

GAINESVILLE-HALL METROPOLITAN  
PLANNING ORGANIZATION  
*FY 2023 Unified Planning Work Program*



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

**Adopted: March 8, 2022**

**Proposed Amendment: May 10, 2022**

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



**GAINESVILLE-HALL**  
Metropolitan Planning Organization

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

**A Resolution by the Gainesville-Hall Metropolitan Planning Organization  
Policy Committee Adopting the FY 2023 Unified Planning Work Program**

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

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

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

**NOW, THERE, BE IT RESOLVED** that the Gainesville-Hall Metropolitan Planning Organization adopts the FY 2022 Unified Planning Work Program for the period from July 1, 2022 to June 30, 2023.

A motion was made by PC member Richard Higgins and seconded by PC member Ed Asbridge and approved this the 8<sup>th</sup> Day of March, 2022.

Mayor Sam Couvillon, Chair  
GHMPO Policy Committee

Subscribed and sworn to me this the 8<sup>th</sup> of March, 2022.

Notary Public

My commission expires 1-22-2024





2875 Browns Bridge Road  
Gainesville, GA 30504  
Tel: 770.531.6809  
Fax: 770.531.3902  
ghmpo.org

**A Resolution by the Gainesville-Hall Metropolitan Planning Organization  
Policy Committee Adopting Amendment #1 to the FY 2023 Unified Planning Work  
Program (UPWP)**

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

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

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

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

**NOW, THERE, BE IT RESOLVED** that the Gainesville-Hall Metropolitan Planning Organization adopts Amendment #1 to the FY 2023 Unified Planning Work Program, adding the intent to produce a Zero Emission Transition Plan for Hall Area Transit to Work Element 5.2 – "Long Range Transportation Planning."

A motion was made by PC member \_\_\_\_\_ and seconded by PC member \_\_\_\_\_ and approved this the 10<sup>th</sup> of May, 2022.

\_\_\_\_\_  
Mayor Sam Couvillon, Chair  
Policy Committee

Subscribed and sworn to me this the 10<sup>th</sup> of May, 2022

\_\_\_\_\_  
Notary Public

My commission expires \_\_\_\_\_

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# INTRODUCTION

## A. Purpose of the Unified Planning Work Program

The Fiscal Year 2023 Unified Planning Work Program (UPWP) describes the organization's planning goals and activities, provides cost estimates for each activity, identifies funding sources, and outlines a work schedule for the period July 1, 2022 through June 30, 2023. The document is organized into six major sections as follows:

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

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

## B. Infrastructure Investment and Jobs Act Planning Factors

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

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

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

## C. Planning Emphasis Areas (PEAs)

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

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

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

- *4.4 Transportation Improvement Program* - Undertake transportation planning activities that will lead to the development/implementation of a transportation improvement program (TIP) and other related transportation studies.
- Federal Land Management Agency – GHMPO is coordinating with local and state agencies in transportation planning endeavors in order to ensure that connectivity needs along major access routes are met. Within the GHMPO planning boundary in particular, staff coordinates long range planning efforts with the US Army Corp of Engineers, which own property along and manage Lake Lanier. GHMPO will specifically address this goal in the following work elements:
  - *4.3 Long Range Plan* - Develop and update a long-range, multi-modal LRTP for the GHMPO planning area. This is a continuing work element.
  - *4.4 Transportation Improvement Program* - Created and amended the 2021-2024 TIP document with the input of GDOT, the public, and the three GHMPO committees.
- Planning and Environmental Linkages – Federal, regional, and local planning entities seek to use Planning and Environmental Linkages (PEL) in the transportation decision-making process. This process considers environmental, community, and economic goals early in the transportation process, and uses the information, analysis, and products developed during planning to inform the environmental review process. GHMPO seeks to incorporate this process in the following Work Elements:
  - *4.2 GIS & Model Development and Applications* - Apply GIS to develop maps for transportation plans and studies.
  - *4.3 Long Range Plan* - Continue to manage the implementation of the transportation projects in the 2050 RTP update.
- Complete Streets – A complete street is safe, and feels safe, for everyone using the street. A complete street will provide opportunities for pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and more. GHMPO will address this planning emphasis area by coordinating and collaborating with GDOT, FHWA, and FTA to coordinate federal aid and establish safe facilities for everyone on the road. In addition, GHMPO will address this planning emphasis area through the implementation of the following UPWP work elements:
  - *4.1 Intermodal Planning* – Work with local jurisdictions on Highlands to Islands trail expansions.
  - *4.5 Special Transportation Studies* – Complete the Bike and Pedestrian Plan Update.
- Public Involvement – Good public involvement brings diverse viewpoints and perspectives into the decision-making process. GHMPO has worked continuously to improve the Title VI Environmental Justice Analysis and Participation Plan, which seeks to ensure that nobody in the GHMPO planning area is excluded from the participation process. In addition, GHMPO will address this planning emphasis area through the implementation of the following UPWP work elements:
  - *2.1 Community Outreach/Education* – Establish and maintain a record-keeping system that documents official actions of transportation planning processes and related public review. Advertise the availability of draft documents for public review and comment. Provide adequate notice of GHMPO activities as outlined in the Participation Plan. Maintain and update database of community stakeholders for mail and electronic notification of transportation activities. Continue to engage the



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

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

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

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

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

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

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

## U.S. Department of Transportation

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

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

FTA provides financial assistance and oversees grants to state and local transit providers, primarily through its regional and metropolitan offices. FTA is responsible for ensuring that grantees follow federal mandates along with statutory and administrative requirements. To better facilitate grant applications for the FTAs 5303 funds, the estimated FY2023 funds are shown for the appropriate work categories.

