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

# TECHNICAL COORDINATING COMMITTEE

**Wednesday, July 19, 2017, 10:30 AM**
**HR Training Room, Hall County Government Center**
**2875 Browns Bridge Road, Gainesville, GA 30504**

## AGENDA

1. Welcome – Jennifer Scott, Chair

2. Approval of April 19, 2017 Meeting Minutes

3. Recommend Approval of the Resolutions Adopting the FY 2018-FY 2021 Transportation Improvement Program and Amendment #4 to the Gainesville-Hall Regional Transportation Plan: 2015 Update
   – Sam Baker, GHMPO

4. Recommend Approval of a Resolution Requesting Additional PL Funds for a Joint Trail Connection Study by the City of Flowery Branch, City of Oakwood, and Hall County in the Sterling/Quarry Area
   – Bill Andrew, City of Flowery Branch

5. Recommend Approval of the Amendments to the GHMPO Complete Streets Policy
   – Joseph Boyd, GHMPO

6. Recommend Approval of an Update to the Title VI Program and Environmental Justice Analysis
   – Joseph Boyd, GHMPO

7. Recommend Approval of the Amendments to the Technical Coordinating Committee Bylaws
   – Srikanth Yamala, GHMPO

8. Review of 2017 Hall County and Jackson County Crash Profile Updates
   – Joseph Boyd, GHMPO

9. 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

10. Public Comments

11. Other

12. Upcoming Meeting Date: October 11, 2017

13. Adjourn

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

# TECHNICAL COORDINATING COMMITTEE

**Hall County Government Center, 2nd Floor Conference Room**
**Minutes of April 19, 2017 Meeting**

**Voting Members Present:**
Rich Atkinson, City of Flowery Branch
Sam Baker, GHMPO
Rhonda Brady, City of Gainesville
Stan Brown, City of Oakwood
Kim Coley, GDOT
Phillippa Lewis Moss, HAT
Kevin McInturff, Hall County
Ken Rearden, Hall County
Chris Rotalsky, City of Gainesville
Gina Roy, Jackson County
Jennifer Scott, Town of Braselton
Quinton Spann, GDOT
Srikanth Yamala, GHMPO

**Voting Members Absent:**
Denise Farr, Hall County
Adam Hazell, GMRC
Rusty Ligon, City of Gainesville

**Others Present:**
Joseph Boyd, GHMPO
Matt Tarver, City of Gainesville
Renee Gerrell, GHMPO CAC Vice Chair
Wayne Stradley, GHMPO CAC Chair
Jeff Gill, The Times
Kaycee Mertz, GDOT
Bill Andrew, Flowery Branch
Bryan Pirkle, WDUN
Chris Jones, GPD
Gina Pilcher, Citizen
Deborah Simental, Citizen
Darlene Long, Citizen
Clyde Morris, Citizen

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## 1. Welcome

Ms. Roy called the meeting to order at 10:33 a.m.

## 2. Approval of February 15, 2017 Meeting Minutes

**MOTION**: Mr. Brown made a motion to approve the minutes of the February 15, 2017 meeting, with a second from Ms. Brady, and the motion passed by a unanimous vote.

**3. Recommend Approval of a Resolution Adopting Draft FY 2018 Unified Planning Work Program**

Mr. Baker stated that the GHMPO staff has recently completed proposed edits to the FY 2018 Unified Planning Work Program, which describes the organization's planning goals and activities, provides cost estimates for each activity, identifies funding sources, and outlines a work schedule for the period July 1, 2017 through June 30, 2018. Two ongoing transportation studies will be completed in FY18:

1. Regional Freight Study, to be completed by December 2017
2. Green Street Corridor Study 2nd Phase, to be completed by December 2017

Three potential studies will utilize requested additional PL funding in September 2017:

1. Dawsonville Highway-McEver Road Intersection Improvement Study, City of Gainesville
2. Trail Connectivity Study, City of Gainesville
3. Citywide Traffic Improvement Study, City of Oakwood

Mr. Andrew asked about the idea of a bicycle/pedestrian path from Friendship Road and Spout Springs Road, up Hog Mountain Road, eventually connecting to Oakwood and whether there is still time to try to secure funds for a PL funded study to help with this connectivity. Mr. Baker responded that there was time before the next PL Funds Committee meeting in September.

Mr. Stradley asked for clarity about the Arcadis study that is currently being conducted on Dawsonville Highway. Mr. Baker clarified that the newly requested PL-funded study would be solely focused on the intersection of Dawsonville Highway and McEver Road.

Mr. Brown stated that he would like to make a PL funds request on how to connect the Highlands to Islands Trail down to Flowery Branch in the future.

**MOTION**: Mr. Rearden made a motion to recommend approval of the resolution to adopt the FY 2018 Unified Planning Work Program, with a second by Mr. McInturff, and the motion passed by a unanimous vote.

**4. Recommend Approval of a Resolution Amending the Project List of the Gainesville-Hall Regional Transportation Plan: 2015 Update**

Mr. Baker explained the proposed movement of several projects within the GHMPO Regional Transportation Plan:

- Remove Martin Road Widening from Falcon Parkway to Winder Highway, and replace it with Martin Road Alternative Improvements #7 (GH-024).
- Move Dawsonville Highway/SR 53 at McEver Road Operations (GH-104) from Mid-Term (2024-2032) to Short-Term (2015-2023).
- Move Oak Tree Drive Operations (GH-113) from Mid-Term (2024-2032) to Short-Term (2015-2023).

- Move Enota Drive Operations (GH-101) from Mid-Term (2024-2032) to Long-Term (2033-2040).

Mr. Rotalsky stated that the City of Gainesville has requested the proposed changes within Gainesville primarily due to increasing concern regarding congestion.

Ms. Mertz of GDOT asked if funding sources have been identified for moving these projects into the short term. Mr. Rotalsky stated the City has identified local match for these projects. The City has sent a request to GDOT Commissioner requesting funding for the Dawsonville Highway/McEver Road project and is awaiting a response.

Mr. Brown stated that he believes all these changes are valid and understands that the availability of project funding needs to be verified in order to proceed with the proposed plan amendment. He stated that he supports presenting these proposed changes to the Regional Transportation Plan's project list to the Policy Committee, subject to verification of funding before its next meeting on May 2nd.

*Public Comment:* Clyde Morris, of 2375 Wipperwill Lane, Gainesville, spoke out in concern over rising congestion along Dawsonville Highway near the McEver Road intersection and asked for any future projects or studies that could help alleviate congestion be moved up as quickly as possible.

**MOTION**: Mr. Brown made a motion to recommend approval of the resolution amending the project list of the Gainesville-Hall Regional Transportation Plan: 2015 on the condition that all funding questions be resolved by the time of the Policy Committee meeting on May 2, 2017, with a second by Ms. Brady. GDOT representatives abstained from the vote while all the other members voted to approve.

**5. Recommend Approval of a Resolution Requesting Additional PL Funds for a Traffic Signal/Intersection Improvement Study for the Dawsonville Highway-McEver Road Intersection**

Ms. Brady presented a request from the City of Gainesville for additional PL funds of $160,000 to conduct an intersection improvement study at Dawsonville Highway and McEver Road which will explore options to alleviate increasing traffic congestion.

*Public Comment:* Clyde Morris asked for clarity on the specifics of the study. Ms. Brady responded that the study is to scope out what specific improvements need to be made to the intersection to alleviate traffic congestion and help traffic move better at the intersection.

**MOTION**: Mr. Brown made a motion to recommend approval of the resolution requesting PL funds for a traffic signal/intersection improvement study for the Dawsonville Highway/McEver Road Intersection, with a second by Mr. Rotalsky, and the motion passed by a unanimous vote.

**6. Recommend Approval of a Resolution Requesting Additional PL Funds for a Trail Connectivity Plan**

Ms. Brady presented a request from the City of Gainesville for additional PL funds of $96,000 to conduct a Trail Connectivity Plan which will consist of alternatives on how to connect the greenways within the City to the Chicopee section of the Highlands to Islands Trail system that currently ends at Lee Gilmer Memorial Airport.

This study would involve, but will not be limited to, the following intersections:

- Palmour Drive and Aviation Boulevard
- Georgia Avenue and Industrial Boulevard

**MOTION:** Mr. Rotalsky made a motion to recommend approval of the resolution requesting additional PL funds for a Trail Connectivity Plan, with a second from Mr. McInturff. The motion passed by a unanimous vote.

**7. Recommend Approval of a Resolution Requesting Additional PL Funds for Oakwood Citywide Traffic Improvement Study**

Mr. Brown presented a request from the City of Oakwood for additional PL funds of $40,000 to conduct a citywide traffic study that would explore options on how to improve traffic movement and congestion.

**MOTION:** Mr. Rotalsky made a motion to recommend approval of the resolution requesting PL funds for an Oakwood citywide traffic improvement study, with a second from Ms. Lewis Moss. The motion passed by a unanimous vote.

**8. Review Amendments to the GHMPO Complete Streets Policy**

Mr. Boyd presented proposed changes to the GHMPO Complete Streets Policy for the committee to review. These changes were suggested by members of Georgia Bikes, a non-profit organization aimed at improving bicycling conditions and increasing ridership throughout Georgia. The edits to the policy include strengthening language regarding consideration of complete streets improvements during maintenance projects, better consideration of all users, tracking of planned and completed projects, more comprehensive performance measures, and better defined implementation strategies wherever possible. These changes were presented for review by the committee and will be voted on for adoption during the next round of MPO committee meetings in July and August 2017.

**9. Review Amendments to the Technical Coordinating Committee Bylaws**

Mr. Yamala presented proposed changes to the TCC bylaws that were analyzed at the request of Wayne Stradley, Chairman of the Citizens Advisory Committee. The proposed changes were presented for review, and the adoption of these changes will be voted on during the next round of MPO committee meetings in July and August 2017.

**10. Mitchell Street Conceptual Study**

In 2016, the City of Flowery Branch hired the consultant firm Atkins to complete a Mitchell Street Conceptual Study in order to explore various options to revitalize the roadway. Mr. Atkinson presented the findings of this study which included a current condition analysis and three proposed alternatives for improvement. Atkins will present these alternatives to the Flowery Branch City Council on April 20th. Implementation will occur when a design is chosen and funding is available.

**11. Jurisdiction and Agency Reports**

Representatives shared the status of transportation projects being completed by their jurisdictions: Ms. Brady for the City of Gainesville, Mr. Brown for the City of Oakwood, Ms. Coley for GDOT, Ms. Scott for the Town of Braselton, Ms. Lewis Moss for Hall Area Transit, and Mr. McInturff for Hall County.

**12. Upcoming Meeting Date: July 19, 2017**

The next TCC meeting will be on July 19, 2017.

**13. Public Comments**

There were no public comments.

**14. Other**

No other items were presented.

**15. Adjourn**

**MOTION:** Ms. Lewis Moss motioned for the meeting to close. Mr. McInturff seconded that motion. None opposed. The meeting adjourned.

_____
Jennifer Scott, Chairman

_____
Joseph Boyd, Secretary

# MEMORANDUM

**To:** **Technical Coordinating Committee Members**

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

**Date:** **July 19, 2017**

**Re:** **Transportation Improvement Program Update & Regional Transportation Plan Amendment**

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The Georgia Department of Transportation (GDOT) has requested that the Gainesville-Hall Metropolitan Planning Organization update its current 2016-2019 Transportation Improvement Program (TIP) by developing a new TIP for 2018 to 2021. This draft TIP programs transportation projects for funding and implementation over the identified four-year period.

Four of the projects listed for implementation in this draft 2018-2021 TIP are currently not included in the financially-constrained project list of the Gainesville-Hall Regional Transportation Plan: 2015 Update (RTP). A project for federal funding needs to be included in the RTP before it can be added to the TIP. Therefore, the staff suggests that the RTP be amended adding the following four projects:

- Railroad crossing on Tumbling Creek Road at Norfolk Southern Railroad
- Widening of Old Winder Highway/SR 211 from SR 124 to Friendship Road/SR 347
- Replacement of a bridge on Thompson Bridge Road/SR 60 at the Chattahoochee River
- Widening of I-985 from I-85 to Mundy Mill Road/SR 53

***RECOMMENDED ACTION:*** ***Recommend approval of the resolutions adopting the TIP Update and the RTP Amendment.***

*Attachments:* *Draft 2018-2021 TIP*
*Draft RTP Amendment #4*




# 2018-2021

# Transportation Improvement 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**

GHMPO

**Proposed Adoption: August 8, 2017**

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

**WHEREAS,** the Gainesville-Hall Metropolitan Planning Organization (GHMPO) is the designated Metropolitan Planning Organization for transportation planning within the Gainesville Metropolitan Area Boundary following the 2010 Census; and

**WHEREAS**, the GHMPO boundary incorporates all of Hall County and a portion of Jackson County;

**WHEREAS,** Fixing America's Surface Transportation (FAST) Act requires the Metropolitan Planning Organization to develop and adopt a short-range Transportation Improvement Program (TIP);

**WHEREAS,** GHMPO did develop the FY 2018-2021 TIP in conformance with GHMPO's Participation Plan and through appropriate technical and review processes; and

**WHEREAS,** GHMPO did conduct a required 30-day public comment period on the FY 2018-2021 TIP, and no significant comments were received.

**NOW, THERE, BE IT RESOLVED** that the Gainesville-Hall Metropolitan Planning Organization adopts the FY 2018-2021 TIP.

A motion was made by PC member _____ and seconded by PC member _____ and approved this the 8th of August, 2017.

_____
Mayor Danny Dunagan, Chair
GHMPO Policy Committee

Subscribed and sworn to me this the 8th of August, 2017

_____
Notary Public

My commission expires _____

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# GHMPO COMMITTEES

## Policy Committee

*Voting*

Danny Dunagan, Mayor, City of Gainesville, Chairperson
Lamar Scroggs, Mayor, City of Oakwood, Vice Chairperson
Mike Miller, Mayor, City of Flowery Branch
Benny Bagwell, on behalf of Richard Higgins, Chairperson, Hall County
Ralph Richardson, Jr., on behalf of Tom Crow, Chairperson, Jackson County
Kaycee Mertz, on behalf of Russell McMurry, Commissioner, GDOT

*Non-voting*

Wayne Stradley, Citizens Advisory Committee, Chairperson
Srikanth Yamala, Director, GHMPO
Jennifer Scott, Technical Coordinating Committee, Chairperson
Andy Edwards, Planning Team Leader, Federal Highway Administration
Robert Buckley, Community Planner, Federal Transit Administration
Brent Cook, District Engineer, GDOT District 1
Jamie Cochran, Transit Program Manager, GDOT Intermodal Programs
Phillippa Lewis Moss, Director, Gainesville-Hall County CSC
Phillip Beard, Chairperson, City of Buford
James Nix, Mayor, Town of Clermont
Larry Poole, Mayor, City of Gillsville
Milton Turner, Mayor, City of Lula
Bill Orr, Mayor, Town of Braselton
Theresa Kenerly, Mayor, City of Hoschton
Ralph Richardson, Jr., Vice-Chairman, Jackson County Board of Commissioners

## Citizens Advisory Committee

Wayne Stradley, Hall County, Chairperson
Renee Gerrell, Hall County, Vice-Chairperson
Beth Buffington, Hall County
Brent Hoffman, Hall County
Patrick O'Rouke, Hall County
Trey Bell, Hall County
Ken Stanley, Hall County
Joseph Kennedy, Hall County
Berlinda Lipscomb, City of Gainesville
Connie Propes, City of Gainesville

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Mary Jardine, City of Gainesville
Leesa Stoner, City of Gainesville
Jerry Castleberry, City of Gainesville
Charles Mensinger, City of Oakwood
Tony Millwood, City of Oakwood
Ed Edwards, City of Flowery Branch
Scott Wild, City of Flowery Branch
Jennifer Kidd-Harrison, Town of Braselton
Vacant, Jackson County

## Technical Coordinating Committee

*Voting*

Jennifer Scott, Town Manager, Town of Braselton, Chairperson
Kevin Poe, County Manager, Jackson County, Vice-Chairperson
Rich Atkinson, Community Development Director, City of Flowery Branch
Stan Brown, City Manager, City of Oakwood
Ken Rearden, Public Works Director, Hall County
Kevin McInturff, County Engineer, Hall County
Denise Farr, Civil Engineer III, Hall County
Rusty Ligon, Community Development Director, City of Gainesville
Chris Rotalsky, Public Works Director, City of Gainesville
Rhonda Brady, Traffic Engineering Coordinator, City of Gainesville
Phillippa Lewis Moss, Director, Gainesville-Hall County CSC
Quinton Spann, Transportation Planner, GDOT
Brandon Kirby, District Pre-Construction Engineer, GDOT
Adam Hazell, Planning Director, Georgia Mountains Regional Commission
Srikanth Yamala, Director, GHMPO
Sam Baker, Transportation Planning Manager, GHMPO

*Non-Voting*

Tamara Christion, Transportation Planner, Federal Highway Administration
Robert Buckley, Community Planner, Federal Transit Administration
Ryan Walker, Transit Planner, GDOT
Gina Roy, Public Development Director, Jackson County
Kevin Keller, Planning Director, Town of Braselton
Renee Gerrell, Vice-Chairperson, Citizens Advisory Committee
Chad Bolton, Northeast Georgia Medical Center
Kit Dunlap, President, Greater Hall Chamber of Commerce
Carol Martin, Police Chief, City of Gainesville
Gerald Couch, Sheriff, Hall County

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Randall Moon, Police Chief, City of Oakwood
David Spillers, Police Chief, City of Flowery Branch
Terry Esco, Police Chief, Town of Braselton
Dan Branch, Public Safety Director, Buford Department of Public Safety
Will Schofield, Superintendent, Hall County Schools
Jeremy Williams, Superintendent, Gainesville City Schools
Scott Puckett, Traffic Engineer, Hall County
Dennis Bergin, City Manager, City of Lula
Wendy Wilson, City Clerk, City of Hoschton

## GHMPO Staff

Srikanth Yamala, Director
Sam Baker, Transportation Planning Manager
Joseph Boyd, Transportation Planner

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# INTRODUCTION

## Gainesville-Hall Planning Area

The Gainesville-Hall Metropolitan Planning Organization (GHMPO) was designated in early 2003, in order to ensure the federally required continuing, cooperative and comprehensive (3-C) transportation planning process for the Gainesville Urbanized Area. The GHMPO is responsible for conducting and maintaining the Gainesville-Hall Planning Area (GHPA), which covers entire Hall County and a portion of western Jackson County. Figure 1 illustrates the boundary of the GHPA.

## The Planning Process

There are three documents that form the foundation for the ongoing work of the GHMPO. The Unified Planning Work Program (UPWP) is the annual program outlining the tasks to be completed in the upcoming fiscal year and maintenance of the GHPA. The Long Range Transportation Plan (LRTP) is the heart of the process, and this document is currently required to be updated at least every five years. The Transportation Improvement Program (TIP) is the short-range program of transportation projects identified in the LRTP that are scheduled for implementation over the next four years, known as Tier I projects.

## Project Evaluation & Selection Process

Projects were evaluated based on their ability to reduce congestion or enhance safety, address community needs, and their specific support from the community. A process was developed in which a list of candidate roadway and transit projects was ranked in three separate but equal categories described below:

- Technical Analysis: Used to determine how successful projects are at making the transportation system safer and more efficient. This analysis utilized primarily travel demand model data.
- Needs Categories: Used to determine how successful projects are at addressing the different needs categories as ranked by the community.
- Community Support: Used to determine those projects that have specific support.

