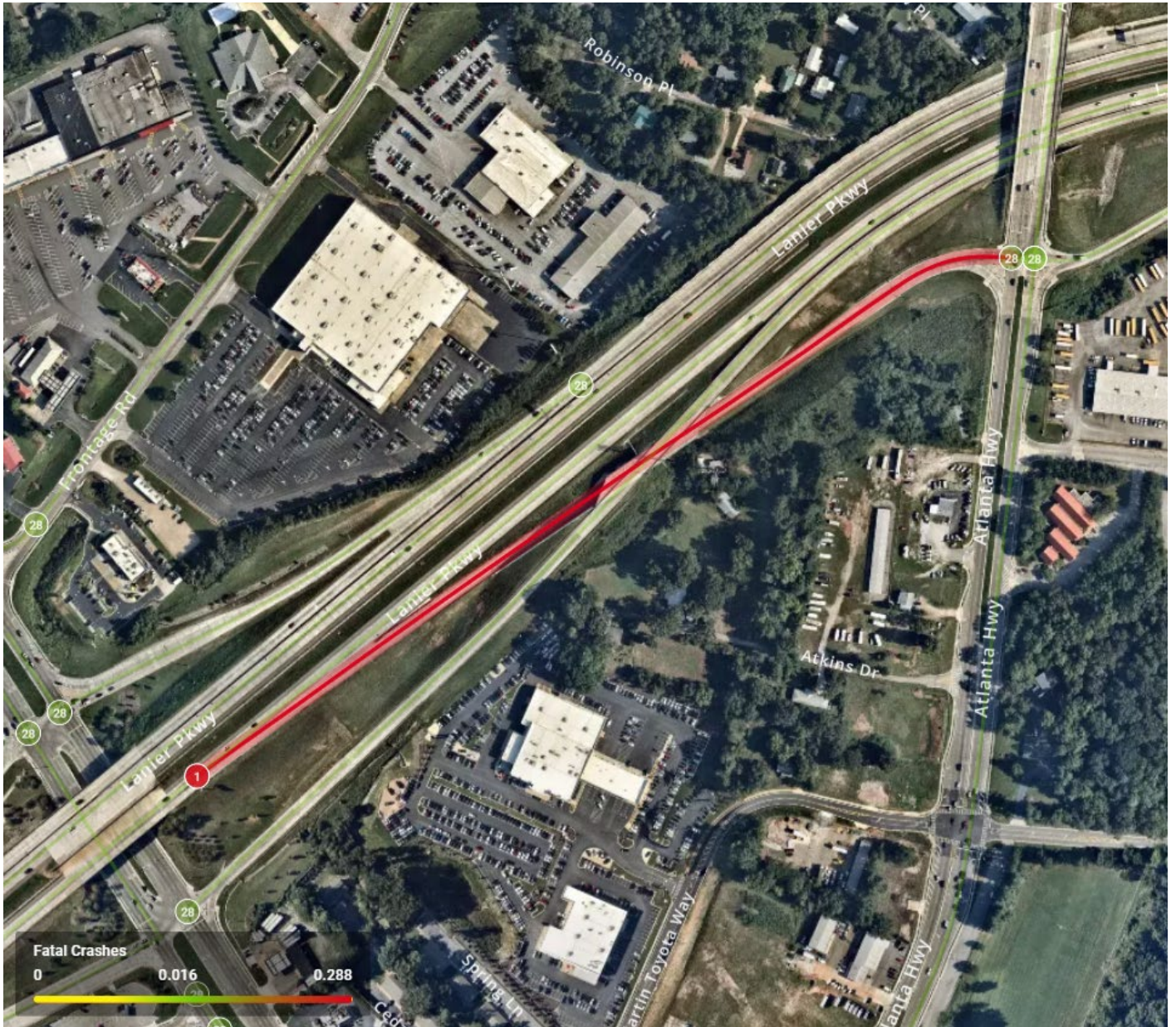
5. Cash Road and Elizabeth Lane



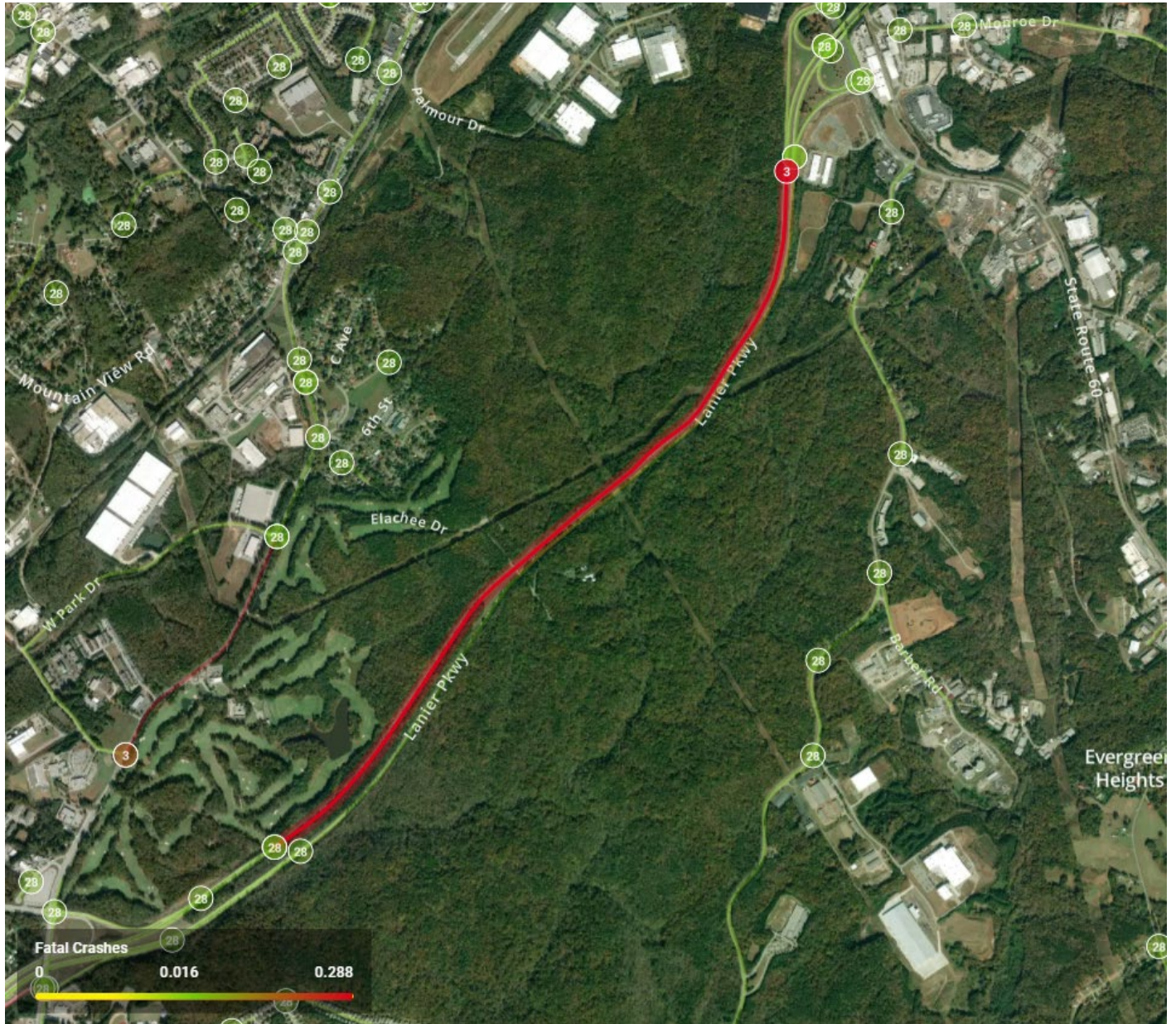
Appendix E

Top 5 Fatal Crash Segments
Hall County

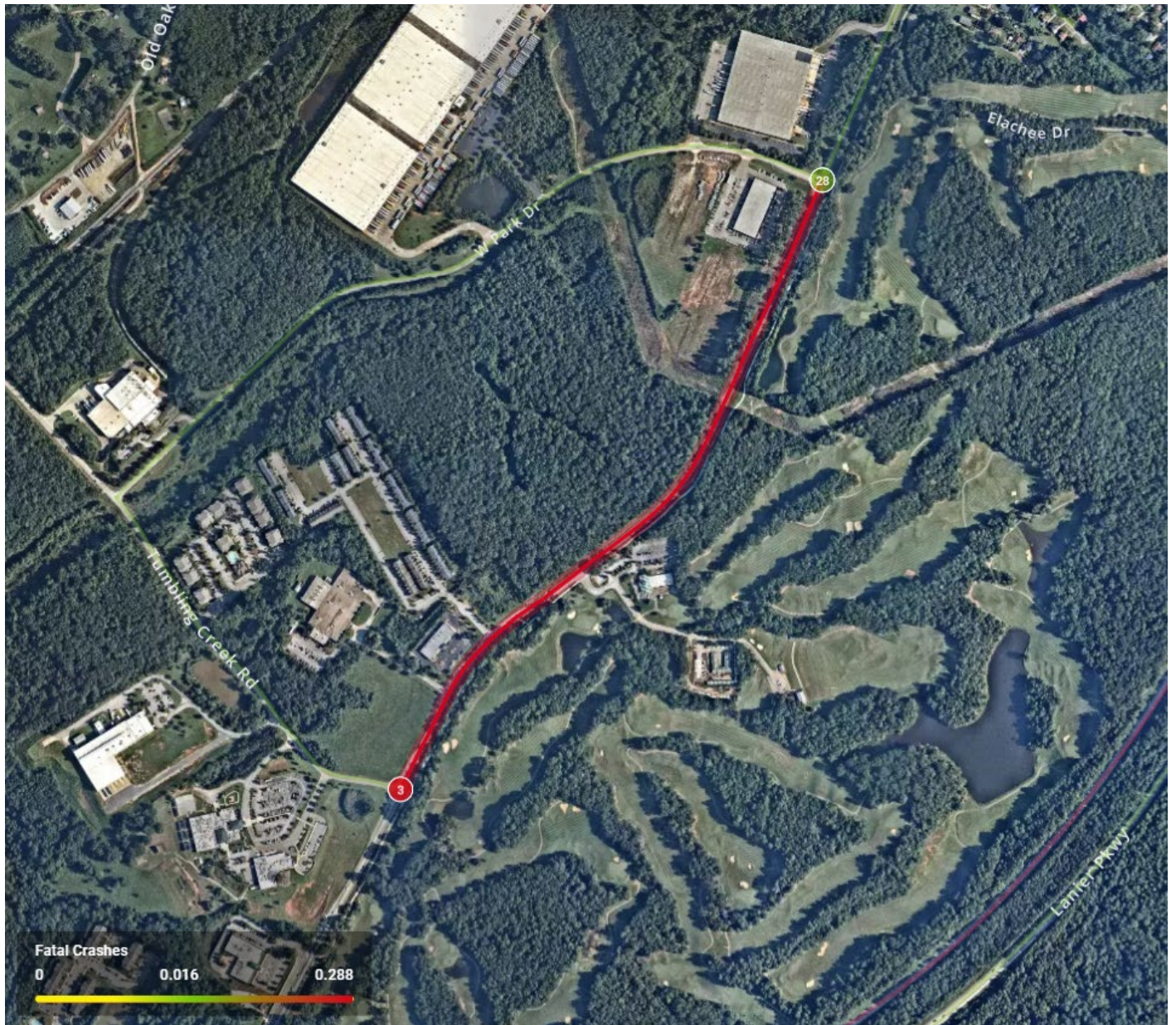
1. I-985 Northbound Exit Ramp to Atlanta Highway/State Route 13



