



# *Gainesville - Hall Metropolitan Planning Organization*

**GHMPO**

Braselton - Flowery Branch - Gainesville - Oakwood - Hall County - Jackson County

## POLICY COMMITTEE

**Tuesday, February 12, 2019, 10:00 AM  
Municipal Courtroom, Gainesville Municipal Court  
701 Queen City Parkway SW, Gainesville, GA 30501**

### **AGENDA**

1. Welcome – Mayor Mike Miller, Chair
2. Approval of November 13, 2018 Meeting Minutes
3. Report from the Technical Coordinating Committee  
– B.R. White, TCC Chair
4. Report from the Citizens Advisory Committee  
– Renee Gerrell, CAC Chair
5. Approval of the Resolution Adopting the Gainesville Trail Study Report  
– Joseph Boyd, GHMPO
6. Approval of the Resolution Adopting the South Hall Trail Study Report  
– Joseph Boyd, GHMPO
7. Dawsonville Highway-McEver Road Connectivity Study Result & Recommendations  
– Matt Tarver, City of Gainesville  
– Steve Cote, RS&H
8. Review & Selection of a Potential New Logo for the Gainesville-Hall Metropolitan Planning Organization  
– Srikanth Yamala, GHMPO  
– Caroline Scruggs, Forum Communications
9. Approval of the Resolution Supporting the 2019 State Targets for Safety Performance Management  
– Sam Baker, GHMPO
10. Approval of the Resolution Supporting the 2019-2022 State Performance Targets for Transit Asset Management  
– Sam Baker, GHMPO
11. Approval of an Amendment to the FY 2019 Unified Planning Work Program  
– Joseph Boyd, GHMPO

12. Review the First Draft of FY 2020 Unified Planning Work Program
  - Sam Baker, GHMPO
13. Approval of the Resolution Requesting PL Funds for the State Route 365/Jesse Jewell Parkway Traffic Impact Study
  - Chris Rotalsky, City of Gainesville
14. Review of Amendments to Policy Committee Bylaws
  - Srikanth Yamala, GHMPO
15. 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
16. Upcoming Meeting Date: May 14, 2019
17. Public Comment
18. Other
19. Adjourn

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# *Gainesville - Hall Metropolitan Planning Organization*

**GHMPO**

Braselton - Flowery Branch - Gainesville - Oakwood - Hall County - Jackson County

## **POLICY COMMITTEE MEETING**

**Hall County Government Center  
2875 Browns Bridge Road, Gainesville, GA 30504  
Draft Minutes for November 13, 2018 Meeting**

### **Voting Members Present:**

Mayor Mike Miller, City of Flowery Branch, Chair  
Mayor Lamar Scroggs, City of Oakwood  
Commissioner Richard Higgins, Hall County  
Mayor Danny Dunagan, City of Gainesville  
Gina Roy, on behalf of Chairman Tom Crow,  
Jackson County  
Charles Robinson, GDOT

### **Voting Members Absent:**

Matt Tarver, City of Gainesville  
Chris Rotalsky, City of Gainesville  
Bryan Lackey, City of Gainesville  
Sarah McQuade, Hall County  
Ken Rearden, Hall County  
Kevin McInturff, Hall County  
Phillippa Lewis Moss, HAT  
Marc Eggers, AccessWDUN

### **Others Present:**

Srikanth Yamala, GHMPO  
Sam Baker, GHMPO  
Joseph Boyd, GHMPO  
Emily Foote, Hall County  
Johnathan McLoyd, GDOT  
Scott Frederick, GDOT  
Bill Andrew, City of Flowery Branch  
Stan Brown, City of Oakwood

### **1. Welcome**

Mayor Miller opened the meeting at 10:03 AM.

### **2. Approval of August 14, 2018 Meeting Minutes**

**MOTION:** Mayor Dunagan made a motion to approve the minutes of the August 14, 2018 meeting, with a second from Mayor Scroggs, and the motion passed by a unanimous vote.

### **3. Report from the Technical Coordinating Committee**

Mr. Baker spoke on behalf of the TCC Chairperson BR White, giving a recap of the October 10, 2018 TCC meeting where the TCC voted to recommend approval of all agenda items, including the adoption of the draft resolution approving Amendment #2 to the 2018-2021 Transportation Improvement Program.

### **4. Report from the Citizens Advisory Committee**

Mr. Baker spoke on behalf of the CAC Chairperson Renee Gerrell, giving a recap of the October 25, 2018 CAC meeting where the CAC voted to recommend approval of all agenda items, including the adoption of the draft resolution approving Amendment #2 to the 2018-2021 Transportation Improvement Program. He also thanked Matt Tarver and the City of Gainesville staff for providing the CAC a tour of the Gainesville Traffic Operations Center before the meeting on October 25<sup>th</sup>.

### **5. Approval of the Draft Resolution Approving Amendment #2 to the 2018-2021 Transportation Improvement Program**

Mr. Baker stated that the Georgia Department of Transportation has requested the GHMPO to amend its Transportation Improvement Program in order to change the limit of the I-85 widening project (GH-109/GDOT PI#0013545). The current limit is I-85 from north of SR 211/Old Winder Highway to north of US 129/SR11/Lee Street. The proposed new limit will be I-85 from north of SR 53/Winder Highway to north of US 129/SR 11/Lee Street. The change in project limit also required a Conformity Determination Report to be completed and approved in order to show the change in scope would not adversely affect the air quality of the region.

**MOTION:** Ms. Roy made a motion to approve the Resolution Approving Amendment #2 to the 2018-2021 Transportation Improvement Program, with a second from Mayor Dunagan, and the motion passed by a unanimous vote.

### **6. Gainesville & South Hall Trail Study**

Mr. Boyd introduced Ms. Storck from Alta Planning + Design. Ms. Storck gave an update on the Gainesville Trail and South Hall Trail studies outlining public involvement in the studies, as well as information on the analyses, implementation strategies, and prioritization of potential segments of the two trails and maintenance strategies. She stated that the studies were currently in the draft phase and that the project team was adjusting recommendations after feedback was received during the Open House held at the Spout Springs Library on November 1<sup>st</sup>.

Mayor Miller asked for clarification on whether or not any recommendations for the studies would utilize any private trail systems or segments, to which Ms. Storck responded that no private trails in the region are being included as a part of the recommendations.

Mayor Miller asked why the Bragg Road segment was not included on the slide discussing prioritization results, to which Ms. Storck responded that since that segment was still being explored, cost estimates and specific routing was not finalized, meaning no score was currently assigned to the segment. She stated that if the segment remains in the plan, it would be included in the prioritization scoring table in the final draft.

Mayor Miller asked about the timeline for the implementation of these trail recommendations, to which Mr. Yamala responded that though there are many grant opportunities available, there is currently no funding identified for the construction of these projects except for the side path along Spout Springs Road which is being paid for by Georgia DOT concurrently with the widening of the roadway. If funding opportunities are found through GHMPO, they will be brought back to the Committee for its approval.

Mayor Miller stated that he had received feedback from the community on the possible Bragg Road recommendation regarding safety and privacy. He asked if there was any data available that discusses the impact trails have on nearby communities in relation to property values, safety, and crime. Ms. Storck responded that even though the Bragg Road trail segment would only be recommended along public right-of-way, privacy issues would be worked through later on in the design phase if the project was ever actually implemented; this study is solely focusing on feasibility. Ms. Storck also responded that there are several available studies that discuss safety, security, and property values related to trails. She stated that trails have generally been found to raise property values. Ms. Stock also stated that like all public amenities, trails are not immune to crime, but there is no known evidence of increased crime due to the proximity of trails. Ms. Storck said that Alta will gather those studies and share them with the Mayor.

Mr. Yamala asked Ms. Storck to share with the Committee any unique opportunities and challenges that she sees when it comes to the implementation of this type of trail network in the region. Ms. Storck responded that funding is always a challenge but that there are many grant and partnership opportunities available to secure funding. She stated that the area has many great unique attributes such as Lake Lanier, Elachee Nature Center and their extensive mountain bike trail system, beautiful creeks, and great downtowns that are all excellent candidates for the connectivity to a regional trail network.

## **7. Jurisdiction and Agency Reports**

Representatives shared the status of transportation projects being completed by their jurisdictions: Mr. Andrew for the City of Flowery Branch, Mr. Tarver for the City of Gainesville, Mr. Brown for the City of Oakwood, Mr. Frederick for the Georgia Department of Transportation, Mr. McInturff for Hall County, and Ms. Roy for Jackson County.

## **8. Upcoming Meeting Date: March 12, 2019**

Mayor Dunagan proposed that the March 12, 2019 PC meeting be held at the City of Gainesville Public Safety Complex. He stated that City staff would check into the availability of the space and would notify GHMPO staff shortly.

## 9. Public Comments

There were no public comments.

## 10. Other

### Gainesville-Hall Regional Transportation Plan: 2020 Update

Mr. Baker explained that by federal regulations, GHMPO has to update its Regional Transportation Plan (RTP) by June 2020. He informed the Committee that a Request for Proposals (RFP) had been issued seeking proposals from consultants by October 30<sup>th</sup> to undertake this project. A consultant is expected to be contracted by December 2018 to start work in January 2019. Mr. Baker outlined the breakdown of funding and presented a plan on how each local jurisdiction can meet its required local-match through in-kind hours of staff time spent on the RTP update. If the in-kind hours tracked do not meet the percentage of match required for that particular jurisdiction (which is based upon that jurisdiction's population located within the urbanized area of the MPO), that jurisdiction will be required to make up the difference in a cash payment at the end of the study.

### Micro-Transit Feasibility Study

Mr. Baker informed the Committee that GHMPO has partnered with Hall Area Transit to conduct a Micro-Transit Feasibility Study to explore the feasibility of micro-transit service such as Uber, Lyft, etc. to either replace or supplement Hall Area Transit's current demand response service called Dial-A-Ride and fixed route service called Gainesville Connection in light of potential reduced federal funding for our transit service following the 2020 census. Mr. Baker stated that the question of also utilizing local taxi services had come up during the CAC meeting on October 25, 2018, to which staff responded that the study would look at all feasible options, including taxi services. Ms. Lewis-Moss also commented that across the country, many private taxi cabs have begun utilizing the technology of Uber and Lyft and that the study will help identify how all of these services could possibly complement Hall Area Transit.

### GHMPO Rebranding Initiative

Mr. Baker explained that the GHMPO has contracted with Forum Communications to design a new logo for the MPO. Mr. Baker told the committee members should have received an email from him with a link to an online survey to seek their input on the new logo. The initiative should be completed by the end of November.

## 11. Adjourn

There being no other business, Mayor Scroggs made a motion to adjourn the meeting, with a second from Mayor Dunagan. The meeting was adjourned at 11:00 AM.

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Mayor Mike Miller, Chairman

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Emily Foote, Secretary



**MEMORANDUM**

**To: Policy Committee Members**  
**From: Joseph Boyd, Senior Transportation Planner**  
**Date: February 5, 2019**  
**Re: Gainesville Trail Study**

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In September 2017, GHMPO was awarded additional PL (Planning) funding to conduct two trail studies for the region: the Gainesville Trail Study and the South Hall Trail Study. In December 2017, Alta Planning + Design was awarded the contract to conduct the two trail studies simultaneously for GHMPO and the participating local jurisdictions.

Alta began work in January 2018 completed the Gainesville Trail Study in December 2018 as scheduled. The study includes historical analysis of bicycle and pedestrian infrastructure in the region, stakeholder interviews and surveys, current inventory analysis, project recommendations, implementation strategies, and trail design best practices.

Both the Technical Coordinating Committee and the Citizens Advisory Committee recommended approval of the resolution adopting the Gainesville Trail Study.

***RECOMMENDED ACTION:***      ***Approval of the Resolution Adopting the Gainesville Trail Study***

*Attachments: Gainesville Trail Study Resolution  
Summary of Report*



Gainesville-Hall Metropolitan Planning Organization

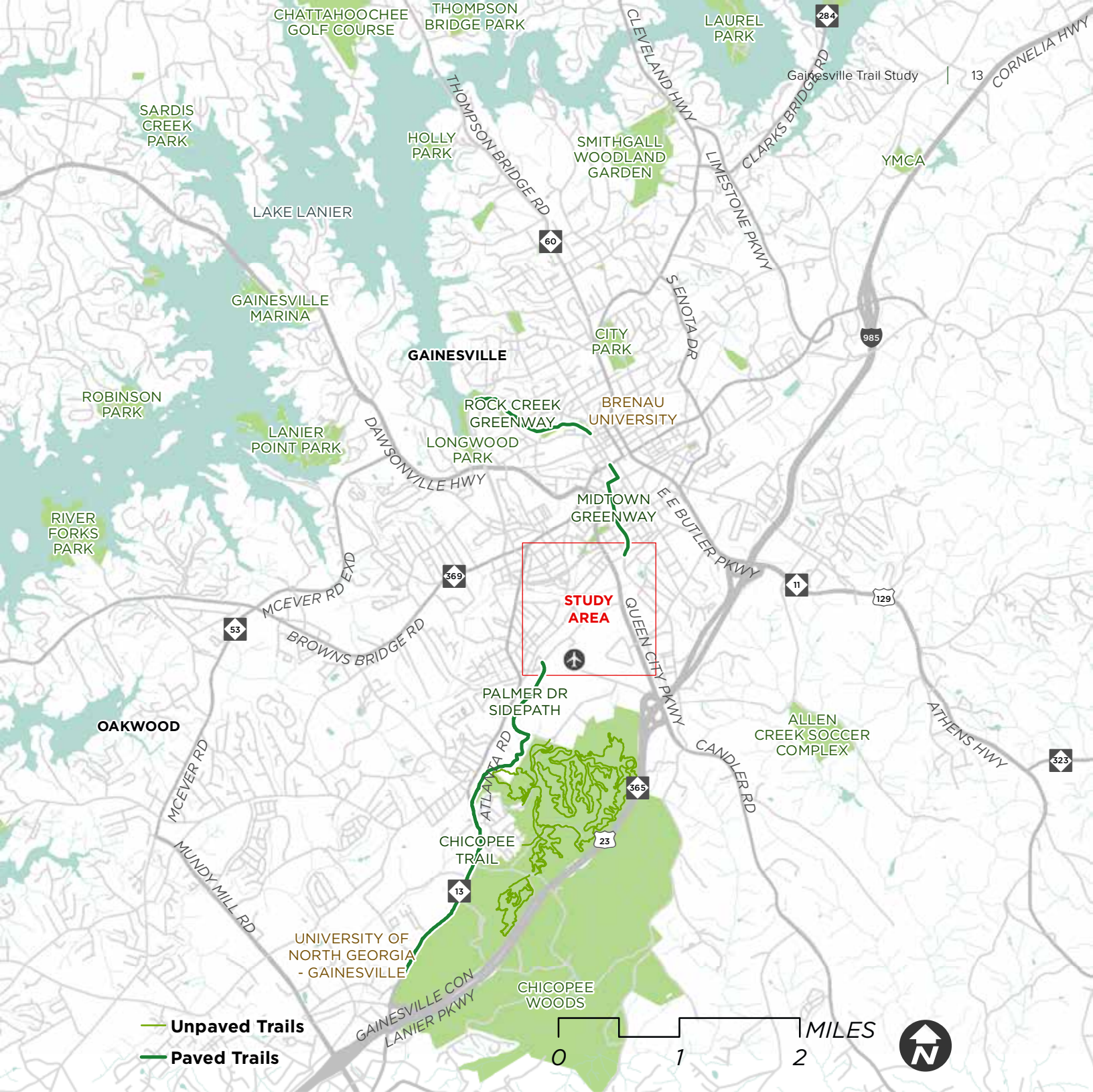
# Gainesville Trail Study

**DRAFT** December 2018



PREPARED BY:





## Study Area

The Highlands to Islands Multi-Use Trail is a planned county-wide trail system with various segments already open for use. The City of Gainesville study area is targeting the network gap between the Midtown Greenway, which terminates at Industrial Blvd. to the north, and the Chicopee Trail which ends at Palmour Drive to the south, adjacent to the Lee Gilmer Memorial Airport. Connecting these two trail segments would allow for two major sections of the trail network that have already been constructed to be joined together.


## Preferred Alignment


The recommended alignment for the Gainesville trail connection is to continue the trail north along Aviation Blvd. Two options were explored for routing along Aviation Blvd:


1. Reduce number of travel lanes based on low traffic volumes and extend curb on west side. This option would require more extensive coordination with business owners on the west side of Aviation Blvd.
2. Retain all travel lanes and install sidepath on Airport side along fence. This option would require extensive grading and installation of retaining walls, stormwater devices, and relocation of perimeter fencing at airport.


### QUEEN CITY PKWY CROSSING ALTERNATIVES

In order to route the trail along Aviation Blvd, it must first cross Queen City Pkwy, a high speed, high volume road that poses a relatively high crash risk to potential trail users. There are two options for crossing Queen City Pkwy in the map to the right. Both are undercrossings, but one utilizes city ROW and the existing rail undercrossing (red line), and one requires a new tunnel further south that would connect directly to Aviation Blvd (orange line). GDOT has established a minimum award amount at \$1,000,000 for the TAP grants.

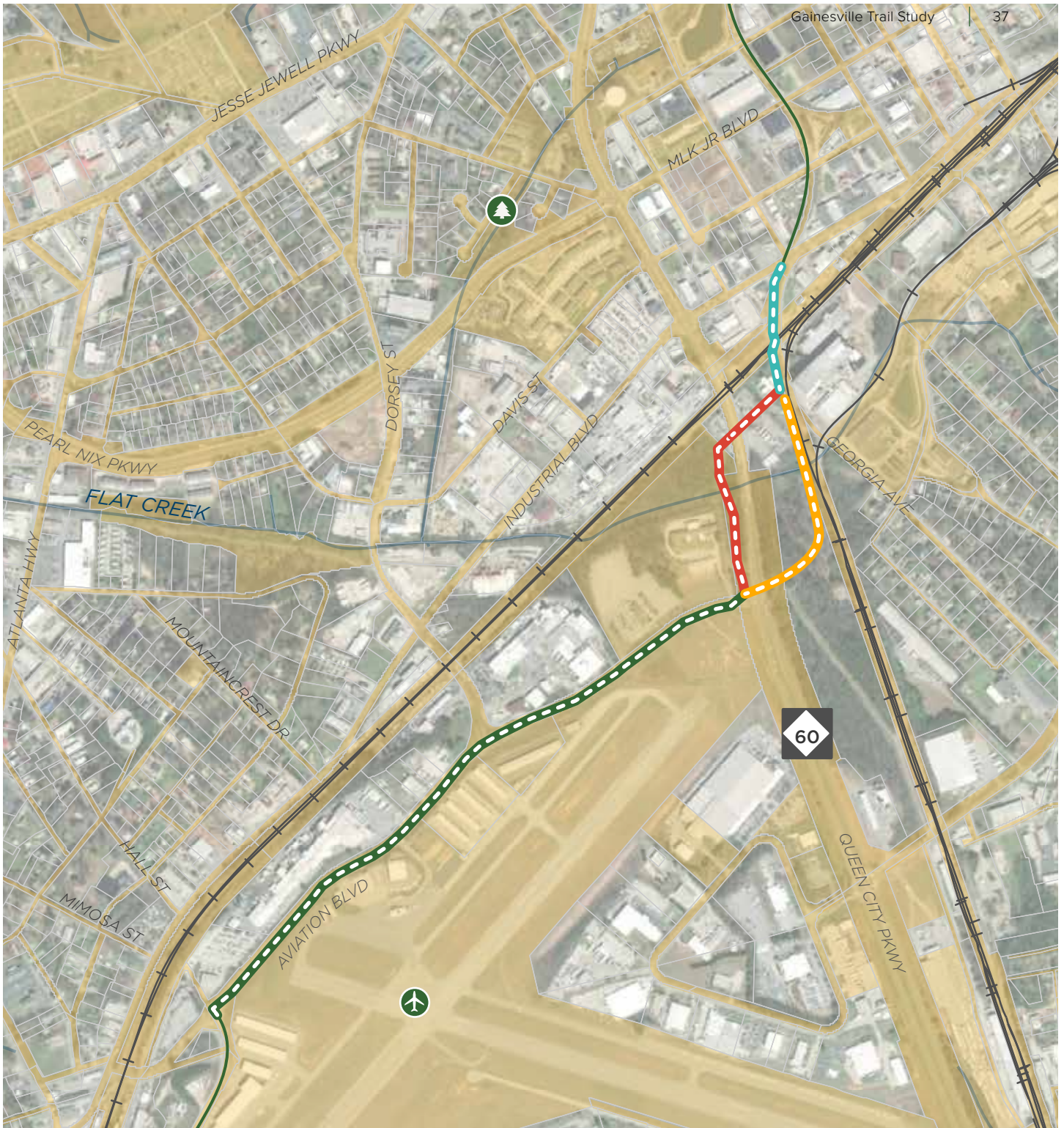
-  Georgia Ave Sidepath: Utilizes city-owned land on west side of Georgia Ave. Will require enhancements to existing at-grade rail crossing. Cost estimate: \$178,000

-  QCP Crossing Option A: This represents one of two options for crossing underneath Queen City Pkwy. Utilizes city-owned right of way through the existing Queen City Pkwy undercrossing. Passes briefly through state-owned land before reconnecting with Queen City Pkwy right of way. There is sufficient right of way on either side of Queen City Pkwy to have a wide trail with landscaped buffer. Cost estimate: \$306,000

-  QCP Crossing Option B: This represents the second of two options for crossing underneath Queen City Pkwy. Requires coordination with two private landowners, and construction of a new tunnel underneath Queen City Pkwy. Cost Estimate: \$2,348,000

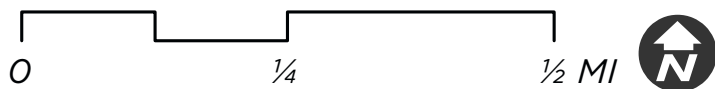
-  Aviation Sidepath: Due to grade challenges and utility placement, the preferred implementation strategy for this stretch is to do a 4-to-3 lane road diet and repurpose one of the NE-bound lanes as trail. Cost Estimate: \$871,000

The preferred alignment is detailed on the next page.

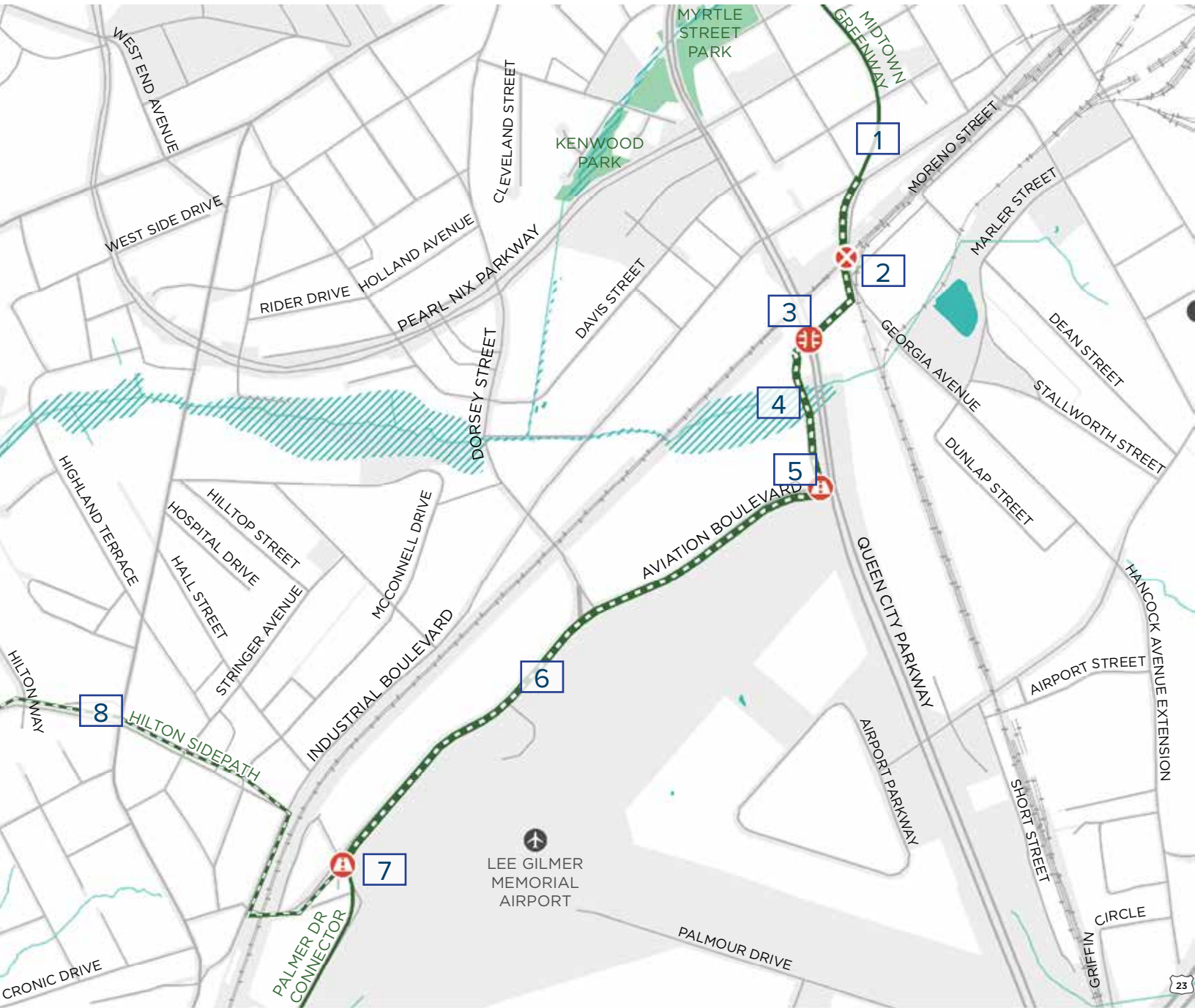










### Queen City Pkwy Crossing Options

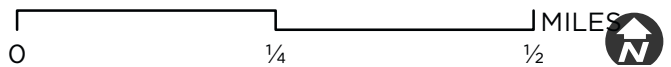
- Georgia Ave Sidepath
- QCP Crossing Option A
- QCP Crossing Option B
- Aviation Sidepath
- Existing Paved Trails
- 🌳 Park
- ✈️ Airports
- Streams
- Publicly Owned Parcels



# Airport Connector Trail



-  Intersection Improvement
-  Rail Crossing
-  Trail Underpass
-  Airport Connector
-  Other Proposed Trail
-  Existing Trails
-  100-Year Floodplain
-  Publicly Owned Parcels/ ROW




The Airport Connector Trail extends from the existing Palmer Dr. Connector Trail east along Aviation Blvd. Due to grade challenges and utility placement on the east side of Aviation Blvd., the preferred implementation strategy for the trail is a 4-to-3 lane reconfiguration and repurpose one of the westbound lanes as trail. At the Queen City Parkway intersection, the trail will extend north and easterly between state property and roadway. The trail will pass beneath the Queen City Pkwy. bridge, continuing along Georgia Ave. and crossing the railroad at grade, and connect to the Midtown Greenway.

