

# Gainesville-Hall Metropolitan Planning Organization Metropolitan Transportation Plan (MTP)/Transportation Improvement Program (TIP) System Performance Report (Updated December 2024)

## Background

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

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

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

In accordance with National Performance Management Measures<sup>2</sup>, the Planning Rule, as well as the Georgia Performance Management Agreement between the Georgia DOT (GDOT) and the Georgia Association of Metropolitan Planning Organizations (GAMPO), GDOT and each Georgia MPO must publish a System Performance Report (SPR) for applicable performance targets in their respective statewide and metropolitan transportation plans and programs.

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

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<sup>1</sup> [23 CFR Part 450, Subpart B and Subpart C](#)

<sup>2</sup> [23 CFR 490.107](#)

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

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

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

### **Highway Safety/PM1**

Effective April 14, 2016, the FHWA established the highway safety performance measures<sup>4</sup> to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

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

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. GDOT submits the HSIP report annually to FHWA. The HSIP 2024 annual report was submitted to FHWA by August 31, 2024 and established the statewide safety targets for year 2025 based on an anticipated five-year rolling average (2021-2025). Georgia statewide safety performance targets for 2025 are included in Table 1, along with statewide safety performance for the two most recent reporting periods<sup>5</sup>. MPOs have 180 days after the states (GDOT) submit their targets to FHWA to either adopt the state targets or set their own PM1 targets; The Gainesville-Hall MPO adopted/approved the Georgia statewide safety performance targets for 2025 on December 10, 2024.

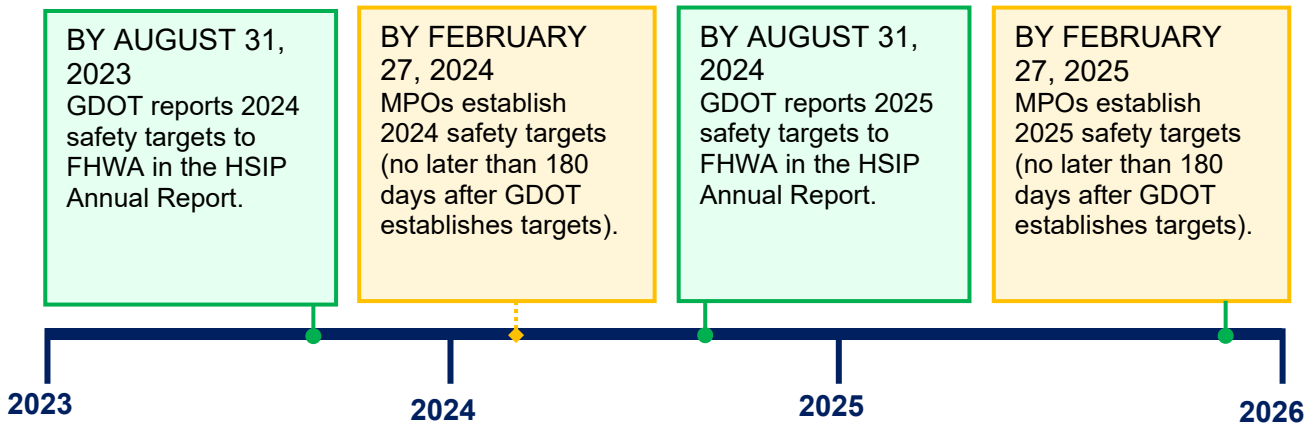
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<sup>3</sup> The 2020 Regional Transportation Plan was adopted on May 12, 2020, and serves as the Metropolitan Transportation Plan for the Gainesville-Hall MPO. <https://www.ghmpo.org/planning-documents/regional-transportation-plan/gainesville-hall-regional-transportation-plan-2020/>

<sup>4</sup> [23 CFR Part 490, Subpart B](#)

<sup>5</sup> [https://safety.fhwa.dot.gov/hsip/spm/state\\_safety\\_targets/](https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/)