## Georgia Department of Transportation

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

## **E. FY 2022 Accomplishments**

The GHMPO accomplished the following activities and studies in FY 2022:

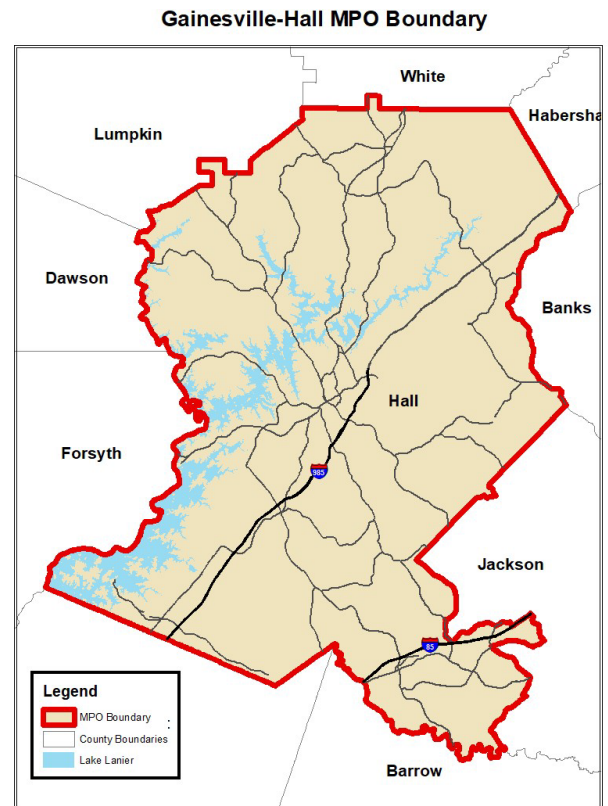
1. Completed the Braselton Trail Study
2. Completed the Highlands to Islands Design Guide
3. Updated the Title VI Environmental Justice Analysis & Participation Plan
4. Continued the TCC Trails and McEver Road Subcommittees

## **F. GHMPO's Planning Priorities in FY 2023**

The GHMPO will work towards the following 9 planning priorities in FY 2023:

1. Apply for additional PL Funds through the PL Funds Review Committee to begin updating the GHMPO Bicycle and Pedestrian Plan (see Task #4, Sub-Element 4.5).
2. Conduct a Zero Emission Transition Plan for Hall Area Transit (see Task #5, Sub-Element 5.2).
3. Amend the current Regional Transportation Plan through agency, stakeholder, and public coordination, as necessary (see Task #4, Sub-Element 4.3).
4. Amend the Transportation Improvement Program, as necessary (See Task #4, Sub-Element 4.4).
5. Continue to plan for and help advance the Highlands to Islands Trail Network within Hall County through the continuation of the TCC Trails Subcommittee (See Task #4, Sub-Element 4.1).

6. Take steps to continually monitor and maintain the transportation system (See Task #1, Sub-Element 1.1 and Task #4, Sub-Elements 4.3, 4.4, and 4.5).
7. Support the Safety Performance Management Targets approved by the Georgia Department of Transportation regarding fatalities, rate of fatalities, serious injuries, rate of serious injuries, and the number of non-motorized fatalities and serious injuries. (See Appendix A)
8. Support the Pavement and Bridge Condition (PM 2) and Performance of National Highway System, Freight, and Congestion Mitigation & Air Quality (PM 3) Performance Management Targets approved by the Georgia Department of Transportation regarding fatalities, rate of fatalities, serious injuries, rate of serious injuries, and the number of non-motorized fatalities and serious injuries. (See Appendix B)
9. Support the Transit Asset Management Targets approved by the Georgia Department of Transportation regarding inventory and condition of capital assets. (See Appendix C)



## **TASK # 1: ADMINISTRATION**

### **Sub-Element 1.1: Operations and Administration**

#### **Objective**

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

#### **FY 2022 Activities**

- In FY 2022, the three GHMPO committees had four regular meetings. Meeting minutes were prepared and later archived on the GHMPO website.
- Quarterly reports, reimbursable forms, and an annual report were prepared and submitted to the GDOT Planning Office.
- Attended Interagency Consultation Group meetings.
- Coordinated and worked with local governments and agencies regarding rulemaking on MPO planning area reform and performance measures development.
- Represented GHMPO on Atlanta Regional Commission's Transportation Coordinating Committee.
- Attended various project specific meetings with GDOT, ARC, and other local agencies.
- Appointed new members to the Citizens Advisory Committee.
- Upon request, presented information on the GHMPO structure, budget, and current projects to local jurisdictions.
- GHMPO was an active member of the Association of Metropolitan Planning Organizations (AMPO).

#### **FY 2023 Activities**

- Provide opportunities for an open and inclusive process assuring continuing, comprehensive, and cooperative decision making with all jurisdictions in the GHMPO planning area.
- Prepare proper study records for the development of progress and performance reports, certification, and reimbursement procedure.
- Coordinate activities of the GHMPO committees, including arranging meetings and preparing meeting minutes.
- Continue coordination surrounding the regional transportation planning activities.
- Coordinate/participate with other resource agencies at both state and local level on various project specific and/or on-going activities.
- Work with the Georgia Association of Metropolitan Planning Organizations (GAMPO) and other state and national organizations on the role of MPOs in statewide and metropolitan transportation planning. Support statewide GAMPO activities through participation in meetings and events.
- Staff will continue to inform the MPO committees of legislative and regulatory actions impacting transportation planning and funding.

- The GHMPO will continue to provide staff that will be the local expert in transportation areas, assisting planning partners in transportation project development, building consensus and value in alternatives analysis, shared planning products, and providing a forum for regional decision making.
- Task # 1.1 will address GHMPO planning priority numbers 5 through 11.

#### Product

- GHMPO committee meeting agendas and minutes
- Quarterly FY 2023 Reports and an Annual Performance Report FY 2023
- Accounting narratives and invoices

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Operations and administration

TARGET START AND END DATES	7/01/2022 – 6/30/2023	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$108,599.36
LOCAL IN-KIND MATCH (20%)	\$27,149.84
<b>TOTAL</b>	<b>\$135,749.20</b>

## **TASK # 1: ADMINISTRATION**

### **Sub-Element 1.2: Training/Employee Education**

#### **Objective**

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

#### **FY 2022 Activities**

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

- Boyd and Haire attended the 2021 Association of Metropolitan Planning Organizations Annual Conference in Scottsdale, Arizona from October 5<sup>th</sup>, 2021 to October 8<sup>th</sup>, 2021.
- Boyd and Haire attended the 2022 American Planning Association in San Diego, California from May 1, 2022 to May 3, 2022.

