Gainesville - Hall
Metropolitan Planning Organization
GHMPO
Braselton - Flowery Branch - Gainesville - Oakwood - Hall County - Jackson County

POLICY COMMITTEE

Tuesday, May 8, 2018, 10:00 AM
Municipal Courtroom, Gainesville Municipal Court
701 Queen City Parkway SW, Gainesville, GA 30501

AGENDA

1. Welcome – Mayor Lamar Scroggs, Chair

2. Approval of February 13, 2018 Meeting Minutes

3. Report from the Technical Coordinating Committee
   – Kevin McInturff, TCC Chair

4. Report from the Citizens Advisory Committee
   – Renee Gerrell, CAC Chair

5. Approval of an Amendment to the Citizens Advisory Committee Bylaws
   – Renee Gerrell, CAC

6. Approval of an Amendment to the FY 2018 Unified Planning Work Program
   – Joseph Boyd, GHMPO

7. Approval of the Draft FY 2019 Unified Planning Work Program
   – Joseph Boyd, GHMPO

8. Approval of the Draft Resolution Amending the Financially-Constrained Project List of the Gainesville-Hall Regional Transportation Plan: 2015 Update
   – Sam Baker, GHMPO

9. Approval of the Draft Resolution Amending the 2018-2021 Transportation Improvement Program
   – Sam Baker, GHMPO

10. Ongoing Studies Status Updates
    (a) Dawsonville Highway-McEver Road Connectivity Study – Matt Tarver, City of Gainesville

Phone (770) 297-2625 2875 Browns Bridge Rd, Gainesville, GA 30504 Fax (770) 531-3902
www.ghmpo.org

(b) Gainesville Trail Connectivity Study – Jason Justice, City of Gainesville
(c) South Hall Trail Study – Joseph Boyd, GHMPO
(d) Oakwood Citywide Traffic Improvement Study – Stan Brown, City of Oakwood

11. Jurisdiction and Agency Reports
    – City of Flowery Branch
    – City of Gainesville
    – City of Oakwood
    – Town of Braselton
    – Georgia Department of Transportation
    – Georgia Mountains Regional Commission
    – Hall Area Transit
    – Hall County
    – Jackson County

12. Upcoming Meeting Date: August 14, 2018
    – Select Next Meeting Location

13. Public Comments
    – Traffic Congestion on Memorial Park Drive, Gainesville
    – Any Other Comments

14. Other
    – 2020 Census: Impact of “Large Urban” Designation for Hall Area Transit

15. Adjourn

If you have a disability or impairment and need special assistance, please contact GHMPO prior to the meeting at 770-297-2625.

POLICY COMMITTEE MEETING

Oakwood City Hall
4035 Walnut Circle, Oakwood, GA 30566
Draft Minutes for February 13, 2018 Meeting

Voting Members Present:
Mayor Lamar Scroggs, City of Oakwood, Chair
Benny Bagwell, Hall County
Mayor Danny Dunagan, City of Gainesville
Commissioner Ralph Richardson, Jr., Jackson County
Mayor Mike Miller, City of Flowery Branch
Charles Robinson, GDOT

Voting Members Absent:

Others Present:
Srikanth Yamala, GHMPO
Sam Baker, GHMPO
Joseph Boyd, GHMPO
Morgan Ewing, Hall County
Stan Brown, City of Oakwood
BR White, City of Oakwood
Chris Rotalsky, City of Gainesville
Matt Tarver, City of Gainesville
Rhonda Brady, City of Gainesville
Angela Sheppard, City of Gainesville
Jeff Gill, Gainesville Times
Ken Rearden, Hall County
Phillippa Lewis Moss, HAT
Kevin McInturff, TCC Chair, Hall County
Bill Andrew, City of Flowery Branch
Adam Ivory, CDM Smith
Richard Fangmann, Pond
Andrew Antweiler, Pond
Ron Osterloh, Pond
Darlene Long, Citizen
Gary McClung, Citizen
Marc Eggers, AccessWDUN

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1. Welcome

Mayor Scroggs called the meeting to order at 10:02 a.m.

2. Approval of November 14, 2017 Meeting Minutes

MOTION: *Mayor Miller made a motion to approve the minutes of the November 14, 2017 Policy Committee meeting, with a second from Mayor Dunagan, and the motion passed by a unanimous vote.*

3. Report from the Technical Coordinating Committee

Mr. McInturff, the Chairperson of the Technical Coordinating Committee, gave a brief recap of the January 16, 2018 TCC meeting, where the TCC voted to recommend approval of the Resolution Supporting the State Targets for Safety as well as the Resolution Adopting the Gainesville-Hall Regional Freight Study Report.

4. Report from the Citizens Advisory Committee

Mr. Baker spoke on behalf of Ms. Renee Gerrell, the Chairperson of the Citizens Advisory Committee (CAC). The CAC voted unanimously to recommend approval of the State Targets for Safety Resolution. The CAC also voted to recommend approval of the resolution adopting the Regional Freight Study Report, with the exception of one member, who did not state reasoning for voting against the resolution.

Mr. Baker stated that the CAC members are requesting that the PC vote on their earlier request to amend the CAC bylaws allowing up to two (2) unexcused absences by a member during a fiscal year before action is taken by the PC Chairperson instead of the currently stated three (3) absences. Mr. Baker stated that according to the CAC bylaws, any proposal to change the CAC bylaws must be on a meeting's agenda as an action item for a vote to occur. Since the proposed bylaw changes were not on the last CAC meeting agenda, staff recommends that they be added to the agenda for the upcoming CAC meeting on April 26th. The PC may then vote on those proposed changes at its next meeting on May 8th. PC members agreed to postpone the vote on these changes until the next meeting in accordance to the procedure stated within the bylaws.

Mr. Baker stated that the CAC also had a discussion regarding a non-elected official being on the Policy Committee (Mr. Bagwell representing Hall County).

Mr. Baker finally spoke of the CAC's request that the North Hall Parkway Study be moved from fiscal year 2022, as currently stated in the draft FY '19 UPWP, up to fiscal year 2019. Mr. Baker stated that further discussion on this action would take place under action item #8.

5. Approval of the Resolution Supporting the State Targets for Safety

Mr. Baker stated that the current transportation legislation called the Fixing America's Surface Transportation Act (FAST Act) directs the U.S. Department of Transportation (USDOT), all state Departments of Transportation (DOT), and all Metropolitan Planning Organizations (MPOs) to establish performance measures and performance targets for various aspects of transportation. They include safety, infrastructure condition, congestion, system reliability, emissions, and freight movement. This is being called "Performance Based Planning and Programming (PBPP)". The goal of PBPP is to be able to quantify the results of transportation investments.

For safety, the Georgia DOT has set a number of performance measures and performance targets. GHMPO is presented with the option to either establish these state targets for the

GHMPO region or set its own targets. USDOT requires that GHMPO establish targets for safety performance by executing a resolution and do so by February 27, 2018. Staff recommended that GHMPO set the same state targets for the GHMPO region similar to the other Georgia MPOs.

MOTION: *Mayor Dunagan made a motion to approve the Resolution supporting the state targets for safety, with a second from Mr. Bagwell, and the motion passed by a unanimous vote.*

6. Approval of a Resolution Adopting the Gainesville-Hall Regional Freight Study Report

Mr. Baker stated that the regional freight study conducted by CDM Smith has been completed, and a study report has been prepared. The report has the following:

- Goals and objectives for a regional freight mobility plan
- Performance measures to assess our freight network
- Assessment of freight trends, opportunities, and needs
- Freight policies
- List of short-term, mid-term, and long-term freight project recommendations for the region

Commissioner Richardson asked for clarity regarding the widening of SR 53 from I-85 to Tapp Wood Road (GH-115) which is listed on page 85 in the study report. He stated that he was under the impression this project was no longer feasible due to the historic markers through the downtown areas of Braselton and Hoschton and would like to have this project removed from the study. He stated that the mayors of both municipalities are no longer in support of the widening and that the region is more interested in exploring a future bypass project instead. Mr. Baker and Mr. Ivory stated that the project was originally included since it is on the GHMPO Regional Transportation Plan but that project # GH-115 could be removed from the Freight Study's project list if the PC desired.

MOTION: *Mayor Dunagan made a motion to approve a Resolution adopting the Gainesville-Hall Regional Freight Study Report on the condition that project # GH-115 be removed from the Long Range Project list within the study. A second vote was given by Commissioner Richardson, and the motion passed. Mayor Miller opposed the motion stating that he would feel more comfortable with removing project # GH-115 with written mayoral support on said action from the Town of Braselton and the City of Hoschton.*

7. Green Street Corridor Study, Phase II

Mr. Fangmann and Mr. Antweiler of Pond & Company presented a study of Green Street. The purpose of this study was to explore ways to alleviate traffic congestion on Green Street and facilitate better traffic movement. In the first phase of the study completed in 2016, the study team analyzed existing conditions and surveyed what lies underneath Green Street including utilities and drainage. With the help of the information gathered in the first phase, the second phase of the study explored various alternatives to improve congestion on Green Street and came up with recommendations for consideration.

8. Review of Draft FY 2019 Unified Planning Work Program

Mr. Boyd presented the Draft FY 2019 Unified Planning Work Program document, which describes the planning projects, studies, and activities that the Gainesville-Hall Metropolitan Planning Organization will undertake in FY 2019 from July 1, 2018 through June 30, 2019. In FY 2019, GHMPO and its planning partners intend to complete the following four planning studies:

1. Dawsonville Highway-McEver Road Connectivity Study
2. Gainesville Trail Connectivity Study
3. South Hall Trail Study
4. Oakwood Citywide Traffic Improvement Study

In addition, GHMPO will assist Jackson County with an update of the Jackson County Transportation Master Plan if the application for funding is approved by the PL Funds Review Committee at GDOT in March 2018. GHMPO will undertake an update of the Gainesville-Hall Regional Transportation Plan in late 2018 to be completed by June 2020.

The draft FY '19 UPWP document has been submitted to the Georgia Department of Transportation, Federal Highway Administration, and Federal Transit Administration for their review and comment. This is the first of two rounds of MPO review and 30-day public comment period this draft UPWP will go through before it is adopted on May 8, 2018.

Mr. Yamala stated that the CAC would like the PC to move up within the UPWP the stated timeframe of the North Hall Parkway Study from fiscal year 2022 to fiscal year 2019. Mayor Miller asked what transportation projects would be bumped or delayed if this study was moved up. Mr. Yamala explained that none of the transportation projects would be bumped since the study would be funded by a grant that is exclusively for planning studies and is separate from the funds available for any road construction projects. Mayor Miller asked for further clarity on whether such a study would affect the timeline of any transportation projects, such as the widening of Spout Springs Road. Mr. Yamala stated that conducting this planning study would have no effect on other transportation construction projects because they are separate activities with separate funding sources. Mr. Baker added that conducting a North Hall Parkway Study would be an additional task for the GHMPO staff on top of the anticipated preparation of the Jackson County Transportation Plan and the GHMPO Regional Transportation Plan update the staff plans to undertake later this year. Mayor Scroggs asked for more information regarding the approximate funding and local match breakdown to be presented at the next Policy Committee meeting to be held on May 8th before a vote to move this study into FY2019 occurs.

9. Jurisdiction and Agency Reports

Representatives shared the status of transportation projects being completed by their jurisdictions: Mr. Bill Andrew for the City of Flowery Branch, Mr. Chris Rotalsky for the City of Gainesville, Mr. Stan Brown for the City of Oakwood, Mr. Kevin McInturff for Hall County, and Mr. Ralph Richardson, Jr. for Jackson County.

10. Public Comments

There were no public comments.

11. Other

There were no other items that were presented for discussion.

12. Upcoming Meeting Date: May 8, 2018

The next Policy Committee meeting will be on Tuesday, May 8, 2018 at the Gainesville Municipal Court Building.

13. Adjourn

There being no other business, the meeting was adjourned at 11:05 a.m.

_____
Mayor Lamar Scroggs, Chairman

_____
Joseph Boyd, Secretary

MEMORANDUM

To: **Policy Committee Members**

From: **Renee Gerrell, CAC Chairperson**

Date: **May 8, 2018**

Re: **Amendment to the Citizens Advisory Committee Bylaws**

The Citizens Advisory Committee (CAC) Bylaws currently state the following under Article VII, Section 6:

"Unless excused by the Chairperson prior to the meeting, any CAC member having three (3) unexplained absences from regular meetings during a fiscal year shall be notified by the Chairperson of the Policy Committee that their attendance is required and request the member confirm their commitment to attend future meetings and to report to the nominating jurisdiction."

At the January 25, 2018 meeting, the CAC voted unanimously to request that the Policy Committee (PC) put to vote the following change to Article VII, Section 6 of the CAC Bylaws:

- Change numbed of unexplained absences allowed per fiscal year from **three (3)** to **two (2)**

However, the above item was not on the January 25th meeting agenda. According to the CAC bylaws, any proposal to change the CAC bylaws must be on a meeting's agenda as an action item for a vote to occur. As a result, the PC did not act on the CAC's recommendation at its last meeting and instead directed CAC to follow proper procedure for future consideration.

RECOMMENDED ACTION: ***Approval of the amendment to the Citizens Advisory Committee Bylaws.***

Attachment: Citizens Advisory Committee Bylaws

GAINESVILLE-HALL METROPOLITAN PLANNING ORGANIZATION
CITIZENS ADVISORY COMMITTEE
BYLAWS

Article I

Section I
Name

The name of this organization shall be the Citizens Advisory Committee of the Gainesville-Hall Metropolitan Planning Organization.

Section II
Origin

This Committee is created by the Policy Committee of the Gainesville-Hall Metropolitan Planning Organization.

Article II
Purpose

The Citizens Advisory Committee (CAC) of the Gainesville-Hall Metropolitan Planning Organization (GHMPO) shall advise the GHMPO Policy Committee on matters of public opinion from individual citizens and citizen groups regarding transportation within the GHMPO's planning area.

Article III
Members

The CAC shall be composed of not more than nineteen interested citizens representing a broad section of the population within the planning area.

The at-large citizens shall be appointed as follows:

1. The Hall County Board of Commissioners shall appoint 8 members,
2. The Gainesville City Council shall appoint 5 members,
3. The Oakwood City Council shall appoint 2 members,
4. The Flowery Branch City Council shall appoint 2 members,
5. The Braselton Town Council shall appoint 1 member, and
6. The Jackson County Board of Commissioners shall appoint 1 member.

The term of citizen members of the committee shall be three years with no limit on the number of terms a member may serve. Citizen appointees shall rotate on separate cycles of three-year

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terms. The terms of members shall begin on the first meeting of the fiscal year.

Any citizen or organizational vacancy on CAC membership shall be filled by the appointment of a new member by the local jurisdiction from which the vacancy occurs. Appointments to fill vacancies shall be for the unexpired term.

Article IV
Duties

1. Provide general advice to the Policy Committee concerning the citizens' viewpoint on matters related to transportation.
2. Review recommendations of the Technical Coordinating Committee concerning the various work elements, annual documents, and long-range plans and systems, prior to submission to the Policy Committee.
3. Serve as a liaison to the general citizenry for the exchange of information relating to the transportation needs in the Gainesville-Hall Metropolitan Planning Organization area.

Article V
Organization

1. The officers shall consist of Chairperson, Vice Chairperson, and Secretary.
2. The Chairperson and Vice Chairperson shall be elected annually by the membership of the Citizens Advisory Committee at the first meeting of the fiscal year.
3. The Chairperson and Vice Chairperson may succeed themselves with no limitation on the number of terms, except that such term shall not continue in the event the Chairperson or Vice Chairperson becomes ineligible for membership on the Citizens Advisory Committee.
4. Officer vacancies shall be filled by election by the committee members, at the next regular meeting after the vacancy occurs, for the unexpired term.
5. The Chairperson and Vice Chairperson may be removed from office by a majority vote of all the voting members of the Citizens Advisory Committee.
6. The Committee may establish sub-committees as needed from within the membership of the Citizens Advisory Committee. Each

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sub-committee shall select its Chairperson. Sub-Committees shall meet as determined by the Chairperson of said sub-committee.

7. The Director of the Gainesville-Hall County Metropolitan Planning Organization (GHMPO), or another member of the GHMPO staff designated by the Director, shall be the Secretary.

Article VI
Duties of Officers

1. Chairperson shall:

   a. Preside at all meetings of the Citizens Advisory Committee.

   b. Authenticate, by his/her signature, all minutes and resolutions recommended by the Citizens Advisory Committee.

   c. Serve as a non-voting member of the Policy Committee.

2. Vice Chairperson shall perform the duties of the Chairperson in his/her absence and serve as a non-voting member of the Technical Coordinating Committee.

3. In the absence of the Chairperson and Vice Chairperson, a temporary Chairperson shall be selected by the members present.

4. Secretary shall notify members of meetings; prepare the meeting minutes and attendance; prepare required reports; distribute and maintain approved minutes of meetings; and such other duties as required or directed by the Chairperson.

Article VII
Meetings

1. The regular meetings of the Citizens Advisory Committee shall be on the last Thursday of February, April, July, and October at 4:00 p.m. or at an hour set by the committee, at the Hall County Government Center in Gainesville, unless otherwise specified.

2. Notices, with proposed agendas and other relevant materials, of regular meetings shall be distributed at least one week in advance of the meeting date. Should there be no business to

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come before the committee, the meeting shall be canceled by written notice one week prior to the planned meeting date.

3. For business to be transacted, there must be a quorum of voting members, and such a quorum consists of eight (8) of the currently appointed voting members.

4. Approval of any action shall require a majority vote of the members present and voting, unless prescribed otherwise in these bylaws. All references in these bylaws to a "majority vote" shall mean the majority of the members present and voting.

5. All voting committee members, except for the Chairperson, shall have full voting privileges. The Chairperson shall vote only when necessary to break voting ties.

6. Unless excused by the Chairperson prior to the meeting, any CAC member having ~~three (3)~~ two (2) unexplained absences from regular meetings during a fiscal year shall be notified by the Chairperson of the Policy Committee that their attendance is required and request the member confirm their commitment to attend future meetings and to report to the nominating jurisdiction.

7. In the event an important issue arises that must be decided before the next scheduled committee meeting, a special (emergency) telephone solicitation may be made to act on such unanticipated matters. This method shall be used only in extreme cases. (See Article VIII.)

Article VIII
Emergency Committee Meeting Procedure

An emergency is defined as a sudden and unexpected turn of events requiring immediate action. In case of emergency, notice of such meeting shall be given to each committee member as far in advance of the meeting as possible and by the most direct means of communications. Written notice of any meeting shall state the date, time, and place of the meeting, a brief description of the agenda for the meeting, and shall be provided in accordance with the requirements of Georgia law and the GHMPO Public Participation Plan. An emergency vote would still require the regular public comment periods for adoption of the Long-Range Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, and Public Participation Plan and for amendments to them.

Telephonic or electronic voting and participation shall be permitted. The meeting will be held in a designated public

place. Notice of the meeting will meet MPO public participation process noticing requirements. All materials made available to the MPO will be made available to persons attending the meeting. Individuals who are not on the MPO committees and who plan to speak at a meeting, including invited guests, are to submit copies of testimony and handouts 24 hours before the meeting to enable MPO members to review the materials in advance. When telephonic meetings are held, a roll call vote will be conducted, so the vote of each official voting member can be acknowledged and recorded.

Emergency sessions should be afforded the most appropriate and effective notice under the circumstances. Special meetings should have at least 24-hour notice to the public, with the meeting agenda posted on the GHMPO website, www.ghmpo.org, and use press releases and/or phone calls to The Gainesville Times and other local media.

Article IX
Rules of Order

The Committee shall conduct business in an orderly way. Robert's Rules of Order Newly Revised (11th Edition), or subsequent edition, may be used as guidelines but are not binding on the Committee.

Article X
Amendment of Bylaws

The Committee may recommend amendments of the bylaws to improve the Committee's overall performance. Notice of the intent to revise the bylaws must be given in the agenda prior to the meeting at which the amendment will be discussed. A majority vote of the entire voting membership shall be required for the amendment of the bylaws to be forwarded to the GHMPO Policy Committee for its review and approval. The Policy Committee must approve the amendment prior to it becoming effective. In any event the bylaws and organizational framework are bound to the parameters established in the Designation Resolutions from Hall County and the Cities of Flowery Branch, Gainesville, and Oakwood (October – December 2002) that endorsed the Hall County Planning Department to serve as the GHMPO.

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Adopted by the GHMPO Policy Committee this 8th day of May 2018.

_____
Lamar Scroggs, Chairman
Gainesville-Hall MPO Policy Committee

Attest

_____
Srikanth Yamala, Director
Gainesville-Hall MPO

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MEMORANDUM

To: **Policy Committee Members**

From: **Joseph Boyd, Transportation Planner**

Date: **May 8, 2018**

Re: **FY 2018 Unified Planning Work Program Amendment**

An application requesting federal transportation planning funds for the Jackson County Transportation Master Plan Update was submitted to the PL Funds Review Committee at the Georgia Department of Transportation. The project has been awarded a grant of $32,805 with a local match/lump sum payment by Jackson County of $142,195. PL funds may only be applied for studies conducted within a metropolitan planning area. Therefore, the amount awarded reflects the portion of Jackson County residents who reside within the GHMPO planning area.

This draft amendment to the FY 2018 Unified Planning Work Program moves the Jackson County Transportation Master Plan Update from the unfunded list of projects on page 29 into the funded Special Transportation Studies under Task 4, Sub-Element 4.6 on page 22. This movement is reflected in the budget tables on pages 31 and 33.

RECOMMENDED ACTION: ***Approval of the resolution amending the FY 2018 Unified Planning Work Program***

Attachment: Draft FY 2018 Unified Planning Work Program Amendment

FY 2018

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.

Prepared by the Gainesville-Hall Metropolitan Planning Organization

In cooperation with

Hall Area Transit

Georgia Department of Transportation

Federal Highway Administration

Federal Transit Administration

Hall County Government

GHMPO

Adoption: May 2, 2017
Amendment: May 8, 2018

A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Amending the FY 2018 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, Fixing America's Surface Transportation (FAST) Act 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 amends the FY 2018 Unified Planning Work Program for the period from July 1, 2017 to June 30, 2018.

A motion was made by PC member _____ and seconded by PC member _____ and approved this the 8th of May, 2018.

_____
Mayor Lamar Scroggs, Chair
GHMPO Policy Committee

Subscribed and sworn to me this the 8th of May, 2018.

_____
Notary Public

My commission expires _____

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INTRODUCTION

A. Purpose of the Unified Planning Work Program

The Fiscal Year 2018 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, 2017 through June 30, 2018. The document is organized into five major sections as follows:

1. Administration
2. Public Involvement
3. Data Collection
4. System Planning
5. Proposed Funding Source By Task

The five 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 20-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. FAST Act Planning Factors

The transportation planning process must explicitly address the eleven planning factors identified by 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 FAST Act which was signed into law on December 4, 2015. It encourages MPOs to address the planning factors listed above when solving current and future transportation issues.

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C. Planning Emphasis Areas (PEAs)

On April 23, 2014, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly issued the Planning Emphasis Areas (PEAs), which include transition to performance based planning and programming as per FAST Act, 23 CFR 450 Subpart C, 23 CFR 420 Subpart A, and 49 CFR Subtitle A, 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 FAST Act federal transportation regulations and guidelines outline planning emphasis areas as (1) FAST Act Implementation, (2) Regional Models of Cooperation, and (3) Ladders of Opportunity. MPOs are required to include these emphasis areas in the FY 2018 UPWP. The GHMPO transportation planning process will include the following planning emphasis areas addressed in the UPWP work elements as listed below:

- FAST Act Implementation – Transition to performance-based planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed towards the achievement of transportation system performance outcomes. GHMPO will address this planning emphasis area by coordinating and collaborating with GDOT, FHWA, and FTA on establishment of performance measures, and then collect and compile the necessary data to measure such performance. In addition, GHMPO will address this planning emphasis area through the implementation of the following UPWP work elements:

    - *4.4 Long-Range Plan* – Continue to manage the implementation of the transportation projects in the 2040 RTP update.
    - *4.5 Transportation Improvement Program* – Amend the TIP, as necessary.

- Regional Models of Cooperation - Ensure a regional approach to transportation planning by promoting cooperation and coordination across transit agency, local government, and MPO boundaries to improve the effectiveness of transportation decision making. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability and commerce across boundaries. GHMPO will address this planning emphasis area by coordinating and collaborating with the Atlanta Regional Commission through interagency consultation and development of performance measures for the region. GHMPO will further work with neighboring local governments on projects that cross jurisdictional boundaries. In addition, GHMPO will address this planning emphasis area through the implementation of the following UPWP work elements:

    - *1.1 Operations and Administration* – Provide opportunities for an open and inclusive process assuring continuing, comprehensive, and cooperative decision making with all jurisdictions in the GHMPO planning area. 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.
    - *4.1 Intermodal Planning* – Pursue Hall County Trails Initiative with the citizen initiated trails group. Work with Hall Area Transit on transit expansion or improvement initiatives.

