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Grants.gov Tracking Number:	GRANT14257217
UEI:	USZBJ4CMC7B6
Submitter's Name:	Sommer Green
CFDA Number:	20.327
CFDA Description:	Railroad Crossing Elimination
Funding Opportunity Number:	FR-RCE-24-001
Funding Opportunity Description:	FY23-24 Railroad Crossing Elimination Grant Program
Agency Name:	DOT - Federal Railroad Administration
Application Name of this Submission:	Hall County, Georgia
Date/Time of Receipt:	Sep 20, 2024 03:19:35 PM EDT

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Statement of Work
717786C 1-10-75 AccidentReport.PDF
717786C InventoryReport.PDF
Letter of Funding Commitment
Letters of Support
Hall County 2023 Annual Financial Report
Hall County, GA 2024 Organizational Chart



COVER PAGE	
Project Title:	Navajo Circle Life/Safety Grade Separation
Applicant Name:	Hall County, Georgia
FUNDING	
Amount of RCE Program Funding Requested under this NOFO	\$319,360
Amount of Proposed Non-Federal Match	\$79,840
Does some or all of the proposed Non-Federal Match for the total project cost consist of Preliminary Engineering costs incurred before project selection (but after November 15, 2021)?	No
Other Sources of Federal Funding, if applicable	NA
If applicable, are set-aside funds requested? Is the project eligible for funding set-aside in Section B.1?	NA
If "Yes," amount of set-aside funds requested:	NA
Total Project Cost	\$399,200
PREVIOUS FEDERAL GRANTS	
Was a Federal Grant Application Previously Submitted for this Project?	Yes - 2022 Railroad Crossing Elimination
LOCATION	
City(ies), County(ies), State(s), Where the Project is Located.	Gainesville City, Hall County, Georgia
Is the Project Located in a Rural Area or on Tribal Lands?	No
If the Project is located in a Rural Area or Tribal Land, is the Project Located in a county with 20 or fewer residents per square mile, according to the most recent decennial census?	No
Congressional District (s) Where the Project is Located:	GA - 09
APPLICATION TRACKS/PROJECT LIFECYCLE STAGES	
Application Track(s) proposed to be funded by this NOFO?	Track 1 - Project Planning
Lifecycle Stage (s) proposed to be funded by this NOFO?	Track 1 - Project Planning
Current Lifecycle Stage and Anticipated completion of current Lifecycle Stage?	NA
RAIL LINE INFORMATION	
Is the project located on real property owned by someone other than the applicant?	The project is located on real property owned by Norfolk Southern (200 feet wide) and Hall County for the road approaches outside of Norfolk Southern.
Host Railroad/Infrastructure Owner (s) of Project Assets;	Norfolk Southern
Other impacted Railroad(s).	NA
Tenant Railroad (s), if applicable	NA
If applicable, is a 49 U.S.C. 22905-compliant Railroad Agreement executed or pending?	Please see the accompanying statement
PLANNING CONSIDERATIONS	
Is the project currently programmed in ANY medium-or long-range planning document; For example, State rail plan, or international intercity passenger rail systems planning study, State Freight Plan, TIP, STIP, MPO Long Range Transportation Plan, State Long Range Transportation Plan, etc?	The NE GA Inland Port (Blue Ridge Connector) is in the Georgia State Rail Plan, 2021 and GHMPO Regional Freight Study of 2018
Is the project located on a potential corridor selected for the Corridor Identification and Development Program?	Southeast High Speed Rail - Atlanta to Charlotte

PROJECT SUMMARY:

The Navajo Circle Life/Safety Grade Separation Planning Project will assist to fund the implementation for relocation of one of Hall County’s railroad crossings. Citizens and visitors of Hall County will benefit by improving emergency response time for first responders. Trains that currently encounter passenger vehicles will be rerouted away from traffic, eliminating highway-rail crossing accidents within this area. Mobility will be more efficient and carbon emissions will decrease by decreased idling time. While Hall County has continued to rapidly grow, this project will assist with job creation and benefit a disadvantaged census tract within the area. With the assistance of the Federal Railroad Administration the project will move Hall County to a safer, more efficient, and economically secure future.

PROJECT FUNDING TABLE:

Task No.	Task Name	Cost	Percentage of Total Cost
1	Detailed Project Plan, Budget, and Schedule	\$16,000	4%
2	Existing Conditions Review and Updates	\$108,000	27%
3	Environmental Resource Assessment	\$72,000	18%
4	Public and Stakeholder Involvement	\$84,000	21%
5	Project Alternatives	\$80,000	20%
6	Project Development Concepts	\$39,200	10%
Total Project Cost		\$399,200	100.0%
Federal Funds Received from Previous Grant		\$0	0.0%
Federal Funding Request Under this NOFO		\$319,360	80.0%
Non-Federal Funding/Match	Cash	\$79,840	20.0%
	In Kind	\$0	0.0%
	Preliminary Engineering Costs	\$0	0.0%
Portion of Non-Federal Funding from Private Sector		\$0	0.0%
Portion of Total Project Costs spent in a Rural Area or on Tribal Lands		\$0	0.0%
Pending Federal Funding Requests		\$0	0.0%

APPLICANT ELIGIBILITY CRITERIA:

Hall County, Georgia is an eligible applicant as a subdivision of the state of Georgia and unit of local government. Hall County is one of Georgia's 159 counties and was created December 15, 1818. It is the largest population county in the Georgia Mountains region and is experiencing unprecedented economic investment, jobs, housing and population growth.

Hall County certifies 2 CFR Part 180: Certification Regarding Debarment, Suspension and Other Responsibility Matters, Drug-Free Workplace Requirements and Lobbying. The county follows the general provisions set forth in the Code of Federal Regulations to include 2 CFR Part 200 and 49 CFR, Subtitle B, Chapter II. While 2 CFR Part 200 set uniform administrative requirements for federal awards to non-federal entities, Federal Railroad Administration and the Department of Transportation provided the guidance to address transportation security.

PROJECT ELIGIBILITY CRITERIA:

Since 2010, state action plans have been required to improve grade crossing safety for the top ten states across the United States with the highest reported number of highway-rail grade crossing incidents. Georgia has been listed as one of those states. Georgia has utilized many safety measures over the years to decrease railroad crossing injuries. However, with Hall County's population increase and Navajo Circle Railroad Crossing supporting Georgia's new Northeast Georgia Inland Ports Authority, excessive measures must be taken to protect its citizens from the upcoming threats.

Hall County is the 10th largest county in Georgia with a population growth of 23.24% since 2010. Data from the Atlanta Regional Commission indicated an additional estimated 40.7% increase in population by the year 2050. Northeast Georgia Inland Port is scheduled to open by 2026. This new inland port will provide a direct link to the Port of Savannah via Norfolk Southern. The new port will bring new jobs to the area which will cause an increase passenger vehicles, and rail transportation in the area will escalate rapidly as the needs of surrounding communities will be met by rail. The growing population in the area has made this specific railroad crossing a high visibility project to prevent and reduce pedestrian, motor vehicle, and other accidents.

Navajo Circle is a county-maintained road (CR 1203). As its name "Circle" implies, Navajo Circle is a one-way in and one-way out road. There is no outlet via other road connections other than the railroad crossing itself. Navajo Circle connects White Sulphur Road (CR 1298) with approximately 250 single family homes in three residential neighborhoods. The distance between the crossing and the entrance to the first neighborhood "A Quiet Place in the Woods" is approximately 400 feet. The distance between the crossing and the beginning/end of Navajo Circle at its intersection with White Sulphur Road is approximately 420 feet. Unfortunately, both approaches are long enough for several vehicles to concurrently queue. This has created a blocked crossing that resulted in frustrated drivers, increased emissions due to the idling of vehicle engines, and worst case has blocked first responders from responding to emergencies in the area.



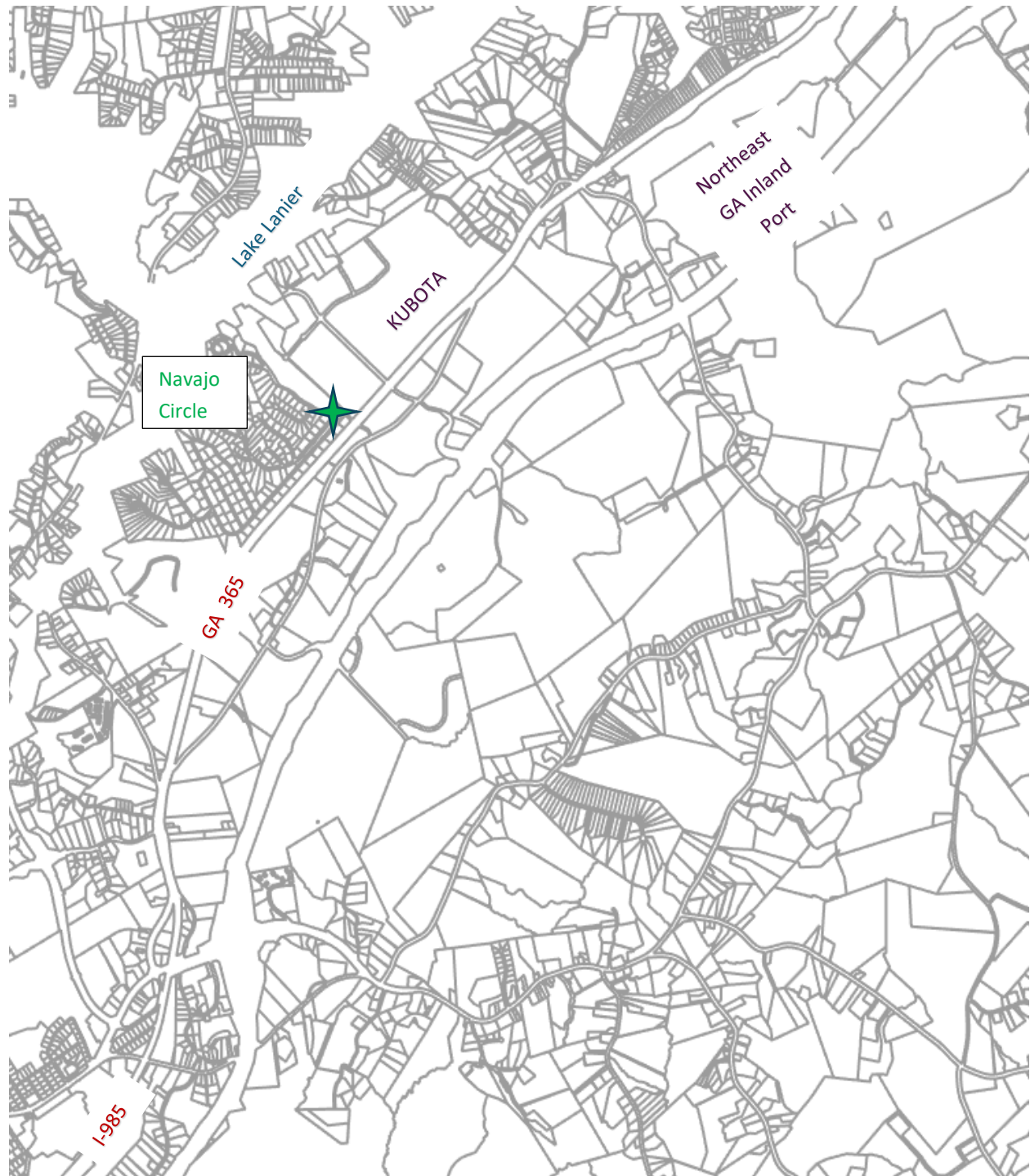
Navajo Circle Crossing (MP 0579.970/DOT 717786C) is a frequently blocked Norfolk Southern mainline single-track crossing and two-lane roadway with a history of accidents. One of the accidents was noted as Incident GC0375003. The accident involved a northbound Southern Railway freight train consisting of 41 locomotives and 503 cars striking a passenger vehicle stalled on the track with the driver in it. The accident occurred at 9:52 pm and in rainy weather conditions.