#### **FY 2023 Activities**

- Staff plans to attend the 2022 Association of Metropolitan Planning Organizations Annual Conference.
- Staff plans to attend the 2023 American Planning Association National Conference.
- Staff plans to attend the fall and spring conferences of the Georgia Planning Association.
- Staff may attend other transportation related conferences, seminars and courses including those offered by the Georgia Transit Association (GTA), National Highway Institute (NHI), Transportation Research Board (TRB), U.S. Environmental Protection Agency (EPA), Georgia Environmental Protection Division (EPD), FHWA, FTA, and GDOT.
- Task # 1.2 will address GHMPO planning priority numbers 4 through 8.
- Staff will attend classes and training related to Performance Based Planning and Programming as they occur.

#### **Product**

- Ongoing staff improvement and education

#### **TRANSPORTATION RELATED PLANNING ACTIVITIES**

ORGANIZATION	ACTIVITIES
GHMPO	Training and employee education

#### **TARGET START AND END DATES**

7/1/2022 – 6/30/2023

#### **LEAD AGENCY**

GHMPO

#### **FUNDING SOURCE**

#### **AMOUNT**

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

**TASK # 1: ADMINISTRATION****Sub-Element 1.3: Equipment and Supplies****Objective**

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

**FY 2022 Activities**

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

**FY 2023 Activities**

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

**Product**

- Adequate technology and office equipment to operate the MPO.

**TRANSPORTATION RELATED PLANNING ACTIVITIES**

ORGANIZATION

ACTIVITIES

GHMPO

Equipment and supplies

**TARGET START  
AND END DATES**

7/1/2022 – 6/30/2023

**LEAD AGENCY**

GHMPO

**FUNDING SOURCE****AMOUNT**

FHWA (80%)

\$3,000.00

LOCAL IN-KIND MATCH (20%)

\$750.00

**TOTAL****\$3,750.00**

## **TASK # 1: ADMINISTRATION**

### **Sub-Element 1.4: UPWP**

#### **Objective**

- Identify work tasks undertaken by the GHMPO to address metropolitan area transportation planning.
- Collect public and committee input on a proposed FY 2023 UPWP.
- Take into consideration MPO progress made on FY 2022 UPWP.
- Develop and draft final UPWP.

#### **FY 2022 Activities**

- Developed FY 2023 UPWP and annual budget.
- Submitted GHMPO's FY 2022 Annual Performance Report to GDOT.
- Program was reviewed and approved by the three committees.
- Legal advertisement was published in the *Gainesville Times* seeking public comment on draft FY 2023 UPWP, per the Participation Plan.
- Draft UPWP was posted on the GHMPO website for public review.

#### **FY 2023 Activities**

- Identify transportation planning work tasks and sub-elements, prepare descriptive narrative and cost estimate for each sub-element, and coordinate input for the FY 2024 UPWP.
- Amend FY 2023 UPWP, as needed.
- Consider Planning Emphasis Areas (PEAs) under each work task.
- Incorporate and support the adopted Statewide Safety, Bridge and Pavement Performance, and Transit Asset Management Targets (See Appendices A, B, and C).
- Task # 1.4 will address GHMPO planning priority numbers 1 through 8.

#### **Product**

- Adopt FY 2024 UPWP by May 2023

#### **TRANSPORTATION RELATED PLANNING ACTIVITIES**

ORGANIZATION	ACTIVITIES
GHMPO	UPWP

#### **TARGET START AND END DATES**

12/1/2021 – 5/31/2022

#### **LEAD AGENCY**

GHMPO

#### **FUNDING SOURCE**

#### **AMOUNT**

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



## **TASK # 2: PUBLIC INVOLVEMENT**

### **Sub-Element 2.1: Community Outreach/Education**

#### **Objective**

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

#### **FY 2022 Activities**

- Published legal advertisements in the Times seeking public input on all MPO document updates and amendments (UPWP, TIP, RTP, Participation Plan, Title VI/EJ document, etc.).
- Delivered presentations to various stakeholder groups, such as Greater Hall Chamber of Commerce Issues Committee and Vision 2030 Transportation Committee on transportation issues.
- Updated and maintained a website on MPO activities.
- Updated and expanded mail and e-mail contact lists of citizens and stakeholders.
- Interviewed with the Gainesville Times and AccessWDUN on current local transportation topics for news dissemination.
- Adopted a new Title VI Environmental Justice Analysis and Participation Plan in 2021.

#### **FY 2023 Activities**

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

- Maintain and update information on the GHMPO website regarding Performance Based Planning and Program and in regards to the statewide targets.
- Task # 2.1 will address GHMPO planning priority numbers 1 through 8.

#### Product

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

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Community outreach & education

TARGET START AND END DATES	7/1/2022 – 6/30/2023	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$8,000.00
LOCAL IN-KIND MATCH (20%)	\$2,000.00
<b>TOTAL</b>	<b>\$10,000.00</b>

## **TASK # 3: DATA COLLECTION**

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

#### **Objective**

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

#### **FY 2022 Activities**

- Collected 2021 crash data and updated crash profiles of Hall County and Jackson County.
- Established Safety, Bridge and Pavement, and Transit Asset Management (TAM) performance targets, consistent with the state targets, as required per the IJJA's Performance Based Planning & Programming.

#### **FY 2023 Activities**

- Monitor socioeconomic data, and update, as necessary.
- Track land use and growth patterns of the GHMPO planning area and incorporate into the RTP, the regional travel demand model, and the Transportation Demand Management (TDM), as needed.
- Continue to use GIS as an analytical and data management tool in spatial work projects including RTP updates and demographic studies.
- As requested, attend meetings with local and regional agencies for data sharing regarding the Atlanta non-attainment area and planning data needs.
- Collect 2022 crash data, and update crash reports for Hall County and Jackson County.
- Continue to monitor, support, and assist as needed with the Statewide Safety Performance Management Targets.
- Task # 3.1 will address GHMPO planning priority numbers 1 through 8.

#### **Product**

- 2021 Hall County and Jackson County Crash Profiles by June 2022

#### **TRANSPORTATION RELATED PLANNING ACTIVITIES**

ORGANIZATION	ACTIVITIES
GHMPO	Socio-economic data review and update

<b>TARGET START AND END DATES</b>	7/1/2022 – 6/30/2023	<b>LEAD AGENCY</b>	GHMPO
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<b>FUNDING SOURCE</b>	<b>AMOUNT</b>
FHWA (80%)	\$5,000.00
LOCAL IN-KIND MATCH (20%)	\$1,250.00
<b>TOTAL</b>	<b>\$6,250.00</b>

## **TASK # 4: SYSTEM PLANNING**

### **Sub-Element 4.1: Intermodal Planning**

#### **Objective**

- Plan for intermodal modes of transportation.