- Ladders of Opportunity – Access to essential services. GHMPO, along with Hall Area Transit, will identify transportation connectivity gaps in accessing essential services such as employment, healthcare, schools/education and recreation. In addition, GHMPO will address this planning emphasis area through the implementation of the following UPWP work elements:

  - *1.1 Operations and Administration* – Provide opportunities for an open and inclusive process assuring continuing, comprehensive, and cooperative decision making with all jurisdictions in the GHMPO planning area.
  - *2.1 Community Outreach/Education* – Research potential procedures to evaluate the effects of development and transportation investments on communities including environmental justice issues. Continue to explore ways to make the GHMPO transportation planning process more transparent and inclusionary.
  - *4.1 Intermodal Planning* – Pursue Hall County Trails Initiative with the citizen initiated trails group. Work with Hall Area Transit on transit expansion or improvement initiatives.

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). FAST Act, 23 CFR 450 Subpart C, 23 CFR 420 Subpart A, and 49 CFR Subtitle A, 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.

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. GHMPO's Planning Priorities in FY 2018

The GHMPO will work towards the following 11 planning priorities in FY 2018:

1. Amend the Regional Transportation Plan through agency, stakeholder, and public coordination, as necessary.
2. Amend the Transportation Improvement Program, as necessary.
3. Provide a more integrated multimodal and intermodal transportation system that increases travel options by prioritizing transit, pedestrian, and bicycle travel throughout the region.
4. Maintain and improve transportation system safety and security for motorists, transit riders, pedestrians, and bicyclists.
5. Take steps to continually monitor and maintain the transportation system.
6. Develop a transportation system that conserves energy, maintains the attainment of air quality standards, protects the natural environment and minimizes adverse impacts.
7. Provide a transportation system that provides for the movement of people and goods safely and efficiently and advances the region's economic competitiveness.
8. Develop a transportation system that is efficient by integrating transportation planning with land use decisions and other comprehensive planning tools.
9. Complete the Regional Freight Study undertaken in FY 2017.
10. Complete the second phase of Green Street Corridor Study undertaken in FY 2017.
11. Undertake an update of the Jackson County Transportation Master Plan.

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.

Previous Work

- In FY 2017, the three GHMPO committees had three 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 and current projects to local jurisdictions.
- GHMPO was an active member of the Association of Metropolitan Planning Organizations (AMPO).
- GHMPO cooperated with GDOT on an audit of local match for federal planning grant.

Project Description

- 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 7 through 11.

Product

- GHMPO committee meeting agendas and minutes
- Quarterly FY 2018 Reports and an Annual Performance Report FY 2018
- Accounting narratives and invoices

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Operations and administration

TARGET START AND END DATES	7/1/2017 - 6/30/2018	**LEAD AGENCY**	GHMPO

FUNDING SOURCE	AMOUNT
FHWA (80%)	$138,194.37
LOCAL IN-KIND MATCH (20%)	$34,548.59
TOTAL	**$172,742.96**

DRAFT

TASK # 1: ADMINISTRATION

Sub-Element 1.2: Training/Employee Education

Objective

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

Previous Work

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

- 2016 Association of Metropolitan Planning Organizations Annual Conference in Fort Worth, Texas - attended by Sam Baker and Joseph Boyd
- 2016 Georgia Planning Association Fall Conference in Augusta, Georgia - attended by Sam Baker and Joseph Boyd
- 2017 American Planning Association National Conference in New York - attended by Srikanth Yamala
- Georgia Walks Summit in Macon, Georgia - attended by Sam Baker and Joseph Boyd
- GAMPO annual meeting in Atlanta, Georgia - attended by Sam Baker, Srikanth Yamala, and Joseph Boyd
- GAMPO meeting in Albany, Georgia – attended by Sam Baker and Joseph Boyd

Project Description

- Staff plans to attend the 2017 Association of Metropolitan Planning Organizations Annual Conference in Savannah, Georgia.
- Staff plans to attend the 2018 American Planning Association National Conference in New Orleans, Louisiana.
- Staff plans to attend the fall and spring conferences of the Georgia Planning Association in Columbus and Gainesville, Georgia.
- Staff may attend other transportation related conferences, seminars and courses including those offered by the 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 7 through 11.

Product

- Ongoing staff improvement and education

DRAFT

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Training and employee education

TARGET START AND END DATES	7/1/2017 – 6/30/2018	**LEAD AGENCY**	GHMPO

FUNDING SOURCE	AMOUNT
FHWA (80%)	$18,000.00
LOCAL IN-KIND MATCH (20%)	$4,500.00
TOTAL	**$22,500.00**

DRAFT

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.

Previous Work

- Office supplies (envelopes, folders, appointment books, pens, name badges, and calendar) were acquired.

Project Description

- Maintain computer systems and other office equipment used by the MPO in line with relevant transportation planning activities.
- Purchase a laptop computer and a projector.
- Task # 1.3 will address GHMPO planning priority numbers 7 through 11.

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	7/1/2017 – 6/30/2018	LEAD AGENCY	GHMPO

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

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 2018 UPWP.
- Take into consideration MPO progress made on FY 2017 UPWP.
- Develop and draft final UPWP.

Previous Work

- Developed FY 2018 UPWP and annual budget.
- Submitted GHMPO's FY 2017 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 2018 UPWP, per the Participation Plan.
- Draft UPWP was posted on the GHMPO website for public review.

Project Description

- Identify transportation planning work tasks and sub-elements, prepare descriptive narrative and cost estimate for each sub-element, and coordinate input for the FY 2018 UPWP.
- Amend FY 2018 UPWP, as needed.
- Consider Planning Emphasis Areas (PEAs) under each work task.
- Task # 1.4 will address GHMPO planning priority numbers 1 through 6.

Product

- Adopted FY 2019 UPWP by June 2018

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	UPWP

TARGET START AND END DATES	7/1/2017 – 6/30/2018	**LEAD AGENCY**	GHMPO

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

TASK # 2: PUBLIC INVOLVEMENT

Sub-Element 2.1: Community Outreach/Education

Objective

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

Previous Work

- 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 Martin Road Corridor Study Stakeholder Committee, on transportation issues.
- Updated and maintained a website on MPO activities.
- Communicated with the Martin Road community and the stakeholder committee via website, e-mail, and telephone on Martin Road corridor analysis.
- Organized a public meeting with the Martin Road community to discuss and seek community input on alternatives to Martin Road widening and alternative connections between I-985 and SR 53.
- Held Hall Area Transit (HAT) driver workshop and public information sessions to seek input on HAT Transit Development Plan.
- Formed a Freight Advisory Committee as part of the Regional Freight Study. Communicated via email and held meetings with the Freight Advisory Committee regarding regional freight issues.
- 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.

Project Description

- 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 the GHMPO website.
- 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 2040 RTP update.
- Continue to explore ways to make the GHMPO transportation planning process more transparent and inclusionary.
- Task # 2.1 will address GHMPO planning priority numbers 1 through 6.

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	7/1/2017 – 6/30/2018	**LEAD AGENCY**	GHMPO

FUNDING SOURCE	AMOUNT
FHWA (80%)	$8,000.00
LOCAL IN-KIND MATCH (20%)	$2,000.00
TOTAL	**$10,000.00**

DRAFT

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.

Previous Work

- Applied 2010 base year and 2040 future year socioeconomic data from the Gainesville-Hall Regional Transportation Plan: 2015 Update in Hall County's comprehensive plan update.
- Coordinated with ARC on air quality modeling for emission analysis and air quality conformity determination.

Project Description

- Monitor socioeconomic data, and update, as necessary.
- Continue to assist in the update of the Hall County comprehensive plan by incorporating the transportation analysis and recommendations from the RTP update.
- Receive input on land use from the Hall County comprehensive plan update process.
- 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.
- Task # 3.1 will address GHMPO planning priority numbers 1 through 6.

Product

- Updated existing and future land use maps of Hall County by June 2018

DRAFT

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Data review and update

TARGET START AND END DATES	7/1/2017 – 6/30/2018	**LEAD AGENCY**	GHMPO

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

DRAFT

TASK # 4: SYSTEM PLANNING

Sub-Element 4.1: Intermodal Planning

Objective

- Plan for intermodal modes of transportation.

Previous Work

- Initiated Hall County Trails Initiative to implement the recommendations of the bicycle and pedestrian plan leading to the grand opening of the Chicopee section of the Highlands to Islands Trails in Hall County.
- Met with Gwinnett County officials and its consultants for Gwinnett County's transportation plan update to coordinate intermodal planning initiatives between Gwinnett County and GHMPO.
- Developed a 5-year Transit Development Plan for Hall Area Transit with recommendations for fleet, service enhancement, and service expansion.

Project Description

- Pursue Hall County Trails Initiative with the citizen initiated trails group.
- Work with Hall Area Transit on transit expansion or improvement initiatives.
- Task # 4.1 will address GHMPO planning priority numbers 4, 7, and 8.

Product

- Assistance to local governments on trails grant applications
- Gainesville Connection and Hall Area Transit service expansion/enhancement

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Intermodal planning

TARGET START AND END DATES	7/1/2017 – 6/30/2018	**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 4.2: GIS & Model Development and Applications

Objective

- Develop and update travel demand and air quality models for long-range of transportation plan.
- Apply GIS to develop maps for transportation plans and studies.

Previous Work

- Analyzed the U.S. Department of Transportation's proposed rules on MPO coordination and planning area reform using GIS.
- Developed GIS maps for freight study.
- Conducted sidewalk inventory using GIS.
- Updated Hall County and Jackson County crash profiles, mapped crashes, and identified high crash locations.
- Analyzed share of population among the local governments in the GHMPO planning area.
- Developed maps for proposed Exit 14 interchange on I-985 and Martin Road corridor analysis.
- Developed maps to assist a citizens group explore alternatives for a bypass in north Hall County.

Project Description

- Review and provide the outputs of the travel demand models, as necessary.
- Create GIS maps, as necessary, for analysis.
- Task # 4.2 will address GHMPO planning priority numbers 7 through 11.

Product

- Travel demand model outputs and GIS maps by June 2018

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

TARGET START AND END DATES	7/1/2017 – 6/30/2018	**LEAD AGENCY**	GDOT

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

DRAFT

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 2040 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.

Previous Work

- Implemented the transportation projects in the 2016-2019 Transportation Improvement Program from the 2040 RTP update.
- Amended the RTP, per request from GDOT, to add projects for funding and implementation.

Project Description

- Continue to manage the implementation of the transportation projects in the 2040 RTP update.
- Task # 4.3 will address GHMPO planning priority number 1.

Product

- Gainesville-Hall Regional Transportation Plan: 2015 Update project implementation (ongoing)

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Long-range planning

TARGET START AND END DATES	7/1/2017 – 6/30/2018	**LEAD AGENCY**	GHMPO

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

DRAFT

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 and other related transportation studies.
- The development and adoption of a TIP with a five-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.

Previous Work

- Attended quarterly pre-construction project meetings at the GDOT District 1 Office.
- Coordinated with GDOT and local jurisdictions on project status and dollar amounts.
- Added committee approved amendments and administrative modifications to the 2016-2019 TIP while coordinating with ARC on the impact of conformity modeling.

Project Description

- Amend the TIP, as necessary.
- Task # 4.4 will address GHMPO planning priority number 2.

Product

- 2016-2019 TIP amendments by June 2018

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Transportation Improvement Program

TARGET START AND END DATES	7/1/2017 – 6/30/2018	**LEAD AGENCY**	GHMPO

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

DRAFT

TASK # 4: SYSTEM PLANNING

Sub-Element 4.5: Special Transportation Studies (Original PL Formula Grant)

Objective

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

Previous Work

- The City of Gainesville completed the first phase of Green Street corridor study identifying what exists underneath the street.
- The City of Gainesville undertook the second phase of Green Street corridor study to identify strategies to reduce traffic congestion.
- GHMPO undertook a regional freight study to identify specific freight projects for the region.
- GHMPO assisted the City of Flowery Branch conduct the Mitchell Street conceptual study to improve this street.

Project Description

- Manage and oversee the completion of the second phase of Green Street corridor study by Pond and Company. The study itself is being funded with a grant from the PL Fund Review Committee in the FY 2017 UPWP.
- Manage and oversee the completion of the regional freight study by CDM Smith. The study itself is being funded with a grant from the PL Fund Review Committee in the FY 2017 UPWP.
- Task # 4.6 will address GHMPO planning priority numbers 3, 4, and 5.

Product

- GHMPO Regional Freight Study by December 2017
- Green Street Corridor Study, 2nd Phase by December 2017

TRANSPORTATION RELATED PLANNING ACTIVITY	
ORGANIZATION	ACTIVITY
GHMPO	Freight Study
City of Gainesville	Green Street Corridor Study

TARGET START AND END DATES	7/1/2017 – 6/30/2018	**LEAD AGENCY**	GHMPO

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

TASK # 4: SYSTEM PLANNING

Sub-Element 4.6: Special Transportation Studies (PL Funds Review Committee Award)

Objective

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

Previous Work

- None.

Project Description

- Task # 4.6.1 - Manage and oversee the Dawsonvile Highway-McEver Road Connectivity Study, to be conducted by a consultant, in association with and for the City of Gainesville. The study itself is being funded with a grant from the PL Fund Review Committee in the FY 2018 UPWP.
- Task # 4.6.2 - Manage and oversee the Gainesville Trail Connectivity Study, to be conducted by a consultant, in association with and for the City of Gainesville. The study itself is being funded with a grant from the PL Fund Review Committee in the FY 2018 UPWP.
- Task # 4.6.3 - Manage and oversee the South Hall Trail Study, to be conducted by a consultant, in association with and for the City of Flowery Branch, City of Oakwood, and Hall County. The study itself is being funded with a grant from the PL Fund Review Committee in the FY 2018 UPWP.
- Task # 4.6.4 - Manage and oversee the Oakwood Citywide Traffic Improvement Study, to be conducted by a consultant, in association with and for the City of Oakwood. The study itself is being funded with a grant from the PL Fund Review Committee in the FY 2018 UPWP.
- Task # 4.6.5 - Manage and oversee the Jackson County Transportation Master Plan Update, to be conducted by a consultant, in association with and for Jackson County. A portion of the study is being funded with a grant from the PL Fund Review Committee in the FY 2018 UPWP.
- Tasks # 4.6.1, 4.6.2, 4.6.3, 4.6.4, and 4.6.5 will address GHMPO planning priority numbers 3, 4, and 5.

Product

- Dawsonville Highway-McEver Road Connectivity Study by December 2018
- Gainesville Trail Connectivity Study by December 2018
- South Hall Trail Study by December 2018
- Oakwood Citywide Traffic Improvement Study by December 2018
- Jackson County Transportation Plan Update by December 2019

TRANSPORTATION RELATED PLANNING ACTIVITY	
ORGANIZATION	ACTIVITY # 4.6.1
GHMPO	Dawsonvile Highway-McEver Road Connectivity Study

TARGET START AND END DATES	12/15/2017 – 12/31/2018	**LEAD AGENCY**	GHMPO

FUNDING SOURCE	AMOUNT
FHWA (80%)	$160,000.00
LOCAL CASH MATCH (20%)	$40,000.00
TOTAL	**$200,000.00**

TRANSPORTATION RELATED PLANNING ACTIVITY	
ORGANIZATION	ACTIVITY # 4.6.2
GHMPO	Gainesville Trail Connectivity Study

TARGET START AND END DATES	12/15/2017 – 12/31/2018	**LEAD AGENCY**	GHMPO

FUNDING SOURCE	AMOUNT
FHWA (80%)	$96,000.00
LOCAL CASH MATCH (20%)	$24,000.00
TOTAL	**$120,000.00**

TRANSPORTATION RELATED PLANNING ACTIVITY	
ORGANIZATION	ACTIVITY # 4.6.3
GHMPO	South Hall Trail Study

TARGET START AND END DATES	12/15/2017 – 12/31/2018	**LEAD AGENCY**	GHMPO

FUNDING SOURCE	AMOUNT
FHWA (80%)	$120,000.00
LOCAL IN-KIND MATCH (20%)	$30,000.00
TOTAL	**$150,000.00**

DRAFT

TRANSPORTATION RELATED PLANNING ACTIVITY	
ORGANIZATION	ACTIVITY # 4.6.4
GHMPO	Oakwood Citywide Traffic Improvement Study

TARGET START AND END DATES	12/15/2017 – 12/31/2018	**LEAD AGENCY**	GHMPO

FUNDING SOURCE	AMOUNT
FHWA (80%)	$80,000.00
LOCAL CASH MATCH (20%)	$20,000.00
TOTAL	**$100,000.00**

TRANSPORTATION RELATED PLANNING ACTIVITY	
ORGANIZATION	ACTIVITY # 4.6.5
GHMPO	Jackson County Transportation Master Plan Update

TARGET START AND END DATES	4/1/2018 – 12/31/2019	**LEAD AGENCY**	GHMPO

FUNDING SOURCE	AMOUNT
FHWA (18.74%)	$32,805.00
LOCAL CASH MATCH (81.26%)	$142,195.00
TOTAL	**$175,000.00**

DRAFT

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 2018.

Previous Work

- Developed the transit section in the 2018 UPWP and presented to the GHMPO committees.
- Adopted the 2018 UPWP on May 2, 2017.
- Attended the 2016 AMPO conference in Fort Worth, Texas by Sam Baker and Joseph Boyd.
- Managed the FY 2017 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 2018 Section 5303 contract to GDOT.
- GHMPO retained its membership of the Georgia Transit Association.
- GHMPO became a member of the Association of Metropolitan Planning Organizations.

Project Description

- Provide transit planning administration and assistance to HAT.
- Continue coordination with HAT in developing the transit work element for the FY 2018 UPWP.
- Participate and present transit related information and activities before municipalities and/or appropriate committees.
- Task # 5.1 will address GHMPO planning priority numbers 2, 5, 6, and 7.

Product

- Section 5303 grant application by November 2017
- 2016-2019 TIP amendments, as necessary, by June 2018
- Transit section of FY 2018 UPWP by June 2018
- Accounting report at the end of each fiscal quarter

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Program Support & Administration

TARGET START AND END DATES	7/1/2017 – 6/30/2018	**LEAD AGENCY**	GHMPO

DRAFT

FUNDING SOURCE	AMOUNT
FTA	$63,223.00
STATE 5303 MATCH	$7,902.87
LOCAL CASH MATCH	$7,902.88
TOTAL	**$79,028.75**

DRAFT

TASK # 5: TRANSIT PLANNING

Sub-Element 5.2: Long Range Transportation Planning (Project Level) (FTA ALI Code 44.23.02)

Objective

- Develop and keep current the transit portion of the Gainesville-Hall Regional Transportation Plan.
- Address the eight FAST Act Planning Factors and Planning Emphasis Areas through this plan.

Previous Work

- Managed the implementation of the projects in the 2016-2019 Transportation Improvement Program to implement the transit recommendations of the Gainesville-Hall Regional Transportation Plan (RTP).
- Prepared a five-year Transit Development Plan included recommendations for:
  - Fixed route expansion in years 1 through 5
  - Fixed route improvements in years 1 through 5
  - Capital procurement (fare boxes, security systems, passenger apps, etc.) in years 1 through 5
  - Express bus service to Atlanta
  - Paratransit bus service route improvements in years 1 through 5
  - Paratransit vehicle procurement (fare boxes, security systems, passenger apps, etc.)

Project Description

- Amend the transit sections of the RTP, as necessary.
- Task # 5.2 will address GHMPO planning priority numbers 1 and 6.

Product

- Amended RTP by June 2018

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Long Range Transportation Planning (Project Level)

TARGET START AND END DATES	7/1/2017 – 6/30/2018	LEAD AGENCY	GHMPO

FUNDING SOURCE	AMOUNT
FTA	$4,000.00
STATE 5303 MATCH	$500.00
LOCAL CASH MATCH	$500.00
TOTAL	**$5,000.00**

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.

Previous Work

- Adopted 2018-2021 TIP incorporating Hall Area Transit projects.

Project Description

- Amend the 2018-2021 TIP, as necessary.
- Task # 5.3 will address GHMPO planning priority number 2.

Product

- Transit section of the 2018-2021 TIP by June 2018

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Transportation Improvement Program

TARGET START AND END DATES	7/1/2017 – 6/30/2018	**LEAD AGENCY**	GHMPO

FUNDING SOURCE	AMOUNT
FTA	$4,000.00
STATE 5303 MATCH	$500.00
LOCAL CASH MATCH	$500.00
TOTAL	**$5,000.00**

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GHMPO Business Plan

Objective

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

Anticipated Products

Product	Cost Estimate	Date of Completion
2045 Socioeconomic Data Update	$25,000	FY 2019
Regional Transportation Plan: 2020 Update	$250,000	FY 2020
Economic Impact of Local Transportation Programs/Projects Study	$50,000	FY 2021
North Hall Parkway Study	$100,000	FY 2022
Gainesville Transportation Plan Update	$150,000	FY 2023

GHMPO Five-Year Funding Plan					
	FY 2018	**FY 2019**	**FY 2020**	**FY 2021**	**FY 2022**
FHWA Allocation	$211,194.37	$215,322.20	$217,475.42	$219,650.18	$221,846.68
FHWA PL Apply	$488,805.00	$200,000.00	$250,000.00	$50,000.00	$100,000.00
FTA Allocation	$71,223.00	$71,935.23	$72,654.58	$73,381.13	$74,114.94
State Match	$8,902.87	$8,991.90	$9,081.82	$9,172.64	$9,264.36
Local Match	$235.097.88	$8,991.90	$9,081.82	$9,172.64	$9,264.36
Total Revenue	**$1,015,223.12**	**$505,241.23**	**$558,293.64**	**$361,376.58**	**$414,490.34**
Contracts	$745,000.00	$200,000.00	$250,000.00	$50,000.00	$100,000.00
Staff/Direct	$270,223.12	$305,241.23	$308,293.64	$311,376.58	$314,490.34
Total Expenditures	**$1,015,223.12**	**$505,241.23**	**$558,293.64**	**$361,376.58**	**$414,490.34**

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

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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	138,194.37	0	138,194.37	0	0	0	34,548.59*	172,742.96
PL	1.2	Training/Employee Education	18,000.00	0	18,000.00	0	0	0	4,500.00*	22,500.00
PL	1.3	Equipment & Supplies	2,000.00	0	2,000.00	0	0	0	500.00*	2,500.00
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	Special Transportation Studies	10,000.00	0	10,000.00	0	0	0	2,500.00*	12,500.00
PL	4.6.1	Dawsonville Hwy-McEver Rd Study	160,000.00	0	160,000.00	0	0	0	40,000.00	200,000.00
PL	4.6.2	Gainesville Trail Connectivity Study	96,000.00	0	96,000.00	0	0	0	24,000.00	120,000.00
PL	4.6.3	South Hall Trail Study	120,000.00	0	120,000.00	0	0	0	30,000.00*	150,000.00
PL	4.6.4	Oakwood Citywide Traffic Imp. Study	80,000.00	0	80,000.00	0	0	0	20,000.00	100,000.00

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PL	4.6.5	Jackson County Transportation Master Plan Update	32,805.00	0	32,805.00	0	0	0	142,195.00	175,000.00
PL	**1.1 - 4.6**	**Total**	**699,999.37**	**0**	**699,999.37**	**0**	**0**	**0**	**308,993.59**	**1,098,021.71**

* In-kind local match

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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	63,223.00	63,223.00	7,902.87	7,902.87	7,902.88	79,028.75
5303	5.2	Long Range Planning	4,000.00	4,000.00	500.00	500.00	500.00	5,000.00
5303	5.3	TIP	4,000.00	4,000.00	500.00	500.00	500.00	5,000.00
5303	**5.1 - 5.3**	**Total**	**71,223.00**	**71,223.00**	**8,902.87**	**8,902.87**	**8,902.88**	**89,028.75**

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FY 2018 Total Budget

GHMPO's total budget for FY 2018 is **$1,098,021.71** from all the sources:

	PL Funds ($)			Section 5303 Funds ($)				
Work Elements	Budget Amount (100%)	FHWA (80%)	Local Match (20%)	Budget Amount (100%)	FTA (80%)	GDOT Match (10%)	Local Match (10%)	Total Budget Amount ($)
1.0 Administration								
1.1 Operations and Administration	172,742.96	138,194.37	34,548.59	0.00	0.00	0.00	0.00	172,742.96
1.2 Training/Employee Education	22,500.00	18,000.00	4,500.00	0.00	0.00	0.00	0.00	22,500.00
1.3 Equipment and Supplies	2,500.00	2,000.00	500.00	0.00	0.00	0.00	0.00	2,500.00
1.4 UPWP	12,500.00	10,000.00	2,500.00	0.00	0.00	0.00	0.00	12,500.00
Work Element 1.0 Total	**210,242.96**	**168,194.37**	**42,048.59**	**0.00**	**0.00**	**0.00**	**0.00**	**210,242.96**
2.0 Public Involvement								
2.1 Community Outreach/Education	10,000.00	8,000.00	2,000.00	0.00	0.00	0.00	0.00	10,000.00
Work Element 2.0 Total	**10,000.00**	**8,000.00**	**2,000.00**	**0.00**	**0.00**	**0.00**	**0.00**	**10,000.00**
3.0 Data Collection								
3.1 Socioeconomic Data	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	6,250.00
Work Element 3.0 Total	**6,250.00**	**5,000.00**	**1,250.00**	**0.00**	**0.00**	**0.00**	**0.00**	**6,250.00**
4.0 System Planning								
4.1 Intermodal Planning	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	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	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	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	6,250.00
4.5 Special Transportation Studies (Original Grant)	12,500.00	10,000.00	2,500.00	0.00	0.00	0.00	0.00	12,500.00
4.6 Special Transportation Studies (Additional Award)	745,000.00	488,805.00	256,195.00	0.00	0.00	0.00	0.00	745,000.00
Work Element 4.0 Total	**782,500.00**	**518,805.00**	**263,695.00**	**0.00**	**0.00**	**0.00**	**0.00**	**782,500.00**
5.0 Transit Planning								
5.1 Program Support & Administration	0.00	0.00	0.00	79,028.75	63,223.00	7,902.87	7,902.88	79,028.75
5.2 Long Range Transportation Planning	0.00	0.00	0.00	5,000.00	4,000.00	500.00	500.00	5,000.00
5.3 Transportation Improvement Program	0.00	0.00	0.00	5,000.00	4,000.00	500.00	500.00	5,000.00
Work Element 5.0 Total	**0.00**	**0.00**	**0.00**	**89,028.75**	**71,223.00**	**8,902.87**	**8,902.88**	**89,028.75**
Total Work Elements ($)	**1,008,992.96**	**699,999.37**	**308,993.59**	**89,028.75**	**71,223.00**	**8,902.87**	**8,902.88**	**1,098,021.71**

PL Local Match	308,993.59
5303 Local Match	8,902.88

METROPOLITAN PLANNING FACTORS TO BE CONSIDERED IN THE 2018 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	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	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
	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: Special Transportation Studies (Original Grant)							X	X			
	4.6: Special Transportation Studies (Additional Award)							X	X			
5.0: Transit Planning	5.1: Program Support & Administration	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		X

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MEMORANDUM

To: **Policy Committee Members**

From: **Joseph Boyd, Transportation Planner**

Date: **May 8, 2018**

Re: **Draft FY 2019 Unified Planning Work Program**

The Draft FY 2019 Unified Planning Work Program describes the planning projects, studies, and activities the Gainesville-Hall Metropolitan Planning Organization will undertake in FY 2019 from July 1, 2018 through June 30, 2019.