- 1 Connect with existing Midtown Greenway
- 2 Coordinate with Norfolk Southern at railroad crossing for at-grade crossing modification to convey trail use
- 3 There is ample overhead clearance to extend trail beneath Queen City Pkwy. and no structural improvements are required
- 4 Install 18" culvert at drainage area
- 5 Bench trail into slope between the roadway and state property
- 6 Reduce travel lanes from 4 to 3 and repurpose eastbound lane into shared-use path with new curb and gutter
- 7 See recommendations for Industrial Blvd at Palmour Dr on page 42.
- 8 For details on the Hilton Sidepath, see the *GHMPO South Hall Trails Study*

PROPERTY TYPE	LENGTH	% OF PHASE	AFFECTED PARCELS
Utility Easement	201	3%	N/A
ROW	6,068	89%	N/A
Public Parcels	337	5%	3
Private Land	203	3%	1

Approximate length: **1.29 miles**  
 Estimated Cost: **\$1.5M with road diet;**  
**\$3M without road diet**

		<b>CONCEPTUAL COST ESTIMATE</b>				
DESCRIPTION: GAINESVILLE TRAILS STUDY WITH AVIATION BOULEVARD ROAD DIET PROJECT NUMBER: 2018-001 COUNTY: HALL						TOWN/CITY: GAINESVILLE
						ESTIMATE BY: BMB
						DATE: 8/22/2018
						REVISED:
						CHECKED BY:
Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
	150-1000	1	LS	\$32,000.00	TRAFFIC CONTROL	\$32,000.00
	151-0000	1	LS	\$53,200.00	MOBILIZATION	\$53,200.00
	201-1500	1	LS	\$21,300.00	CLEARING & GRUBBING	\$21,300.00
	210-0100	1	LS	\$296,070.00	GRADING COMPLETE -	\$296,070.00
	310-1101	2303	TN	\$40.00	GR AGGR BASED CRS, INCL MATL	\$92,120.00
	441-0106	7400	SY	\$60.00	CONC SIDEWALK, 6 IN	\$444,000.00
	441-6012	4300	LF	\$30.00	CONC CURB & GUTTER, 6 IN X 24 IN, TP 2	\$129,000.00
	515-2015	750	LF	\$50.00	METAL SAFETY RAIL	\$37,500.00
	550-1180	125	LF	\$60.00	STORM DRAIN PIPE, 18 IN, H 1-10	\$7,500.00
	668-1100	5	EA	\$4,000.00	CATCH BASIN, GP 1	\$20,000.00
	668-4300	5	EA	\$4,000.00	STORM SEWER MANHOLE, TP 1	\$20,000.00
	670-4000	4	EA	\$2,500.00	RELOCATE EXIST FIRE HYDRANT	\$10,000.00
	700-6910	4	AC	\$1,500.00	PERMANENT GRASSING	\$6,000.00
<b>SUBTOTAL</b>						<b>\$1,168,690.00</b>
MINOR ITEMS						10.0% \$116,869.00
<b>ITEMS COST</b>						<b>\$1,285,559.00</b>
INFLATION FACTOR 2 YEARS						4.0% \$104,901.61
<b>CONSTRUCTION TOTALS</b>						<b>\$1,390,460.61</b>
CONTINGENCIES						10.0% \$139,046.06
UTILITIES						1.0% \$13,904.61
RIGHTS OF WAY						0.0% \$0.00
<b>TOTAL ESTIMATED COST</b>						<b>\$1,543,411.28</b>

## Development Costs

An order-of-magnitude cost estimate was generated for the Gainesville trail. The total cost of the Gainesville trail segment is \$1.5M. Costs include all land development items as well as ancillary facilities such as trailheads and amenities, as appropriate. Not included in the cost estimates are: survey, acquisition costs, permitting fees, and any other items not indicated. A detailed conceptual cost estimate is on the page that follows.

## Design and Construction

While this feasibility study has closely examined the prospect of developing a shared-use path system in Gainesville, it is only the beginning. In order to prepare each phase of the trail for implementation, funding must be secured, easements acquired, surveys developed, and design and permitting must take place. These items can vary in their time requirements depending on conditions throughout each phase of the corridor but can be generally estimated and are shown on the following table. The design process can be a complicated and technical undertaking for linear projects such as trails, and a qualified consultant should always be employed.



*Gainesville - Hall Metropolitan Planning Organization*

**A Resolution by the Gainesville-Hall Metropolitan Planning Organization  
Policy Committee Adopting the Gainesville Trail Study**

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

**WHEREAS**, the Fixing America’s Surface Transportation (FAST) Act directs GHMPO to increase the accessibility and mobility options available;

**WHEREAS**, the FAST Act furthermore directs GHMPO to enhance the integration and connectivity of the transportation system, across and between modes;

**WHEREAS**, the Gainesville Trail Study makes recommendations to improve the area’s pedestrian and bicycle infrastructure and connectivity;

**NOW, THERE, BE IT RESOLVED** that the Gainesville-Hall Metropolitan Planning Organization adopts the Gainesville Trail Study.

A motion was made by PC member \_\_\_\_\_ and seconded by PC member \_\_\_\_\_ and approved this the 12<sup>th</sup> of February, 2019.

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

Subscribed and sworn to me this the February 12, 2019.

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

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



**MEMORANDUM**

**To: Policy Committee Members**  
**From: Joseph Boyd, Senior Transportation Planner**  
**Date: February 5, 2019**  
**Re: South Hall Trail Study**

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In September 2017, GHMPO was awarded additional PL (Planning) funding to conduct two trail studies for the region: the Gainesville Trail Study and the South Hall Trail Study. In December 2017, Alta Planning + Design was awarded the contract to conduct the two trail studies simultaneously for GHMPO and the participating local jurisdictions.

Alta began work in January 2018 completed the South Hall Trail Study in December 2018 as scheduled. The study includes historical analysis of bicycle and pedestrian infrastructure in the region, stakeholder interviews and surveys, current inventory analysis, project recommendations, implementation strategies, and trail design best practices.

The Technical Coordinating Committee recommended approval of the resolution adopting the South Hall Trail Study. On the other hand, the Citizens Advisory Committee recommended that adoption of this study be tabled until the issues raised by some area residents are resolved.

***RECOMMENDED ACTION: Approval of the Resolution Adopting the South Hall Trail Study***

*Attachments: South Hall Trail Study Resolution  
South Hall Trail Study Executive Summary  
Letters Received Regarding the South Hall Trail Study at the 1/16/2019  
TCC Meeting & the 1/31/2019 CAC Meeting*



Gainesville-Hall Metropolitan Planning Organization

# South Hall Trail Study

## EXECUTIVE SUMMARY

**DRAFT** January 2019

PREPARED BY:



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**Hall County already has several miles of high quality paved trails, including the recently completed Chicopee Trail, and a sophisticated mountain bike trail network. Connecting this network of paved trails will further establish Hall County as a regional recreation hub with access to walking and biking.**

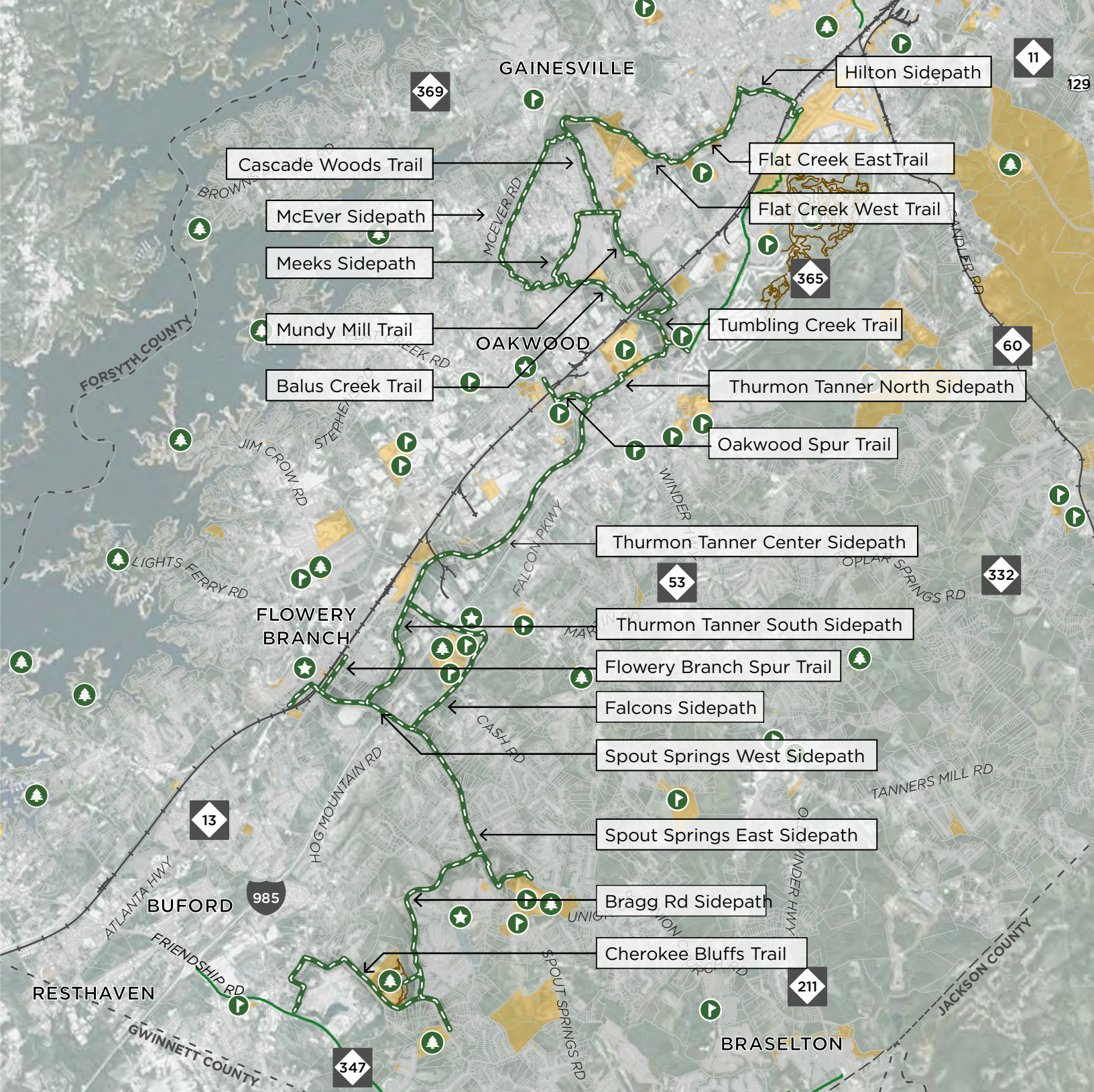
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## What is the South Hall Trails Study?

With this study, the City of Oakwood, the City of Flowery Branch, Hall County, and the Gainesville-Hall Metropolitan Planning Organization (GHMPO) are taking the next step toward a more equitable, livable and connected Hall County. The purpose of this study is to explore potential trail alignments connecting from Lee Gilmer Memorial Airport to the recently built sidepath along Friendship Road, and prepare GHMPO and local jurisdictions to move forward with planning, design, and fundraising. It includes an existing conditions assessment, alignment alternatives, a preferred alignment, and implementation strategy. The recommended trail system would ultimately provide a continuous, off-street, paved trail loop connecting places such as the University of North Georgia, Hall County Government Center, Flat Creek, Lee Gilmer Airport, downtown Oakwood, downtown Flowery Branch, the Falcons Training Camp, Flowery Branch Library, Cherokee Bluffs Park, and several schools.

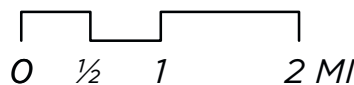
### Trail Network Expansion





## Trail Segments

- Proposed Trails
- Existing Paved Trails
- Existing Unpaved Trails
- Streams
- Destination
- School
- Park
- Publicly Owned Parcels



## What we heard

This study is largely based on a thorough process of asking questions and listening to community members about their personal priorities and vision. Community members submitted feedback through an online survey, public open house, and a pop up event at the Spring Chicken Festival. Through the public engagement process, community members shared their desire for more recreational and transportation opportunities. **Hall County residents are excited about the prospect of a countywide trail network.**

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5

organizations served on the project steering committee

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14

stakeholder interviews

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2

static exhibits at the Hall County Government Center and the Elachee Nature Center

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9

residents submitted surveys at the Spring Chicken Festival (April 2018)

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2

meetings with neighborhoods and special interest groups

---

50

attendees at the Public Open House (November 2018)

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171

residents submitted comments on the project website

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## What we learned

This process involved an objective data-driven approach to understanding the South Hall context. Analysis included existing land use, utility easements, food deserts, vehicle ownership, environmentally sensitive areas, existing walking and biking infrastructure, population density, and points of interest.



Figure 1. Public Health Indicators (County Health Rankings, Hall County 2015)

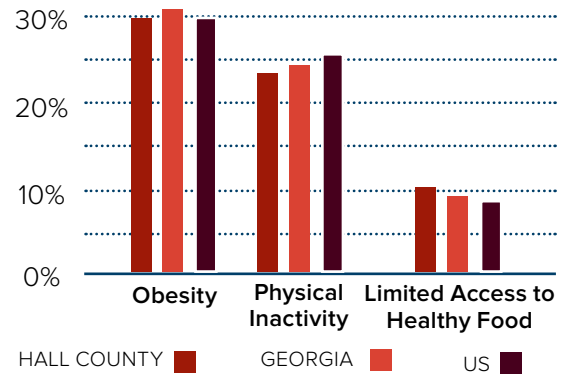
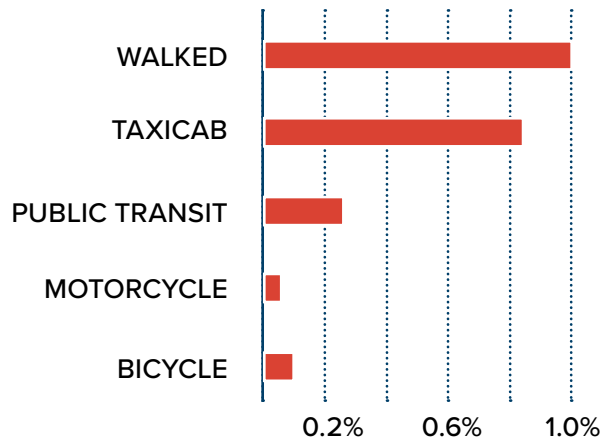
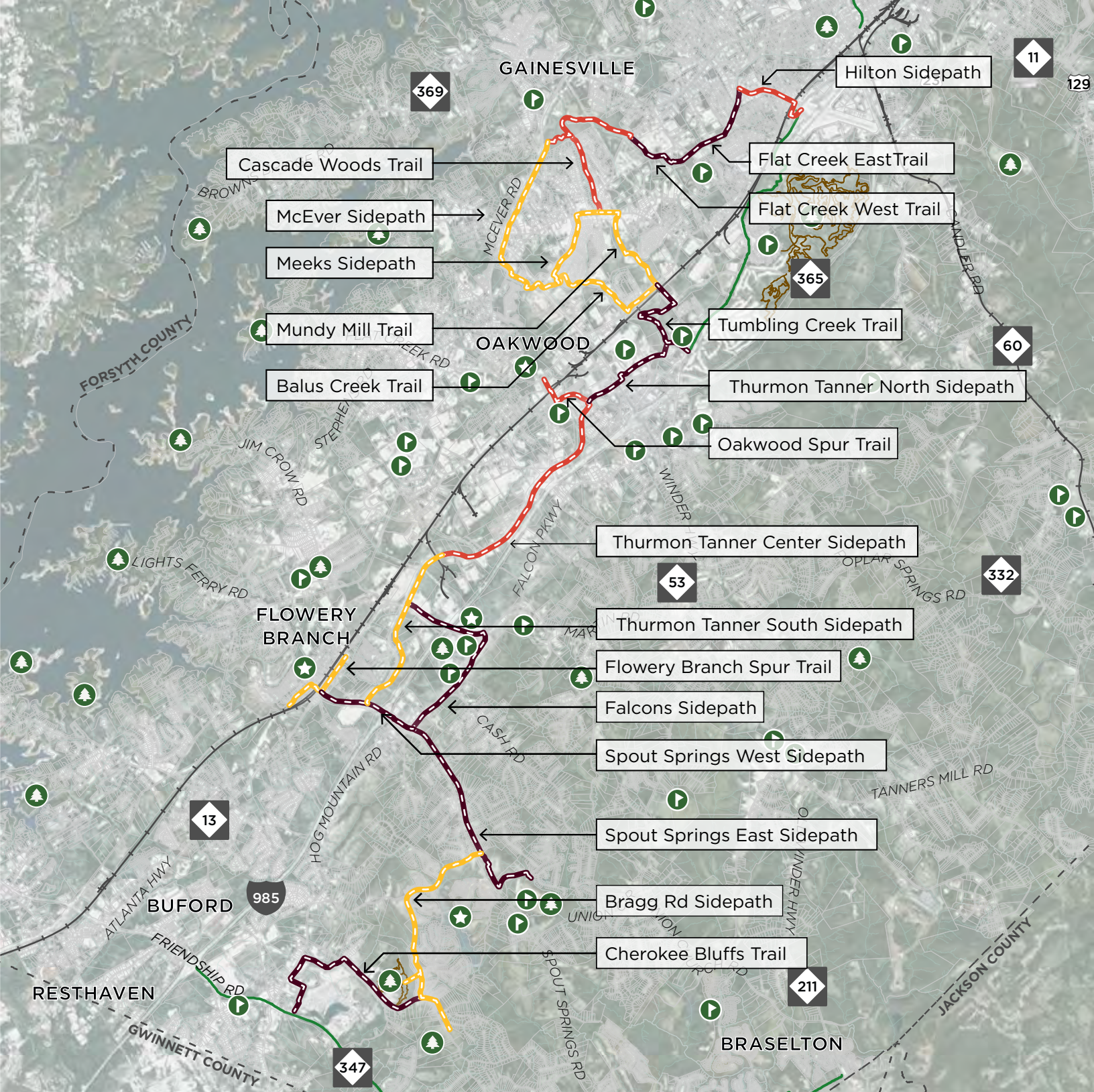


Figure 2. Commute Mode Share (US Census, American Community Survey 2016)



Hall County residents have a mean commute time of about

**26**   
minutes.



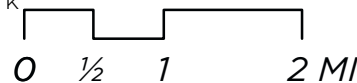
## Composite Prioritization Results

Priority Tiers

- Tier 1
- Tier 2
- Tier 3

- Existing Paved Trails
- Existing Unpaved Trails

- ★ Destination
- ▶ School
- 🌲 Park



## Prioritization

The prioritization of planned priority trail corridors is essential to rational and orderly growth of the regional trail system. The project team has developed a set of measurable prioritization criteria to score each planned priority trail corridor. The prioritization criteria reflect the needs and aspirations of the community as expressed through the public engagement process and includes additional factors critical to project phasing and network development, such as availability of public lands, maintenance resources and capacities, and planned infrastructure investments.

Based on the prioritization steps described in previous pages, the 20 priority trail corridors were grouped into three tiers. The tier 1, implementable corridors represent the seven projects with the highest refined data-driven, value-based scores and few to no negative critical factors impacting trail development. The remaining corridors consist of middle to lower-scoring projects, and projects whose development is constrained by external critical factors.

## Phasing Plan

The implementation timeline is presented in the table to the right. The phasing strategy proposed represents realistic goals for project implementation, assuming there is local support and cooperation.

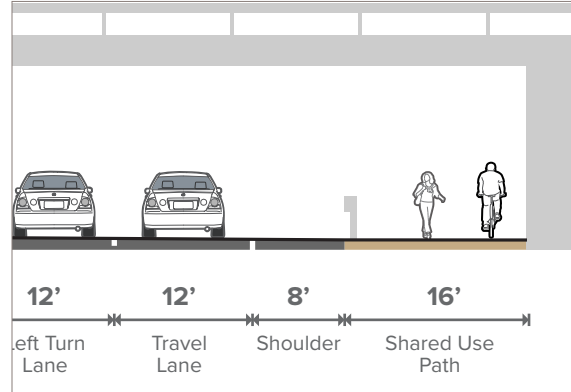
PROJECT SEGMENT	COST ESTIMATE
<b>SHORT-TERM CORRIDORS</b> (1-4 YR IMPLEMENTATION)	\$16,572,317
TUMBLING CREEK TRAIL	\$2,436,426
FALCON SIDEPATH	\$4,282,177
THURMON TANNER NORTH	\$4,451,531
SPOUT SPRINGS WEST	\$1,827,764
SPOUT SPRINGS EAST	FUNDED
FLAT CREEK TRAIL EAST	\$3,574,419
<b>MEDIUM-TERM CORRIDORS</b> 5-9 YEAR IMPLEMENTATION	\$25,846,220
FLAT CREEK TRAIL WEST	\$2,794,489
CHEROKEE BLUFFS TRAIL	\$4,823,699
BRAGG ROAD SIDEPATH	\$6,853,283
HILTON SIDEPATH	\$2,813,850
THURMON TANNER CENTER SIDEPATH	\$5,401,907
OAKWOOD SPUR TRAIL	\$1,695,759
CASCADE WOODS TRAIL	\$1,463,233
<b>LONG-TERM TRAIL CORRIDORS</b> 10+ YEAR IMPLEMENTATION	\$20,343,118
THURMON TANNER SOUTH	\$4,009,246
FLOWERY BRANCH SPUR TRAIL	\$2,847,418
MUNDY MILL TRAIL	\$2,129,678
MEEKS SIDEPATH	\$2,422,154
MCEVER SIDEPATH	\$3,890,072
BALUS CREEK TRAIL	\$5,044,550
<b>TOTAL</b>	<b>\$62,761,655</b>

# Priority Trail Segments

## TUMBLING CREEK TRAIL



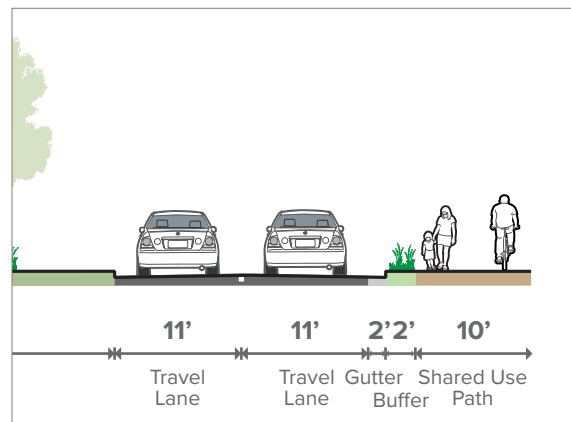
## SPOUT SPRINGS WEST SIDEPATH



## THURMON TANNER NORTH SIDEPATH



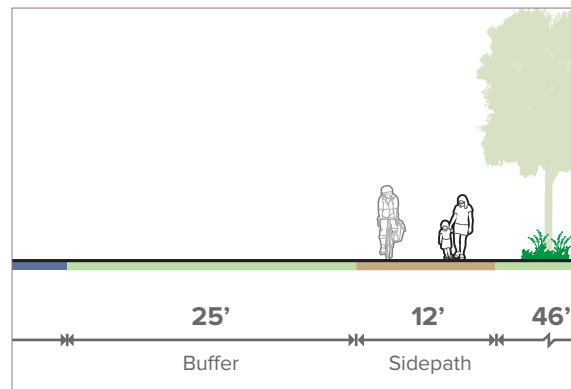
## SPOUT SPRINGS EAST SIDEPATH



## FALCONS SIDEPATH



## FLAT CREEK TRAIL EAST



## Proposed Trailheads



### OLD FLOWERY BRANCH RD. TRAILHEAD

At the service drive entrance to the water treatment plant, an existing gravel pad rests just west of Old Flowery Branch Rd. There is ample space for parking up to 20 vehicles with a two way driveway entrance.



### PHIL NIEKRO BLVD. TRAILHEAD

At the corner of Phil Niekro Blvd. and Thurmon Tanner Rd., a large flat area of undeveloped property exists on the eastern corner. Because the location is a gateway to Flowery Branch, it makes an ideal candidate for the Spout Springs West Sidepath trailhead. The trailhead will have two entrances since it rests on a corner and can accommodate up to 34 vehicles with potential seating, bicycle parking, and landscape.



### BLACKJACK RD. TRAILHEAD

At the south end of Lake Crossing Rd. near the Sterling neighborhood is a highly visible flat pad along an access road that would be ideal for a trailhead. Two single family homes use the access road, and circulation will be maintained if the trailhead improvements are made. A two-way drive aisle will provide direct access to Blackjack Rd. and provide parking for 10-15 vehicles.



Gainesville-Hall Metropolitan Planning Organization

# South Hall Trail Study



**Gainesville - Hall Metropolitan Planning Organization**

**A Resolution by the Gainesville-Hall Metropolitan Planning Organization  
Policy Committee Adopting the South Hall Trail Study**

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

**WHEREAS**, the Fixing America’s Surface Transportation (FAST) Act directs GHMPO to increase the accessibility and mobility options available;

**WHEREAS**, the FAST Act furthermore directs GHMPO to enhance the integration and connectivity of the transportation system, across and between modes;

**WHEREAS**, the South Hall Trail Study makes recommendations to improve the area’s pedestrian and bicycle infrastructure and connectivity;

**NOW, THERE, BE IT RESOLVED** that the Gainesville-Hall Metropolitan Planning Organization adopts the South Hall Trail Study.

A motion was made by PC member \_\_\_\_\_ and seconded by PC member \_\_\_\_\_ and approved this the 12<sup>th</sup> of February, 2019.

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

Subscribed and sworn to me this the February 12, 2019.

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

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



## Concerned Residents of Sterling

The Power of Involved Neighbors

My name is Jim Bolling; I live at 7830 Brass Lantern Dr. in Sterling on the Lake in Flowery Branch.

I am speaking on behalf of the Concerned Residents of Sterling, a group of over 400 residents who have signed a petition opposing the use of Bragg Road as a trail segment.

It should be understood that our petitioners “do not oppose trails in general or the Highlands to Islands Project in particular”.

We are in opposition, first, for the **safety of our residents**. Bragg Road has a well known, documented history of crime and nuisance before being closed in 2011. In addition, there are registered sexual predators within walking distance to Bragg Road, as well as sightings of dangerous animals in the dense, wooded area around this one mile road. Crime happens everywhere, but risking the welfare of our family members and public when it can be avoided is a primary, overriding consideration for us. Furthermore, there is no reason or proof to believe Bragg Road will be crime-free, less dangerous or peaceful if reopened.

Secondly, **Bragg Road abuts our Community**. Residents purchased homes with the expectation of privacy. We believe the use of Bragg Road will encourage public use of our amenities for which we pay annual HOA dues to maintain and keep safe. As of November 2018, resident protest has stopped public trails from coming into our community. However, we feel Bragg Road is still a public trail coming through our community. Many of the existing homes are within 30 feet of Bragg Road.

Finally, there is a **potential negative impact to the home values** for those closest to Bragg Road. Contrary to popular belief and promotion, there are studies of actual home sales abutting public trails having a decrease in home value. Will that happen within Sterling, we don't know. But, we do not think we should be forced to take that risk.

**What we seek is the removal of Bragg Road from consideration as a trail segment.**

I respectfully ask that my statement be included as part of the Technical Committee Minutes.