#### **FY 2022 Activities**

- Completed the Jackson County Transit Feasibility Study.

#### **FY 2023 Activities**

- Work with Hall Area Transit on transit expansion or improvement initiatives, including on the new microtransit service branded “WeGo”.
- Work with local jurisdictions on Highlands to Islands trail expansions through the TCC Trails Subcommittee.
- Task # 4.1 will address GHMPO planning priority numbers 4 through 8.
- Work to update Complete Streets Policy.

#### **Product**

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

#### **TRANSPORTATION RELATED PLANNING ACTIVITIES**

ORGANIZATION	ACTIVITIES
GHMPO	Intermodal planning

#### **TARGET START AND END DATES**

7/1/2022 – 6/30/2023

#### **LEAD AGENCY**

GHMPO

#### **FUNDING SOURCE**

#### **AMOUNT**

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

## **TASK # 4: SYSTEM PLANNING**

### **Sub-Element 4.2: GIS & Model Development and Applications**

#### **Objective**

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

#### **FY 2022 Activities**

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

#### **FY 2023 Activities**

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

#### **Product**

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

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GDOT	Travel demand model development
GHMPO	Travel demand model & GIS applications

TARGET START AND END DATES	7/1/2022 – 6/30/2023	LEAD AGENCY	GDOT
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$5,000.00
LOCAL IN-KIND MATCH (20%)	\$1,250.00
<b>TOTAL</b>	<b>\$6,250.00</b>

## **TASK # 4: SYSTEM PLANNING**

### **Sub-Element 4.3: Long-Range Plan**

#### **Objective**

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

#### **FY 2022 Activities**

- Amended the RTP, per request from GDOT, to add projects for funding and implementation

#### **FY 2023 Activities**

- Continue to manage the implementation of the transportation projects in the 2050 RTP update.
- Task # 4.3 will address GHMPO planning priority numbers 1, 3, 4, 5, 6, 7, 8, 9, 10, and 11.
- Begin discussing the RTP: 2025 Update with MPO committees and GDOT in spring of 2023.

#### **Product**

- Gainesville-Hall Regional Transportation Plan: 2020 Update project implementation (ongoing)

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Long-range planning

TARGET START AND END DATES	7/1/2022 – 6/30/2023	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$5,000.00
LOCAL IN-KIND MATCH (20%)	\$1,250.00
<b>TOTAL</b>	<b>\$6,250.00</b>

## **TASK # 4: SYSTEM PLANNING**

### **Sub-Element 4.4: Transportation Improvement Program**

#### **Objective**

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

#### **FY 2022 Activities**

- Attended quarterly pre-construction project meetings at the GDOT District 1 Office.
- Coordinated with GDOT and local jurisdictions on project status and dollar amounts.
- Created and amended the 2021-2024 TIP document with the input of GDOT, the public, and the three GHMPO committees.

#### **FY 2023 Activities**

- Amend the 2021-2024 TIP, as necessary.
- Incorporate and support the adopted Statewide Safety Performance and Management Targets (Appendix A), Bridge and Pavement Performance Targets (Appendix B), and Transit Asset Management Targets (Appendix C).
- Task # 4.4 will address GHMPO planning priority numbers 2, 3, 4, 5, 6, 7, 8, 10, and 11.
- Coordinate with GDOT, as needed, for future TIP projects and updates.

#### **Product**

- Amendments to the 2021-2024 Transportation Improvement Program as necessary.

#### **TRANSPORTATION RELATED PLANNING ACTIVITIES**

##### **ORGANIZATION**

GHMPO

##### **ACTIVITIES**

Transportation Improvement Program

##### **TARGET START AND END DATES**

7/1/2022 – 6/30/2023

##### **LEAD AGENCY**

GHMPO

##### **FUNDING SOURCE**

##### **AMOUNT**

FHWA (80%)

\$5,000.00

LOCAL IN-KIND MATCH (20%)

\$1,250.00

**TOTAL**

**\$6,250.00**



## **TASK # 4: SYSTEM PLANNING**

### **Sub-Element 4.5: Bike and Pedestrian Plan Update/Special Transportation Studies**

#### **Objective**

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

#### **FY 2022 Activities**

- Completed the Braselton Trail Study

#### **FY 2023 Activities**

- Apply for additional PL funds through the PL Funds Review Committee to conduct the Bike and Pedestrian Plan Update.
- Conduct the Bike and Pedestrian Plan Update
- Complete any additional studies as needed (none identified at this time, but complete any small additional planning studies as they occur throughout FY 2023 with approval of MPO committees).
- Task # 4.5 will address GHMPO planning priority numbers 3 through 8.

#### **Product**

- Bike and Pedestrian Plan Update
- Additional studies and plans as needed.

#### **TRANSPORTATION RELATED PLANNING ACTIVITY**

ORGANIZATION	ACTIVITY
GHMPO	Bike and Pedestrian Plan Update

#### **TARGET START AND END DATES**

7/1/2022 – 6/30/2023

#### **LEAD AGENCY**

GHMPO

#### **FUNDING SOURCE**

#### **AMOUNT**

FHWA (80%)	\$80,000.00
LOCAL IN-KIND MATCH (20%)	\$20,000.00
<b>TOTAL</b>	<b>\$100,000.00</b>

## **TASK # 5: TRANSIT PLANNING**

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

#### **Objective**

- Administer and operate the MPO transit planning process by properly coordinating MPO functions with the Georgia Department of Transportation, the Federal Transit Administration, and all involved stakeholders, including accounting for all MPO transit planning-related activities during fiscal year 2023.

#### **FY 2022 Activities**

- Developed the transit section in the 2023 UPWP and presented to the GHMPO committees.
- Adopted the FY 2023 UPWP in March of 2022.
- Managed the FY 2022 Section 5303 contract and successfully completed all tasks listed in the grant program.
- Participated in the transit program update calls conducted by GDOT.
- Prepared and submitted the FY 2023 Section 5303 grant application to GDOT.
- GHMPO retained its membership of the Georgia Transit Association.
- GHMPO retained its membership of the Association of Metropolitan Planning Organizations.