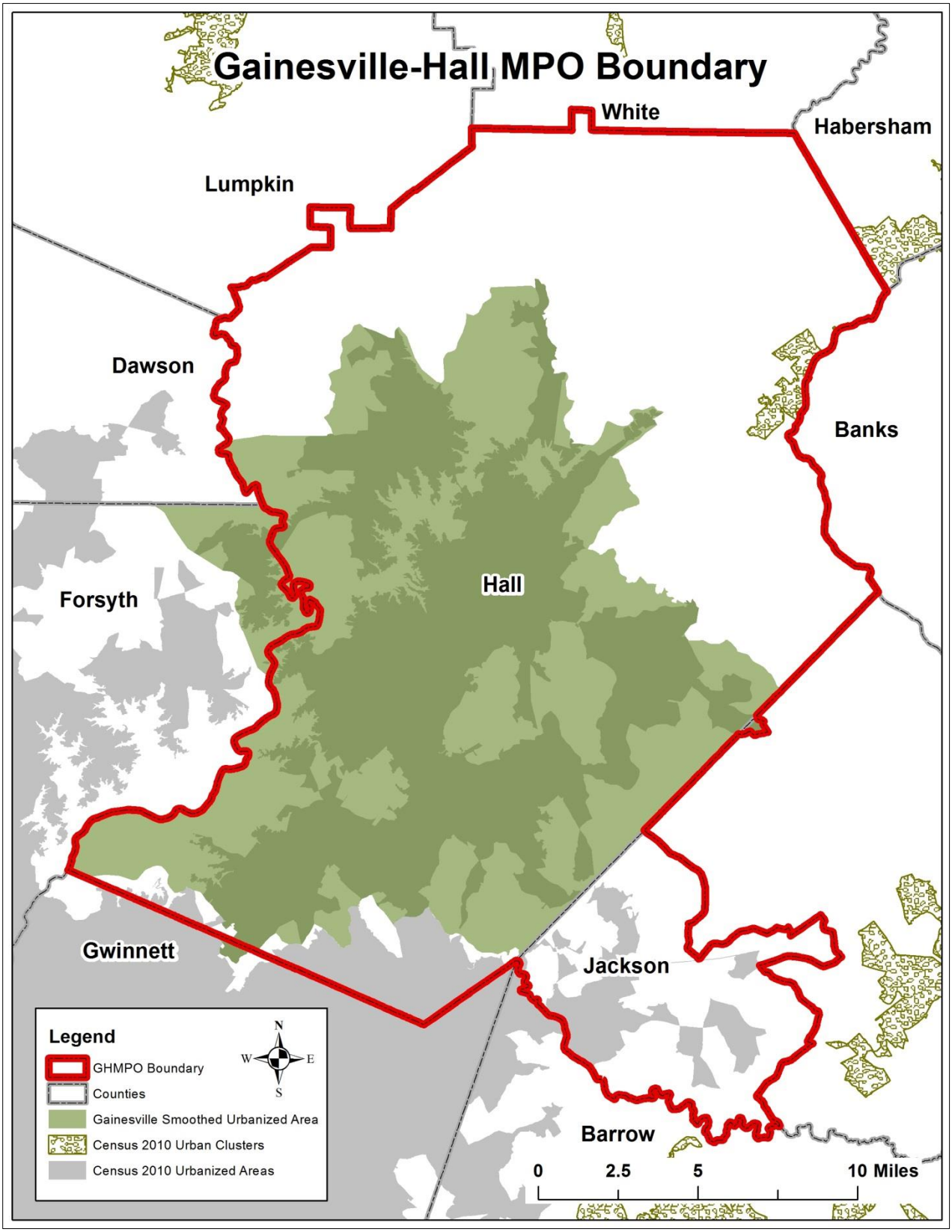
For more details on the methodology used, please see the Project Evaluation section on page 53 of the Gainesville-Hall Regional Transportation Plan: 2015 Update (RTP) and Appendix E: Project Evaluation Scores.

## Plan Consistency

Each project in this TIP is taken from the financially-constrained project list on the RTP. The project worksheets in Appendix A list both a GHMPO and a GDOT project identification numbers, if available, for cross-reference between the RTP and the TIP.

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## Figure 1: Gainesville-Hall Planning Area Boundary



# TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) shows the federally required four-year capital improvement program, akin to the State Transportation Improvement Program (STIP) but exclusively for projects within the GHMPO planning area. This TIP covers a four-year period from FY 2018 (beginning July 1, 2017) to FY 2021 (ending June 30, 2021) that is consistent with the Gainesville-Hall Regional Transportation Plan: 2015 Update (RTP). The TIP is updated at least once every four years and amended as frequently as necessary. The GHMPO Technical Coordinating Committee (TCC) is responsible for reviewing the TIP and recommending it for adoption to the GHMPO board, or the Policy Committee. The other committee, the Citizens Advisory Committee (CAC), as well as the public, are also invited to review and comment on the proposed TIP.

In addition, the federal legislation, Fixing America's Surface Transportation (FAST) Act, requires that in the TIP development process, the MPO should consult with officials responsible for other types of planning activities that are affected by transportation in the area and governmental agencies and non-profit organizations that receive federal assistance from a source other than USDOT. GHMPO satisfies this requirement by inviting these agencies to participate in the TIP development process and by making the draft TIP available to them for review and comment. Through adoption by the Policy Committee, the proposed document becomes the official TIP for the Gainesville-Hall area. Project-by-project review and approval by the Georgia Department of Transportation (GDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) is also necessary before federal funds become available. It should be understood that the TIP is a flexible program which may be modified in accordance with the procedures outlined in the adopted Participation Plan by resolution of the Policy Committee if priorities, area goals, or funding levels change.

## Fiscal Constraint

Federal planning statutes require that the TIP must be financially constrained, which means that the estimated cost for all transportation improvements cannot exceed the amount of reasonably expected revenues projected from identified federal, state, and local funding sources. This requirement ensures that the TIP is based upon realistic assumptions and can be implemented. Projected federal, state and local revenues for the TIP period, 2018-2021, total approximately $372 million. A detailed breakdown on the yearly projections and financial planning assumptions are listed in Section IV: Financial Element of the Gainesville-Hall Regional Transportation Plan update (RTP). Since the total programmed dollar amount of the TIP, $373 million ($164 million for roadway projects; $17 million for transit projects; $191 million for lump sum), is well within the anticipated available revenue, $373 million, it can be stated that the 2018-2021 TIP is financially constrained.

## Public Participation

The development of the TIP process involves an extensive public outreach effort to identify community issues, concerns, and priorities. A legal ad was published in the Gainesville Times informing the public of the TIP. A 30-day public comment period was conducted for review of the

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document. The draft TIP was available for public review on the MPO website as well as at the MPO office.

## 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.

## Format

The TIP document contains the following five spreadsheets showing a list of projects and the funding dollars:

FY 2018-2021 Projects
This spreadsheet contains a list of projects along with the dollar amounts scheduled for the fiscal years 2018-2021.

FY 2018-2021 Lump Sum Funding Categories
This spreadsheet reflects available funding dollars for the GHMPO area in lump sum categories for the fiscal years 2018-2021.

FY 2018-2021 Hall Area Transit Funding
This spreadsheet contains the Hall Area Transit funding categories along with the dollar amounts for the fiscal years 2018-2021.

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This is followed by project worksheets in Appendix A that supply more detail on these projects that are funded from 2018-2021. Prefacing these worksheets is a project definitions page to explain various items that are not self-explanatory. It also includes project worksheets that supply more detail on these projects. Appendix B provides a detail breakdown of the various transit funding categories. Appendix C includes public comments received on the TIP. Appendix D and E provide a narrative on lump sum funding and lump sum funded projects. Appendix F lists all the MPO authorized projects. Appendix G provides a list of definitions, abbreviations, funding and phase codes, and acronyms used within the text of this TIP.

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# FY 2018-2021 TRANSPORTATION IMPROVEMENT PROJECTS

## 2018-2021 DRAFT TRANSPORTATION IMPROVEMENT PROGRAM

7/13/2017

$ Thousands

| GHMPO No. | GDOT No. | Segment Location | FY 2018 | | | | | FY 2019 | | | | | FY 2020 | | | | | FY 2021 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | SCP | PE | ROW | CST | UTL | SCP | PE | ROW | CST | UTL | SCP | PE | ROW | CST | UTL | SCP | PE | ROW | CST | UTL |
| GH-016 | 0003626 | Sardis Rd Connector from SR 60 to Sardis Rd Near Chestatee Rd | | | | | | | | | | | | | $22,874 | | | | | | | |
| GH-020 | 122060 | SR 11/US 129 from Limestone Pkwy to South of Nopone Rd | | | | | | | | $3,703 | | | | | $6,171 | | | | | $2,468 | | |
| GH-023 | 0009679 | Spout Springs Rd from I-985 to Union Circle - Phase I | | | $9,246 | | | | | | $31,759 | $7,766 | | | | | | | | | | |
| GH-028 | 0013609 | Bridge on SR 332 at Walnut Creek | | | | | | | | $123 | | | | | | $1,568 | | | | | | |
| GH-029 | 122064 | Bridge on SR 11 at Chattahoochee River | | | | $10,195 | $127 | | | | | | | | | | | | | | | |
| GH-038 | 132610 | SR 60 from SR 136 to Yellow Creek Rd | | | | | | | | $14,701 | | | | | | | | | | | | |
| GH-056 | 0007170 | Bridge on SR 136/Price Rd at Chestatee River | | | | | | | | $95 | | | | | | | | | | | $3,573 | $256 |
| GH-057 | 122012 | Bridge on SR 369 at Chattahoochee River/Lake Lanier | | | | $10,947 | | | | | | | | | | | | | | | | |
| GH-069 | 0013322 | SR 53 Connector/SR 60 at SR 60/SR 369 | | | $590 | | | | | | $1,563 | | | | | | | | | | | |
| GH-085 | 0010212 | Bridge on SR 53 Westbound at Chattahoochee River | | | | | | | | $216 | | | | | | | | | | | $19,990 | $113 |
| GH-104 | | SR 53/Dawsonville Hwy at McEver Rd Operations | | | | | | | $116 | | | | | | | | | | | | | |
| GH-109 | 0013545 | I-85 from North of SR 211 to North of SR 211/US 129 | | $1,955 | | | | | | | | | | | | | | | | | | |
| GH-113 | 0015752 | Oak Tree Drive Operations | | $423 | | | | | | | | | | | | | | | | $710 | | |
| GH-116 | 0013922 | Bridge on I-985 at Elachee Dr | | | | | | | | $250 | | | | | | $3,300 | | | | | | |
| GH-117 | 0014935 | Railroad Crossing on Tumbling Creek Rd at Norfolk Southern Railroad | | | $440 | | | | | | | | | | | $4,421 | | | | | | |
| GH-118 | 0013988 | SR 211 from SR 124 to SR 347 | | $21 | | | | | | | | | | | $105 | | | | | | | |
| GH-119 | 0015551 | Bridge on SR 60 at Chattahoochee River | $500 | | | | | | | | | | | $1,000 | | | | | | | | |
| GH-120 | 0014130 | I-985 from I-85 to SR 53 | | $1,060 | | | | | $1,590 | | | | | | | | | | | | | |
| NA | 0013978 | Oversight Services for GHMPO CMAQ Projects | | $70 | | | | | $70 | | | | | $70 | | | | | $70 | | | |
| | | TOTAL | $500 | $3,529 | $10,276 | $21,142 | $127 | $0 | $1,776 | $19,088 | $33,322 | $7,766 | $0 | $1,070 | $29,150 | $9,289 | $0 | $0 | $70 | $3,179 | $23,562 | $369 |

| FY 18-21 | $ Thousands |
|---|---|
| SCP | $500 |
| PE | $6,446 |
| ROW | $61,692 |
| CST | $87,316 |
| UTL | $8,261 |
| TOTAL | $164,215 |

*Note: Details of the projects can be found in Appendix A*

# FY 2018-2021 LUMP SUM FUNDING CATEGORIES

| Funding Source | Funding Code | Lump Sum Description | 2018 | 2019 | 2020 | 2021 | TOTAL |
|---|---|---|---|---|---|---|---|
| NHPP | Z001 | Natl Hwy Performance Prog | $2,455,000 | $216,486 | $1,000,0000 | $20,102,281 | $23,773,767 |
| STP | Z231 | STP (Pop 5K-200K) | $9,315,504 | $15,020,914 | $3,370,000 | $70,000 | $27,776,418 |
| STP | Z240 | STP Flex | $0 | $217,535 | $1,568,000 | $3,828,840 | $5,614,375 |
| CMAQ | Z400 | Air Quality | $750,397 | $1,438,997 | $1,451,635 | $1,464,272 | $5,105,301 |
| HPP | RPS9 | Repurposed Fed Earmark | $1,672,618 | $0 | $0 | $0 | $1,672,618 |
| Bond | BBOND | St Bridge Bond Funds | $9,460,109 | $0 | $0 | $0 | $9,460,109 |
| State | HB170 | State Funds | $21,200 | $45,877,505 | $7,276,254 | $2,468,460 | $55,643,419 |
| Local | LOC | Local Funds | $21,117,000 | $0 | $3,460,000 | $0 | $24,577,000 |
| Transit | 5303 | Metro Transit Planning | $89,029 | $89,029 | $89,029 | $89,029 | $356,116 |
| Transit | 5304 | St Transit Planning | $4,139 | $4,139 | $4,139 | $4,139 | $16,556 |
| Transit | 5307 | Transit (Urban) | $1,607,818 | $1,419,118 | $1,419,118 | $1,419,118 | $5,865,172 |
| Transit | 5339 | Bus & Bus Facilities | $325,473 | $325,473 | $0 | $0 | $650,946 |
| NHPP | Z001 | Bridge Painting – Interstate | $405,000 | $405,000 | $405,000 | $405,000 | $1,620,000 |
| NHPP | Z001 | Road Maintenance – National Highway | $2,418,000 | $2,418,000 | $1,486,000 | $1,486,000 | $7,808,000 |
| NHPP | Z001 | Roadway Lighting | $22,000 | $14,000 | $14,000 | $14,000 | $64,000 |
| NHPP | Z001 | Traffic Control Devices- NHS | $61,000 | $68,000 | $324,000 | $324,000 | $777,0000 |
| STP | L220 | Enhancement | $257,000 | $257,000 | $257,000 | $257,000 | $1,028,000 |
| NHPP | Z240 | Construction Management | $540,000 | $405,000 | $405,0000 | $405,000 | $1,755,000 |
| STP | Z240 | Operations | $162,000 | $162,000 | $162,000 | $162,000 | $648,000 |
| STP | Z240 | Road Maintenance - Any Area | $2,161,000 | $2,161,000 | $1,823,000 | $1,823,000 | $7,968,000 |
| STP | Z240 | Bridge Painting | $203,000 | $203,000 | $203,000 | $203,000 | $812,000 |
| STP | Z240 | Low Impact Bridges | $351,000 | $351,000 | $351,000 | $351,000 | $1,404,000 |
| STP | Z240 | Traffic Control Devices | $412,000 | $405,000 | $81,000 | $81,000 | $979,000 |
| STP | Z240 | Right-of-Way Protective Buy | $20,000 | $20,000 | $20,000 | $20,000 | $80,000 |
| STP | Z240 | Wetland Mitigation | $16,000 | $16,000 | $16,000 | $16,000 | $64,000 |
| TAP | Z940 | Recreational Trails | $17,000 | $17,000 | $17,000 | $17,000 | $68,000 |
| HSIP | ZS30 | Safety | $1,283,000 | $1,351,000 | $1,351,000 | $1,351,000 | $5,336,000 |
| HSIP | ZS40 | Railroad Crossing Hazard Elimination | $68,000 | $68,000 | $68,000 | $68,000 | $272,000 |
| HSIP | ZS50 | Railroad Crossing Protection Device | $54,000 | $54,000 | $54,000 | $54,000 | $216,000 |
| **TOTAL** | | | **$55,268,287** | **$72,984,196** | **$26,675,175** | **$36,483,139** | **$191,410,797** |

*See Appendix D for details.*

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# FY 2018-2021 HALL AREA TRANSIT FUNDING

| FY 18-21 Hall Area Transit Funding | | | | | |
|---|---|---|---|---|---|
| **Description** | **2018** | **2019** | **2020** | **2021** | **Total** |
| **Section 5307** | | | | | |
| Urban Operating Expenses | $895,423 | $940,194 | $987,204 | $1,036,564 | $3,859,385 |
| Urban Capital Expenses | $640,000 | $410,000 | $45,000 | $1,410,000 | $2,505,000 |
| **Section 5310** | | | | | |
| Elderly and Disable Program | $114,175 | $119,884 | $125,878 | $132,172 | $492,108 |
| **Section 5311** | | | | | |
| Rural Operating Expenses | $712,807 | $748,447 | $785,870 | $825,164 | $3,072,288 |
| Rural Capital Expenses | $0 | $300,000 | $0 | $0 | $300,000 |

*Note: Breakdown of transit funding categories can be found in Appendix B*

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# Transportation Improvement Program
# 2018-2021

## Appendix A
### Project Worksheets

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# PROJECT WORKSHEET TERM DEFINITIONS

## Project Name
This refers to the project such as road or bridge project.

## GHMPO No.
This is the number used by the GHMPO staff to track a project from concept stage to completion.

## GDOT No.
This refers to the Georgia Department of Transportation's internal # for tracking a project from scope to completion. If a project does not have one of these numbers, it is either a totally locally funded project, or a project not yet made active by the DOT.

## Project Description
This describes what will be done to the project referred to in the project title. This includes what specific action will be taken on the project (widening, bridge replacement, intersection improvements).

## Regionally Significant
This describes a capacity-adding transportation project that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sport complexes, etc. or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all minor arterial and above highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

## Capacity Adding
This refers to whether a structure will increase a roadway's capacity for additional traffic.

## Bike/Ped
This details if there is a bicycle or pedestrian component that will be completed along with this project. There are recommended improvements included from the GHMPO bicycle and pedestrian plan.

## Connectivity
This describes how these upcoming projects coordinate with other projects in the Transportation Improvement Program and the Regional Transportation Plan.

## Length
This refers to the length of a project in miles and tenths of miles.

## Number of Lanes – Existing, Future
This section identifies the number of lanes on the roadway presently; lanes planned indicate number of lanes upon completion of project.

## Existing and Future Volume (AADT)

This details the average annual daily traffic volume on the roadway segment for 2013 and 2040 respectively.

## Status

This demonstrates the year in which this work will take place. Auth. (authorized) denotes funding already spent.

## Phase

This section is broken down by fiscal year, showing the year in which work will begin. These phases include preliminary engineering (all work done in development of plans for a particular project), right-of-way, utilities, and construction.

## Network Year

The regional emissions analysis used to demonstrate conformity to both the eight-hour ozone standard and the annual PM2.5 standard relies on a methodology which utilizes the Atlanta Regional Commission's (ARC) 20-county regional travel demand model. Updated travel model networks were created for each analysis year (2020, 2024, 2030, and 2040) for GHMPO and ARC projects. Network years in project worksheets indicate a project is scheduled to be open for traffic and are included in the travel demand model by the given network year.

## LRTP Project Tier

The Long Range Transportation Plan (LRTP) lists transportation projects that extend at least 20 years into the future. The LRTP is a generic term, and the GHMPO LRTPs have also been called Metropolitan Transportation Plan (MTP) and Regional Transportation Plan (RTP). This RTP update consists of three project tiers: Short-Term (2015-2023), Mid-Term (2024-2032), and Long-Term (2033-2040). The 2018-2021 TIP worksheets list all project phases that correspond to (Short, Mid, or Long Term) RTP tiers which fall within the 2018-2021 time frame.

| Project Name | GHMPO No. GH-016 | GDOT No. 0003626 |
|---|---|---|
| Sardis Road Connector – SR 60/Thompson Bridge Rd to Sardis Rd/Chestatee Road | County Hall | City Gainesville |
| Local Rd. Name Ledan Road, Sardis Road | GDOT District 1 | Cong. District 9 |
| US/State Rd. Name n/a | Map ID 16 | RC GMRC |

**Project Description**

Construction of a new 4 lane road from the intersection of SR 60/Thompson Bridge Road and SR 283/Mt. Vernon Road to the intersection of Sardis Road and Chestatee Road.