Sue Barcus, Co-Chair  
crs-2018@att.net

Merce Bolling, Co-Chair  
crs-2018@att.net

## References: South Hall Trail Study

- When Alta conducted the study last Spring, Newland Communities was interviewed as a stakeholder. The true stakeholders, Sterling on the Lake residents, were not consulted and did not provide input. (p. 12)
- When the proposed trail comes to fruition, long after Newland is gone, the residents of Sterling will still be here. We are the ones impacted by the Bragg Rd./Capitola Farm Road trail. Making Bragg Road a public trail, puts the trail running through Sterling and not following the edge as stated in the study. (p. 13)
- Only 171 respondents completed a county-wide online survey. (p. 10). To date, over 400 residents of Sterling, more than double the total survey respondents, have signed a petition opposing the Bragg Rd segment.
- The conducted survey never asked if residents would like a public trail running through our neighborhood and never asked if we would like to be part of a public recreational system.
- Sterling is the only private, residential neighborhood with a proposed trail running through it.
- This trail segment will be promoted to the public and will be included in maps and materials that promote the trails, inviting the public daily. Sterling is starred as a point of interest already (p. 25), and GHMPO has incorporated a pictures of Sterling green space on their website. This gives the appearance of being a public amenity and invites the use of Sterling for public use. As a private HOA paid-for development we should not be promoted as a public gathering place, like a park.
- The goals and objectives of the GHMPO plans (p.4) are ~~be~~ obtainable without the Bragg Rd segment. Sterling residents and the public will still have access to the trail down Spout Springs and Blackjack roads.
- The proposed trail head at the intersection of Blackjack & Lake Crossing Blvd. isn't needed as ample parking is available nearby at both Williams Mill Greenspace and Cherokee Bluffs Park.
- Please remove the Bragg Road/Capitola Farm Road trail segment from the plans.

Merce & Jim Bolling, 7830 Brass Lantern Dr 404-784-1550

Sue & Mike Barcus, 6774 Blue Heron Way 804-387-6550

Lynn Agnes, 6706 Birch Bark Way 770-490-2264

Oliver & Patricia McClellan, 7494 Regatta Way 404-480-0411

**Additional Concerns: Cost to Benefit Analysis/Type of Traffic/Dangerous Intersection**

Lynn Agnes, Donald R. Cunningham 6706 Birch Bark Way, Flowery Branch, Sterling on The Lake

Our home is across Sterling Lake Blvd, at the 4 way stop sign on the corner of Capitola Farm Road and Rivergreen/Birch Bark Way. It is diagonally across from Bragg Road. It's a dangerous intersection on a winding road and across from a dirt trail known to the police and the City of Flowery Branch for crime. Truck and car traffic starts at 6:00 am and continues through the day.

Over the last 18 months, we've watched vehicles (cars, drag racing cars, trucks, construction vehicles, motorcycles) flying through the stop signs without even breaking. It's a tragedy that will sadly, one day happen.

How can Alta's cost to benefit analysis, justify an expenditure of \$7 million dollars? Creating a walking, jogging, biking side path will do nothing to stop the flow or type of traffic on Capitola Farm Road. It may make it easier for a few joggers, cyclists to get to Cherokee Bluff. It will on paper, look good that there is a link between trails in Gainesville to South Hall. But in reality, it's going to add to the problems that already exist and overlay an issue of personal safety and homeowner security.

In just a few weeks, over 400 Sterling residents signed petitions and more signatures to be added, to STOP Bragg/Capitola Trail. It's time for Hall County and City of Flowery Branch to listen to their constituents.

Merce & Jim Bolling, 7830 Brass Lantern Dr	404-784-1550
Sue & Mike Barcus, 6774 Blue Heron Way	804-387-6550
Lynn Agnes, 6706 Birch Bark Way	770-490-2264
Oliver & Patricia McClellan, 7494 Regatta Way	404-480-0411

January 12, 2019

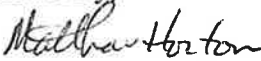

Mr. Joseph Boyd  
GHMPO Planning  
2875 Browns Bridge Rd  
Gainesville, GA 30503

Dear Mr. Boyd:

We just moved to Hall County a little over a year ago to escape the overreaching government power of Gwinnett County; its high taxes and constricting regulations. I am no fan of big government and its flagrant disregard for abusing power and wasting our tax dollars. I bought five acres here in Flowery Branch and built our dream home. I have enjoyed the lower taxes, the ease of doing business here, the slower pace of life and hopefully less corruption in our local government. But now you want to put a Trail Head in my front yard, how absurd! Ask yourself: Would you want a parking lot in front of your home, of course not? Yet you would vote to put one in front of mine. Is that the way you want to be treated? I bet you cannot name one person on those committees that would vote to have parking lot in their front yard. Public servants are elected to spend money wisely, efficiently and in the best interest of their constituents. Public servants don't generate money, you spend money that you have taken from us – the producers. Therefore I think it is ludicrous to spend thousands of tax dollars on a parking lot that is not wanted or needed by our community. There is a parking lot less than half a mile up the road already paid for at Cherokee Bluffs Park. There is no need for another parking lot when that lot has plenty of spaces, it's on the proposed trail, it is very close to the proposed location, and it has no opposition. Please don't waste any of my tax dollars on a wasted Trail Head.

I am also concerned about the increased crime that this lot would bring to us and our neighbors. We already experience cars spinning their tires at all hours of the night at the entrance of Sterling on the Lake. This lot would offer another open space to spin tires and cause damage to property. Again, would you want this in your front yard? This lot would also create additional traffic issues for us and cause my neighbor to enter his home through a gate somewhere in the parking lot. Would you want this in your front yard? This public lot would generate more trash, dog and human feces because there are no public restrooms. Would you want this in your front yard? Illegal activities would increase as many studies have shown. Drug deals, prostitution, assaults, vandalism, car break-ins, thefts, dog attacks, loud music, and general thug activity would all disrupt our quiet simple life. Would you want that in your front yard? This trail head public parking lot would certainly diminish our property values, intrude on our privacy, damage our quality of life, and destroy the beauty that we have spent money to create. Would you want this in your front yard? Of course you would not have this in your front yard! Please vote **NO** to this ludicrous idea and spend our tax dollars elsewhere. We already have a great parking lot with bathroom facilities at Cherokee Bluffs Park.

Sincerely,

Matt & Donna Horton  
6002 Blackjack Road  
Flowery Branch, Ga. 30542

Matt 678-858-7255 Donna 770-713-8196  
matthewehorton@gmail.com

My name is Marie Jones. I live at 7420 Whistling Duck Way in Sterling on the Lake Flowery Branch.

I agree with the statement just read by a member of the Concerned Residents of Sterling committee. I want to take a minute to speak personally about my experience with Bragg Road.

A lot of residents live adjacent to Bragg Road from Black Jack to Capitola, including me. You can literally look over my backyard fence and Bragg Road is steps away. Bad things did happen on Bragg Road before some of us from SOTL attended meetings to have it closed to the public in 2011. Chief Spillers and the FBPD were there as well to say they were in favor of closing Bragg Road to the public. Before the closure of Bragg Road to the public there was dumping of trash, loitering, noise, people parking and dealing drugs, people 4wheeling at great speeds and turning up dust, there were people vandalizing the Bragg residence (his family has since put up a camera at their driveway). I am sure Chief Spillers can attest to the number of calls his department received pre-Bragg closure, to the number of calls post-closure. We still have people dumping trash and animal carcasses right behind my house at the turn-around, a few four-wheelers going around the road closure, but nothing like the problems we had before it was closed to the public. I guess if the proposed path is not bordering your backyard, Bragg Road does sound like a great idea.

A public path will no doubt expose our neighborhood to far more people than it currently does - people going off path to our private waterfall, our tennis courts, our bathrooms, our pool, fishing in our lake, parking on our already narrow streets, etc. I've been paying HOA dues for 11 years now, and I did not move into this neighborhood to have that kind of exposure. I don't know that any other neighborhood on the proposed route is as exposed as ours would be. Even if it doesn't happen for 7-10 years it would have been nice to have had residents informed and able to provide input about the plans being made on behalf of the HOA dues paying residents of SOTL before the November 1<sup>st</sup> Library presentation. Until now, I'm guessing a lot of people were unaware of the plans, as most residents were unaware that our private paths were included in the original plan without any survey of our collective opinions.

The trail way is a great idea, but it needs to go around our neighborhood – not bordering it and not through it. Unfortunately, Bragg Road would still be going through our neighborhood as a public trail, if adopted.

# Bragg Road Sidepath: The Greater Good for Hall County

Courtesy of the Greenspace Committee of Vision 2030 of the Hall County Chamber of Commerce

(<https://www.vision2030.org/>)

(<http://highlandstoislands.org/>)

e:brian.whalen@raymondjames.com

- I. Bragg Road History
  - a. Road Closed in 2011
  - b. Plan has been in place to transition road to part of the community trail network since at least 2011
  - c. This is a vital trail connection between Spout Springs Rd. and Blackjack Road Trails.
    - i. Eventually linking to Cherokee Bluffs Park
  
- II. The Benefit of Trails on Crime and Security
  - a. Many misperceptions of trails and their impact
  - b. Trails actually reduce crime
    - i. Swamp Rabbit Trail, Greenville, SC
      1. Deputy Kevin Burnett (PH: 864-630-5843, e: [kburnett@greenvillecounty.org](mailto:kburnett@greenvillecounty.org))
        - a. Deputy in charge of trail for 6 years is eager to share his insights on the trail and safety
    - ii. [Rail-Trails and Safe Communities: The Experience on 372 Trails](#)
      1. Trails can actually reduce crime and are shown, in numerous studies, to be 'good neighbors.'
      2. Trail crime can be reduced through the good work of knowledgeable designers who create them and the proactive citizens that use them
    - iii. [The American Greenways Program](#)
      1. Former opponent of Burke-Gilman trail in Seattle (whose home is on the trail) stated that the "trail is much more positive than I expected. I was involved in citizens groups opposed to the trail. I now feel that the trail is very positive; [there are] fewer problems than before the trail was built; [there was] more litter and beer cans and vagrants [before it was built]." Not a single resident surveyed said that present conditions were worse than those prior to construction of the trail.
      2. A study of Burke-Gilman Trail found that adjacent property owners experienced little or no crime or vandalism. The study surveyed property owners, realtors, and police officers. According to the realtors, property "near" the trail is significantly easier to market and sells for an average of 6% more than similar properties located elsewhere. Nearly two-thirds of adjacent landowners believed that the trail "increased the quality of life in the neighborhood," and not a single resident thought the trail should be closed. (*Evaluation of the Burk Gilman Trail's effect on Property Values and Crime*, Seattle, WA Engineering Dept., 1987).
    - iv. [The Impact of the Brush Creek Trail on Property Values and Crime](#); Santa Rosa, CA, Michelle Miller Murphy, Sonoma State University, (1992)
      1. "The law enforcement agencies had no data to determine crime statistics; survey results from 15 other cities showed only a small number of minor

infractions including illegal motorized use of the trail, litter, and unleashed pets.

2. "The study shows neither increased crime nor decreased property values due to trails. On the contrary, the most overwhelming opinion by residents along the Brush Creek Trail is that the trail/creek has a positive effect on the quality of life in the neighborhood."

### III. The Benefit of Trails on Property Values

#### i. [The Effect of Greenways on Property Values and Public Safety: The Conservation Fund and Colorado State Parks, State Trails Program \(1995\)](#)

1. Results of the survey show that "urban trails are regarded as an amenity that helps to attract buyers and to sell property. For residents of single family homes adjacent to a trail:
  - a. 29% believed that the existence of the trail would increase the selling price of their home (and 43% said it would have no effect).
  - b. 57% of the residents felt that the trail would make the home easier to sell (with 36% saying no effect).
  - c. 57% of these residents had lived in their homes prior to construction of the trail
  - d. 29% of those surveyed were positively influenced by the trail in their decision to buy the home.
  - e. Results were similarly positive for residents who lived near but not adjacent to the trail..."
2. Of the real estate agents interviewed:
  - a. 73% believed that a home adjacent to a trail would be easier to sell
  - b. 55% agreed that the home would sell for more than a comparable home from a different neighborhood
  - c. 82% of real estate agents used the trail as a selling point
  - d. 100% believed trails are an amenity to the community around it...

#### ii. [Six Myths Of Community Trails: The Case Of Bonneville Shoreline Trail](#)

1. "Some developers (in St. George, Utah) have found that property sells faster if it is connected to the trail system. Some property values increase almost 20% if homes are located near a trail. Along the trail are places where homeowners have built connecting trails from their property for easier access." (Tom Wharton, "St. George Open Space" - *Salt Lake Tribune*, April 12, 1996).

My name is Matt Horton and I live at 6002 Blackjack Road Flowery Branch Ga. I am strongly opposed to the Bragg Rd trail head and the parking lot proposed across the street from Sterling on the lakes entrance. This gross waste of tax dollars is proposed in front of my house as well as Mr. Mickey Dutton's home. We have homes valued over \$700,000.00 and this ludicrous parking lot would devalue our homes greatly. This parking lot would increase traffic, crime, drug activity, vandalism, litter, dog feces, assaults, car break ins, dog attacks, noise, and other general thug activity. This parking lot and trail would intrude across my front yard destroying a 75 yr old pecan tree and then cross the road at a dangerous point. This will create a serious safety hazard which Steve Barker my neighbor will explain. We built our dream homes here in Hall county to enjoy a quiet simple life free of these type of activities. This parking lot would devalue our homes, intrude on our privacy, damage the quality of life we have worked so hard to achieve, and destroy the beauty we have worked hard to build. I'm sure that not one of you would vote to have a parking lot put in your front yard. There is an easy solution to this dispute. There are large parking lots already in place less than ½ a mile both directions on blackjack rd at Cherokee Bluffs Park and William's Mill green space on blackjack rd. Both have ample parking and public restrooms. Please vote NO to this ludicrous idea and spend our tax dollars elsewhere. Please don't rubber stamp this proposal like the technical committee did because it is recommended by a study. You are my neighbors and citizens like me who want our tax dollars spent wisely. This study has many flaws that must addressed at this stage of the process. I know that you have a lot on your agenda here this afternoon and you probably don't know all the details of each item, but this proposal must be corrected. I hope you will vote NO!

Dear Board Members,

Hello, my name is Steve Barker and I am the owner of the building on 5984 Black Jack Rd. in Flowery Branch. I first became aware of the Highland to Islands Trails at the Wisdom Project Government Day Meeting on September 26<sup>th</sup> of last year. I was there as a guest and plan to participate in the Wisdom Project this fall. I was ecstatic to hear that Hall County was moving forward with this project. I am a strong advocate for the trail system and believe it to be a great asset to our community. After the meeting I began sharing the trail system idea with all my friends and family. When I heard that Bragg Road was being used as part of the trail system and it would lead directly to our property, I was even more ecstatic. When we built our 'barn' on Black Jack Rd. it was a dream come true. Having recently retired, the idea for the barn was to have a community gathering spot. A place where friends, family and neighbors would gather and share in our dream. We prayed that God would make it so. So, we are delighted that this plan is on the table and hope it will be realized. For us, it's literally answered prayer. Contrary to what you may have heard or read on Facebook, I'm not part of a mob nor do I intend to use mob mentality to get what I want. I understand, respect, and agree with the concerns of the Sterling residents, but I don't live in Sterling nor do I have a Facebook account. My concerns are for the safety of our community and all who intend to use the trail system. I do have two daughters, sons-in-law, and two grandbabies with a third on the way that live in Sterling so a portion of what I have to say involves their concerns as well. I don't want there to be any misunderstanding about that.

Prior to my retirement, I was Chief Operating Officer for a \$2 billion building materials distribution business, and I had the first and final responsibility for the safety of all 3500 employees. A responsibility that I never took lightly and never shied away from. It's with that in mind that I would like to express my concerns about the safety of the proposed intersection ending in Bragg Rd. and crossing Black Jack Rd. Yes, I believe this could have a deleterious effect on my property's value and that of Matt and Mickey as well. But first and foremost, requiring users of the trail to cross Black Jack at Bragg Rd. and travel west on the southbound side of Black Jack Rd. is an unwarranted and avoidable risk. This exposes trail users to the wrong side of a very dangerous curve. In addition, the traffic on that road is often traveling well in excess of the posted limits leaving a very short window for east bound traffic to recognize and stop at the crossing, once again leaving trail users fully exposed to another avoidable risk. Even as an avid supporter of the trail system, I could not in good conscience allow anyone to take that risk. It might end up on my property, but it'll be off limits to my friends and family, and it simply doesn't have to be.

There are two, common-sense solutions to this dilemma. First, remove Bragg Rd. from consideration of the trail system. Second, assuming Bragg Rd. remains, connect Cherokee Bluffs Park to Bragg Rd. using the available land on the north side of Black Jack Rd. Either of these common-sense solutions will prevent the inevitable from happening, the unnecessary injuries or loss of life that will surely occur if the plan is approved as written. Thank you for your time.

Steve Barker  
6598 Gaines Ferry Rd./5984 Black Jack Rd.  
Flowery Branch, GA 30542  
770-235-3337, extrvert@gmail.com

## References: South Hall Trail Study

- When ALTA conducted the study last Spring, Newland Communities was interviewed as a stakeholder. The true stakeholders, Sterling on the Lake residents, were not consulted and did not provide input. (p. 12)
- When approached regarding the Highlands to Islands Trails Study, Newland offered up our private HOA owned and funded community trails to further their corporate interests with no regard for the impact on the residents of SOTL.
- When the proposed trail comes to fruition, long after Newland is gone, the residents of Sterling will still be here. We are the ones impacted by the Bragg Rd./Capitola Farm Road trail but our input was never solicited.
- Making Bragg Road a public trail, puts the trail running through Sterling and not following the edge as stated in the study. (p. 13) Some officials have intentionally misrepresented that the trail will not pass through Sterling, but when the new section of homes is completed the trail will run between housing pods. Sterling is the only private, residential neighborhood with the proposed trail running through it.
- Only 171 respondents out of Hall County's population of 200,000 completed a county-wide online survey. (p. 10). To date, over 500 residents of Sterling, almost triple the total survey respondents, have signed a petition opposing the Bragg Rd trail segment.
- The conducted survey never asked if residents would like a public trail running through our neighborhood and never asked if we would like to be part of a public recreational system.
- This trail segment will be promoted to the public and will be included in maps and materials that promote the trails, inviting the public daily. Sterling is starred in the stuey as a point of interest (p. 25), and GHMPO has incorporated a pictures of Sterling green space on their website. This gives the appearance of being a public amenity and invites the use of Sterling for public use. As a private HOA paid-for development we should not be promoted as a public gathering place, like a park.
- The goals and objectives of the GHMPO plans (p.4) are obtainable without the Bragg Rd segment. Sterling residents and the public will still have access to the trail from our entrances on Spout Springs and Blackjack roads.
- The proposed trail head at the intersection of Blackjack & Lake Crossing Blvd. isn't needed as ample parking is available nearby at both Williams Mill Greenspace and Cherokee Bluffs Park. This proposed element of the plan is a total waste of taxpayer funds.
- Please remove the Bragg Road/Capitola Farm Road trail segment from the Highlands to Islands trail plans.

Merce & Jim Bolling, 7830 Brass Lantern Dr 404-784-1550  
Sue & Mike Barcus, 6774 Blue Heron Way 804-387-6550  
Lynn Agnes, 6706 Birch Bark Way 770-490-2264  
Oliver & Patricia McClellan, 7494 Regatta Way 404-480-0411

My name is Marie Jones. I live at 7420 Whistling Duck Way in Sterling on the Lake (SOTL), Flowery Branch.

Bragg Road was a haven for drug deals, trash dumping, loitering, noise, people parking, people 4wheeling at great speeds and turning up dust in the late night hours, and vandalizing before it was closed in 2011. After many calls to the police many SOTL residents fought hard to get Bragg Rd closed to the public, and we were successful. I know, because I lived there then and do presently.

As a result of the closure, things got somewhat quieter but many residents who still border Bragg road continue to have great concerns about safety in general, and specifically about the re-opening to the public of this same isolated stretch of road bordered by wooded areas.

Recently, I spoke to the owner of the Bragg Rd residence who informed me he is selling his property to Newland. If the land is developed with more houses, together with the new area of development on Capitola, this would mean there will be SOTL residents on both sides of Bragg Rd, making this proposed public path actually go THROUGH our neighborhood, not around it as described in the South Hall Study. A public path will no doubt expose our neighborhood to far more people than it currently does - and trail hikers who are curious investigators will find their way to our private waterfall, tennis courts, bathrooms, fishing in our lake, and parking on our already narrow streets.

I didn't move here to pay HOA dues for these past 11 years, to now open it up for the public's benefit nor, should I be expected to do this for the "greater good of Hall County". I didn't buy and pay into a premium neighborhood to have this kind of exposure. And interestingly, there are no other neighborhoods on the proposed trail route that will be as exposed as ours will.

I recently spoke to the Hall County Sheriff's office. The dispatcher informed me that Flowery Branch owns the land from Capitola Road to the Road Closed sign (where the Bragg home still is) and my backyard fence is located. Flowery Branch also owns another small piece at the other end near Black Jack Road. The middle of the road is owned by Hall County. So, if a walker or biker were in any kind of distress while on the trail, be it from harm by a human or animal predator, who would they call (presuming they are able to call and if there is cell service) and who would respond? And what is the response time to such an isolated area surrounded by woods?

The dispatcher said that either the Hall County Sheriff or FBPD would respond, but she did not say how long the response time would be. If this remote road is re-opened as a walking trail for the public, yet is not accessible like a normal highway road, it leaves a big question in my mind. It seems to me a remarkable liability for the city, for the county and for the trail users. It seems to me there are untold challenges for law enforcement of a small city like ours, that has limited manpower and limited equipment to handle situations requiring extraordinary and immediate attention. But then, I'm just one of many taxpaying residents who is concerned..... and frankly who feels my concerns are being ignored for the Vision and the Greater Good!

My name is Jim Bolling; I live at 7830 Brass Lantern Dr. (Sterling on the Lake) in Flowery Branch.

I am attending on behalf of the Concerned Residents of Sterling, a group of over 500 residents who have signed a petition opposing the use of Bragg Road as a trail segment.

It should be understood that our petitioners “do not oppose trails in general or the Highlands to Islands Project in particular”.

We are in opposition, first, for the **safety of our residents**. Bragg Road has a well known, documented history of crime and nuisance before being closed in 2011. In addition, there are registered sexual predators within walking distance to Bragg Road, as well as sightings of dangerous animals in the dense, wooded area around this one mile road. Crime happens everywhere, but risking the welfare of our family members and public when it can be avoided is a primary, overriding consideration for us. Furthermore, there is no reason or proof to believe Bragg Road will be crime-free, less dangerous or peaceful if reopened.

Secondly, **Bragg Road abuts our Community**. Residents purchased homes with the expectation of privacy. We believe the use of Bragg Road will encourage public use of our amenities for which we pay annual HOA dues to maintain and keep safe. As of November 2018, resident protest has stopped public trails from coming into our community. However, we feel Bragg Road is still a public trail coming through our community. Many of the existing homes are within 30 feet of Bragg Road.

Finally, there is a **potential negative impact to the home values** for those closest to Bragg Road. Contrary to popular belief and promotion, there are studies of actual home sales abutting public trails having a decrease in home value. Will that happen within Sterling, we don't know. But, we do not think we should be forced to take that risk.

**What we seek is the removal of Bragg Road from consideration as a trail segment.**

I respectfully ask that my statement be included as part of the Citizens Advisory Committee Minutes.

Dear Board Members,

Hello, my name is Steve Barker and I am the owner of the building on 5984 Black Jack Rd. in Flowery Branch. I first became aware of the Highland to Islands Trails at the Wisdom Project Government Day Meeting on September 26th of last year. I was there as a guest and plan to participate in the Wisdom Project this fall. I was ecstatic to hear that Hall County was moving forward with this project. I am a strong advocate for the trail system and believe it to be a great asset to our community. After the meeting I began sharing the trail system idea with all my friends and family. When I heard that Bragg Road was being used as part of the trail system and it would lead directly to our property, I was even more ecstatic. When we built our 'barn' on Black Jack Rd. it was a dream come true. Having recently retired, the idea for the barn was to have a community gathering spot. A place where friends, family and neighbors would gather and share in our dream. We prayed that God would make it so. So, we are delighted that this plan is on the table and hope it will be realized. For us, it's literally answered prayer. Contrary to what you may have heard or read on Facebook, I'm not part of a mob nor do I intend to use mob mentality to get what I want. I understand, respect, and agree with the concerns of the Sterling residents, but I don't live in Sterling nor do I have a Facebook account. My concerns are for the safety of our community and all who intend to use the trail system. I do have two daughters, sons-in-law, and two grandbabies with a third on the way that live in Sterling so a portion of what I have to say involves their concerns as well. I don't want there to be any misunderstanding about that.

Prior to my retirement, I was Chief Operating Officer for a \$2 billion building materials distribution business, and I had the first and final responsibility for the safety of all 3500 employees. A responsibility that I never took lightly and never shied away from. It's with that in mind that I would like to express my concerns about the safety of the proposed intersection ending in Bragg Rd. and crossing Black Jack Rd. Yes, I believe this could have a deleterious effect on my property's value and that of Matt and Mickey as well. But first and foremost, requiring users of the trail to cross Black Jack at Bragg Rd. and travel west on the southbound side of Black Jack Rd. is an unwarranted and avoidable risk. This exposes trail users to the wrong side of a very dangerous curve. In addition, the traffic on that road is often traveling well in excess of the posted limits leaving a very short window for east bound traffic to recognize and stop at the crossing, once again leaving trail users fully exposed to another avoidable risk. Even as an avid supporter of the trail system, I could not in good conscience allow anyone to take that risk. It might end up on my property, but it'll be off limits to my friends and family, and it simply doesn't have to be.

There are two, common-sense solutions to this dilemma. First, remove Bragg Rd. from consideration of the trail system. Second, assuming Bragg Rd. remains, connect Cherokee Bluffs Park to Bragg Rd. using the available land on the north side of Black Jack Rd. Either of these common-sense solutions will prevent the inevitable from happening, the unnecessary injuries or loss of life that will surely occur if the plan is approved as written. Thank you for your time.

Steve Barker  
6598 Gaines Ferry Rd./5984 Black Jack Rd.  
Flowery Branch, GA 30542  
770-235-3337, extrvert@gmail.com

**My name is Merce Bolling, my husband Jim and I live at 7830 Brass Lantern Dr, in Sterling on the Lake in Flowery Branch**

**Thank you for your kind attention.**

Safety of trail users, especially women and children is a **key concern**, as the City of Flowery Branch with Hall County seek to reopen a remote, wooded area called Bragg Road. We see numerous reports today of trail assaults throughout the country, and we are just as susceptible to crime as other trail/park systems. The lure of trail walkers to the quiet, isolated, the hidden trails, like Bragg Road, also is a lure to many predators.

I was reminded of this during a recent walk down Bragg Road to take the pictures I have included today, to show you what the area looks like, and for you to better understand our opposition to this trail segment. While on the path without any warning, I was startled, and as I turned around a cyclist came toward me, even though the road has been closed to public traffic since 2011, because of many crimes. Fortunately, the cyclist meant no harm, as I had my pepper spray ready in my pocket. But I quickly realized that anyone on this mile of hidden trail, like me, could not be seen, nor like me, could they be heard if they screamed. I was alone on a trail bordered by woods, and it made me feel vulnerable. Vulcan Materials owns the woods on one side, with dense woods and under-bush of Cherokee Bluffs Park woods. This is the perfect hiding place for predators, with access to the bordering woods.