At the time of the accident the crossing was unlighted with crossbucks and stop signs on both sides. Since then, Navajo Circle crossing is now equipped with crossing gates and flashing lights, which has assisted with safety concerns. Due to Hall County's population growth and rail utilization, we are trying to stay ahead of the problem and evaluate.

Kubota Manufacturing of America, a division of Kubota Corporation of Japan, has named Gainesville, Georgia it's headquarters since 1988. The company has demonstrated its commitment to the Hall County community for over 30 years. Kubota employs over 2,500 local workers who manufacture and assemble lawn tractors, zero-turn mowers, sub-compact tractors, utility vehicles, loaders, backhoes and other implements from several facilities in Hall County. It is Hall County's second largest employer and operations run 24/7.

In April 2022 Kubota opened a new \$90 million research and development facility along Hall County's GA 365 economic development corridor. In 2024 Kubota further invested into Hall County and opened another 650,000 square feet facility for their affiliated company Kubota Industrial Equipment Corporation. This brought an additional 500 new manufacturing jobs to this area. The new Industrial Equipment facility is located within proximity of the Georgia Ports Authority Northeast Georgia Inland Port.

The Federal Government and State of Georgia investment into the Port of Savannah is one of the major economic development success stories of the nation. The GPA's Port of Savannah facilities have gone from handling 2.9 million containers in 2011 to 5.6 million containers in 2021. It is the largest container terminal in the Western Hemisphere. These improvements have increased Savannah's capacity by 64%.



In 2018 the Gainesville-Hall County Metropolitan Planning Organization retained CDM Smith, an international engineering firm to prepare a Regional Freight Study. At the time of the study the state had only one inland port facility, Cordele Inland Port. This port is located 200 rail miles west of Savannah and opened in 2013. The Appalachian Regional Port (ARP) in northwest Georgia was under construction and was described in the CDM Smith study as,

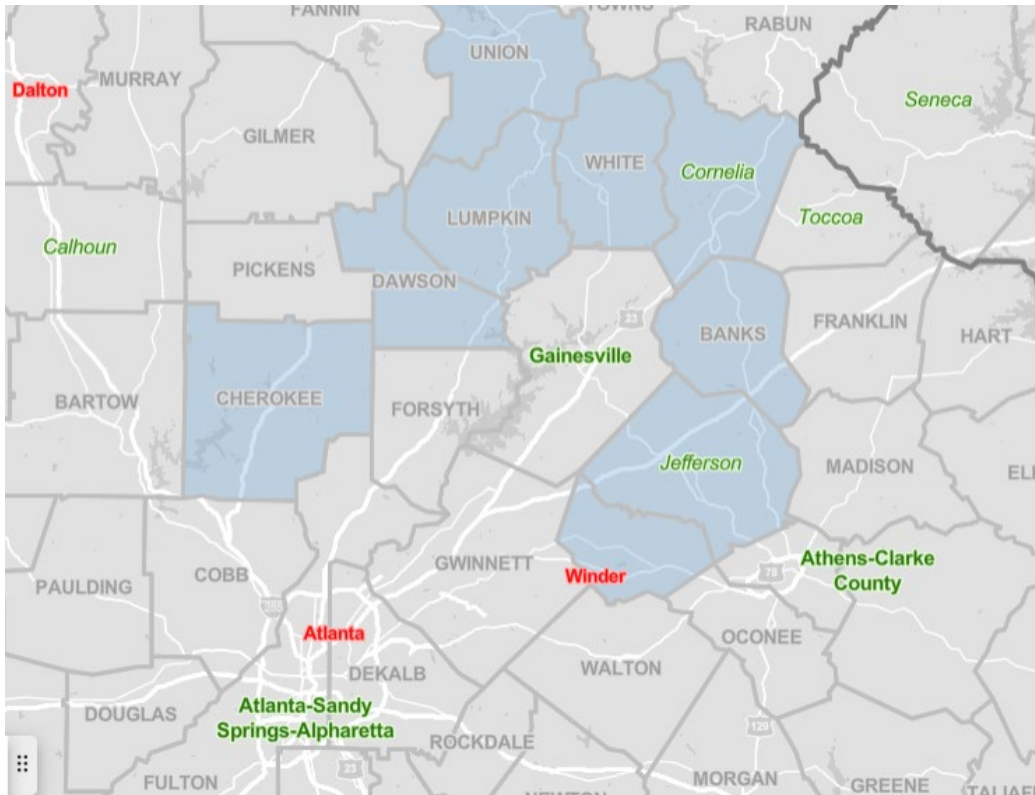
“Recently, the State of Georgia, Georgia Ports Authority (GPA), Murray County and CSX Transportation signed a Memorandum of Agreement, creating a partnership which will provide cost savings, traffic mitigation, and additional operational services benefiting shippers, truckers and steamship lines. The facility will open in 2018 with a capacity of 50,000 containers per year. Based on GPA estimates, the capacity will double over the next 10 years.”

There were no plans for a northeast Georgia intermodal facility. However, the study presciently continued,

“This partnership is a good model, and the GHMPO and the Hall County Chamber of Commerce should examine if there are opportunities to create a similar intermodal facility in northern Hall County adjacent to the CSX rail line and SR 365 near Lula. An intermodal facility in northern Hall County could potentially remove thousands of freight containers from traveling SR 365, I-985, and I-85 throughout the Atlanta metropolitan area.”

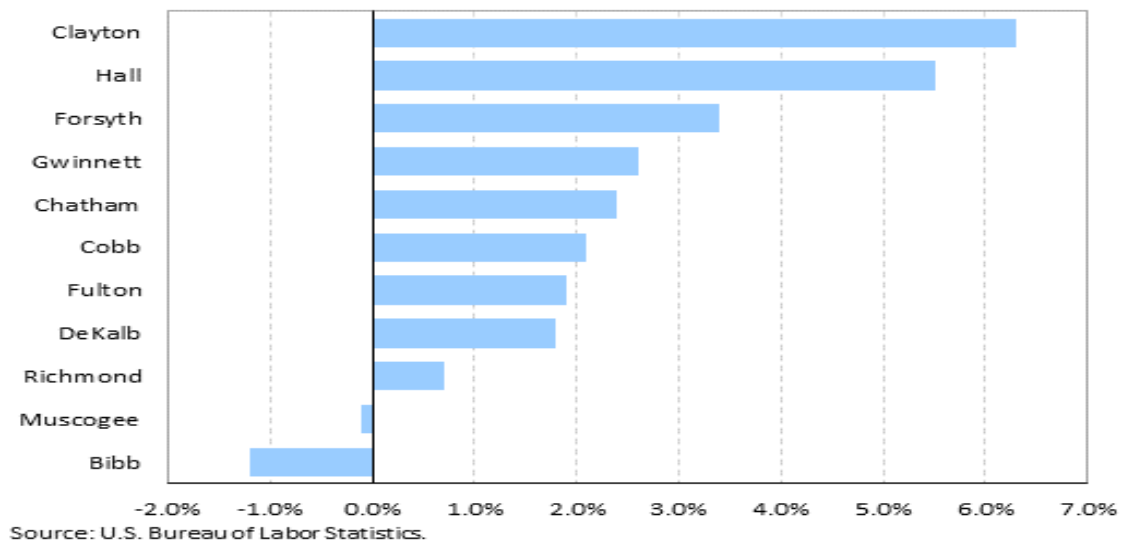
Further work by the Georgia Ports Authority (GPA) resulted in the purchase of 108 acres of land along the Norfolk-Southern mainline. The site is planned to handle 200,000 road-to-rail-to-ship and ship-to-rail-to-road containers per year. Each container transferred by train represents 600 fewer road miles and lower carbon emissions. The Northeast Georgia Inland Port is less than a mile by rail to the east of the proposed Navajo Circle relocation project.

The Navajo Circle Life/Safety Grade Separation Planning Project will not only benefit Hall County residents, but also those who travel to and from Hall County. Hall County, Georgia is located north of Atlanta. Atlanta, GA is rated 4 out of 5 stars on Glassdoor for having plentiful entry-level job opportunities, along with a high rate of satisfaction with their jobs. While Hall County recently became an urban area, other counties surrounding Hall have remained as rural. Some of the county residents of White, Banks, Lumpkin, and other rural areas are commuting to through Hall County to reach Atlanta or commuting to Hall County for employment.