In FY 2019, GHMPO and its planning partners intend to complete the following four planning studies:

1. Dawsonville Highway-McEver Road Connectivity Study
2. Gainesville Trail Connectivity Study
3. South Hall Trail Study
4. Oakwood Citywide Traffic Improvement Study

In addition, GHMPO will assist Jackson County with an update of the Jackson County Transportation Master Plan. This application for additional PL funds was approved at the March 26, 2018 PL Funds Review Committee meeting.

Next, GHMPO will undertake an update of the Gainesville-Hall Regional Transportation Plan in late 2018 to be completed by June 2020.

Finally, the Citizens Advisory Committee is requesting that the North Hall Parkway Study be moved up from FY2022 to FY2019, as is currently listed. Two versions of the draft FY 2019 UPWP are attached. Version A lists the North Hall Parkway Study as anticipated the begin in FY 2022, while in Version B, the North Hall Parkway Study is listed as anticipated to begin in FY 2019.

The draft UPWP has been submitted to the Georgia Department of Transportation, Federal Highway Administration, and Federal Transit Administration for their review and comment. This is the second of two rounds of MPO review.

RECOMMENDED ACTION: ***Recommend approval of the resolution adopting the FY 2019 Unified Planning Work Program***

Attachments: Draft FY 2019 Unified Planning Work Program Version A
Draft FY 2019 Unified Planning Work Program Version B

FY 2019

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.

Prepared by the Gainesville-Hall Metropolitan Planning Organization

In cooperation with

Hall Area Transit

Georgia Department of Transportation

Federal Highway Administration

Federal Transit Administration

Hall County Government

GHMPO

Draft Date: April 25, 2018
Proposed Adoption: May 8, 2018

A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Adopting the FY 2019 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, Fixing America's Surface Transportation (FAST) Act 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 2019 Unified Planning Work Program for the period from July 1, 2018 to June 30, 2019.

A motion was made by PC member _____ and seconded by PC member _____ and approved this the 8th of May, 2018.

_____
Mayor Lamar Scroggs, Chair
GHMPO Policy Committee

Subscribed and sworn to me this the 8th of May, 2018.

_____
Notary Public

My commission expires _____

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INTRODUCTION

A. Purpose of the Unified Planning Work Program

The Fiscal Year 2019 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, 2018 through June 30, 2019. The document is organized into five major sections as follows:

1. Administration
2. Public Involvement
3. Data Collection
4. System Planning
5. Proposed Funding Source By Task

The five 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 20-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. FAST Act Planning Factors

The transportation planning process must explicitly address the eleven planning factors identified by 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 FAST Act which was signed into law on December 4, 2015. It encourages MPOs to address the planning factors listed above when solving current and future transportation issues.

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C. Planning Emphasis Areas (PEAs)

On April 23, 2014, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly issued the Planning Emphasis Areas (PEAs), which include transition to performance based planning and programming as per FAST Act, 23 CFR 450 Subpart C, 23 CFR 420 Subpart A, and 49 CFR Subtitle A, 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 FAST Act federal transportation regulations and guidelines outline planning emphasis areas as (1) FAST Act Implementation, (2) Regional Models of Cooperation, and (3) Ladders of Opportunity. MPOs are required to include these emphasis areas in the FY 2019 UPWP. The GHMPO transportation planning process will include the following planning emphasis areas addressed in the UPWP work elements as listed below:

- FAST Act Implementation – Transition to performance-based planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed towards the achievement of transportation system performance outcomes. GHMPO will address this planning emphasis area by coordinating and collaborating with GDOT, FHWA, and FTA on establishment of performance measures, and then collect and compile the necessary data to measure such performance. In addition, GHMPO will address this planning emphasis area through the implementation of the following UPWP work elements:

    - *4.4 Long-Range Plan* – Continue to manage the implementation of the transportation projects in the 2040 RTP update.
    - *4.5 Transportation Improvement Program* – Amend the TIP, as necessary.

- Regional Models of Cooperation - Ensure a regional approach to transportation planning by promoting cooperation and coordination across transit agency, local government, and MPO boundaries to improve the effectiveness of transportation decision making. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability and commerce across boundaries. GHMPO will address this planning emphasis area by coordinating and collaborating with the Atlanta Regional Commission through interagency consultation and development of performance measures for the region. GHMPO will further work with neighboring local governments on projects that cross jurisdictional boundaries. In addition, GHMPO will address this planning emphasis area through the implementation of the following UPWP work elements:

    - *1.1 Operations and Administration* – Provide opportunities for an open and inclusive process assuring continuing, comprehensive, and cooperative decision making with all jurisdictions in the GHMPO planning area. 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.
    - *4.1 Intermodal Planning* – Pursue Hall County Trails Initiative with the citizen initiated trails group. Work with Hall Area Transit on transit expansion or improvement initiatives.

- Ladders of Opportunity – Access to essential services. GHMPO, along with Hall Area Transit, will identify transportation connectivity gaps in accessing essential services such as employment, healthcare, schools/education and recreation. In addition, GHMPO will address this planning emphasis area through the implementation of the following UPWP work elements:

  - *1.1 Operations and Administration* – Provide opportunities for an open and inclusive process assuring continuing, comprehensive, and cooperative decision making with all jurisdictions in the GHMPO planning area.
  - *2.1 Community Outreach/Education* – Research potential procedures to evaluate the effects of development and transportation investments on communities including environmental justice issues. Continue to explore ways to make the GHMPO transportation planning process more transparent and inclusionary.
  - *4.1 Intermodal Planning* – Pursue Hall County Trails Initiative with the citizen initiated trails group. Work with Hall Area Transit on transit expansion or improvement initiatives.

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). FAST Act, 23 CFR 450 Subpart C, 23 CFR 420 Subpart A, and 49 CFR Subtitle A, 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.

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. GHMPO's Planning Priorities in FY 2019

The GHMPO will work towards the following 12 planning priorities in FY 2019:

1. Amend the Regional Transportation Plan through agency, stakeholder, and public coordination, as necessary (see Task #4, Sub-Element 4.3).
2. Amend the Transportation Improvement Program, as necessary (See Task #4, Sub-Element 4.4).
3. Undertake an update of the Gainesville-Hall Regional Transportation Plan to be completed by June 2020 (See Task #4, Sub-Element 4.3 and the GHMPO Business Plan).
4. Conduct an update of the Jackson County Master Transportation Plan (See Task #4, Sub-Element 4.5).
5. Complete the four PL-funded studies undertaken in 2018: (1) Dawsonville Highway-McEver Road Connectivity Study, (2) Gainesville Trail Connectivity Study, (3) South Hall Trail Study, and (4) Oakwood Citywide Traffic Improvement Study (See Task #4, Sub-Element 4.5).
6. Provide a more integrated multimodal and intermodal transportation system that increases travel options by prioritizing transit, pedestrian, and bicycle travel throughout the region (See Task #4, Sub-Elements 4.1, 4.3, 4.4, 4.5, and Task #5, Sub-Element 5.2).
7. Maintain and improve transportation system safety and security for motorists, transit riders, pedestrians, and bicyclists (See Task #4, Sub-Elements 4.1, 4.3, 4.4, 4.5, and Task #5, Sub-Element 5.2).
8. 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).

9. Develop a transportation system that conserves energy, maintains the attainment of air quality standards, protects the natural environment and minimizes adverse impacts (See Task #1, Sub-Elements 1.1 and 1.2, Task #3, Sub-Element 3.1, and Task #4 Sub-Element 4.3).
10. Provide a transportation system that provides for the movement of people and goods safely and efficiently and advances the region's economic competitiveness (See Task #4, Sub Elements 4.3 and 4.4).
11. Develop a transportation system that is efficient by integrating transportation planning with land use decisions and other comprehensive planning tools (See Task #3, Sub-Element 3.1 and Task #4, Sub-Elements 4.3 and 4.4).
12. 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)

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.

Previous Work

- In FY 2018, 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 and current projects to local jurisdictions.
- GHMPO was an active member of the Association of Metropolitan Planning Organizations (AMPO).

Project Description

- 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.
- Work with GAMPO, FHWA, and GDOT regarding the current and upcoming statewide Safety Performance Management Targets.
- Task # 1.1 will address GHMPO planning priority numbers 3 through 9.

Product

- GHMPO committee meeting agendas and minutes
- Quarterly FY 2019 Reports and an Annual Performance Report FY 2019
- Accounting narratives and invoices

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Operations and administration

TARGET START AND END DATES	7/1/2018 - 6/30/2019	**LEAD AGENCY**	GHMPO

FUNDING SOURCE	AMOUNT
FHWA (80%)	$105,322.20
LOCAL IN-KIND MATCH (20%)	$26,330.55
TOTAL	**$131,652.75**

TASK # 1: ADMINISTRATION

Sub-Element 1.2: Training/Employee Education

Objective

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

Previous Work

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

- 2018 American Planning Association National Conference in New Orleans, Louisiana – attended by Sam Baker and Joseph Boyd
- GAMPO annual meeting in Atlanta, Georgia - attended by Sam Baker, Srikanth Yamala, and Joseph Boyd
- Title VI trainings in Macon and Forest Park by Sam Baker and Joseph Boyd respectively.

Project Description

- Staff plans to attend the 2018 Association of Metropolitan Planning Organizations Annual Conference in San Antonio, Texas.
- Staff plans to attend the 2019 American Planning Association National Conference in San Francisco, California.
- Staff plans to attend the fall and spring conferences of the Georgia Planning Association (locations not yet announced).
- 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 7 through 9.
- 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	7/1/2018 – 6/30/2019	LEAD AGENCY	GHMPO

FUNDING SOURCE	AMOUNT
FHWA (80%)	$18,000.00
LOCAL IN-KIND MATCH (20%)	$4,500.00
TOTAL	**$22,500.00**

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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.

Previous Work

- Office supplies (envelopes, folders, appointment books, pens, name badges, and calendar) were acquired.

Project Description

- 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 9.

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	7/1/2018 – 6/30/2019	**LEAD AGENCY**	GHMPO

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

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 2019 UPWP.
- Take into consideration MPO progress made on FY 2018 UPWP.
- Develop and draft final UPWP.

Previous Work

- Developed FY 2019 UPWP and annual budget.
- Submitted GHMPO's FY 2018 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 2019 UPWP, per the Participation Plan.
- Draft UPWP was posted on the GHMPO website for public review.
- Amended FY 2018 UPWP twice upon approval of five PL-funded studies.

Project Description

- Identify transportation planning work tasks and sub-elements, prepare descriptive narrative and cost estimate for each sub-element, and coordinate input for the FY 2020 UPWP.
- Amend FY 2019 UPWP, as needed.
- Consider Planning Emphasis Areas (PEAs) under each work task.
- Incorporate and support the adopted Statewide Safety Performance and Management Targets (See Appendix A).
- Task # 1.4 will address GHMPO planning priority numbers 1 through 6.

Product

- Adopted FY 2020 UPWP by May 2019

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	UPWP

TARGET START AND END DATES	12/1/2018 – 5/31/2019	**LEAD AGENCY**	GHMPO

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

TASK # 2: PUBLIC INVOLVEMENT

Sub-Element 2.1: Community Outreach/Education

Objective

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

Previous Work

- 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.

Project Description

- 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 the GHMPO website.
- 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 2040 RTP update.
- Continue to explore ways to make the GHMPO transportation planning process more transparent and inclusionary.

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- Maintain and update information on the GHMPO website regarding Performance Based Planning and Program and in regards to the statewide targets for Safety Performance Management Targets (Appendix A).
- Task # 2.1 will address GHMPO planning priority numbers 1 through 6.

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	7/1/2018 – 6/30/2019	**LEAD AGENCY**	GHMPO

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

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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.

Previous Work

- Collected 2016 crash data and updated crash profiles of Hall County and Jackson County.
- Established safety performance targets, consistent with the state targets, as required per the FAST Act's Performance Based Planning & Programming.

Project Description

- Monitor socioeconomic data, and update, as necessary.
- Receive input on land use from the Hall County comprehensive plan update process.
- 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 2017 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 6.

Product

- Updated existing and future land use maps of Hall County by June 2019
- 2018 Hall County and Jackson County Crash Profiles by June 2019

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TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Data review and update

TARGET START AND END DATES	7/1/2018 – 6/30/2019	**LEAD AGENCY**	GHMPO

FUNDING SOURCE	AMOUNT
FHWA (80%)	$6,000.00
LOCAL IN-KIND MATCH (20%)	$1,500.00
TOTAL	**$7,500.00**

DRAFT

TASK # 4: SYSTEM PLANNING

Sub-Element 4.1: Intermodal Planning

Objective

- Plan for intermodal modes of transportation.

Previous Work

- Undertook Gainesville Trail Study and South Hall Trail Study.

Project Description

- Complete Gainesville Trail Study.
- Complete South Hall Trail Study.
- Work with Hall Area Transit on transit expansion or improvement initiatives.
- Met with a vanpool service provider to explore potential vanpool service to and from Gainesville.
- Task # 4.1 will address GHMPO planning priority numbers 4, 7, and 8.

Product

- Gainesville Trail Study report and maps by December 2018
- South Hall Trail Study report and maps by December 2018
- Assistance to local governments on trails grant applications
- Gainesville Connection and Hall Area Transit service expansion/enhancement

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Intermodal planning

TARGET START AND END DATES	7/1/2018 – 6/30/2019	**LEAD AGENCY**	GHMPO

FUNDING SOURCE	AMOUNT
FHWA (80%)	$6,000.00
LOCAL IN-KIND MATCH (20%)	$1,500.00
TOTAL	**$7,500.00**

DRAFT

TASK # 4: SYSTEM PLANNING

Sub-Element 4.2: GIS & Model Development and Applications

Objective

- Develop and update travel demand and air quality models for long-range of transportation plan.
- Apply GIS to develop maps for transportation plans and studies.

Previous Work

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

Project Description

- Review and provide the outputs of the travel demand models, as necessary.
- Create GIS maps, as necessary, for analysis.
- Task # 4.2 will address GHMPO planning priority numbers 7 through 11.

Product

- Travel demand model outputs and GIS maps by June 2019

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

TARGET START AND END DATES	7/1/2018 – 6/30/2019	**LEAD AGENCY**	GDOT

FUNDING SOURCE	AMOUNT
FHWA (80%)	$6,000.00
LOCAL IN-KIND MATCH (20%)	$1,500.00
TOTAL	**$7,500.00**

DRAFT

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 2040 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.

Previous Work

- Implemented the transportation projects in the 2018-2021 Transportation Improvement Program from the 2040 RTP update.
- Amended the RTP, per request from GDOT, to add projects for funding and implementation.

Project Description

- Continue to manage the implementation of the transportation projects in the 2040 RTP update.
- Undertake an update of the Regional Transportation Plan to be completed by June 2020.
    - Incorporate and support the adopted Statewide Safety Performance and Management Targets (See Appendix A).
    - Focus on maintaining and improving the transportation network for the safety and security of all users, including motorists, freight vehicles, transit riders, pedestrians, and bicyclists.
- Task # 4.3 will address GHMPO planning priority numbers 1,3, 6, 7, 8, 9, 10, and 11.

Product

- Gainesville-Hall Regional Transportation Plan: 2015 Update project implementation (ongoing)
- GHMPO RTP update by June 2020

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Long-range planning

TARGET START AND END DATES	7/1/2018 – 6/30/2019	**LEAD AGENCY**	GHMPO

FUNDING SOURCE	AMOUNT
FHWA (80%)	$36,000.00
LOCAL IN-KIND MATCH (20%)	$9,000.00
TOTAL	**$45,000.00**

DRAFT

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 and other related transportation studies.
- The development and adoption of a TIP with a five-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.

Previous Work

- 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 the 2018-2021 TIP document with the input of GDOT, the public, and the three GHMPO committees.

Project Description

- Amend the TIP, as necessary.
- Incorporate and support the adopted Statewide Safety Performance and Management Targets (See Appendix A).
- Task # 4.4 will address GHMPO planning priority numbers 2, 6, 7, 8, 10, and 11.

Product

- 2018-2021 TIP amendments by June 2019

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Transportation Improvement Program

TARGET START AND END DATES	7/1/2018 – 6/30/2019	**LEAD AGENCY**	GHMPO

FUNDING SOURCE	AMOUNT
FHWA (80%)	$6,000.00
LOCAL IN-KIND MATCH (20%)	$1,500.00
TOTAL	**$7,500.00**

DRAFT

TASK # 4: SYSTEM PLANNING

Sub-Element 4.5: 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.

Previous Work

- The City of Gainesville completed the second phase of Green Street corridor study identifying what exists underneath the street.
- GHMPO completed a regional freight study identifying specific freight projects for the region.

Project Description

- Complete the Gainesville Dawsonville Highway-McEver Road Connectivity Study.
- Complete the Gainesville Trail Connectivity Plan.
- Complete the Oakwood Citywide Traffic Improvement Study.
- Complete the South Hall Trail Connectivity Study.
- Continue work on the Jackson County Transportation Master Plan Update.
- Task # 4.6 will address GHMPO planning priority numbers 3, 4, and 5.

Product

- Dawsonville Highway-McEver Road Connectivity Study by December 2018
- Gainesville Trail Connectivity Plan by December 2018
- Oakwood Citywide Traffic Improvement Study by December 2018
- South Hall Trail Connectivity Study by December 2018
- Jackson County Transportation Master Plan Update by December 2019

TRANSPORTATION RELATED PLANNING ACTIVITY	
ORGANIZATION	ACTIVITY
GHMPO	Dawsonville Highway-McEver Road Connectivity Study
GHMPO	Gainesville Trail Connectivity Plan
GHMPO	Oakwood Citywide Traffic Improvement Study
GHMPO	South Hall Trail Connectivity Study
GHMPO	Jackson County Transportation Master Plan Update

TARGET START AND END DATES	7/1/2018 – 6/30/2019	**LEAD AGENCY**	GHMPO

DRAFT

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

TASK # 5: TRANSIT PLANNING

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

Objective

- Administer and operate the MPO transit planning process by properly coordinating MPO functions with the Georgia Department of Transportation, the Federal Transit Administration, and all involved stakeholders, including accounting for all MPO transit planning-related activities during fiscal year 2019.

Previous Work

- Developed the transit section in the 2018 UPWP and presented to the GHMPO committees.
- Adopted the 2018 UPWP on May 2, 2017.
- Attended the 2017 AMPO conference in Savannah, Georgia by Sam Baker and Joseph Boyd.
- Managed the FY 2018 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 2019 Section 5303 contract to GDOT.
- GHMPO retained its membership of the Georgia Transit Association.
- GHMPO retained its membership of the Association of Metropolitan Planning Organizations.

Project Description

- Develop a Transit Asset Management Plan, in cooperation with the GDOT Intermodal Office, for Hall Area Transit by October 1, 2018
- Provide transit planning administration and assistance to HAT.
- Continue coordination with HAT in developing the transit work element for the FY 2019 UPWP.
- Participate and present transit related information and activities before municipalities and/or appropriate committees.
- Task # 5.1 will address GHMPO planning priority numbers 2, 5, 6, and 7.

Product

- Transit Asset Management Plan for Hall Area Transit by October 2018
- FY 2020 Section 5303 grant application by November 2018
- 2018-2021 TIP amendments, as necessary, by June 2019
- Transit section of FY 2020 UPWP by June 2019
- Accounting report at the end of each fiscal quarter

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Program Support & Administration

TARGET START AND END DATES	7/1/2018 – 6/30/2019	**LEAD AGENCY**	GHMPO

FUNDING SOURCE	AMOUNT
FTA	$34,023.00
STATE 5303 MATCH	$4,252.87
LOCAL CASH MATCH	$4,252.88
TOTAL	**$42,528.75**

DRAFT

TASK # 5: TRANSIT PLANNING

Sub-Element 5.2: Long Range Transportation Planning (Project Level) (FTA ALI Code 44.23.02)

Objective

- Develop and keep current the transit portion of the Gainesville-Hall Regional Transportation Plan.
- Address the eight FAST Act Planning Factors and Planning Emphasis Areas through this plan.

Previous Work

- Managed the implementation of the projects in the 2018-2021 Transportation Improvement Program to implement the transit recommendations of the Gainesville-Hall Regional Transportation Plan (RTP).
- Prepared a five-year Transit Development Plan included recommendations for:
  - Fixed route expansion in years 1 through 5
  - Fixed route improvements in years 1 through 5
  - Capital procurement (fare boxes, security systems, passenger apps, etc.) in years 1 through 5
  - Express bus service to Atlanta
  - Paratransit bus service route improvements in years 1 through 5
  - Paratransit vehicle procurement (fare boxes, security systems, passenger apps, etc.)

Project Description

- Amend the transit sections of the RTP, as necessary.
- Undertake an update of the Regional Transportation Plan.
- Task # 5.2 will address GHMPO planning priority numbers 1 and 6.

Product

- RTP update by June 2020

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Long Range Transportation Planning (Project Level)

TARGET START AND END DATES	7/1/2018 – 6/30/2019	**LEAD AGENCY**	GHMPO

FUNDING SOURCE	AMOUNT
FTA	$34,023.00
STATE 5303 MATCH	$4,252.87
LOCAL CASH MATCH	$4,252.88
TOTAL	**$42,528.75**

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.

Previous Work

- Created the 2018-2021 TIP which incorporated Hall Area Transit projects.

Project Description

- Amend the 2018-2021 TIP, as necessary.
- Task # 5.3 will address GHMPO planning priority number 2.