Articles, especially about women being killed, others being raped or beaten and many others left with mental images imbedded for a lifetime, that remain with them long after the physical wounds have healed. Yet, when we challenge our government officials to acknowledge, these things are actually happening, they remain insensitive, saying to us, "crimes are everywhere." To that response, I say, since crimes are everywhere, why do you support "inviting crimes" into our neighborhood? Bragg Road by its very nature attracts crime as it did in the past. The solutions of low lighting, fencing, and even cameras doesn't stop these crimes with dense woods for hiding places. Today with many miles of trails, the measurement of crimes are marginalized. And if these are statistically low numbers compared to miles of trails, do you really want this low statistic to become your child, your sister, your mother or your wife? We don't!

While politicians and trail proponents want to deny danger exists presently, or in the future, and want to pass it off with a shrug, people vulnerability is real! Google it for yourself to find over 200 of these assault/crime articles reported in 2018 alone.

With all the excitement and economic opportunity for a trail in Flowery Branch let's not undervalue the key ways our government is in the **service business**, to respect, protect, listen and serve 'we the people'.

Many Sterling neighbors share the many concerns we will express today.

A team of 10 voices, grew to 250, then 400, and today we have over 500 petition signatures. In keeping with full disclosure, I have prepared a copy of the petition and have it with me today, it's numbered and counted for anyone to see. We have more work to complete the petition process in the neighborhood, and will submit our petition officially for the record at a future date.

**Bragg Road reopened is a mistake, and adding the additional dangerous route of Capitola Road, and building an unnecessary Trailhead on Blackjack Road is not a wise use of the people's money. Please recommend the removal of this trail segment. And we ask our City Council, our Mayor, our City Manager of Flowery Branch to seek an alternative route.**

Attached are but a few excerpts of articles that are close to home.

**Police ID young woman found dead on walking trail near Stone Mountain [6:12 PM - Dec 12, 2018](#)**

- [@DeKalbCountyPD](#) confirm hikers discovered the body of a female on a trail in the woods behind Mainstreet playground. There are signs she was murdered. Investigation underway.  
[@wsbtv](#)

**Suwanee seeks rape suspect**  
**Josh Green, Dec 17, 2009**

SUWANEE -- middle-teens was raped as she jogged alone in Suwanee Creek Park. The victim told authorities she was ambushed from behind about 4 p.m. as she ran through a wooded section of the Suwanee Greenway, a multi-use trail connecting two of the city's most popular parks.

**Pregnant mom with baby fights off attacker at Alpharetta park**

By: [Claire Simms](#), [Nathalie Pozo](#), [Marissa Mitchell](#)

**POSTED:** MAY 17 2017 03:51PM EDT

**VIDEO POSTED:** MAY 18 2017 11:16PM EDT

**UPDATED:** MAY 19 2017 01:54AM EDT

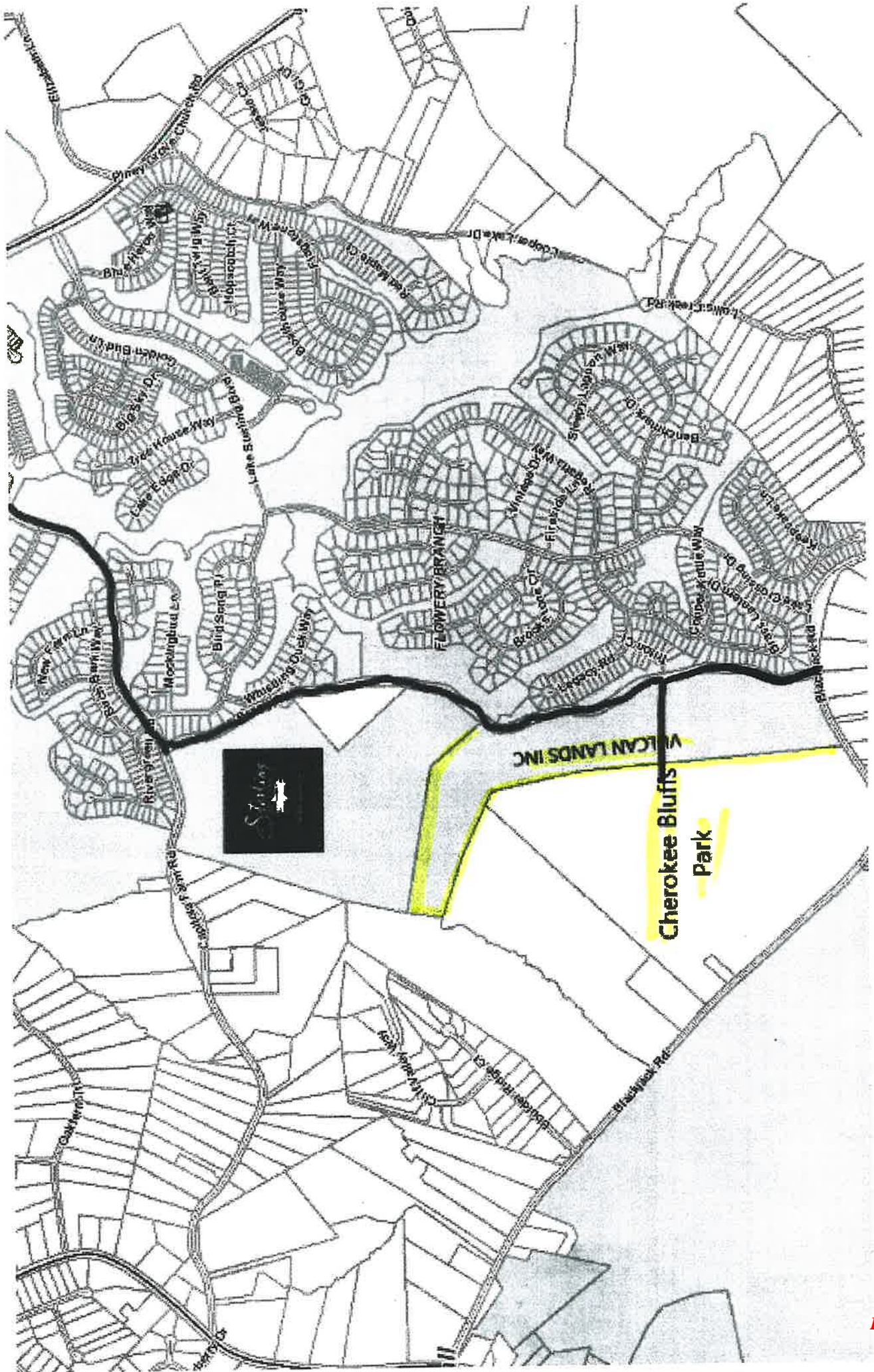
**ALPHARETTA, Ga. -** the victim was pushing her one-year-old daughter in a stroller on a paved path near the equestrian center in Wills Park at around 10:30 a.m. when a man forced her off the trail at knife point.

**Union-Recorder**

**Female jogger reports attack at Greenway**

Nov 28, 2017

**A young woman was attacked by a man while running along the riverwalk at Oconee River Greenway in Milledgeville on Monday afternoon, attacker grabbed her and put a headlock on her before he took her to the ground and got on top of her, according to the police report.**



**Topic: Who Defines The Greater Good – Is It Safety Of Citizens? Political Gain? Paid Consultants or Visionaries with An Agenda**

**Lynn Agnes & Donald Cunningham 6706 Birch Bark Way, SOTL, Flowery Branch**

I've read a lot of information on The Greater Good and yet it seems to come down to who benefits the most from an action that is justified by an established goal or vision. Clearly, the folks that make up the Vision 2030, have no intention of really determining what the tax paying citizens of Hall County are interested in, but rather will refer to studies that support their vision.

Eighteen months ago when my husband and I bought a brand new home on the corner of Capitola Farm Road/Rivergreen/Birch Bark Way, no one warned us that Capitola was a dangerous road. We were not aware that the unmarked dirt road diagonally across from our home and entrance to the new Sterling neighborhood, had a history of crime, well known to Flowery Branch police and the City of Flowery Branch. We've witnessed cars, SUVs, trucks, motorcycles, spinning tires of kids and adults showing off, fly through the 4 way stop sign, most often from the direction of Hog Mountain to Spout Springs Road. When a driver blows their horn without stopping, it's their way of hoping, that no one started coming out of the other 3 directions. One day, we will witness a horrible collision. I pray that doesn't happen, but based on the frequency of speeders, type of vehicles there's little doubt that it will.

I was one of the 50 attendees – most of whom were Empty Nesters, at the November Public Meeting conducted by Alta and folks from the County. We were stunned and angry that the public trails would connect with SOTL private trails and that Capitola Farm Road and Bragg Road were actually part of the overall plan. That's 50 out of 172 people communicated with that had negative feedback not reflected in any of the reports.

**Who were the Stakeholders interviewed?**

**Newland the Developer of SOTL.** -Newland never gave any indication in their marketing or sales material that private trails would be opened to the public. Buyers were never advised and the community was unaware. Once the final phases of Sterling are completed, they are gone and the community is left a decision they didn't want.

**The Mayor of FB and Chair of the GHMPO Policy Committee,** who we all voted for, me included, thinking that a resident of Sterling would be concerned for the safety of his community.

**Sterling on the Lake HOA** – comprised of three Newland staff and two residents

If a child, a lone jogger, or a cyclist on Bragg Road is hurt, assaulted, raped or killed -see all the articles on this type of real trail safety issues, will The Greater Good be served? We have a wonderful, but small police force in Flowery Branch. Will our 16 officers who cover all of Flowery Branch, be there to save us.

Please don't disrespect or ignore the citizens who pay taxes and hoped for a safe, wonderful life for their families in Hall County and in Sterling on the Lake. **Over 500 citizens in just a few weeks have signed Petitions To Stop The Development of the Bragg Road/Capitola Farm Road Trails.**

We believe in trails, we believe in parks that our families can enjoy and be secure. We believe that Vision 2030 can still be attained without public trails going through and alongside Sterling on The Lake – a private community.

**We are requesting that Bragg Road/Capitola Farm Road Trail be removed from consideration as a trail segment and that this statement and associated news articles on serious trail incidents be included as part of the Citizens Committee Minutes.**

Merce & Jim Bolling ,7830 Brass Lantern Dr 404-784-1550

Sue & Mike Barcus, 6774 Blue Heron Way 804-387-6550

Lynn Agnes & Don Cunningham, 6706 Birch Bark Way 770-490-2264

Oliver & Patricia McClellan, 7494 Regatta Way 404-480-0411

## **The Lifestyle That Drew Us Here**

Marjorie & Arthur Cooper      7327 Lake Sterling Blvd, Flowery Branch, Ga 30542

My husband and I – both senior citizens – moved into Sterling On The Lake because it was exactly the type of community that we were looking to spend our retirement years in. It was safe and secure with private trails and other outstanding amenities. We never thought that we would have to worry about public trails coming through our community. Bragg Road is directly behind our home. The trails being considered from Lake Lanier and Gainesville to Sterling On The Lake, will directly impact the privacy and security of the 75 homes that currently back to Bragg Road. If implemented, the plan will invite activity that would allow easy access to our homes and negatively impact the peaceful, safe lifestyle that drew us here.

February 6, 2019

TO WHOM IT MAY CONCERN

We urge the Policy Committee to approve the 'Resolution Adopting the Gainesville and South Hall Trail Study Reports' and move ahead with finding funding/grants so that these trails can be built.

It is a visionary plan - a north-south spine trail for walkers and cyclists, connecting central Gainesville with Flowery Branch and an array of side trails to fun destinations.

The trail plan couples outdoor enjoyment with healthy exercise for children and adults. It avoids the need for car journeys and the associated congestion, emissions and stress. It gives people a joyful reason to visit the businesses along the trail such as the Left Nut Brewery and the businesses on Main Street Flowery Branch. And it does all this at a very low cost compared to just about any other transportation project.

This forward-looking plan is just the kind of quality of life improvement we need to attract people to our county and grow our economy. We would love to see it implemented

Robin and Tricia Terrell  
Gainesville, GA



**MEMORANDUM**

**To: Policy Committee Members**

**From: Matt Tarver, City of Gainesville & Steve Cote, RS&H**

**Date: February 5, 2019**

**Re: Dawsonville Highway-McEver Road Connectivity Study**

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In January 2018, RS&H began work for the GHMPO and the City of Gainesville on the Dawsonville Highway-McEver Road Connectivity Study. This study explored in detail possible solutions to the recent increase in congestion along this busy retail corridor.

As part of this study, RS&H utilized extensive public outreach strategies including hosting a public open house on March 22, 2018 as well as an online survey (which generated over 500+ responses) to gather information about the corridor from a user perspective and to quantify the issues that the public was encountering.

RS&H has compiled a final report which identifies its findings and recommendations for possible congestion solutions moving forward.

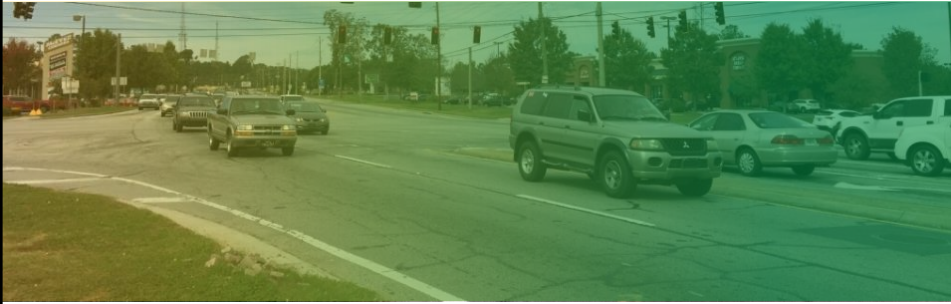
***RECOMMENDED ACTION:***        *None*

*Attachment: Dawsonville Hwy-McEver Rd Connectivity Study Presentation*



## Dawsonville Highway - McEver Road Connectivity Study Final Presentation

January/February 2019



## Presentation Overview

- ▶ **Study Overview**
  - Outreach Activities
  - Technical Analysis
- ▶ **Study Methodology**
- ▶ **Presentation of Recommendations**



## Study Overview

- ▶ **January 2018 – December 2018**
- ▶ **Objectives**
  - Existing Traffic Operations
  - Existing Travel Patterns
  - Potential New Connections
- ▶ **Goal: Develop Recommendations**
  - Technical Results
  - Outreach Activities
  - Benefit - Cost



Dawsonville Highway – McEver Road Connectivity Study – Final Presentation

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## Outreach Activities

- ▶ **Interactive Online Survey**
  - Advertised *The Gainesville Times*
- ▶ **Open House Meeting**
  - March 22, 2018
- ▶ **Monthly Team Meetings**
  - City of Gainesville Staff
  - Gainesville-Hall MPO (GHMPO)
  - Coordination with GDOT

*The Times*



Dawsonville Highway – McEver Road Connectivity Study – Final Presentation

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## Outreach Results

- ▶ **Survey**
  - Written and Map Input
  - Open 30 Days (March 7 – April 5)
- ▶ **644 Survey Participants**
- ▶ **Use of Corridor**
  - 44% Shopping
  - 39% Commuting
  - Many avoid during busy periods

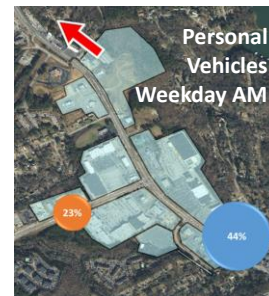


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## Travel Patterns

- ▶ **Utilized mobile data and outreach data to assess travel patterns**
- ▶ **Assess potential use of a future new connections**
- ▶ **Findings**
  - Dawsonville Hwy Often Used for “through travel” that does not use McEver Rd
  - Heavy Mid-Day Travel
  - Heavy Commercial/truck through movements



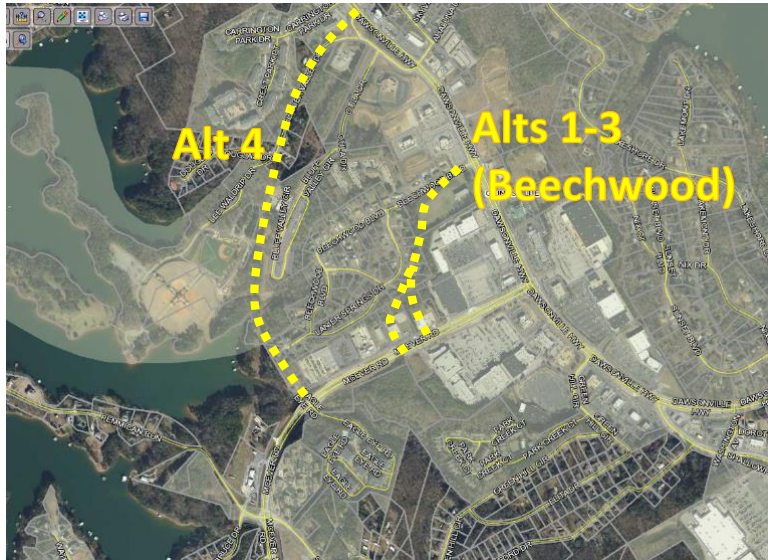
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# Design Concept Revisions

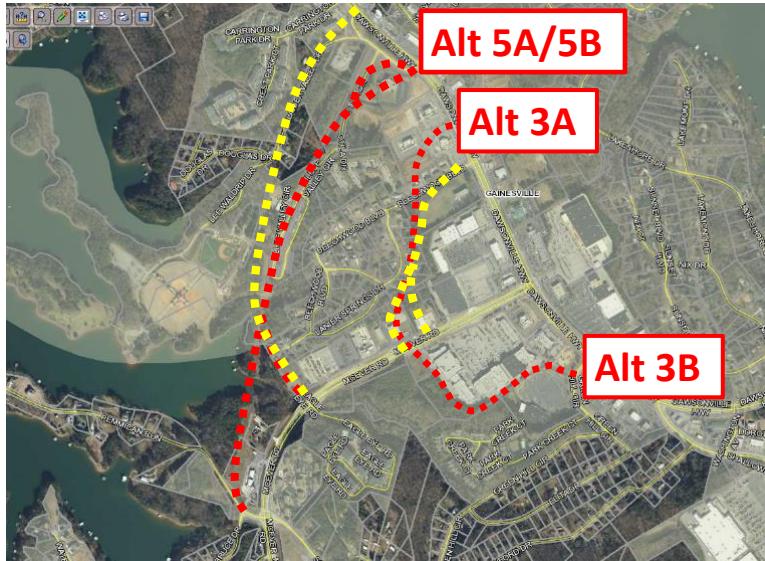
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# Alternative Concepts



8

# Alternative Concepts



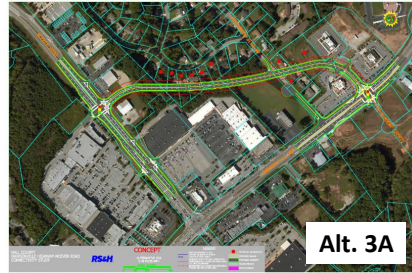
# Alt 1-2



## Alt 3 – 3B



Alt. 3



Alt. 3A



Alt. 3B



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## Alt 4 – 5B



Alt. 4



Alt. 5A



Alt. 5B



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# Most Favorable Traffic Alternatives

## Alt 3A



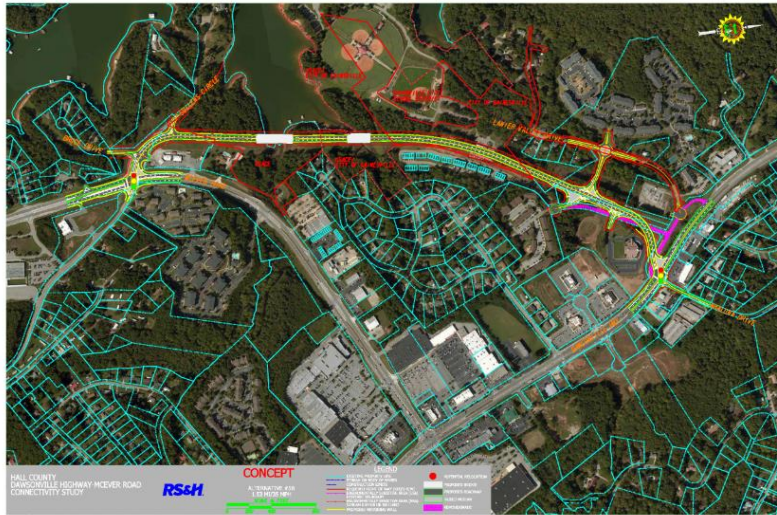
## Alt 5B



# Alternative 3A

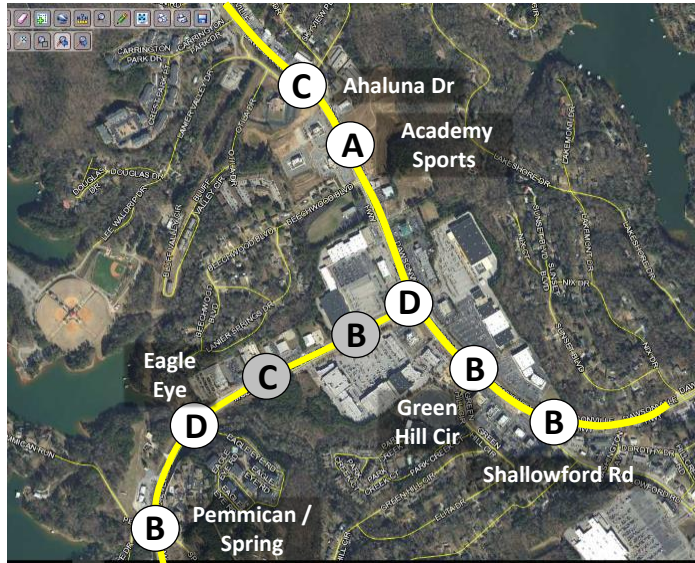


## Alternative 5B



## Traffic Analysis Results

## 2020 No-Build – AM: Level-of-Service



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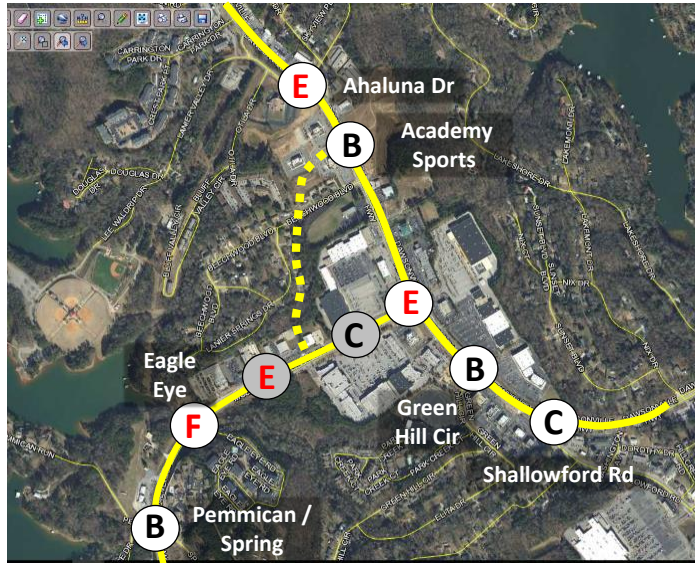
## 2040 No-Build - AM : Level-of-Service



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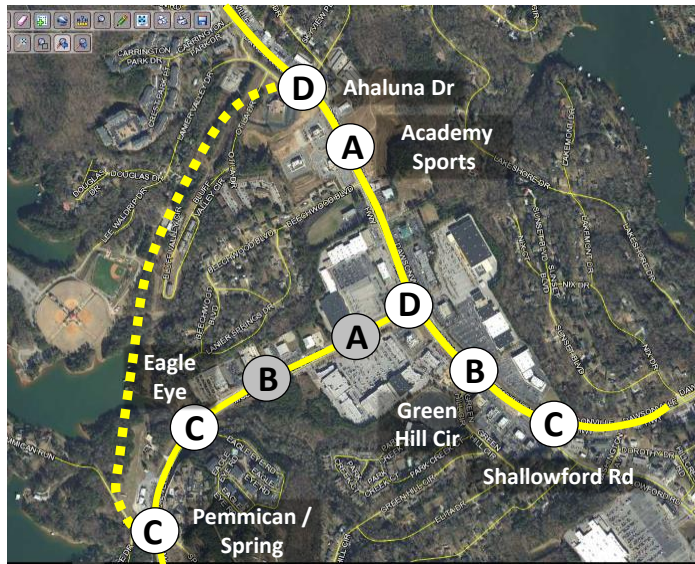
## 2040 Build Alt 3 – AM: Level-of-Service



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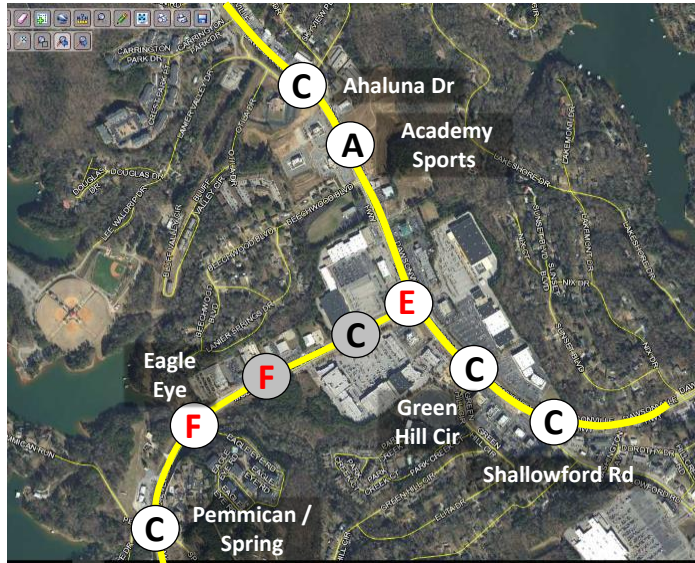
## 2040 Build Alt 5 – AM: Level-of-Service



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## 2020 No-Build - PM: Level-of-Service



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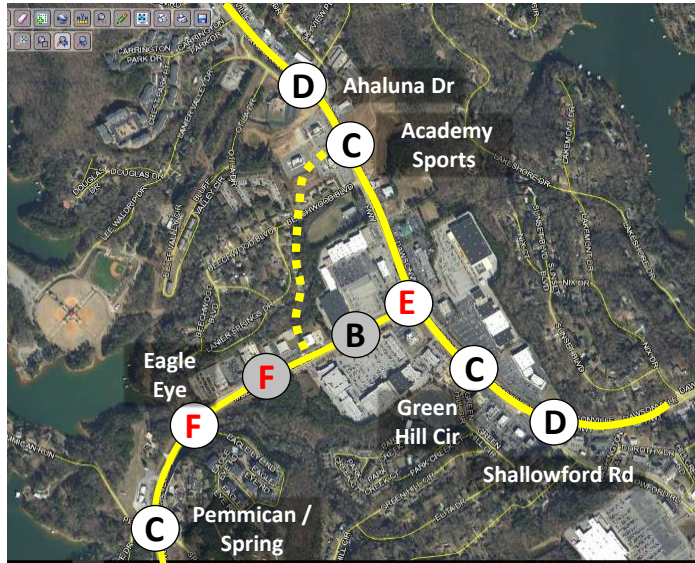
## 2040 No-Build - PM: Level-of-Service