2. I-985 Southbound from Queen City Parkway/State Route 60 to Atlanta Highway/State Route 13



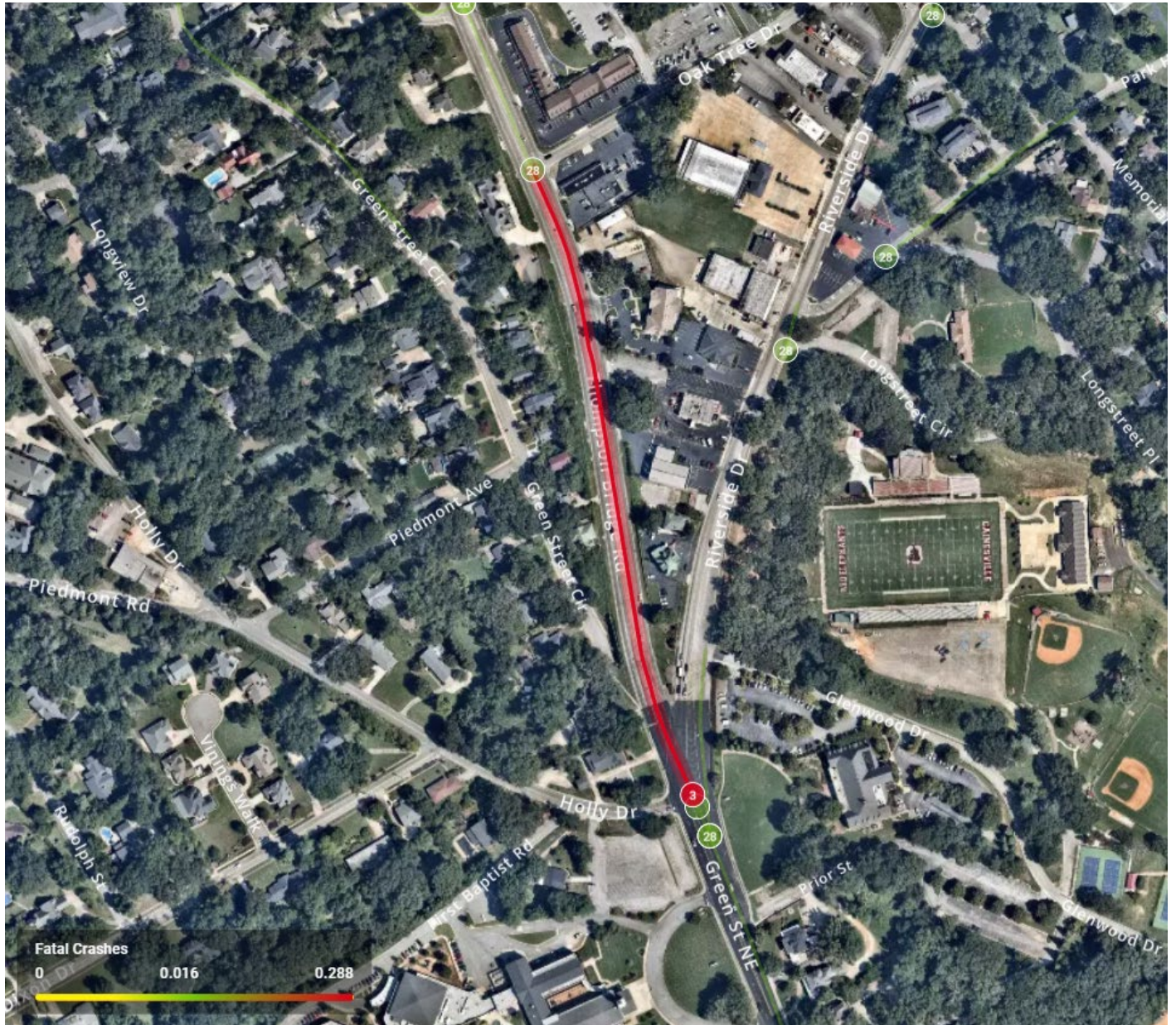
3. Atlanta Highway/State Route 13 from Tumbling Creek Road to W Park Drive