Product

- Transit section of the 2018-2021 TIP by June 2019

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Transportation Improvement Program

TARGET START AND END DATES	7/1/2018 – 6/30/2019	**LEAD AGENCY**	GHMPO

FUNDING SOURCE	AMOUNT
FTA	$5,000.00
STATE 5303 MATCH	$625.00
LOCAL CASH MATCH	$625.00
TOTAL	**$6,250.00**

DRAFT

GHMPO Business Plan

Objective

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

Anticipated Products

Product	Cost Estimate	Date of Completion
Regional Transportation Plan: 2020 Update	$250,000	FY 2020
Economic Impact of Local Transportation Programs/Projects Study	$50,000	FY 2021
North Hall Parkway Study	$200,000	FY 2022
Gainesville Transportation Plan Update	$150,000	FY 2023

GHMPO Five Year Funding Plan					
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
FHWA Allocation	$215,322.20	$217,475.42	$219,650.18	$221,846.68	$224,065.14
FHWA PL Apply	$0.00	$250,000.00	$50,000.00	$200,000.00	$150,000.00
FTA Allocation	$73,046.00	$73,776.46	$74,514.22	$75,259.37	$76,011.96
State Match	$9,130.75	$9,222.06	$9,314.28	$9,407.42	$9,501.50
Local Match	$9,130.75	$9,222.06	$9,314.28	$9,407.42	$9,501.50
Total Revenue	**$306,629.70**	**$559,696.00**	**$362,792.96**	**$515,920.89**	**$469,080.10**
Contracts	$0.00	$250,000.00	$50,000.00	$200,000.00	$150,000.00
Staff/Direct	$306,629.70	$309,696.00	$312,792.96	$315,920.89	$319,080.10
Total Expenditures	**$306,629.70**	**$559,696.00**	**$362,792.96**	**$515,920.89**	**$469,080.10**

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

PROPOSED 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	105,322.20	0	105,322.20	0	0	0	26,330.55	131,652.75
PL	1.2	Training/Employee Education	18,000.00	0	18,000.00	0	0	0	4,500.00	22,500.00
PL	1.3	Equipment & Supplies	2,000.00	0	2,000.00	0	0	0	500.00	2,500.00
PL	1.4	UPWP	10,000.00	0	10,000.00	0	0	0	2,500.00	12,500.00
PL	2.1	Community Outreach/Education	10,000.00	0	10,000.00	0	0	0	2,500.00	12,500.00
PL	3.1	Socio-Economic Data	6,000.00	0	6,000.00	0	0	0	1,500.00	7,500.00
PL	4.1	Intermodal Planning	6,000.00	0	6,000.00	0	0	0	1,500.00	7,500.00
PL	4.2	GIS, Model Development & Apps.	6,000.00	0	6,000.00	0	0	0	1,500.00	7,500.00
PL	4.3	Long Range Plan	36,000.00	0	36,000.00	0	0	0	9,000.00	45,000.00
PL	4.4	TIP	6,000.00	0	6,000.00	0	0	0	1,500.00	7,500.00
PL	4.5	Special Transportation Studies	10,000.00	0	10,000.00	0	0	0	2,500.00	12,500.00
PL	**1.1 - 4.5**	**Total**	**215,322.20**	**0**	**215,322.20**	**0**	**0**	**0**	**53,830.55**	**269,152.75**

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PROPOSED 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	34,023.00	34,023.00	4,252.87	4,252.87	4,252.88	42,528.75
5303	5.2	Long Range Planning	34,023.00	34,023.00	4,252.87	4,252.87	4,252.88	42,528.75
5303	5.3	TIP	5,000.00	5,000.00	625.00	625.00	625.00	6,250.00
5303	**5.1 - 5.3**	**Total**	**73,046.00**	**73,046.00**	**9,130.75**	**9,130.75**	**9,130.75**	**91,307.50**

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FY 2019 Draft Total Budget

GHMPO's total budget for FY 2019 is **$360,460.25** from all the sources:

	PL Funds ($)			Section 5303 Funds ($)				
Work Elements	Budget Amount (100%)	FHWA (80%)	Local Match (20%)	Budget Amount (100%)	FTA (80%)	GDOT Match (10%)	Local Match (10%)	Total Budget Amount ($)
1.0 Administration								
1.1 Operations and Administration	131,652.75	105,322.20	26,330.55	0.00	0.00	0.00	0.00	131,652.75
1.2 Training/Employee Education	22,500.00	18,000.00	4,500.00	0.00	0.00	0.00	0.00	22,500.00
1.3 Equipment and Supplies	2,500.00	2,000.00	500.00	0.00	0.00	0.00	0.00	2,500.00
1.4 UPWP	12,500.00	10,000.00	2,500.00	0.00	0.00	0.00	0.00	12,500.00
Work Element 1.0 Total	**169,152.75**	**135,322.20**	**33,830.55**	**0.00**	**0.00**	**0.00**	**0.00**	**169,152.75**
2.0 Public Involvement								
2.1 Community Outreach/Education	12,500.00	10,000.00	2,500.00	0.00	0.00	0.00	0.00	12,500.00
Work Element 2.0 Total	**12,500.00**	**10,000.00**	**2,500.00**	**0.00**	**0.00**	**0.00**	**0.00**	**12,500.00**
3.0 Data Collection								
3.1 Socioeconomic Data	7,500.00	6,000.00	1,500.00	0.00	0.00	0.00	0.00	7,500.00
Work Element 3.0 Total	**7,500.00**	**6,000.00**	**1,500.00**	**0.00**	**0.00**	**0.00**	**0.00**	**7,500.00**
4.0 System Planning								
4.1 Intermodal Planning	7,500.00	6,000.00	1,500.00	0.00	0.00	0.00	0.00	7,500.00
4.2 GIS, Model Development & Applications	7,500.00	6,000.00	1,500.00	0.00	0.00	0.00	0.00	7,500.00
4.3 Long-Range Plan	45,000.00	36,000.00	9,000.00	0.00	0.00	0.00	0.00	45,000.00
4.4 Transportation Improvement Program	7,500.00	6,000.00	1,500.00	0.00	0.00	0.00	0.00	7,500.00
4.5 Special Transportation Studies	12,500.00	10,000.00	2,500.00	0.00	0.00	0.00	0.00	12,500.00
Work Element 4.0 Total	**80,000.00**	**64,000.00**	**16,000.00**	**0.00**	**0.00**	**0.00**	**0.00**	**80,000.00**
5.0 Transit Planning								
5.1 Program Support & Administration	0.00	0.00	0.00	42,528.75	34,023.00	4,252.88	4,252.88	42,528.75
5.2 Long Range Transportation Planning	0.00	0.00	0.00	42,528.75	34,023.00	4,252.88	4,252.88	42,528.75
5.3 Transportation Improvement Program	0.00	0.00	0.00	6,250.00	5,000.00	625.00	625.00	6,250.00
Work Element 5.0 Total	**0.00**	**0.00**	**0.00**	**91,307.50**	**73,046.00**	**9,130.75**	**9,130.75**	**91,307.50**
Total Work Elements ($)	**269,152.75**	**215,322.20**	**53,830.55**	**91,307.50**	**73,046.00**	**9,130.75**	**9,130.75**	**360,460.25**

METROPOLITAN PLANNING FACTORS TO BE CONSIDERED IN THE 2019 UPWP

Work Element	Work Sub-Element	METROPOLITAN PLANNING FACTORS							
		1	2	3	4	5	6	7	8
1.0 Program Support & Administration	1.1: Operations & Administration	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	
	4.2: Air Quality Planning	X	X	X	X	X	X	X	X
	4.3: GIS, Model Development & Applications							X	
	4.4: Long Range Plan	X	X	X	X	X	X	X	X
	4.5: Transportation Improvement Program	X	X	X	X	X	X	X	X
	4.6: Special Transportation Studies							X	X
5.0: Transit Planning	5.1: Program Support & Administration	X	X	X	X	X	X	X	X
	5.2: Long Range Transportation Planning (Project Level)	X			X			X	
	5.3: Transportation Improvement Program	X			X			X	

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FY 2019 GHMPO UNIFIED PLANNING WORK PROGRAM SCHEDULE

Work Element	Work Sub-Element	2018						2019					
		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						
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		

9/19/2017

DRAFT

Appendix A: Safety Performance Management Targets Resolution

GHMPO

Gainesville - Hall Metropolitan Planning Organization

A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Setting Safety 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 Safety 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 January 16, 2018 and January 25, 2018 respectively recommended that GHMPO support the Safety Performance Management Targets approved by the GDOT as follows:

- Number of Fatalities: Maintain the 5-year rolling average for traffic fatalities under the projected 1,593.3 (2014 – 2018) 5-year average by December 2018.
- Rate of Fatalities Per 100 Million Vehicle Miles Traveled (VMT): Maintain the 5-year rolling average for the rate of traffic fatalities per 100 million VMT under the projected 1.32 (2014 – 2018) 5-year average by December 2018.
- Number of Serious Injuries: Maintain the 5-year rolling average for serious injuries under the projected 19,642.8 (2014 – 2018) 5-year average by December 2018.
- Rate of Serious Injuries per 100 Million VMT: Maintain the 5-year rolling average for the rate of serious injuries per 100 million VMT under the projected 16.318 (2014 – 2018) 5-year average by December 2018.
- Number of Non-Motorized Fatalities and Serious Injuries: Maintain the 5-year rolling average for non-motorized fatalities and serious injuries under the projected 1,027.2 (2014 – 2018) 5-year average by December 2018.

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

2875 Browns Bridge Road
Gainesville, Georgia 30504

(770) 297-2625
www.ghmpo.org

Appendix A: Safety Performance Management Targets Resolution

GHMPO

Gainesville - Hall Metropolitan Planning Organization

A motion was made by PC member Danny Dunagan and seconded by PC member Benny Bagwell and approved this the 13th of February, 2018.

Lamar Scroggs

Mayor Lamar Scroggs, Chair
Policy Committee

Subscribed and sworn to me this the 13th of February, 2018.

Morgan Ewing

Notary Public

My commission expires 5/22/2020

MORGAN EWING
MY COMMISSION EXPIRES
NOTARY
PUBLIC
MAY 22, 2020
HALL COUNTY, GEORGIA

2875 Browns Bridge Road
Gainesville, Georgia 30504

(770) 297-2625
www.ghmpo.org

Version B

GHMPO Business Plan

Objective

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

Anticipated Products

Product	Cost Estimate	Date of Completion
Regional Transportation Plan: 2020 Update	$250,000	FY 2020
Economic Impact of Local Transportation Programs/Projects Study	$50,000	FY 2021
North Hall Parkway Study	$200,000	FY 2019
Gainesville Transportation Plan Update	$150,000	FY 2023

GHMPO Five Year Funding Plan					
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
FHWA Allocation	$215,322.20	$217,475.42	$219,650.18	$221,846.68	$224,065.14
FHWA PL Apply	$200,000.00	$250,000.00	$50,000.00	$0.00	$150,000.00
FTA Allocation	$73,046.00	$73,776.46	$74,514.22	$75,259.37	$76,011.96
State Match	$9,130.75	$9,222.06	$9,314.28	$9,407.42	$9,501.50
Local Match	$9,130.75	$9,222.06	$9,314.28	$9,407.42	$9,501.50
Total Revenue	**$506,629.70**	**$559,696.00**	**$362,792.96**	**$315,920.89**	**$469,080.10**
Contracts	$200,000.00	$250,000.00	$50,000.00	$0.00	$150,000.00
Staff/Direct	$306,629.70	$309,696.00	$312,792.96	$315,920.89	$319,080.10
Total Expenditures	**$506,629.70**	**$559,696.00**	**$362,792.96**	**$315,920.89**	**$469,080.10**

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

MEMORANDUM

To: **Policy Committee Members**

From: **Sam Baker, Transportation Planning Manager**

Date: **May 8, 2018**

Re: **Amending Project List of the Gainesville-Hall Regional Transportation Plan: 2015 Update (RTP Amendment #5)**

Last year, Martin Road Widening was removed from the mid-term phase (2024-2032) of the Regional Transportation Plan (RTP)'s project list. It was replaced with Martin Road Alternative Improvements #7. The widening was a $46 million project. Whereas, the cost estimate for the alternative improvements is below $1 million. This change has freed up approximately $45 million in the mid-term for another project(s).

The City of Gainesville has requested that Green Street Corridor Improvements (GH-121) be added in the mid-term phase of the project list for the RTP. This project is estimated to cost $13 million in 2018 or $15 million in 2024, adjusted for inflation. Therefore, the RTP will continue to be financially constrained after the addition of this project to the plan's project list.

Secondly, the Georgia Department of Transportation (GDOT) has requested us to add a project to our 2018-2021 Transportation Improvement Program (TIP). It is the widening of I-85 from north of I-985 to north of SR 53 (GH-123, PI# 110610). This project is currently not on the financially constrained project list of our RTP. For a project to be added to the TIP, it needs to be included in the RTP first. Therefore, we are proposing an amendment to the RTP adding this project.

GDOT has identified funding for the I-85 widening project. Per federal code 450.322 (f)(1)(vii), "The financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the plan becomes available." Addition of this project, therefore, will not affect the financial constraint of our RTP.

RECOMMENDED ACTION: ***Approval of the Resolution Amending the Project List of the Gainesville-Hall Regional Transportation Plan: 2015 Update (RTP Amendment #5)***

Attachments: Draft RTP Amendment #5
Draft Resolution

A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Adopting Amendment #5 to the 2040 Regional Transportation Plan: 2015 Update

WHEREAS, the Regional Transportation Plan (RTP) meets the requirement of Title 23 of the U.S. Code; 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 RTP has been amended, per Attachment 1, to provide funds for:

- Green Street Corridor Improvements (GH-121) in the mid-term phase (2024-2032)
- I -85 Widening (GH-123) in the short-term phase (2015-2023)

WHEREAS, the RTP Amendment #5 went through the required 15-day minimum public comment period from April 1, 2018 through April 15, 2018.

NOW, THEREFORE, BE IT RESOLVED that the GHMPO PC adopts the attached amendment to the RTP.

A motion was made by PC member _____ and seconded by PC member _____ and approved this the 8th of May, 2018.

_____
Mayor Lamar Scroggs, Chair
Policy Committee

Subscribed and sworn to me this the 8th of May, 2018.

_____
Notary Public

My commission expires _____

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ATTACHMENT 1

2040 Regional Transportation Plan - 2015 Update: *Amendment #5*			
GHMPO No.	**Phase**	**Project Name and Description**	**Project Type**
GH-008	Short-Term	US 129/Athens Hwy from SR 323/Gillsville Hwy to SR 332/Talmo in Jackson County	Widening
GH-015	Short-Term	I-985 New Interchange N of SR 13 Crossover near Martin Rd	New Interchange
GH-016	Short-Term	Sardis Rd Connector from SR 60 to Sardis Rd near Chestatee Rd	Widening
GH-021	Short-Term	SR 13/Atlanta Hwy – From Sawnee Avenue in Gwinnett County to SR 347/Lanier Islands Parkway in Hall County	Widening
GH-023	Short-Term	Spout Springs Road – Hog Mountain Road to Gwinnett County Line	Widening
GH-029	Short-Term	US 129/SR 11/Cleveland Hwy at Chattahoochee River- Bridge	Bridge
GH-030	Short-Term	US 129/SR 11/Cleveland Hwy at East Fork Little River (Bells Mill)- Bridge	Bridge
GH-057	Short-Term	SR 369/Browns Bridge Road at Chattahoochee River- Bridge	Bridge
GH-063	Short-Term	SR 53/Dawsonville Hwy at Chestatee River - Bridge	Bridge
GH-069	Short-Term	Jesse Jewell Pkwy at John Morrow Parkway Operations	Intersection
GH-078	Short-Term	SR 347/Lanier Islands Parkway- McEver Rd to Lake Lanier Islands	Center Turn Lane
GH-085	Short-Term	SR 53 WB at Chattahoochee River - Bridge	Bridge
GH-109	Short-Term	I-85 From North of SR 211 to North of SR 53	Widening
GH-110	Short-Term	I-85 From North of SR 53/Green Street to North of SR 11/US 129/Lee Street	Widening
GH-116	Short-Term	Bridge on I-985 at CS 991/Elachee Drive	Bridge
GH-117	Short-Term	Railroad Crossing on Tumbling Creek Road at Norfolk Southern Railroad	Bridge
GH-118	Short-Term	SR 211 from SR 124 to SR 347	Widening
GH-119	Short-Term	Bridge on SR 60 at Chattahoochee River	Bridge
GH-120	Short-Term	I-985 from I-85 to SR 53	Widening
GH-123	**Short-Term**	**I-85 from I-985 to SR 53**	**Widening**
GH-024	Mid-Term	Martin Road Alternative Improvements #7	Roadway Operations
GH-025	Mid-Term	SR 211/Old Winder Highway From SR 53 to SR 347 on New Alignment	Widening
GH-038	Mid-Term	SR 60/Thompson Bridge Road - SR 136/Price Road to Yellow Creek Road in Murrayville	Widening
GH-084	Mid-Term	McEver Road From SR 347 to Jim Crow Road	Widening
GH-100	Mid-Term	SR 369/Browns Bridge Road - Operations	Roadway Operations
GH-102	Mid-Term	New Interchange located at crossing of I-85 and SR 60	New Interchange
GH-103	Mid-Term	Athens Hwy at Chestnut Street Operations	Intersection
GH-104	Mid-Term	Dawsonville Hwy/SR 53 at McEver Road Operations	Intersection
GH-105	Mid-Term	EE Butler Pkwy/Athens Street at MLK Jr. Boulevard Intersection Improvements	Intersection
GH-106	Mid-Term	John Morrow Pkwy at Washington St Operations - realign southbound RT lane	Intersection
GH-107	Mid-Term	Park Hill Dr at Lakeview Dr Operations - reduce slope on Lakeview Dr. approach	Intersection
GH-108	Mid-Term	MLK Jr Blvd Corridor - widen to 4 lanes with streetscape from Queen City Pkwy to EE Butler	Widening
GH-111	Mid-Term	SR 60/Candler Road Fm S of I-985 to SR 124	Widening
GH-113	Mid-Term	Oak Tree Drive - Operations	Roadway Operations
GH-121	**Mid-Term**	**Green Street Corridor Improvements**	**Roadway Operations**
GH-018	Long-Term	SR 369/Browns Bridge Road From Forsyth County Line to SR 53	Widening
GH-020	Long-Term	US 129/Cleveland Hwy – Limestone Parkway to Nopone Road	Widening
GH-033	Long-Term	SR 13/Atlanta Highway From Radford Road to South of SR 53	Widening
GH-039	Long-Term	South Enota Drive Widening - Park Hill Drive to Downey Blvd	Widening
GH-040	Long-Term	SR 53 From I-85/Jackson County to SR 211/Hall County	Widening
GH-079	Long-Term	McEver Road Widening - Jim Crow Road to SR 53	Widening
GH-101	Long-Term	Enota Drive - Operations	Roadway Operations
GH-112	Long-Term	Jesse Jewell Pkwy - widen to 6 lanes from John Morrow to Academy St	Widening
GH-114	Long-Term	EE Butler Pkwy/Athens Hwy Capacity - widen to 6 lanes	Widening
GH-115	Long-Term	SR 53 From I-85 to Tapp Wood Rd	Widening

Project Name Green Street Corridor Improvements	**GHMPO No.** GH-121	**GDOT No.**
	County Hall	**City** Gainesville
Local Rd. Name Academy St	**GDOT District** 1	**Cong. District** 9
US/State Rd. Name SR 60	**Map ID** 121	**RC** GMRC

Project Description

Maintain four travel lanes. Install a center raised median between two roundabouts at Academy Street and Glenwood Drive.

Improvement Type Roadway O **Regionally Significant** No **Capacity Adding** No **Funding Source** GDOT

Project Intent

Address existing traffic congestion.

Project Termini **From** Academy Street **To** Thompson Bridge Road	**Length (miles)** 0.7	
	Exist. Lanes 4	**Future Lanes** 4
Bike / Ped. 6' sidewalk	**Exist. Vol.** 34,700 (2016)	**Design Vol.** 37,710
Connectivity		
Network Year 2030 **LRTP Project Tier:** Mid-Term (2024-2032)		**Open to Traffic Date** 2024

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2024	Pre-Engineering	State/Federal	$0	$0	$0	$813,195	$813,195
2026	Right-of-Way	State/Federal	$0	$0	$0	$0	$0
2028	Construction	State/Federal	$0	$0	$0	$14,000,000	$14,000,000
		TOTAL	$0	$0	$0	$14,813,195	$14,813,195

Project Name I-85 from I-985 to SR 53	**GHMPO No.** GH-123	**GDOT No.** 110610
	County Gwinnett, Barrow,	**City** Braselton
Local Rd. Name	**GDOT District** 1	**Cong. District** 9
US/State Rd. Name I-85	**Map ID** 123	**RC** GMRC / ARC

Project Description

Widening of I-85 from four to six lanes from Hamilton Mill Road in Gwinnett to SR 53 in Braselton. Project costs reflect only the GHMPO's portion (22%) of the total cost that lies within the MPO boundary.

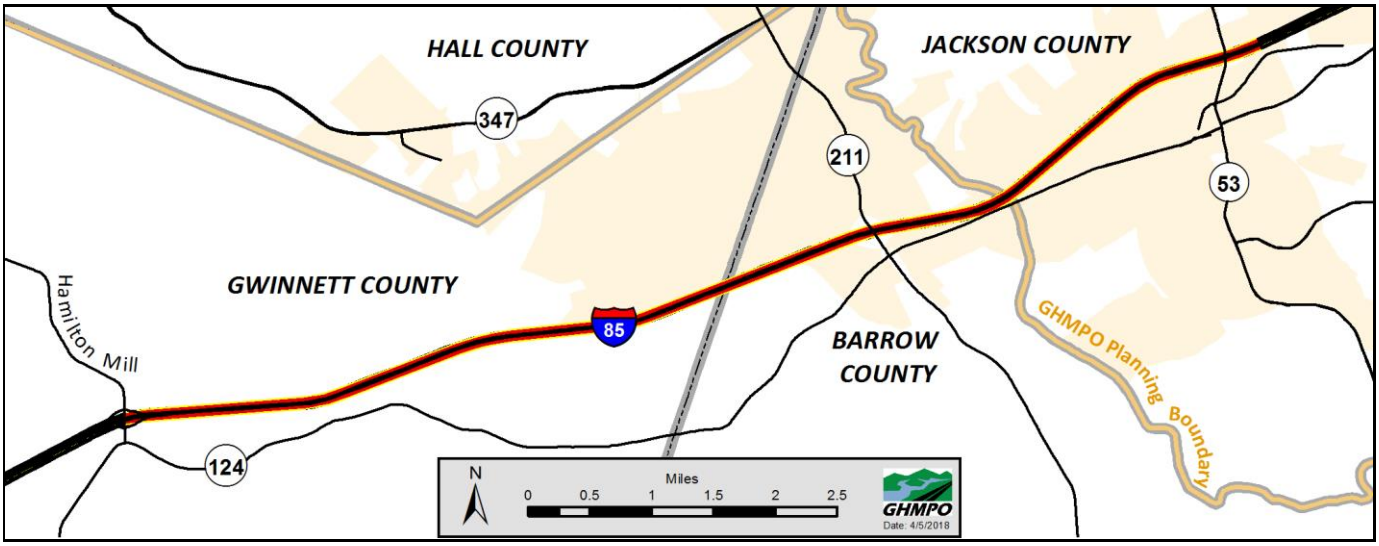
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

To improve connectivity and congestion along I-85 between Hamilton Mill Road and Braselton

Project Termini **From** Hamilton Mill Road **To** SR 53	**Length (miles)** 9.5	
	Exist. Lanes 4	**Future Lanes** 6
Bike / Ped.	**Exist. Vol.** 59,600 (2016)	**Design Vol.** 72,820 (2040)
Connectivity I-85		
Network Year 2040 **LRTP Project Tier:** Short-Term (2015-2023)		**Open to Traffic Date**

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2018	Construction	HB-170	$0	$21,750,250	$0	$0	$21,750,250
2018	Construction	Z001	$0	$0	$2,249,750	$0	$2,249,750
2019	Construction	HB-170	$0	$60,700,000	$0	$0	$60,700,000
2020	Construction	Z001	$0	$38,100,000	$0	$0	$38,100,000
		TOTAL	$0	$120,550,250	$2,249,750	$0	$122,800,000



CONFORMITY DETERMINATION REPORT AMENDMENT #5

Atlanta 1997 & 2008 Ozone Maintenance Areas

In Support of:

The Atlanta Region's Plan

Bartow on the Move

Gainesville-Hall Regional Transportation Plan

The contents of this report reflect the views of the persons preparing the document and those individuals are responsible for the facts and the accuracy of the data presented herein. The contents of this report do not necessarily reflect the official views or policies of the Department of Transportation of the State of Georgia. This report does not constitute a standard, specification, or regulations.

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Attached:
Exhibit 1 – Planning & Modeling Assumptions
Exhibit 2 – Summary of Interagency Meetings

Introduction

This report serves as an addendum to Conformity Determination Report (CDR) for the Atlanta Regional Commission's (ARC) 2016 Atlanta Region's Plan Transportation Element and associated FY 2018-2023 Transportation Improvement Program (TIP), along with the Cartersville-Bartow County MPO (CBMPO) transportation plan – Bartow on the Move – and the Gainesville-Hall County MPO (GHMPO) transportation plan. This document is being updated to reflect changes to emissions as a result of modifications to project timing and scope associated with the fifth amendment of the 2016 Atlanta Region's Plan.