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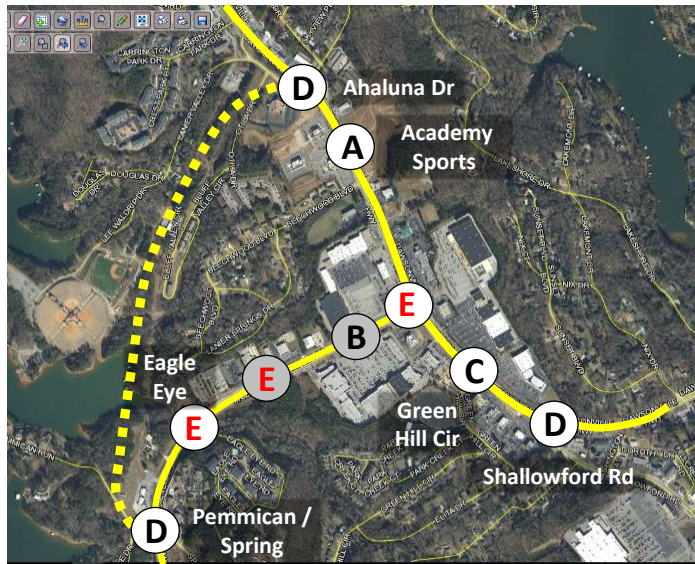
## 2040 Build Alt 3 – PM: Level-of-Service



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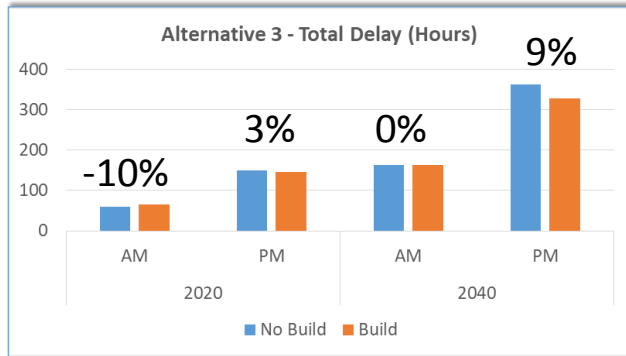
## 2040 Build Alt 5 – PM: Level-of-Service



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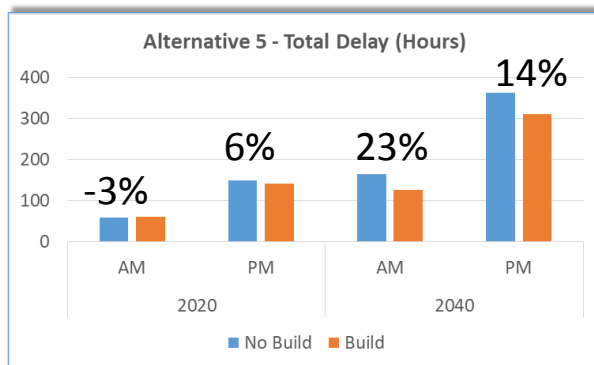
## 2020 & 2040 – Alt 3 Delay Reduction



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## 2020 & 2040 – Alt 5 Delay Reduction



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## Estimated Benefits & Cost

Item	Alternative	
	3A	5B
Construction Costs	\$4,500,000	\$17,700,000
Calculated Benefits (Delay Reduction)	(\$720,000)	\$2,500,000
Benefit / Cost	(-0.16)	0.14



Dawsonville Highway – McEver Road Connectivity Study – Final Presentation

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## Recommendations

### *Alternate Connection*

- ▶ **(Delay Reductions) Benefits Are Not As High As Expected**
- ▶ **B/C Ratio Will Worsen with Addition of Other Costs:**
  - ROW; property acquisitions
  - Utility costs
- ▶ **Other Unfavorable Impacts**
  - Environmental, relocations, etc.
- ▶ **Alternate Connection is Not Recommended Based upon Consultant's Technical Analysis**



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## Potential Solutions

- ▶ **Flyover Intersection Improvement**
- ▶ **Continuous Flow Intersection (CFI)**
  - GDOT has asked a consultant to review options for a CFI
  - Consultant review has not been completed
  - Should CFI analysis prove favorable, a project would be programmed midterm
  - Anticipate design start 2028; construction 2029



Dawsonville Highway – McEver Road Connectivity Study – Final Presentation

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## Continuous Flow Intersection



CFI located in Salt Lake City, UT



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## Other Potential Solutions

### ► Further Coordination with GDOT

- GHMPO Project GH-104 Dawsonville Hwy / McEver Rd Intersection Operational Improvements
- PI#0015702 – Turn Lane Conversion / Third Lane Expansion

### ► Inter-Parcel Connectivity



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## GH-104 Dawsonville Hwy / McEver Rd Intersection Improvements

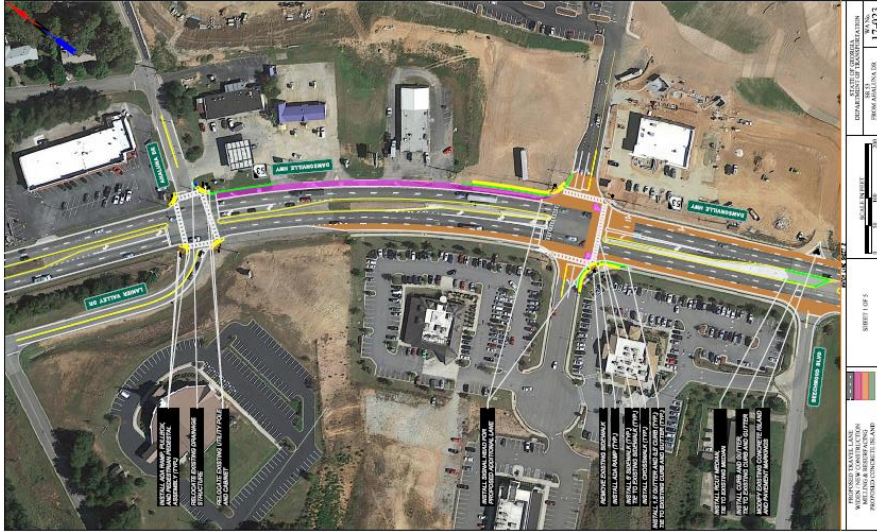


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# GDOT Draft PI#0015702

(1 of 5)

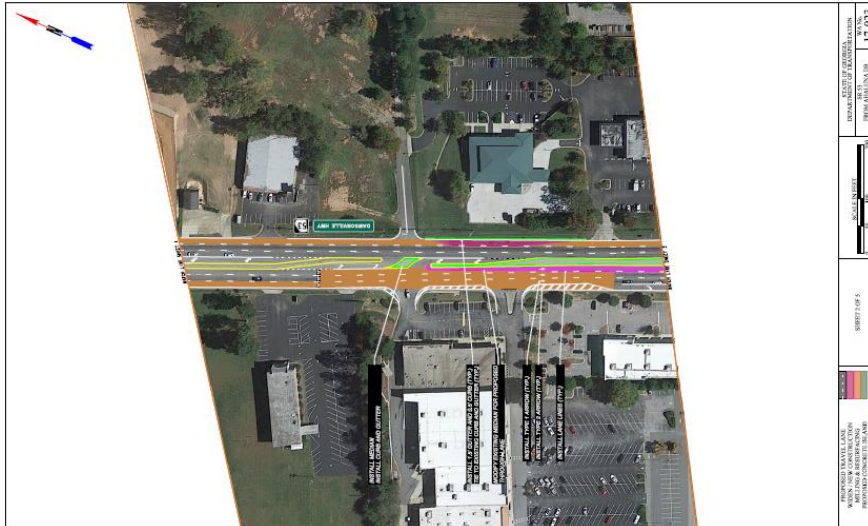


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# GDOT Draft PI#0015702

(2 of 5)

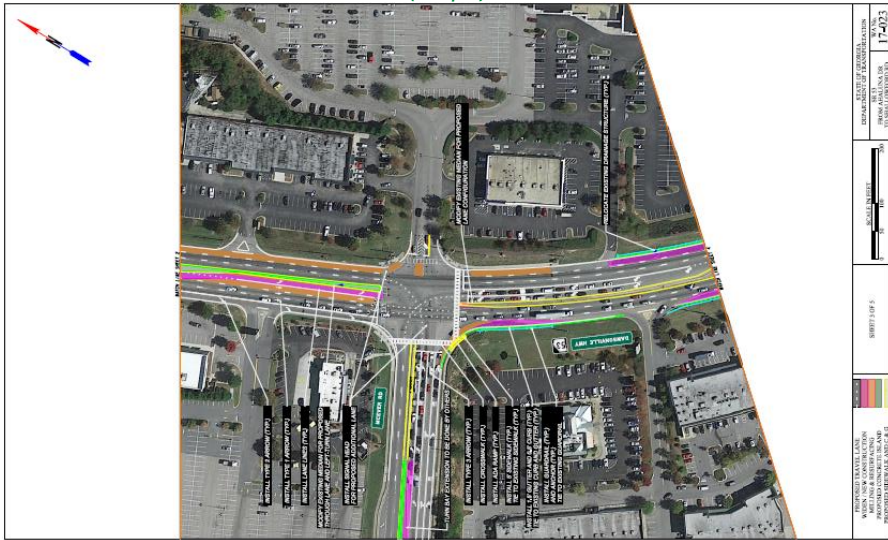


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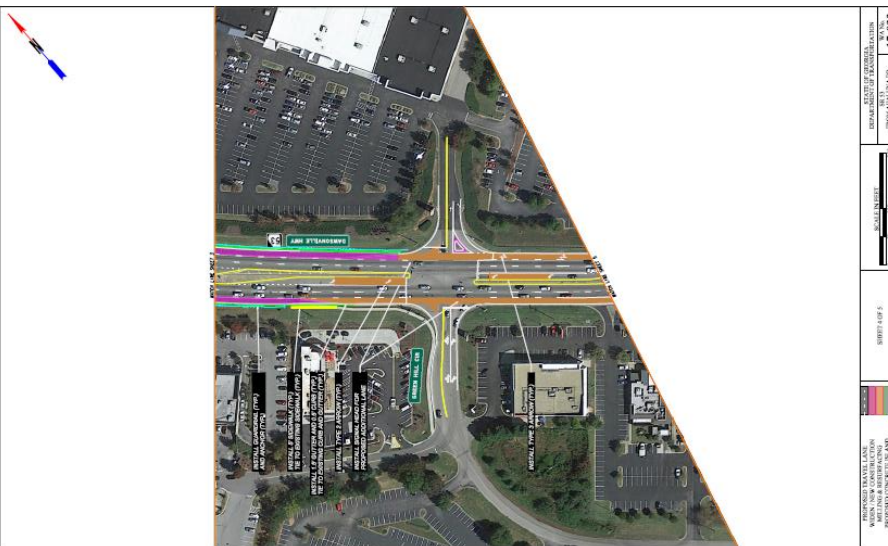
# GDOT Draft PI#0015702

(3 of 5)



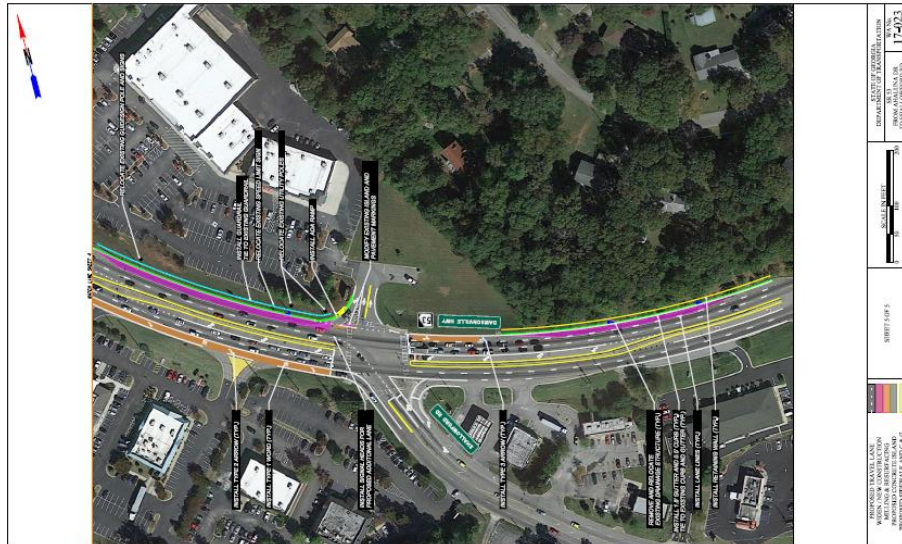
# GDOT Draft PI#0015702

(4 of 5)



# GDOT Draft PI#0015702

(4 of 5)



RS&H Dawsonville Highway – McEver Road Connectivity Study – Final Presentation

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# GDOT Draft PI#0015702

- ▶ **Project is under concept review and design development**
- ▶ **Proposed schedule for ROW Acquisition to begin March 2021**
- ▶ **Proposed schedule for Project Construction Let is March 2022**
- ▶ **Estimated B/C for PI #0015702 is 6.13**  
 – (Benefits = \$17.8M / Cost = \$2.9M)

RS&H Dawsonville Highway – McEver Road Connectivity Study – Final Presentation

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## Potential Other Improvements

- ▶ **Developers in Discussion With GDOT about Potential Signal Behind Publix**



## Next Steps

- ▶ **Continue to Work With GDOT on Their Development of PI#0015702 – Turn Lane Conversion / Third Lane Expansion**
- ▶ **Pursue Project Development of GHMPO Project GH-104 - Dawsonville Hwy / McEver Intersection Operational Improvements**
- ▶ **Evaluate Inter-Parcel Connectivity**

## Next Steps for Connectivity Study

- ▶ **Finalize Study Report**
- ▶ **Present Study Results to Council**
- ▶ **Present Study Results to GHMPO Committees**
  - TCC/CAC in January 2019
  - PC in February 2019



Dawsonville Highway – McEver Road Connectivity Study – Final Presentation

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Thank You!

*Questions?*





**MEMORANDUM**

**To: Policy Committee Members**

**From: Srikanth Yamala, GHMPO & Caroline Scruggs, Forum Communications**

**Date: February 5, 2019**

**Re: Logo Update for the Gainesville-Hall Metropolitan Planning Organization**

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GHMPO recently hired Forum Communications to update the branding of the Gainesville-Hall Metropolitan Planning Organization, including the organization's logo. This effort included outreach amongst staff and committee members in order to gauge the appropriate direction that the branding effort needed to take.

Forum has provided staff with a potential list of new logos for the Policy Committee to vote on at its next meeting on February 12, 2019.

***RECOMMENDED ACTION: Approval of New Logo for GHMPO***

*Attachment: Potential New Logos for GHMPO*

## Possible New Logos for GHMPO

---

**A.**



**B.**



**C.**





**MEMORANDUM**

**To: Policy Committee Members**  
**From: Sam Baker, Transportation Planning Manager**  
**Date: February 5, 2019**  
**Re: Setting 2019 GHMPO Targets for Safety Performance**

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The current federal 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 has been 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 set a number of performance measures and performance targets in 2018 for the state, and GHMPO adopted them for our region by executing a resolution in February 2018.

GDOT has now updated the safety performance targets for 2019. We are presented with the option to either establish these updated state targets for the GHMPO region or set our own targets for 2019. **USDOT requires that GHMPO establish 2019 targets for safety performance by executing a resolution and do so by February 27, 2019.** We have further been informed that this will be annual requirement going forward.

Please see the attached draft resolution for the list of safety performance measures and updated 2019 targets set by Georgia DOT. For comparison, the executed resolution setting the 2018 targets is also attached. Staff recommends setting the same 2019 state targets for GHMPO.

Both the Technical Coordinating Committee and the Citizens Advisory Committee recommended approval of the resolution adopting the 2019 safety performance targets.

**RECOMMENDED ACTION:** *Approval of the Resolution Supporting 2019 State Targets for Safety Performance.*

*Attachments: Draft Resolution to Set Safety Performance Management Targets for 2019  
Previously Executed Resolution Setting Safety Performance Targets for 2018*



**A Resolution by the Gainesville-Hall  
Metropolitan Planning Organization Policy Committee Setting  
Safety Performance Management Targets for 2019**

**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, 2019 and January 31, 2019 respectively recommended that GHMPO support the 2019 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 1,655 (2015-2019) 5-year average by December 2019.
- 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 1.31 (2015-2019) 5-year average by December 2019.
- Number of Serious Injuries: Maintain the 5-year rolling average for serious injuries under the projected 24,324 (2015-2019) 5-year average by December 2019.
- Rate of Serious Injuries per 100 Million VMT: Reduce the 5-year rolling average for the rate of serious injuries per 100 million VMT by 3% from baseline 19.6 (2012-2016) 5-year average to 18.9 (2015-2019) 5-year average by December 2019.
- Number of Non-Motorized Fatalities and Serious Injuries: Maintain the 5-year rolling average for non-motorized fatalities and serious injuries under the projected 1,126 (2017-2021) 5-year average by December 2021.

**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 2019 Safety Performance Management Targets as approved by GDOT.



**Gainesville - Hall Metropolitan Planning Organization**

A motion was made by PC member \_\_\_\_\_ and seconded by PC member \_\_\_\_\_ and approved this the 12<sup>th</sup> of February, 2019.

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

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

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

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



**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.



**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 13<sup>th</sup> of February, 2018.

Lamar Scroggs  
Mayor Lamar Scroggs, Chair  
Policy Committee

Subscribed and sworn to me this the 13<sup>th</sup> of February, 2018.

Morgan Ewing  
Notary Public

My commission expires 5/22/2020





**MEMORANDUM**

**To:** Policy Committee Members  
**From:** Sam Baker, Transportation Planning Manager  
**Date:** February 5, 2019  
**Re:** Transit Asset Management Targets

“Transit Asset Management (TAM)” refers to a model that prioritizes funding based on the condition and maintenance of transit assets, such as vehicles, equipment and/or facilities.

In 2018, the Georgia Department of Transportation (GDOT) developed a Group TAM Plan on behalf of the 91 Tier II transit providers throughout the state, including Hall Area Transit (a “Small Urban” system) and Hall County Transit and Jackson County Transit (both “Rural” systems). The Group plan was developed in partnership with the Federal Transit Administration (FTA) in order to support national performance-based planning efforts and set the following four-year state of good repair targets below.

**FY 2019 – FY 2022 Performance Targets:**

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

<sup>1</sup> For facilities, number below 3.0 TERM rating is used  
<sup>2</sup> Refers to vehicle type, not type of service operated  
<sup>3</sup> For equipment, FTA requires performance targets to only be set for non-revenue or service vehicles

Both the Technical Coordinating Committee and the Citizens Advisory Committee recommended approval of the resolution adopting the transit asset management targets.

**RECOMMENDED ACTION:** *Approval of the Resolution Supporting State Targets for Transit Asset Management*

*Attachment: Draft Resolution Setting Transit Asset Management Targets*



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

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

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

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

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

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

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

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

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



**Gainesville - Hall Metropolitan Planning Organization**

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

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

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

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

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

A motion was made by PC member \_\_\_\_\_ and seconded by PC member \_\_\_\_\_ and approved this the 12<sup>th</sup> of February, 2019.

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

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

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

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



**MEMORANDUM**

**To: Policy Committee Members**

**From: Joseph Boyd, Senior Transportation Planner**

**Date: February 5, 2019**

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

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An application requesting federal transportation planning funds for the Gainesville-Hall Regional Transportation Plan: 2020 Update was submitted to the PL Funds Review Committee at the Georgia Department of Transportation on September 17, 2018. Our application was approved, and a grant of \$200,000 was awarded, with a 20% local in-kind match by the local jurisdictions totaling \$50,000.

The Federal Highway Administration and the Georgia Department of Transportation require that we update the budget in our current year's Unified Planning Work Program (UPWP) showing the addition of the \$200,000 federal grant. So, this draft amendment to the FY 2019 UPWP moves the Transportation Plan Update from the unfunded list of projects on page 24 into the funded Special Transportation Studies under Task 4, Sub-Element 4.6 on page 20. This movement is also reflected in the budget tables on pages 25 and 27.

The recently adopted performance targets from the Group Transit Asset Management Plan have also been included into the FY 2019 UPWP in Appendix C on pages 35 and 36.

In addition, GHMPO plans to conduct a Sign and Speed Study in coordination with the City of Flowery Branch. This proposed study is estimated to cost \$50,000. GHMPO will contribute \$40,000 (80%), and the City of Flowery Branch will provide \$10,000 (20%) local match in cash. The GHMPO contribution will come from our current FY 2019 approved base PL grant. The study will start in February and finish by June 30, 2019.

This draft UPWP Amendment went through a required 15-day minimum public comment period from December 9 through 23, 2018. No public comments were received.

Both the Technical Coordinating Committee and the Citizens Advisory Committee recommended approval of the resolution amending the FY 2019 UPWP.

**RECOMMENDED ACTION:** *Approval of the Resolution Amending the FY 2019 Unified Planning Work Program*

*Attachment: Draft FY 2019 Unified Planning Work Program Amendment*



# 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



Adoption: May 8, 2018  
Proposed Amendment: February 12, 2019

**A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Amending 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 amends 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 12<sup>th</sup> of February, 2019.

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

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

\_\_\_\_\_  
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.

## 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 **15** 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).
4. Conduct an update of the Jackson County Transportation Plan (See Task #4, Sub-Element 4.5).
5. Conduct a Sign and Speed Study in the City of Flowery Branch (See Task #4, Sub-Element 4.5).
6. 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).
7. 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).
8. 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).
9. 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).

10. 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).
11. 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).
12. 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).
13. 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)
14. Support the Pavement and Bridge Condition (PM 2) and Performance of National Highway System, Freight, and Congestion Mitigation & Air Quality (PM 3) Performance Management Targets approved by the Georgia Department of Transportation regarding fatalities, rate of fatalities, serious injuries, rate of serious injuries, and the number of non-motorized fatalities and serious injuries. (See Appendix B)
15. Support the Transit Asset Management Targets for FY 2019 that were included in the recently developed and adopted Group Transit Asset Management Plan that included Hall Area Transit and Jackson County Transit. These targets address the useful life benchmark (ULB) of rolling stock, equipment, and facilities. (See Appendix C)

## **TASK # 1: ADMINISTRATION**

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

#### **Objective**

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

#### **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

<b>TARGET START AND END DATES</b>	7/1/2018 - 6/30/2019	<b>LEAD AGENCY</b>	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$65,322.20
LOCAL IN-KIND MATCH (20%)	\$16,330.55
<b>TOTAL</b>	<b>\$81,652.75</b>

**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

<b>TARGET START AND END DATES</b>	7/1/2018 – 6/30/2019	<b>LEAD AGENCY</b>	GHMPO
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<b>FUNDING SOURCE</b>	<b>AMOUNT</b>
FHWA (80%)	\$18,000.00
LOCAL IN-KIND MATCH (20%)	\$4,500.00
<b>TOTAL</b>	<b>\$22,500.00</b>

**TASK # 1: ADMINISTRATION**

**Sub-Element 1.3: Equipment and Supplies**

**Objective**

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

**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.

<b>TRANSPORTATION RELATED PLANNING ACTIVITIES</b>	
<b>ORGANIZATION</b>	<b>ACTIVITIES</b>
GHMPO	Equipment and supplies

<b>TARGET START AND END DATES</b>	7/1/2018 – 6/30/2019	<b>LEAD AGENCY</b>	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$2,000.00
LOCAL IN-KIND MATCH (20%)	\$500.00
<b>TOTAL</b>	<b>\$2,500.00</b>

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

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

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

#### **Objective**

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

#### **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.
- 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

<b>TARGET START AND END DATES</b>	7/1/2018 – 6/30/2019	<b>LEAD AGENCY</b>	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$10,000.00
LOCAL IN-KIND MATCH (20%)	\$2,500.00
<b>TOTAL</b>	<b>\$12,500.00</b>

**TASK # 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

<b>TRANSPORTATION RELATED PLANNING ACTIVITIES</b>	
<b>ORGANIZATION</b>	<b>ACTIVITIES</b>
GHMPO	Data review and update

<b>TARGET START AND END DATES</b>	7/1/2018 – 6/30/2019	<b>LEAD AGENCY</b>	GHMPO
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<b>FUNDING SOURCE</b>	<b>AMOUNT</b>
FHWA (80%)	\$6,000.00
LOCAL IN-KIND MATCH (20%)	\$1,500.00
<b>TOTAL</b>	<b>\$7,500.00</b>

## **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**

<b>ORGANIZATION</b>	<b>ACTIVITIES</b>
GHMPO	Intermodal planning

<b>TARGET START AND END DATES</b>	<b>7/1/2018 – 6/30/2019</b>	<b>LEAD AGENCY</b>	<b>GHMPO</b>
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<b>FUNDING SOURCE</b>	<b>AMOUNT</b>
FHWA (80%)	\$6,000.00
LOCAL IN-KIND MATCH (20%)	\$1,500.00
<b>TOTAL</b>	<b>\$7,500.00</b>

## **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

<b>TRANSPORTATION RELATED PLANNING ACTIVITIES</b>	
<b>ORGANIZATION</b>	<b>ACTIVITIES</b>
GDOT	Travel demand model development
GHMPO	Travel demand model & GIS applications

<b>TARGET START AND END DATES</b>	7/1/2018 – 6/30/2019	<b>LEAD AGENCY</b>	GDOT
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<b>FUNDING SOURCE</b>	<b>AMOUNT</b>
FHWA (80%)	\$6,000.00
LOCAL IN-KIND MATCH (20%)	\$1,500.00
<b>TOTAL</b>	<b>\$7,500.00</b>

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

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

#### **Objective**

- The Long-Range Transportation Plan (LRTP) provides the basis for transportation investment of regionally significant projects and programs within the planning area. The LRTP addresses various modes of transportation as well as the safety and security of the region's transportation system. The long-range 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**

<b>ORGANIZATION</b>	<b>ACTIVITIES</b>
GHMPO	Long-range planning

<b>TARGET START AND END DATES</b>	<b>7/1/2018 – 6/30/2019</b>	<b>LEAD AGENCY</b>	<b>GHMPO</b>
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<b>FUNDING SOURCE</b>	<b>AMOUNT</b>
FHWA (80%)	\$36,000.00
LOCAL IN-KIND MATCH (20%)	\$9,000.00
<b>TOTAL</b>	<b>\$45,000.00</b>

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

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

#### **Objective**

- Undertake transportation planning activities that will lead to the development/implementation of a transportation improvement program 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**

<b>ORGANIZATION</b>	<b>ACTIVITIES</b>
GHMPO	Transportation Improvement Program

<b>TARGET START AND END DATES</b>	7/1/2018 – 6/30/2019	<b>LEAD AGENCY</b>	GHMPO
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<b>FUNDING SOURCE</b>	<b>AMOUNT</b>
FHWA (80%)	\$6,000.00
LOCAL IN-KIND MATCH (20%)	\$1,500.00
<b>TOTAL</b>	<b>\$7,500.00</b>

## 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 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.
- Conduct Flowery Branch Sign and Speed Study.
- 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
- Flowery Branch Sign and Speed Study by June 2019
- 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	Flowery Branch Sign and Speed Study
GHMPO	Jackson County Transportation Master Plan Update

TARGET START AND END DATES	7/1/2018 – 6/30/2019	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$50,000.00
LOCAL CASH MATCH (14.4%)	\$9,000.00
LOCAL IN-KIND MATCH (5.6%)	\$3,500.00
<b>TOTAL</b>	<b>\$62,500.00</b>

**TASK # 4: SYSTEM PLANNING**

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

**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.
- Update the LRTP, as required per federal regulations, by June 2, 2020.