## Safety Performance Targets Timeline (2023-2026)



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

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

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

<b>Performance Measures</b>	<b>2022 Georgia Statewide Performance Target (Five-Year Rolling Average 2018-2022)</b>	<b>2023-2024 Georgia Statewide Performance Target (Five-Year Rolling Average 2020-2024)</b>	<b>2025 Georgia Statewide Performance Target (Five-Year Rolling Average 2021-2025)</b>
Number of Fatalities	1,671	1,680	1,600
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.21	1.36	1.25
Number of Serious Injuries	8,443	8,966	7,109
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	4.610	7.679	5,711
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	793.0	802	797

*Source: GDOT's HSIP reports.*

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

achievement of national transportation goals and statewide and regional performance targets. As such, the 2020 RTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), and the Georgia 2050 Statewide Transportation Improvement Plan (SWTP)/2021 Statewide Strategic Transportation Plan (SSTP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.
- The GDOT HSIP annual report provide for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.<sup>6</sup>
- The Gainesville Hall MPO 2020 RTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The RTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The Gainesville-Hall MPO has several initiatives focused on increasing safety. Specifically, the RTP identifies roadways with the highest frequency of crashes, fatalities, and injuries in order to identify where improvements need to be made to increase safety within the GHMPO planning boundary. To increase pedestrian safety, the MPO has been working collaboratively with local jurisdictions to expand the Highlands to Islands Trail, providing multimodal transportation options to all Hall County residents. Additionally, the MPO is assisting Hall County in managing their Safe Streets for All (SS4A) grant, which is currently being used to develop an Action Plan and identify projects that would increase safety for vehicles, cyclists, and pedestrians. These recommendations will then be taken into consideration as Hall County utilizes the plan to apply for implementation grants. Lastly, the MPO publishes a crash profile of both Hall and Jackson Counties on a yearly basis. This crash profile provides maps of crashes throughout both counties and identifies high accident intersections, which local jurisdictions use to assist in planning safety improvement projects. Lastly, the Gainesville-Hall MPO has begun work the State Route 13 / Atlanta Highway Corridor Study, which is specifically seeking to find solutions to both congestion and safety concerns on the State Route 13 / Atlanta Highway Corridor.

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

- PI 0015702/GH-124 (Roadway Operations – Dawsonville Highway at McEver Road) was specifically identified in the 2020 RTP as the highest overall crash rate intersection, which will be mitigated by the planned operational improvements listed in the TIP. Further, this intersection, alongside Dawsonville Highway’s intersections with Beachwood Blvd and Green Hill Circle, were all listed as sites with the highest number of collisions in the 2022 Hall County Crash Profile. Additionally, PI 0017392/GH-121(Green Street Operational Improvements) and PI 0015918/GH-126 (Academy Street Roundabout) are specifically listed as Band 1 projects recommend by the 2020 RTP. Lastly, the intersection of Browns Bridge Road and McEver Road was identified in the GHMPO 2022 Crash Profile for Hall County as the intersection with the fourth highest number of collisions, prompting improvements to increase operational safety (PI 0016921/GH-145). All of these projects are anticipated to improve safety for both automobiles and pedestrians.

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

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

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

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

## **Pavement and Bridge Condition/PM2**

Effective May 20, 2017, FHWA established performance measures to assess pavement condition<sup>7</sup> and bridge condition<sup>8</sup> for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