According to the U.S. Bureau of Labor Statistics Hall County was the 2nd largest county within Georgia for employment increase from June 2022 to June 2023. With the planned opening of the Georgia Ports Authority’s Northeast Georgia Inland Port scheduled to open in 2026 acting as an economic catalyst, the job opportunities in this area will continue to increase.

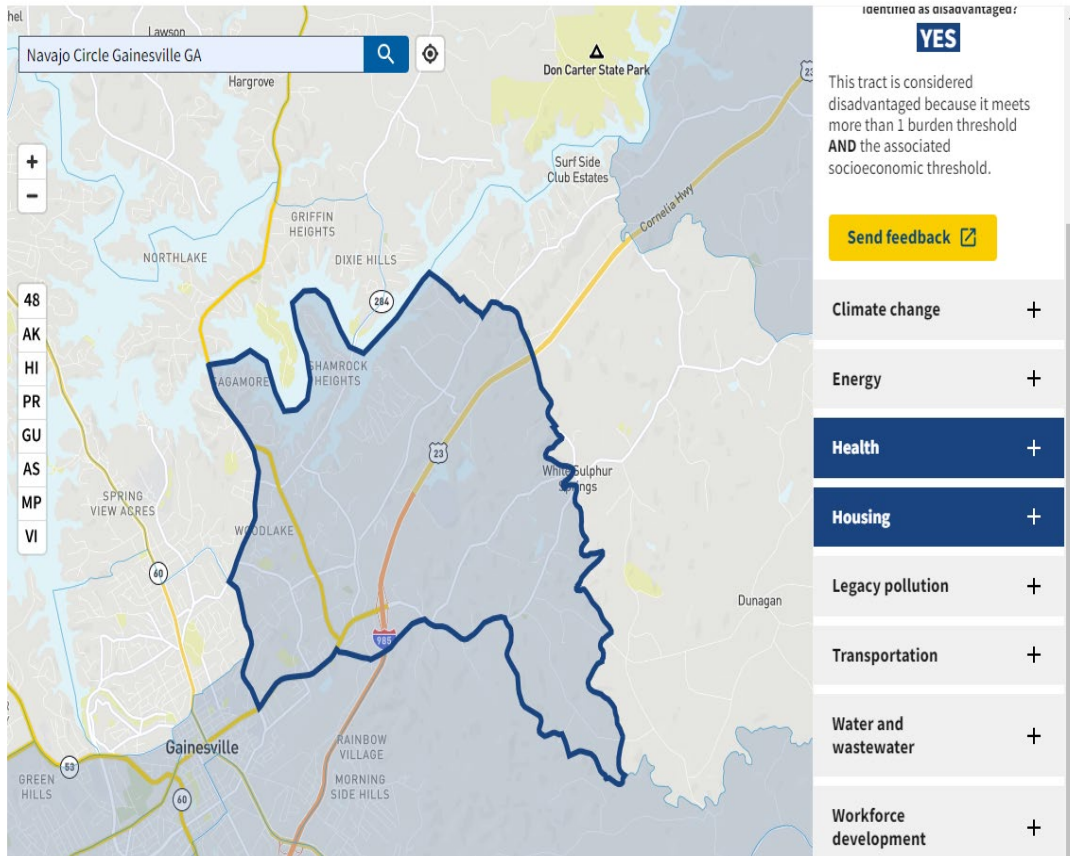
Chart 1. Over-the-year percent change in covered employment among the largest counties in Georgia, June 2023



According to the Federal Railroad Authority, there are 73 at-grade crossings within Hall County, Georgia. The Navajo Circle Railroad Crossing has been listed as top priority due to the freight land use, safety, mobility, and greenhouse emissions.

Despite Hall County’s growth this portion of the county remains disadvantaged. The on-line Climate & Economic Justice Screening Tool shows the Project (east of Quiet Place in the Woods) to be within Census Tract 13139000600.

This tract is considered disadvantaged in the areas of Health and Housing because it meets more than one (1) burden threshold and the associated socioeconomic threshold. For Health this area is above the 90th percentile for people with heart disease and above 65% for Low Income. For Housing this area is reported as being at the 99th percentile for the percentage of homes lacking indoor plumbing and Low Income (68th percentile).



In addition to the Disadvantaged status of the area, the USDOT's Equitable Transportation. Community-related Justice40 tool, ETC Explorer, shows over 10% of the households do not own vehicles. Transit is not reported in this area, and driving distances are significant. Residents who do not have available private or public transportation options must walk or use limited means to pay for private transportation. Grade separation of the Navajo Circle crossing is essential for area residents who are forced to walk.

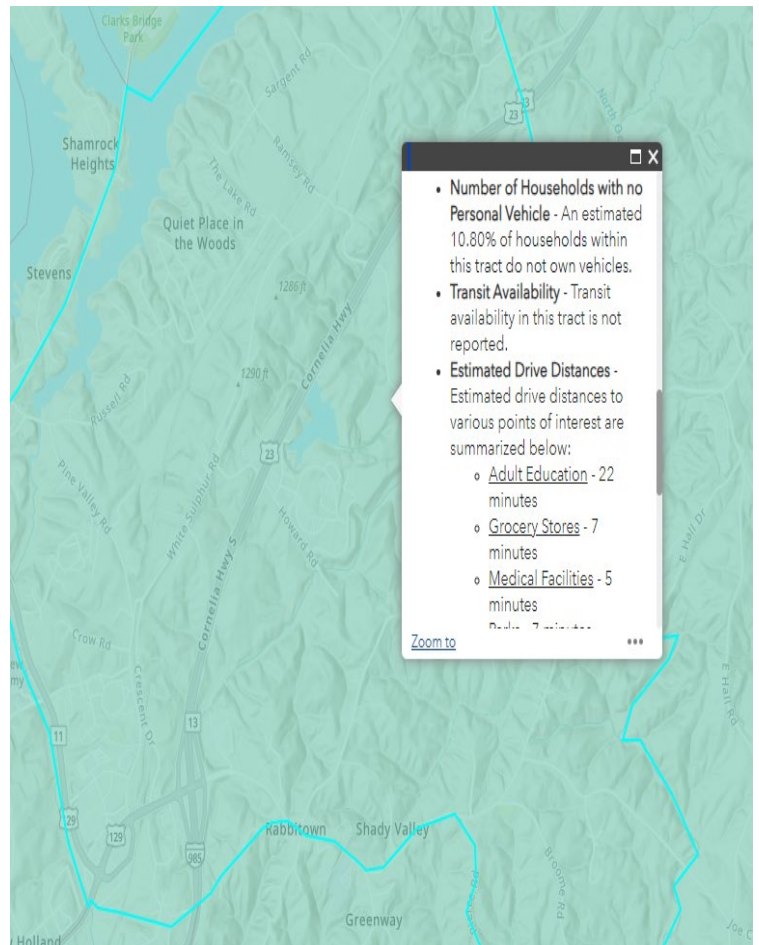
Hall County works daily to keep up the demands caused by the exponential growth since 2010 it is committed to seeing this area thrive as a safe and attractive place to work and reside. Along with the Navajo Circle Life/Safety Grade Separation Planning Project, Hall County is dedicated to the economic development of the corridor along Georgia State Route 365. This four-lane highway runs parallel to Navajo Circle extending Interstate 985/85 from Atlanta bringing heavy traffic flow into the area. Investments into this area of Hall County include:

- Lanier Technical College was opened in 2019 to accommodate more than 5,000 students.
- Zoning proposals for more than 4 million square feet of industrial properties have been approved.
- Georgia Ports Authority's Northeast Georgia Inland Port is under construction and scheduled to open in 2026.
- Sandra Dunagan Deal Elementary School at the corner of Ramsey and White Sulphur also opened in the Fall of 2024 serving Hall County's Riverbend and White Sulphur growing communities.

Another step in investment into this area is the Navajo Circle Railroad Crossing. In 2021, the Georgia State Rail Plan summarized The Gainesville-Hall County MPO's viewpoint as:

"Gainesville-Hall County MPO

A regional freight study was completed by the Gainesville-Hall County MPO in 2018. The study identified freight needs and provides recommendations for improving freight mobility. Project recommendations were focused on improving safety at rail crossings. Other recommendations were more policy-focused to promote freight rail lines and intermodal yards that serve industrial properties in the region, and to improve multimodal connections among rail yards, industrial developments, airports, and the truck freight network. The intermodal connections



should focus along freight land use clusters, located mostly in Gainesville, adjacent to I-985 and Hwy 60, and the southeastern border between Hall and Jackson Counties.”

Consistent with requirements found in Section C of the NOFO, as a Track 1 application for Project Planning the Navajo Grade Separation and Crossing Elimination project at 717786C, Hall County plans to retain the services of a qualified consultant team to assist it with performing the following elements of work:

- Detailed Budget, Schedule and Project Work Plan (including statement of purpose and need)
- Review of Existing Conditions and Future Needs (current, near-term (2035) and projected thirty-year (2055) freight and passenger rail volumes, highway trucks and passenger volumes)
- Review of Environmental Resources and Possible Impacts (including inventory, analysis of potential concerns and projected impacts)
- Coordination of Stakeholders and Public Communication (public stakeholder involvement)
- Preparation of Alternatives (Terrestrial LiDAR scans and drone-based LiDAR will be used to create a digital twin of the study area to allow completion of high confidence conceptual engineering and other design with design drawings to scale, including cost estimates and evaluation of alternative bridge sections to include pedestrian and bicycle lane improvements).
- Selection of Preferred Concept and Recommendations (including documentation of the alternative concepts and their review process).

Finally, with a projected total project cost of \$399,200, and request for Federal Funding of \$319,360 Hall County commits a 20% Non-Federal participation of \$79,840 (20%). Completion of these items will prepare the project to role seamlessly into Track 2 Project Development work.

DETAILED PROJECT DESCRIPTION:

Since the study in 2018, Hall County has considered several options for further evaluation in preliminary engineering.