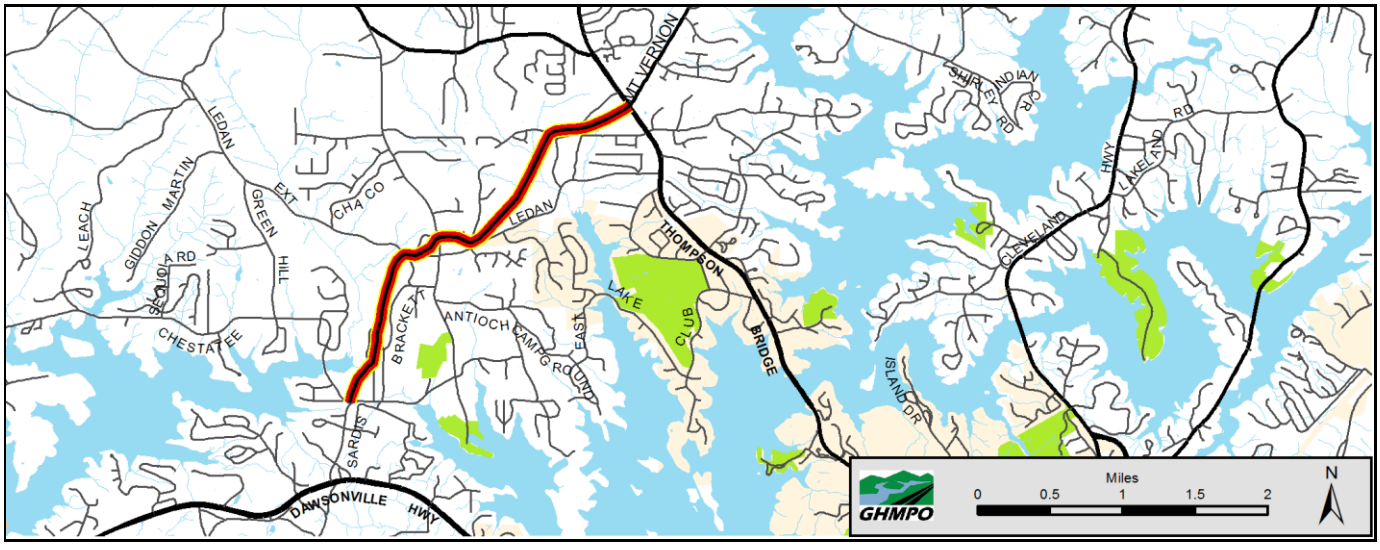
**Improvement Type** New **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** Split

**Project Intent**

To allow for improved connections between SR 60/Thompson Bridge Road and SR 53/Dawsonville Highway.

| | | |
|---|---|---|
| **Project Termini** From SR 60/Thompson Bridge Road<br>To Sardis Road/Chestatee Road | **Length (miles)** 3.63 | |
| | **Exist. Lanes** 2 | **Future Lanes** 4 |
| **Bike / Ped.** Sidewalks, bike lanes recommended | **Exist. Vol.** 11,360 (2013) | **Design Vol.** 12,030 (2040) |
| **Connectivity** Dawsonville Highway/Thompson Bridge Road | | |
| **Network Year** 2030 **LRTP Project Tier:** Short-Term (2015-2023) | | **Open to Traffic Date** 2023 |

| STATUS | PHASE | SOURCE | LOCAL | STATE | FEDERAL | OTHER | TOTAL |
|---|---|---|---|---|---|---|---|
| Auth. | Pre-Engineering | LOCAL | $1,300,000 | $0 | $0 | $0 | $1,300,000 |
| Auth. | Pre-Engineering | L200 | $0 | $10,400 | $41,600 | $0 | $52,000 |
| 2020 | Right-of-Way | LOCAL | $22,874,000 | $0 | $0 | $0 | $22,874,000 |
| LR | Construction | HB170 | $0 | $29,478,579 | $0 | $0 | $29,478,579 |
| LR | Utilities | LOCAL | $819,181 | $0 | $0 | $0 | $819,181 |
| | | **TOTAL** | $24,993,181 | $29,488,979 | $41,600 | $0 | $54,523,760 |



| Project Name | GHMPO No. | GDOT No. |
|---|---|---|
| US 129/Cleveland Hwy – Limestone Parkway to south of Nopone Road | | |
| | **County** Hall | **City** Gainesville |
| **Local Rd. Name** Cleveland Highway | **GDOT District** 1 | **Cong. District** 9 |
| **US/State Rd. Name** US 129/State Route 11 | **Map ID** 20 | **RC** GMRC |

**Project Description**

Widening of Cleveland Highway north out of Gainesville to the existing 4 lane south of the intersection with Jim Hood Road and Nopone Road. Companion projects are GH-029 and GH-030.

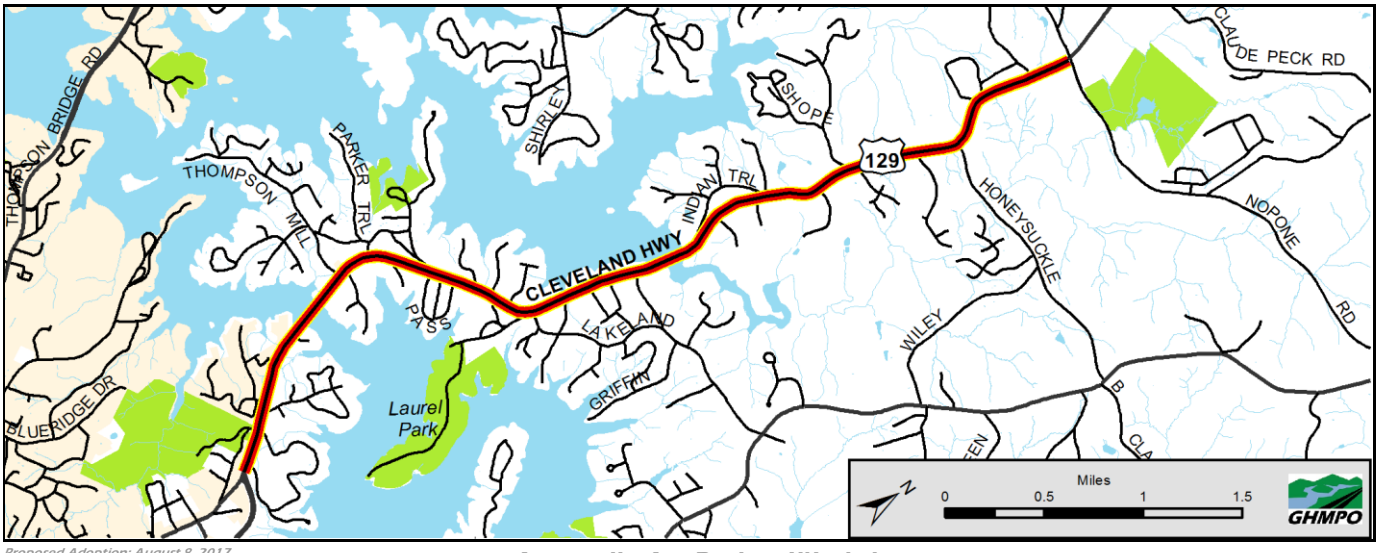
**Improvement Type** Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

**Project Intent**

Create improved access and decrease congestion to the northern section of Hall County.

| | | |
|---|---|---|
| **Project Termini** **From** Park Hill Drive/Limestone Parkway **To** South of Nopone Rd | **Length (miles)** 5.40 | |
| | **Exist. Lanes** 2 | **Future Lanes** 4 |
| **Bike / Ped.** Signage recommended | **Exist. Vol.** 16,100 (2015) | **Design Vol.** 31,870 (2040) |
| **Connectivity** Widening of Cleveland Highway north | | |
| **Network Year** 2040 **LRTP Project Tier:** Short-Term (2015-2023), Long-Term (2033-2040) | | **Open to Traffic Date** 2040 |

| STATUS | PHASE | SOURCE | LOCAL | STATE | FEDERAL | OTHER | TOTAL |
|---|---|---|---|---|---|---|---|
| Auth. | Pre-Engineering | 33E | $0 | $1,172,348 | $4,689,395 | $0 | $5,861,743 |
| Auth. | Right-of-Way | RZ | $0 | $129,340 | $517,360 | $0 | $646,700 |
| 2019 | Right-of-Way | HB170 | $0 | $3,702,690 | $0 | $0 | $3,702,690 |
| 2020 | Right-of-Way | HB170 | $0 | $6,171,150 | $0 | $0 | $6,171,150 |
| 2021 | Right-of-Way | HB170 | $0 | $2,468,460 | $0 | $0 | $2,468,460 |
| LR | Construction | State/Federal | $0 | $11,605,202 | $46,420,810 | $0 | $58,026,012 |
| LR | Utilities | State/Federal | $0 | $0 | $993,300 | $0 | $993,300 |
| | | **TOTAL** | $0 | $25,249,190 | $52,620,865 | $0 | $77,870,055 |



| | | |
|---|---|---|
| **Project Name** Spout Springs Road –I-985 to Union Circle - Phase 1 | **GHMPO No.** GH-023 | **GDOT No.** 0009679 |
| | **County** Hall | **City** Flowery Branch |
| **Local Rd. Name** Spout Springs Road | **GDOT District** 1 | **Cong. District** 9 |
| **US/State Rd. Name** N/A | **Map ID** 23 | **RC** GMRC |

**Project Description**

The project would increase capacity between Thompsons Mill Road and Hog Mountain Road by widening Spout Springs Road from two to four lanes and adding a median. It would also improve operations between Hog Mountain Road and the I-985 Southbound on/off ramps by restriping and shifting a right turn lane.

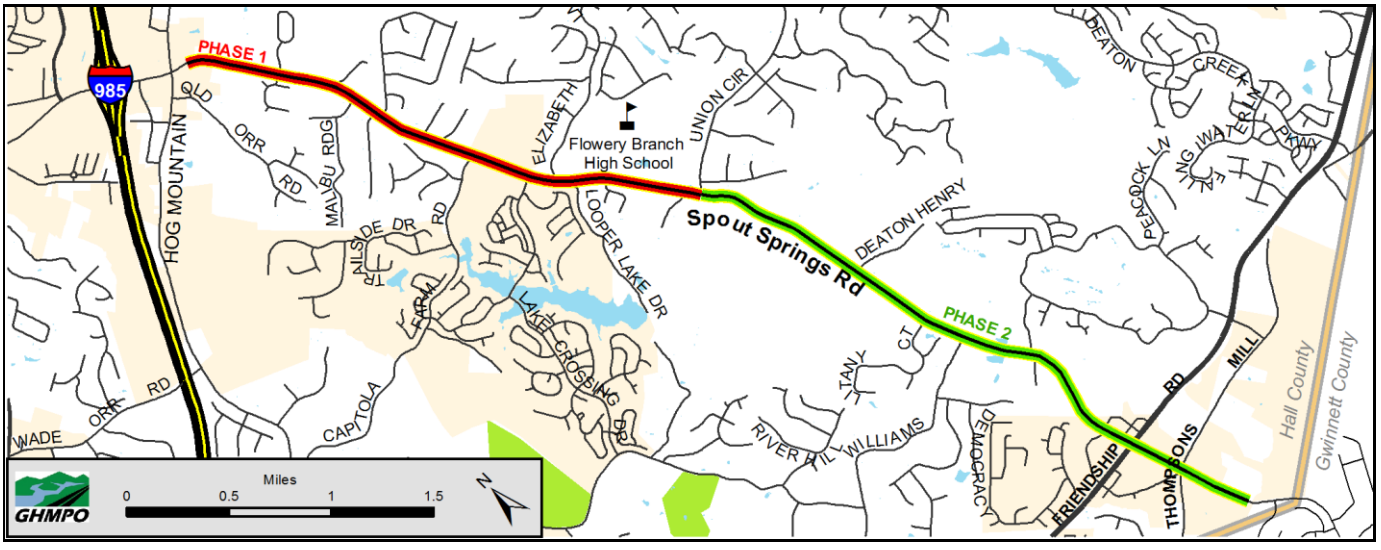
**Improvement Type** Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** Split

**Project Intent**

The need for improved mobility and decreased congestion along an important east/west link in south Hall.

| | | |
|---|---|---|
| **Project Termini** **From** I-985 **To** South of Thompsons Mill Rd. | | **Length (miles)** 3.2 |
| | **Exist. Lanes** 2 | **Future Lanes** 4 |
| **Bike / Ped.** Sidewalks | **Exist. Vol.** 15,500 (2015) | **Design Vol.** 22,340 (2040) |
| **Connectivity** SR 347/Friendship Road, Hog Mountain Road | | |
| **Network Year** 2030 **LRTP Project Tier:** Short-Term (2015-2023) | | **Open to Traffic Date** 2025 |

| STATUS | PHASE | SOURCE | LOCAL | STATE | FEDERAL | OTHER | TOTAL |
|---|---|---|---|---|---|---|---|
| Auth. | Right-of-Way | Z231 | $0 | $2,546,899 | $10,187,597 | $0 | $12,734,496 |
| 2018 | Right-of-Way | Z231 | $0 | $1,849,101 | $7,396,403 | $0 | $9,245,504 |
| 2019 | Construction | HB 170 | $0 | $31,759,200 | $0 | $0 | $31,759,200 |
| 2019 | Utilities | HB 170 | $0 | $7,765,615 | $0 | $0 | $7,765,615 |
| | | **TOTAL** | $0 | $43,920,815 | $17,584,000 | $0 | $61,504,815 |



| Project Name | GHMPO No. | GDOT No. |
|---|---|---|
| SR 332/Poplar Springs Road at Walnut Creek – Bridge | | 0013609 |
| | County Jackson | City |
| Local Rd. Name Poplar Springs Road | GDOT District 1 | Cong. District 9 |
| US/State Rd. Name State Route 332 | Map ID 28 | RC GMRC |

**Project Description**

Replace bridge on SR 332/Poplar Springs Road over Walnut Creek. Project costs reflect only the GHMPO's portion (49%) of the total cost that lies within the MPO boundary.

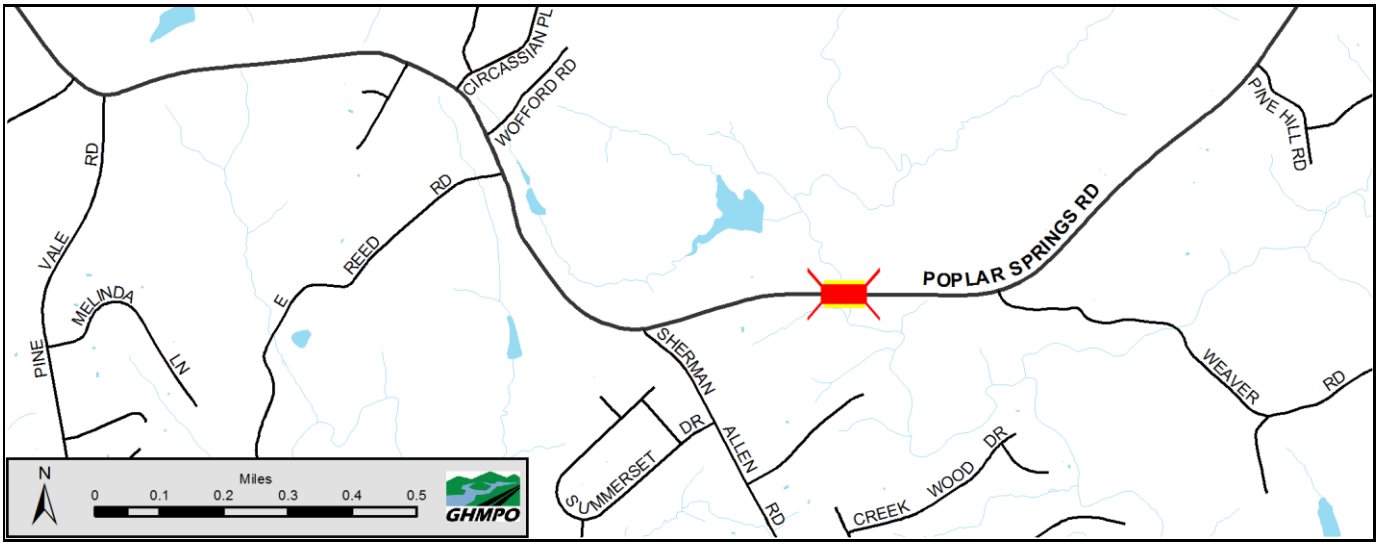
**Improvement Type** Bridge **Regionally Significant** No **Capacity Adding** No **Funding Source** GDOT

**Project Intent**

Replace bridge on SR 332/Poplar Springs Road over Walnut Creek.

| | | |
|---|---|---|
| **Project Termini** From SR 332 To SR 332 | **Length (miles)** 0.20 | |
| | **Exist. Lanes** 2 | **Future Lanes** 2 |
| **Bike / Ped.** | **Exist. Vol.** 5,130 (2015) | **Design Vol.** 9,520 (2040) |
| **Connectivity** | | |
| **Network Year** 2030 | **LRTP Project Tier:** Short-Term (2015-2023) | **Open to Traffic Date** 2024 |

| STATUS | PHASE | SOURCE | LOCAL | STATE | FEDERAL | OTHER | TOTAL |
|---|---|---|---|---|---|---|---|
| Auth. | Pre-Engineering | M240 | $0 | $58,800 | $235,200 | $0 | $294,000 |
| 2019 | Right-of-Way | Z240 | $0 | $24,500 | $98,000 | $0 | $122,500 |
| 2020 | Construction | Z240 | $0 | $313,600 | $1,254,400 | $0 | $1,568,000 |
| | | **TOTAL** | $0 | $396,900 | $1,587,600 | $0 | $1,984,500 |



| Project Name | GHMPO No. | GDOT No. |
|---|---|---|
| US 129/SR 11/Cleveland Hwy at Chattahoochee River- Bridge | | |
| | **County** Hall | **City** Gainesville |
| **Local Rd. Name** Cleveland Highway | **GDOT District** 1 | **Cong. District** 9 |
| **US/State Rd. Name** SR 11 / US 129 | **Map ID** 29 | **RC** GMRC |

**GHMPO No.** GH-029 **GDOT No.** 122064

**Project Description**

Bridge improvements to Longstreet Bridge on US 129/SR 11/Cleveland Highway over Chattahoochee River. Companion project to GH-020.