4. Park Hill Drive/State Route 11 from Lakeview Drive to Old Clarks Bridge Road



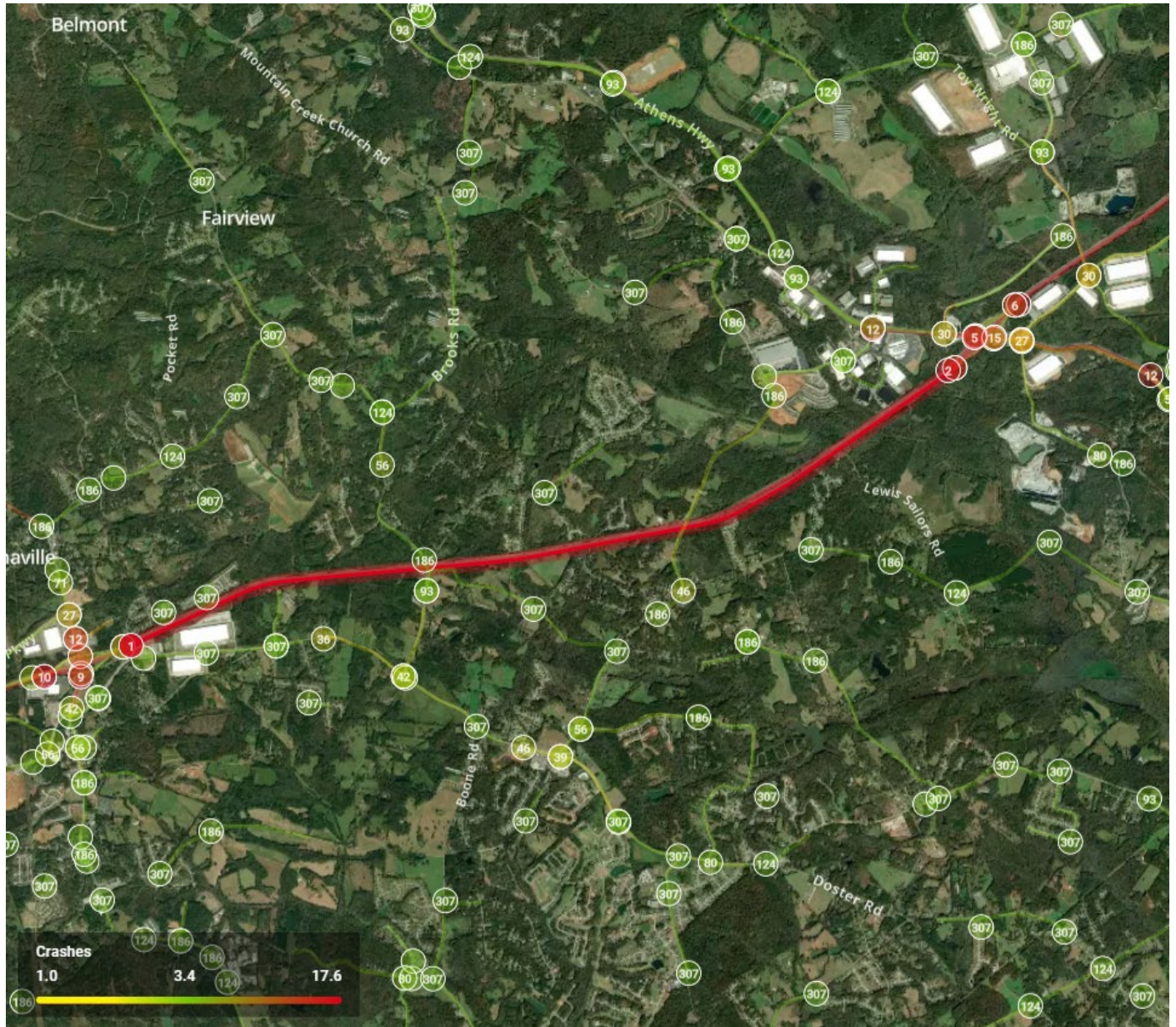
5. Thompson Bridge Road/State Route 60 from Holly Drive to Oak Tree Drive