Option 1 - Do Nothing Scenario – Continued blockages with further accident(s) resulting in damage to property, injury or death

Option 2 – Upgrade Existing Crossing – new hardware and technology – continued blockages with further accident(s) resulting in damage to property, injury or death

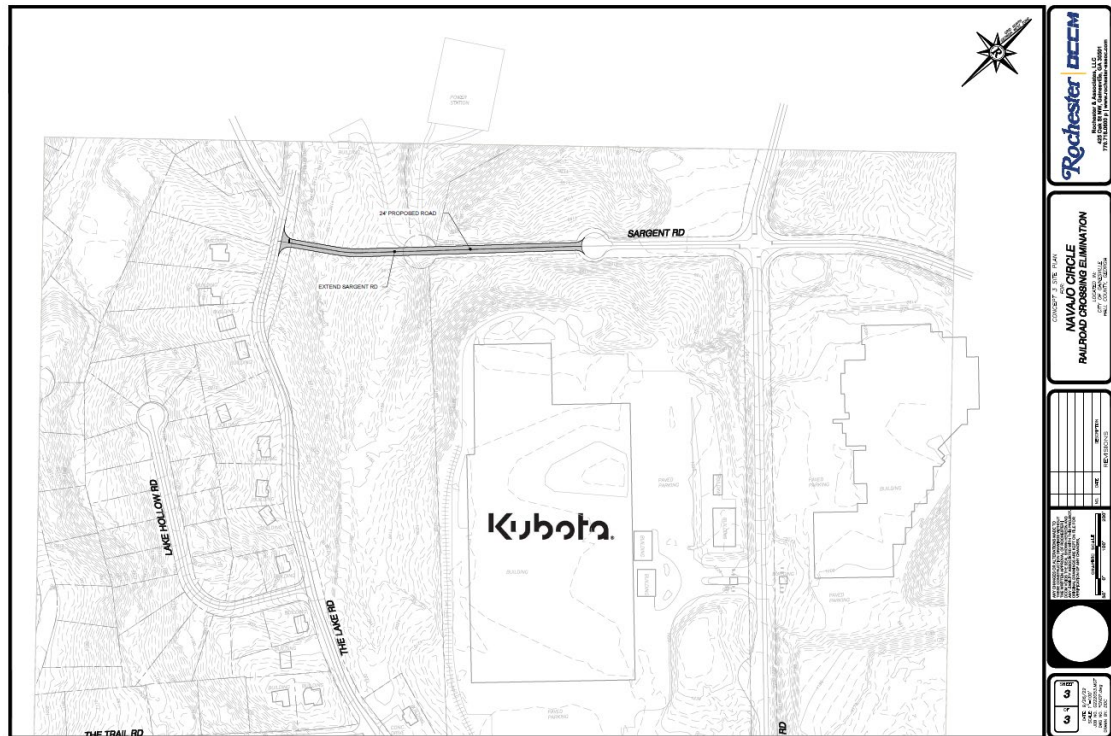
Option 3 – Elevation of RR grade Over the Road – very expensive, but grade separation virtually eliminates risk of recurring damage to property, injuries and deaths

Option 4 – Alternative Alignment of the RR – requires new right-of-way for a Class 1 mainline railroad in an already constrained and rapidly developing area

Option 5 – New Connecting Road to the West – Connect Navajo Circle with Russell Road at Lakestone Court via new road through 109 acres of WDUN Jacob’s media property (1291 Russell Road). Would require approximately 1.0 mile of right-of-way through

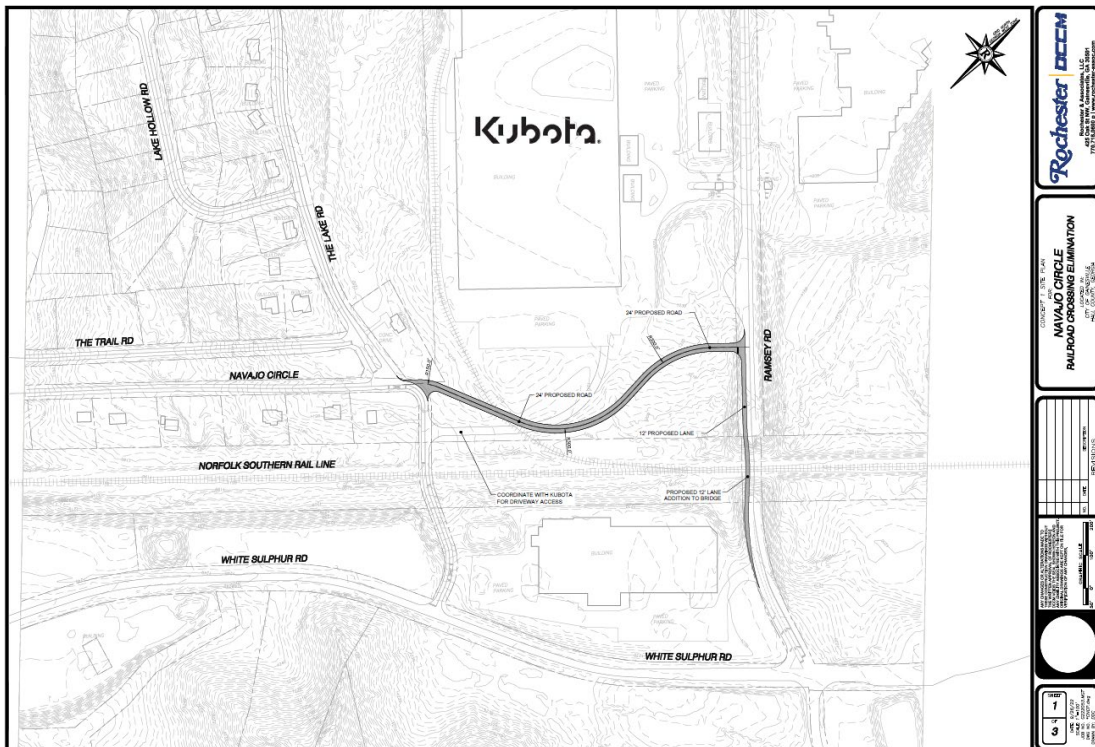
privately owned undeveloped property with steep terrain and three large communication towers for which there is no current development plan. A public right-of-way would substantially increase security concerns for these towers.

Option 6 – Extend Sargent Road to The Lake Road - Sargent Road is west of the railroad. Accessible only from the south by another at-grade crossing (White Sulphur Road CR 1298– Crossing 717785V at MP 579.320). The road crossing is at a skewed angle of roughly 45 degrees. Unfortunately, it has limited sight distance on both approaches because of limiting vertical and horizontal curvature. Sargent Road serves as the main entrance for employees for three manufacturing facilities owned and operated by Kubota Manufacturing of America. Like the on-going complaint from residents at the Navajo Circle crossing, Kubota employees frequently complain to Kubota management of the single-track crossing being blocked.

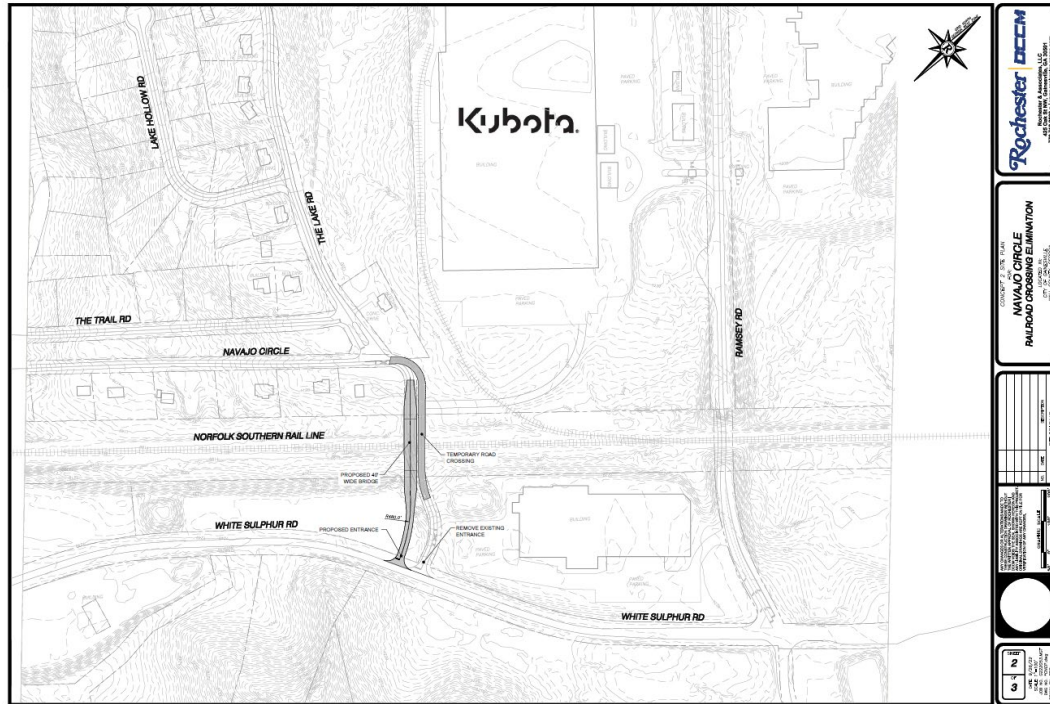




An anticipated westward extension of Sargent Road to tie to The Lake Road, which is privately owned and maintained, would face strong opposition from the Homeowners Association (HOA) of A Quiet Place in the Woods. The Lake Road is located behind the subdivision's guard gate. Often, traffic is backed up onto The Lake Road from the Navajo Circle crossing. In efforts to assist with traffic flow, local community members have opened the subdivision's guard gate to allow public traffic flow through. While some community members do not mind the additional traffic flow through their community, others have complained due to the risks that it has brought to private property.



Option 7 – Build Temporary Crossing and a New Bridge in the Current Location



Internal evaluation without stakeholder and community input suggest that Option #7 is the most cost effective and feasible long-term solution. Connecting White Sulphur Road to Navajo Circle at a new location with bridge section would complete eliminate the existing Navajo Circle Railroad Crossing.