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

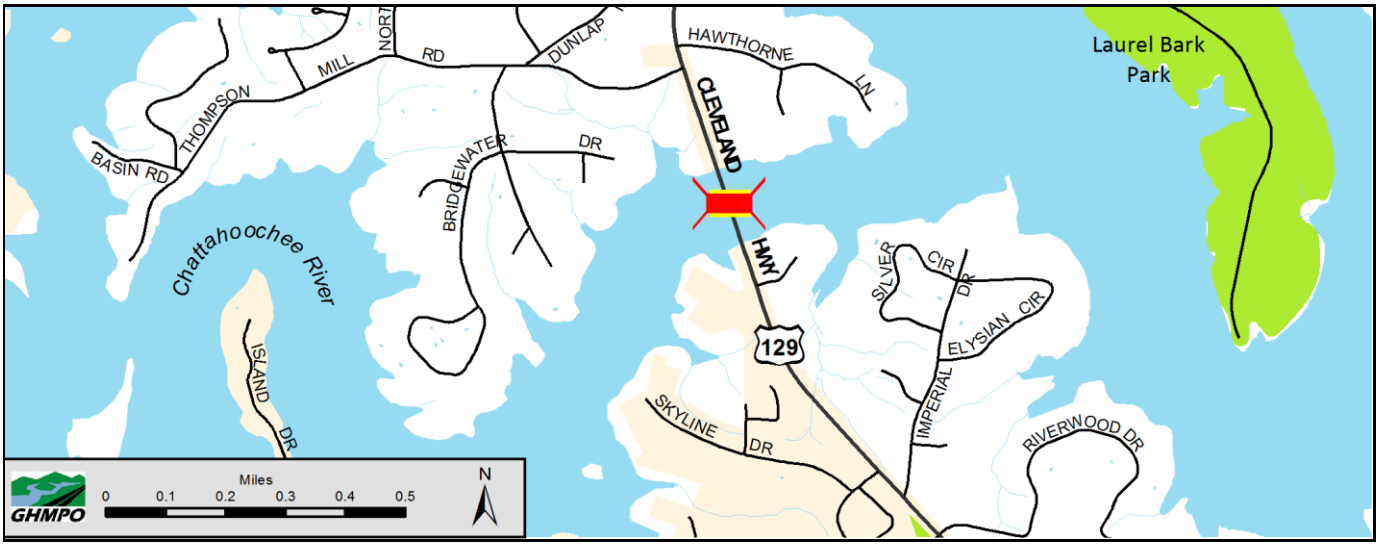
**Project Intent**

To update bridge infrastructure.

| | | |
|---|---|---|
| **Project Termini** **From** US 129 **To** US 129 | **Length (miles)** 0.16 | |
| | **Exist. Lanes** 2 | **Future Lanes** 2 |
| **Bike / Ped.** | **Exist. Vol.** 16,350 (2013) | **Design Vol.** 31,870 (2040) |
| **Connectivity** | | |

**Network Year** 2020 **LRTP Project Tier:** Short-Term (2015-2023) **Open to Traffic Date** 2019

| STATUS | PHASE | SOURCE | LOCAL | STATE | FEDERAL | OTHER | TOTAL |
|---|---|---|---|---|---|---|---|
| Auth. | Pre-Engineering | Q10 | $0 | $71,614 | $286,457 | $0 | $358,071 |
| Auth. | Right-of-Way | M001 | $0 | $236,000 | $944,000 | $0 | $1,180,000 |
| Auth. | Pre-Engineering | L1C0 | $0 | $220,000 | $880,000 | $0 | $1,100,000 |
| 2018 | Construction | BBOND | $0 | $10,195,106 | $0 | $0 | $10,195,106 |
| 2018 | Utilities | BBOND | $0 | $127,050 | $0 | $0 | $127,050 |
| | | **TOTAL** | $0 | $10,849,770 | $2,110,457 | $0 | $12,960,227 |



| Project Name | GHMPO No. | GDOT No. |
|---|---|---|
| SR 60/Thompson Bridge Road - SR 136/Price Road to Yellow Creek Road in Murrayville | | |
| | **County** Hall | **City** Gainesville |
| **Local Rd. Name** Thompson Bridge Road | **GDOT District** 1 | **Cong. District** 9 |
| **US/State Rd. Name** State Route 60 | **Map ID** 38 | **RC** GMRC |

**Project Description**

The widening from two to four lanes of SR 60/Thompson Bridge Road from SR 136/Price Road to Yellow Creek Road in Murrayville.

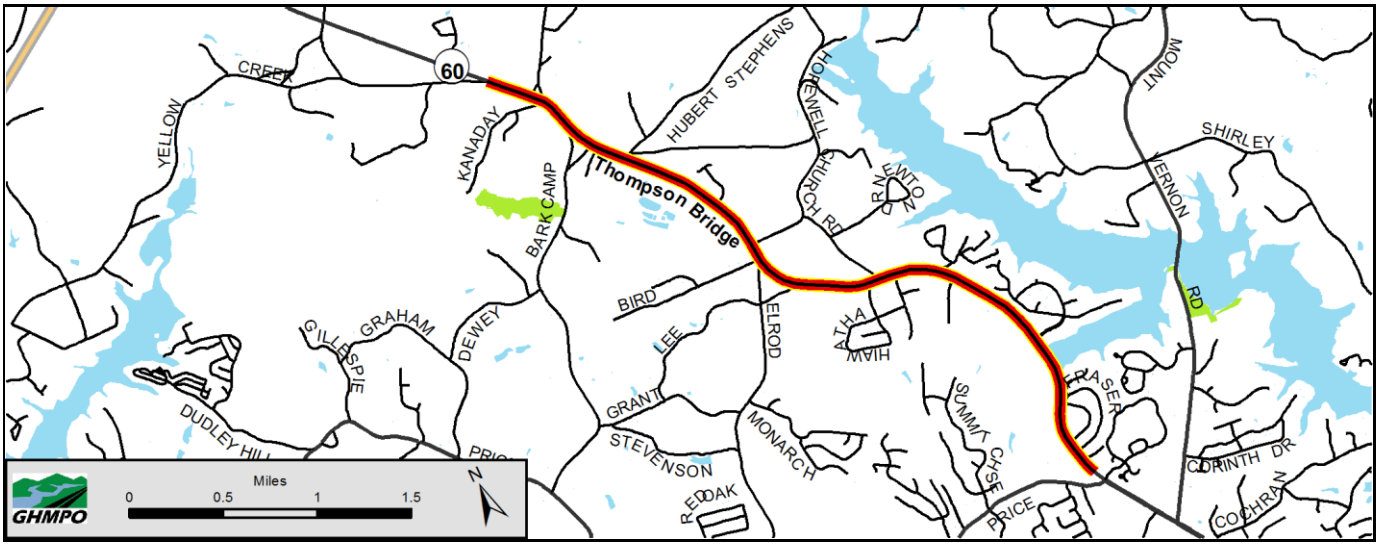
**Improvement Type** Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

**Project Intent**

This widening will allow for greater access to the northwest of the county and into Lumpkin County.

| | | |
|---|---|---|
| **Project Termini** **From** SR 136/Price Road **To** Yellow Creek Road | **Length (miles)** 4.3 | |
| | **Exist. Lanes** 2 | **Future Lanes** 4 |
| **Bike / Ped.** Bike lanes recommended | **Exist. Vol.** 10,800 (2015) | **Design Vol.** 22,990 (2040) |
| **Connectivity** Widening of SR 136/Price Road | | |
| **Network Year** 2040 **LRTP Project Tier:** Mid-term (2024-2032) | | **Open to Traffic Date** 2032 |

| STATUS | PHASE | SOURCE | LOCAL | STATE | FEDERAL | OTHER | TOTAL |
|---|---|---|---|---|---|---|---|
| Auth. | Pre-Engineering | State/Federal | $0 | $0 | $0 | $0 | $0 |
| 2019 | Right-of-Way | Z231 | $0 | $2,940,183 | $11,760,732 | $0 | $14,700,915 |
| LR | Construction | State/Federal | $0 | $5,147,434 | $20,589,736 | $0 | $25,737,170 |
| LR | Utilities | State/Federal | $0 | $936,076 | $3,744,305 | $0 | $4,680,381 |
| | | **TOTAL** | $0 | $9,023,693 | $36,094,772 | $0 | $45,118,465 |



| | | |
|---|---|---|
| **Project Name** SR 136/Price Road @ Chestatee River- Bridge | **GHMPO No.** GH-056 | **GDOT No.** 0007170 |
| | **County** Hall/Dawson | **City** Gainesville |
| **Local Rd. Name** Price Road | **GDOT District** 1 | **Cong. District** 9 |
| **US/State Rd. Name** SR 136 | **Map ID** 56 | **RC** GMRC |

**Project Description**

Bridge replacement on SR 136/Price Road over Chestatee River between Dawson and Hall Counties. Project costs reflect only the GHMPO's portion (50%) of the total cost that lies within the MPO boundary.

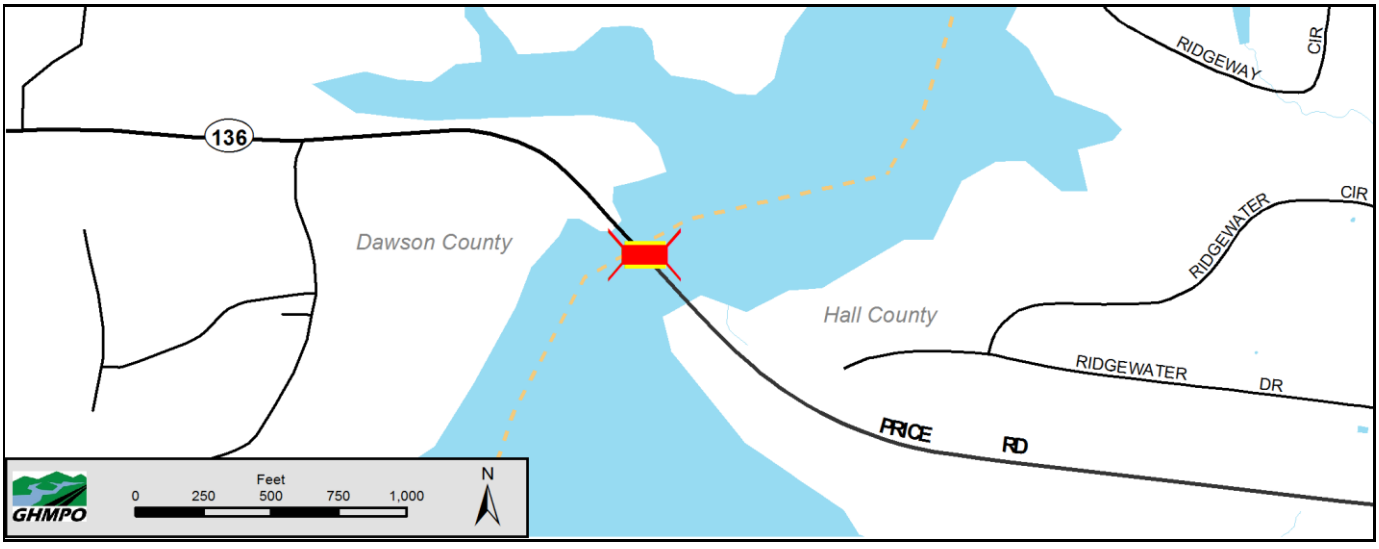
**Improvement Type** Bridge **Regionally Significant** No **Capacity Adding** No **Funding Source** GDOT

**Project Intent**

To update bridge infrastructure.

| | | |
|---|---|---|
| **Project Termini** **From** SR 136/Price Road **To** SR 136/Price Road | | **Length (miles)** 0.20 |
| | **Exist. Lanes** 2 | **Future Lanes** 2 |
| **Bike / Ped.** | **Exist. Vol.** 3,120 (2015) | **Design Vol.** 5,670 (2040) |
| **Connectivity** | | |
| **Network Year** N/A | **LRTP Project Tier:** | **Open to Traffic Date** 2020 |

| STATUS | PHASE | SOURCE | LOCAL | STATE | FEDERAL | OTHER | TOTAL |
|---|---|---|---|---|---|---|---|
| 2019 | Right-of-Way | M240 | $0 | $19,007 | $76,028 | $0 | $95,035 |
| 2021 | Construction | Z240 | $0 | $714,529 | $2,858,115 | $0 | $3,572,644 |
| 2021 | Utilities | Z240 | $0 | $51,239 | $204,957 | $0 | $256,196 |
| Auth. | Pre-Engineering | M240 | $0 | $51,774 | $207,095 | $0 | $258,869 |
| | | **TOTAL** | $0 | $836,549 | $3,346,195 | $0 | $4,182,744 |



| Project Name | GHMPO No. | GDOT No. |
|---|---|---|
| SR 369/Browns Bridge Road at Chattahoochee River- Bridge | County Hall/Forsyth | City |
| **Local Rd. Name** Browns Bridge Road | **GDOT District** 1 | **Cong. District** 9 |
| **US/State Rd. Name** SR 369 | **Map ID** 57 | **RC** GMRC |

**Project Description**

New parallel bridge over Lake Lanier for SR 369/Browns Bridge Road. Project is numbered as FT-062C in shared jurisdiction with Forsyth County. Project costs reflect only the GHMPO's portion (50%) of the total cost that lies within the MPO boundary. All other information such as length and termini are for entire project.

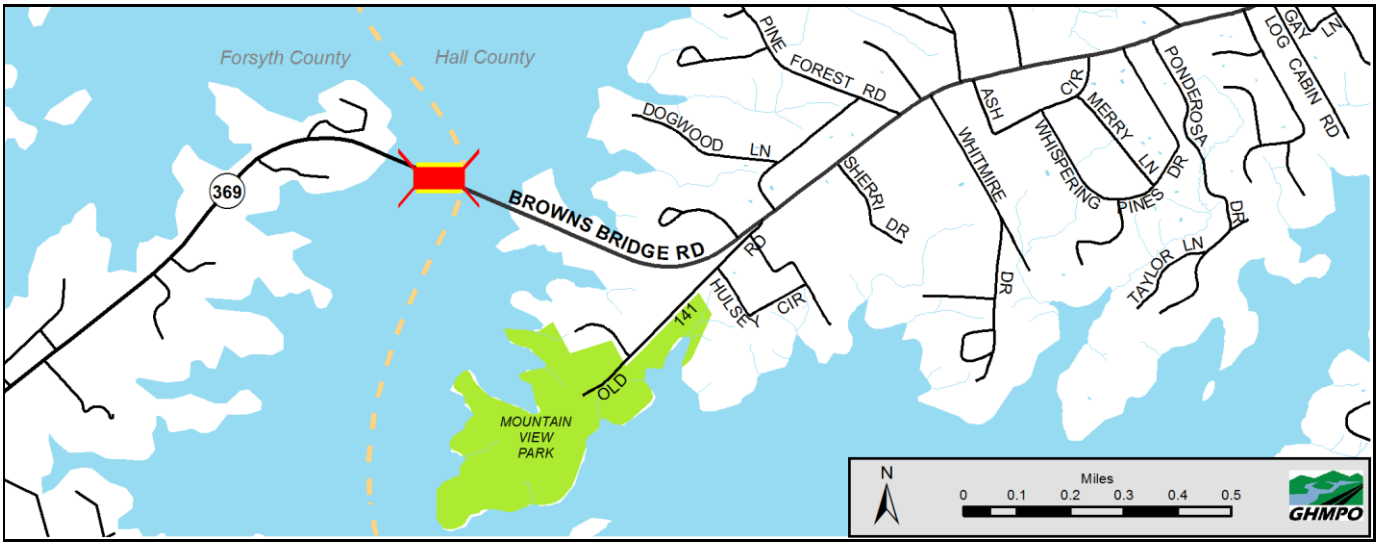
**Improvement Type** Bridge **Regionally Significant** Yes **Capacity Adding** No **Funding Source** GDOT

**Project Intent**

To update existing infrastructure.

| | | |
|---|---|---|
| **Project Termini** **From** SR 369 **To** SR 369 | **Length (miles)** 0.79 | |
| | **Exist. Lanes** 2 | **Future Lanes** 2 |
| **Bike / Ped.** | **Exist. Vol.** 12,500 (2015) | **Design Vol.** 15,970 (2040) |
| **Connectivity** | | |
| **Network Year** N/A | **LRTP Project Tier:** Short-Term (2015-2023) | **Open to Traffic Date** 2020 |

| STATUS | PHASE | SOURCE | LOCAL | STATE | FEDERAL | OTHER | TOTAL |
|---|---|---|---|---|---|---|---|
| 2018 | Construction | BBOND | $0 | $9,274,617 | $0 | $0 | $9,274,617 |
| 2018 | Construction | RPS9 | $0 | $334,524 | $1,338,094 | $0 | $1,672,618 |
| Auth. | Pre-Engineering | L1C0 | $0 | $185,475 | $741,902 | $0 | $927,377 |
| Auth. | Right-of-Way | L1C0 | $0 | $15,300 | $61,200 | $0 | $76,500 |
| Auth. | Pre-Engineering | Q10 | $0 | $1,000 | $4,000 | $0 | $5,000 |
| | | **TOTAL** | $0 | $9,810,916 | $2,145,196 | $0 | $11,956,112 |



| Project Name | GHMPO No. | GDOT No. |
|---|---|---|
| Intersection Improvement at Jesse Jewel Pkwy SR 369/SR 60 and John W. Morrow Jr. Pkwy SR 53 Conn/SR 60 | GH-069 | 0013322 |
| | **County** Hall | **City** Gainesville |
| **Local Rd. Name** Jesse Jewel Pkwy/Browns Bridge Rd & John Morrow Pkwy | **GDOT District** 1 | **Cong. District** 9 |
| **US/State Rd. Name** SR 369 and SR 53/SR 60 | **Map ID** 69 | **RC** GMRC |

**Project Description**

Intersection improvements with additional right turn-lanes on eastbound Browns Bridge Rd., westbound Jesse Jewel Pkwy and northbound Queen City Pkwy

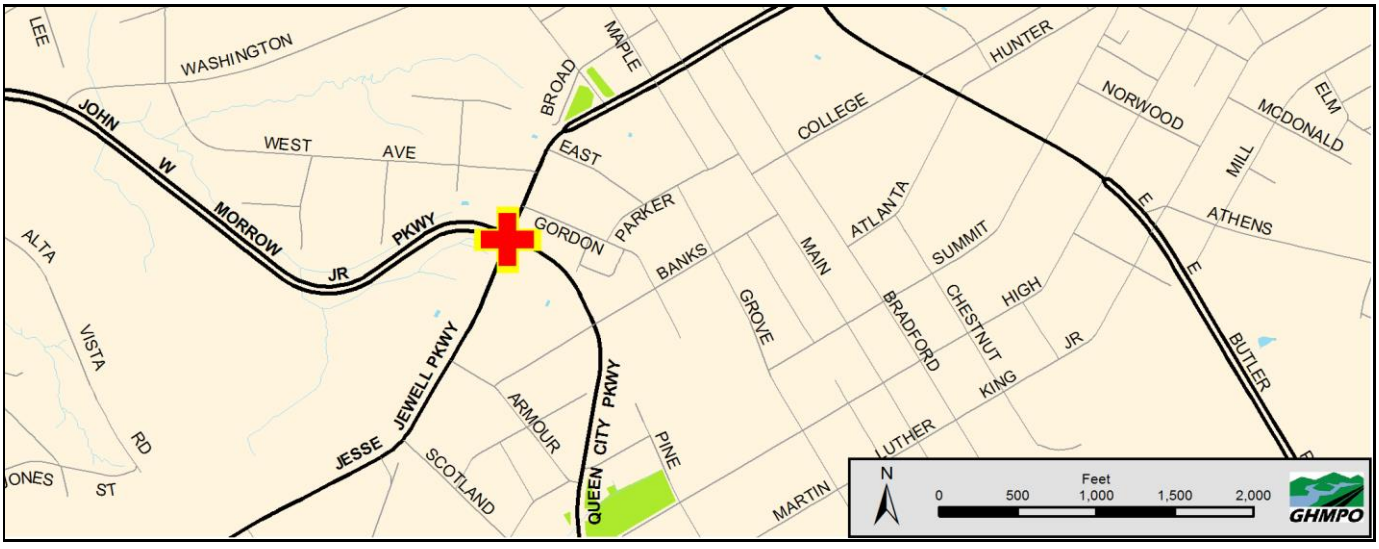
**Improvement Type** Intersection **Regionally Significant** Yes **Capacity Adding** No **Funding Source** GDOT

**Project Intent**

This intersection improvement will address a severely congested intersection in the City of Gainesville.