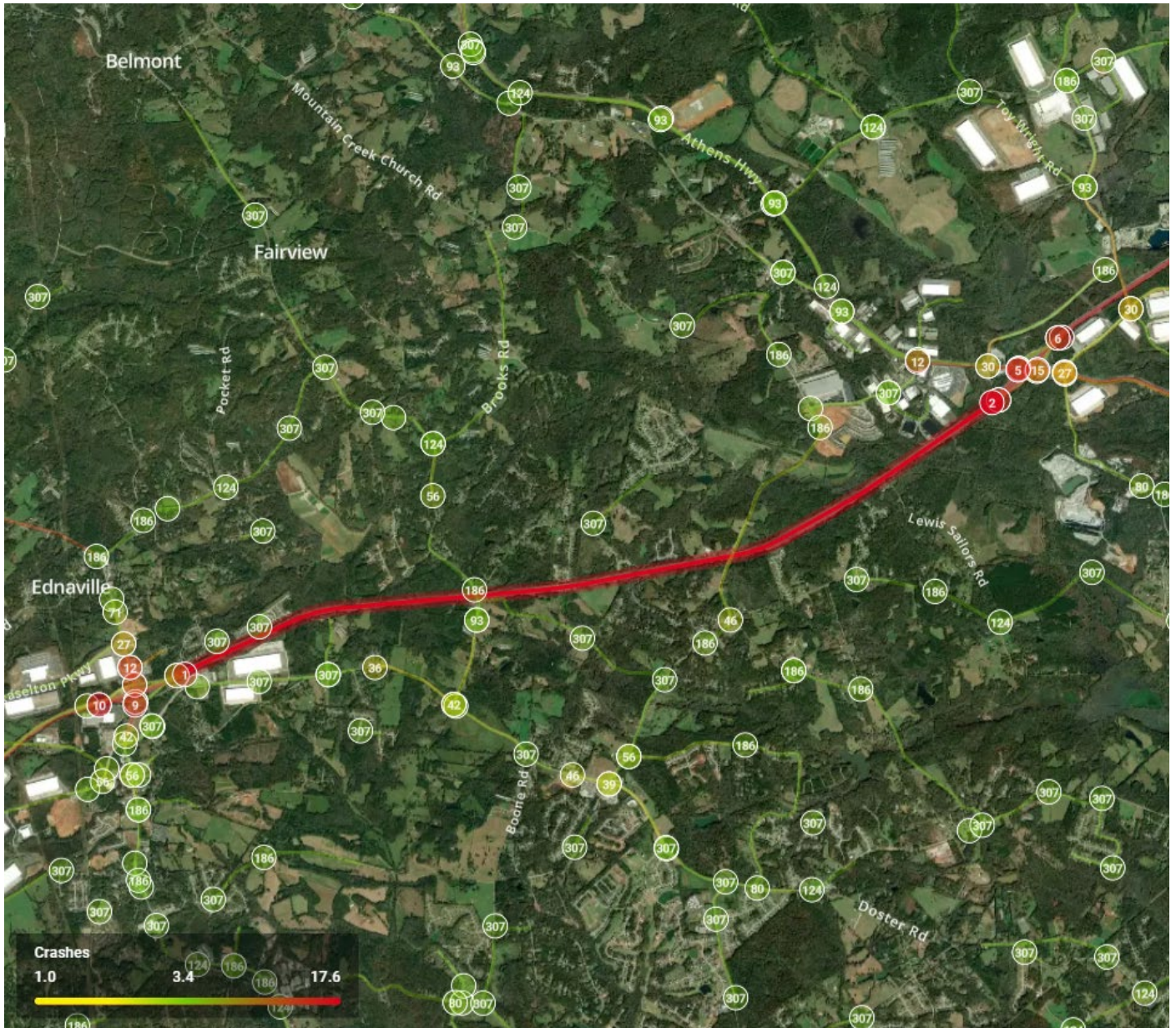
Appendix F

Top 5 Interstate Network Crash Segments
Jackson County

1. I-85 Northbound from State Route 53 to Athens Highway/State Route 11/US Route 129



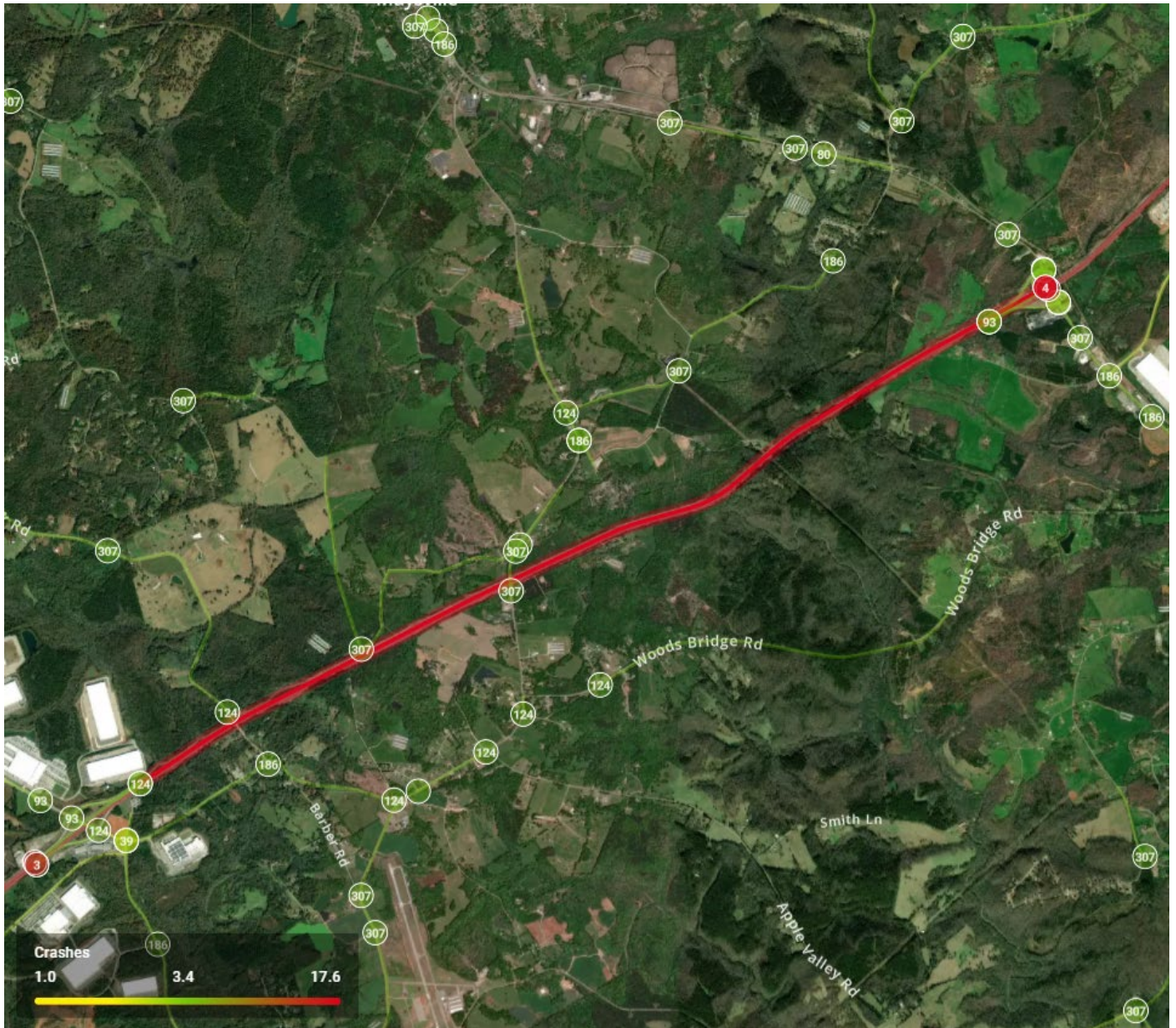
2. I-85 Southbound from Athens Highway/State Route 11/US Route 129 to State Route 53



3. I-85 Northbound from Dry Pond Road/State Route 82 to Maysville Highway/State Route 98



4. I-85 Southbound from Maysville Road/State Route 98 to Dry Pond Road/State Route 82



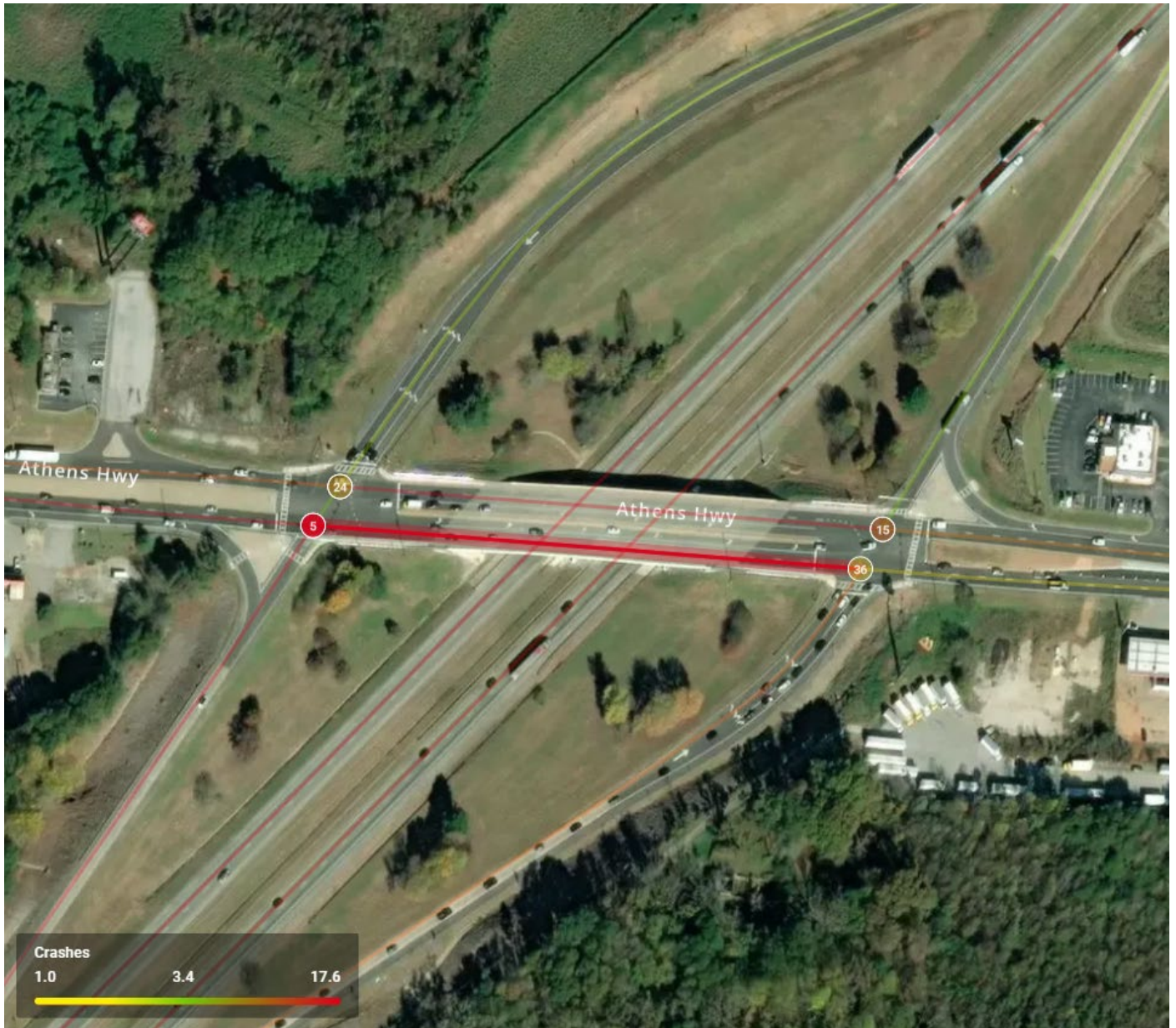
5. I-85 between entrance and exit ramps to Athens Highway/State Route 11/US Route 129