HIGHWAY-RAIL GRADE CROSSING SAFETY INFORMATION AND EDUCATION PROGRAM:

The Navajo Circle Railroad Crossing is part of the Norfolk Southern railway system. From the beginning of the American Railways in the early 1800's Norfolk Southern has been able to connect Eastern America to the Midwest and opened the world's largest railroad bridge in Louisiana. By paving the way for the American economy to transport goods, developing the first railroad technical training center, Norfolk Southern has served communities throughout American over the past two centuries.



Since railroads and communities can cause conflicts the foundation of Norfolk has become safety. Unfortunately, tragedies have occurred throughout America involving trains from collisions, derailments, to railway staff risks. Emphasizing safety throughout has proven to be effective. According to the US Bureau of Transportation Statistics, freight rail system is 50 times safer than moving freight by truck. Also, addressing safety concerns has reduced derailments by 31% from 2000 to 2022. Continuing to improve safety by investing in infrastructure, educating communities, and working together to build a strong culture for railroads will benefit America as a whole.

This will be a high visibility project as local media coverage will provide several opportunities for safety education. Programs such as Operation Lifesaver which was established in 1972 to reduce the number of incidents that occurred at rail grade crossings. This program has been adopted throughout the United States as well as many other nations. Presenters from Operation Lifesaver welcome the opportunity to present to the Hall County community. Hall County is committed to serving its citizens and putting safety first is top priority.

Hall County Government Organizational Values

- S**erving Citizens
We will always highly value the citizens we serve as the object of our continual focus on service. We will support the advancement of professionalism to our citizens and within the organization by our conduct, speech, demeanor and decision making.
- E**nhancing Community
We will pursue innovative and creative means of advancing the organization forward to meet the expectations of growth and economic development opportunities in our future.
- R**esponsible Stewardship
We will exhibit the highest level of stewardship to the citizens we serve, recognizing we are ultimately accountable to the public for our actions and duties.
- V**aluing Transparency
We will maintain openness and transparency as a basic tenet of our organizational structure. We will adhere to the highest ethical standards in the execution of our duties and responsibilities.
- E**fficient Cooperation
We will respect each member of staff as a necessary and vital member of the organization, recognizing the importance of the unique gifts, abilities, experiences and talents which are integral to the organization reaching its maximum potential, in order to best serve the citizens of Hall County.

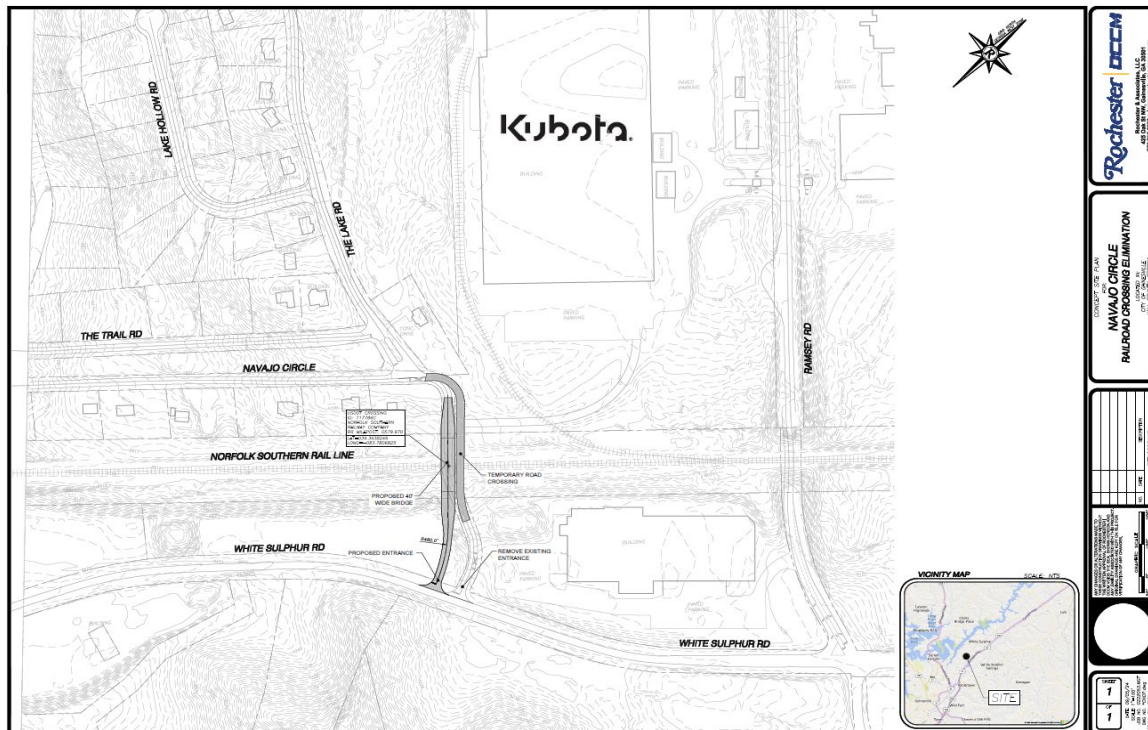


PROJECT LOCATION:

The Navajo Circle Railroad Crossing is located at Norfolk Southern Railway Mile Post 0579.970 (Lat. 034.3438246, Long. -083.7806825). The anticipated bridge to be built for the project is in the location of the current crossing.



Hall County considered option #7, to build a temporary crossing and a new bridge in the current location as the most feasible and cost-effective option available to address the long-term issues presented at the Navajo Circle Railroad Crossing. By connecting White Sulphur Road to Navajo Circle with a bridge, the existing grade crossing would be eliminated.



GRADE CROSSING INFORMATION:

The Hall County owned roadway known as Navajo Circle, has a railroad crossing that is existing as an “at-grade” crossing. The crossing is identified by the USDOT as crossing #717786C. This railway is owned and primarily operated by Norfolk Southern Railway (NSR) and is located near railroad milepost 0579.970. NSR designates the Navajo Circle roadway as CR1203. This crossing can be further located by the following GPS coordinates:

LAT 034.3438246, LONG -083.7806

Crossing Name	Navajo Circle
US DOT Crossing Inventory Number	717786C
CSX Transportation Railroad Milepost	MP 0579.970
City	Gainesville
Lat/Long Location	034.3438246, -083.7806825
Roadway Name/Number	Navajo Circle/CR1203
Roadway Owner	Hall County

SAFETY BENEFIT:

The USDOT Highway/Rail Grade Crossing Incidents on-line dashboard reports Hall County experienced four crossing-related incidents for the reported years of 2019, 2020 and 2021. These four incidents at crossings all involved vehicles and resulted in three injuries and one death. All four incidents occurred on the Norfolk Southern line. Although, these accidents did not occur at this crossing, this shows that Hall County is not immune to vehicle incidents, injuries or deaths.

The safety measures that are identified by the National Public Safety Plan are fatalities, injuries, safety events, and system reliability. Luckily, the Navajo Circle has not experienced any fatalities at the crossing directly. Injuries and safety events involving this railway crossing also has been reported at a very low amount. Since Norfolk Southern has invested resources and efforts into safety, system reliability is dependable and is reflected through the outcomes. Even though Hall County has been fortunate not have Navajo Circle Railroad Crossing haunted by these traumatic events, these events are well known around this community. In 2023, Georgia was listed as the third top for highway railroad crossing for collisions, according to the Federal Railroad.

EVALUATION AND SELECTION CRITERIA:

The Navajo Circle Life/Safety Grade Separation Planning Project main concern is safety. With increased population in this area conflicts between motorists, pedestrians, and railway trains have, and will continue to increase. Along with the crossing being routinely blocked for long periods, greenhouse gas emissions are also an additional concern. The Environmental Protection Agency (EPA) suggest vehicles to idle a maximum of 30 seconds. Vehicles routinely being forced to idle for just 5 minutes can release up to 271.4 in carbon dioxide into the air. As traffic flow increases, additional vehicles will idle causing large amounts of harmful chemicals to be released into the air. Health and safety of the communities affected by this railway crossing is a priority for Hall County.

PROJECT IMPLEMENTATION AND MANAGEMENT:

Hall County has a population of over 200,000 residents and manages a capital improvement budget of over \$100 million on an annual basis. Unfortunately, due to the growth in Hall County, this amount does not cover the amount of work needed throughout the community. In fiscal year 2024, Hall County had over \$83 million in external grant funds. Ninety percent of those funds are federal funds, with \$1.4 million from the Department of Transportation. Hall County also received \$1 million from Georgia Department of Transportation.

Hall County follows the general provisions set forth in the Code of Federal Regulations to include 2 CFR Part 200 and 49 CFR Part 200. While 2 CFR Part 200 set uniform administrative requirements for federal awards to non-federal entities, capital projects utilize the guidance provided within 49 CFR Part 633, for public transportation. Hall County has sufficiently staffed their Grant's Division with individuals who are certified in the Federal Requirements and Guidelines, which assist project management with technical capacity of the project.

Hall County follows the general provisions set forth in the Code of Federal Regulations to include 2 CFR Part 200 and 49 CFR Part 200. While 2 CFR Part 200 set uniform administrative requirements for federal awards to non-federal entities, capital projects utilize the guidance provided within 49 CFR Part 633, for public transportation. Hall County has sufficiently staffed their Grant's Division with individuals who are certified in the federal requirements and guidelines, which assist project management with the technical capacity and financial over-site of the project.

A Project Management Team will be created to provide project management and to ensure proper oversight for Navajo Circle Life/Safety Grade Separation Planning Project. This team will consist of Hall County's Grant Manager, members of Engineering, Public Works, and others as see fit by Hall County Administration. The team will be charged with ensuring overall compliance, such as procurement requirements, conflict of interest, management risk, safety, and adequate staffing for job responsibilities. Quality control will also be met to enhance the standards set by Hall County's citizens and all partnering entities involved. During the implementation phase and throughout the project performance, the management team will confirm that the budget is current and can meet all anticipated costs plus any future contingencies.