#### **FY 2023 Activities**

- Provide transit planning administration and assistance to HAT.
- Continue coordination with HAT in developing the transit work element for the FY 2023 UPWP.
- Participate and present transit related information and activities before municipalities and/or appropriate committees.
- Continue to assist HAT with their microtransit service “WeGo”.
- Task # 5.1 will address GHMPO planning priority numbers 3 through 8.

#### **Product**

- FY 2024 Section 5303 grant application by December 2022
- 2021-2024 TIP amendments, as necessary, by June 2023
- Transit section of FY 2024 UPWP by June 2023
- Accounting report at the end of each fiscal quarter

#### **TRANSPORTATION RELATED PLANNING ACTIVITIES**

ORGANIZATION	ACTIVITIES
GHMPO	Program Support & Administration

#### **TARGET START AND END DATES**

7/1/2022 – 6/30/2023

#### **LEAD AGENCY**

GHMPO

#### **FUNDING SOURCE**

#### **AMOUNT**

FTA

\$41,158.97

STATE 5303 MATCH

\$5,144.87

LOCAL CASH MATCH	\$5,144.87
<b>TOTAL</b>	<b>\$51,448.71</b>

#### Anticipated Funding for FY 2024

FUNDING SOURCE	AMOUNT
FTA	\$41,152.50
STATE 5303 MATCH	\$5,144.00
LOCAL CASH MATCH	\$5,144.00
<b>TOTAL</b>	<b>\$51,440.00</b>

## **TASK # 5: TRANSIT PLANNING**

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

#### **Objective**

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

#### **FY 2022 Activities**

- Updated the Regional Transportation Plan: 2020 Update.

#### **FY 2023 Activities**

- Hire a consultant team to conduct a Zero Emission Transition Plan for Hall Area Transit.
- Amend the Regional Transportation Plan: 2020 Update as needed.
- Task # 5.2 will address GHMPO planning priority numbers 1 through 8.

#### **Product**

- Zero Emission Transition Plan for Hall Area Transit.
- Amend the Regional Transportation Plan: 2020 Update as needed.

#### **TRANSPORTATION RELATED PLANNING ACTIVITIES**

ORGANIZATION	ACTIVITIES
GHMPO	Long Range Transportation Planning (Project Level)

#### **TARGET START AND END DATES**

7/1/2022 – 6/30/2023

#### **LEAD AGENCY**

GHMPO

#### **FUNDING SOURCE**

#### **AMOUNT**

FTA	\$41,158.97
STATE 5303 MATCH	\$5,144.87
LOCAL CASH MATCH	\$5,144.87
<b>TOTAL</b>	<b>\$51,448.71</b>

#### **Anticipated Funding for FY 2024**

FUNDING SOURCE	AMOUNT
FTA	\$41,561.50
STATE 5303 MATCH	\$5,195.44
LOCAL CASH MATCH	\$5,195.44
<b>TOTAL</b>	<b>\$51,954.40</b>

**TASK # 5: TRANSIT PLANNING****Sub-Element 5.3: Transportation Improvement Program (FTA ALI Code 44.25.00)****Objective**

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

**FY 2022 Activities**

- Adopted amendments to the 2021-2024 TIP.

**FY 2023 Activities**

- Amend the 2021-2024 TIP, as necessary.
- Task # 5.3 will address GHMPO planning priority number 2.

**Product**

- Amendments to the 2021-2024 TIP.

**TRANSPORTATION RELATED PLANNING ACTIVITIES****ORGANIZATION**

GHMPO

**ACTIVITIES**

Transportation Improvement Program

**TARGET START  
AND END DATES**

7/1/2022 – 6/30/2023

**LEAD AGENCY**

GHMPO

**FUNDING SOURCE****AMOUNT**

FTA	\$5,441.06
STATE 5303 MATCH	\$680.13
LOCAL CASH MATCH	\$680.13
<b>TOTAL</b>	<b>\$6,801.33</b>

**Anticipated Funding for FY 2024****FUNDING SOURCE****AMOUNT**

FTA	\$5,510.56
STATE 5303 MATCH	\$688.82
LOCAL CASH MATCH	\$688.82
<b>TOTAL</b>	<b>\$6,888.20</b>

**TASK # 6: SAFE & ACCESSIBLE TRANSPORTATION OPTIONS/COMPLETE STREETS****Sub-Element 6.1: Complete Streets****Objective**

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

**FY 2022 Activities**

- Worked with the GHMPO TCC Trails Subcommittee to plan and define the remaining trails segments of the Highlands to Islands Trail, which stretches from the Rock Creek Greenway in Gainesville down to the Friendship Road Sidepath in southern Hall County.
- Worked with Hall Area Transit to launch the WeGo Microtransit Service throughout Hall County.

**FY 2023 Activities**

- Work to update Complete Streets Policy and maintain Complete Streets project list.

**Product**

- Updated Complete Streets Policy and maintained Complete Streets project list.