Appendix G

Top 5 Off-Interstate Crash Segments
Jackson County

1. Overpass on Athens Highway/State Route 11/US Route 129 over I-85



2. State Route 53 from Lewis Braselton Boulevard/State Route 124 to Zion Church Road



3. Athens Highway/State Route 11/US Route 129 from New Salem Church Road to Academy Church Road



4. State Route 53 from I-85 to Chardonnay Trace Road



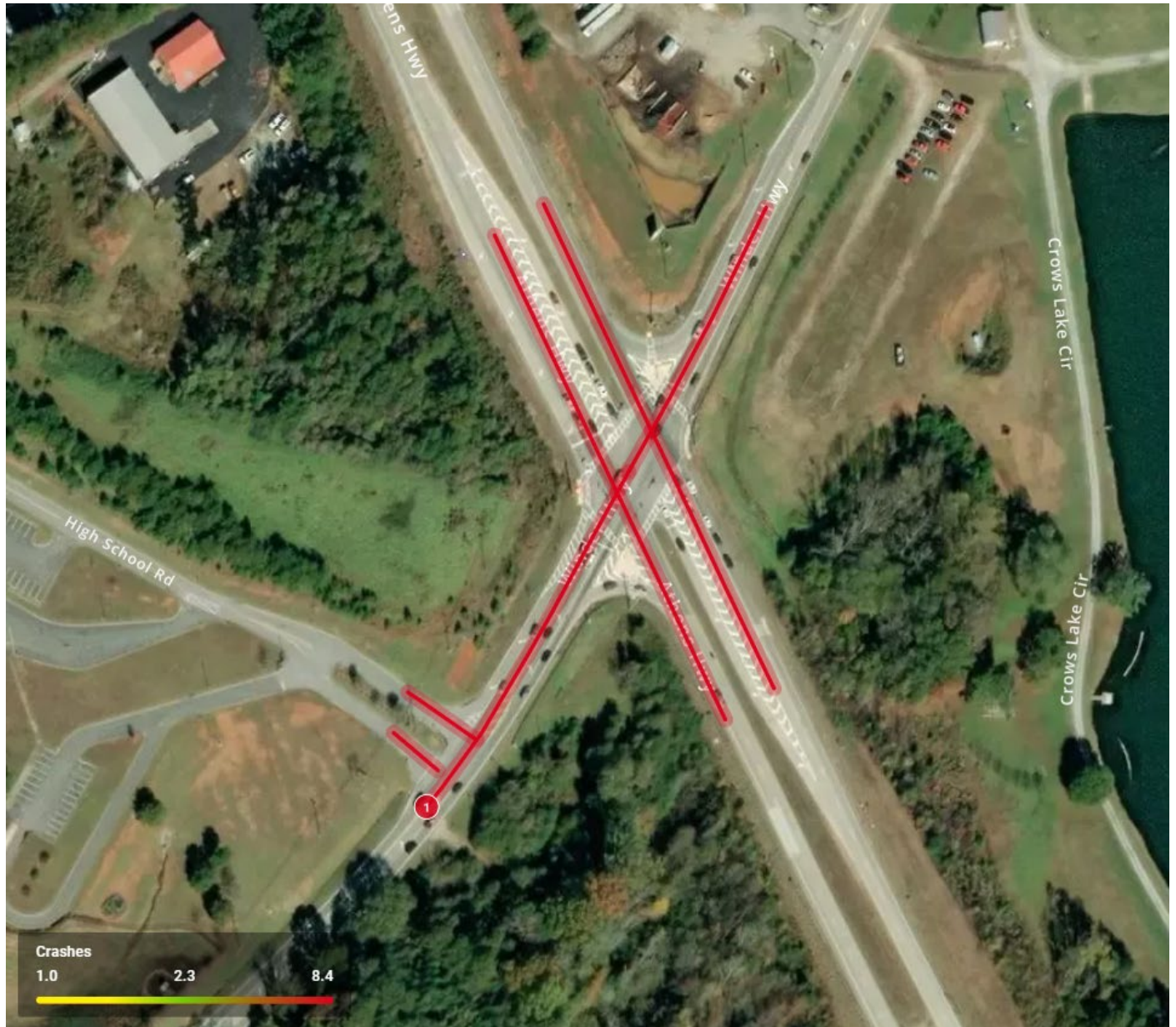
5. Athens Highway/State Route 11/US Route 129 from Jewell Farm to I-85



Appendix H

Top 5 Crash Intersections
Jackson County

1. Athens Highway/US Route 129 and Winder Highway/State Route 11



2. State Route 53 and Lewis Braselton Boulevard/State Route 124



3. Athens Highway/US Route 129 and New Salem Church Road/Hog Mountain Road



4. Sycamore Street/State Route 82 and Martin, Dell, College, and Washington Streets



5. Athens Highway/US Route 129 and Old Pendergrass Road



Appendix I

Top Fatal Crash Intersections
Jackson County

1. Dry Pond Road/State Route 82 and Horace Head Road/Jett Roberts Road



Appendix J

Top 5 Fatal Crash Segments
Jackson County

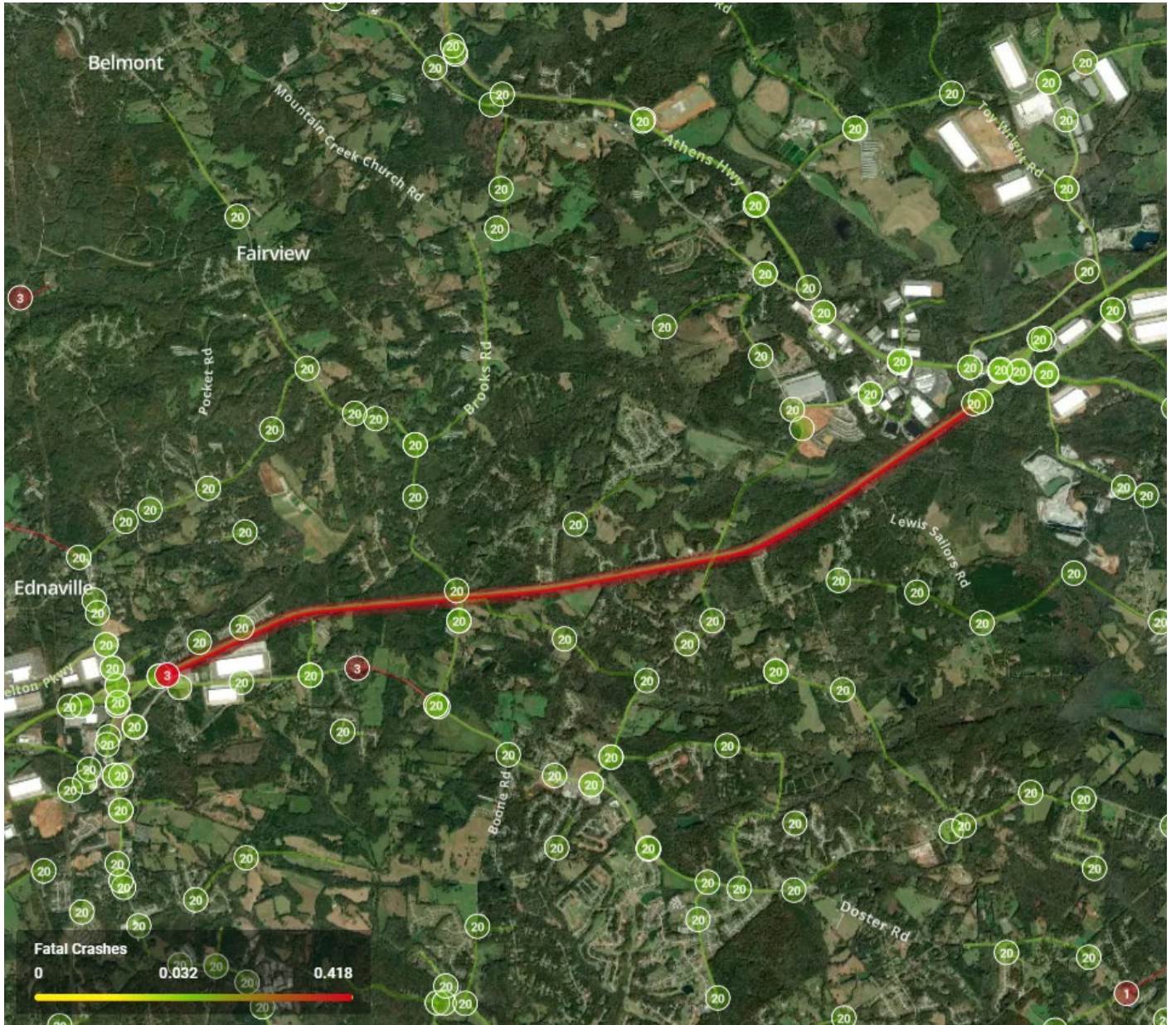
1. Athens Highway/US Route 129 from Galilee Church Road to Ethridge Road