The budget must also be fully justifiable, along with all expenses must be reasonable, allocable, and allowable by the sponsoring agency. A project schedule will also be provided and kept up to date. This allows the Project Management Team to accurately manage the budget and timeline of the project, while also ensuring all work has been completed on time.

The Project Management Team will meet once a month at a minimum throughout the period of performance to discuss, analyze, and ensure continuous management of the project. By Hall County establishing a Project Management Team to oversee the Navajo Circle Life/Safety Grade Separation Planning Project, compliance can be guaranteed, and project will be kept on track while not exceeding the budget.

Hall County processes grant agreements by having the Chairman of the Board of Commissioners sign as a legal signatory for items presented and approved by the Board of Commissioners at a public voting hearing held prior to signing. This is a two-step process to gain full approval by the Board for accepting and legally committing to a grant agreement. All reimbursement claims submitted to the sponsoring agency are strongly analyzed to ensure grant compliance with local, state, and federal reporting requirements have been met.

Hall County contracts with an external audit firm on an annual basis to perform a Single Audit. Hall County successfully processed over \$8.5 million in federal grant expenditures in fiscal year 2023 alone, per the Schedule of Expenditures of Federal Awards (SEFA) for 2023. Based on FY2023 audit, almost 78% of Hall County's investments lie with capital assets, net any related outstanding debt used to acquire those assets. These assets are marked restricted and not available for future spending. The additional portion of the county's net position 22% are marked temporary restricted. These funds utilized for a specific use given strict guidelines. From fiscal year 2022 to 2023 Hall County reflected a positive net position increase of over \$17 million. This change in net position is an indicator of Hall County's financial stability and positive financial health. Hall County's Annual Comprehensive Financial Report is made available at www.hallcounty.org.

SCHEDULE:

Task #	Deliverable Name	Due Date
1	Project Award	Jan. 2, 2025
2	Advertisement, Bid, and Consultant Selection	June 15, 2025
3	Detailed Project Work Plan, Budget and Schedule (6 months)	Dec. 31, 2025
4	Concept Design and Environmental (6 months)	June 30, 2026
5	Preliminary Engineering & Right of Way (6 months)	Dec. 31, 2026

PERFORMANCE MEASURES:

Hall County will work together with all who are affected by the Navajo Circle Railroad Crossing through a coordinated process. Communication and input from the Norfolk Southern Railway, local businesses, community members, and funding partners will be requested to accommodate suggestions. Upon award, Hall County will monitor and evaluate the project's progress through scheduled monthly meetings with the Project Management Team. The Project Management Team will:

- Complete necessary tasks to hire a qualified consultant/contractor to perform required PE and/or environmental work
- Hold regularly scheduled Project meetings with FRA
- Inspect and approve work as it is completed
- Review and approve invoices as appropriate for completed work
- Perform Project close-out audit to ensure contractual compliance and issue close-out report
- Submit all required Project documents, including receipts and invoices, to FRA
- Comply with all FRA Project reporting requirements.

49 USC 22905(c)(1) AGREEMENT STATUS:

Negotiation of this agreement has not yet commenced. Hall County briefed Norfolk Southern on the original FY22 grade separation and crossing elimination application as well as this FY23-24 RCE application. Norfolk Southern has provided a letter of support for the project. It also provided a project point of contact for Hall County to use once the project has been funded.

Hall County anticipates this agreement will be completed without undue delay once the project commences, particularly because the County has recently required elimination of a private grade crossing approximately 4.7 miles to the east of the Project as a condition of zoning approval for development of an industrial site (717781T).

ADDITIONAL MATERIAL ATTACHED:

- 717786C 1-10-75 AccidentReport.PDF
- 717786C InventoryReport.PDF

LETTER OF FUNDING COMMITMENT ATTACHED:

- Hall County Board of Commissioners Funding Commitment Letter

LETTERS OF SUPPORT ATTACHED:

- Gainesville-Hall Metropolitan Planning Organization
- City of Gainesville, Hall Area Transit
- United States Senator Raphael Warnock
- Kubota Manufacturing of America

STATEMENT OF WORK ATTACHED**HALL COUNTY 2023 ANNUAL FINANCIAL REPORT****HALL COUNTY, GA 2024 ORGANIZATIONAL CHART**

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad SOUTHERN RAILWAY COMPANY [SOU]				1a. SOU	1b. GC0375003
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance				3a.	3b.
4. U.S. DOT-AAR Grade Crossing ID No. 717786C		5. Date of Accident/Incident 01/10/75		6. Time of Accident/Incident 09:52 PM	
7. Nearest Railroad Station GAINESVILLE		8. Division		9. County HALL	
11. City (if in a city)		12. Highway Name or No. VANDIVER RD		10. State Abbr. 13 GA	
				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved			Rail Equipment Involved		
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)			17. Equipment 1. Train (units pulling) 5. Car(s) (standing) 2. Train (units pushing) 6. Light loco(s) (moving) 3. Train (standing) 7. Light loco(s) (standing)		
Code A			Code 1		
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West		18. Position of Car Unit in Train 1	
Code 1					
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped		Code 2		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user	
Code 2				Code 1	
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither			20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither		
Code 4			Code		
20c. State the name and quantity of the hazardous material released, if any					
21. Temperature (specify if minus) 55 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	
Code 4				Code 3	
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car			25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry		26. Track Number or Name MAIN
Code 1			Code 1		
27. FRA Track Class 4		28. Number of Locomotive Units 41	29. Number of Cars 503	30. Consist Speed (Recorded if available) R. Recorded 5 mph E. Estimated E	
Code E				31. Time Table Direction 1. North 2. South 3. East 4. West	
Code 1					
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None			33. Signaled Crossing Warning		34. Whistle Ban 1. Yes 2. No 3. Unknown
Code(s) 07 08					Code
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown
Code 1			Code 2		Code 2
38. Driver's Age	39. Driver's Gender 1. Male 2. Female	Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop
Code 2			Code 2		Code 4
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown		Code 3	43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed		
			Code 8		
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured	
				Code 2	
46. Highway-Rail Crossing Users 0		1	47. Highway Vehicle Property Damage (est. dollar damage) \$1,000		48. Total Number of Highway-Rail Crossing Users (include driver) 1
49. Railroad Employees 0		0	50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No
52. Passengers on Train 0		0			Code 2
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description					
55. Typed Name and Title			56. Signature		57. Date

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 03 / 02 / 2024	B. Reporting Agency <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 717786C
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Part I: Location and Classification Information

1. Primary Operating Railroad Norfolk Southern Railway Company [NS]		2. State GEORGIA	3. County HALL		
4. City / Municipality <input checked="" type="checkbox"/> In <input type="checkbox"/> Near GAINESVILLE	5. Street/Road Name & Block Number NAVAJO CIRCLE (Street/Road Name) * (Block Number)		6. Highway Type & No. CR 1203		
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		8. Do Other Railroads Operate Over Your Track at Crossing? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK			
9. Railroad Division or Region <input type="checkbox"/> None COASTAL	10. Railroad Subdivision or District <input type="checkbox"/> None GRENVILLE	11. Branch or Line Name <input checked="" type="checkbox"/> None	12. RR Milepost 0579.970 (prefix) (nnnn.nnn) (suffix)		
13. Line Segment *	14. Nearest RR Timetable Station * GAINESVILLE	15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A	16. Crossing Owner (if applicable) <input checked="" type="checkbox"/> N/A		
17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.	19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	21. Type of Train <input checked="" type="checkbox"/> Freight <input checked="" type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter <input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other	22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input checked="" type="checkbox"/> Number Per Day 2
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A	27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 34.3438246	28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -83.7806825	29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		
30.A. Railroad Use *			31.A. State Use *		
30.B. Railroad Use *			31.B. State Use *		
30.C. Railroad Use *			31.C. State Use *		
30.D. Railroad Use *			31.D. State Use *		
32.A. Narrative (Railroad Use) *			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-946-4744		34. Railroad Contact (Telephone No.) 800-946-4744		35. State Contact (Telephone No.) 404-631-1375	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 11	1.B. Total Night Thru Trains (6 PM to 6 AM) 6	1.C. Total Switching Trains 6	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2021		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 50 to 60		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 03/02/2024		PAGE 2		D. Crossing Inventory Number (7 char.) 717786C	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 1 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input checked="" type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input checked="" type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____	2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types)	
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 2 Pedestrian 0	3.B. Gate Configuration <input checked="" type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 2 <input type="checkbox"/> Incandescent <input checked="" type="checkbox"/> LED <input checked="" type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 4
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 1
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input checked="" type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Storage Distance * 0 Stop Line Distance * 0	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input checked="" type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input checked="" type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input checked="" type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input checked="" type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input checked="" type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Highway Speed Limit 30 _____ MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2007 AADT 001400		8. Estimated Percent Trucks 05 _____ %	9. Regularly Used by School Buses? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 10		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

APPENDIX A – STATEMENT OF WORK
NAVAJO CIRCLE LIFE/SAFETY GRADE SEPARATION
HALL COUNTY, GEORGIA

In accordance with the FY23-FY24 NOFO the following material details the proposed work to be performed under the grant. Upon award, Hall County would work closely with FRA staff to amend and format this document to fully comply with requirements of FRA and the RCE program

I. AUTHORITY

Authorization	49 USC 22909
Funding Authority	Section 22305 of the IIJA/BIL (Pub. L. 117-58, November 15, 2021)
NOFO	Notice of Funding Opportunity for the FY 2023–FY 2024 Railroad Crossing Elimination Program 2024-15061 (89 FR 56788) July 10, 2024

II. BACKGROUND

This Agreement funds the Grantee (Hall County, Georgia) with the Federal portion to be used to execute the Track 1 planning work proposed by the Grantee in response to the NOFO. The Project evaluates alternatives for grade separation at or near the current crossing.

The Navajo Circle crossing is the only means of public access to/from a large neighborhood (1,400 vehicles per day) that becomes isolated and at risk for life/safety events each time the single-track crossing is blocked by any of the 23 trains a day, including north and southbound Amtrak passenger rail. Frequency and length of trains are expected to increase further as the Blue Ridge Connector inland port becomes operational with five days-a-week service in 2025.