| Project Termini | Length (miles) | |
|---|---|---|
| **From** SR 369 | | |
| **To** SR 53 | **Exist. Lanes** 4 | **Future Lanes** 4 |
| **Bike / Ped.** | **Exist. Vol.** 37,100 (2015) | **Design Vol.** 43,580 (2040) |
| **Connectivity** | | |
| **Network Year** N/A | **LRTP Project Tier:** Short-Term (2015-2023) | **Open to Traffic Date** 2019 |

| STATUS | PHASE | SOURCE | LOCAL | STATE | FEDERAL | OTHER | TOTAL |
|---|---|---|---|---|---|---|---|
| 2018 | Right-of-Way | Z400S | $0 | $118,017 | $472,067 | $0 | $590,084 |
| 2019 | Construction | Z400S | $0 | $312,604 | $1,250,417 | $0 | $1,563,021 |
| Auth. | Pre-Engineering | LOCAL | $216,000 | $0 | $0 | $0 | $216,000 |
| | | **TOTAL** | $216,000 | $430,621 | $1,722,483 | $0 | $2,369,104 |



| | | |
|---|---|---|
| **Project Name** SR 53/Dawsonville Hwy westbound at Chattahoochee River- Bridge | **GHMPO No.** GH-085 | **GDOT No.** 0010212 |
| | **County** Hall | **City** Gainesville |
| **Local Rd. Name** Dawsonville Highway | **GDOT District** 1 | **Cong. District** 9 |
| **US/State Rd. Name** State Route 53 | **Map ID** 85 | **RC** GMRC |

**Project Description**

Replace westbound bridge on SR 53 at Chattahoochee River

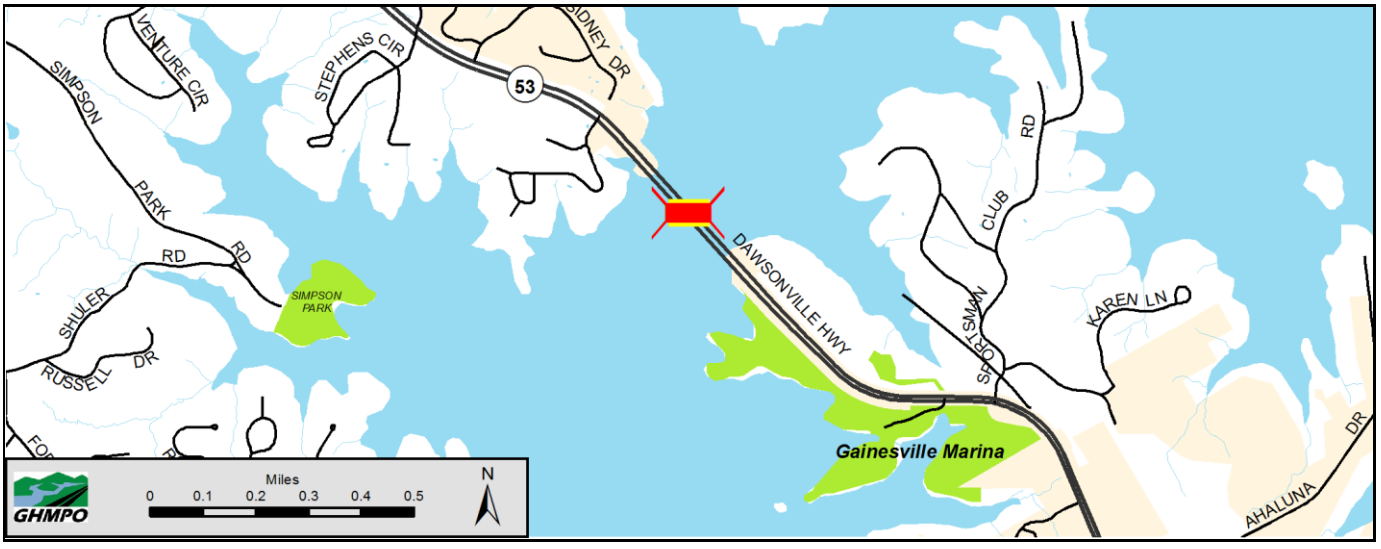
**Improvement Type** Bridge **Regionally Significant** Yes **Capacity Adding** No **Funding Source** GDOT

**Project Intent**

To update bridge infrastructure.

| | | |
|---|---|---|
| **Project Termini** **From** SR 53 **To** SR 53 | **Length (miles)** | |
| | **Exist. Lanes** 2 | **Future Lanes** 2 |
| **Bike / Ped.** | **Exist. Vol.** 25,600 (2015) | **Design Vol.** 35,330 (2040) |
| **Connectivity** | | |
| **Network Year** N/A | **LRTP Project Tier:** Short-Term (2015-2023) | **Open to Traffic Date** 2023 |

| STATUS | PHASE | SOURCE | LOCAL | STATE | FEDERAL | OTHER | TOTAL |
|---|---|---|---|---|---|---|---|
| 2019 | Right-of-Way | Z001 | $0 | $43,297 | $173,189 | $0 | $216,486 |
| 2021 | Construction | Z001 | $0 | $3,997,933 | $15,991,732 | $0 | $19,989,665 |
| 2021 | Utilities | Z001 | $0 | $22,523 | $90,093 | $0 | $112,616 |
| Auth. | Pre-Engineering | M001 | $0 | $220,816 | $883,265 | $0 | $1,104,081 |
| | | **TOTAL** | $0 | $4,284,569 | $17,138,278 | $0 | $21,422,847 |



| Project Name | GHMPO No. | GDOT No. |
|---|---|---|
| SR 53/Dawsonville Hwy at McEver Rd Operations | | |
| | **County** Hall | **City** Gainesville |
| **Local Rd. Name** Dawsonville Hwy./McEver Rd. | **GDOT District** 1 | **Cong. District** 9 |
| **US/State Rd. Name** SR 53 | **Map ID** 104 | **RC** GMRC |

**Project Description**

SR 53/Dawsonville Hwy at McEver Rd
Operations- Add WB right turn lane and second through lane

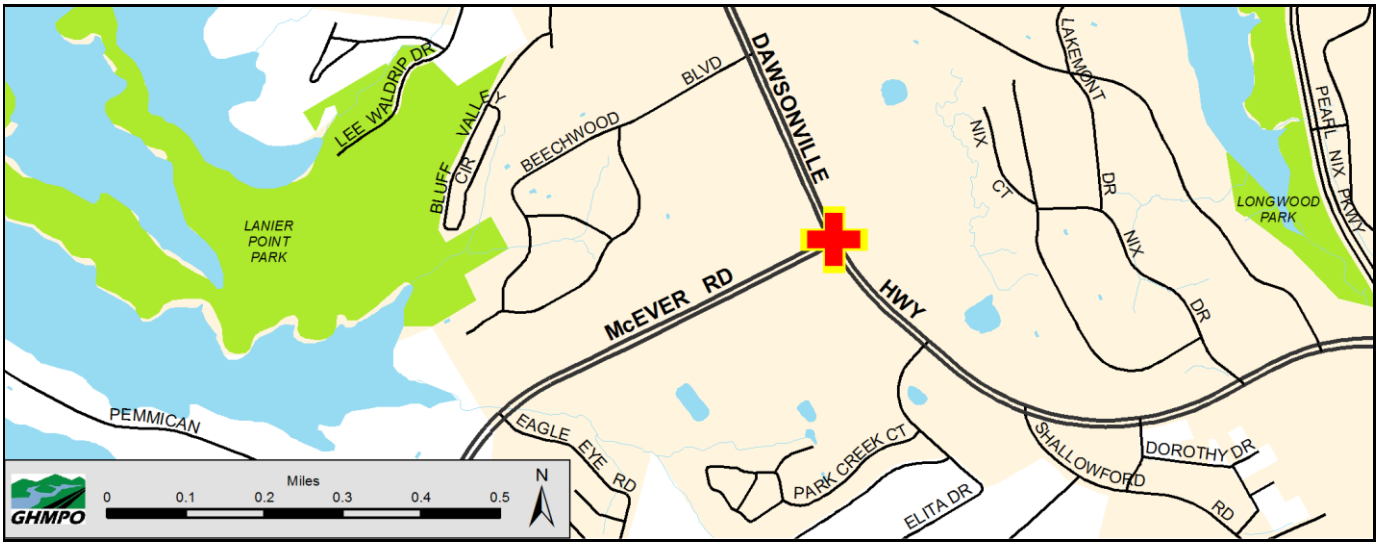
**Improvement Type** Intersection **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

**Project Intent**

Project addresses congestion at the project intersection.

| | | |
|---|---|---|
| **Project Termini** **From** Dawsonville Hwy **To** McEver Rd | | **Length (miles)** N/A |
| | **Exist. Lanes** N/A | **Future Lanes** N/A |
| **Bike / Ped.** | **Exist. Vol.** | **Design Vol.** |
| **Connectivity** | | |
| **Network Year** 2030 | **LRTP Project Tier:** Mid-Term | **Open to Traffic Date** 2031 |

| STATUS | PHASE | SOURCE | LOCAL | STATE | FEDERAL | OTHER | TOTAL |
|---|---|---|---|---|---|---|---|
| 2019 | Pre-Engineering | LOCAL | $116,455 | $0 | $0 | $0 | $116,455 |
| LR | Right-of-Way | State/Federal | $27,573 | $22,058 | $88,234 | $0 | $137,865 |
| LR | Construction | State/Federal | $57,600 | $46,080 | $184,319 | $0 | $287,999 |
| | | **TOTAL** | $201,628 | $68,138 | $272,553 | $0 | $542,319 |



| Project Name | GHMPO No. | GDOT No. |
|---|---|---|
| I-85 from north of SR 211/Old Winder Hwy to north of US 129/SR11/Lee St | | 0013545 |
| | County Jackson/Barrow | City Braselton |
| Local Rd. Name | GDOT District 1 | Cong. District 9 |
| US/State Rd. Name I-85/SR 403 | Map ID 109 | RC NEGRC |

**Project Description**

Widen I-85 from north of SR 211/Old Winder Hwy to north of US 129/SR 11/Lee St. Project costs reflect only the GHMPO's portion (85%) of the total cost that lies within the MPO boundary.

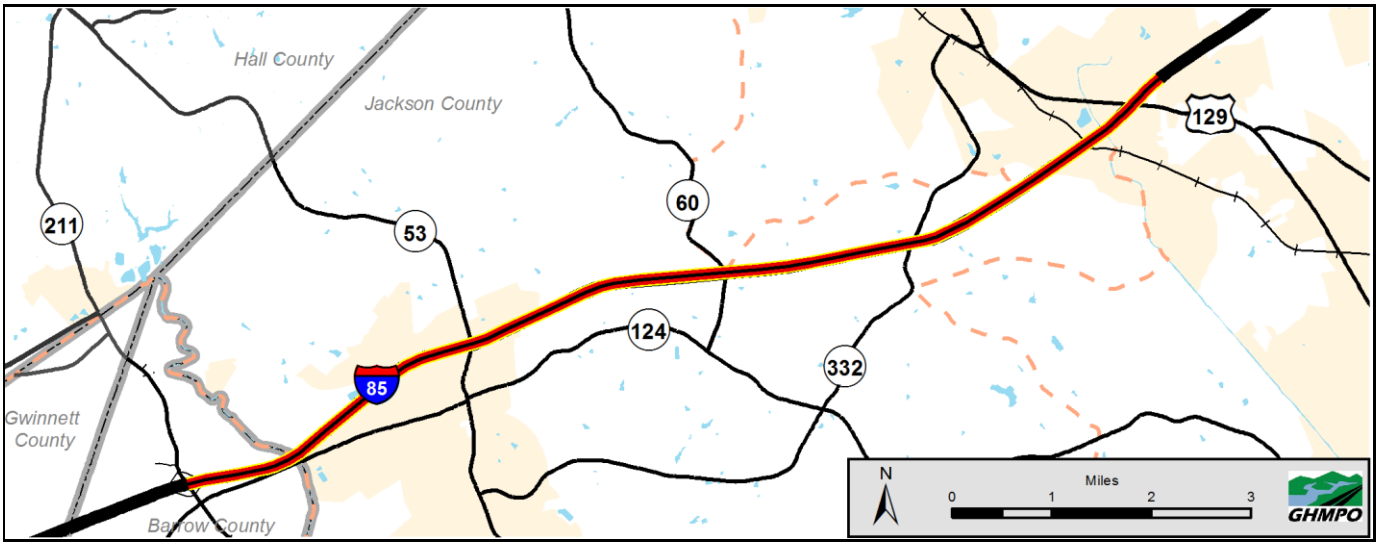
**Improvement Type** Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

**Project Intent**

This project addresses existing and anticipated traffic congestion. Please note that this project is of national and regional significance and required for congressional balancing and is assumed to be funded.

| | | |
|---|---|---|
| **Project Termini** From SR 211/Old Winder Hwy<br>To US 129/SR 11/Lee St | **Length (miles)** 11.3 | |
| | **Exist. Lanes** 4 | **Future Lanes** 6 |
| **Bike / Ped.** | **Exist. Vol.** 61,300 (2015) | **Design Vol.** 72,820 (2040) |
| **Connectivity** SR 211/Old Winder Hwy to US 129/SR 11/Lee St | | |
| **Network Year** 2030 **LRTP Project Tier:** Short-term (2015-2023) | | **Open to Traffic Date** 2025 |

| STATUS | PHASE | SOURCE | LOCAL | STATE | FEDERAL | OTHER | TOTAL |
|---|---|---|---|---|---|---|---|
| 2018 | Pre-Engineering | Z001 | $1,564,000 | $391,000 | $0 | $0 | $1,955,000 |
| LR | Construction | State/Federal | $0 | $7,072,000 | $28,288,000 | $0 | $35,360,000 |
| N/A | Right-of-Way | | $0 | $0 | $0 | $0 | $0 |
| N/A | Utilities | | $0 | $0 | $0 | $0 | $0 |
| | | **TOTAL** | $1,564,000 | $7,463,000 | $28,288,000 | $0 | $37,315,000 |



| | | |
|---|---|---|
| **Project Name** Oak Tree Dr. Operations | **GHMPO No.** GH-113 | **GDOT No.** 0015752 |
| | **County** Hall | **City** Gainesville |
| **Local Rd. Name** Oak Tree Dr. | **GDOT District** 1 | **Cong. District** 9 |
| **US/State Rd. Name** | **Map ID** 113 | **RC** GMRC |

**Project Description**

Oak Tree Drive - SR 60 Connector - Operational Improvements from SR 60 to SR 11 BUS.

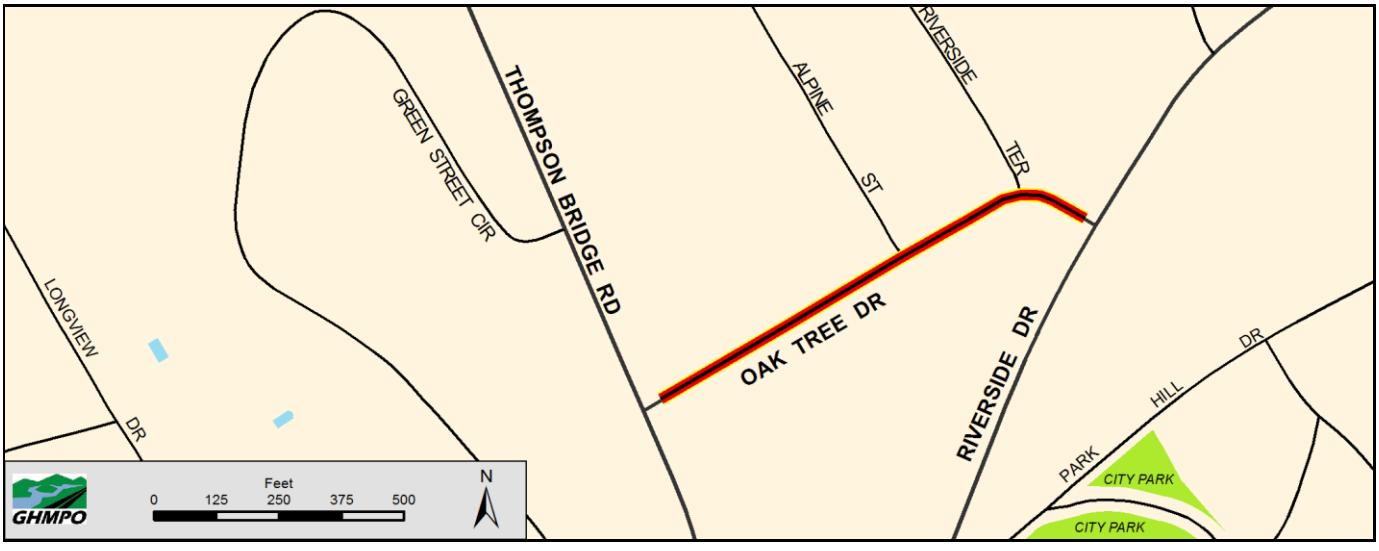
**Improvement Type** Roadway O **Regionally Significant** Yes **Capacity Adding** No **Funding Source** GDOT

**Project Intent**

Project uses operational improvements to address safety and capacity along the corridor.

| | | |
|---|---|---|
| **Project Termini** **From** SR 60/Thompson Bridge Dr. **To** SR 11/Riverside Dr. | | **Length (miles)** 0.24 |
| | **Exist. Lanes** N/A | **Future Lanes** N/A |
| **Bike / Ped.** | **Exist. Vol.** | **Design Vol.** |
| **Connectivity** SR 60/Thompson Bridge Dr. & SR 11/Riverside Dr. | | |
| **Network Year** N/A **LRTP Project Tier:** Mid-Term | | **Open to Traffic Date** 2033 |

| STATUS | PHASE | SOURCE | LOCAL | STATE | FEDERAL | OTHER | TOTAL |
|---|---|---|---|---|---|---|---|
| 2018 | Pre-Engineering | GTIB/LOC | $126,959 | $296,237 | $0 | $0 | $423,196 |
| 2021 | Right-of-Way | GTIB/LOC | $213,077 | $497,179 | $0 | $0 | $710,256 |
| LR | Construction | HB170 | $0 | $1,878,161 | $0 | $0 | $1,878,161 |
| | | **TOTAL** | $340,036 | $2,671,577 | $0 | $0 | $3,011,613 |



| | | |
|---|---|---|
| **Project Name** I-985 at CS 991/Elachee Dr- Bridge | **GHMPO No.** GH-116 | **GDOT No.** 0013922 |
| | **County** Hall | **City** Gainesville |
| **Local Rd. Name** Elachee Dr | **GDOT District** 1 | **Cong. District** 9 |
| **US/State Rd. Name** I-985 | **Map ID** 116 | **RC** GMRC |