**TRANSPORTATION RELATED PLANNING ACTIVITIES**

ORGANIZATION	ACTIVITIES
GHMPO	Complete Streets Planning

**TARGET START  
AND END DATES**

7/1/2022 – 6/30/2023

**LEAD AGENCY**

GHMPO

**FUNDING SOURCE****AMOUNT**

FHWA Y410 (80%)	\$5,936.83
LOCAL CASH MATCH (20%)	\$1,484.21
<b>TOTAL</b>	<b>\$7,421.04</b>

## GHMPO BUSINESS PLAN & UPCOMING UNFUNDED STUDIES

### Objective

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

### Anticipated Unfunded Products in FY 2023

Product	Cost Estimate & Funding Source	Date of Completion
<b>Bike and Pedestrian Plan Update</b>  <i>Previous update of Bike and Pedestrian Plan was completed in 2014. A full update is needed to address the level of growth occurring in the MPO. The Highlands to Islands Trail has also been heavily expanded since the 2014 update and needs to be incorporated and planned for future expansion. Exploration of sidewalk gaps is a topic of great interest around many of the downtown areas of the planning area as well. MPO staff plan to apply for additional PL Funds to conduct this study once the 2020 Census results are released and the expansion of the GHMPO planning area is fully realized.</i>	\$120,000 PL Funds (additional award through PL Funds Review Committee) + \$30,000 Local Match <hr/> <b>\$150,000 Total Cost</b>	FY 2023
<b>Zero Emission Transition Plan – Hall Area Transit</b>  <i>According to the new Bipartisan Infrastructure Bill (IIJA), any applications for projects related to zero-emission vehicles must also include a Zero Emission Transition Plan. Hall Area Transit is interested in transitioning to zero-emission vehicles in the future. According to FTA, a Zero Emission Transition Plan must:</i> <ul style="list-style-type: none"> <li>• <i>Demonstrate a long-term fleet management plan with a strategy for how the applicant intends to use the current request for resources and future acquisitions.</i></li> <li>• <i>Address the availability of current and future resources to meet costs for the transition and implementation.</i></li> <li>• <i>Consider policy and legislation impacting relevant technologies.</i></li> <li>• <i>Include an evaluation of existing and future facilities and their relationship to the technology transition.</i></li> <li>• <i>Describe the partnership of the applicant with the utility or alternative fuel provider.</i></li> </ul>	\$40,000 5303 Planning Funds + \$10,000 Cash Match split between Hall County and the City of Gainesville <hr/> <b>\$50,000 Total Cost</b>	FY 2023

<ul style="list-style-type: none"> <li>Examine the impact of the transition on the applicant's current workforce by identifying skill gaps, training needs, and retraining needs of the existing workers of the applicant to operate and maintain zero-emission vehicles and related infrastructure and avoid displacement of the existing workforce.</li> </ul>		
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#### Potential Unfunded Products in Future Years

Product	Cost Estimate	Potential Funding Year
North Hall Parkway Study	\$200,000	FY 2024
Gainesville Transportation Plan Update	\$150,000	FY 2024
Regional Transportation Plan: 2025 Update	\$250,000	FY 2025

#### GHMPO Five Year Funding Plan Table

GHMPO Five Year Funding Plan					
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
FHWA Allocation	\$252,020.40	\$254,540.60	\$257,086.01	\$259,656.87	\$262,253.44
FHWA PL Apply	\$150,000.00	\$400,000.00	\$250,000.00	\$0.00	\$0.00
FTA Allocation	\$87,759.00	\$88,636.59	\$89,522.96	\$90,418.19	\$91,322.37
State Match	\$10,969.87	\$11,079.57	\$11,190.36	\$11,302.27	\$11,415.29
Local Match	\$10,969.87	\$11,079.57	\$11,190.36	\$11,302.27	\$11,415.29
<b>Total Revenue</b>	<b>\$511,719.14</b>	<b>\$765,336.33</b>	<b>\$618,989.69</b>	<b>\$372,679.59</b>	<b>\$376,406.39</b>
Contracts	\$150,000.00	\$400,000.00	\$250,000.00	\$0.00	\$0.00
Staff/Direct	\$361,719.14	\$365,336.33	\$368,989.69	\$372,679.59	\$376,406.39
<b>Total Expenditures</b>	<b>\$511,719.14</b>	<b>\$765,336.33</b>	<b>\$618,989.69</b>	<b>\$372,679.59</b>	<b>\$376,406.39</b>

1% annual growth in allocation

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

FHWA PL Apply are prior year funds GHMPO must apply for



## FUNDING SOURCE BY TASK

FUNDING SOURCE	TASK NO.	TASK DESCRIPTION	FHWA	FHWA-SPR	FEDERAL TOTAL	STATE PL MATCH	STATE SPR MATCH	STATE TOTAL	LOCAL MATCH	TOTAL
PL	1.1	Operations & Administration	103,599.36	0	103,599.36	0	0	0	25,899.84*	129,499.20
PL	1.2	Training/Employee Education	15,000.00	0	15,000.00	0	0	0	3,750.00*	18,750.00
PL	1.3	Equipment & Supplies	3,000.00	0	3,000.00	0	0	0	750.00*	3,750.00
PL	1.4	UPWP	10,000.00	0	10,000.00	0	0	0	2,500.00*	12,500.00
PL	2.1	Community Outreach/Education	8,000.00	0	8,000.00	0	0	0	2,000.00*	10,000.00
PL	3.1	Socio-Economic Data	5,000.00	0	5,000.00	0	0	0	1,250.00*	6,250.00
PL	4.1	Intermodal Planning	5,000.00	0	5,000.00	0	0	0	1,250.00*	6,250.00
PL	4.2	GIS, Model Development & Apps.	5,000.00	0	5,000.00	0	0	0	1,250.00*	6,250.00
PL	4.3	Long Range Plan	5,000.00	0	5,000.00	0	0	0	1,250.00*	6,250.00
PL	4.4	TIP	5,000.00	0	5,000.00	0	0	0	1,250.00*	6,250.00
PL	4.5	Bike/Ped Plan Update & Special Transportation Studies	80,000.00	0	80,000.00	0	0	0	20,000.00*	100,000.00
<b>PL</b>	<b>1.1 - 4.5</b>	<b>Total</b>	<b>244,599.36</b>	<b>0</b>	<b>244,599.36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61,149.84</b>	<b>305,749.20</b>

*\*In-kind local match*

### FUNDING SOURCE BY TASK

FUNDING SOURCE	TASK NO.	TASK DESCRIPTION	FTA – 5303	FEDERAL TOTAL	STATE 5303 MATCH	STATE TOTAL	LOCAL MATCH	TOTAL
5303	5.1	Program Support & Administration	41,158.97	41,158.97	5,144.87	5,144.87	5,144.87	51,448.71
5303	5.2	Long Range Planning	41,158.97	41,158.97	5,144.87	5,144.87	5,144.87	51,448.71
5303	5.3	TIP	5,441.06	5,441.06	680.13	680.13	680.13	6,801.33
5303	5.1 - 5.3	Total	87,759.00	87,759.00	10,969.87	10,969.87	10,969.87	109,698.75

### FUNDING SOURCE BY TASK

FUNDING SOURCE	TASK NO.	TASK DESCRIPTION	FHWA	FHWA-SPR	FEDERAL TOTAL	STATE PL MATCH	STATE SPR MATCH	STATE TOTAL	LOCAL MATCH	TOTAL
Y410	6.1	Complete Streets	5,936.83	0	5,936.83	0	0	0	1,484.21*	7,421.04