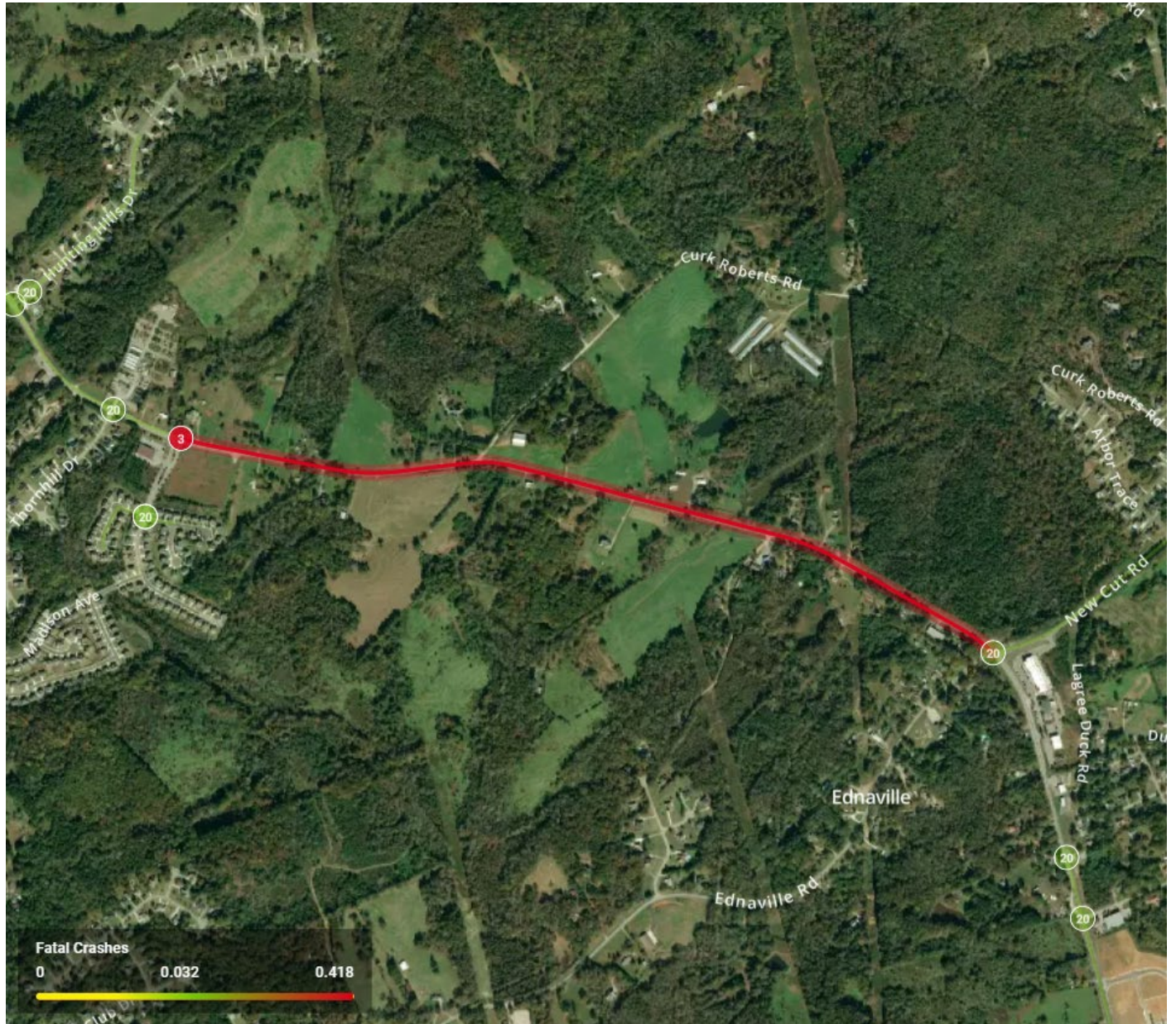
2. Winder Highway/State Route 11 from Jackson Trail Road to Hamilton Drive



3. I-85 Northbound from State Route 53 to Athens Highway/State Route 60/US Route 129



4. State Route 53 from Jackson Avenue to New Cut Road



5. Lewis Braselton Road/State Route 124 from Deer Ridge Circle to State Route 60



Technical Coordinating Committee

Wednesday, October 18th, 2023, 10:30 AM
Banquet Hall, 4th Floor, Hall County Government Center
2875 Browns Bridge Road, Gainesville, GA 30504

AGENDA

- 1. Welcome – Adam Hazell, Chair**
- 2. Approval of July 19, 2023 Meeting Minutes**
- 3. Recommend Approval of Draft Amendment #1 to the FY 2024-2027 Transportation Improvement Program (TIP)**
 - Joseph Boyd, GHMPO
- 4. Recommend Approval of Draft PM1 Safety Targets for FY 2024**
 - Michael Haire, GHMPO
- 5. First Review of Draft FY 2025 Unified Planning Work Program (UPWP)**
 - Joseph Boyd, GHMPO
- 6. Presentation on Base Year 2020 SE Data for the Metropolitan Transportation Plan (MTP): 2025 Update**
 - Michael Haire, GHMPO
- 7. 2022 Crash Profiles for Hall and Jackson Counties**
 - Michael Haire, GHMPO
- 8. Update on GDOT's Carbon Reduction Strategy (CRS)**
 - Brandon North, GDOT Office of Planning

MEMORANDUM

To: Technical Coordinating Committee Members
From: Brandon North, GDOT Office of Planning
Date: October 11, 2023
Re: Update on GDOT's Carbon Reduction Strategy (CRS)

The Georgia Department of Transportation, with support from consultants, has been working to develop a working Carbon Reduction Strategy (CRS), which will highlight available funding and provide information on types of strategies that can be included in projects that are consistent with the CRP's and Georgia's goals.

With many major milestones completed in the development of the CRS, the document is currently in a public review phase, with final submission to FHWA anticipated to take place on November 15.

Brandon North joins us from GDOT Office of Planning to further discuss the development of the Carbon Reduction Strategy.

RECOMMENDED ACTION: None

Attachment: Presentation on GDOT's Carbon Reduction Strategy (CRS)

GDOT Carbon Reduction Strategy (CRS)

September 2023

with support from consultants



Agenda:

1. Outreach: Summary to Date
 - Stakeholder and Public Engagement
 - Available Outreach Materials
2. CRS Document Overview
 - Purpose & How to Use
 - Summary of Content
 - Strategies and Evaluation Metrics
3. Review and Feedback
 - Schedule and Next Steps
 - How to Provide Feedback



Outreach Summary

Stakeholder & Public Engagement

Advisory Committee

3 meetings – all completed



MPO Coordination

2 meetings with each MPO
2 GAMPO meetings (1 completed)



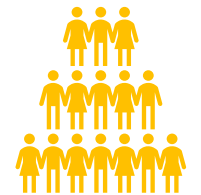
Regional Commissions

Public Resources



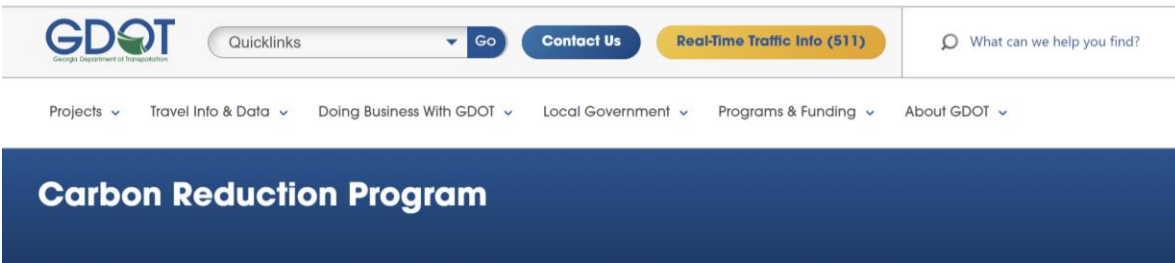
General Public

Public Resources



Engagement and Available Materials

- Public-facing website: [Carbon Reduction Program - Georgia DOT](https://www.dot.ga.gov/GDOT/Pages/CarbonReduction.aspx)
(<https://www.dot.ga.gov/GDOT/Pages/CarbonReduction.aspx>)



What is the Carbon Reduction Program?

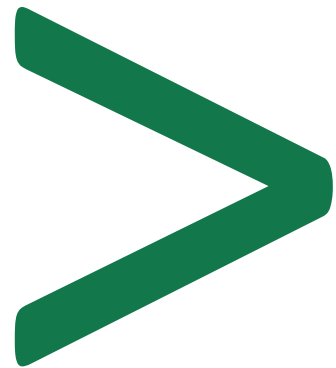
The Carbon Reduction Program (CRP) is a component of the 2021 Infrastructure Investment and Jobs Act, which provides funding to states for projects that result in transportation emission reductions. The CRP also mandates that each state develop a Carbon Reduction Strategy (CRS) that is focused on transportation-source emissions and dictates how CRP funding can be leveraged to advance reduction strategies in Georgia.

A statewide Advisory Committee (AC), which consists of subject matter experts from federal, state, local, and academia that convene regularly, was created to assist in the development of the CRS. The state Carbon Reduction Strategy is expected to be completed by mid-November 2023 and will be updated at least once every four years.