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

### Pavement Condition Measures

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

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

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

### Bridge Condition Measures

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

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

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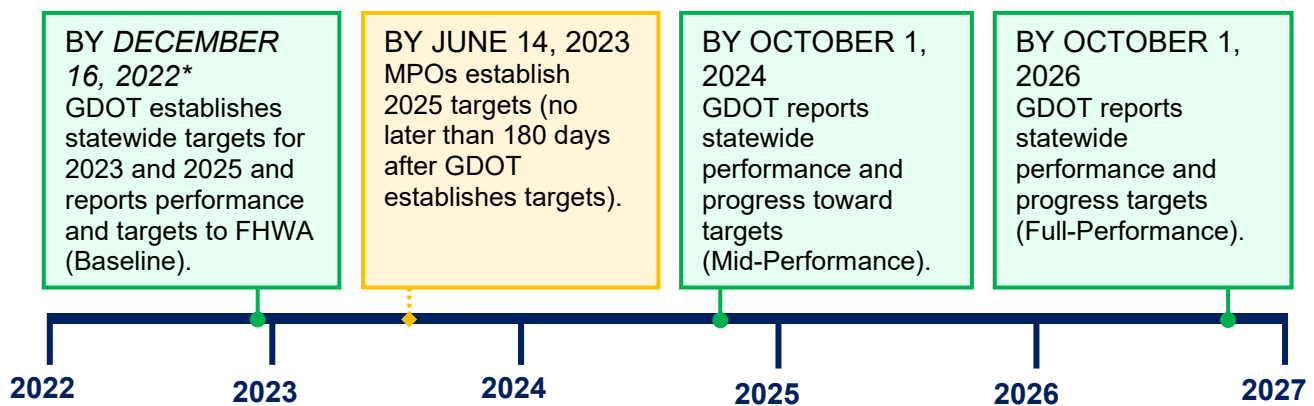
<sup>7</sup> [23 CFR Part 490, Subpart C](#)

<sup>8</sup> [23 CFR Part 490, Subpart D](#)

## Pavement and Bridge Targets

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

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



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

States establish targets as follows:

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

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

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

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

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

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

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

The Gainesville-Hall MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2020 RTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, Georgia’s Transportation Asset Management Plan (TAMP), the Georgia Interstate Preservation Plan, and the current SSTP/2050 SWTP.

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



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

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

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

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

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

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

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

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

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System<sup>10</sup>, freight movement on the Interstate system<sup>11</sup>, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program<sup>12</sup>. This third FHWA performance measure rule (PM3) established six performance measures, described below.

### *National Highway System Performance:*

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

### *Freight Movement on the Interstate:*

3. Truck Travel Time Reliability Index (TTTR);

### *Congestion Mitigation and Air Quality Improvement (CMAQ) Program:*

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

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

## System Performance Measures

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

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

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

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<sup>10</sup> [23 CFR Part 490, Subpart E](#)

<sup>11</sup> [23 CFR Part 490, Subpart F](#)

<sup>12</sup> [23 CFR Part 490, Subparts G and H](#)

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

### Freight Movement Performance Measure

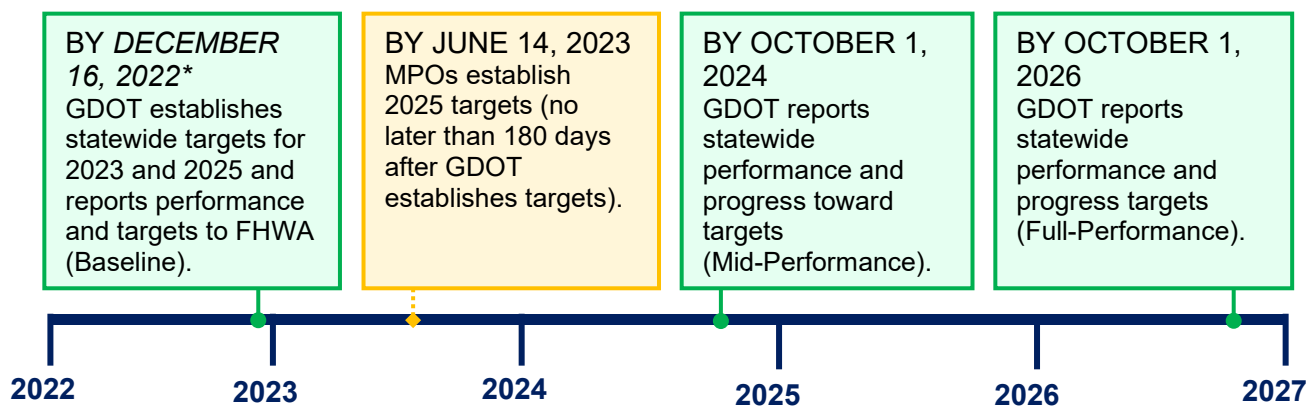
The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays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

### PM3 Performance Targets

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

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

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



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

States establish targets as follows:

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

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

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

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

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

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

The Gainesville-Hall MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2020 RTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Statewide Freight and Logistics Action Plan, and the current 2021 SSTP/2050 SWTP.