The last recorded rail/vehicle with injury incident at the crossing involved a train at night in the rain with 41 locomotives and 503 cars. The lead locomotive impacted a passenger car which had stopped on the tracks with the driver inside at time of impact. Thankfully, estimated speed of the consist was only 5 mph at the time of impact.

III. PROJECT LOCATION

The Project is at highway-rail grade crossing 717786C at milepost 0579.970 on the Norfolk-Southern rail line.

IV. DESCRIPTION OF WORK

Task 1: Project Administration and Management

Subtask 1.1: Project Administration

The Recipient will perform all tasks required for the Non-Major Project through a coordinated process, which will involve affected railroad owners, operators, and funding partners, including:

- Neighborhoods of Quiet Place in the Woods, Mir-a-Mar and Heritage Landing
- Norfolk Southern – Southern Region, Georgia Division
- Kubota Manufacturing of America Corporation
- City of Gainesville, Georgia
- Gainesville-Hall Metropolitan Planning Organization
- Georgia Department of Transportation – Intermodal Division
- FRA

The Recipient will facilitate the coordination of all activities necessary for implementation of the Project. The Recipient will:

- participate in a Project kickoff meeting with FRA following award;
- complete necessary steps to hire a qualified consultant/contractor to perform required Project work, as necessary;
- hold regularly scheduled Project meetings with FRA;
- inspect and approve work as it is completed; and
- participate in other coordination, as needed.

Subtask 1.2: Project Management Plan

The Recipient will prepare a Project Management Plan (PMP), that describes how the Project will be implemented and monitored to ensure effective, efficient, and safe delivery of the Project on time and within budget. The PMP will describe, in detail, the activities and steps necessary to complete the tasks outlined in this Statement of Work.

The PMP will include a Project Schedule and Project Budget for the work to be performed under this Agreement. The Project Schedule will be consistent with the Estimated Project Schedule in Section 5.2 of this Attachment 2, but provide a greater level of detail. Similarly, the Project Budget should be consistent with the Approved Project Budget in Section 6.5 of this Attachment 2, but provide a greater level of detail.

The Recipient will submit the PMP to FRA for review and approval. The Recipient will implement the Project as described in the approved PMP. The Recipient will not begin work on

subsequent tasks until FRA has provided written approval of the PMP, unless FRA has provided pre-award authority for such work under Section 6.6 of this Attachment 2. FRA will not reimburse the Recipient for costs incurred in contravention of this requirement.

FRA may require the Recipient to update the PMP. The Recipient will submit any such updates to FRA for review and approval, and FRA will determine if updates to the PMP require an amendment to this Agreement. The Project Budget and Project Schedule may be revised consistent with Article 5 of Attachment 1 of this Agreement without amending this Agreement.

The Recipient will identify agreements governing the construction, operation, and maintenance of the Project in the PMP. If requested by FRA, the Recipient will provide FRA the final, executed copies of any agreements within ten business days of the request.

The PMP will be consistent with the FRA Guidance on Development and Implementation of Railroad Capital Projects (Railroad Capital Projects Guidance) and 49 U.S.C. § 22903, as applicable.

Subtask 1.3: Project Closeout

The Recipient will submit a Final Performance Report as required by Section 7.2 of Attachment 1 of this Agreement, which should describe the cumulative activities of the Project, including a complete description of the Recipient's achievements with respect to the Project objectives and milestones.

Task 1 Deliverables

- Project Management Plan
- Final Performance Report

Task 2: Purpose & Need Statement and Stakeholder Coordination Plan

The Grantee acknowledges that work on Tasks 3 will not commence until the Task 2 Deliverables, have been completed, submitted to FRA, and the Grantee has received approval in writing from FRA to commence work on subsequent tasks. FRA will not reimburse the Grantee for costs incurred in contravention of this requirement.

Subtask 2.1: Preliminary Purpose and Need Statement

The Grantee will develop, and submit to FRA for approval, a preliminary Purpose and Need statement to serve as the foundation for the Alternatives Analysis. The preliminary Purpose and Need is for project planning and will be subject to agency and public review and comment as part of a potential future NEPA process.

Subtask 2.2: Stakeholder Coordination Plan

A Stakeholder Coordination Plan will need to identify key contacts within agencies, civic and business groups, public officials, relevant interest groups, present and potential riders/users, private service providers/shippers, other key stakeholder groups, and the public. The Stakeholder Coordination Plan will also identify potential state, local, and Federal agencies that should be

consulted with. The plan will identify involvement activities linked to key milestones in the planning/conceptual engineering and alternatives analysis process and align with the Detailed Project Schedule from Task 1. The Grantee will prepare, and submit to FRA for approval, a Stakeholder Coordination Plan.

Task 2 Deliverables

- Preliminary Purpose & Need Statement
- Stakeholder Coordination Plan

Task 3: Alternatives Analysis

The Grantee will submit to FRA, for approval, an Alternatives Analysis report, which will determine the preliminary range of reasonable alternatives to carry forward into future project development phases. The Grantee must consider at least two alternatives which can include the no-build alternative along with one proposed alternative for each rail crossing. The Alternatives Analysis report will build upon completed and approved deliverables identified in Tasks 1 through 3. Prior to initiating work under Task 3 the Grantee will submit to FRA, for approval, a memo documenting the methodologies to be employed in carrying out Alternative Analysis.

Subtask 3.1: Existing Conditions

The Grantee will assess the condition of current rail operations and infrastructure and other conditions within the project area. This should include information on the roadway crossing characteristics, train operations and safety, maintenance activities, engineering/capacity constraints of the existing facilities or infrastructure. Identify any planned or programmed infrastructure improvements contained in state and local planning documents and check to see if rail operators have planned infrastructure enhancements.

- Roadway Crossing Features: The number of highway lanes, highway speed limit, traffic flows, character of highway traffic through the railroad crossing, types of traffic control devices (including protective devices), land use, sight distance, topography, and distance to the next closest crossing. Include information on sidewalks, bicycle lanes and public transit (if this applies).
- Train Operations: The number of train tracks, train speed and train traffic through the railroad crossing.
- Safety: The safety of the highway-rail grade crossings (including crash history, near misses, injuries, fatalities, or incidences of rail-related trespassing for each railroad crossing, if such exists), and deficiencies that hinder achieving a higher level of safety.

Subtask 3.2: Transportation Technical Analysis

The Grantee will conduct a transportation technical analysis of the railroad crossing. The Federal Highway Administration *Scoping and Conducting Data-Driven 21st Century Transportation*

System Analyses (2017)¹ document can be used as a reference to help scope the technical analysis. The transportation technical analysis should be completed for each alternative. General considerations for the technical analysis should include the following items listed below.

- Traffic counts per day that use the roadway now versus the traffic counts expected in the future, including any seasonal variation in traffic counts. Include pedestrian and bicycle counts if this applies
- Determine the travel delay including the peak demand for each railroad crossing
- Frequency and duration of roadway blockage by trains including sidewalks and bicycle lanes (if this applies) and consider peak demand for train operations
- Discuss the direction the travel delays are occurring in (northbound, southbound, westbound, and eastbound)
- The character of the adjacent road network and whether the railroad crossing creates access issues for the community, and does this consider future development projections close to the railroad crossing? For relevant circumstances, access issues for schools and/or emergency facilities

If the Grantee is performing a microsimulation, section 6 (pages 42-55) in the *Case Studies to Develop a Highway-Rail Grade Crossing Analysis Framework Using Microsimulation* (2023)² document should be used for guidance. Additionally, the Grantee should provide the supporting data for the technical analysis and if any traffic analysis tool(s) were used to perform the work. The Grantee will work with the FRA to determine any further technical analysis and traffic simulation required to perform a thorough assessment of vehicle movements impacted by potential grade crossing changes.

Subtask 3.3: Conceptual Engineering

The Grantee will develop conceptual engineering to a level sufficient to identify necessary infrastructure improvements and determine the cost estimates for each alternative. Conceptual engineering will include developing design criteria, track work concepts, structural concepts and roadway crossing concepts for grade separation or closure, track relocation, installation of protective devices (signals, signs, other and measures that improve safety), mobility enhancements, and technology solutions, etc. The Grantee will coordinate with key stakeholders including FRA on this task. The conceptual engineering designs will form the basis of the Project design and construction. The scope elements should fulfil the high-level conceptual engineering requirements found in the *Railroad Capital Project Guidance* (2023)³ document section V.b.ii.D.

¹ *Scoping and Conducting Data-Driven 21st Century Transportation System Analyses* is available at <https://ops.fhwa.dot.gov/publications/fhwahop16072/fhwahop16072.pdf>

² *Case Studies to Develop a Highway-Rail Grade Crossing Analysis Framework Using Microsimulation* is available at <https://railroads.dot.gov/elibrary/case-studies-develop-highway-rail-grade-crossing-analysis-framework-using-microsimulation>

Subtask 3.4: Capital Cost Estimates

The objective of this task is to identify the capital cost to design, construct, and implement the proposed project. The Grantee will provide capital cost estimates for each alternative, including quantity and unit cost of each element relating to core track structures, roadway crossing enhancements, land acquisition, contingencies, and any new facilities or upgrades required for train operations.

Subtask 3.5: Preliminary Environmental Impact Analysis

The objective of this task is to identify key environmental considerations in the development of the alternatives to support future lifecycle stages of the project's development. The Grantee will perform a high-level qualitative socioeconomic, cultural, human environment, and natural environmental resource inventory and preliminary effects analysis as part of the development and screening of options concurrently with tasks 3.3 and 3.4. The Grantee can use the *Railroad Capital Project Guidance (2023)*³ document section IV.b.ii.E as a high-level reference for developing the preliminary environmental analysis.