**Previous Work**

- The LRTP was last updated in 2015.

**Project Description**

- Undertake an update of the Regional Transportation Plan to be completed by June 2020.
- Task # 4.6 will address GHMPO planning priority numbers 1, 3, 6, 7, 8, 9, 10, and 11.

**Product**

- Gainesville-Hall Regional Transportation Plan: 2020 Update by June 2, 2020 (federally mandated deadline)

TRANSPORTATION RELATED PLANNING ACTIVITY	
ORGANIZATION	ACTIVITY
GHMPO	Gainesville-Hall Regional Transportation Plan: 2020 Update

TARGET START AND END DATES	12/15/2018 – 6/2/2020	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$200,000.00
LOCAL IN-KIND MATCH (20%)	\$50,000.00
<b>TOTAL</b>	<b>\$250,000.00</b>

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

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

#### **Objective**

- Administer and operate the MPO transit planning process by properly coordinating MPO functions with the Georgia Department of Transportation, the Federal Transit Administration, and all involved stakeholders, including accounting for all MPO transit planning-related activities during fiscal year 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.
- **Conduct Micro-Transit Feasibility Study by June 30, 2019.**
- 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**

<b>ORGANIZATION</b>	<b>ACTIVITIES</b>
GHMPO	Program Support & Administration

<b>TARGET START AND END DATES</b>	<b>7/1/2018 – 6/30/2019</b>	<b>LEAD AGENCY</b>	<b>GHMPO</b>
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FUNDING SOURCE	AMOUNT
FTA	\$34,023.00
STATE 5303 MATCH	\$4,252.87
LOCAL CASH MATCH	\$4,252.88
<b>TOTAL</b>	<b>\$42,528.75</b>

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

**TASK # 5: TRANSIT PLANNING**

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

**Objective**

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

**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

<b>TARGET START AND END DATES</b>	7/1/2018 – 6/30/2019	<b>LEAD AGENCY</b>	GHMPO
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FUNDING SOURCE	AMOUNT
FTA	\$5,000.00
STATE 5303 MATCH	\$625.00
LOCAL CASH MATCH	\$625.00
<b>TOTAL</b>	<b>\$6,250.00</b>

## GHMPO Business Plan

### Objective

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

### Anticipated Products

<b>Product</b>	<b>Cost Estimate</b>	<b>Date of Completion</b>
North Hall Parkway Study	\$200,000	FY 2021
Economic Impact of Local Transportation Programs/Projects Study	\$50,000	FY 2021
Gainesville Transportation Plan Update	\$150,000	FY 2023

<b>GHMPO Five Year Funding Plan</b>					
	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>
<b>FHWA Allocation</b>	\$215,322.20	\$217,475.42	\$219,650.18	\$221,846.68	\$224,065.14
<b>FHWA PL Apply</b>	\$200,000.00	\$50,000.00	\$200,000.00	\$150,000.00	
<b>FTA Allocation</b>	\$73,046.00	\$73,776.46	\$74,514.22	\$75,259.37	\$76,011.96
<b>State Match</b>	\$9,130.75	\$9,222.06	\$9,314.28	\$9,407.42	\$9,501.50
<b>Local Match</b>	\$9,130.75	\$9,222.06	\$9,314.28	\$9,407.42	\$9,501.50
<b>Total Revenue</b>	<b>\$506,629.70</b>	<b>\$359,696.00</b>	<b>\$512,792.96</b>	<b>\$465,920.89</b>	<b>\$319,080.10</b>
<b>Contracts</b>	\$200,000.00	\$50,000.00	\$200,000.00	\$150,000.00	\$0.00
<b>Staff/Direct</b>	\$306,629.70	\$309,696.00	\$312,792.96	\$315,920.89	\$319,080.10
<b>Total Expenditures</b>	<b>\$506,629.70</b>	<b>\$359,696.00</b>	<b>\$512,792.96</b>	<b>\$465,920.89</b>	<b>\$319,080.10</b>

1% annual growth in allocation

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

FHWA PL Apply are prior year funds GHMPO must apply for

## FUNDING SOURCE BY TASK

FUNDING SOURCE	TASK NO.	TASK DESCRIPTION	FHWA	FHWA-SPR	FEDERAL TOTAL	STATE PL MATCH	STATE SPR MATCH	STATE TOTAL	LOCAL MATCH	TOTAL
PL	1.1	Operations & Administration	65,322.20	0	65,322.20	0	0	0	16,330.55	81,652.75
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 (Original Award)	50,000.00	0	50,000.00	0	0	0	12,500.00	62,500.00
PL	4.6	Special Transportation Studies (Additional Award)	200,000.00	0	200,000.00	0	0	0	50,000.00	250,000.00
PL	1.1 - 4.6	<b>Total</b>	<b>415,322.20</b>	<b>0</b>	<b>415,322.20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>103,830.55</b>	<b>519,152.75</b>

### 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
<b>5303</b>	<b>5.1 - 5.3</b>	<b>Total</b>	<b>73,046.00</b>	<b>73,046.00</b>	<b>9,130.75</b>	<b>9,130.75</b>	<b>9,130.75</b>	<b>91,307.50</b>

## FY 2019 Total Budget

GHMPO's total budget for FY 2019 is **\$610,460.25** from all the sources:

Work Elements	PL Funds (\$)			Section 5303 Funds (\$)				Total Budget Amount (\$)
	Budget Amount (100%)	FHWA (80%)	Local Match (20%)	Budget Amount (100%)	FTA (80%)	GDOT Match (10%)	Local Match (10%)	
<b>1.0 Administration</b>								
1.1 Operations and Administration	81,652.75	65,322.20	16,330.55	0.00	0.00	0.00	0.00	81,652.75
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
<b>Work Element 1.0 Total</b>	<b>119,152.75</b>	<b>95,322.20</b>	<b>23,830.55</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>119,152.75</b>
<b>2.0 Public Involvement</b>								
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
<b>Work Element 2.0 Total</b>	<b>12,500.00</b>	<b>10,000.00</b>	<b>2,500.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>12,500.00</b>
<b>3.0 Data Collection</b>								
3.1 Socioeconomic Data	7,500.00	6,000.00	1,500.00	0.00	0.00	0.00	0.00	7,500.00
<b>Work Element 3.0 Total</b>	<b>7,500.00</b>	<b>6,000.00</b>	<b>1,500.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>7,500.00</b>
<b>4.0 System Planning</b>								
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 (Original Award)	62,500.00	50,000.00	12,500.00	0.00	0.00	0.00	0.00	62,500.00
4.6 Special Transportation Studies (Additional Award)	250,000.00	200,000.00	50,000.00	0.00	0.00	0.00	0.00	250,000.00
<b>Work Element 4.0 Total</b>	<b>380,000.00</b>	<b>304,000.00</b>	<b>76,000.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>380,000.00</b>
<b>5.0 Transit Planning</b>								
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
<b>Work Element 5.0 Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>91,307.50</b>	<b>73,046.00</b>	<b>9,130.75</b>	<b>9,130.75</b>	<b>91,307.50</b>
<b>Total Work Elements (\$)</b>	<b>519,152.75</b>	<b>415,322.20</b>	<b>103,830.55</b>	<b>91,307.50</b>	<b>73,046.00</b>	<b>9,130.75</b>	<b>9,130.75</b>	<b>610,460.25</b>

**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	9	10	11
<b>1.0 Program Support &amp; Administration</b>	1.1: Operations & Administration	X	X	X	X	X	X	X	X	X		X
	1.2: Employee Training & Development	X	X	X	X	X	X	X	X			
	1.3: Equipment & Supplies	X						X				
	1.4: Unified Planning Work Program	X	X	X	X	X	X	X	X			
<b>2.0 Public Involvement</b>	2.1: Community Outreach/Education	X	X	X	X	X	X	X	X			
<b>3.0 Data Collection</b>	3.1: Socio-Economic Data	X						X				
<b>4.0 System Planning</b>	4.1: Intermodal Planning		X	X	X		X	X		X	X	X
	4.2: GIS, Model Development & Applications							X				
	4.3: Long Range Plan	X	X	X	X	X	X	X	X	X	X	X
	4.4: Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X	X
	4.5: Special Transportation Studies (Original Grant)							X	X			
	4.6: Special Transportation Studies (Additional Grant)							X	X			
<b>5.0: Transit Planning</b>	5.1: Program Support & Administration	X	X	X	X	X	X	X	X	X		X
	5.2: Long Range Transportation Planning (Project Level)	X			X			X		X	X	X
	5.3: Transportation Improvement Program	X			X			X		X	X	X

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**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	9	10	11	
<b>1.0 Program Support &amp; Administration</b>	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	X			
	1.3: Equipment & Supplies	X							X				
	1.4: Unified Planning Work Program	X	X	X	X	X	X	X	X	X			
<b>2.0 Public Involvement</b>	2.1: Community Outreach/Education	X	X	X	X	X	X	X	X				
<b>3.0 Data Collection</b>	3.1: Socio-Economic Data	X							X				
<b>4.0 System Planning</b>	4.1: Intermodal Planning		X	X	X			X	X		X	X	X
	4.2: GIS, Model Development & Applications								X				
	4.3: Long Range Plan	X	X	X	X	X	X	X	X	X	X	X	X
	4.4: Transportation Improvement Program	X	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 Grant)								X	X			
<b>5.0: Transit Planning</b>	5.1: Program Support & Administration	X	X	X	X	X	X	X	X	X	X		X
	5.2: Long Range Transportation Planning (Project Level)	X				X			X		X	X	X
	5.3: Transportation Improvement Program	X				X			X		X	X	X

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## Appendix A: Safety Performance Management Targets Resolution



*Gainesville - Hall Metropolitan Planning Organization*

### **A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Setting Safety Performance Management Targets for 2019**

**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, 2019 and January 31, 2019 respectively recommended that GHMPO support the 2019 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 1,655 (2015-2019) 5-year average by December 2019.
- **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 1.31 (2015-2019) 5-year average by December 2019.
- **Number of Serious Injuries:** Maintain the 5-year rolling average for serious injuries under the projected 24,324 (2015-2019) 5-year average by December 2019.
- **Rate of Serious Injuries per 100 Million VMT:** Reduce the 5-year rolling average for the rate of serious injuries per 100 million VMT by 3% from baseline 19.6 (2012-2016) 5-year average to 18.9 (2015-2019) 5-year average by December 2019.
- **Number of Non-Motorized Fatalities and Serious Injuries:** Maintain the 5-year rolling average for non-motorized fatalities and serious injuries under the projected 1,126 (2017-2021) 5-year average by December 2021.

**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 2019 Safety Performance Management Targets as approved by GDOT.

2875 Browns Bridge Road  
Gainesville, Georgia 30504

(770) 297-2625  
[www.ghmpo.org](http://www.ghmpo.org)

## Appendix A: Safety Performance Management Targets Resolution



*Gainesville - Hall Metropolitan Planning Organization*

A motion was made by PC member \_\_\_\_\_ and seconded by PC member \_\_\_\_\_ and approved this the 12<sup>th</sup> of February, 2019.

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

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

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

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

2875 Browns Bridge Road  
Gainesville, Georgia 30504

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



*Gainesville - Hall Metropolitan Planning Organization*

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

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

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

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

#### Bridge Level of Service Measures and Targets

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

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



*Gainesville - Hall Metropolitan Planning Organization*

### Pavement Level of Service Measures and Targets

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

### Summary of the PM 3 Performance Measures

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

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Gainesville, Georgia 30504

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




*Gainesville - Hall Metropolitan Planning Organization*

**PM 3 Targets**

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

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

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

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

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

  
  
\_\_\_\_\_  
Notary Public  
My commission expires March 26, 2022

## Appendix C: Transit Asset Management Targets

### GHMPO FY 2018 – 2021 Transportation Improvement Program

#### Group Transit Asset Management Plan FY 2019 Performance Targets

The Georgia Department of Transportation (GDOT) recently developed a Group Transit Asset Management (TAM) Plan on behalf of the 91 Tier II transit providers throughout the state, including **Hall Area Transit** (a “Small Urban” system) as well as **Hall County Transit** and **Jackson County Transit** (both “Rural” systems). The Group TAM was developed in partnership with the Federal Transit Administration (FTA) in order to support national performance-based planning efforts. Metropolitan Planning Organizations are required to incorporate the adopted performance targets into their planning documents, including their Long Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). The Gainesville-Hall Metropolitan Planning Organization (GHMPO) has endorsed the below targets for their transit partners located within the GHMPO planning area.

This TAM plan encompasses a four year span (FY 2019 – FY 2022) with the respective targets being evaluated and updated as needed every fiscal year within the stated time frame. The performance measures within help to drive the regional planning process by helping to incorporate data into the decisions being made. This TAM plan includes:

- *Inventory of Capital Assets*
- *Condition Assessment*
- *Use of a Decision Support Tool*
- *Prioritized List of Investments*

#### Transit Asset Management Targets for FY 2019:

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

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

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

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

## Appendix C: Transit Asset Management Targets

### Relation of TAM Targets to TIP Projects

The below table highlights the transit related projects currently identified in the FY 18-21 Transportation Improvement Program and the targets that these projects are expected to impact.

<i>Funding Source</i>	<i>Approximate Total for FY 18-21</i>	<i>Targets the Programmed Funds will Contribute Towards:</i>
<b>Section 5307 (Urban Capital)</b>		
Replacement Vehicles (CU)	\$2,400,000	15% of Vehicles Exceeding ULB
Support Vehicles (trucks)	\$35,000	55% of Vehicles Exceeding ULB
Passenger Benches	\$40,000	10% of Passenger Facilities Exceeding TERM Rate of 3
Parking Lot & Bldg. Improvements	\$30,000	10% of Passenger Facilities Exceeding TERM Rate of 3
<b>Section 5311 (Rural Capital)</b>		
Replacement Vehicles (VN)	\$240,000	50% of Vans Exceeding ULB
Fare Boxes	\$60,000	25% of Maintenance Items Exceeding TERM Rate of 3
<b>Section 5339</b>		
Bus & Bus Facilities	\$650,946	15% of Busses Exceeding ULB & 25% of Administration & 25% Maintenance Facilities & 10% Passenger / Parking Facilities Exceeding TERM Rate of 3

\*TERM scale is used for asset condition assessment. The ratings used scale from 1-5, where 5 is excellent condition and 1 is poor condition.





**MEMORANDUM**

**To: Policy Committee Members**

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

**Date: February 5, 2019**

**Re: Draft FY 2020 Unified Planning Work Program**

---

The Draft FY 2020 Unified Planning Work Program (UPWP) describes the planning projects, studies, and activities the Gainesville-Hall Metropolitan Planning Organization (GHMPO) will undertake in FY 2020 from July 1, 2019 through June 30, 2020.

A first draft of the UPWP has been prepared for your review and comment after the GHMPO staff met individually with each of the seven local jurisdictions seeking their input. Among our various key planning tasks, in FY 2020, GHMPO and its planning partners will complete the federally-required update of the Gainesville-Hall Regional Transportation Plan.

The draft UPWP has been submitted to the Georgia Department of Transportation (GDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) for their review and comment. We have received comments from GDOT and FHWA, and those comments have been addressed. 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 14, 2019.

***RECOMMENDED ACTION:***        *None*

*Attachment: Draft FY 2020 Unified Planning Work Program*



# FY 2020

## 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



Proposed Adoption: May 14, 2019

**A Resolution by the Gainesville-Hall Metropolitan Planning Organization  
Policy Committee Adopting the FY 2020 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 2020 Unified Planning Work Program for the period from July 1, 2019 to June 30, 2020.

A motion was made by PC member \_\_\_\_\_ and seconded by PC member \_\_\_\_\_ and approved this the 14<sup>th</sup> of May, 2019.

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

Subscribed and sworn to me this the 14<sup>th</sup> of May, 2019

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

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

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# INTRODUCTION

## A. Purpose of the Unified Planning Work Program

The Fiscal Year 2020 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, 2019 through June 30, 2020. 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.

## 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 2020 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 2020**

The GHMPO will work towards the following 15 planning priorities in FY 2020:

1. Complete the federally-required update of the Gainesville-Hall Regional Transportation Plan by June 2020 (See Task #4, Sub-Element 4.3).
2. Develop a 2021-2024 Transportation Improvement Program by June 2020 (see Task #4, Sub-Element 4.4).
3. Update the GHMPO website, in coordination with the MPO's new brand/logo, by December 2019 (see Task #4, Sub-Element 2.1).
4. Develop project lists to be coded and work with GDOT to update the GHMPO travel demand models by December 2019 (see Task #3, Sub-Element 3.1).
5. Amend the current Regional Transportation Plan through agency, stakeholder, and public coordination, as necessary (see Task #4, Sub-Element 4.3).
6. Amend the Transportation Improvement Program, as necessary (See Task #4, Sub-Element 4.4).
7. 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).
8. 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).

9. 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).
10. 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).
11. 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).
12. 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).
13. 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)
14. Support the Pavement and Bridge Condition (PM 2) and Performance of National Highway System, Freight, and Congestion Mitigation & Air Quality (PM 3) Performance Management Targets approved by the Georgia Department of Transportation regarding fatalities, rate of fatalities, serious injuries, rate of serious injuries, and the number of non-motorized fatalities and serious injuries. (See Appendix B)
15. Support the Transit Asset Management Targets approved by the Georgia Department of Transportation regarding inventory and condition of capital assets. (See Appendix C)

## **TASK # 1: ADMINISTRATION**

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

#### **Objective**

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

#### **Previous Work**

- In FY 2019, the three GHMPO committees had four regular meetings. Meeting minutes were prepared and later archived on the GHMPO website.
- Quarterly reports, reimbursable forms, and an annual report were prepared and submitted to the GDOT Planning Office.
- Attended Interagency Consultation Group meetings.
- Coordinated and worked with local governments and agencies regarding rulemaking on MPO planning area reform and performance measures development.
- Represented GHMPO on Atlanta Regional Commission's Transportation Coordinating Committee.

- Attended various project specific meetings with GDOT, ARC, and other local agencies.
- Appointed new members to the Citizens Advisory Committee.
- Upon request, presented information on the GHMPO structure, budget, and current projects to local jurisdictions.
- GHMPO was an active member of the Association of Metropolitan Planning Organizations (AMPO).

**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 3 through 9.

**Product**

- GHMPO committee meeting agendas and minutes
- Quarterly FY 2020 Reports and an Annual Performance Report FY 2020
- Accounting narratives and invoices

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Operations and administration

<b>TARGET START AND END DATES</b>	7/1/2019 - 6/30/2020	<b>LEAD AGENCY</b>	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$91,945.84
LOCAL IN-KIND MATCH (20%)	\$22,986.46
<b>TOTAL</b>	<b>\$114,932.30</b>

## **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 Association of Metropolitan Planning Organizations National Conference in San Antonio, Texas – attended by Sam Baker and Joseph Boyd
- 2019 American Planning Association National Conference in San Francisco, California – attended by Sam Baker and Joseph Boyd
- GAMPO meetings in Atlanta, Georgia - attended by Sam Baker and Joseph Boyd
- Training on Regional Integrated Transportation Information System (RITIS) – attended by Sam Baker and Joseph Boyd

#### **Project Description**

- Staff plans to attend the 2019 Association of Metropolitan Planning Organizations Annual Conference in Baltimore, Maryland.
- Staff plans to attend the 2020 American Planning Association National Conference in Houston, Texas.
- 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**

<b>ORGANIZATION</b>	<b>ACTIVITIES</b>
GHMPO	Training and employee education

<b>TARGET START AND END DATES</b>	7/1/2019 – 6/30/2020	<b>LEAD AGENCY</b>	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$15,000.00
LOCAL IN-KIND MATCH (20%)	\$3,750.00
<b>TOTAL</b>	<b>\$18,750.00</b>

## **TASK # 1: ADMINISTRATION**

### **Sub-Element 1.3: Equipment and Supplies**

#### **Objective**

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

#### **Previous Work**

- Office supplies (envelopes, easels, folders, appointment books, pens, name plates, 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.

<b>TRANSPORTATION RELATED PLANNING ACTIVITIES</b>	
ORGANIZATION	ACTIVITIES
GHMPO	Equipment and supplies

<b>TARGET START AND END DATES</b>	7/1/2019 – 6/30/2020	<b>LEAD AGENCY</b>	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$2,000.00
LOCAL IN-KIND MATCH (20%)	\$500.00
<b>TOTAL</b>	<b>\$2,500.00</b>

## 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 2020 UPWP.
- Take into consideration MPO progress made on FY 2019 UPWP.
- Develop and draft final UPWP.

#### Previous Work

- Developed FY 2020 UPWP and annual budget.
- Submitted GHMPO's FY 2019 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 2020 UPWP, per the Participation Plan.
- Draft UPWP was posted on the GHMPO website for public review.
- Amended FY 2019 UPWP upon approval of additional funds for the Regional Transportation Plan update.

#### 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 2021 UPWP.
- Amend FY 2020 UPWP, as needed.
- Consider Planning Emphasis Areas (PEAs) under each work task.
- Incorporate and support the adopted Statewide Safety, Bridge and Pavement Performance, and Transit Asset Management Targets (See Appendices A, B, and C).
- Task # 1.4 will address GHMPO planning priority numbers 1 through 6.

#### Product

- Adopted FY 2021 UPWP by May 2020

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	UPWP

<b>TARGET START AND END DATES</b>	12/1/2019 – 5/31/2020	<b>LEAD AGENCY</b>	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$10,000.00
LOCAL IN-KIND MATCH (20%)	\$2,500.00
<b>TOTAL</b>	<b>\$12,500.00</b>

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

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

#### **Objective**

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

#### **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.
- Updated the GHMPO logo to better convey the MPO's identity and mission.

#### **Project Description**

- Update the GHMPO website matching the new GHMPO logo.
- Provide opportunity for public comment and review on various GHMPO and Hall Area Transit (HAT) documents and activities.
- Establish and maintain a record-keeping system that documents official actions of transportation planning processes and related public review.
- Advertise the availability of draft documents for public review and comment.
- Research potential procedures to evaluate the effects of development and transportation investments on communities including environmental justice issues. This is an ongoing activity.
- Provide adequate notice of GHMPO activities as outlined in the Participation Plan.
- Maintain and update database of community stakeholders for mail and electronic notification of transportation activities.
- Review and update the Participation Plan as appropriate. Annually report on the status of the Participation Plan, Title VI compliance, Environmental Justice outreach, and Limited English Proficiency analysis. Staff will annually attend training events for ADA, Title VI, EJ, and LEP, as available.
- Continue to engage the Citizens Advisory Committee through innovative and new public involvement techniques to increase participation and public outreach.
- Continue to develop visualization tools and techniques to better communicate the transportation planning process, MPO plans, and programs for the public and local officials.
- The GHMPO will continue to carry out the strategies and policies identified in the Participation Plan for all documents and plans, as appropriate, including the 2040 RTP update.
- Continue to explore ways to make the GHMPO transportation planning process more transparent and inclusionary.

- Maintain and update information on the GHMPO website regarding Performance Based Planning and Program and in regards to the statewide targets.
- Task # 2.1 will address GHMPO planning priority numbers 1 through 6.

**Product**

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

<b>TRANSPORTATION RELATED PLANNING ACTIVITIES</b>	
<b>ORGANIZATION</b>	<b>ACTIVITIES</b>
GHMPO	Community outreach & education

<b>TARGET START AND END DATES</b>	<b>7/1/2019 – 6/30/2020</b>	<b>LEAD AGENCY</b>	<b>GHMPO</b>
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<b>FUNDING SOURCE</b>	<b>AMOUNT</b>
FHWA (80%)	\$20,000.00
LOCAL IN-KIND MATCH (20%)	\$5,000.00
<b>TOTAL</b>	<b>\$25,000.00</b>

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

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

#### **Objective**

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

#### **Previous Work**

- Collected 2017 crash data and updated crash profiles of Hall County and Jackson County.
- Established Safety, Bridge and Pavement, and Transit Asset Management (TAM) performance targets, consistent with the state targets, as required per the FAST Act's Performance Based Planning & Programming.
- Developed 2015 and 2050 socioeconomic data for Hall County and Jackson County for the development of the Jackson County Transportation Plan and the Gainesville-Hall Regional Transportation Plan: 2020 Update.

#### **Project Description**

- Monitor socioeconomic data, and update, as necessary.
- Track land use and growth patterns of the GHMPO planning area and incorporate into the RTP, the regional travel demand model, and the Transportation Demand Management (TDM), as needed.
- Continue to use GIS as an analytical and data management tool in spatial work projects including RTP updates and demographic studies.
- As requested, attend meetings with local and regional agencies for data sharing regarding the Atlanta non-attainment area and planning data needs.
- Collect 2018 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**

- 2019 Hall County and Jackson County Crash Profiles by June 2020
- 2015 and 2050 GHMPO travel demand models by June 2020

**TRANSPORTATION RELATED PLANNING ACTIVITIES**

<b>ORGANIZATION</b> GHMPO	<b>ACTIVITIES</b> Socio-economic data review and update
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<b>TARGET START AND END DATES</b> 7/1/2019 – 6/30/2020	<b>LEAD AGENCY</b> GHMPO
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<b>FUNDING SOURCE</b>	<b>AMOUNT</b>
FHWA (80%)	\$5,000.00
LOCAL IN-KIND MATCH (20%)	\$1,250.00
<b>TOTAL</b>	<b>\$6,250.00</b>

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

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

#### **Objective**

- Plan for intermodal modes of transportation.

#### **Previous Work**

- Completed Gainesville Trail Study and South Hall Trail Study.
- Conducted Micro-Transit Feasibility Study.

#### **Project Description**

- 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**

<b>ORGANIZATION</b>	<b>ACTIVITIES</b>
GHMPO	Intermodal planning

<b>TARGET START AND END DATES</b>		<b>LEAD AGENCY</b>	
7/1/2019 – 6/30/2020		GHMPO	

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

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

### **Sub-Element 4.2: 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**

- Update the GHMPO travel demand models for the Regional Transportation Plan update.
- 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 2020

<b>TRANSPORTATION RELATED PLANNING ACTIVITIES</b>	
<b>ORGANIZATION</b>	<b>ACTIVITIES</b>
GDOT	Travel demand model development
GHMPO	Travel demand model & GIS applications

<b>TARGET START AND END DATES</b>	7/1/2019 – 6/30/2020	<b>LEAD AGENCY</b>	GDOT
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<b>FUNDING SOURCE</b>	<b>AMOUNT</b>
FHWA (80%)	\$5,000.00
LOCAL IN-KIND MATCH (20%)	\$1,250.00
<b>TOTAL</b>	<b>\$6,250.00</b>

## TASK # 4: SYSTEM PLANNING

### Sub-Element 4.3: 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.
- Complete an update of the Regional Transportation Plan by June 2020.
  - Incorporate and support the adopted Statewide Safety Performance and Management Targets (Appendix A), Bridge and Pavement Performance Targets (Appendix B), and Transit Asset Management Targets (Appendix C).
  - 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)
- Gainesville-Hall Regional Transportation Plan: 2020 Update by June 2020

#### TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION	ACTIVITIES
GHMPO	Long-range planning

TARGET START AND END DATES	7/1/2019 – 6/30/2020	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$36,000.00
LOCAL IN-KIND MATCH (20%)	\$9,000.00
<b>TOTAL</b>	<b>\$45,000.00</b>

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

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

#### **Objective**

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

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

#### **Project Description**

- Develop a 2021-2024 TIP.
- Amend the 2018-2021 TIP, as necessary.
- Incorporate and support the adopted Statewide Safety Performance and Management Targets (Appendix A), Bridge and Pavement Performance Targets (Appendix B), and Transit Asset Management Targets (Appendix C).
- Task # 4.4 will address GHMPO planning priority numbers 2, 6, 7, 8, 10, and 11.