**Project Description**

Replacement of Elachee Drive bridge on I-985

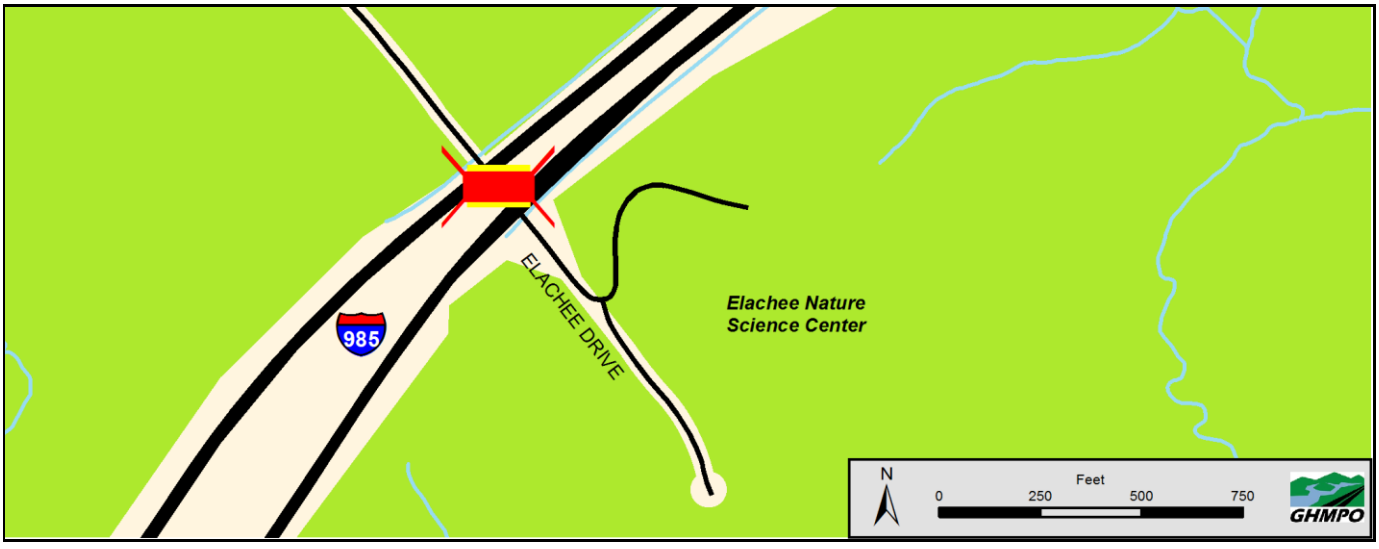
**Improvement Type** Bridge **Regionally Significant** No **Capacity Adding** No **Funding Source** GDOT

**Project Intent**

To replace bridge infrastructure

| | | |
|---|---|---|
| **Project Termini** **From** I-985 **To** I-985 | **Length (miles)** | |
| | **Exist. Lanes** 2 | **Future Lanes** 2 |
| **Bike / Ped.** Part of Chicopee Woods Bike Trail | **Exist. Vol.** N/A | **Design Vol.** N/A |
| **Connectivity** | | |
| **Network Year** 2030 **LRTP Project Tier:** Short-Term (2015-2023) | | **Open to Traffic Date** 2022 |

| STATUS | PHASE | SOURCE | LOCAL | STATE | FEDERAL | OTHER | TOTAL |
|---|---|---|---|---|---|---|---|
| 2019 | Right-of-Way | Z231 | $0 | $50,000 | $200,000 | $0 | $250,000 |
| 2020 | Construction | Z231 | $0 | $660,000 | $2,640,000 | $0 | $3,300,000 |
| Auth. | Pre-Engineering | Z231 | $0 | $100,000 | $400,000 | $0 | $500,000 |
| | | **TOTAL** | $0 | $810,000 | $3,240,000 | $0 | $4,050,000 |



| | | |
|---|---|---|
| **Project Name** Railroad Crossing on Tumbling Creek Rd at Norfolk Southern Railroad | **GHMPO No.** GH-117 | **GDOT No.** 0014935 |
| | **County** Hall | **City** Gainesville |
| **Local Rd. Name** Tumbling Creek Road | **GDOT District** 1 | **Cong. District** 9 |
| **US/State Rd. Name** | **Map ID** 117 | **RC** GMRC |

**Project Description**

Railroad Crossing on Tumbling Creek Road at Norfolk Southern Railroad connecting with Millside Pkwy

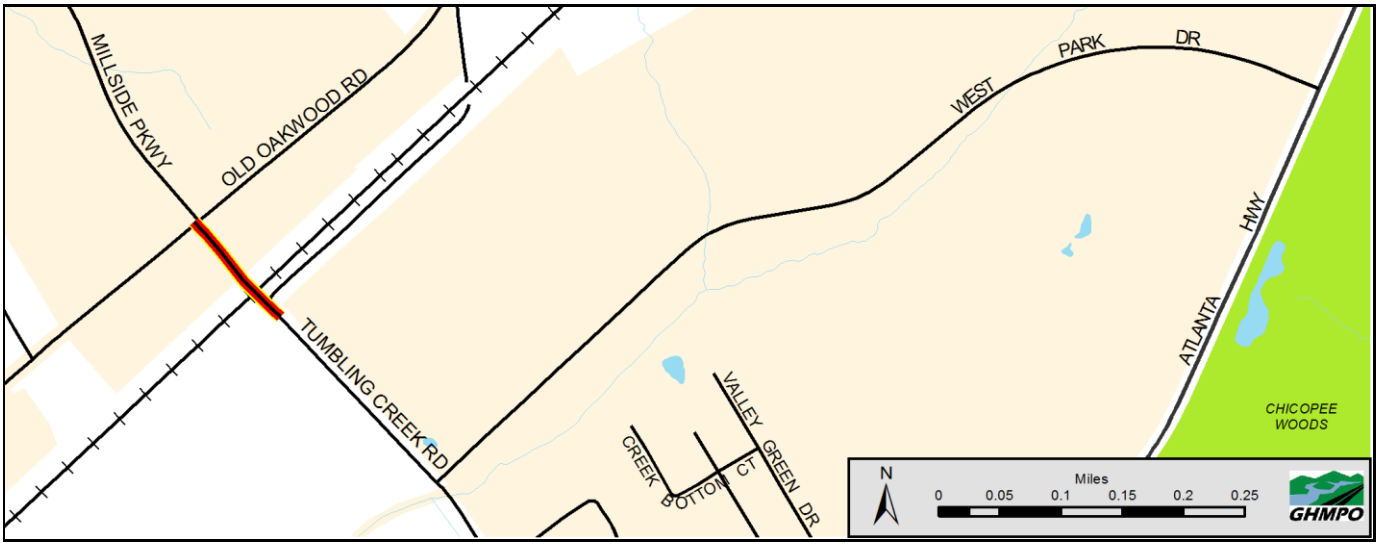
**Improvement Type** Bridge **Regionally Significant** No **Capacity Adding** No **Funding Source** LOCAL

**Project Intent**

The project improves the connectivity between SR 13/Atlanta Hwy and SR 53/Mundy Mill Rd.

| | | |
|---|---|---|
| **Project Termini** **From** Tumbling Creek Road **To** Millside Pkwy | **Length (miles)** 0.1 | |
| | **Exist. Lanes** N/A | **Future Lanes** 2 |
| **Bike / Ped.** | **Exist. Vol.** N/A | **Design Vol.** N/A |
| **Connectivity** | | |
| **Network Year** 2030 | **LRTP Project Tier:** Short-Term (2015-2023) | **Open to Traffic Date** 2022 |

| STATUS | PHASE | SOURCE | LOCAL | STATE | FEDERAL | OTHER | TOTAL |
|---|---|---|---|---|---|---|---|
| 2018 | Right-of-Way | LOCAL | $440,000 | $0 | $0 | $0 | $440,000 |
| 2020 | Construction | LOCAL | $3,421,056 | $0 | $0 | $0 | $3,421,056 |
| 2020 | Construction | HB170 | $0 | $1,000,000 | $0 | $0 | $1,000,000 |
| | | **TOTAL** | $3,861,056 | $1,000,000 | $0 | $0 | $4,861,056 |



| | | |
|---|---|---|
| **Project Name** SR 211 from SR 124/Barrow to SR 347/Hall | **GHMPO No.** GH-118 | **GDOT No.** 0013988 |
| | **County** Hall, Gwinnett, B | **City** Braselton |
| **Local Rd. Name** | **GDOT District** 1 | **Cong. District** 9 |
| **US/State Rd. Name** SR 211 | **Map ID** 118 | **RC** GMRC/NEG |

**Project Description**

Widening of SR 211 from SR 124/Barrow County line to SR 347/Hall County line. Project costs reflect only the GHMPO's portion (1%) of the total cost that lies within the MPO boundary.

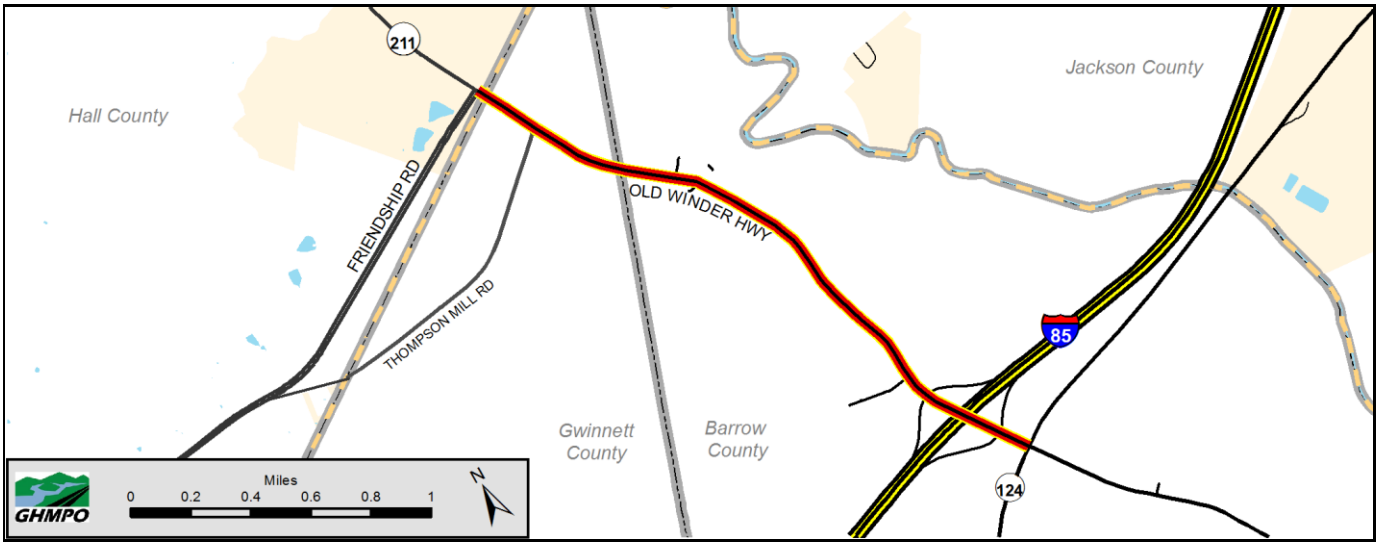
**Improvement Type** Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

**Project Intent**

Improve connectivity and relieve congestion between SR 347/Friendship Road and I-85.

| | | |
|---|---|---|
| **Project Termini** **From** SR 347 **To** SR 124/I-85 | **Length (miles)** 2.0 | |
| | **Exist. Lanes** 2 | **Future Lanes** 4 |
| **Bike / Ped.** | **Exist. Vol.** 16,700 (2015) | **Design Vol.** 17,810 (2040) |
| **Connectivity** I-85 | | |
| **Network Year** 2040 **LRTP Project Tier:** Short-Term (2015-2023) | | **Open to Traffic Date** |

| STATUS | PHASE | SOURCE | LOCAL | STATE | FEDERAL | OTHER | TOTAL |
|---|---|---|---|---|---|---|---|
| 2018 | Pre-Engineering | HB170 | $0 | $21,200 | $0 | $0 | $21,200 |
| 2020 | Right-of-Way | HB170 | $0 | $105,140 | $0 | $0 | $105,140 |
| LR | Construction | HB170 | $0 | $264,980 | $0 | $0 | $264,980 |
| LR | Utilities | HB170 | $0 | $45,110 | $0 | $0 | $45,110 |
| | | **TOTAL** | $0 | $436,430 | $0 | $0 | $436,430 |



| | | |
|---|---|---|
| **Project Name** Bridge on SR 60 at Chattahoochee River | **GHMPO No.** GH-119 | **GDOT No.** 0015551 |
| | **County** Hall | **City** Gainesville |
| **Local Rd. Name** | **GDOT District** 1 | **Cong. District** 9 |
| **US/State Rd. Name** SR 60 | **Map ID** 119 | **RC** GMRC |

**Project Description**

Replacement of SR 60 Bridge on the Chatthoochee River

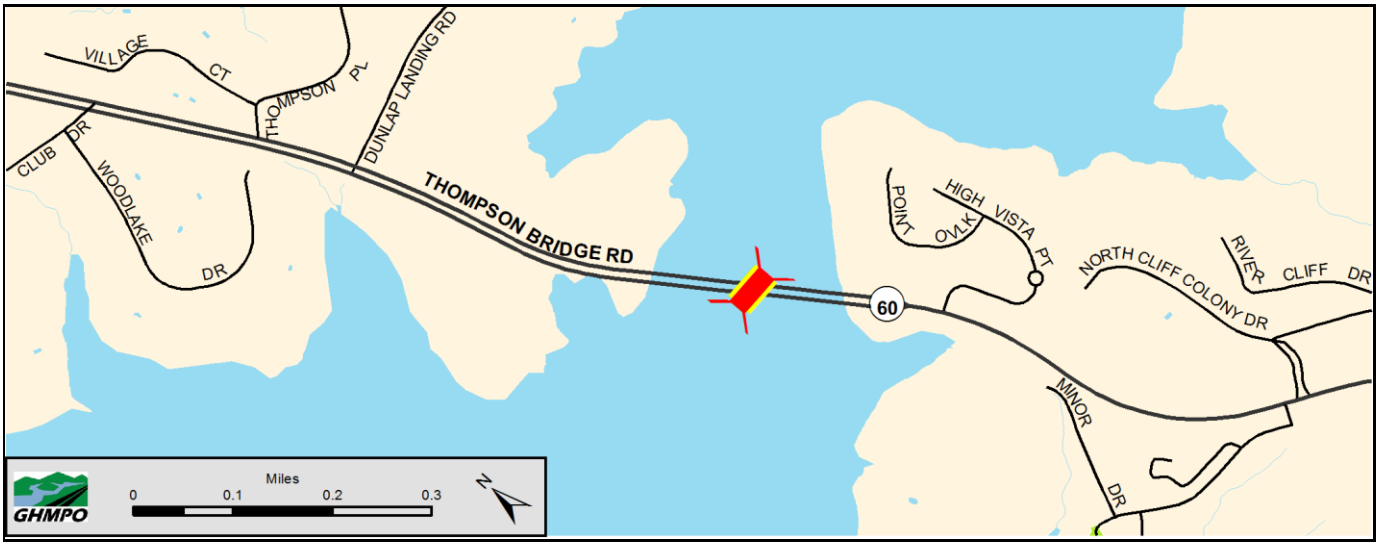
**Improvement Type** Bridge **Regionally Significant** Yes **Capacity Adding** No **Funding Source** GDOT

**Project Intent**

To replace bridge infrastructure

| | | |
|---|---|---|
| **Project Termini** **From** SR 60 **To** SR 60 | **Length (miles)** 0.4 | |
| | **Exist. Lanes** 4 | **Future Lanes** 4 |
| **Bike / Ped.** | **Exist. Vol.** 31,000 (2015) | **Design Vol.** 36,000 (2040) |
| **Connectivity** | | |
| **Network Year** 2030 **LRTP Project Tier:** Short-Term (2015-2023) | | **Open to Traffic Date** |

| STATUS | PHASE | SOURCE | LOCAL | STATE | FEDERAL | OTHER | TOTAL |
|---|---|---|---|---|---|---|---|
| 2018 | Scoping | Z001 | $0 | $100,000 | $400,000 | $0 | $500,000 |
| 2020 | Pre-Engineering | Z001 | $0 | $200,000 | $800,000 | $0 | $1,000,000 |
| LR | Right-of-Way | Z001 | $0 | $200,000 | $800,000 | $0 | $1,000,000 |
| LR | Utilities | Z001 | $0 | $50,000 | $200,000 | $0 | $250,000 |
| LR | Construction | Z001 | $0 | $2,000,000 | $8,000,000 | $0 | $10,000,000 |
| | | **TOTAL** | $0 | $2,550,000 | $10,200,000 | $0 | $12,750,000 |



| | | |
|---|---|---|
| **Project Name** I-985 from I-85 to SR 53 | **GHMPO No.** GH-120 | **GDOT No.** 0014130 |
| | **County** Hall, Gwinnett | **City** Buford, Flowery Bran |
| **Local Rd. Name** | **GDOT District** 1 | **Cong. District** 9 |
| **US/State Rd. Name** I-985 | **Map ID** 120 | **RC** GMRC/ARC |

**Project Description**

Widening of I-985 from four to six lanes from I-85 in Gwinnett to SR 53 in Oakwood. Project costs reflect only the GHMPO's portion (53%) of the total cost that lies within the MPO boundary.

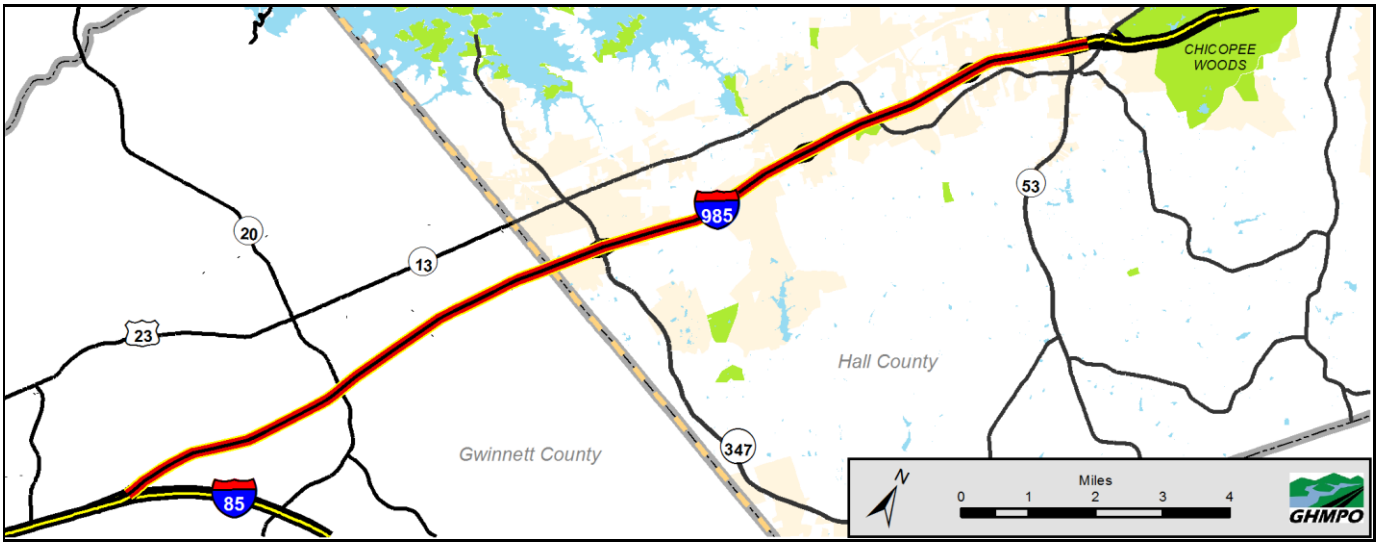
**Improvement Type** Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

**Project Intent**

To improve connectivity and congestion along I-985 between Oakwood and I-85

| | | |
|---|---|---|
| **Project Termini** **From** I-85 **To** SR 53 | | **Length (miles)** 15.7 |
| | **Exist. Lanes** 4 | **Future Lanes** 6 |
| **Bike / Ped.** | **Exist. Vol.** 63,400 (2015) | **Design Vol.** 68,500 (2040) |
| **Connectivity** I-85, I-985 | | |
| **Network Year** 2040 | **LRTP Project Tier:** Long-Term (2033-2040) | **Open to Traffic Date** |

| STATUS | PHASE | SOURCE | LOCAL | STATE | FEDERAL | OTHER | TOTAL |
|---|---|---|---|---|---|---|---|
| 2018 | Pre-Engineering | HB170 | $0 | $1,060,000 | $0 | $0 | $1,060,000 |
| 2019 | Pre-Engineering | HB170 | $0 | $1,590,000 | $0 | $0 | $1,590,000 |
| LR | Construction | HB170 | $0 | $42,802,800 | $0 | $0 | $42,802,800 |
| | | **TOTAL** | $0 | $45,452,800 | $0 | $0 | $45,452,800 |