Content includes:

- “One-pager” factsheets in English and Spanish
- CRS Webinar
- CRS Podcast – *to be released in September on GDOT’s Ahead of the Curve Podcast*
- Contact Email – gdotcrp@dot.ga.gov

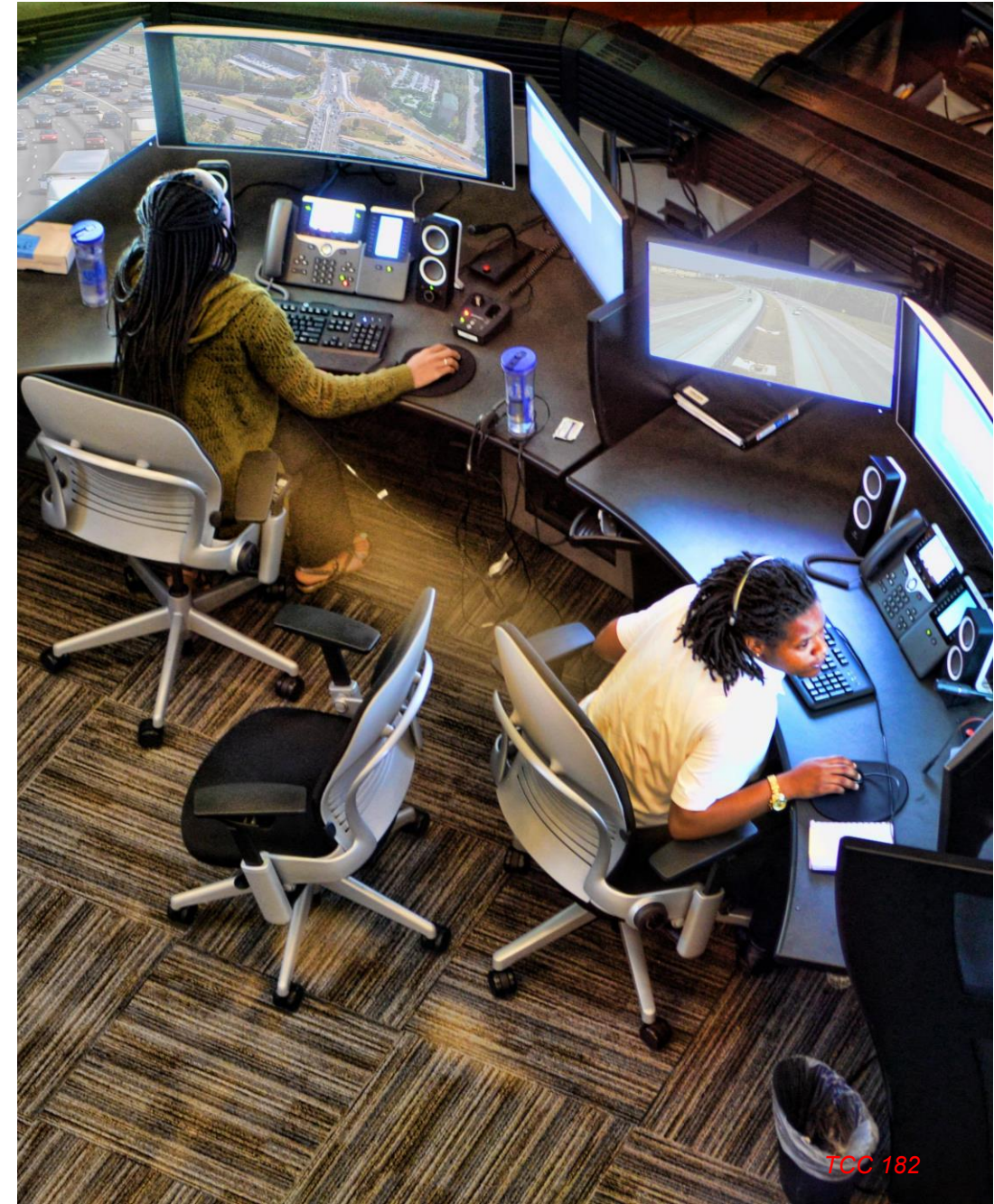


Document Overview

Purpose & How to Use GDOT's CRS

Objective: The main objective of the CRS is to **highlight available funding** and provide information on the **types of strategies** that can be included in your projects that are consistent with both the CRP's and Georgia's goals.

How to Use this Document: The organizing principal is a **menu of strategies** and metrics to help choose strategies that can be incorporated into plans and projects to advance the overlapping priorities of the State and the purposes of the federal Carbon Reduction Program.



Georgia's Approach



CRS is intended to illustrate where CRP funding can support **alignment with the Statewide Strategic Transportation Plan** and other documents

- Highlights **catalytic and innovation investments**
- Strategies to **enhance GDOT's planning process** regarding **carbon emission reduction and other CRP priorities**



Georgia Department of Transportation

Mission

Deliver a transportation system focused on innovation, safety, sustainability, and mobility

Vision

Boost Georgia's competitiveness via leadership in transportation

Contents of the CRS - Outline

Executive Summary

1. Introduction and Overview
2. Existing Conditions
 - Alignment of Georgia's initiatives with federal goals
3. Outreach & Coordination
 - Stakeholder engagement/coordination process
4. **Strategy Organization & Review**
 - Evaluation metrics
5. **Carbon Reduction Strategies**
 - 88 evaluated strategies
6. Next Steps
7. Appendices



CARBON REDUCTION STRATEGY

November 2023

Chapter 4: Evaluation Metrics for Strategy Evaluation



Safety – Approximation of expected impact on user safety.



Equity – the extent to which the strategy may serve or impact traditionally underserved populations.



Mobility – improved access to destinations, such as by reducing travel times, increasing transportation options available to travelers, or enhancing the reliability of travel options.



Resilience – of the impact of strategy in supporting a more resilient transportation system.



Potential to Reduce Carbon Emissions – decrease the amount of carbon dioxide released into the atmosphere.



Air Quality Co-benefits - provide neutral or positive air quality benefits.

Chapter 4: Evaluation Metrics (continued)



Implementation Factors – what is the time needed to implement the strategy.



Consumer Savings – reduction in transportation costs



Economic Development/Workforce Development – attracts employment and economic growth opportunities



Considerations in evaluating strategies:

Meets eligibility for Carbon Reduction Program funds? – Included in the CRP eligible project? Or could it demonstrate carbon reduction?

- For projects that are “potentially” eligible, elements that should be considered when presenting for approval.






Geographical Context – effective performance in specific geographical context?

- Urban or Rural?
- Are there specific characteristics of an area or contexts that would make the strategy more effective?

Chapter 4: Evaluation Scale

Strategies are generally defined against a 3-tiered system for evaluation.

- Evaluation is qualitative and somewhat subjective.
- Note also that strategies are evaluated here, while results will certainly vary according to project specifics.

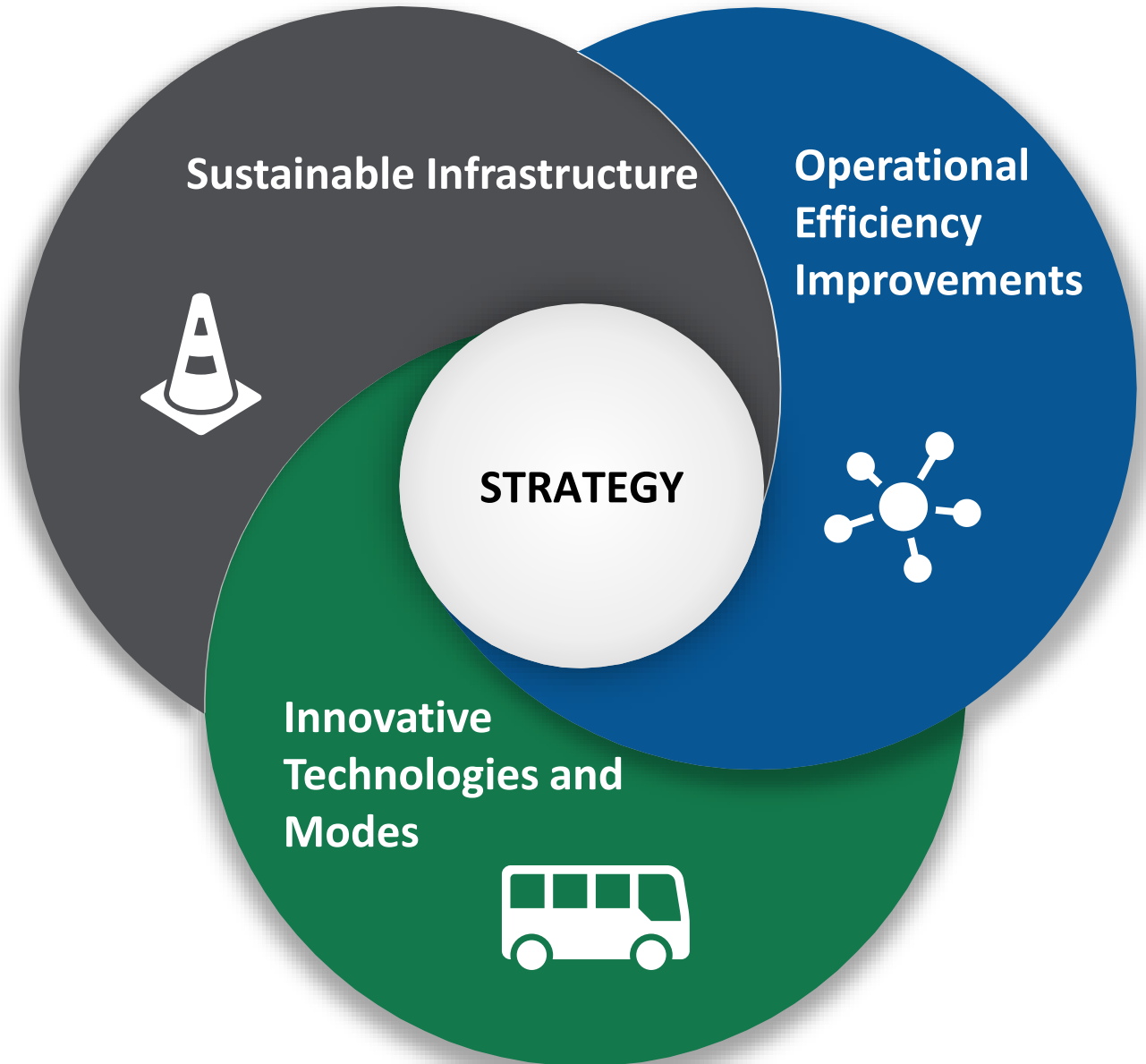
Symbol	Meaning
—	No, Negative, or Not Applicable
	Low or Uncertain
	Medium
	High