## FY 2023 TOTAL BUDGET

GHMPO's total budget for FY 2023 is **\$422,868.99** from all the sources:

Work Elements	PL Funds (\$)			Y410 Funds (\$)			Section 5303 Funds (\$)				Total Budget Amount (\$)
	Budget Amount (100%)	FHWA (80%)	Local Match (20%)	Budget Amount (100%)	FHWA (80%)	Local Match (20%)	Budget Amount (100%)	FTA (80%)	GDOT Match (10%)	Local Match (10%)	
<b>1.0 Administration</b>											
1.1 Operations and Administration	129,499.20	103,599.36	25,899.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	129,499.20
1.2 Training/Employee Education	18,750.00	15,000.00	3,750.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18,750.00
1.3 Equipment and Supplies	3,750.00	3,000.00	750.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,750.00
1.4 UPWP	12,500.00	10,000.00	2,500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,500.00
<b>Work Element 1.0 Total</b>	<b>164,499.20</b>	<b>131,599.36</b>	<b>32,899.84</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>164,499.20</b>
<b>2.0 Public Involvement</b>											
2.1 Community Outreach/Education	10,000.00	8,000.00	2,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10,000.00
<b>Work Element 2.0 Total</b>	<b>10,000.00</b>	<b>8,000.00</b>	<b>2,000.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>10,000.00</b>
<b>3.0 Data Collection</b>											
3.1 Socioeconomic Data	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,250.00
<b>Work Element 3.0 Total</b>	<b>6,250.00</b>	<b>5,000.00</b>	<b>1,250.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>6,250.00</b>
<b>4.0 System Planning</b>											
4.1 Intermodal Planning	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,250.00
4.2 GIS, Model Development & Applications	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,250.00
4.3 Long-Range Plan	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,250.00
4.4 Transportation Improvement Program	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,250.00
4.5 Bike/Ped Plan Update & Special Transportation Studies	100,000.00	80,000.00	20,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100,000.00
<b>Work Element 4.0 Total</b>	<b>125,000.00</b>	<b>100,000.00</b>	<b>25,000.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>125,000.00</b>
<b>5.0 Transit Planning</b>											
5.1 Program Support & Administration	0.00	0.00	0.00	0.00	0.00	0.00	51,448.71	41,158.97	5,144.87	5,144.87	51,448.71
5.2 Long Range Transportation Planning	0.00	0.00	0.00	0.00	0.00	0.00	51,448.71	41,158.97	5,144.87	5,144.87	51,448.71
5.3 Transportation Improvement Program	0.00	0.00	0.00	0.00	0.00	0.00	6,801.33	5,441.06	680.13	680.13	6,801.33
<b>Work Element 5.0 Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>109,698.75</b>	<b>87,759.00</b>	<b>10,969.87</b>	<b>10,969.87</b>	<b>109,698.75</b>
<b>6.0 Safe &amp; Accessible Transportation Options/Complete Streets</b>											
6.1 Complete Streets	0.00	0.00	0.00	7,421.04	5,936.83	1,484.21	0.00	0.00	0.00	0.00	7,421.04
<b>Work Element 6.0 Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>7,421.04</b>	<b>5,936.83</b>	<b>1,484.21</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>7,421.04</b>
<b>Total Work Elements (\$)</b>	<b>305,749.20</b>	<b>244,599.36</b>	<b>61,149.84</b>	<b>7,421.04</b>	<b>5,936.83</b>	<b>1,484.21</b>	<b>109,698.75</b>	<b>87,759.00</b>	<b>10,969.87</b>	<b>10,969.87</b>	<b>422,868.99</b>

## METROPOLITAN PLANNING FACTORS TO BE CONSIDERED

METROPOLITAN PLANNING FACTORS TO BE CONSIDERED IN THE 2023 UPWP												
Work Element	Work Sub-Element	METROPOLITAN PLANNING FACTORS										
		1	2	3	4	5	6	7	8	9	10	11
1.0 Program Support & Administration	1.1: Operations & Administration	X	X	X	X	X	X	X	X	X		X
	1.2: Employee Training & Development	X	X	X	X	X	X	X	X			
	1.3: Equipment & Supplies	X						X				
	1.4: Unified Planning Work Program	X	X	X	X	X	X	X	X			
2.0 Public Involvement	2.1: Community Outreach/Education	X	X	X	X	X	X	X	X			
3.0 Data Collection	3.1: Socio-Economic Data	X						X				
4.0 System Planning	4.1: Intermodal Planning		X	X	X		X	X		X	X	X
	4.2: GIS, Model Development & Applications							X				
	4.3: Long Range Plan	X	X	X	X	X	X	X	X	X	X	X
	4.4: Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X	X
	4.5: Bike/Ped Plan Update & Special Transportation Studies							X	X			
5.0: Transit Planning	5.1: Program Support & Administration	X	X	X	X	X	X	X	X	X		X
	5.2: Long Range Transportation Planning (Project Level)	X			X			X		X	X	X
	5.3: Transportation Improvement Program	X			X			X		X	X	X
6.0: Safe and Accessible Transportation Options/Complete Streets	6.1: Complete Streets	X	X	X	X	X	X	X	X	X	X	X

## FY 2023 UPWP SCHEDULE

### FY 2023 GHMPO UNIFIED PLANNING WORK PROGRAM SCHEDULE

Work Element	Work Sub-Element	2022						2023					
		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
1.0 Administration	1.1: Operations and Administration	X	X	X	X	X	X	X	X	X	X	X	X
	1.2: Training/Employee Education	X	X	X	X	X	X	X	X	X	X	X	X
	1.3: Equipment and Supplies	X	X	X	X	X	X	X	X	X	X	X	X
	1.4: Unified Planning Work Program				X	X		X	X	X	X	X	
2.0 Public Involvement	2.1: Community Outreach/Education	X	X	X	X	X	X	X	X	X	X	X	X
3.0 Data Collection	3.1: Socio-Economic Data, Models, and Analysis	X	X	X	X	X	X	X	X	X	X	X	X
4.0 System Planning	4.1: Intermodal Planning	X	X	X	X	X	X	X	X	X	X	X	X
	4.2: GIS & Model Development and Applications	X	X	X	X	X	X	X	X	X	X	X	X
	4.3: Long Range Plan	X			X			X			X		
	4.4: Transportation Improvement Program	X			X			X			X		
	4.5: Special Transportation Studies	X	X	X	X	X	X	X	X	X	X	X	X
5.0: Transit Planning	5.1: Program Support and Administration	X	X	X	X	X	X	X	X	X	X	X	X
	5.2: Long Range Transportation Planning (Project Level)	X			X			X			X		
	5.3: Transportation Improvement Program	X			X			X			X		
6.0: Safe and Accessible Transportation Options/Complete Streets	6.1: Complete Streets	X	X	X	X	X	X	X	X	X	X	X	X