#### **Product**

- 2021-2024 Transportation Improvement Program by June 2020

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

ORGANIZATION	ACTIVITIES
GHMPO	Transportation Improvement Program

TARGET START AND END DATES	7/1/2019 – 6/30/2010	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$10,000.00
LOCAL IN-KIND MATCH (20%)	\$2,500.00
<b>TOTAL</b>	<b>\$12,500.00</b>

## **TASK # 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**

- Completed the Gainesville Dawsonville Highway-McEver Road Connectivity Study.
- Completed the Gainesville Trail Connectivity Plan.
- Completed the Oakwood Citywide Traffic Improvement Study.
- Completed the South Hall Trail Connectivity Study.
- Completed the Jackson County Transportation Plan.
- Completed the Flowery Branch Sign and Speed Study.
- Undertook an update of the Gainesville-Hall Regional Transportation Plan.

#### **Project Description**

- Complete the Gainesville-Hall Regional Transportation Plan: 2020 Update.
- Task # 4.5 will address GHMPO planning priority numbers 3, 4, and 5.

#### **Product**

- Gainesville-Hall Regional Transportation Plan: 2020 Update by June 2020

<b>TRANSPORTATION RELATED PLANNING ACTIVITY</b>	
<b>ORGANIZATION</b>	<b>ACTIVITY</b>
GHMPO	Gainesville-Hall Regional Transportation Plan: 2020 Update

<b>TARGET START AND END DATES</b>	7/1/2019 – 6/30/2020	<b>LEAD AGENCY</b>	GHMPO
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<b>FUNDING SOURCE</b>	<b>AMOUNT</b>
FHWA (80%)	\$20,000.00
LOCAL IN-KIND MATCH (20%)	\$5,000.00
<b>TOTAL</b>	<b>\$25,000.00</b>

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

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

#### **Objective**

- Administer and operate the MPO transit planning process by properly coordinating MPO functions with the Georgia Department of Transportation, the Federal Transit Administration, and all involved stakeholders, including accounting for all MPO transit planning-related activities during fiscal year 2020.

#### **Previous Work**

- Developed a Transit Asset Management Plan, in cooperation with the GDOT Intermodal Office, for Hall Area Transit.
- Completed a Micro-Transit Feasibility Study.
- Developed the transit section in the 2019 UPWP and presented to the GHMPO committees.
- Adopted the 2019 UPWP on May 8, 2018.
- Attended the 2018 AMPO conference in San Antonio, Texas by Sam Baker and Joseph Boyd.
- Managed the FY 2019 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 2020 Section 5303 grant application to GDOT.
- GHMPO retained its membership of the Georgia Transit Association.
- GHMPO retained its membership of the Association of Metropolitan Planning Organizations.

#### **Project Description**

- Provide transit planning administration and assistance to HAT.
- Continue coordination with HAT in developing the transit work element for the FY 2020 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**

- FY 2021 Section 5303 grant application by November 2019
- 2018-2021 TIP amendments, as necessary, by June 2020
- 2021-2024 TIP by June 2020
- Transit section of FY 2021 UPWP by June 2020
- Accounting report at the end of each fiscal quarter

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

<b>ORGANIZATION</b>	<b>ACTIVITIES</b>
GHMPO	Program Support & Administration

<b>TARGET START AND END DATES</b>	<b>7/1/2019 – 6/30/2020</b>	<b>LEAD AGENCY</b>	<b>GHMPO</b>
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<b>FUNDING SOURCE</b>	<b>AMOUNT</b>
FTA	\$35,229.50
STATE 5303 MATCH	\$4,403.68
LOCAL CASH MATCH	\$4,403.69
<b>TOTAL</b>	<b>\$44,036.87</b>

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**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 eleven FAST Act Planning Factors and the three Planning Emphasis Areas through this plan.

**Previous Work**

- Undertook an update of the Regional Transportation Plan.
- Completed a Micro-Transit Feasibility Study.

**Project Description**

- Complete an update of the Regional Transportation Plan by June 2020.
- 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	LEAD AGENCY
7/1/2019 – 6/30/2020	GHMPO

FUNDING SOURCE	AMOUNT
FTA	\$35,229.50
STATE 5303 MATCH	\$4,403.69
LOCAL CASH MATCH	\$4,403.69
<b>TOTAL</b>	<b>\$44,036.88</b>

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

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

### Previous Work

- Amended the 2018-2021 TIP, as necessary.

### Project Description

- Develop a 2021-2024 TIP by June 2020.
- Task # 5.3 will address GHMPO planning priority number 2.

### Product

- 2021-2024 TIP by June 2020

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Transportation Improvement Program

TARGET START AND END DATES	7/1/2019 – 6/30/2020	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FTA	\$10,000.00
STATE 5303 MATCH	\$1,250.00
LOCAL CASH MATCH	\$1,250.00
<b>TOTAL</b>	<b>\$12,500.00</b>

## GHMPO Business Plan

### Objective

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

### Anticipated Products

<b>Product</b>	<b>Cost Estimate</b>	<b>Date of Completion</b>
Hoschton Bypass Study	\$100,000	FY 2021
North Hall Parkway Study	\$200,000	FY 2021
Economic Impact of Local Transportation Programs/Projects Study	\$50,000	FY 2021
Gainesville Transportation Plan Update	\$150,000	FY 2023

<b>GHMPO Five Year Funding Plan</b>					
	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>
<b>FHWA Allocation</b>	\$219,945.84	\$222,145.30	\$224,366.75	\$226,610.42	\$228,876.52
<b>FHWA PL Apply</b>	\$0.00	\$350,000.00	\$0.00	\$0.00	\$150,000.00
<b>FTA Allocation</b>	\$80,459.00	\$81,263.59	\$82,076.23	\$82,896.99	\$83,725.96
<b>State Match</b>	\$10,057.37	\$10,157.94	\$10,259.52	\$10,362.12	\$10,465.74
<b>Local Match</b>	\$10,057.38	\$10,157.95	\$10,259.53	\$10,362.13	\$10,465.75
<b>Total Revenue</b>	<b>\$320,519.59</b>	<b>\$673,724.79</b>	<b>\$326,962.03</b>	<b>\$330,231.65</b>	<b>\$483,533.97</b>
<b>Contracts</b>	\$0.00	\$350,000.00	\$0.00	\$0.00	\$150,000.00
<b>Staff/Direct</b>	\$320,519.59	\$323,724.79	\$326,962.03	\$330,231.65	\$333,533.97
<b>Total Expenditures</b>	<b>\$320,519.59</b>	<b>\$673,724.79</b>	<b>\$326,962.03</b>	<b>\$330,231.65</b>	<b>\$483,533.97</b>

1% annual growth in allocation

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

FHWA PL Apply are prior year funds GHMPO must apply for

## FUNDING SOURCE BY TASK

FUNDING SOURCE	TASK NO.	TASK DESCRIPTION	FHWA	FHWA-SPR	FEDERAL TOTAL	STATE PL MATCH	STATE SPR MATCH	STATE TOTAL	LOCAL MATCH	TOTAL
PL	1.1	Operations & Administration	91,945.84	0	91,945.84	0	0	0	22,986.46*	114,932.30
PL	1.2	Training/Employee Education	15,000.00	0	15,000.00	0	0	0	3,750.00*	18,750.00
PL	1.3	Equipment & Supplies	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	20,000.00	0	20,000.00	0	0	0	5,000.00*	25,000.00
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	36,000.00	0	36,000.00	0	0	0	9,000.00*	45,000.00
PL	4.4	TIP	10,000.00	0	10,000.00	0	0	0	2,500.00*	12,500.00
PL	4.5	Special Transportation Studies	20,000.00	0	20,000.00	0	0	0	5,000.00*	25,000.00
<b>PL</b>	<b>1.1 - 4.5</b>	<b>Total</b>	<b>219,945.84</b>	<b>0</b>	<b>219,945.84</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54,986.46*</b>	<b>274,932.30</b>

\*In-kind local match

### FUNDING SOURCE BY TASK

FUNDING SOURCE	TASK NO.	TASK DESCRIPTION	FTA – 5303	FEDERAL TOTAL	STATE 5303 MATCH	STATE TOTAL	LOCAL MATCH	TOTAL
5303	5.1	Program Support & Administration	35,229.50	35,229.50	4,403.68	4,403.68	4,403.69	44,036.87
5303	5.2	Long Range Planning	35,229.50	35,229.50	4,403.69	4,403.69	4,403.69	44,036.88
5303	5.3	TIP	10,000.00	10,000.00	1,250.00	1,250.00	1,250.00	12,500.00
<b>5303</b>	<b>5.1 - 5.3</b>	<b>Total</b>	<b>80,459.00</b>	<b>80,459.00</b>	<b>10,057.37</b>	<b>10,057.37</b>	<b>10,057.38</b>	<b>100,573.75</b>

## FY 2020 Total Budget

GHMPO's total budget for FY 2020 is **\$375,506.05** from all the sources:

Work Elements	PL Funds (\$)			Section 5303 Funds (\$)				Total Budget Amount (\$)
	Budget Amount (100%)	FHWA (80%)	Local Match (20%)	Budget Amount (100%)	FTA (80%)	GDOT Match (10%)	Local Match (10%)	
<b>1.0 Administration</b>								
1.1 Operations and Administration	114,932.30	91,945.84	22,986.46	0.00	0.00	0.00	0.00	114,932.30
1.2 Training/Employee Education	18,750.00	15,000.00	3,750.00	0.00	0.00	0.00	0.00	18,750.00
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
<b>Work Element 1.0 Total</b>	<b>148,682.30</b>	<b>118,945.84</b>	<b>29,736.46</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>148,682.30</b>
<b>2.0 Public Involvement</b>								
2.1 Community Outreach/Education	25,000.00	20,000.00	5,000.00	0.00	0.00	0.00	0.00	25,000.00
<b>Work Element 2.0 Total</b>	<b>25,000.00</b>	<b>20,000.00</b>	<b>5,000.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>25,000.00</b>
<b>3.0 Data Collection</b>								
3.1 Socioeconomic Data	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	6,250.00
<b>Work Element 3.0 Total</b>	<b>6,250.00</b>	<b>5,000.00</b>	<b>1,250.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>6,250.00</b>
<b>4.0 System Planning</b>								
4.1 Intermodal Planning	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	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	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	12,500.00	10,000.00	2,500.00	0.00	0.00	0.00	0.00	12,500.00
4.5 Special Transportation Studies	25,000.00	20,000.00	5,000.00	0.00	0.00	0.00	0.00	25,000.00
<b>Work Element 4.0 Total</b>	<b>95,000.00</b>	<b>76,000.00</b>	<b>19,000.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>95,000.00</b>
<b>5.0 Transit Planning</b>								
5.1 Program Support & Administration	0.00	0.00	0.00	44,036.87	35,229.50	4,403.68	4,403.69	44,036.87
5.2 Long Range Transportation Planning	0.00	0.00	0.00	44,036.88	35,229.50	4,403.69	4,403.69	44,036.88
5.3 Transportation Improvement Program	0.00	0.00	0.00	12,500.00	10,000.00	1,250.00	1,250.00	12,500.00
<b>Work Element 5.0 Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>100,573.75</b>	<b>80,459.00</b>	<b>10,057.37</b>	<b>10,057.38</b>	<b>100,573.75</b>
<b>Total Work Elements (\$)</b>	<b>274,932.30</b>	<b>219,945.84</b>	<b>54,986.46</b>	<b>100,573.75</b>	<b>80,459.00</b>	<b>10,057.37</b>	<b>10,057.38</b>	<b>375,506.05</b>

**METROPOLITAN PLANNING FACTORS TO BE CONSIDERED IN THE 2020 UPWP**

Work Element	Work Sub-Element	METROPOLITAN PLANNING FACTORS											
		1	2	3	4	5	6	7	8	9	10	11	
<b>1.0 Program Support &amp; Administration</b>	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	X			
	1.3: Equipment & Supplies	X							X				
	1.4: Unified Planning Work Program	X	X	X	X	X	X	X	X	X			
<b>2.0 Public Involvement</b>	2.1: Community Outreach/Education	X	X	X	X	X	X	X	X	X			
<b>3.0 Data Collection</b>	3.1: Socio-Economic Data	X							X				
<b>4.0 System Planning</b>	4.1: Intermodal Planning		X	X	X			X	X		X	X	X
	4.2: GIS, Model Development & Applications								X				
	4.3: Long Range Plan	X	X	X	X	X	X	X	X	X	X	X	X
	4.4: Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X	X	X
	4.5: Special Transportation Studies								X	X			
<b>5.0: Transit Planning</b>	5.1: Program Support & Administration	X	X	X	X	X	X	X	X	X	X		X
	5.2: Long Range Transportation Planning (Project Level)	X				X			X		X	X	X
	5.3: Transportation Improvement Program	X				X			X		X	X	X

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**FY 2020 GHMPO UNIFIED PLANNING WORK PROGRAM SCHEDULE**

Work Element	Work Sub-Element	2019						2020					
		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>1.0 Administration</b>	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	
<b>2.0 Public Involvement</b>	2.1: Community Outreach/Education	X	X	X	X	X	X	X	X	X	X	X	X
<b>3.0 Data Collection</b>	3.1: Socio-Economic Data, Models, and Analysis	X	X	X	X	X	X	X	X	X	X	X	X
<b>4.0 System Planning</b>	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	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	X	X	X	X	X	X	X	X	X	X	X	
<b>5.0: Transit Planning</b>	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	X	X	X	X	X	X	X	
	5.3: Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X	X	

12/3/2018

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## Appendix A: Safety Performance Management Targets Resolution



*Gainesville - Hall Metropolitan Planning Organization*

### **A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Setting Safety Performance Management Targets for 2019**

**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, 2019 and January 31, 2019 respectively recommended that GHMPO support the 2019 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 1,655 (2015-2019) 5-year average by December 2019.
- **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 1.31 (2015-2019) 5-year average by December 2019.
- **Number of Serious Injuries:** Maintain the 5-year rolling average for serious injuries under the projected 24,324 (2015-2019) 5-year average by December 2019.
- **Rate of Serious Injuries per 100 Million VMT:** Reduce the 5-year rolling average for the rate of serious injuries per 100 million VMT by 3% from baseline 19.6 (2012-2016) 5-year average to 18.9 (2015-2019) 5-year average by December 2019.
- **Number of Non-Motorized Fatalities and Serious Injuries:** Maintain the 5-year rolling average for non-motorized fatalities and serious injuries under the projected 1,126 (2017-2021) 5-year average by December 2021.

**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 2019 Safety Performance Management Targets as approved by GDOT.

## Appendix A: Safety Performance Management Targets Resolution



*Gainesville - Hall Metropolitan Planning Organization*

A motion was made by PC member \_\_\_\_\_ and seconded by PC member \_\_\_\_\_ and approved this the 12<sup>th</sup> of February, 2019.

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

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

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

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

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



*Gainesville - Hall Metropolitan Planning Organization*

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

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

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

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

#### Bridge Level of Service Measures and Targets

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

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



*Gainesville - Hall Metropolitan Planning Organization*

### Pavement Level of Service Measures and Targets

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

### Summary of the PM 3 Performance Measures

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

2875 Browns Bridge Road  
Gainesville, Georgia 30504

(770) 297-2625  
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## Appendix B: Bridge & Pavement Performance Management Targets Resolution



*Gainesville - Hall Metropolitan Planning Organization*

**PM 3 Targets**

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

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

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

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

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

  
 \_\_\_\_\_  
 Notary Public  
 My commission expires March 26, 2023

## Appendix C: Transit Asset Management Targets Resolution



*Gainesville - Hall Metropolitan Planning Organization*

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

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

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

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

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

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

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

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

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

## Appendix C: Transit Asset Management Targets Resolution



### Gainesville - Hall Metropolitan Planning Organization

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

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

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

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

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

A motion was made by PC member \_\_\_\_\_ and seconded by PC member \_\_\_\_\_ and approved this the 12<sup>th</sup> of February, 2019.

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

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

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

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

## Appendix C: Transit Asset Management Targets

### Relation of TAM Targets to TIP Projects

The below table highlights the transit related projects currently identified in the FY 18-21 Transportation Improvement Program and the targets that these projects are expected to impact.

<i>Funding Source</i>	<i>Approximate Total for FY 18-21</i>	<i>Targets the Programmed Funds will Contribute Towards:</i>
<b>Section 5307 (Urban Capital)</b>		
Replacement Vehicles (CU)	\$2,400,000	15% of Vehicles Exceeding ULB
Support Vehicles (trucks)	\$35,000	55% of Vehicles Exceeding ULB
Passenger Benches	\$40,000	10% of Passenger Facilities Exceeding TERM Rate of 3
Parking Lot & Bldg. Improvements	\$30,000	10% of Passenger Facilities Exceeding TERM Rate of 3
<b>Section 5311 (Rural Capital)</b>		
Replacement Vehicles (VN)	\$240,000	50% of Vans Exceeding ULB
Fare Boxes	\$60,000	25% of Maintenance Items Exceeding TERM Rate of 3
<b>Section 5339</b>		
Bus & Bus Facilities	\$650,946	15% of Busses Exceeding ULB & 25% of Administration & 25% Maintenance Facilities & 10% Passenger / Parking Facilities Exceeding TERM Rate of 3

\*TERM scale is used for asset condition assessment. The ratings used scale from 1-5, where 5 is excellent condition and 1 is poor condition.



**MEMORANDUM**

**To: Policy Committee Members**

**From: Chris Rotalsky, Gainesville Public Works Director**

**Date: February 5, 2019**

**Re: State Route 365/Jesse Jewell Parkway Traffic Impact Study**

---

State Route 365 in and around Gainesville is experiencing significant growth from new and future planned developments in the area. Development projects of statewide significance include the new campus for Lanier Technical College and the future development of a 104-acre inland port to be constructed in northern Hall County along State Route 365.

In addition to the developments on 365, development continues to occur on Jesse Jewell Parkway leading into Gainesville. One recently approved project involves the addition of approximately 200,000 square feet of commercial/office space and nearly 300 residential units. The traffic generated from new and future developments in the area will affect the traffic flow on State Route 365, Jesse Jewell Parkway, and the connecting state and local streets.

The City of Gainesville and the Gainesville-Hall Metropolitan Planning Organization (GHMPO) would like to partner to study the future impacts of all these new developments on the area's transportation network. This study would explore existing roadway networks, model current and future traffic demands, recommend potential improvements along with estimated construction costs, and provide detail on new facilities needed to handle the economic activity this corridor is experiencing.

GHMPO has the opportunity to go before the PL Funds Review Committee at GDOT in March 2019 and request additional federal transportation planning (PL) funds in order to hire a consultant to conduct such a study. Application for PL funds requires a resolution from our Policy Committee requesting such funds along with a 20% local match. The City of Gainesville has the funds necessary to provide the required local match.

Both the Technical Coordinating Committee and the Citizens Advisory Committee recommended approval of the resolution requesting PL funds for this study.

***RECOMMENDED ACTION: Approval of the Resolution Requesting PL Funds***

*Attachments: Draft PL Fund Application  
Draft Resolution*

# Federal Metropolitan Planning (PL) Fund Application Form



**NAME OF STUDY:** State Route 365/Jesse Jewell Traffic Impact Study

**MPO:** Gainesville-Hall Metropolitan Planning Organization

**CONTACT (Name, Phone, Email):** Joseph Boyd, 770-297-5541, jboyd@hallcounty.org

**PROJECT START DATE:** April 2019    **PROJECT END DATE:** December 2020

**IS PROJECT UPWP/TIP APPROVED:** No    **IF NO, AMENDMENT NEEDED?** Yes

**PREVIOUS WORK ON PROJECT:** N/A

## **DESCRIPTION OF PROJECT BACKGROUND, NEED & GOALS:**

State Route 365 in and around Gainesville is experiencing significant growth from new and future planned developments in the area. Development projects of statewide significance include the new campus for Lanier Technical College, which opened in October 2018. The campus of Lanier Technical College will accommodate more than 5,000 students commuting to and from the campus every day. Also, the State recently announced the future development of a new 104-acre inland port to be constructed in northern Hall County along State Route 365. This project is scheduled for completion in 2021 and will provide the region with a facility able to process up to 150,000 freight containers annually. These containers will arrive from the recently expanded Port of Savannah and will be processed for distribution across the region, which is mainly anticipated to occur along the I-85 corridor. In addition to the developments on 365, development is occurring on Jesse Jewell Parkway leading into Gainesville. One recently approved project involves the addition of approximately 200,000 square feet of commercial/office space and nearly 300 residential units. Another large project in the area is still under consideration, but would involve the development of approximately 1,000 acres. The traffic generated from these new and planned developments will affect the traffic flow on State Route 365, Jesse Jewell Parkway, and the connecting State and local streets.

The City of Gainesville would like to conduct a traffic impact study along the SR 365 corridor and Jesse Jewell Parkway to study the potential impacts that these new developments will have on traffic in the area. This study would explore existing roadway networks, model current and future traffic demands, recommend potential improvements along with estimated construction costs, and provide detail on new facilities needed to handle the economic activity this corridor is experiencing.

This project would allow for better movement, increased safety, decreased pollution, and better economic competitiveness throughout the region which aligns with Planning Priorities Seven, Eight, Nine, Ten, and Eleven of the FY 2019 GHMPO UPWP document that was adopted in May 2018.

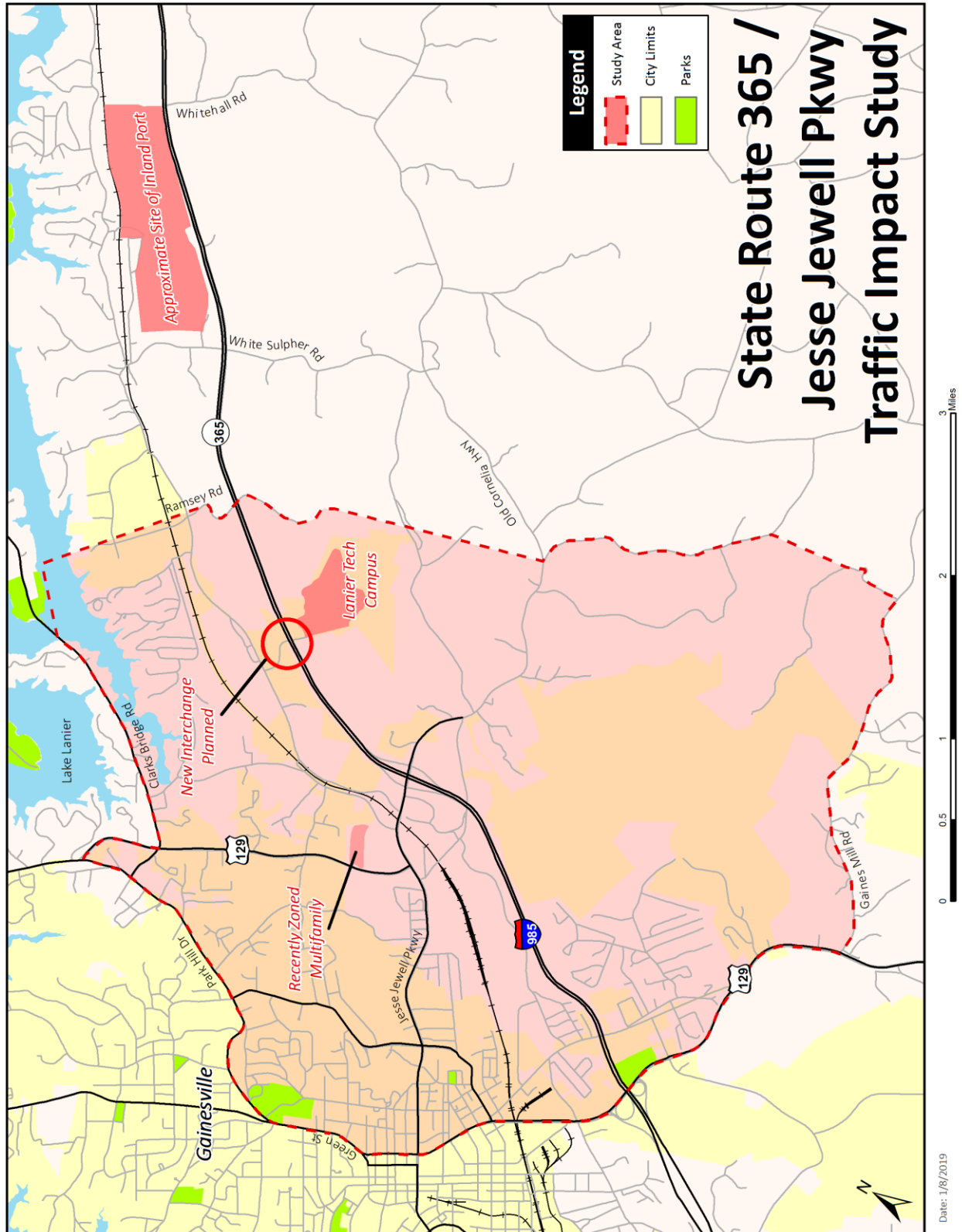
**COST DESCRIPTION (contract, staff, purchase data costs, etc.):**

Solicit consultant to perform study through RFP process. Gainesville will provide the 20% local match in cash.

<b>PL FUNDS:</b>	<b>\$160,000</b>	<b>(80%)</b>
LOCAL MATCH (CASH):	\$40,000	(20%)
LOCAL MATCH (IN-KIND):	\$0	(0%)
<b>TOTAL COST:</b>	<b>\$200,000</b>	<b>(100%)</b>

DRAFT

MAPS/IMAGES OF PROJECT:



**Signed Policy Committee Resolution:**



**Gainesville - Hall Metropolitan Planning Organization**

**A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Requesting Additional PL Funds in FY 2019**

**WHEREAS**, in accordance with the U.S. Bureau of the Census officially designated Urbanized Area Boundaries established on May 1, 2002; and

**WHEREAS**, the Gainesville-Hall Metropolitan Planning Organization (GHMPO) has been designated by the Governor of Georgia as the Metropolitan Planning Organization (MPO) for the Gainesville Urbanized Area in accordance with Federal requirements of Title 23, Section 134 of the United States Code to have a Cooperative, Comprehensive and Continuous transportation planning process; and

**WHEREAS**, the Policy Committee (PC) is the recognized decision making body for transportation planning with the GHMPO; and

**WHEREAS**, the GHMPO will conduct federally-required transportation planning activities that will improve the transportation system and help coordinate the area's future growth within the area bounded, at minimum, by the existing Urbanized Area plus the contiguous area expected to become urbanized within the next 20 years; and

**WHEREAS**, the Georgia Department of Transportation, in a letter dated May 29, 2015, outlined the "PL Funding Formula, Distribution and Review Committee Process"; and

**NOW, THEREFORE, BE IT RESOLVED** that the GHMPO PC confirms that local cash match is available and requests consideration of funding from the PL Funds Review Committee for the following proposed activity:

- State Route 365/Jesse Jewell Traffic Impact Study \$160,000

A motion was made by PC member \_\_\_\_\_ and seconded by PC member \_\_\_\_\_ and approved this the 12<sup>th</sup> of February, 2019.