What types of Strategies

Strategies included in the CRS are organized into three high-level categories

88 Strategies overall

- Innovative Technologies and Modes – 28
- Operational Efficiency Improvements – 52
- Sustainable Infrastructure - 8



Chapter 5: Strategies – Innovative Technologies and Modes

Innovative Technologies and Modes

Strategies addressing
consumer choice,
including choices related
to vehicle purchases and
travel choices.



Alternative Fuel Vehicles for Public
Sector Fleets

Freight-related Emissions Reduction

Port Electrification and Facilities
Improvements

ZEV Fueling Infrastructure (E, H2)

Bicycle, Pedestrian and
Nonmotorized Transportation
Facilities Improvements

Transit Infrastructure Improvements

Transit Service Improvements

Transit Access Improvements

Land Use and Community Design



Chapter 5: Strategies – Operational Efficiency Improvements

Operational Efficiency Improvements

Efforts to manage transportation operations, optimize system performance, reduce delay, and smooth traffic flow to reduce vehicle exhaust.

Traffic Incident Management

Arterial Management

Freeway Management
(e.g., Managed Lanes)

Public Transportation Operational
Improvements

Active Transportation

Parking Management

Real-time Traveler Information
Improvements

Transportation Demand
Management

Congestion Pricing

Freight Management



Chapter 5: Strategies – Sustainable Infrastructure

Sustainable Infrastructure

This set of strategies addresses infrastructure-based reductions, such as sustainable pavements, alternative construction, and maintenance practices.



Environmentally Sustainable Construction Practices

Renewable Energy Development

Reduction in Operation and Maintenance Energy Consumption



Chapter 5: Strategy Example – Clean Vehicle Technologies

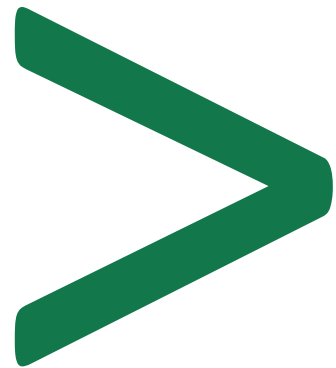
Strategy 1. Electric or Alternative Fuel Purchases for Public Sector Fleet Vehicle Replacements (Transit Buses, School Buses, Public Fleets)

This strategy describes the acquisition of electric and alternative fuel vehicles to replace fossil fuel burning vehicles owned by public agencies such as state and local agencies, transit providers, and school districts. The use of alternative fuel vehicles has been demonstrated to result in substantial reductions in carbon emission for public sector fleets. Many public sector fleets, such as transit agencies, are implementing this strategy to curb transportation-source emissions. According to FHWA CRP guidance, projects supporting the deployment of alternative vehicles, including electric vehicles, are eligible under Section (G)(3)(J).

Learn more: FTA promotes the Transportation Research Board's (TRB) Guidebook for Deploying Zero-Emission Transit Buses:

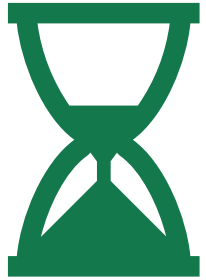
<https://nap.nationalacademies.org/catalog/25842/guidebook-for-deploying-zero-emission-transit-buses>

Criterion	 Safety	 Equity	 Mobility	 Resilience	 Air Quality	 Readiness	 C. Emissions	 Savings	 Development	 Eligibility	 Context
Rating	—	—	—								All



Review and Feedback

Schedule & Next Steps



Major Milestones:

- Completed a **working draft document** – Now going through internal GDOT review
- Completed first round **MPO outreach**. Now holding the **second round**.
- Completed all 3 **Advisory Committee** meetings
- Presented at 1 **GAMPO Meeting**. Second is during public review period.

Next Steps:

★ Public Review:

- Complete document will be posted publicly for review and feedback by **October 16**
- **Public engagement** will be via the GDOT website
 - 2-week period for receipt of comments (**by October 30**)
 - Document will be available for a 30-day period on the website (**through November 15**)
 - **It is important to hear your feedback in this time**
 - *Please share with your constituents -*
- Continue **stakeholder outreach** with MPOs and GAMPO (*October 2nd*)
- Document submission to FHWA on **November 15**

We Need Your Feedback

[Carbon Reduction Program - Georgia DOT \(ga.gov\)](#)

- Email gdotcrp@dot.ga.gov

Public Involvement

GDOT engaged the public and stakeholders in the state throughout the project. This included individual meetings with all the MPOs in the State, regular coordination with the selected AC, this public webpage, a publicly available webcast recording of summary presentation, and a podcast discussing the CRS. All will be hosted on this webpage.



Contact Information

Have questions or want more information about the Carbon Reduction Program? Please send us an email by clicking the button below.

Email

9. Other

- Update from the Trails Subcommittee
- Update from the McEver Road Subcommittee

10. Jurisdiction and Agency Reports

- City of Flowery Branch
- City of Gainesville
- City of Oakwood
- City of Buford
- Town of Braselton
- Federal Highway Administration
- Georgia Department of Transportation
- Georgia Mountains Regional Commission
- Northeast Georgia Regional Commission
- Hall Area Transit
- Hall County
- Jackson County

11. Public Comment

12. Upcoming Meeting Date: January 24, 2024

13. Adjourn

9. Other

- Update from the Trails Subcommittee
- Update from the McEver Road Subcommittee

10. Jurisdiction and Agency Reports

- City of Flowery Branch
- City of Gainesville
- City of Oakwood
- City of Buford
- Town of Braselton
- Federal Highway Administration
- Georgia Department of Transportation
- Georgia Mountains Regional Commission
- Northeast Georgia Regional Commission
- Hall Area Transit
- Hall County
- Jackson County

11. Public Comment

12. Upcoming Meeting Date: January 24, 2024

13. Adjourn

9. Other

- Update from the Trails Subcommittee
- Update from the McEver Road Subcommittee

10. Jurisdiction and Agency Reports

- City of Flowery Branch
- City of Gainesville
- City of Oakwood
- City of Buford
- Town of Braselton
- Federal Highway Administration
- Georgia Department of Transportation
- Georgia Mountains Regional Commission
- Northeast Georgia Regional Commission
- Hall Area Transit
- Hall County
- Jackson County

11. Public Comment

12. Upcoming Meeting Date: January 24, 2024

13. Adjourn

9. Other

- Update from the Trails Subcommittee
- Update from the McEver Road Subcommittee

10. Jurisdiction and Agency Reports

- City of Flowery Branch
- City of Gainesville
- City of Oakwood
- City of Buford
- Town of Braselton
- Federal Highway Administration
- Georgia Department of Transportation
- Georgia Mountains Regional Commission
- Northeast Georgia Regional Commission
- Hall Area Transit
- Hall County
- Jackson County

11. Public Comment

12. Upcoming Meeting Date: January 24, 2024

13. Adjourn

9. Other

- Update from the Trails Subcommittee
- Update from the McEver Road Subcommittee

10. Jurisdiction and Agency Reports

- City of Flowery Branch
- City of Gainesville
- City of Oakwood
- City of Buford
- Town of Braselton
- Federal Highway Administration
- Georgia Department of Transportation
- Georgia Mountains Regional Commission
- Northeast Georgia Regional Commission
- Hall Area Transit
- Hall County
- Jackson County

11. Public Comment

12. Upcoming Meeting Date: January 24, 2024

13. Adjourn