Since the development of ARC's Amendment #3, which required a full emissions analysis in fall 2017, there has been a change to the requirements for conformity in the Atlanta region. In February 2018, a court ruling[1] vacated the revocation of conformity requirements for the 1997 ozone standard. As a result, a conformity determination is required for transportation projects and programs in the 20-county Atlanta 1997 ozone maintenance area concurrently with requirements for the 15-county 2008 ozone maintenance area. This ruling did not change the classification of the Atlanta nonattainment area; the region remains in maintenance for the 1997 and 2008 ozone standards as well as the 1997 annual $PM_{2.5}$ standard.

Appropriate sections of this addendum have been updated to reflect the latest planning assumptions, transportation project information and emissions results for both the 1997 and 2008 ozone standards. For the full body of text, see the Atlanta Region's Plan documentation available on ARC's website at http://atlantaregional.org/wp-content/uploads/atlanta-region-s-plan-cdr-full-v3.pdf. The addendum associated with the 3rd amendment of the CDR can be found here: http://documents.atlantaregional.com/The-Atlanta-Region-s-Plan/rtp/Conformity-Determination-Report.pdf

[1] South Coast Air Quality Management District v USEPA et al., No. 15-1115 (D.C. Cir. Feb. 16, 2018)

The Region's Current Attainment Status

The following section describes changes to the region's attainment status since the documentation in the full Conformity Determination Report was released in February, 2016.

1997 Ozone Standard

Previously, transportation conformity for the 1997 eight-hour ozone standard was revoked effective April 6, 2015. As a result of a February 16, 2018 court ruling, conformity requirements for the 1997 ozone standard are reinstated. The Atlanta region's status under the 1997 ozone standard is unchanged, and the region is currently still a maintenance area.

2008 Ozone Standard

On May 3, 2016 the United States Environmental Protection Agency (USEPA) ruled on a clean data determination for the 2008 ozone standard effective on August 15, 2016. This determination indicated that the Atlanta region had met the 2008 ozone standard for the three summers from 2013-2015. One day later, on May 4, 2016 the region was reclassified from a marginal to a moderate nonattainment area for failure to meet the ozone standard before July 20, 2015.

On July 18, 2016, the Georgia Environmental Protection Division (GA EPD) submitted a Maintenance Plan to USEPA. This document shows the state's plan for continuing to attain the 2008 ozone standard into the future. Effective June 2, 2017, USEPA has approved the state's plan and the associated Motor Vehicle Emissions Budgets (MVEBs).[2] This action officially redesignated the Atlanta region as a maintenance area.

This window of attainment will likely be brief, as USEPA is moving ahead with the new 2015 ozone standard. Current monitored values indicate that some portion of the Atlanta region will be classified nonattainment for that standard in the future, likely sometime in 2018.

1997 $PM_{2.5}$ Standard

On February 24, 2016 USEPA approved the State's $PM_{2.5}$ Maintenance Plan for the 1997 annual standard. Since all counties in Georgia were classified as attaining the newer 2012 $PM_{2.5}$ standard on September 6, 2016 and a Maintenance Plan was in place for the older 1997 standard, all conformity requirements for the 1997 $PM_{2.5}$ standard were revoked effective October 24, 2016. Unlike the 1997 ozone standard, conformity requirements have not been reinstated for the revoked 1997 $PM_{2.5}$ standard.

[2] 82 FR 25523

Statement of Conformity

An updated transportation conformity analysis is required under the 1997 and 2008 eight-hour ozone standard for all three Metropolitan Planning Organization (MPO) Regional Transportation Plans (RTPs) and TIPs as a result of numerous changes to regionally significant projects. ARC is making changes to the timing and capacity of nonexempt regionally significant projects in this update. CBMPO and GHMPO are currently amending their TIPs, but the project changes do not impact regional emissions.

The purpose of this report is to document compliance with the relevant elements of the Clean Air Act (Subsections 176(c) (1) (2) and (3)), the Transportation Conformity Rule (40 CFR Parts 51 and 93) and Metropolitan Planning Regulations (23 CFR Part 450) by demonstrating that the Atlanta Region's Plan RTP (including the FY 2018-2023 TIP), Bartow on the Move and the GHMPO transportation plan conform to the purpose of the State Implementation Plan (SIP) for both eight-hour ozone standards. ARC has conducted the conformity determination for the entirety of both ozone maintenance areas, encompassing all three MPOs and part of the state outside the boundary of the MPOs.

The conclusion of the conformity analysis, documented below, indicates that the ARC, CBMPO, and GHMPO TIPs and RTPs support the broad intentions of the Clean Air Act for achieving and maintaining the National Ambient Air Quality Standards (NAAQS) for ozone as outlined in the Atlanta area SIP.

Statement of Conformity – Eight-Hour Ozone Standard

Ozone is not emitted directly by any source; it is formed when Nitrogen Oxides (NO_x) and Volatile Organic Compounds (VOC) combine in the atmosphere in the presence of sunlight. Therefore, air pollution control strategies are aimed at controlling NO_x and VOC. Budgets are established for these two pollutants instead of ozone directly.

For both eight-hour ozone conformity analyses the MVEB test is required to demonstrate conformity. The latest approved MVEBs applicable to conformity under the 1997 eight-hour ozone standard were established by GA EPD as part of Georgia's Reasonable Further Progress (RFP) SIP for the 1997 Ozone NAAQS and the Ozone Maintenance Plan for the 1997 Ozone NAAQS. The latest approved MVEBs applicable to conformity under the 2008 eight-hour ozone standard were established by GA EPD as part of Georgia's Ozone Maintenance Plan for the 2008 Ozone NAAQS. These budgets differ from those used in the main body of the CDR and reflect the latest planning assumptions and approved SIPs. The transportation conformity analysis for both eight-hour ozone maintenance areas was performed using a MVEB test with the approved budgets outlined in Tables 1 and 2.

Table 1: 1997 Eight-Hour Ozone Standard Conformity Tests

Establishing SIP	Effective Date	Years	MVEBs
Georgia's RFP SIP for the 1997 Ozone Non-Attainment Area	December 4, 2013	All conformity years prior to 2024	NO_x – 272.67 tons/day VOC – 171.83 tons/day (2008)
Georgia's Ozone Maintenance Plan for the 1997 Ozone NAAQS	January 2, 2014	All conformity years 2024 and later	NO_x – 126 tons/day VOC – 92 tons/day (2024)

Table 2: 2008 Eight-Hour Ozone Standard Conformity Tests

Establishing SIP	Effective Date	Years	MVEBs
Georgia's Ozone Maintenance Plan for the 2008 Ozone NAAQS	June 2, 2017	All conformity years prior to 2030	NO_x – 170.15 tons/day VOC – 81.76 tons/day (2014)
Georgia's Ozone Maintenance Plan for the 2008 Ozone NAAQS	June 2, 2017	All conformity years 2030 and later	NO_x – 58 tons/day VOC – 52 tons/day (2030)

The results of the emissions analysis for the Atlanta Region's Plan RTP, the CBMPO RTP, and the GHMPO RTP demonstrate adherence to the established MVEBs. The conformity analysis for the 1997 ozone standard was performed for the years 2020, 2024, 2030 and 2040. The conformity analysis for the 2008 ozone standard was performed for the years 2020, 2030 and 2040. The analysis years meet the requirements for specific horizon years that the transportation plan must reflect as specified in 93.106(a)(1) of the Transportation Conformity Rule and specific analysis years that the regional emissions analysis must reflect per Section 93.118(b) and 93.118(d)(2).

Upon completion of the technical conformity analysis, ARC staff have determined that the Atlanta Region's Plan RTP, Bartow on the Move and the GHMPO RTP and associated TIPs together demonstrate compliance with the Clean Air Act as amended in 1990 in accordance with all conformity requirements as detailed in 40 CFR Parts 51 and 93 (the Transportation Conformity Rule) and 23 CFR Part 450 (the Metropolitan Planning Regulations as established in MAP-21).

Interagency Consultation

The draft Atlanta Region's Plan Amendment #5 documents were made available to ARC planning partners through the TCC and the TAQC committees in April 2018, to allow time for comment prior to formal adoption or publication, in accordance with 93.105(b)(2)(iii) of the Transportation Conformity Rule. Documentation was provided to the interagency consultation group via email ahead of the initiation of public comment for ARC on March 26, 2018. Final Atlanta Region's Plan RTP/FY 2018-2023 TIP Amendment #5 documents are anticipated to be provided on May 10, 2018, upon approval of the update, fulfilling the requirements of 40 CFR 93.105(c)(7).

Public Involvement

The official public comment period for the Atlanta Region's Plan RTP Amendment/FY 2018-2023 TIP Update was held between March 26 – April 24, 2018. GHMPO's public comment period was held between April 1 – April 15, 2018. CBMPO's public comment period was held between March 30 – April 30, 2018. ARC's public involvement process, as detailed in the Regional Community Engagement Plan for TIP amendments, includes specific outreach strategies to share project information with the public. Other MPOs processes can be found in their amendment documentation available on their websites[3][4]:

- *30-Day Public Comment Period*: A public review and comment period ran from March 26, 2017 through midnight April 24, 2018. ARC must receive comments during this timeframe in order to be considered in the official record of comments. A summary of all comments received during the period and responses to the comments was presented to ARC's technical and policy committees and the ARC Board for their consideration before taking action on the amendment.
- *Project Summary:* A project summary was prepared to provide the public with a user-friendly explanation of the most important elements of the project and is accessible on the ARC website.
- ARC staff was available for questions, comments and speaking engagements by contacting 470-378-1563 or transportation@atlantaregional.org.
- *Public Comments:* Following completion of the public comment period, ARC prepared a Public Comment Report, which summarizes all stakeholder and public outreach and comments. Any comments received and corresponding responses were posted on the TIP Amendment #5 webpage.

[3] http://www.ghmpo.org/156/Gainesville-Hall-RTP-Update
[4] http://www.bartowga.org/departments/community_development/mpo/index.php

Fiscal Constraint

This amendment was undertaken to accomplish three key outcomes:

1. Program remaining non-exempt funding commitments from the 2017 ARC project solicitation under the Atlanta urbanized area sub-allocation of the Surface Transportation Block Grant (STBG) – Urban, Transportation Alternatives Program (TAP), and Congestion Mitigation & Air Quality Program (CMAQ).
2. Address project cost estimate and programmatic changes that are of a time sensitive nature or cannot be handled administratively.
3. Incorporate changes to the travel demand model coding

Federal, state and local revenue projections remain consistent with the previous version of the plan. The magnitude of changes to project costs/schedule and the allocation of funds to new projects requires a demonstration of fiscal constraint for the plan. The tables presented in this section reflect project changes made under this RTP/TIP amendment.

Table 3: FY 2018-2023 Yearly TIP Balances – Federal Highway Administration Funds ($YOE)

Demonstration of Fiscal Constraint (FHWA Funds) - May 2018

FHWA Program	2018	2019	2020	2021	2022 *See Note 2*	2023 *See Note 2*	LR 2024-2030	LR 2031-2040	Total
Congestion Mitigation & Air Quality Improvement (CMAQ)	$ 29,000,000	$ 29,000,000	$ 29,000,000	$ 29,000,000	$ 29,000,000	$ 29,000,000	$ -	$ -	**$ 174,000,000**
TAP - Urban (>200K) (ARC)	$ 7,000,000	$ 7,000,000	$ 7,000,000	$ 7,000,000	$ 7,000,000	$ 7,000,000	$ -	$ -	**$ 42,000,000**
TAP - Statewide (Recreational Trails Program)	$ 466,400	$ 466,400	$ 466,400	$ 466,400	$ 466,400	$ 466,400			
Highway Safety Improvement Program (HSIP)	$ 35,424,000	$ 37,288,000	$ 37,288,000	$ 37,288,000	$ 37,288,000	$ 37,288,000	$ -	$ -	**$ 221,864,000**
Railway Highway Hazard Elimination Setaside	$ 1,864,800	$ 1,864,800	$ 1,864,800	$ 1,864,800	$ 1,864,800	$ 1,864,800			
Railway Highway Protective Devices Setaside	$ 1,491,200	$ 1,491,200	$ 1,491,200	$ 1,491,200	$ 1,491,200	$ 1,491,200			
National Highway Freight Program (NHFP)	$ 38,511,177	$ 39,380,396	$ 40,323,538	$ 40,726,733	$ 18,359,670		$ -	$ -	**$ 177,301,514**
National Highway Performance Program (NHPP)	$ 341,476,665	$ 236,940,335	$ 266,911,326	$ 156,292,886	$ 264,906,666	$ 431,934,784	$ -	$ -	**$ 1,698,462,662**
STBG - Statewide Flexible (GDOT)	$ 107,937,331	$ 122,539,738	$ 101,712,613	$ 92,578,284	$ 95,485,696	$ 80,905,040	$ -	$ -	**$ 601,158,702**
Enhancements Setaside	$ 7,084,800	$ 7,084,800	$ 7,084,800	$ 7,084,800	$ 7,084,800	$ 7,084,800			
Off-System Bridge Setaside	$ 10,095,200	$ 14,291,278	$ 10,195,200	$ 9,895,200	$ 15,935,200	$ 11,183,200			
STBG - Urban (>200K) (ARC)	$ 79,114,934	$ 80,529,294	$ 82,295,555	$ 82,295,555	$ 82,295,555	$ 82,295,555	$ -	$ -	**$ 488,826,448**
General Federal Aid 2024-2040 (Non-MMIP Only)	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,207,858,916	$ 6,184,922,656	**$ 10,392,781,572**
Total Project Costs (Except Long Range MMIP)	**$ 659,466,507**	**$ 577,876,241**	**$ 585,633,432**	**$ 465,983,858**	**$ 561,177,987**	**$ 690,513,779**	**$ 4,183,650,116**	**$ 6,095,208,202**	**$ 13,796,394,898**
Year of Expenditure (YOE) Multiplier	**1.0000**	**1.0000**	**1.0000**	**1.0000**	**1.0000**	**1.0000**	**1.1773**	**1.4012**	
Total YOE Project Costs (Except Long Range	**$ 659,466,507**	**$ 577,876,241**	**$ 585,633,432**	**$ 465,983,858**	**$ 561,177,987**	**$ 690,513,779**	**$ 4,925,349,750**	**$ 8,540,384,622**	**$ 17,006,386,176**
YOE Long Range MMIP Project Costs ***See Note 3***	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,746,812,000**	**$ 3,357,474,454**	**$ 6,104,286,454**
Running Total Cost (YOE)	**$ 659,466,507**	**$ 1,237,342,748**	**$ 1,822,976,180**	**$ 2,288,960,038**	**$ 2,850,138,025**	**$ 3,540,651,804**	**$ 11,212,813,554**	**$ 23,110,672,630**	**$ 23,110,672,630**
Estimated FHWA Revenue (YOE) ***See Note 1***	**$ 722,089,681**	**$ 766,502,379**	**$ 787,663,544**	**$ 841,137,612**	**$ 894,974,430**	**$ 917,844,332**	**$ 6,886,134,630**	**$ 11,355,585,014**	
Running Total Revenue (YOE) ***See Note 1***	**$ 722,089,681**	**$ 1,488,592,060**	**$ 2,276,255,603**	**$ 3,117,393,215**	**$ 4,012,367,645**	**$ 4,930,211,977**	**$ 11,816,346,607**	**$ 23,171,931,622**	**$ 23,171,931,622**
Running Total Balance (YOE)	**$ 62,623,174**	**$ 251,249,312**	**$ 453,279,423**	**$ 828,433,177**	**$ 1,162,229,620**	**$ 1,389,560,173**	**$ 603,533,053**	**$ 61,258,992**	**$ 61,258,992**

(1) Note that all revenue estimates are based on assumptions about the average share of statewide revenues which will be directed to programs and projects in the Atlanta region. Actual amounts in any given year will fluctuate from these averages, as evidenced by the cost of projects programmed within the TIP period. GDOT has reviewed all TIP project commitments and confirms that financial resources are available to ensure no shortfall actually occurs within any individual fiscal year. Over the four year federally required TIP period (FY 2018-2021), the program is balanced and is less than revenue estimates.

(2) Fiscal years 2022 and 2023 are not considered to be part of the federally required four year TIP. For financial constraint purposes, project costs and revenue estimates are presented for information purposes only.

(3) For purposes of developing financing packages for negotiations with private sector partners, GDOT assumes a 3% to 4% annual cost inflation factor for MMIP projects, which is higher than the 2.2% long range inflation rate used for other RTP projects. For MMIP projects only, the project list shows YOE costs rather than current year costs.

Table 4: FY 2018-2023 Yearly TIP Balances – Federal Transit Administration ($YOE)

Demonstration of Fiscal Constraint (FTA Funds) - May 2018

FTA Program	2018	2019	2020	2021	2022 *See Note 2*	2023 *See Note 2*	LR 2024-2030	LR 2031-2040	Total
Bus - New (80/20)	$ 1,550,000	$ 1,550,000	$ -	$ -	$ -	$ -	$ 10,850,000	$ 15,500,000	**$ 29,450,000**
Bus and Bus Facilities Program	$ 16,297,878	$ 8,124,104	$ 5,415,512	$ 4,541,343	$ 4,541,343	$ 4,541,343	$ 31,789,401	$ 54,160,000	**$ 286,564,447**
Clean Fuels Formula Program	$ 3,700,000	$ 3,700,000	$ -	$ -	$ -	$ -	$ 25,900,000	$ 37,000,000	**$ 70,300,000**
Enhanced Mobility of Seniors and Individuals with Disabilities	$ 1,220,796	$ 1,220,796	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 8,400,000	$ 12,000,000	**$ 27,641,592**
New Starts	$ -	$ -	$ -	$ -	$ -	$ -	$ 163,188,000	$ 2,877,171,161	**$ 3,040,359,161**
State of Good Repair Grants	$ 53,011,055	$ 53,011,055	$ 48,591,797	$ 48,591,797	$ 48,591,797	$ 48,591,797	$ 340,142,579	$ 485,970,000	**$ 1,126,501,877**
Transit Nonurbanized Area Formula	$ 760,000	$ 760,000	$ 760,000	$ 760,000	$ 760,000	$ 760,000	$ 5,320,000	$ 7,600,000	**$ 17,480,000**
Transit Urbanized Area Formula Program	$ 69,051,943	$ 69,047,661	$ 62,686,800	$ 62,686,800	$ 62,686,800	$ 62,686,800	$ 438,807,600	$ 650,000,000	**$ 1,477,654,404**
Total Project Costs (CY)	**$ 145,591,672**	**$ 137,413,616**	**$ 118,654,109**	**$ 117,779,940**	**$ 117,779,940**	**$ 117,779,940**	**$ 1,024,397,580**	**$ 4,139,401,161**	**$ 6,075,951,481**
Year of Expenditure Multiplier (Formula Programs)	**1.0000**	**1.0140**	**1.0282**	**1.0426**	**1.0572**	**1.0720**	**1.1099**	**1.2405**	
Year of Expenditure Multiplier (New Starts Capital)	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**1.1773**	**1.4012**	
Formula Program Costs (YOE)	**$ 145,591,672**	**$ 139,337,407**	**$ 121,999,680**	**$ 122,796,275**	**$ 124,515,423**	**$ 126,258,639**	**$ 955,858,298**	**$ 1,565,765,792**	**$ 3,302,123,186**
New Starts Capital Project Costs (YOE)	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 192,118,832**	**$ 4,031,387,858**	**$ 4,223,506,690**
Total Project Costs (YOE)	**$ 145,591,672**	**$ 139,337,407**	**$ 121,999,680**	**$ 122,796,275**	**$ 124,515,423**	**$ 126,258,639**	**$ 1,147,977,130**	**$ 5,597,153,650**	**$ 7,525,629,876**
Running Total Cost (YOE)	**$ 145,591,672**	**$ 284,929,079**	**$ 406,928,759**	**$ 529,725,034**	**$ 654,240,457**	**$ 780,499,096**	**$ 1,928,476,227**	**$ 7,525,629,876**	**$ 7,525,629,876**
Estimated FTA Revenue (YOE) ***See Note 1***	**$ 131,681,004**	**$ 133,524,538**	**$ 135,393,882**	**$ 137,289,396**	**$ 139,211,447**	**$ 141,160,408**	**$ 1,237,153,362**	**$ 5,712,255,662**	
Running Total Revenue (YOE) ***See Note 1***	**$ 131,681,004**	**$ 265,205,542**	**$ 400,599,423**	**$ 537,888,819**	**$ 677,100,267**	**$ 818,260,674**	**$ 2,055,414,037**	**$ 7,767,669,699**	**$ 7,767,669,699**
Running Total Balance (YOE) ***See Note 1***	**$ (13,910,668)**	**$ (19,723,537)**	**$ (6,329,335)**	**$ 8,163,785**	**$ 22,859,809**	**$ 37,761,578**	**$ 126,937,810**	**$ 242,039,822**	**$ 242,039,822**

(1) All revenue forecasts are based on funding apportionments under the FAST Act and align with information shown in the previous table. Project and program expenditures by transit agency recipients are estimates based on historical spending levels and previously encumbered commitments and will be adjusted periodically via future amendment processes to match actual allocation amounts each year. Over the four year federally required TIP period (FY 2018-2021), the program is balanced.

(2) Fiscal years 2022 and 2023 are not considered to be part of the federally required four year TIP. For financial constraint purposes, project costs and revenue estimates are presented for information purposes only.

Latest Planning Assumptions

ARC updates planning assumptions including (but not limited to) population, employment, socioeconomic variables, and vehicle miles traveled (VMT) on a recurring basis. A detailed listing of the planning assumptions for this conformity analysis is outlined in Exhibit 1. These documents were submitted to the interagency consultation group in accordance with Section 93.105(c)(1)(i) of the Transportation Conformity Rule which requires interagency review of the model(s) and associated methods and assumptions used in the regional emissions analysis. Interagency approved planning assumptions for the 2008 ozone standard assumptions on February 1, 2018. After the determination was made to reestablish conformity for the 1997 ozone standard, ARC provided interagency with those assumptions, which were approved on March 14, 2018.

Tolls and Managed Lanes

There are no programmed changes to tolled or managed facilities are part of this amendment. A system of managed tolled lanes is programmed throughout the region by the year 2040.

Transit Operating Procedures

Since the adoption of the Atlanta Region's Plan Transportation Element in February 2016 there have been some changes to the anticipated service levels of transit in the region. Those changes are outlined below.

Fare Changes

No changes to transit fares in the region are incorporated into this amendment.

Service Level Changes

Since the adoption of the TIP Amendment #3 of The Atlanta Region's Plan in 2017, a few major service changes have occurred with metro Atlanta's local transit agencies. MARTA incorporated two significant service modifications in 2017 that included changes to over half the bus routes. Most of those involved routing changes and the addition of three new routes. Gwinnett County Transit (GCT) modified one route in 2017. SRTA's XPRESS bus program incorporated the rest of the Horizon 1 Express changes which included the addition of two new routes. Gainesville Express added an additional route for needs of the local senior citizen population. CATS in Cherokee County incorporated new routing to service a new hospital that opened in May 2017. CobbLinc and the Atlanta Streetcar did not significantly modify their service since TIP Amendment #3.

Future Regional Transit Service

In TIP Amendment #3, some of regional transit providers were awarded CMAQ funding for new transit service. From the More MARTA Initiative, five routes with 10 minutes peak and 12 minutes off peak arterial rapid transit (ART) frequencies and four routes of 15 minute all day frequencies were funded. Douglas County plans to shortly begin fixed route service with funding for three local circulator routes and one express route from the West Douglas park and ride, the Douglasville multimodal facility, and the Blairs Bridge area into the Hamilton E. Holmes MARTA Station. Gwinnett County Transit was funded to improve headways to 30 minutes during the day as well as expanding service to 1 AM for all local routes. Finally, new SRTA XPRESS routes were funded along the I-75/I-575 Northwest Express Lanes that will open in 2018. These routes will service a new park and ride at Hickory Grove Road and I-75, the current Big Shanty/Town Center park and ride as well at a new park and ride at Roswell Road in Marietta.

From a prior year CMAQ funding, CobbLinc plans to roll out the express route 10X in 2018 that connects universities along Cobb Parkway to Midtown. Also, Gwinnett will be beginning construction soon on a new park and ride at Harbins Road and GA-316 where the XPRESS 416 service would originate and terminate instead of at the Hebron Church in Dacula.

Quantitative Analysis

The regional emissions analysis used to demonstrate conformity for both the 1997 and 2008 eight-hour ozone standard relies on a methodology which utilizes ARC's 20-county regional activity-based travel demand model. The following sections outline the results of the emissions analyses for the required NAAQS.

1997 Eight-Hour Ozone Standard

For the 1997 eight-hour ozone standard, updated travel model networks were created for each analysis year (2020, 2024, 2030 and 2040). To reflect projects as listed in the Atlanta Region's Plan Amendment #5. The emissions were aggregated at a 20-county geography, coincident with the 1997 ozone maintenance area.