Task 3 Deliverables

- Existing Conditions Report
- Alternative Analysis (with supporting Conceptual Engineering, Transportation Analysis, and Preliminary Environmental Impact Analysis)
- Capital Cost Estimates

V. PROJECT COORDINATION

The Grantee shall perform all tasks required for the Project through a coordinated process, which will involve affected railroad owners, operators, and funding partners, including:

- Norfolk Southern
- Neighborhoods of Heritage Landing, Mir-a-Mar and Quiet Place in the Woods
- Kubota Manufacturing of America Corporation
- City of Gainesville, Georgia
- Georgia Department of Transportation
- Federal Railroad Administration

VI. PROJECT MANAGEMENT

The Grantee is responsible for facilitating the coordination of all activities necessary for implementation of the Project. Upon award of the Project, the Grantee will monitor and evaluate

³ *Railroad Capital Project Guidance* is available at <https://railroads.dot.gov/elibrary/fra-guidance-development-and-implementation-railroad-capital-project>

the Project's progress through regular progress meetings scheduled throughout the Project's duration. The Grantee will:

- Complete necessary tasks to hire a qualified consultant/contractor to perform required PE and/or environmental work
- Hold regularly scheduled Project meetings with FRA
- Inspect and approve work as it is completed
- Review and approve invoices as appropriate for completed work
- Perform Project close-out audit to ensure contractual compliance and issue close-out report
- Periodically submit required Project documents, including receipts and invoices, to FRA
- Comply with all FRA Project reporting requirements.



Hall County Government
BOARD OF COMMISSIONERS

September 20, 2024

Office of the Secretary
Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.535.8288

RE: FY 2023–FY 2024 Railroad Crossing Elimination Program

To Whom It May Concern,

CHAIRMAN
Richard P. Higgins

On behalf of the Hall County Board of Commissioners, I would like to provide this letter of support in the amount of \$79,840.00 in cost share. Hall County's source of the funding is noted within the Project Budget on page #2 of the Project Narrative, "Navajo Circle Life/Safety Grade Separation." We are requesting an additional \$319,360.00 in federal funding assistance to complete the total proposed project cost of \$399,200.00. This local cost share is provided from Hall County's local funding source, SPLOST.

Kathy L. Cooper, District 1
Billy Powell, District 2
Gregg Poole, District 3
Jeff Stowe, District 4

COUNTY ADMINISTRATOR
Zachary T. Propes

The Hall County Board of Commissioners certifies that it has the technical, financial, and managerial capabilities to carry out the work described in this grant application. The following information in support of the request for funding is submitted for your consideration. If you have any questions on these matters, contact Sommer Green at 770-297-5503.

ASSISTANT
COUNTY ADMINISTRATOR
Katie Crumley

Sincerely,

ASSISTANT
COUNTY ADMINISTRATOR
Casey Ramsey

COUNTY CLERK
Jennifer Rivera

Richard Higgins
Chairman
Hall County Board of Commissioners

September 5, 2024

Dear Federal Railroad Administration, U.S. Department of Transportation,

I am writing this letter in support of Hall County, Georgia and their proposed grant application "Navajo Circle Railroad Crossing Planning Project Supporting Georgia Ports Authority's Northeast Georgia Inland Port." The FY 2023 - 2024 Railroad Crossing Elimination Grant program has the potential to make a real impact in our community.

The Navajo Circle Railroad Crossing Planning Project Supporting Georgia Ports Authority's Northeast Georgia Inland Port will assist to fund the implementation for relocation of one of Hall County's railroad crossings. Citizens and visitors of Hall County will benefit by improving emergency response time for first responders. Trains that currently encounter passenger vehicles will be rerouted away from traffic, eliminating highway-rail crossing accidents within this area. Mobility will be more efficient and carbon emissions will decrease by decreased idling time. While Hall County has continued to rapidly grow, this project will assist with job creation and benefit a disadvantaged census tract within the area. With the assistance of the Federal Railroad Administration, this project will move Hall County to safer, more efficient, and economically secure future.

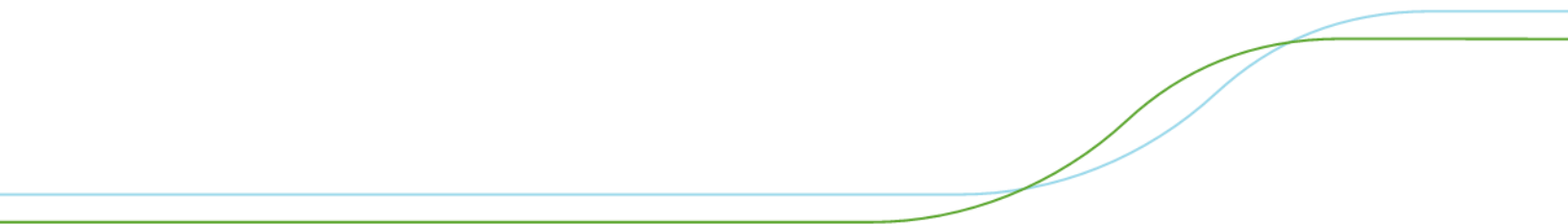
I believe Hall County, Georgia is positioned to execute this project with excellence. Working along with the Federal Railroad Administration and the US Department of Transportation, Hall County's commitment to this project will ensure a successful implementation to realign Navajo Circle Railroad Crossing.

The Gainesville-Hall Metropolitan Planning Organization (GHMPO) wholeheartedly endorses the proposed project "Navajo Circle Crossing Planning Project Supporting Georgia Ports Authority Northeast Georgia Inland Port" by Hall County, Georgia and believe that it has the potential to make a lasting impact to its citizens and visitors of the area.

Thank you for your consideration,



Joseph Boyd
Transportation Planning Director
Gainesville-Hall Metropolitan Planning Organization (GHMPO)



CITY OF
GAINESVILLE

GAINESVILLE-HALL COMMUNITY SERVICE CENTER

September 16, 2024

Federal Railroad Administration
U.S. Department of Transportation,

I am writing this letter in support of Hall County, Georgia and their proposed grant application **“Navajo Circle Railroad Crossing Planning Project Supporting Georgia Ports Authority’s Northeast Georgia Inland Port.”** The FY 2023 - 2024 Railroad Crossing Elimination Grant program has the potential to make a real impact in our community.

The Navajo Circle Railroad Crossing Planning Project Supporting Georgia Ports Authority’s Northeast Georgia Inland Port will assist to fund the implementation for relocation of one of Hall County’s railroad crossings. Citizens and visitors of Hall County will benefit by improving emergency response time for first responders. Trains that currently encounter passenger vehicles will be rerouted away from traffic, eliminating highway-rail crossing accidents within this area. Mobility will be more efficient and carbon emissions will decrease by decreased idling time. While Hall County has continued to rapidly grow, this project will assist with job creation and benefit a disadvantaged census tract within the area. With the assistance of the Federal Railroad Administration this project will move Hall County to safer, more efficient, and economically secure future.

I believe Hall County, Georgia is positioned to execute this project with excellence. Working along with the Federal Railroad Administration and the Department of Transportation, Hall County’s commitment to this project will ensure a successful implementation to realign Navajo Circle Railroad Crossing.

I wholeheartedly endorse the proposed project “Navajo Circle Crossing Planning Project Supporting Georgia Ports Authority Northeast Georgia Inland Port” by Hall County, Georgia and believe that it has the potential to make a lasting impact to its citizens and visitors of the area.

Thank you for your consideration,

Sincerely,

Phillippa Lewis Moss

Director, Gainesville-Hall Community Service Center
General Manager, Hall Area Transit
Administrative Director, Gainesville-Hall Community Council on Aging

United States Senate
WASHINGTON, DC 20510

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

September 19, 2024

Dear Secretary Buttigieg,

I am glad to write this letter encouraging the full and fair consideration of the application from Hall County for the Department of Transportation, Federal Railroad Administration Railroad Crossing Elimination Grant Program funding.

If awarded, this funding will be used to assist the relocation of one of Hall County's railroad crossings. The county expects that this project will help improve emergency response and passenger vehicle travel time, reduce emissions and train idling, and facilitate job creation in a disadvantaged census tract. With the assistance of the Federal Railroad Administration, this project will help move Hall County to safer, more efficient, and economically secure future.

I encourage your full and fair consideration of this application, consistent with all agency rules and regulations. If you have any questions, please contact Tyler Hofmann-Reardon at (202) 224-3643 or Tyler_Hofmann-Reardon@warnock.senate.gov.

Sincerely,



Reverend Raphael Warnock
United States Senator



KUBOTA Manufacturing of America
2715 Ramsey Rd.
Gainesville, GA 30501

September 16, 2024

Dear Federal Railroad Administration, U.S. Department of Transportation,

I am writing this letter in support of Hall County, Georgia and their proposed grant application "Navajo Circle Railroad Crossing Planning Project Supporting Georgia Ports Authority's Northeast Georgia Inland Port." The FY 2023 - 2024 Railroad Crossing Elimination Grant program has the potential to make a real impact in our community.

The Navajo Circle Railroad Crossing Planning Project Supporting Georgia Ports Authority's Northeast Georgia Inland Port will assist to fund the implementation for relocation of one of Hall County's railroad crossings. Citizens and visitors of Hall County will benefit by improving emergency response time for first responders. Trains that currently encounter passenger vehicles will be rerouted away from traffic, eliminating highway-rail crossing accidents within this area. Mobility will be more efficient and carbon emissions will decrease by decreased idling time. While Hall County has continued to rapidly grow, this project will assist with job creation and benefit a disadvantaged census tract within the area. With the assistance of the Federal Railroad Administration this project will move Hall County to safer, more efficient, and economically secure future.

I believe Hall County, Georgia is positioned to execute this project with excellence. Working along with the Federal Railroad Administration and the Department of Transportation, Hall County's commitment to this project will ensure a successful implementation to realign Navajo Circle Railroad Crossing.

I wholeheartedly endorse the proposed project "Navajo Circle Crossing Planning Project Supporting Georgia Ports Authority Northeast Georgia Inland Port" by Hall County, Georgia and believe that it has the potential to make a lasting impact to its citizens and visitors of the area.

Thank you for your consideration,

A handwritten signature in blue ink, appearing to read "Ryan Owen", is located below the text "Thank you for your consideration,".

Ryan Owen
Vice President