# Transportation Improvement Program
# 2018-2021

## Appendix B
### Transit Funding

DRAFT

# HALL AREA TRANSIT FUNDING CATEGORIES

## FY 2018-21 SECTION 5307 (Urban Operating)

| Section 5307 (Urban Operating Expenses) | | | | | |
|---|---|---|---|---|---|
| Description | 2018 | 2019 | 2020 | 2021 | Total |
| FY Operations | $895,423 | $940,194 | $987,204 | $1,036,564 | $3,859,385 |
| **PROJECT COST** | **$895,423** | **$940,194** | **$987,204** | **$1,036,564** | **$3,859,385** |
| FEDERAL | $447,712 | $470,097 | $493,602 | $518,282 | $1,929,693 |
| STATE | $0 | $0 | $0 | $0 | $0 |
| LOCAL | $447,712 | $470,097 | $493,602 | $518,282 | $1,929,693 |

## FY 2018-21 SECTION 5307 (Urban Capital)

| Section 5307 (Urban Capital Expenses) | | | | | |
|---|---|---|---|---|---|
| Description | 2018 | 2019 | 2020 | 2021 | Total |
| Replacement Vehicles | $600,000 | $400,000 | $0 | $1,400,000 | $2,400,000 |
| ADA Vehicles | $0 | $0 | $0 | $0 | $0 |
| Support Vehicles | $0 | $0 | $35,000 | $0 | $35,000 |
| Expansion Vehicle | $0 | $0 | $0 | $0 | $0 |
| Fareboxes | $0 | $0 | $0 | $0 | $0 |
| Passenger Shelters | $0 | $0 | $0 | $0 | $0 |
| Passenger Benches | $10,000 | $10,000 | $10,000 | $10,000 | $40,000 |
| Parking Lot & Bldg. Improvements | $30,000 | $0 | $0 | $0 | $30,000 |
| **PROJECT COST** | **$640,000** | **$410,000** | **$45,000** | **$1,410,000** | **$2,505,000** |
| FEDERAL | $512,000 | $328,000 | $36,000 | $1,128,000 | $2,004,000 |
| STATE | $64,000 | $41,000 | $4,500 | $141,000 | $250,500 |
| LOCAL | $64,000 | $41,000 | $4,500 | $141,000 | $250,500 |

# FTA FUNDED 5307 FLEET REPLACEMENT SCHEDULE

## HAT FLEET INVENTORY as of 5/10/17

### FTA FUNDED

| | Vehicle Number (Shop) | Vehicle Number (DOT) | System | Description | I.D. Number | Acquisition Date | Cost | Federal % | Grant No. | Capacity | Use & Condition | Disposition Action | Funding for Replacement | Vested Title | Tag Numbers |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FIXED ROUTE | 4654 | | FR | Chevy 4500 Dura Max Diesel | 1GBE4V1917F425579 | 12/31/2008 | $88,113.00 | 80% | GA-90-0254 | 15A/3L | daily&acceptable | 2015 | 5307 | City of Gainesville* | GV 80362 |
| | 4655 | | FR | Chevy 4500 Dura Max Diesel | 1GBE4V1987F425594 | 12/31/2008 | $88,113.00 | 80% | GA-90-0254 | 15A/3L | daily&acceptable | 2015 | 5307 | City of Gainesville* | GV 80361 |
| | 4694 | | FR | Chevy 4500 Dura Max Diesel | 1GBE4V1969F413141 | 12/1/2009 | $88,113.00 | 80% | GA-90-0006 | 15A/3L | daily&acceptable | 2016 | 5307 | City of Gainesville* | GV 58574 |
| | 4695 | | FR | Chevy 4500 Dura Max Diesel | 1GBE4V1959F413244 | 12/1/2009 | $88,113.00 | 80% | GA-90-0006 | 15A/3L | daily&acceptable | 2016 | 5307 | City of Gainesville* | GV 82653 |
| | 4696 | | FR | Chevy 4500 Dura Max Diesel | 1GBE4V1999F413246 | 12/1/2009 | $88,113.00 | 80% | GA-90-0006 | 15A/3L | daily&acceptable | 2016 | 5307 | City of Gainesville* | GV 82654 |
| | 4697 | | FR | Chevy 4500 Dura Max Diesel | 1GBE4V1969F413253 | 12/1/2009 | $88,113.00 | 80% | GA-90-0006 | 15A/3L | daily&acceptable | 2016 | 5307 | City of Gainesville* | GV 82652 |
| | 4747 | | FR | Chevy 4500 Dura Max Diesel | 1GB6G5BLB71181156 | 10/30/2011 | $75,000.00 | 80% | GA-90-0259 | 18A/2L | daily&acceptable | 2018 | 5307 | City of Gainesville* | GV 9417B |
| | 4748 | | FR | Chevy 4500 Dura Max Diesel | 1GB6G5BL41182099 | 10/30/2011 | $75,000.00 | 80% | GA-90-0259 | 18A/2L | daily&acceptable | 2018 | 5307 | City of Gainesville* | GV 9416B |
| | 4873 | | FR | Chevy 4500 Dura Max Diesel | 1GB6G5BL4E1135417 | 1/6/2014 | $82,966.00 | 100% | GA-96-0012.01 | 18A/2L | daily&acceptable | 2021 | 5307 | City of Gainesville* | GV 7391D |
| | 4874 | | FR | Chevy 4500 Dura Max Diesel | 1GB6G5BL9E1134005 | 1/6/2014 | $82,966.00 | 100% | GA-96-0012.01 | 18A/2L | daily&acceptable | 2021 | 5307 | City of Gainesville* | GV 7392D |
| | 4875 | | FR | Chevy 4500 Dura Max Diesel | 1GB6G5BLOE1136340 | 1/6/2014 | $82,966.00 | 100% | GA-96-0012.01 | 18A/2L | daily&acceptable | 2021 | 5307 | City of Gainesville* | GV 7390D |
| | 4876 | | FR | Chevy 4500 Dura Max Diesel | 1GB6G5BLOE1136144 | 1/6/2014 | $82,966.00 | 100% | GA-96-0012.01 | 18A/2L | daily&acceptable | 2021 | 5307 | City of Gainesville* | GV 7389D |
| | 4877 | | FR | Chevy 4500 Dura Max Diesel | 1GB6G5BLXE1136099 | 1/6/2014 | $82,966.00 | 100% | GA-96-0012.01 | 18A/2L | daily&acceptable | 2021 | 5307 | City of Gainesville* | GV 7393D |
| | 4878 | | FR | Chevy 4500 Dura Max Diesel | 1GB6G5BL9E1123627 | 1/6/2014 | $82,966.00 | 100% | GA-96-0012.01 | 18A/2L | daily&acceptable | 2021 | 5307 | City of Gainesville* | GV 7082D |
| | 4879 | | FR | Chevy 4500 Dura Max Diesel | 1GB6G5BL9E1123425 | 1/6/2014 | $82,966.00 | 100% | GA-96-0012.01 | 18A/2L | daily&acceptable | 2021 | 5307 | City of Gainesville* | GV 7083D |
| | SUV 4526 | | Support | Chevrolet- Trailblazer | 1GNOS13S862241047 | 1/4/2006 | $20,814.00 | 80% | GA-90-0209 | 5 | daily &acceptable | 2011 | 5307 | City of Gainesville* | GV 66907 |
| | OP'S TRUCK 4951 | | Support | 2015 Ford F150 | 1FTEW1EF7FFB70997 | 6/23/2015 | $30,813.00 | 80% | GA-96-X012 | 5 | daily &acceptable | 2020 | 5307 | City of Gainesville* | GV 1637F |
| | 4768 | 3211 | DAR | Ford Goshen/ Lift Van | 1FDEE3FS7BDB05322 | 2/29/2012 | $38,542.00 | 80% | GA-18-0032 | 8A/2L | daily & acceptable | 2017 | 5311 | Hall County | GV2210C |
| | 4769 | 3212 | DAR | Ford Goshen/ Lift Van | 1FDEE3FS3BDB05320 | 2/29/2012 | $38,542.00 | 80% | GA-18-0032 | 8A/2L | daily & acceptable | 2017 | 5311 | Hall County | GV2859C |
| | 4770 | 3213 | DAR | Ford Goshen/ Lift Van | 1FDEE3FS5BDB28453 | 2/29/2012 | $38,542.00 | 80% | GA-18-0032 | 8A/2L | daily & acceptable | 2017 | 5311 | Hall County | GV2858C |
| | 4887 | 3318 | DAR | Ford Goshen/ Lift Van | 1FDEE3FSOEDA23744 | 1/6/2014 | $39,252.00 | 80% | GA-86-X001 | 8A/2L | daily & acceptable | 2017 | 5311 | Hall County | GV9307D |
| | 4888 | 3319 | DAR | Ford Goshen/ Lift Van | 1FDEE3FS2EDA23745 | 1/6/2014 | $39,252.00 | 80% | GA-86-X001 | 8A/2L | daily & acceptable | 2017 | 5311 | Hall County | GV9306D |
| | 4889 | 3320 | DAR | Ford Goshen/ Lift Van | 1FDEE3FS2EDA23746 | 1/6/2014 | $39,252.00 | 80% | GA-86-X001 | 8A/2L | daily & acceptable | 2017 | 5311 | Hall County | GV8504D |
| | 4926 | 3504 | DAR | Ford Goshen/ Lift Van | 1FDEE3FS8FDA09673 | 12/15/2014 | $38,542.00 | 80% | GA-18-X033 | 8A/2L | daily & acceptable | 2019 | 5311 | Hall County | GV5168E |
| | 4927 | 3503 | DAR | Ford Goshen/ Lift Van | 1FDEE3FS6FDA09672 | 12/15/2014 | $38,542.00 | 80% | GA-18-X033 | 8A/2L | daily & acceptable | 2019 | 5311 | Hall County | GV5170E |
| | 4928 | 3506 | DAR | Ford Goshen/ Lift Van | 1FDEE3FS2FDA10639 | 12/15/2014 | $38,542.00 | 80% | GA-18-X033 | 8A/2L | daily & acceptable | 2019 | 5311 | Hall County | GV5171E |
| | 4929 | 3505 | DAR | Ford Goshen/ Lift Van | 1FDEE3FS0FDA10638 | 12/15/2014 | $35,542.00 | 80% | GA-18-X033 | 8A/2L | daily & acceptable | 2019 | 5311 | Hall County | GV5169E |

11/1/2016

## FY 2018-21 SECTION 5310 (Elderly & Disabled Program)

| Section 5310 (Elderly and Disable Program) | | | | | |
|---|---|---|---|---|---|
| Description | 2018 | 2019 | 2020 | 2021 | Total |
| Elderly and Disabled Program | $114,175 | $119,884 | $125,878 | $132,172 | $492,108 |
| **PROJECT COST** | **$114,175** | **$119,884** | **$125,878** | **$132,172** | **$492,108** |
| FEDERAL | $91,340 | $95,907 | $100,702 | $105,737 | $393,686 |
| STATE | $22,835 | $23,977 | $25,176 | $26,434 | $98,422 |
| LOCAL | $0 | $0 | $0 | $0 | $0 |

## FY 2018-21 SECTION 5311 (Rural Operating Expenses)

| Section 5311 (Rural Operating Expenses) | | | | | |
|---|---|---|---|---|---|
| Description | 2018 | 2019 | 2020 | 2021 | Total |
| FY Operations | $712,807 | $748,447 | $785,870 | $825,164 | $3,072,288 |
| **PROJECT COST** | **$712,807** | **$748,447** | **$785,870** | **$825,164** | **$3,072,288** |
| FEDERAL | $356,404 | $374,224 | $392,935 | $412,582 | $1,536,144 |
| STATE | $0 | $0 | $0 | $0 | $0 |
| LOCAL | $356,404 | $374,224 | $392,935 | $412,582 | $1,536,144 |

## FY 2018-21 SECTION 5311 (Rural Capital Expenses)

| Section 5311 (Rural Capital Expenses) | | | | | |
|---|---|---|---|---|---|
| Description | 2018 | 2019 | 2020 | 2021 | Total |
| Replacement Vehicles | $0 | $240,000 | $0 | $0 | $240,000 |
| Expansion Vehicle | $0 | $0 | $0 | $0 | $0 |
| Fare boxes | $0 | $60,000 | $0 | $0 | $60,000 |
| **PROJECT COST** | **$0** | **$300,000** | **$0** | **$0** | **$300,000** |
| FEDERAL | $0 | $240,000 | $0 | $0 | $240,000 |
| STATE | $0 | $30,000 | $0 | $0 | $30,000 |
| LOCAL | $0 | $30,000 | $0 | $0 | $30,000 |

## FY 2018-21 Transit Funds for the Atlanta Urbanized Area in Hall County

| Transit Funds for the Atlanta Urbanized area in Hall County | | | | | | |
|---|---|---|---|---|---|---|
| Description | Funding | 2018 | 2019 | 2020 | 2021 | Total |
| Hall County | FEDERAL | $30,505 | $32,030 | $33,631 | $35,313 | $131,479 |
| AR-HA-5307A | STATE | $0 | $0 | $0 | $0 | $0 |
| Equipment / Education & Training | LOCAL | $6,101 | $6,406 | $6,726 | $7,063 | $26,296 |
| **Hall Area Transit Program** | **TOTAL** | **$36,606** | **$38,436** | **$40,358** | **$42,375** | **$157,774** |

# Transportation Improvement Program
# 2018-2021

## Appendix C
### Public Comments

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## 2018-2021 Transportation Improvement Program (TIP)

The public participation effort for the 2018-2021 Transportation Improvement Program (TIP) was uniquely designed to obtain local input through stakeholder discussions. Building on the experience of previous success in public outreach efforts, the GHMPO developed a process consistent with the adopted Participation Plan to:

- ***Involve*** the stakeholders with early opportunities for participating in the decision-making process, particularly minority and low-income persons;
- ***Listen*** to the concerns and issues of the stakeholders living in the community;
- ***Inform*** the stakeholders in a timely manner of progress and recommendations;
- ***Learn*** from the stakeholders ideas for solutions to transportation problems;
- ***Consult*** with stakeholders and provide reasonable opportunity to comment; and
- ***Develop*** an effective outreach process that includes an integrated feedback process for evaluation and improvement.

Throughout the TIP update process, opportunities for citizen input through staff, elected officials, and stakeholders have not only been encouraged but also institutionalized. The 2018-2021 TIP went through the minimum required public comment period, per the Participation Plan, before it has been adopted by the GHMPO Policy Committee.

# Transportation Improvement Program
# 2018-2021

## Appendix D
### Lump Sum Narrative

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# LUMP SUM FUNDING

A portion of the State Transportation Improvement Program (STIP) funding is set aside for ten groups of projects that do not affect the capacity of the roadway. The Lump Sum projects program is intended to give the Department and MPO flexibility to address projects of an immediate need while fulfilling the requirements of the STIP. Funds are set up in lump sum banks to undertake projects that are developed after the STIP is approved. These lump sum banks, located in the statewide or "All" county section of the STIP, are listed in a number of funding types for each year for the Department's convenience in managing and accounting for the funding. These Lump Sum Banks are shown in the TIP/STIP with the words "Lump Sum" in the project description and contain an amount of funding for each year. Funds are drawn from these lump sums during the year and individual projects are programmed. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are these ten groups and information about them. Except for groups for preliminary engineering and rights-of-way protective buying, the total available funds are shown as construction for easy accounting but preliminary engineering and rights-of-way may be drawn from this amount when needed in that category.

Individual projects are programmed and funds drawn from the Lump Sum Bank at the time these funds are needed for Preliminary Engineering, Rights-of-Way and Construction. These projects may be funded in the current year or one of the other TIP/STIP years. Funds for these projects are not counted until authorization is requested for the funds. At that time, the actual cost is deducted from the balance in the Lump Sum Bank.

To provide the readers of the TIP/STIP with as much information as possible, individual projects to be funded from the Lump Sum Bank in the future may be shown in the TIP/STIP with a program year of 2018 and a preliminary estimated cost. These projects are also denoted with the words "Uses Lump Sum Bank PI # 000xxxx" in the lower left area of the project listing. To avoid double counting, these projects are not included in the county total at the end of the county.

## Group: Maintenance

Criteria: existing system maintenance only

This group has six funding/work types: two are for bridge painting/maintenance and the other four are for roadway maintenance. Major types of work undertaken are: resurfacing, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, rest areas, walls, guardrail and shoulder work. Also included is preliminary engineering necessary to prepare plans and rights-of-way needed for work such as landslide repair, sewer hookups and erosion control.

## Group: Safety

Criteria: work qualifying for the High Hazard Safety Program and other safety projects

This group includes the following work types: signal installation/upgrades, guardrail installation, sign installation, railroad protection devices, operational improvements, railroad crossing hazard elimination, roadway hazard elimination and special safety studies and programs.

## Group: Preliminary Engineering

Criteria: Planning, studies and management systems
This group is a single item.

## Group: Roadway/Interchange Lighting

Criteria: Lighting
This group is a single item.

## Group: Rights of Way - Protective Buying and Hardship Acquisitions

Criteria: Purchase of parcel(s) of rights of way (RW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that have preliminary engineering (PE) underway or have a PE, RW or construction phase in the STIP. For counties that are not in conformance for air quality the only qualifying projects are those that have a RW phase in the STIP. This group is a single item.

## Group: Transportation Enhancement

Criteria: Projects qualifying for the Transportation Enhancement program (TE) and the Recreational Trails & Scenic Byway programs

TE projects shown in the STIP will be funded on a first come first served basis. When a project is funded, it is drawn down from the lump sum. When all funds are gone, no other projects can be funded until the next fiscal year, which begins on July 1st.

This group has two funding types.

## Group: Transportation Alternatives Program (TAP)

Criteria: TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Consistent with what is allowed in the FAST Act legislation, GDOT reserves the right to transfer 50% of available TAP funds to one of the most flexible funding categories available. Those dollars may be spent on any federal-aid eligible project to permit GDOT to focus on delivering the long-needed transportation improvements that support the safe and efficient movement of people and goods, in the most cost-effective manner.

The remaining 50% of TAP funds consists of dollars sub-allocated to MPOs over 200,000 in population as well as TAP funds held at State DOTs eligible for use in areas below 200,000 populations. Projects selected to receive these funds must be the result of a competitive selection process.

This group has two funding types.

## Group: High Risk Rural Roads

Criteria: States are required to identify these roadways (and expend the HRRR funds) according to the following definition:

Any roadway functionally classified as a rural major or minor collector or a rural local road and

A. on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or

B. that will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadway."

## Group: Regional Traffic Signal Optimization

Criteria: Applies to maintenance and operation of traffic control devices statewide. Candidate projects include:

A. Regional Traffic Operations Concepts
B. Micro-Regional Traffic Operations
C. Traffic Control Maintenance Contracts
D. Signal Timing
E. Identification of minor operational improvement projects to be submitted for Operational Projects under another Lump Sum category.

Projects will:

A. Have to support the Regional or Statewide Traffic Signal Concept of Operations
B. Focus on operating and maintaining the components of traffic control systems
C. Local or quasi-governmental agencies may be contracted with at the project level.
D. On which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or that will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitations.

## Group: Low Impact Bridges

Criteria: Candidates for this process will require minimal permits, minor utility impacts, minimal FEMA coordination, no on-site detour, and meet other low-impact characteristics as identified in this document. Projects that ultimately qualify for this expedited process also must not exceed

established environmental impact thresholds and thus qualify as a Categorical Exclusion (CE) determinations in compliance with the National Environmental Policy Act (NEPA). The Program has been created with three major principles in mind – safety, stewardship and streamlining.