The results of the emissions analysis for the eight-hour ozone maintenance area demonstrate adherence to the level of emissions necessary to meet the MVEBs contained in Georgia's RFP SIP and the Ozone Maintenance Plan for the 1997 NAAQS. Table 5 and Figure 1 document the VOC and NO_x emissions for each analysis year, as compared to the applicable MVEBs.

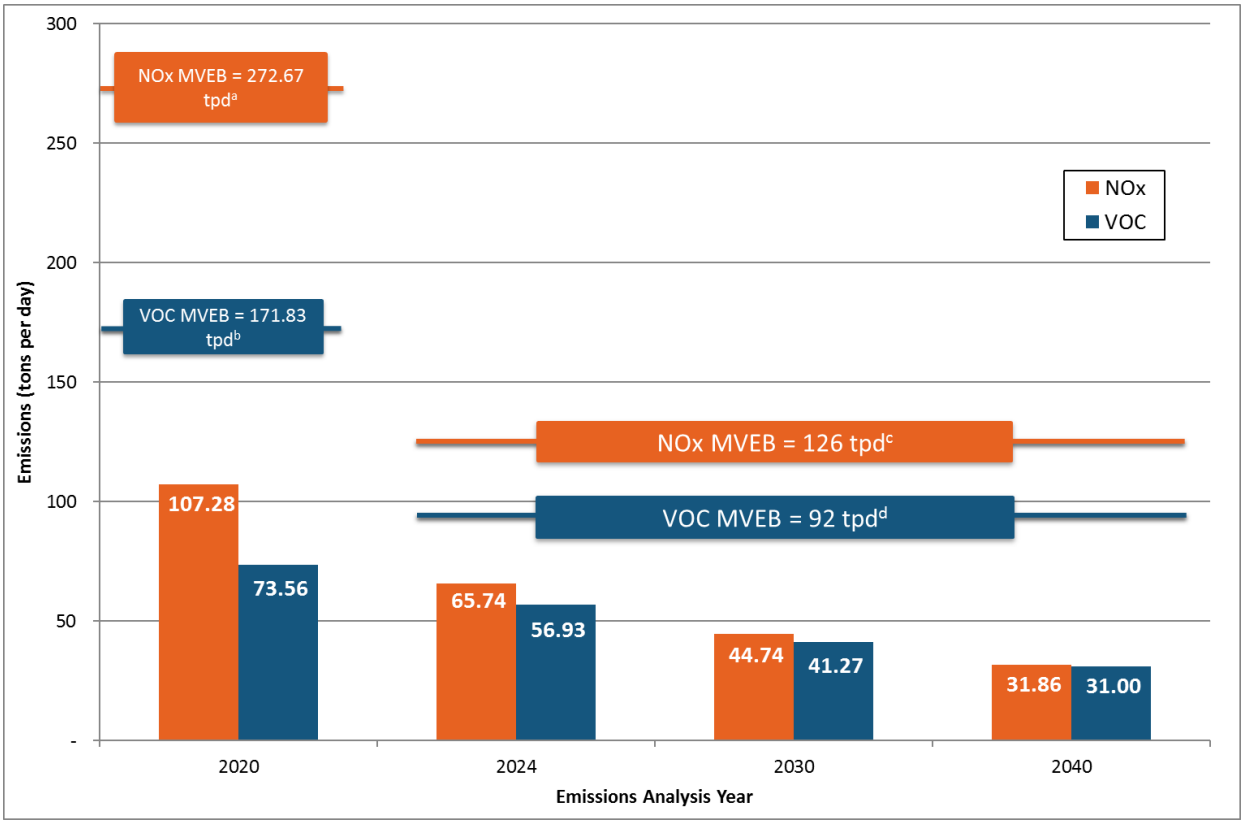
To maintain consistency between procedures used to estimate the motor vehicle emission budgets included in the ozone SIPs and the conformity analysis, ARC in consultation with GA EPD applies an off-model adjustment to emission results for the 13-county area to reflect an emissions debit resulting from a program to exempt senior citizens from the Inspection and Maintenance (I/M) program. This program was initiated by the Georgia General Assembly in 1996 (O.C.G.A Section 12-9). It exempts from emission testing vehicles ten years old or older driven fewer than 5,000 miles per year and owned by persons 65 years of age or older.

It was estimated that this senior I/M exemption increased VOC and NO_x emissions by 0.05 and 0.03 tons per day respectively. These amounts are reflected in Table 5. This off-model adjustment is conservatively high and was applied to the emission results for VOC and NO_x to produce final emission results for each analysis year in the 13-county area where the I/M program is in place. The same credit loss is assumed for each analysis year.

Table 5: 20-County Motor Vehicle Emissions Budget Test – 1997 Eight-Hour Ozone Standard

Conformity Year / MVEB Plan	NO_x (tons/day)	VOC (tons/day)
Georgia's RFP SIP	**272.67**	**171.83**
2020 Emissions Total	107.28	73.56
Georgia's Ozone Maintenance Plan	**126**	**92**
2024 Emissions Total	65.74	56.93
2030 Emissions Total	44.74	41.27
2040 Emissions Total	31.86	31.00

Figure 1: 20-County Motor Vehicle Emissions Budget Test – 1997 Eight-Hour Ozone Standard



a – Georgia's RFP SIP: 1997 Ozone Non-Attainment Area – NO_x budget for years before 2024
b – Georgia's RFP SIP: 1997 Ozone Non-Attainment Area – VOC budget for years before 2024
c – Georgia's Ozone Maintenance Plan for 1997 Ozone NAAQS – NO_x budget for years 2024 or later
d – Georgia's Ozone Maintenance Plan for 1997 Ozone NAAQS – VOC budget for years 2024 or later

2008 Eight-Hour Ozone Standard

For the 2008 eight-hour ozone standard, updated travel model networks were created for each analysis year (2020, 2030 and 2040). To reflect projects as listed in the Atlanta Region's Plan Amendment #5. The emissions were aggregated at a 15-county geography, coincident with the 2008 ozone maintenance area.

The results of the emissions analysis for the eight-hour ozone maintenance area demonstrate adherence to the level of emissions necessary to meet the MVEBs contained in Georgia's Ozone Maintenance Plan for the 2008 NAAQS. Table 6 and Figure 2 document the VOC and NO_x emissions for each analysis year, as compared to the applicable MVEBs.

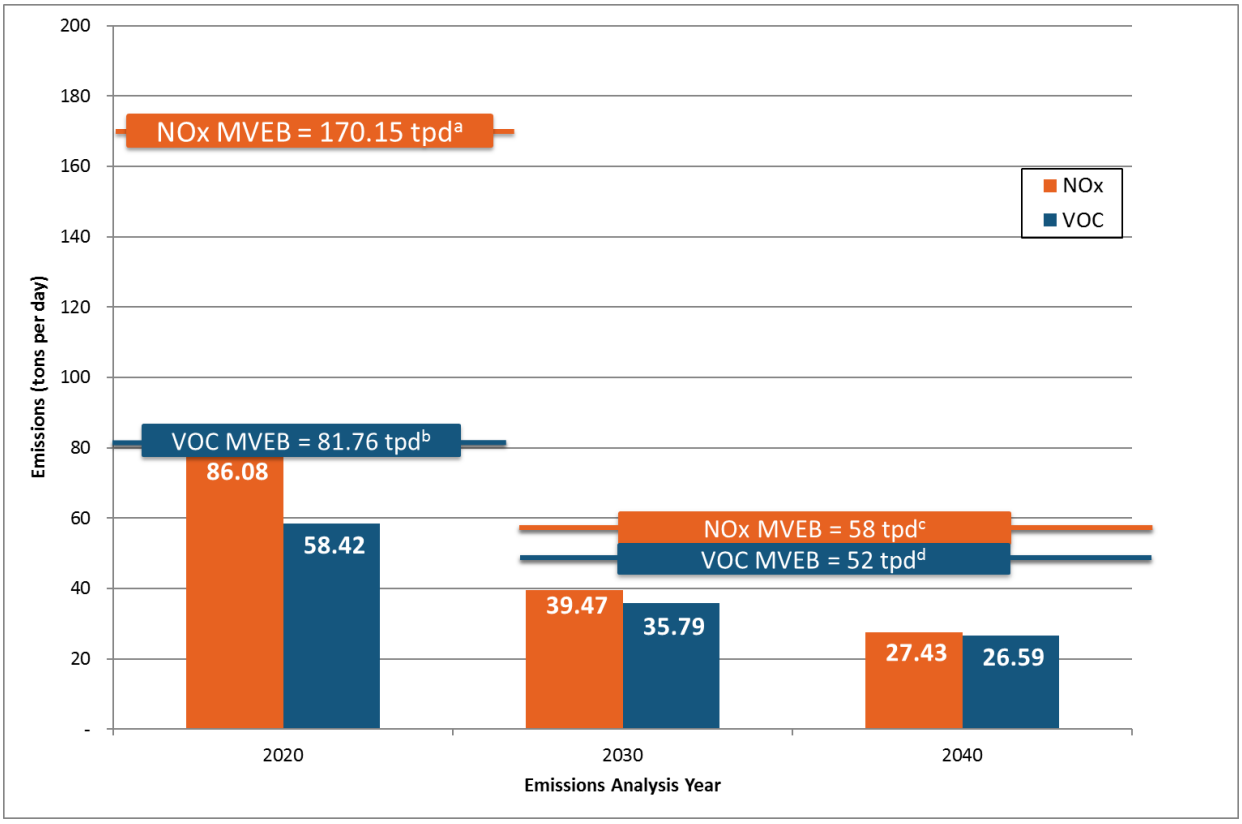
To maintain consistency between procedures used to estimate the motor vehicle emission budgets included in the ozone SIPs and the conformity analysis, ARC in consultation with GA EPD applies an off-model adjustment to emission results for the 13-county area to reflect an emissions debit resulting from a program to exempt senior citizens from the Inspection and Maintenance (I/M) program. This program was initiated by the Georgia General Assembly in 1996 (O.C.G.A Section 12-9). It exempts from emission testing vehicles ten years old or older driven fewer than 5,000 miles per year and owned by persons 65 years of age or older.

It was estimated that this senior I/M exemption increased VOC and NO_x emissions by 0.05 and 0.03 tons per day respectively. These amounts are reflected in Table 6. This off-model adjustment is conservatively high and was applied to the emission results for VOC and NO_x to produce final emission results for each analysis year in the 13-county area where the I/M program is in place. The same credit loss is assumed for each analysis year.

Table 6: 15-County Motor Vehicle Emissions Budget Test – 2008 Eight-Hour Ozone Standard

Conformity Year / MVEB Plan	NO_x (tons/day)	VOC (tons/day)
Georgia's Ozone Maintenance Plan for the 2008 NAAQS for years before 2030	**170.15**	**81.76**
2020 Emissions Total	86.08	58.42
Georgia's Ozone Maintenance Plan for the 2008 NAAQS for years 2030 or later	**58**	**52**
2030 Emissions Total	39.47	35.79
2040 Emissions Total	27.43	26.59

Figure 2: 15-County Motor Vehicle Emissions Budget Test – 2008 Eight-Hour Ozone Standard



a – Georgia's 2008 Ozone Maintenance Plan – NO_x budget for years before 2030
b – Georgia's 2008 Ozone Maintenance Plan – VOC budget for years before 2030
c – Georgia's 2008 Ozone Maintenance Plan – NO_x budget for years 2030 or later
d – Georgia's 2008 Ozone Maintenance Plan – VOC budget for years 2030 or later

2008 EIGHT-HOUR OZONE STANDARD PLANNING ASSUMPTIONS & MODELING INPUTS

General Methods and Assumptions

1) Modeling Methodology: Use the MOVES model in inventory mode to determine the total NO_x and VOC emissions in the 15-county maintenance area.
2) Analysis Years: 2020, 2030, 2040
3) Conformity Test
    a. Motor Vehicle Emission Budget (MVEB) Test[1]
        i. For years prior to 2030, 2014 MVEBs are used:
            1. NOx: 170.15 tpd
            2. VOC: 81.76 tpd
        ii. For years 2030 and later, 2030 MVEBs are used:
            1. NOx: 58 tpd
            2. VOC: 52 tpd
4) Modeling Start Date: February 2018. This start date is defined by the ARC as the initiation of the first model run for plan amendment/update.

Travel Demand Modeling Assumptions

1) Calibration Year: 2010 (with some 2015 interim validations and benchmarking thereafter)
    a. Model validated to the year 2010 using a comparison between estimated volumes and observed counts. See Appendix A for validation/calibration information.
2) Social/Economic Data: Same as used for the Atlanta Region's Plan update. See Appendix B.
3) ARC's Activity-Based Travel Model (ABM) is the basis for these runs. See Appendix C for an overview of ABM specifications.

Emissions Modeling Assumptions

1) Emissions Model: MOVES2014a – Database: movesdb20151028
    a. Emissions Process – use MOVES in inventory mode for a July weekday
        i. For the years 2020, 2030 and 2040 modeled travel data is used to calculate emissions
    b. Run separately for the 13-county and 2-county portions of the nonattainment area[2]
        i. 13-county area activity, vehicle population and other inputs area assigned to Fulton County while running MOVES
        ii. 2-county area activity, vehicle population and other inputs are assigned to Bartow County while running MOVES

[1] 2014 and 2030 MVEBs established as part of Georgia's 2008 Ozone Maintenance State Implementation Plan for the Atlanta 8-Hour Ozone Nonattainment Area, effective June 2, 2017

[2] For the eight-hour ozone standard there are two sets of MOVES input files, one for the 13 counties that make up the former one-hour ozone nonattainment area in which a specific set of emission control measures is in place, and one for the 2 remaining ring counties (out of the 7 historically used for 20-county conformity)

2) MOVES Inputs
    a. Road Type Distribution – Processed from the travel demand model, GDOT HPMS counts and MOVES defaults. Summarizes VMT fraction by road type and source type for the 13 and 2 counties separately.
    b. Source Type Population
        i. Started with 2014 R.L. Polk & Co. registration data for the Atlanta nonattainment counties, updated in fall 2017
        ii. Future analysis year data is grown from 2014 based on the ratio of MPO population estimates
        iii. Since the population of vehicle type 62 (combination long-haul trucks) can easily be underrepresented in areas with lots of through traffic, the vehicle population for MOVES source type 62 was revised using MOVES default VMT/VPOP ratios and VMT for HPMS type 60 data
    c. Vehicle Type VMT
        i. HPMS VTypeYear - Processed from the travel demand model, GDOT HPMS Counts, and an EPA daily to annual VMT converter. Assigns total annual VMT by HPMS vehicle type.
        ii. Month VMT Fraction: MOVES defaults
        iii. Day VMT Fraction: MOVES defaults
        iv. Hour VMT Fraction: Derived from the travel demand model by source and road type. The fractions are determined separately for the 13 and 2 county areas.
    d. I/M Programs– Applied to the 13-county area only (See Appendix D)
    e. Age Distribution – Age data was derived from 2014 R.L. Polk & Co. registration data for the 13 and 2 counties separately for all vehicle types, except HDV8b (Source type 62) where MOVES defaults were used, this data was updated in fall 2017
    f. Average Speed Distribution – Processed from the travel demand model with HPMS VMT Adjustment factors applied. Calculates VHT by hour by speed bin by source. The distribution is determined separately for the 13 and 2 county areas.
    g. Ramp Fraction – Processed from the travel demand model. Calculates VHT by freeway and ramps by area type. The fraction is determined separately for the 13 and 2 county areas.
    h. Fuel – MOVES2014 defaults after 2015 do not match local fuel due to the removal/modification of Georgia summer fuel in the 45 county Atlanta region effective Oct 1, 2015
        i. Tier 3 Low Sulfur fuel (10ppm, 80ppm refinery gate and 95ppm downstream cap) for all counties
        ii. Summer Fuel reclassification
            1. 13 counties –
                a. Low Federal RVP summer requirements (June 1-Sept 15) for "designated volatility nonattainment areas" (40 CFR 80.27(a)(2)(ii))

b. Fuel region ID 170000000 kept but fuel formulations reflect region 178000000 for any model years after 2015

2. 2 counties –

a. Standard Federal RVP summer requirements (June 1-Sept 15) for "designated volatility attainment areas" (40 CFR 80.27(a)(2)(i))

b. Fuel region ID 170000000 kept but fuel formulations reflect region 100000000 for any model years after 2015

iii. Ethanol – The current assumption is an increasing percentage of ethanol fuel

1. 2% in 2014, 28% in 2030 and 21% in 2040

2. The rest of the gasoline blends with a larger percent of E15 with time:

a. 0.8% in 2014, 19% in 2030 and 23% in 2050

3. Remainder is E10

iv. Volatility waiver for E10 allows 1.0 psi RVP increase, but not in E15

i. Meteorology – July 2014 weather for Hartsfield-Jackson Atlanta International Airport was used for this analysis consistent with the 2008 Eight Hour Ozone Maintenance SIP

j. Starts – Processed from the travel model. Determines the number of trip starts in each of the 13 and 2 county areas. Applies only to the trips per day input. Defaults used for the rest of the start inputs.

k. Hotelling – MOVES defaults

3) VMT HPMS Adjustment Factors

a. Calculated for the year 2010 (See Appendix E)

b. HPMS adjustment in base year of calibration in accordance with Section 93.122(b)(3) of the Transportation Conformity Rule which recommends that HPMS adjustment factors be developed to reconcile travel model estimates of VMT in base year of validation to HPMS estimates for the same period

c. Summer (seasonal) adjustment to convert from average annual VMT to summer-season VMT[3]

d. Factors applied to VMT estimates generated by ARC travel demand model for 13-county portion and 2-county portion of 20-county modeling domain, separately

a. Factors aggregated up to MOVES road types from base HPMS functional classifications

4) Off-Model Calculations

a. Senior I/M Exemption (emissions debit)

i. The Senior I/M Exemption calculated for year 2002 is conservatively high and will be added to the regional emission inventories for each analysis year

5) TCMs

a. No additional credit is taken in the emissions modeling process for SIP TCMs

[3] *Procedures for Emission Inventory Preparation, Volume IV: Mobile Sources*, Section 3.4.2.6, EPA420-R-92-009, USEPA Office of Air and Radiation, Office of Mobile Sources, 1992.

1997 EIGHT-HOUR OZONE STANDARD PLANNING ASSUMPTIONS & MODELING INPUTS

General Methods and Assumptions

1) Modeling Methodology: Use the MOVES model in inventory mode to determine the total NO_x and VOC emissions in the entire former 20-county nonattainment area.
2) Analysis Years: 2020, 2024, 2030, 2040
3) Conformity Test
    a. Motor Vehicle Emission Budget (MVEB) Test
        i. For years prior to 2024[4]
            1. NOx: 272.67 tpd
            2. VOC: 171.83 tpd
        ii. For years 2024 and later[5]
            1. NOx: 126 tpd
            2. VOC: 92 tpd
4) Modeling Start Date: March 2015. This start date is defined by the ARC as the initiation of the first model run for plan amendment/update.

Travel Demand Modeling Assumptions

1) Calibration Year: 2010 (with some 2015 interim validations and benchmarking thereafter)
    a. Model validated to the year 2010 using a comparison between estimated volumes and observed counts (See Appendix A)
2) Social/Economic Data: Same as used for the Atlanta Region's Plan update. See Appendix B.
3) ARC's Activity-Based Travel Model (ABM) is the basis for these runs. See Appendix C for an overview of ABM specifications.

Emissions Modeling Assumptions

1) Emissions Model: MOVES2014a – Database: movesdb20151028
    a. Emissions Process – use MOVES in inventory mode for a July day
        i. For the years 2020, 2024, 2030 and 2040 modeled travel data is used to calculate emissions
    b. Run separately for the 13-county and 7-county portions of the nonattainment area[6]
        i. 13-county area activity, vehicle population and other inputs area assigned to Fulton County while running MOVES

---

[4] MVEB established as part of Georgia's 15% Reasonable Further Progress State Implementation Plan for the Atlanta 8-Hour Ozone Nonattainment Area, March 26, 2009

[5] MVEB established as part of the Georgia Redesignation Request and Maintenance Plan for the Atlanta Ozone Nonattainment Area for the 1997 8-Hour Ozone NAAQS, March 21, 2012

[6] For the eight-hour ozone standard there are two sets of MOVES input files, one for the 13 counties that make up the former one-hour ozone nonattainment area in which a specific set of emission control measures is in place, and one for the seven ring counties.

ii. 7-county area activity, vehicle population and other inputs are assigned to Bartow County while running MOVES

2) MOVES Inputs
   a. Road Type Distribution – Processed from the travel demand model, GDOT HPMS counts and MOVES defaults. Summarizes VMT fraction by road type and source type for the 13 and 7 counties separately.
   b. Source Type Population
      i. Started with 2014 R.L. Polk & Co. registration data for the Atlanta nonattainment counties, updated in fall 2017
      ii. Future analysis year data is grown from 2014 based on the ratio of MPO population estimates
      iii. Since the population of vehicle type 62 (combination long-haul trucks) can easily be underrepresented in areas with lots of through traffic, the vehicle population for MOVES source type 62 was revised using MOVES default VMT/VPOP ratios and VMT for HPMS type 60 data
   c. Vehicle Type VMT
      i. HPMS VTypeYear - Processed from the travel demand model, GDOT HPMS Counts, and an EPA daily to annual VMT converter. Assigns total annual VMT by HPMS vehicle type.
      ii. Month VMT Fraction: MOVES defaults
      iii. Day VMT Fraction: MOVES defaults
      iv. Hour VMT Fraction: Derived from the travel demand model by source and road type. The fractions are determined separately for the 13 and 7 county areas.
   d. I/M Programs– Applied to the 13-county area only (See Appendix D)
   e. Age Distribution – Age data was derived from 2014 R.L. Polk & Co. registration data for the 13 and 7 counties separately for all vehicle types, except HDV8b (Source type 62) where MOVES defaults were used, this data was updated in fall 2017
   f. Average Speed Distribution – Processed from the travel demand model with HPMS VMT Adjustment factors applied. Calculates VHT by hour by speed bin by source. The distribution is determined separately for the 13 and 7 county areas.
   g. Ramp Fraction – Processed from the travel demand model. Calculates VHT by freeway and ramps by area type. The fraction is determined separately for the 13 and 7 county areas.
   h. Fuel – MOVES2014 defaults after 2015 do not match local fuel due to the removal/modification of Georgia summer fuel in the 45 county Atlanta region effective Oct 1, 2015
      i. Tier 3 Low Sulfur fuel (10ppm, 80ppm refinery gate and 95ppm downstream cap) for all counties
      ii. Summer Fuel reclassification
         1. 13 counties –

a. Low Federal RVP summer requirements (June 1-Sept 15) for "designated volatility nonattainment areas" (40 CFR 80.27(a)(2)(ii))
b. Fuel region ID 170000000 kept but fuel formulations reflect region 178000000 for any model years after 2015

2. 7 counties –
a. Standard Federal RVP summer requirements (June 1-Sept 15) for "designated volatility attainment areas" (40 CFR 80.27(a)(2)(i))
b. Fuel region ID 170000000 kept but fuel formulations reflect region 100000000 for any model years after 2015

iii. Ethanol – The current assumption is an increasing percentage of ethanol fuel
1. 2% in 2014, 28% in 2030 and 21% in 2040
2. The rest of the gasoline blends with a larger percent of E15 with time:
a. 0.8% in 2014, 19% in 2030 and 23% in 2050
3. Remainder is E10

iv. Volatility waiver for E10 allows 1.0 psi RVP increase, but not in E15

i. Meteorology – Meteorological data from the 2009 Reasonable Further Progress (RFP) SIP were used to represent the ozone season for all analyses before the year 2024. The RFP SIP meteorological input file was developed using 2000-2002 data. Meteorological conditions from the ten worst ozone days were averaged to produce the final input. For all analyses representing the year 2024 or later, 2008 summer meteorological data was used from the 2012 Ozone Maintenance Plan.

j. Starts – Processed from the travel model. Determines the number of trip starts in each of the 13 and 7 county areas. Applies only to the trips per day input. Defaults used for the rest of the start inputs.

k. Hotelling – MOVES defaults

3) VMT HPMS Adjustment Factors

e. Calculated for the year 2010 (See Appendix E)

f. HPMS adjustment in base year of calibration in accordance with Section 93.122(b)(3) of the Transportation Conformity Rule which recommends that HPMS adjustment factors be developed to reconcile travel model estimates of VMT in base year of validation to HPMS estimates for the same period

g. Summer (seasonal) adjustment to convert from average annual VMT to summer-season VMT[7]

h. Factors applied to VMT estimates generated by ARC travel demand model for 13-county portion and 7-county portion of 20-county modeling domain, separately

a. Factors aggregated up to MOVES road types from base HPMS functional classifications