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

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

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

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

**2875 Browns Bridge Road  
Gainesville, Georgia 30504**

**(770) 297-2625  
[www.ghmpo.org](http://www.ghmpo.org)**



**MEMORANDUM**

**To: Policy Committee Members**  
**From: Srikanth Yamala, Director**  
**Date: February 5, 2019**  
**Re: Proposed Amendments to Policy Committee Bylaws**

---

At the request of Chairman Richard Higgins with the Hall County Board of Commissioners, staff is proposing amendments to the Policy Committee bylaws to add two (2) additional voting members from Hall County on the Policy Committee. Per the current Policy Committee bylaws, an amendment of the bylaws shall be presented for consideration at a regular scheduled meeting of the Committee; however, voting shall be deferred until the regular meeting following the meeting at which the bylaws amendment was proposed.

A comparison table looking at other Metropolitan Planning Organizations (MPOs) Policy Committee structure, along with Hall County's proposal is attached for your reference. The Policy Committee is scheduled to vote on the proposed amendments on May 14, 2019.

**RECOMMENDED ACTION:**        *None*

*Attachments: Georgia MPOs Policy Committee Comparison Table  
Hall County Proposal – GHMPO Policy Committee  
Draft Amendments to GHMPO Policy Committee Bylaws*

**Policy Committee Composition - Georgia MPOs (except Atlanta)**

<b>MPO</b>	<b>Host Agency</b>	<b>Policy Committee Composition</b>	<b>Vote Weight</b>
<b>Albany</b> <i>2010 Population: 120,345</i>	City of Albany Department of Planning, Development Services, & Code Enforcement	<b>10 voting members:</b> (1) Chairperson, Dougherty County Commission, (2) Mayor, City of Albany, (3) Chairperson, Lee County Commission, (4) Dougherty County Administrator, (5) City of Albany City Manager, (6) Staff Representative of GDOT Office of Planning, (7) Lee County Administrator, (8) GDOT District Engineer, (9) Mayor, City of Leesburg, (10) City of Leesburg City Manager	All members have 1 vote.
<b>Athens</b> <i>2010 Population: 151,973</i>	Athens-Clarke County Planning Department	<b>8 voting members:</b> (1) Mayor, Athens-Clarke County, (2) Chair, Madison County, (3) Chair, Oconee County, (4) Commissioner, GDOT, (5) Representative, Athens-Clarke County Planning Commission, (6) University of Georgia, (7) Citizen, Madison County, (8) Citizen, Oconee County	All members have 1 vote.
<b>Augusta</b> <i>2010 Population: 440,134</i>	City of Augusta Planning & Development Department	<b>14 voting members:</b> (1) Mayor, Augusta, (2) Chair, Columbia County, (3) Mayor, Aiken, (4) Mayor, North Augusta, (5) Best Friend Express, (6) Mayor, Grovetown, (7) McDonnell Transit/Augusta Public Transit (8) Mayor, Burnetown, (9) Chair, Hephzibah, (10) Commissioner, GDOT, (11) Mayor, Blythe, (12) Chair, Aiken County, (13) SC 2nd Congressional District, & (14) SCDOT 3rd District	SC 2nd Congressional District: 1/2 vote; SCDOT 3rd District: 1/2 vote. The rest of the members have 1 vote each.
<b>Brunswick</b> <i>2010 Population: 79,626</i>	Glynn County Community Development Department	<b>10 voting members:</b> (1) Glynn County, (2) City of Brunswick, (3) Jekyll Island Authority, (4) GDOT, (5) Georgia Ports Authority, (6) Glynn County Airport Commission, (7) Brunswick-Golden Isles Chamber of Commerce, (8) Coastal Regional Commission of Georgia, (9) Federal Highway Administration, (10) Glynn County Board of Commission	All members have 1 vote.
<b>Cartersville</b> <i>2010 Population: 100,158</i>	Bartow County Planning Department	<b>10 voting members:</b> (1) Sole Commissioner, Bartow County Commissioner, (2) Mayor, City of Adairsville, (3) Mayor, City of Cartersville, (4) Mayor, City of Euharlee, (5) Mayor, City of Emerson, (6) Bartow County Administrator, (7) City of Cartersville Manager, (8) Bartow County Assistant Administrator, (9) City of Cartersville Planning & Development Director, (10) Commissioner, Georgia DOT or State Transportation Director of Planning	All members have 1 vote.
<b>Columbus</b> <i>2010 Population: 280,252</i>	Columbus-Muscogee County Department of Planning	<b>12 voting members:</b> (1) Mayor, Columbus - Committee Chair, (2) Mayor, Phenix City, AL - Committee Vice-Chair, (3) Chairperson, Russell County Commission(AL), (4) Chairperson, Lee County Commission (AL), (5) GDOT, (6) District 3 Rep, Georgia State Transportation Board, (7) Division 4 Engineer, Alabama DOT, (8) Project Director, Columbus, Phenix City Transportation Study, (9) Chairperson, Citizen Advisory Committee, (10) Chairperson, Chattahoochee County Commission, (11) Transit Manager - METRA, Columbus, (12) Transit Manager - PEX	All members have 1 vote.
<b>Dalton</b> <i>2010 Population: 102,451</i>	Whitfield County Department of Planning and Zoning	<b>8 voting members:</b> (1) Chairperson, Whitfield County Commission, (2) Mayor, City of Dalton, (3) Mayor, City of Tunnel Hill, (4) Mayor, City of Varnell, (5) Whitfield County Administrator, (6) City of Dalton Administrator, (7) Assistant State Transportation Planning Administrator, (8) Mayor, City of Cohutta	All members have 1 vote.
<b>Hinesville</b> <i>2010 Population: 70,695</i>	Liberty Consolidated Planning Commission	<b>15 voting members:</b> (1) Chairman, Liberty County Board of Commissioners, (2) Chairman, Long County Board of Commissioners, (3) Chairman, Liberty County Board of Education, (4) Chairman, Liberty Consolidated Planning Commission, (5) Mayor, Town of Allenhurst, (6) Mayor, City of Flemington, (7) Mayor, Town of Gum Branch, (8) Mayor, City of Hinesville, (9) Mayor, City of Midway, (10) Mayor, City of Riceboro, (11) Mayor, City of Walthourville, (12) Councilman, City of Hinesville, (13) Commissioner, Liberty County Board of Commissioners, (14) Chairman, Liberty County Development Authority, (15) GDOT Representative	All members have 1 vote.
<b>Macon</b> <i>2010 Population: 167,347</i>	Macon-Bibb County Planning & Zoning Department	<b>13 voting members:</b> (1-4) Mayor + 3 Commissioners, Macon-Bibb County, (5) Chair, Jones County, (6) Chair, Monroe County, (7) Chair, Macon-Bibb County Transit Authority, (8) Chair, Middle Georgia Regional Commission, (9) Chair, Macon-Bibb County Planning & Zoning Commission, (10) Chair, Macon-Bibb County Water Authority, (11) Commissioner, GDOT, (12) Chair, Citizens Advisory Committee, (13) Chair, Macon-Bibb County Industrial Authority	Macon-Bibb County has 4 votes. Other members have 1 vote each.
<b>Rome</b> <i>2010 Population: 96,317</i>	Rome-Floyd County Planning Department	<b>12 voting members:</b> (1) Citizens' Advisory Committee Chair, (2) Rome City Commissioner, (3) Rome City Commissioner, (4) Cave Springs Councilperson, (5) Rome City Manager, (6) Rome/Floyd County Planning Commission Chair, (7) Floyd County Commissioner, (8) Floyd County Commissioner, (9) Cave Springs Mayor, (10) Floyd County Manager, (11) Commissioner, GDOT, (12) District VI Engineer, GDOT	All members have 1 vote. (Rome City and Floyd County each have two members on the board)

**Policy Committee Composition - Georgia MPOs (except Atlanta)**

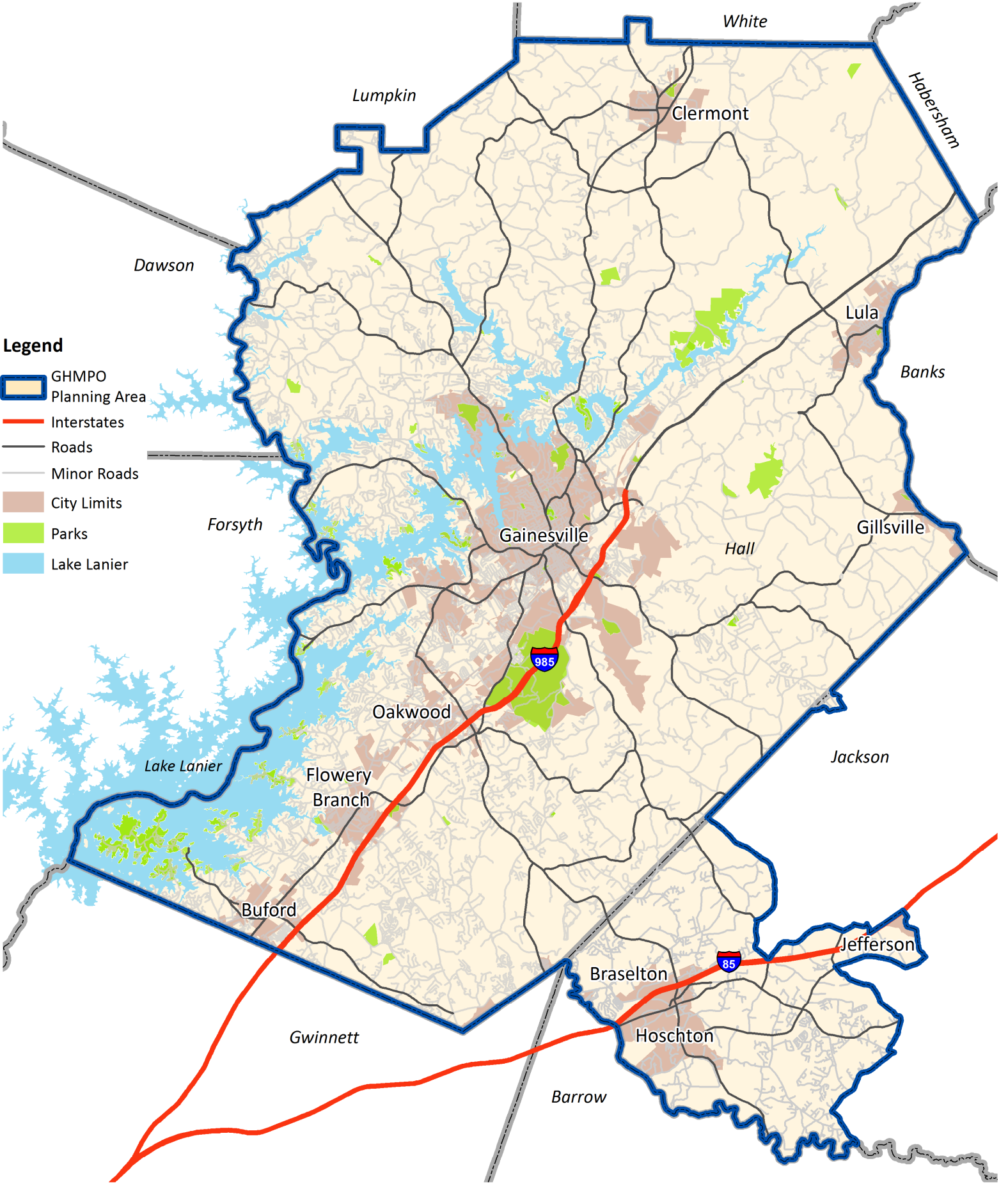
<b>MPO</b>	<b>Host Agency</b>	<b>Policy Committee Composition</b>	<b>Vote Weight</b>
<b>Valdosta</b>  <i>2010 Population: 79,176</i>	Southern Georgia Regional Commission	<b>8 voting members:</b> (1) Mayor, City of Valdosta, (2) Chairman, Lowndes County, (3) Mayor, City of Remerton, (4) Manager, City of Valdosta, (5) Executive Director, SGRC, (6) Commissioner, GDOT, (7) Manager, Lowndes County, (8) Administrator, Brooks County	All members have 1 vote.
<b>Warner Robins</b>  <i>2010 Population: 148,283</i>	Warner Robins Department of City Development	<b>10 voting members:</b> (1) Mayor of Warner Robins, (2) Mayor of Centerville, (3) Mayor of Perry, (4) Mayor of Byron, (5) Houston County Commission Chairman, (6) Peach County Commission Chairman, (7) Base Commander, Robins Air Force Base, (8) Georgia Department of Transportation Commissioner, (9) Middle Georgia Regional Commission, Transportation Mobility Manager, (10) Citizens Advisory Committee Chairperson	All members have 1 vote.
<b>Savannah</b>  <i>2010 Population: 265,128</i>	Chatham County-Savannah Metropolitan Planning Commission	<b>23 voting members:</b> (1) Chairman, Chatham County Commission, (2) Commissioner, Chatham County Commission, (3) Commissioner, Chatham County Commission, (4) Mayor, City of Savannah, (5) Councilman, City of Savannah, (6) Councilman, City of Savannah, (7) Mayor, City of Bloomingdale, (8) Mayor, City of Garden City, (9) Mayor, City of Port Wentworth, (10) Mayor, City of Pooler, (11) Mayor, City of Tybee Island, (12) Mayor, Town of Thunderbolt, (13) Mayor, Town of Vernonburg, (14) Chairman, Effingham County Commission, (15) Mayor, City of Richmond Hill, (16) Commissioner, GDOT, (17) Executive Director, Chatham Area Transit Authority, (18) Chairman, Chatham Area Transit Authority, (19) Executive Director, Savannah Metropolitan Planning Commission, (20) Chairman, Chatham County-Savannah Metropolitan Planning Commission, (21) Chairman, CORE MPO Economic Development and Freight Advisory Committee, (22) Chairman, Core MPO Citizens Advisory Committee, (23) Chairman, CORE MPO Advisory Committee on Accessible Transportation	Each member carries a single vote. Each municipality will have one voting member as a basis for the first 25,000 population. Additional voting seats will be assigned to the municipality with a full increment of one seat per additional 25,000 people, not to exceed three seats.
<b>Gainesville</b>  <i>2010 Population: 194,252</i>	Hall County Planning Department	<b>6 voting members:</b> (1) Mayor, City of Flowery Branch, (2) Mayor, City of Gainesville, (3) Mayor, City of Oakwood, (4) Chairperson, Hall County Board of Commissioners, (5) Chairperson, Jackson County Board of Commissioners, (6) Commissioner, Georgia Department of Transportation	All members have 1 vote.
<b>Gainesville</b>  <i>Hall County Proposal (Feb. '19)</i>	Hall County Planning Department	<b>8 voting members:</b> (1) Mayor, City of Flowery Branch, (2) Mayor, City of Gainesville, (3) Mayor, City of Oakwood, (4-6) Chairperson, Hall County Board of Commissioners, District 4 Commissioner, Commissioner (7) Chairperson, Jackson County Board of Commissioners, (8) Commissioner, Georgia Department of Transportation	All members have 1 vote.

**GHMPO Policy Committee - Proposed by Hall County**

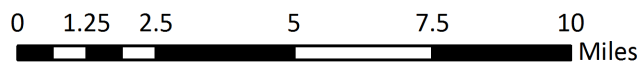
<b>GHMPO Urbanized Area Population Breakdown</b>			<b>Current Number of PC Voting Members</b>	<b>Proposed Number of PC Voting Members*</b>
<b>Jurisdiction</b>	<b>2010 Census</b>	<b>% of Total Urbanized Population</b>		
<b>Gainesville</b>	<b>34,681</b>	24%	1	1
<b>Oakwood</b>	<b>3,913</b>	3%	1	1
<b>Flowery Branch</b>	<b>5,691</b>	4%	1	1
<b>Hall County</b>	<b>95,904</b>	65%	1	1 + 1 + 1
<b>Jackson County</b>	<b>7,204</b>	5%	1	1
			<i>* 1 voting member for each jurisdiction at the base level. Additional voting member(s) for every 30,000 people within the urbanized area.</i>	
Total:	<b>147,393</b>	100%		

<b>GHMPO Planning Area Population Breakdown</b>		
<b>Jurisdiction</b>	<b>2010 Census</b>	<b>% of Total Population</b>
<b>Gainesville</b>	<b>35,339</b>	18%
<b>Oakwood</b>	<b>3,934</b>	2%
<b>Flowery Branch</b>	<b>5,771</b>	3%
<b>Hall County</b>	<b>134,640</b>	69%
<b>Jackson County</b>	<b>14,529</b>	7%
Total:	<b>194,213</b>	100%

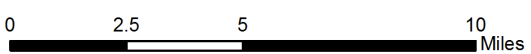
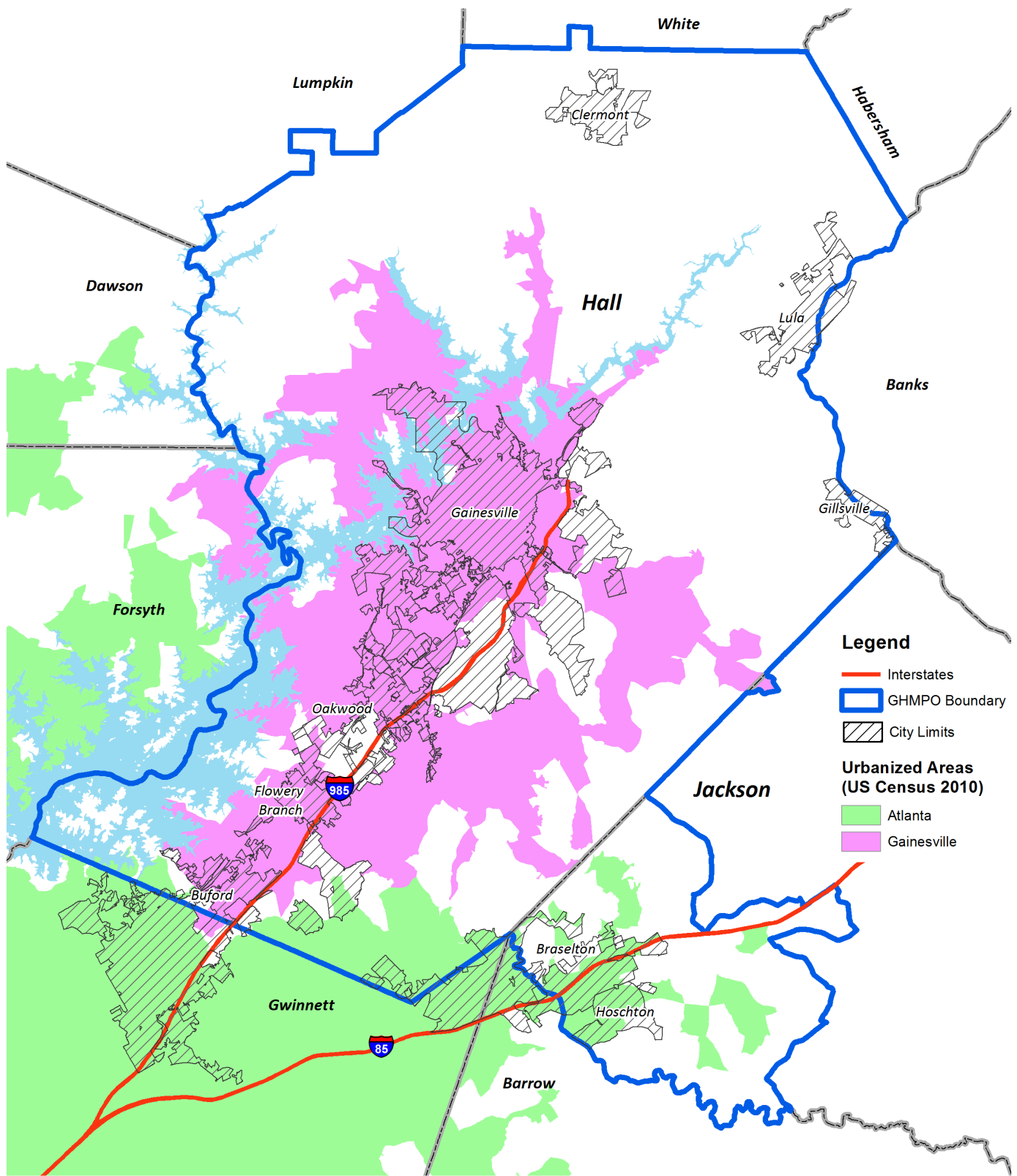
# Gainesville-Hall Metropolitan Planning Organization



- Legend**
- GHMPO Planning Area
  - Interstates
  - Roads
  - Minor Roads
  - City Limits
  - Parks
  - Lake Lanier



# Gainesville & Atlanta Urbanized Areas (2010 Census)



**GAINESVILLE-HALL METROPOLITAN PLANNING ORGANIZATION  
POLICY COMMITTEE  
BYLAWS**

**Article I**

**Section I**

**Name**

The name of the organization shall be the Policy Committee of the Gainesville-Hall Metropolitan Planning Organization.

**Section II**

**Origin**

This organization is created by the Gainesville-Hall Metropolitan Planning Organization.

**Article II**

**Purpose**

The Policy Committee (PC) of the of the Gainesville-Hall Metropolitan Planning Organization (GHMPO) is the decision-making body for the organization.

**Article III**

**Members**

The voting members of the Policy Committee shall be the following officials or their designated representatives:

Commissioner, Georgia Department of Transportation  
Chairperson, Hall County Board of Commissioners  
[Commissioner, Hall County Board of Commissioners](#)  
[District 4 Commissioner, Hall County Board of Commissioners](#)  
Chairperson, Jackson County Board of Commissioners  
Mayor, City of Flowery Branch  
Mayor, City of Gainesville  
Mayor, City of Oakwood

The non-voting members shall be the:

Chairperson, Citizens Advisory Committee  
Director, Gainesville-Hall Metropolitan  
Planning Organization  
Chairperson, Technical Coordinating Committee  
GA Division Administrator, Federal Highway Administration  
Regional Administrator, Federal Transit Administration  
District Engineer, Gainesville District Office, GDOT

Director of Planning, Data & Intermodal Development, GDOT  
General Manager, Hall Area Transit  
Chairperson, City of Buford  
Mayor, City of Clermont  
Mayor, City of Gillsville  
Mayor, City of Lula  
Mayor, Town of Braselton  
Mayor, City of Hoschton

**Article IV**  
**Duties**

1. The Policy Committee is the body responsible for review and approval of the Gainesville-Hall Metropolitan Planning Organization and all aspects, including goals, objectives, plans, and programs developed for the Gainesville Metropolitan Planning Area.
2. The Policy Committee has the responsibility for insuring that the Transportation Plan is kept up-to-date, that timely reports are made to inform the public of progress of the Plan, that a complete and "unified" work program is developed for all aspects of the Gainesville Metropolitan Planning Area and that the respective agencies, jurisdictions, or commissions are kept informed of the progress of the Plan.
3. The Policy Committee shall serve as liaison representative between governmental units in the Planning Area to obtain optimum cooperation of all governmental units in providing information and in implementing various elements of the Plan,
4. The Policy Committee shall have the authority to determine and alter from time to time the membership of the Technical Coordinating Committee (TCC).
5. The Policy Committee shall have the authority to determine and alter, as required, the membership of the Citizens Advisory Committee (CAC) with the intended purpose of providing a broad cross-section of citizen participation.

**Article V**  
**Organization**

1. The officers shall be the Chairperson and Vice Chairperson.
2. The Chairperson shall be one of the chief elected officials of the participating units of local government, beginning with the Chairman of the Hall County Board of Commissioners and rotating in the following order: Mayor of Gainesville, Mayor

of Oakwood, Mayor of Flowery Branch, and the Chairman of the Jackson County Board of Commissioners. Rotation of the Chairperson shall continue in the above order until changed by the Policy Committee.

3. The Vice Chairperson shall be the chief elected officer that is next in order for the chair position.
4. The new Chairperson and Vice Chairperson shall take office on the first meeting of the fiscal year and said terms shall be for one year.
5. The terms of the Chairperson or Vice Chairperson shall not continue in the event an officer becomes ineligible for membership on the Policy Committee. The next chief elected official in the order of rotation shall fill the vacant position.
6. The Chairperson or Vice Chairperson may be removed from office by a majority vote of all the voting members of the Policy Committee.

**Article VI**  
**Duties of Officers**

1. The Chairperson shall:
  - a. Preside at all meetings of the Policy Committee.
  - b. Authenticate, by his/her signature, all minutes and resolutions adopted by the Policy Committee.
  - c. Serve as chief policy advocate for the Committee.
  - d. Represent the Committee at hearings, conferences, and other events as required or designate another member of the Committee and/or the Project Director to serve in his/her place.
2. During the absence or disability of the Chairperson, or if a vacancy occurs in the office of the Chairperson, the Vice Chairperson shall preside over meetings of the committee and shall exercise all the duties of the Chairperson.
3. In the absence of the Chairperson and Vice Chairperson, a temporary Chairperson shall be selected by the members present.

**Article VII**  
**Director, GHMPO Staff**

1. The Director, Metropolitan Planning Organization Staff, or his/her designee, shall be the chief executive of the primary agency responsible for the planning activities of the Gainesville-Hall Metropolitan Planning Organization.
2. The Director shall serve as Secretary of the Policy Committee and shall coordinate all activities of the Gainesville-Hall Metropolitan Planning Organization.
3. Director shall prepare the meeting agenda and distribute it to the Policy Committee members no later than one week prior to any scheduled meeting. Members desiring an item to be included on a meeting agenda shall notify the Planning Director no later than two weeks prior to the meeting.

**Article VIII**  
**Meetings**

1. The Policy Committee shall meet at least three times each year or as development dictates to review the Transportation Plan and actions which may materially affect the Transportation Plan and its implementation.
2. The regular meeting time of the Policy Committee shall be 10:00 AM, on the second Tuesday of March, May, August, and November, unless otherwise specified. The locations of meetings will vary based on offers by the member organizations to host a meeting.
3. For business to be transacted, there must be a quorum of voting members or their designees, and such quorum consists of four (4) voting members or designees.
4. All voting members shall officially designate alternates, who shall in the event of a member's absence, serve in the member's place.
5. 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.
6. The GHMPO Staff Director shall can call meetings of the Policy Committee with the approval of the Policy Committee Chair.

**Article IX**  
**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 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](http://www.ghmpo.org), and use press releases and/or phone calls to The Gainesville Times and other local media.

**Article X**  
**Rules of Order**

The Committee shall conduct business as prescribed in Robert's Rules of Order Newly Revised (11<sup>th</sup> Edition), or subsequent edition, in all areas of parliamentary procedure, unless prescribed otherwise by these bylaws.

**Article XI**  
**Amendment of Bylaws**

These bylaws may be amended by a majority vote of the entire voting membership of the Committee. Notice of a proposed amendment of the bylaws shall be included in the notice for the meeting in which the amendment will be presented. An amendment of the bylaws shall be presented for consideration at a regular scheduled meeting of the Committee; however, voting shall be deferred until the regular meeting following the meeting at which the bylaws amendment was proposed. 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.

Adopted by the GHMPO Policy Committee this 8th day of August, 2017.

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Mike Miller, Chairman  
Gainesville-Hall MPO Policy Committee

Attest

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Srikanth Yamala, Director  
Gainesville-Hall MPO