- The 2023 Georgia Freight Plan documents freight planning activities and investments in the state, identifies and assesses current and future freight needs and challenges incorporating both technical analysis and stakeholder engagement, and guides freight-related transportation decisions and investments. The plan integrates policy positions and strategies from existing documents to help identify and prioritize freight investments critical to the state's economic growth and global competitiveness. The Georgia Freight Plan establishes specific goals for freight transportation and addresses freight issues that are not covered in other statewide planning documents.<sup>13</sup>
- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.<sup>14</sup>
- The Gainesville-Hall MPO 2020 RTP addresses reliability, freight movement, congestion, and emissions, and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements. The RTP has identified several roadways that would increase system and truck reliability if widened, and those projects have been added to the FY 2024-2027 Transportation Improvement Program. Additionally, a new roadway and a new interchange have been identified and programmed, which will increase mobility and reduce congestion. Due to several factors, such as the development of the Northeast Georgia Inland Port, the MPO is committed to improving system reliability to accommodate increased truck traffic and its impacts on congestion and reliability.
- The below projects in Table 6 are identified in various sources as necessary to maintain a functional level of service in the 2020 RTP's 2050 Traffic Demand Models. PI 0015280/GH-023B (Spout Springs Road Widening) was deemed necessary based on its designation as one of the top ten corridors operating at level-of-service F in the 2050 do-nothing model. Additionally, PI 0003626/GH-016 (Sardis Road Connector), PI 122060/GH-020A, PI 0016862/GH-020B, PI 0016863/GH-020C (all three phases of the Cleveland Highway Widening), and PI 0016074/GH-133 (SR 365's new interchange at Lanier Tech Dr.) are all identified in the 2020 RTP as high priority projects for improving operations and system reliability. In the past year, three new projects have been added to the FY 2024-2027 Transportation Improvement Program, as well as the Regional Transportation Plan: 2020 Update and the Metropolitan Transportation Plan: 2025 Update (still in development), that seek to improve system reliability and improve pavement conditions. These projects are PI 0016089/GH-147 (Phase II of the SR 211 Widening), PI 0020731/GH-150 (SR 365 Widening) and PI 0020735/GH-151 (SR 53 Widening from SR 124 to New Cut Road).

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

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

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

PI#	Cost	Work Type	PM1	PM2		PM3		
			Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ*
0003626	\$59,062,933	New Roadway				✓	✓	
132610	\$26,476,359	Widening				✓	✓	
0013762	\$1,301,733	Widening				✓	✓	
122060	\$62,729,937	Widening				✓	✓	
0016862	\$27,991,337	Widening				✓	✓	
0016863	\$39,199,441	Widening				✓	✓	
0015280	\$42,731,208	Widening				✓	✓	
0016089	\$284,140.29	Widening				✓	✓	
0020731	\$10,000,000	Widening				✓	✓	
0020735	\$1,500,000	Widening				✓	✓	
0016074	\$20,061,376	New Interchange				✓	✓	

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

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

- Increase accessibility and mobility of people and freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

- Improve the resiliency and reliability of the transportation system and reduce or mitigate the stormwater impacts of surface transportation
- Achieve a significant reduction in congestion on the National Highway System
- Improve the efficiency of the surface transportation system
- Maintain the highway infrastructure asset program in a state of good repair

### **Transit Asset Management Targets**

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

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



- Leverage technology and innovation to support public transit ridership
  - Hall Area Transit has made use of WeGo, which utilizes smartphones to provide on-demand transportation.

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

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

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

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

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

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

## Appendix A: Project Types

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

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

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

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