4) Off-Model Calculations

a. Senior I/M Exemption (emissions debit)

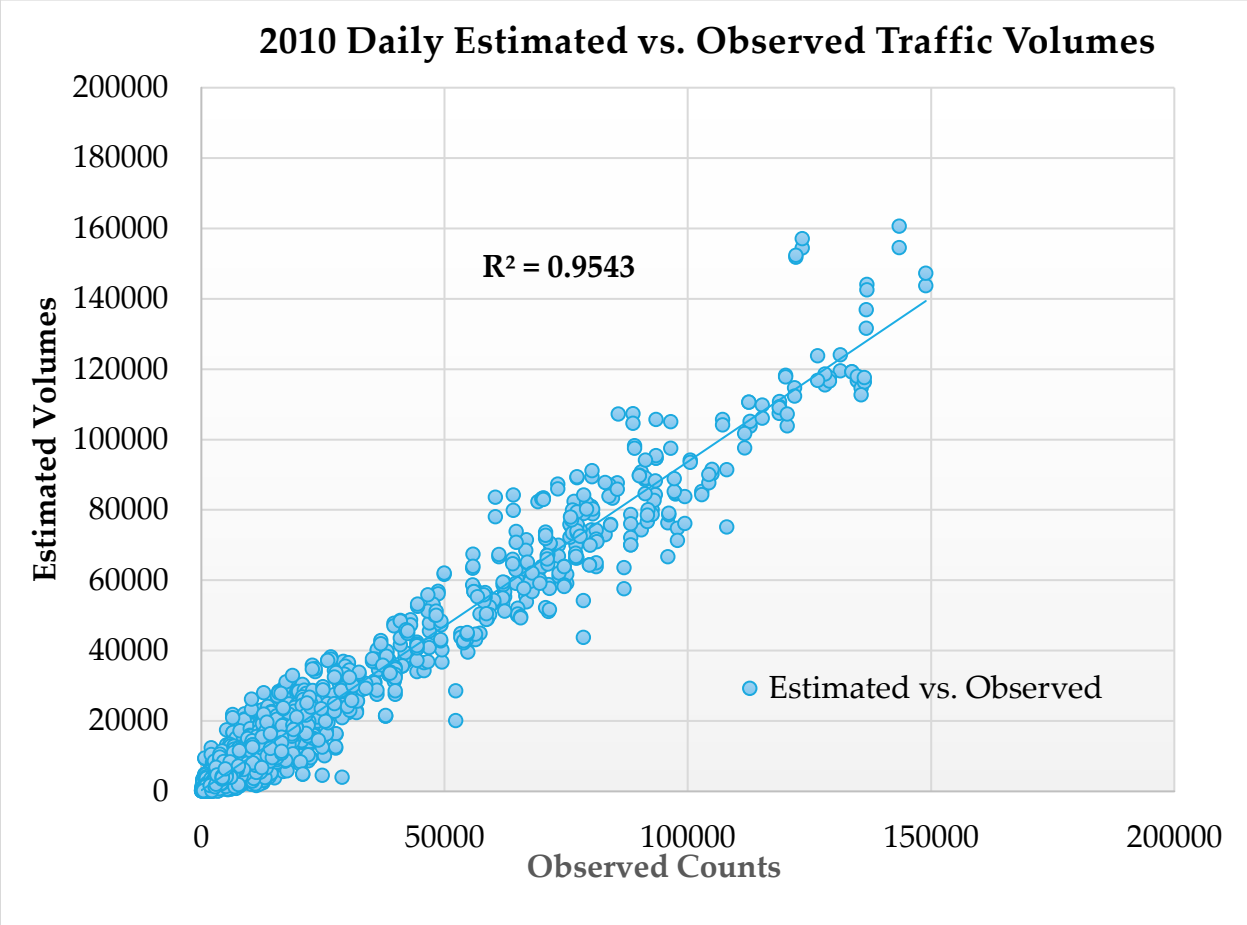
[7] *Procedures for Emission Inventory Preparation, Volume IV: Mobile Sources*, Section 3.4.2.6, EPA420-R-92-009, USEPA Office of Air and Radiation, Office of Mobile Sources, 1992.

i. The Senior I/M Exemption calculated for year 2002 is conservatively high and will be added to the regional emission inventories for each analysis year

5) TCMs

a. No additional credit is taken in the emissions modeling process for SIP TCMs

APPENDIX A – Model Validation



APPENDIX B – Socioeconomic Data for the Travel Model

ARC periodically revises its population and employment forecasts based on best available current information. Each revision is a multi-step process. First, new region-level forecasts are produced, followed by county-level forecasts. These then become region-level controls for census tract and traffic analysis zone (TAZ) forecasts.

The most current region-level control forecasts will serve as a foundation for The Region's Plan, adopted in spring of 2016. The regional series, known as Series 15.0, was completed in late spring of 2015. The charts at the end of this section summarize the new updated population and employment controls for the 20-county study area.

Development of the most current draft regional forecast began in January of 2015. This forecast was developed from a calibration of a standard forecast for the 20-County Area by the Regional Econometric Models Inc. (REMI) econometric model, build 3.6.5R. This model was released by REMI in October 2014, and included 21 specific regions consisting of the 20 counties in ARC's MPO, plus the rest of the state of Georgia. Forecasts are produced for over 6,000 economic and demographic variables.

ARC staff was assisted in the development of these regional forecasts by a Technical Advisory Committee (TAC) of nationally known, local experts on the Atlanta Regional Economy. The committee met three times in late winter and early spring of 2015. TAC members advised staff on REMI model calibration, policy variable development, and related iterative revisions to model runs. The TAC then recommended the final regional forecasts for use in the Region's Plan forecasts.

In February of 2015 (in parallel to the TAC process), Research and Analytics division staff began a series of 23 meetings to meet with MPO member jurisdictions to collect "local expert" information that would be used in assessment of the draft regional forecasts and refinement of the county and subcounty forecasts of population and employment making up the entirety of series 15.0. These 'local outreach' meetings directly reviewed a previous series of forecasts (the 'Needs Assessment' or series 14.0) of households and total employment. These meetings also refined the region's Unified Growth Policy Map (UGPM), which is a key input to the generalized zoning that influences land development in the small area allocation model.

A subsequent step in The Region's Plan forecast process was development of county-level control totals. Regression analysis, third-party datasets, and input from the outreach meetings were core resources in arriving at these county control totals. The REMI model's regional forecast was then recalibrated to mirror/reflect the county control totals. The county level controls for series 15.0 were finalized in mid-summer, 2015.

The final step in the forecasting process uses mathematical models to disaggregate the region-level/county-level control population and employment forecasts to "small areas": the superdistrict, census tract and traffic analysis zone (TAZ) level. TAZs are nested within census tracts. Census tracts nest within superdistricts. The mathematical models underlying the region-level controls have evolved and become more complex, but ARC's basic approach is the same today as in 1975.

The Production, Exchange, Consumption, and Allocation System (PECAS) model is being used as part of The Region's Plan disaggregation of regional and county controls to small areas. This PECAS model runs annually and iteratively to produce not only a small-area allocation of population and households, but

labor dollars by industry, that serve as direct inputs to the travel model sets. Further, REMI model output at the county level provided detailed age distribution data that served as direct input to the travel model's population synthesizer. The process is integrated with the ARC travel demand model, as impedances (travel costs) from the travel model are a significant influence on small-area allocation of population and job growth.

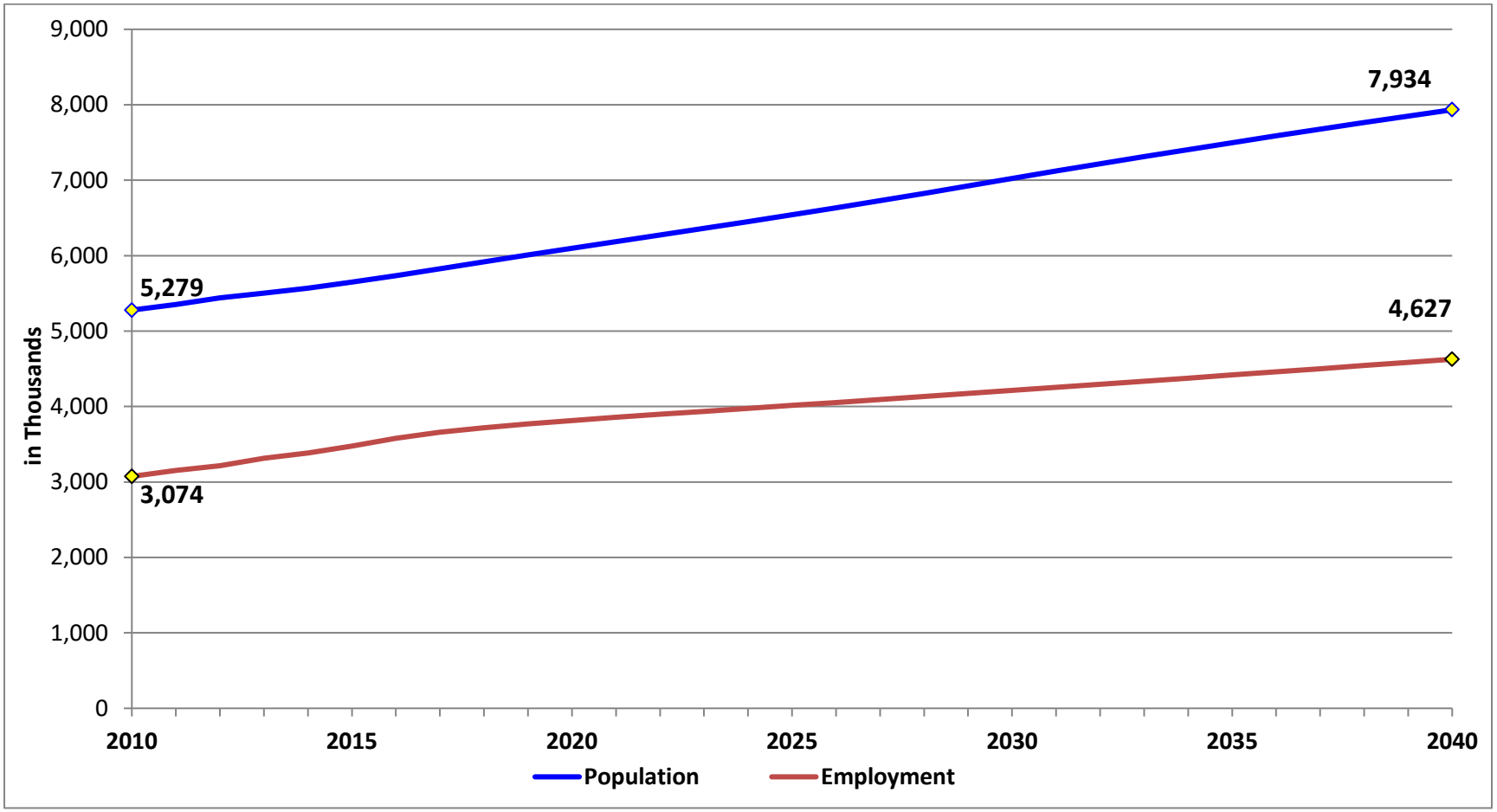
Population and job levels from each successive single-year forecast become the base for forecasts in the next model year. First, the Activity-Based Model (ABM) analyzes base year traffic patterns and produces accessibility measures (impedances or travel costs) within the 20-county forecasted area. Then, the PECAS model develops socioeconomic forecasts using the previous year's composite impedances from the TDM; the economic activity forecast by its Activity Allocation (AA) module, and resultant built space produced in response to that economic activity (and construction prices/ rents) by its Spatial Development (SD) module. The PECAS output is translated into household income by size and job by sector forecasts at the TAZ level, which then become the input used by the ABM to produce the impedance(s) measure that drives the next iteration of the integrated model run.

All these models are carefully calibrated based on the best and most current data available. Data used in the current small-area modeling effort include 2010 United States Census results, economic data from IMPLAN and REMI, parcel level datasets from local jurisdictions, joined assessor's data, third-party datasets on real estate development and construction costs, ARC annual major jurisdiction estimates of population (using a hybrid method involving building permit information, birth and death data, and American Community Survey data), and ARC semi- annual estimates of employment by industry for counties, superdistricts, tracts and TAZs/blockgroups from the state of Georgia unemployment insurance base file. National forecasts of employment and population were derived from the REMI TranSight model. The results of ARC travel surveys (including the 2011 Household Travel survey, the 2009-2010 Transit On-Board survey, the 2010 Hartsfield air passenger survey, travel time studies, speed studies, and others) shape travel model parameters. Highway projects and the schedule for their completion (primary inputs to the ABM model networks) are developed as part of an extensive discussion between ARC staff, local planners, Georgia Department of Transportation and various federal agencies. Likewise, ARC staff coordinates with local transit and shuttle providers (such as MARTA, GRTA, CCT, GCT, etc) to update and maintain transit networks and schedules.

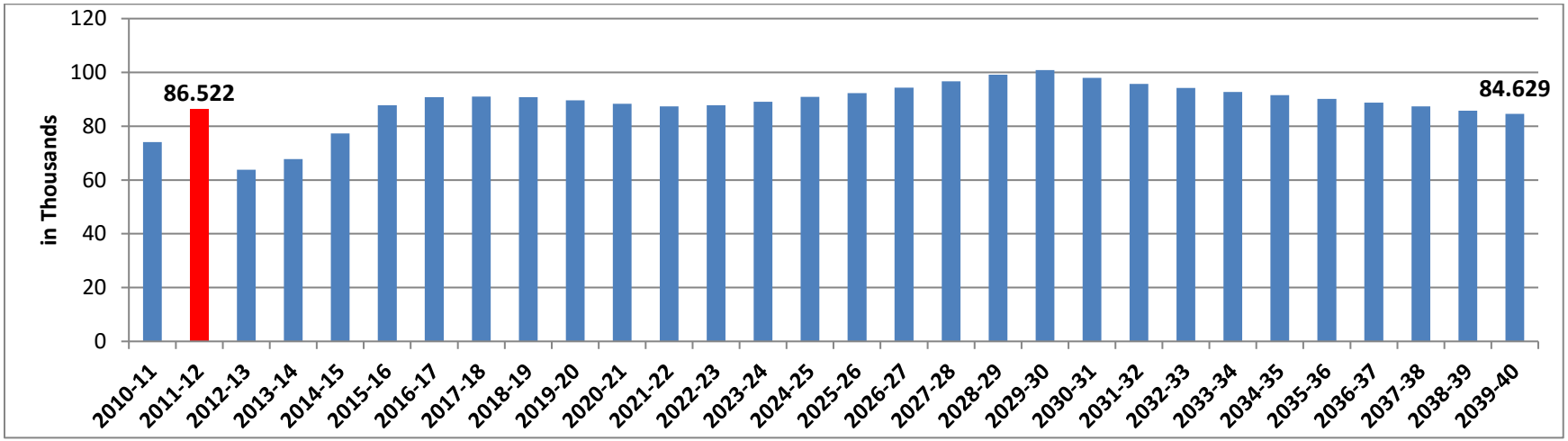
The area modeled by ARC for transportation/air quality purposes expanded from ten (10) to twenty (20) counties over the last 15 years. To meet current and future data needs, ARC produced employment estimates by county and census block group for the state of Georgia beginning in 2008, and continues to produce these estimates on a semi-annual basis. The county coverage by land-use data produced in the LandPro program expands as needed. Going forward, ARC's population forecast program area will be expanded as required from the current 20 counties, using the decennial and intercensal Census estimates, as well as other available information, as data baselines.

Post- processing adjustments are made to the ARC forecasts to account for expected large scale changes and policy priorities that would not be reflected in model output driven by historical data. Events such as expected construction of a new highway or policy input restricting development within the region are accounted for directly in the PECAS model with parameter changes to the AA module. Factors such as expected job and household growth from the completion of known major development projects (e.g. Atlantic Station) or transit-oriented development are incorporated as post processing adjustments to the model output or via specific site development changes to the parcel layers in the SD module.

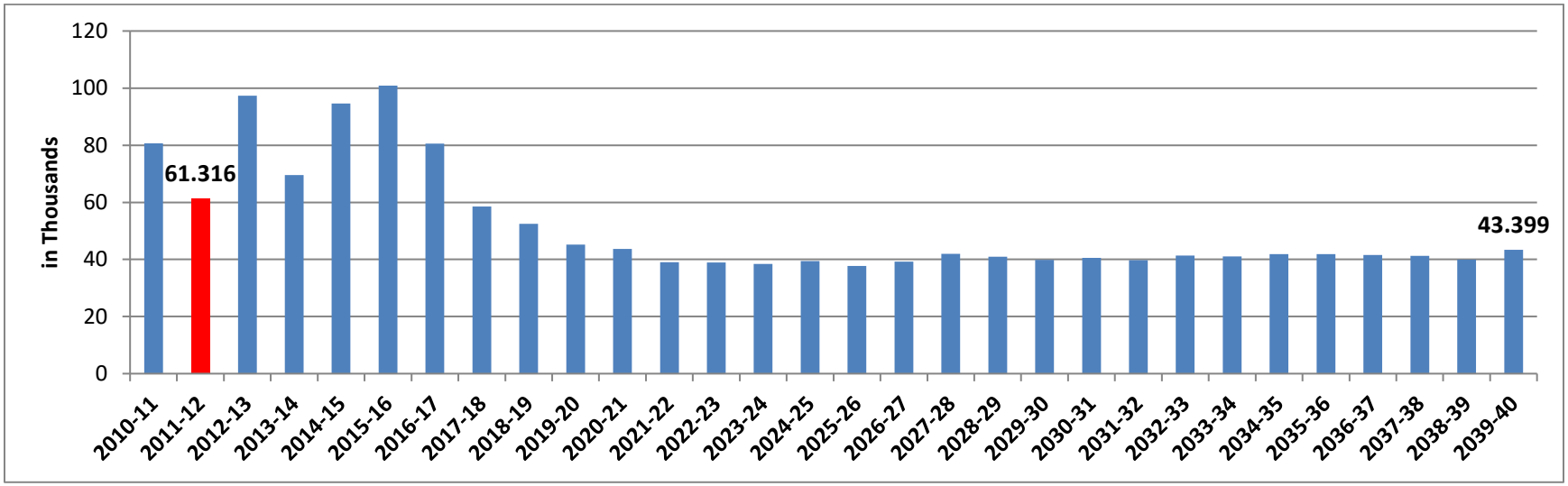
Projected Population and Employment Growth for the 20-County Area



Projected Annual Population Change for the 20-County Area



Projected Annual Employment Change for the 20-County Area



APPENDIX C – Model Inputs

In 2016, ARC switched from its 4-step trip-based aggregate regional travel demand model to its newly developed, and recently calibrated disaggregate activity-based model (ABM). The ABM now serves as the major travel forecasting tool in the ARC region. This model has been developed to ensure that the regional transportation planning process can rely on forecasting tools that will be adequate for new socioeconomic environments and emerging planning challenges. It is equally suitable for conventional highway projects, transit projects, and various policy studies such as highway pricing and HOV / HOT analysis. The ARC ABM is based on the CT-RAMP (Coordinated Travel Regional Activity-Based Modeling Platform) family of Activity-Based Models. This model system is an advanced, but operational, AB model that fits the needs and planning processes of ARC.

The ABM has been tailored specifically to meet ARC planning needs, considering current and future projects and policies and also taking into account the special market segments that exist in the Atlanta region. The model system addresses requirements of the metropolitan planning process, relevant federal requirements, and provides support to ARC member agencies and other stakeholders.

1) Calibration Year: 2010 (with some 2015 interim validations and benchmarking thereafter)
2) Project Listing: Project listings will be provided in electronic format to Interagency Consultation Group for review in March 2017 and include:
    a. Regionally Significant and Federally Funded
    b. Regionally Significant and Non-Federally Funded
3) Demographic Data: Provided as separate attachment
4) Speed Data: Free-flow Speed by Area Type and Facility Type[8]

FACTYPE	ABM Area Type							
	CBD	Urban Commercial	Urban Residential	Suburban Commercial	Suburban Residential	Exurban	Rural	Facility Type
1	62	63	63	63	64	65	66	interstate/freeway
2	43	46	49	52	55	58	61	expressway
3	43	46	49	52	55	58	61	parkway
4	64	65	65	65	66	67	68	freeway HOV (concurrent)
5	64	65	65	65	66	67	68	freeway HOV (barrier)
6	62	63	63	63	64	65	66	freeway truck only
7	50	50	50	55	55	55	55	system to system

[8] Within the ARC travel demand and emission modeling process, free flow speeds are adjusted to reflect the increase in delay and travel time on a roadway segment as traffic volumes build and congestion levels increase. Link-level congested flow speeds are used to estimate NOx and VOC emissions as required by Sections 93.122(b)(i)-(iv) and 93.122(b)(2) of the Transportation Conformity Rule.

FACTYPE	ABM Area Type							
	CBD	Urban Commercial	Urban Residential	Suburban Commercial	Suburban Residential	Exurban	Rural	Facility Type
								ramp
8	50	50	50	50	50	50	50	exit ramp
9	45	45	45	50	50	50	50	entrance ramp
10	23	26	31	35	41	48	53	principal arterial
11	21	26	29	33	38	43	48	minor arterial
12	21	26	29	33	38	43	48	arterial HOV
13	21	26	29	33	38	43	48	arterial truck only
14	17	23	24	26	30	35	45	collector

5) Transit Modeling
    a. Model recalibrated to 2010 transit ridership estimates, provided by transit operators
    b. Reflects results from the 2009-2010 Transit On Board Survey
    c. Routes updated to reflect current operating plans
    d. Transit mode split is estimated using the mode choice model
        i. Estimates individual modal trips from the person trip movements developed in the trip distribution model
        ii. Composed of 15 modes, including auto by occupancy and toll/non-toll choice, walk and bike non-motorized modes, and walk and drive access to different transit line-haul modes:
            1. Auto SOV (Free)
            2. Auto SOV (Pay)
            3. Auto 2-Person (Free)
            4. Auto 2-Person (Pay)
            5. Auto 3+ Person (Free)
            6. Auto 3+ Person (Pay)
            7. Walk
            8. Bike
            9. Walk-All-Transit
            10. Walk-Premium-Only
            11. PNR-All-Transit (PNR = Park and Ride)
            12. PNR-Premium-Only
            13. KNR-All-Transit (KNR = Kiss and Ride)
            14. KNR-Premium-Only
            15. School Bus
        iii. The mode choice model is organized in terms of seven characteristics:
            1. Mathematical structure;
            2. Trip purposes and choice sets;
            3. Limitations on choice sets;
            4. Analysis of transit access;

5. Treatment of HOV lanes;
6. Stratification by income groups; and
7. Analysis of alternative transit paths.

e. Transit Fare Modeling
   i. Transit fares are based on information provided by the local transit operators throughout the Atlanta region
   ii. The base year for the travel demand model is year 2010; therefore, any costs of traveling incurred within the model are representative of year 2010 dollars
      1. The base year calibration utilized transit fares that were in place in 2010; however the majority of local operators have implemented a fare increase since 2010. To reflect these fare increases while maintaining year 2010 dollars, the year 2015 fares were adjusted using the Consumer Price Index (CPI) online calculator[9] which accounts for inflation to calculate the cost of goods.[10]
   iii. A CPI adjustment was applied to all the operator fares and is carried forward for all model years from 2015 and beyond
   iv. The current ARC transit coding approach enables fares to be coded by mode and operator (cases where an operator has a different fare for different modes).
   v. The transit fare structure includes additional fares incurred from transferring from one operator to another
   vi. The fare structure results in a fare matrix which includes the total fare of the trip on a zone-to-zone level

f. 2009-2010 Transit On Board Survey Calibration
   i. Update of regional transit travel targets based on expansion of the on-board survey data
      1. Modifications to express bus and BRT transfer constants
      2. Modifications to travel demand model estimates of zero-car transit work trips
      3. Modifications to travel demand model estimates of kiss-and-ride passenger access and use of transit system
      4. Overall evaluation of all modal constants
      5. Refinement to park-and-ride lot assumptions
      6. Updated walk connector and percent walk procedures
   ii. Modified transit skimming procedures
   iii. Re-calibrated air passenger model
   iv. Assessment of travel demand model understanding of market segments and travel patterns relative to the on-board survey records

[9] http://data.bls.gov/cgi-bin/cpicalc.pl

[10] For example, the current year 2015 one-way MARTA fare of $2.50 translates to approximately $2.30 in year 2010 dollars. In other words, the MARTA fare increase from $2.00 to $2.50 outpaces inflation. So, using the consumer price index calculator, the 2015 MARTA fare in year 2010 dollars is $2.30.