# APPENDIX A: Safety Performance Management Targets Resolution



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

## Safety Performance Management Targets for 2022\*

GHMPO supports the following Safety Performance Management Targets approved by the Georgia Department of Transportation for calendar year 2022:

- **Number of Fatalities: 1,671**
  - To maintain the 5-year moving average traffic fatalities under the projected 1,696 (2018-2022) 5-year average by December 2022
- **Number of Serious Injuries: 8,443**
  - To maintain the 5-year moving average serious traffic injuries under the projected 8,443 (2018-2022) 5-year average by December 2022
- **Fatality Rate: 1.21**
  - To maintain the 5-year moving average traffic fatalities per 100 million vehicle miles traveled under the projected 1.21 (2018-2022) 5-year average by December 2022
- **Serious Injury Rate: 4.61**
  - To reduce the 5-year moving average serious traffic injuries for every 100 million vehicle miles traveled under the projected 6.08 (2018-2022) 5-year average by December 2020
- **Total Number of Non-Motorized Fatalities and Serious Injuries: 793**
  - To maintain the 5-year moving average non-motorized fatalities and serious injuries under the projected 281 (2018 - 2022 rolling average) by December 2022, and maintain bicyclist fatalities under the projected 25 (2018 - 2022 rolling average) by December 2022.

*\*The 2019 Safety Performance Management Targets were officially adopted by the GHMPO Policy Committee on February 12, 2019. At the direction of GDOT and FHWA, moving forward all future adoptions of the state-wide Safety Performance Management Targets may be made via administrative modification by GHMPO staff. GHMPO staff will continue to keep committee members up to speed on changes made to all required performance measures.*

## APPENDIX B: Bridge & Pavement Performance Management Targets Resolution



### Gainesville - Hall Metropolitan Planning Organization

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

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

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

**WHEREAS**, the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC) at their meetings on July 17, 2018 and July 26, 2018 respectively recommended that GHMPO support the Bridge and Pavement Performance Management Targets approved by the GDOT as follows:

#### Bridge Level of Service Measures and Targets

ASSET	PERFORMANCE MEASURE	DESCRIPTION	TARGET
Bridge Structures	Percent of NHS Bridges in <b>Poor condition</b> as a percentage of total NHS bridge area	Bridge conditions are based on the results of inspections on all bridge structures. Bridges rated as "Poor" are safe to drive on; however, they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitation investments.	Less than or equal to 10% (NHS) in Poor Condition
Bridge Structures	Percent of NHS Bridges in <b>Good condition</b> as a percentage of total NHS bridge area	Bridges rated "Good" will be evaluated as to cost of to maintain Good condition. Bridges rated as "Fair" will be evaluated as to cost of replacement vs. rehabilitation to bring the structure back to a condition rating of Good.	Greater than or equal to 60% (NHS) in Good Condition

## APPENDIX B: Bridge & Pavement Performance Management Targets Resolution



*Gainesville - Hall Metropolitan Planning Organization*

### Pavement Level of Service Measures and Targets

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

### Summary of the PM 3 Performance Measures

PERFORMANCE MEASURE	GEORGRAPHIC EXTENT	APPLICABLE ROADWAYS	TIMEFRAME
Percent of person-miles traveled on the Interstate that are reliable	Statewide	Interstate	2-year and 4-year targets
Percent of person-miles traveled on the non-Interstate that are reliable	Statewide	Non-Interstate	4-year target
Truck Travel Time Reliability (TTTR) Index	Statewide	Interstate	2-year and 4-year targets
Total Emissions Reduction	Statewide	All Roads	2-year and 4-year targets

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## APPENDIX B: Bridge & Pavement Performance Management Targets Resolution



### Gainesville - Hall Metropolitan Planning Organization

#### PM 3 Targets

PERFORMANCE MEASURE	2-YEAR TARGET	4-YEAR TARGET
Percent of person-miles traveled on the Interstate that are reliable	73.0%	67.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	N/A	81.0%
Truck Travel Time Reliability (TTTR) Index	1.66	1.78
Total Emissions Reduction	VOC: 205.7 kg/day NO <sub>x</sub> : 563.3 kg/day	VOC: 386.6 kg/day NO <sub>x</sub> : 1,085.0 kg/day

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

A motion was made by PC member Danny Dunagan and seconded by PC member Lamar Scroggs and approved this the 14<sup>th</sup> of August, 2018.

  
\_\_\_\_\_  
Mayor Mike Miller, Chair  
Policy Committee

Subscribed and sworn to me this the 14<sup>th</sup> of August, 2018.

  
\_\_\_\_\_  
Notary Public

My commission expires \_\_\_\_\_  
Melissa McCain  
Notary Public, Hall County, Ga.  
My Commission Expires  
March 26, 2022

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## APPENDIX C: Transit Asset Management Targets Resolution



*Gainesville - Hall Metropolitan Planning Organization*

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

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

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

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

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

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

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

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

#### **Transit Asset Management 2019-2022 Performance Targets:**

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Gainesville, Georgia 30504*

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## APPENDIX C: Transit Asset Management Targets



### Gainesville - Hall Metropolitan Planning Organization

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

<sup>1</sup> For facilities, number below 3.0 TERM rating is used

<sup>2</sup> Refers to vehicle type, not type of service operated

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

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

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

  
 Mayor Mike Miller, Chair  
 Policy Committee

Subscribed and sworn to me this the 12<sup>th</sup> of February, 2019

  
 Notary Public

My commission expires 7/31/2022

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

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