Appendix D – I/M Program

- Exhaust and Evaporative (OBD and gas cap pressure test) for 1996 and newer vehicles
  - Annual inspection required
  - Computerized test and repair OBD – Exhaust
  - Computerized test and repair OBD & GC - Evaporative
  - Applies to all LDG vehicle types
  - Three year grace period
  - 3% waiver rate for all vehicles – Exhaust test
  - 0% waiver rate for all vehicles – Evaporative test
  - 97% compliance rate
- Exhaust and Evaporative test for 1975 – 1995 vehicles
  - Annual inspection required
  - Computerized test and repair ASM 2525/5015 Phase-in – Exhaust
  - Computerized test and repair GC – Evaporative
  - Applies to all LDG vehicle types
  - 3% waiver rate for all vehicles – Exhaust
  - 0% waiver rate for all vehicles – Evaporative
  - 97% compliance rate
  - 25 year and older model years are exempt

Appendix E – VMT Adjustment Factors

Ozone VMT Adjustment Factors

Functional Class Name	Functional Classifications	Factor for 13 County Area	Factor for 7 County Area
Interstates / Freeways	1, 11, 12	0.99	0.83
Arterials	2, 14	1.02	0.90
Collectors	6, 7, 8, 16, 17	0.84	1.18
Local	9, 19	1.83	2.26

Interagency Consultation Group
July 25, 2017

MEETING SUMMARY

Attendees	
ARC	David D'Onofrio, Kyung-Hwa Kim, Jean Hee Barrett, David Haynes, Kofi Wakhisi, John Orr, Guy Rousseau
CBMPO	
Cobb	
Douglas	
EPA	Dianna Myers, Richard Wong
EPD	Gil Grodzinsky
FHWA	Tamara Christion
FTA	
GDOT	Megan Weiss, Kaycee Mertz, Daniel Dolder
GHMPO	Sam Baker
GRTA/SRTA	Jamie Fischer
Gwinnett	Vince Edwards
MARTA	
Other	

1. **Transportation Planning Updates**
   a. **ARC**

David Haynes, ARC, updated the committee on ARC planning activities. The public comment period for TIP Amendment #3 just wrapped up. It ran from June 21 – July 20. ARC held a couple of open houses to share information about the plan: one in the Peachtree Center Mall food court and one at GDOT's office. In total, about 85 people participated in the open houses. ARC staff is reviewing the one set of public comments received and preparing remarks that will be distributed to TCC by Friday, July 28th ahead of any TCC or policy board action on the amendment. GDOT is pulling together some information to support ARC's response as well. TIP Amendment #3 will go through formal adoptions in August with GRTA Board approval planned for September.

Due to the passage of several SPLOSTS, the More MARTA referendum in Atlanta and the current ARC TIP Solicitation another amendment is likely by the end of this year or in the first quarter of 2018. The amendment will likely be conformity-triggering. The exact nature of the amendment, whether it will be split into a #4 and a #5, and whether ARC will seek to turn these series of substantial amendments into a new full-fledged RTP is still up for debate. ARC staff will provide more information to Interagency when it becomes available.

Interagency Consultation Group
October 24, 2017

MEETING SUMMARY

Attendees	
ARC	David D'Onofrio, Jean Hee Barrett, David Haynes, Kofi Wakhisi, John Orr, Nosa Omokaro
CBMPO	
Cobb	
Douglas	
EPA	
EPD	Gil Grodzinsky
FHWA	Tamara Christion
FTA	
GDOT	Megan Weiss, Daniel Dolder, Phil Peevy
GHMPO	Sam Baker
GRTA/SRTA	
Gwinnett	
MARTA	
Other	

1. **Transportation Planning Updates**
   a. **ARC**
      i. **Amendment #4**
      Jean Hee Barrett, ARC, updated the committee on ARC's planning schedule for the next few months. ARC staff is working on finalizing project selection from the solicitation earlier this year. Staff plan on incorporating funding recommendations that do not trigger an emissions analysis in Amendment #4. This amendment will rely on a short conformity form and will allocate funds for the CMAQ, STBGP and TAP programs. Interagency members should expect an updated short conformity form, along with a project list, in late November for their review ahead of the opening of public comment in December. ARC is seeking committee approvals in February with GRTA approval in March.

      ii. **Future Amendments**
      David Haynes, ARC, followed by explaining plans for the beginning of 2018. Staff is anticipating another amendment to cover solicitation projects that trigger an emissions analysis along with updates to long-range state as well as local TSPLOST projects. Staff is targeting adoption for this update by the end of June 2018. Interagency will be involved with planning assumptions and draft conformity determinations in the winter and spring.

Interagency Consultation Group
January 23, 2018

MEETING SUMMARY

Attendees	
ARC	David D'Onofrio, Jean Hee Barrett, Kyung-Hwa Kim, Kofi Wakhisi, John Orr, Guy Rosseau
CBMPO	
Cobb	
Douglas	
EPA	Dianna Myers, Richard Wong
EPD	Gil Grodzinsky, Deb Basnight
FHWA	Tamara Christion
FTA	
GDOT	Megan Weiss, Daniel Dolder, Habte Kassa
GHMPO	Sam Baker
GRTA/SRTA	Rob Goodwin
Gwinnett	
MARTA	
Other	

1. **Transportation Planning Updates**
   a. **ARC**
      i. **Amendment #4 Update**
      Jean Hee Barrett, ARC, updated the committee on ARC's schedule to wrap up Amendment #4. Public comment closed on January 16. ARC received 29 comments via email. ARC staff is reviewing and preparing responses to those comments to release by January 26. Comments were varied, with some reflecting the new project evaluation procedures, some related to transit expansion and some more general.

      Amendment #4 will begin moving through ARC committees in February. It's scheduled to be in front of TCC on February 9 and TAQC on February 15. GRTA is scheduled to act on the amendment on March 14.

      ii. **Amendment #5 Update**
      Barrett continued the conversation into Amendment #5. ARC provided planning assumptions and a modeling list to Interagency last week and hope to receive comments by February 1. ARC staff hopes to complete the runs by early March with a goal of the amendment going out to a 30-day public comment period on March 21. ARC committees are scheduled to act in May with GRTA providing a conditional approval in May as well. Amendment #5 includes some FY'18 funds so ARC staff is eager to get that allocated ASAP.

Amendment #5 includes a mix of solicitation projects, project scope and costs changes, and TSPLOST locally funded projects.

b. CBMPO

No Update.

c. GHMPO

Sam Baker, GHMPO, updated the committee on planning activities in Hall County. GHMPO has recently completed two planning studies: a regional freight study and a Green Street traffic improvement study. This year, GHMPO is starting several new studies: two trail routing studies to connect existing segments and a traffic improvement study on Dawsonville Hwy. GHMPO staff is also actively working on an update to their UPWP for FY'19. GHMPO staff is gearing up to start their next RTP update, which is due by mid-2020. Staff is planning to kick-off work for that product later this year.

Baker noted that GHMPO is preparing an application for additional PL funding from GDOT to prepare an update to the Jackson County CTP. If granted they hope the project will begin in July and finish by the end of 2019.

Finally, GHMPO staff are working on a resolution and agreement with GDOT to incorporate statewide safety performance measures and targets into their planning process.

Interagency Consultation Group
February 27, 2018

MEETING SUMMARY

Attendees	
ARC	David D'Onofrio, Jean Hee Barrett, John Orr, Guy Rosseau, David Haynes
CBMPO	
Cobb	
Douglas	
EPA	Dianna Myers, Richard Wong
EPD	Gil Grodzinsky
FHWA	
FTA	
GDOT	Habte Kassa
GHMPO	Sam Baker
GRTA/SRTA	Rob Goodwin
Gwinnett	
MARTA	
Other	

1. **Transportation Planning Updates**
   a. **ARC**
      i. **Amendment #4 Update**
      Jean Hee Barrett, ARC, updated the committee on ARC's schedule to wrap up Amendment #4. Public comment closed on January 16, and ARC's TCC and TAQC have taken action to approve the amendment. ARC's Board is scheduled to take action on February 28. GRTA's board is scheduled to take it up on March 14 before USEPA/USDOT can take action. This amendment allocates FY'18 funds for projects associated with ARC's 2017 project solicitation, among other changes.

      ii. **Amendment #5 Update**
      Barrett continued the conversation into Amendment #5. ARC is still coordinating with GRTA and GDOT on the amendment, which is scheduled to go to public comment on March 21 for 30 days. ARC staff are finishing up model coding and emission modeling on the project list. After the close of public comment, ARC committees will take action in May followed by GRTA action in June, before the close of FY'18.

   b. **CBMPO**
      No Update.

   c. **GHMPO**

Sam Baker, GHMPO, updated the committee on planning activities in Hall County. GHMPO recently passed a resolution to support the state's safety targets. Otherwise, all planning activities they discussed in January's meeting are still ongoing.

2. Air Quality Updates

a. 2008 Ozone Implementation Plan Ruling

D'Onofrio explained that on February 16, the DC Circuit Court of Appeals vacated portions of the EPA's 2008 Ozone Implementation Rule. Among those components vacated are the revocation of transportation conformity requirements for the 1997 ozone standard.

Interagency had a roundtable discussion on this topic and its potential implications. EPA staff were only able to offer that they would provide more information to the group as soon as they received it from headquarters. As of now, the exact impacts of this ruling on the region's transportation planning process remains unknown.

MEMORANDUM

To: **Policy Committee Members**

From: **Sam Baker, Transportation Planning Manager**

Date: **May 8, 2018**

Re: **Transportation Improvement Program Amendment #1**

The Georgia Department of Transportation has asked the Gainesville-Hall Metropolitan Planning Organization to amend its Transportation Improvement Program (TIP) for the following:

- Program additional funds for the widening of I-85 from north of I-985 to north of SR 53.
- Program funds for GDOT's oversight of Congestion Mitigation & Air Quality (CMAQ) project.

Please see the attachments for more details.

RECOMMENDED ACTION: ***Recommend approval of the resolution amending the TIP (TIP Amendment #1)***

Attachments: Draft TIP Amendment #1
Draft Resolution

A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Adopting Amendment #1 to the 2018-2021 Transportation Improvement Program

WHEREAS, the Transportation Improvement Program (TIP) meets the requirement of Title 23 of the U.S. Code; 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 2018-2021 TIP has been amended, per Attachment 1, to program $38,100,000 for the construction of I-85 widening from north of I-985 to north of State Route 53 in 2020.

WHEREAS, the 2018-2021 TIP has been amended, per Attachment 1, to allocate $70,000 each year in 2019, 2020, and 2021 for the oversight of Congestion Mitigation and Air Quality project in the GHMPO area by the Georgia Department of Transportation.

WHEREAS, this TIP Amendment went through the required 15-day minimum public comment period from April 8, 2018 through April 22, 2018.

NOW, THEREFORE, BE IT RESOLVED that the GHMPO PC adopts the attached amendment to the TIP.

A motion was made by PC member _____ and seconded by PC member _____ and approved this the 8th of May, 2018.

_____
Mayor Lamar Scroggs, Chairperson
Policy Committee

Subscribed and sworn to me this the 8th of May, 2018.

_____
Notary Public

My commission expires _____

DRAFT

DRAFT TIP AMENDMENT #1
Attachment 1

4/9/2018

GHMPO #	PI #	Year	Project Name	Improvement Type	Phase	Federal	State	Local	Total	FHWA Program Code/Local	Change Requested By	Purpose of Modification	Network Year
GH-123	110610	2020	I-85 from I-985 to SR 53	Widening	CST	**$38,100,000.00**	$0.00	$0.00	**$38,100,000.00**	Z001	GDOT	Project limit change	2030
	0013979	2019	Oversight Services for GHMPO CMAQ Projects	Preliminary Engineering	PE	**$56,000.00**	**$14,000.00**	$0.00	**$70,000.00**	Z231	GDOT	Missing project	
	0013980	2020	Oversight Services for GHMPO CMAQ Projects	Preliminary Engineering	PE	**$56,000.00**	**$14,000.00**	$0.00	**$70,000.00**	Z231	GDOT	Missing project	
	0013981	2021	Oversight Services for GHMPO CMAQ Projects	Preliminary Engineering	PE	**$56,000.00**	**$14,000.00**	$0.00	**$70,000.00**	Z231	GDOT	Missing project	

Yellow areas denote most recent changes. Bold font for new figures.

DRAFT 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

4/9/2018

GHMPO No.	GDOT No.	Segment Location	$ Thousands																			
			FY 2018					FY 2019					FY 2020					FY 2021				
			SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL
GH-016	0003626	Sardis Rd Connector from SR 60 to Sardis Rd Near Chestatee Rd													$22,874							
GH-020	122060	SR 11/US 129 from Limestone Pkwy to South of Nopone Rd								$3,703					$6,171					$2,468		
GH-023	0009679	Spout Springs Rd from I-985 to Union Circle - Phase I			$9,246						$31,759	$7,766										
GH-028	0013609	Bridge on SR 332 at Walnut Creek								$123						$1,568						
GH-038	132610	SR 60 from SR 136 to Yellow Creek Rd								$14,701												
GH-056	0007170	Bridge on SR 136/Price Rd at Chestatee River								$459											$6,099	$143
GH-057	122012	Bridge on SR 369 at Chattahoochee River/Lake Lanier				$27,993																
GH-069	0013322	SR 53 Connector/SR 60 at SR 60/SR 369			$1,230						$1,357											
GH-085	0010212	Bridge on SR 53 Westbound at Chattahoochee River								$216											$19,990	$113
GH-104		SR 53/Dawsonville Hwy at McEver Rd Operations							$116													
GH-109	0013545	I-85 from North of SR 211 to North of SR 211/US 129		$1,955																		
GH-113	0015752	Oak Tree Drive Operations		$423																$710		
GH-116	0013922	Bridge on I-985 at Elachee Dr								$250						$3,300						
GH-117	0014935	Railroad Crossing on Tumbling Creek Rd at Norfolk Southern Railroad				$3,521										$4,421						
GH-118	0013988	SR 211 from SR 124 to SR 347		$21											$105							
GH-119	0015551	Bridge on SR 60 at Chattahoochee River	$500											$1,000								
GH-120	0014130	I-985 from I-85 to SR 53		$1,060					$1,590													
GH-122	0015766	I-985 from I-85 to North of SR 53		$30		$1,700																
GH-123	110610	I-85 from I-985 to SR 53				$24,000										$38,100						
	0013978 0013979 0013980 0013981	Oversight Services for GHMPO CMAQ Projects		$70					$70					$70					$70			
		TOTAL	$500	$3,559	$10,476	$57,214	$0	$0	$1,776	$19,452	$33,116	$7,766	$0	$1,070	$29,150	$47,389	$0	$0	$70	$3,179	$26,089	$256

FY 18-21	$ Thousands
SCP	$500
PE	$6,476
ROW	$62,256
CST	$163,808
UTL	$8,021
TOTAL	$241,062

Yellow areas denote most recent changes.

Project Name I-85 from I-985 to SR 53	**GHMPO No.** GH-123	**GDOT No.** 110610
	County Gwinnett, Barrow,	**City** Braselton
Local Rd. Name	**GDOT District** 1	**Cong. District** 9
US/State Rd. Name I-85	**Map ID** 123	**RC** GMRC / ARC

Project Description

Widening of I-85 from four to six lanes from Hamilton Mill Road in Gwinnett to SR 53 in Braselton. Project costs reflect only the GHMPO's portion (22%) of the total cost that lies within the MPO boundary.

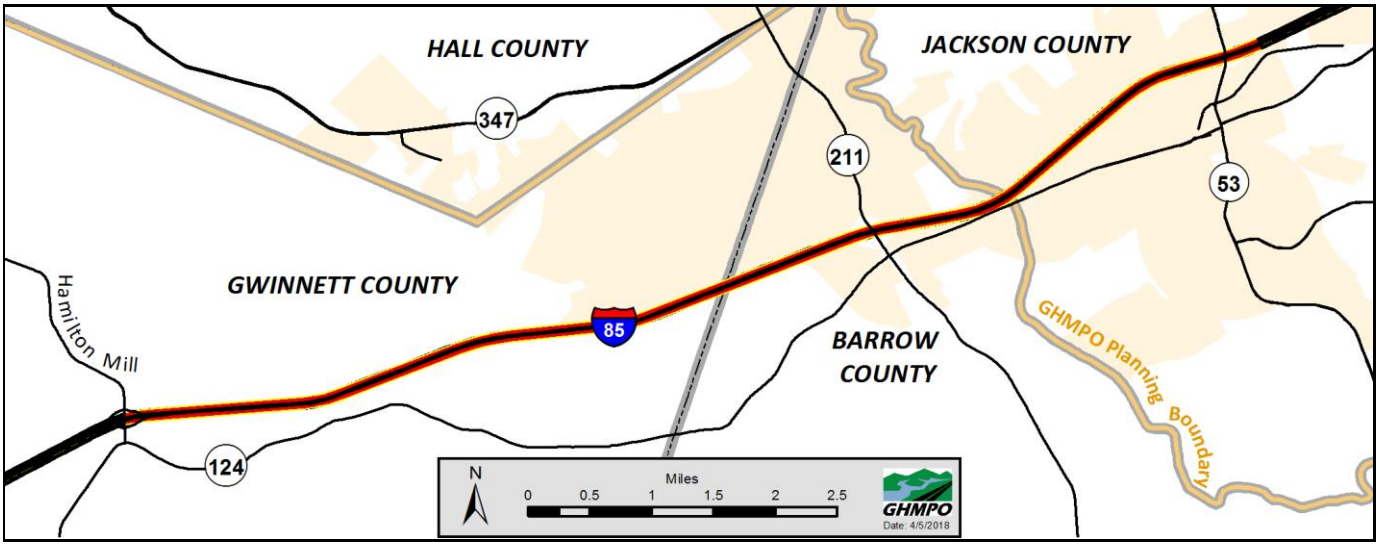
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

To improve connectivity and congestion along I-85 between Hamilton Mill Road and Braselton

Project Termini **From** Hamilton Mill Road **To** SR 53	**Length (miles)** 9.5	
	Exist. Lanes 4	**Future Lanes** 6
Bike / Ped.	**Exist. Vol.** 59,600 (2016)	**Design Vol.** 72,820 (2040)
Connectivity I-85		
Network Year 2040 **LRTP Project Tier:** Short-Term (2015-2023)		**Open to Traffic Date**

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2018	Construction	HB-170	$0	$21,750,250	$0	$0	$21,750,250
2018	Construction	Z001	$0	$0	$2,249,750	$0	$2,249,750
2019	Construction	HB-170	$0	$60,700,000	$0	$0	$60,700,000
2020	Construction	Z001	$0	$38,100,000	$0	$0	$38,100,000
		TOTAL	$0	$120,550,250	$2,249,750	$0	$122,800,000



MEMORANDUM

To: **Policy Committee Members**

From: **Sam Baker, Transportation Planning Manager**

Date: **May 8, 2018**

Re: **Public Comments on Memorial Park Drive Traffic Congestion**

GHMPO staff has received public comments drawing attention to increased traffic congestion on Memorial Park Drive in Gainesville. In response, we have taken a look at traffic on this road. What we have discovered is that traffic has increased on Memorial Park Drive significantly faster than anticipated. Our base year travel demand model shows traffic volume of 3,200 vehicles per day on this road in 2010 which is anticipated to increase to 7,300 vehicles per day in 2040 based on Hall County's forecasted population and employment growth. However, the Georgia Department of Transportation's latest traffic count shows 10,100 vehicles per day in 2016. Compare this count to the road's capacity of 7,200 vehicles per day resulting in level of service of F (on a scale of A being excellent through F being failing).

Memorial Park Drive is classified a major collector. It connects Browns Bridge Road/SR 369, a principal arterial, with Atlanta Highway/SR 13, a minor arterial. Memorial Park Drive is a county road. Part of it is in the City of Gainesville and a portion is in Hall County.

The key issues identified in public comments are industrial development along Memorial Park Drive contributing to traffic, the four-way stop signs at the intersection of Memorial Park Drive and Old Flowery Branch Road being too close to Browns Bridge Road, and the location of Memorial Park Drive and Paul Drive being too close to each other.

RECOMMENDED ACTION: ***None.***

Attachment: Memorial Park Drive research findings

Memorial Park Drive

Public Comment

Memorial Park Drive

Memorial Park Drive

Memorial Park Drive Traffic Volume

Short Term Station **1390189**
In **Hall** County
Located on **045100**
LRS ID: **1392045100**

Referencing | Annual Statistics | Surveys

Volume

2017	-	
2016	10100	1 - 6 days
2015	9320	Est. from previous years
2014	8960	Est. from last year
2013	8960	1 - 6 days
2012	7620	Est. from last year
2011	7630	Est. from last year
2010	7740	Est. from last year
2009	7840	1 - 6 days

Trucks

2017	-	
2016	609	1 - 6 days
2015	725	Est. from previous years
2014	697	Est. from previous years
2013	697	1 - 6 days
2012	632	Est. from previous years
2011	633	Est. from previous years
2010	642	Est. from previous years
2009	651	1 - 6 days

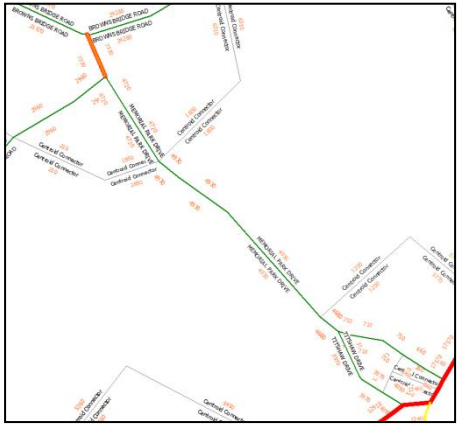
Key Annual Trends

Year	Annual Average Daily Traffic	% APR Change	Annual Average Daily Truck Traffic	% Trucks	K Factor	D Factor	85th Pctl Speed
2017		1.98					
2016	10100		609	6.03	9.71	61.37	
2015	9320		725	7.78	9.00	60.00	
2014	8960		697	7.78	9.00	60.00	
2013	8960		697	7.78	9.00	60.00	
2012	7620		632	8.30			
2011	7630		633	8.30			
2010	7740		642	8.30			
2009	7840		651	8.30			
2008							
2007							

Traffic Volume vs. Road Capacity

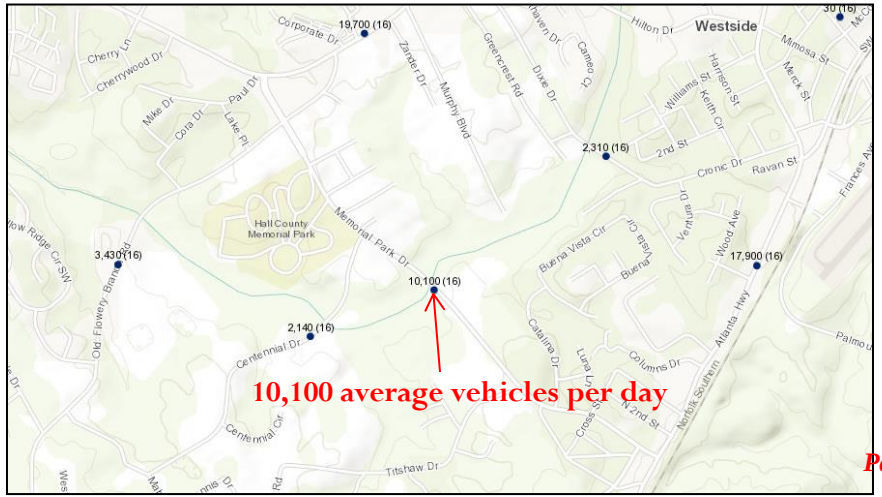
2010

2040



- 2010 model: 3,230 VPD
- 2040 model: 7,330 VPD
- Capacity: 7,200 VPD
- 2016 count: 10,100 VPD
- **Level of Service: F**

2016



MEMORANDUM

To: **Policy Committee Members**

From: **Sam Baker, Transportation Planning Manager**

Date: **May 8, 2018**

Re: **2020 Census: Impact of "Large Urban" Designation for Hall Area Transit**

GHMPO staff attended the Georgia Planning Association (GPA) Spring Conference held in Gainesville on March 28, 2018. There was one session at this conference on small urban area transit providers which are likely to lose federal operating assistance after the 2020 Census. This group includes Hall Area Transit (HAT). HAT presently receives 50% operating assistance from the Federal Transit Administration (FTA) under a grant for small urban areas. As the Atlanta and Gainesville urbanized areas continue to grow larger and touch each other more, the current trend indicates that the 2020 Census will show that Gainesville is a part of one large urbanized area, and, thus, HAT is a service provider in a large urban area. As a result, HAT's FTA grant will likely be switched to one for large urban areas. The federal grant for large urban areas provides no operating assistance. Consequently, HAT is faced with a funding gap in or around 2023 which will affect its ability to provide service unless something is done.

The session made the following two suggestions:

1. Make the local decision makers become aware of this upcoming loss of funding.
2. Bring this issue to the attention of the recently formed transit committee by the state legislators to explore how to improve transit service in Georgia.

RECOMMENDED ACTION: ***None.***

Attachment: *None*