- The safety of the travelling public is of paramount importance. It is the intent of this program to reduce risk associated with structurally deficient, scour critical, temporarily shored, or fracture critical structures.
- Second only to safety, the program will foster stewardship of Georgia's environmental and financial resources. Projects developed under the Program will seek to minimize the impact to the natural environment while providing long-term cost effective engineering solutions.
- The Program will result in accelerated, streamlined delivery of all phases of the bridge replacement including, planning, design, environmental approval and construction.

# Transportation Improvement Program
# 2018-2021

## Appendix E
### MPO Lump Sum Projects

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# GHMPO Lump Sum Projects

## Appling

| | | | | PE | | ROW | | CST | | UTL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJ** | **PROJ NO.** | **TIP NO.** | **DESCRIPTION** | | | | | | | | |
| 0013171 | | | PEDESTRIAN UPGRADES @ 35 LOCS IN DISTRICT 1 | PE | AUTHORIZED | ROW | PRECST | CST | PRECST | | |

## Banks

| | | | | PE | | ROW | | CST | | UTL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJ** | **PROJ NO.** | **TIP NO.** | **DESCRIPTION** | | | | | | | | |
| M005589 | | | SR 51 FROM CS 871/ATHENS ST/HALL TO SR 164/BANKS | | | | | | | | |

## Clarke

| | | | | PE | | ROW | | CST | | UTL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJ** | **PROJ NO.** | **TIP NO.** | **DESCRIPTION** | | | | | | | | |
| M005686 | | | SR 8; SR 10 & SR 53 CONN @ 5 LOCS - BRIDGE PRESERVATION | | | | | | | | |

## Habersham

| | | | | PE | | ROW | | CST | | UTL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJ** | **PROJ NO.** | **TIP NO.** | **DESCRIPTION** | | | | | | | | |
| M005672 | | | SR 15 @ 2 LOCS & SR 365 @ 6 LOCS - BRIDGE PRESERVATION | | | | | | | | |

## Hall

| | | | | PE | | ROW | | CST | | UTL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJ** | **PROJ NO.** | **TIP NO.** | **DESCRIPTION** | | | | | | | | |
| 0010679 | | | GAINESVILLE MIDTOWN MULTI-USE TRAIL FROM PARKER ST TO SR 60 | | | ROW | PRECST | CST | PRECST | | |
| 0015184 | | | OFF-SYSTEM SAFETY IMPROVEMENTS @ 7 LOCS IN HALL COUNTY | | | | | CST | AUTHORIZED | | |
| 0015572 | | | CR 755/BAKER ROAD @ CSX #848419F | PE | AUTHORIZED | | | CST | PRECST | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0015702 | | | SR 53 FROM CS 921/AHALUNA DRIVE TO CS 966/SHALLOWFORD ROAD | PE | PRECST | | | CST | PRECST | UTL | PRECST |
| M004978 | | | SR 369 FROM FORSYTH COUNTY LINE TO SR 53 | | | | | | | | |
| M005451 | | | I-985 FROM I-85/GWINNETT TO SR 369/HALL | | | | | | | | |
| M005582 | | | SR 284 FROM SR 11BU TO CHATTAHOOCHEE RIVER | | | | | | | | |
| M005583 | | | SR 211 FROM SR 53 TO SR 60 | | | | | | | | |
| M005585 | | | SR 283 FROM SR 52 TO SR 52 | | | | | | | | |
| M005688 | | | SR 53 & SR 60 @ CHATTAHOOCHEE RIVER - BRIDGE PRESERVATION | | | | | | | | |

**Jackson**

| | | | | PE | | ROW | | CST | | UTL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJ** | **PROJ NO.** | **TIP NO.** | **DESCRIPTION** | | | | | | | | |
| M005243 | | | SR 332 FROM SR 11/JACKSON TO SR 60/HALL | | | | | | | | |
| M005367 | | | I-85 @ 17 LOCS IN BARROW & JACKSON - BRIDGE PRESERVATION | | | | | | | | |

# Transportation Improvement Program
# 2018-2021

## Appendix F
### MPO Authorized Projects

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# FY 2017 MPO Authorized Projects - Gainesville

## Clarke

| PROJ | PROJ NO. | TIP NO. | DESCRIPTION | Phase Code | Program Year | Total Funding by CD |
|---|---|---|---|---|---|---|
| M005686 | | | SR 8; SR 10 & SR 53 CONN @ 5 LOCS - BRIDGE PRESERVATION | MPE | 2017 | $64,000.00 |

## Forsyth

| PROJ | PROJ NO. | TIP NO. | DESCRIPTION | Phase Code | Program Year | Total Funding by CD |
|---|---|---|---|---|---|---|
| 122012- | BRF00-0012-01(080) | FT-322 | SR 369 @ CHATTAHOOCHEE RIVER/LAKE LANIER | PE | 2017 | $95,000.00 |

## Habersham

| PROJ | PROJ NO. | TIP NO. | DESCRIPTION | Phase Code | Program Year | Total Funding by CD |
|---|---|---|---|---|---|---|
| M005672 | | | SR 15 @ 2 LOCS & SR 365 @ 6 LOCS - BRIDGE PRESERVATION | MPE | 2017 | $35,000.00 |

## Hall

| PROJ | PROJ NO. | TIP NO. | DESCRIPTION | Phase Code | Program Year | Total Funding by CD |
|---|---|---|---|---|---|---|
| 0000425 | NHS00-0000-00(425) | GH-015 | I-985 NEW INTERCHANGE N OF SR 13 CROSSOVER NEAR MARTIN RD | CST | 2017 | $26,091,621.42 |
| 0007319 | CSSTP-0007-00(319) | GH-078 | SR 347/FRIENDSHIP RD FM MCEVER RD TO LAKE LANIER - PHASE II | CST | 2017 | $10,470,027.04 |
| 0009679 | | GH-023 | SPOUT SPRINGS ROAD FROM I-985 TO UNION CIRCLE - PHASE I | ROW | 2017 | $12,734,496.00 |
| 0013922 | | | I-985 @ CS 991/ELACHEE ROAD IN GAINESVILLE | PE | 2017 | $500,000.00 |
| 0013977 | | | OVERSIGHT SERVICES FOR GAINESVILLE MPO CMAQ PROJECTS-FY 2017 | PE | 2017 | $70,000.00 |
| 0014109 | | | PL GAINESVILLE - FY 2017 | PLN | 2017 | $602,363.63 |
| 0014935 | | | TUMBLING CREEK ROAD @ NORFOLK SOUTHERN RAILROAD | PE | 2017 | $20,000.00 |
| 0015184 | | | OFF-SYSTEM SAFETY IMPROVEMENTS @ 7 LOCS IN HALL COUNTY | CST | 2017 | $165,028.95 |
| 0015572 | | | CR 755/BAKER ROAD @ CSX #848419F | PE | 2017 | $15,000.00 |
| 122060- | STP00-0002-06(048) | GH-020 | SR 11/US 129 FROM LIMESTONE PKWY TO S OF NOPONE RD | ROW | 2017 | $290,000.00 |
| 122066- | BRF00-0002-06(050) | GH-030 | SR 11 @ EAST FORK LITTLE RIVER | CST | 2017 | $11,428,011.49 |
| M004881 | | | SR 347 FM E OF SPOUT SPRINGS RD TO SR 211; EXC EXCEPTION | MCST | 2017 | $575,321.86 |
| M004964 | | | SR 13 FROM CR 630/CANTRELL ROAD TO SR 369 | MCST | 2017 | $2,280,153.67 |
| M005014 | | | SR 53 FROM SR 369 TO 0.03 MI E OF CS 630/MCEVER ROAD | MCST | 2017 | $982,654.16 |
| M005031 | | | SR 11 FROM SR 283 TO WHITE COUNTY LINE | MCST | 2017 | $716,639.73 |
| M005304 | | | I-985 @ CSX #848438K & @ CSX #937972K - BRIDGE PRESERVATION | MCST | 2017 | $185,634.68 |

| | | | | | | |
|---|---|---|---|---|---|---|
| M005451 | | | I-985 FROM I-85/GWINNETT TO SR 369/HALL | MCST | 2017 | $1,918,796.50 |
| M005485 | | | SR 60 FROM CS 577/HOLLY DRIVE TO CR 1013/FRASER CIRCLE | MCST | 2017 | $2,369,597.68 |
| M005493 | | | SR 60 FROM I-985 TO CS 647/WEST AVE | MCST | 2017 | $1,238,154.66 |
| M005504 | | | SR 53 CONN FROM SR 60 TO SR 53 IN GAINESVILLE | MCST | 2017 | $1,269,529.85 |
| M005688 | | | SR 53 & SR 60 @ CHATTAHOOCHEE RIVER - BRIDGE PRESERVATION | MPE | 2017 | $40,000.00 |
| M005693 | | | SR 60 @ CHATTAHOOCHEE RIVER IN GAINESVILLE - BRIDGE REHAB | MPE | 2017 | $75,000.00 |
| S014702 | | | EXT WB RT TURN LANE SR53/MUNDY MILL RD@MATHIS DR ENTER UNG | TSA | 2017 | $196,845.12 |
| S014727 | | | ADDL LMIG WIDEN CS128515/OLD OAKWOOD RD | PR | 2017 | $100,000.00 |
| S014736 | | | RT TURN LANE SR 60/THOMPSON BR RD@CR 1964/OLD DAHLONEGA HWY | TSA | 2017 | $82,050.46 |
| T005969 | | | GAINESVILLE-CRACK SEAL & REMARK AND AIRPORT LAYOUT PLAN | AVIA | 2017 | $366,255.00 |

**Jackson**

| PROJ | PROJ NO. | TIP NO. | DESCRIPTION | Phase Code | Program Year | Total Funding by CD |
|---|---|---|---|---|---|---|
| 0013545 | | BA-008 | I-85 FROM N OF SR 211 TO SR 11/US 129 | PE | 2017 | $616,000.00 |
| S014744 | | | RIGHT HAND PASSING LANE SR 124@CR 709/BOONE RD MP 5.3 | TSA | 2017 | $78,860.59 |

# Transportation Improvement Program
# 2018-2021

## Appendix G
### References

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Below is a list of definitions, abbreviations, funding and phase codes, and acronyms used within the text of the Transportation Improvement Program:

## Abbreviations

| | |
|---|---|
| AADT | Average Annual Daily Traffic |
| BBOND | State Bridge Bond Funds |
| CAC | Citizens Advisory Committee |
| CE | Categorical Exclusion |
| DOT | Department of Transportation |
| FAST | Fixing America's Surface Transportation Act |
| FEMA | Federal Emergency Management Agency |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| GDOT | Georgia Department of Transportation |
| GHMPO | Gainesville-Hall Metropolitan Planning Organization |
| GHPA | Gainesville-Hall Planning Area |
| HB 170 | State Funds |
| HRRR | High Risk Rural Roads |
| LOC | Local |
| L1C0 | On/Off System Bridges Funds |
| LRTP | Long Range Transportation Plan |
| MPO | Metropolitan Planning Organization |
| MTP | Metropolitan Transportation Plan |
| Q10 | On/Off System Bridges Funds |
| RPS9 | Repurposed Federal Earmark Funds |
| RTP | Regional Transportation Plan |
| STIP | State Transportation Improvement Program |
| STP | State Transportation Plan |
| TAP | Transportation Alternatives Program |
| TE | Transportation Enhancement |
| TCC | Technical Coordinating Committee |
| TIP | Transportation Improvement Program |
| UPWP | Unified Planning Work Program |
| USDOT | United States Department of Transportation |

## GDOT Project Phase Codes

| | |
|---|---|
| AVIA | Aviation |
| CST | Construction |
| MCST | Maintenance Construction |
| MPE | Maintenance Preliminary Engineering |
| PE | Preliminary Engineering |
| PLN | Planning |
| ROW or RW | Right-of-Way |
| SCP | Scoping |
| TCAP | Transit Capital |
| TOPR | Transit Operating |
| TPLN | Transit Planning |
| UTL | Utility |

## FHWA Fund Code Program Description

| | |
|---|---|
| BBOND | State Bridge Bond Funds |
| HB 170 | State Funds |
| L220 | STP – Transportation Enhancement |
| L1C0 | On/Off System Bridges |
| Q10 | On/Off System Bridges |
| RPS9 | Repurposed Federal Earmark Funds |
| Z001 | National Highway Performance Program (NHPP) |
| Z002 | National Highway Performance Program (NHPP) Exempt |
| Z231 | STP - Areas with Population Over 5K to 200K |
| Z240 | Surface Transportation Program (STP) Flex |
| Z400 | Congestion Mitigation & Air Quality Improvement (CMAQ) |
| Z940 | Recreational Trails Program (RTP) |
| ZS30 | Highway Safety Improvement Program (HSIP) |
| ZS40 | Railway-Highway - Hazard Elimination |
| ZS50 | Railway-Highway - Protective Devices |

## Urbanized Area Formula Program (5307)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

## Transportation for Elderly Persons and Persons with Disabilities (5310)

This program (49 U.S.C. 5310) provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.

Funds are obligated based on the annual program of projects included in a statewide grant application. The State agency ensures that local applicants and project activities are eligible and in compliance with Federal requirements, that private not-for-profit transportation providers have an opportunity to participate as feasible, and that the program provides for coordination of Federally-assisted transportation services assisted by other Federal sources. Once FTA approves the application, funds are available for state administration of its program and for allocation to individual sub-recipients within the state.

## Formula Grants for Other than Urbanized Areas (5311)

The Formula Grants For Other than Urbanized Areas is a rural program that is formula based and provides funding to states for the purpose of supporting public transportation in rural areas, with population of less than 50,000. The goal of the program is to provide the following services to communities with population less than 50,000:

- Enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation.
- Assist in the maintenance, development, improvement, and use of public transportation systems in non-urbanized areas.
- Encourage and facilitate the most efficient use of all transportation funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services.
- Assist in the development and support of intercity bus transportation.
- Provide for the participation of private transportation providers in non-urbanized transportation.

# A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Adopting Amendment #4 to the 2040 Regional Transportation Plan: 2015 Update

**WHEREAS,** the Regional Transportation Plan (RTP) meets the requirement of Title 23 of the U.S. Code; and

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

**WHEREAS,** the RTP has been amended, per Attachment 1, to provide funds for:

- Railroad crossing on Tumbling Creek Road at Norfolk Southern Railroad (GHMPO# GH-117, PI# 0014935)
- Widening of Old Winder Highway/SR 211 from SR 124 to Friendship Road/SR 347 (GHMPO# GH-118, PI# 0013988)
- Replacement of a bridge on Thompson Bridge Road/SR 60 at Chattahoochee River (GHMPO# GH-119, PI# 0015551)
- Widening of I-985 from I-85 to Mundy Mill Road/SR 53 (GHMPO# GH-120, PI# 0014130)

**WHEREAS,** the RTP Amendment #4 went through a 30-day public comment period from June 4, 2017 through July 3, 2017.

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

A motion was made by PC member _____ and seconded by PC member _____ and approved this the 8th of August, 2017.

_____
Mayor Danny Dunagan, Chair
Policy Committee

DRAFT

Subscribed and sworn to me this the 8th of August, 2017.

_____
Notary Public

My commission expires _____

DRAFT

ATTACHMENT 1

**GHMPO 2040 RTP Draft Amendment #4** 5/16/2017

| Proposed | PI# | Phase | Fund | GHMPO # | Description | Work Type | Fed$ | State$ | Other$ | Total Funding |
|---|---|---|---|---|---|---|---|---|---|---|
| 2018 | 0014935 | ROW | LOCAL | GH-117 | Railroad Crossing on Tumbling Creek Road at Norfolk Southern Railroad | Bridge | $0.00 | $0.00 | $400,000.00 | $400,000.00 |
| 2020 | 0014935 | CST | HB170 & LOCAL | GH-117 | Railroad Crossing on Tumbling Creek Road at Norfolk Southern Railroad | Bridge | $0.00 | $1,000,000.00 | $3,460,000.00 | $4,460,000.00 |
| 2018 | 0013988 | PE | HB170 | GH-118 | SR 211 from SR 124 to SR 347 | Widening | $0.00 | $21,200.00 | $0.00 | $21,200.00 |
| 2020 | 0013988 | ROW | HB170 | GH-118 | SR 211 from SR 124 to SR 347 | Widening | $0.00 | $105,140.00 | $0.00 | $105,140.00 |
| 2022 | 0013988 | UTL | HB170 | GH-118 | SR 211 from SR 124 to SR 347 | Widening | $0.00 | $45,110.00 | $0.00 | $45,110.00 |
| 2022 | 0013988 | CST | HB170 | GH-118 | SR 211 from SR 124 to SR 347 | Widening | $0.00 | $264,980.00 | $0.00 | $264,980.00 |
| 2018 | 0015551 | SCP | Z001 | GH-119 | Bridge on SR 60 at Chattahoochee River | Bridge | $400,000.00 | $100,000.00 | $0.00 | $500,000.00 |
| 2020 | 0015551 | PE | Z001 | GH-119 | Bridge on SR 60 at Chattahoochee River | Bridge | $800,000.00 | $200,000.00 | $0.00 | $1,000,000.00 |
| 2022 | 0015551 | ROW | Z001 | GH-119 | Bridge on SR 60 at Chattahoochee River | Bridge | $800,000.00 | $200,000.00 | $0.00 | $1,000,000.00 |
| 2024 | 0015551 | UTL | Z001 | GH-119 | Bridge on SR 60 at Chattahoochee River | Bridge | $200,000.00 | $50,000.00 | $0.00 | $250,000.00 |
| 2024 | 0015551 | CST | Z001 | GH-119 | Bridge on SR 60 at Chattahoochee River | Bridge | $8,000,000.00 | $2,000,000.00 | $0.00 | $10,000,000.00 |
| 2019 | 0014130 | PE | HB170 | GH-120 | I-985 from I-85 to SR 53 | Widening | $0.00 | $2,650,000.00 | $0.00 | $2,650,000.00 |

Proposed amendment date: August 8, 2017

# MEMORANDUM

**To:** **Technical Coordinating Committee Members**

**From:** **Bill Andrew, City Manager, City of Flowery Branch**

**Date:** **July 19, 2017**

**Re:** **Joint Trail Connection Study in the Sterling/Quarry Area**

---

The City of Flowery Branch, the City of Oakwood, and Hall County are jointly exploring options on how best to route a path from Spout Springs Road, north up on Hog Mountain Road, west to Thurmond Tanner Parkway, and to Oakwood (see the attached map).

This idea of a joint study was discussed at the last Technical Coordinating Committee meeting. We would like to proceed to the next step by requesting funding for a study. Therefore, based on GDOT's PL Funds Review Committee guidelines, GHMPO would like to request additional planning funds totaling $120,000 to develop a joint trail connection study. The application requires a resolution from the Policy Committee and 20% local match from the local jurisdictions. This local match will come in the form of in-kind staff hours spent on conducting this study with a consultant.

***RECOMMENDED ACTION:*** ***Recommend Approval of the Resolution Requesting Additional PL Funds for a joint Trail Connection Study***

*Attachments:* *Draft Resolution*
*Map*

# A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Requesting Additional PL Funds in FY 2018

**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 in-kind match is available and requests consideration of funding from the PL Funds Review Committee for the following proposed activity:

- Joint Trail Connection Study $120,000

A motion was made by PC member _____ and seconded by PC member _____ and approved this the 8th of August, 2017.

_____
Danny Dunagan, Chair
Policy Committee

Subscribed and sworn to me this the 8th of August, 2017.

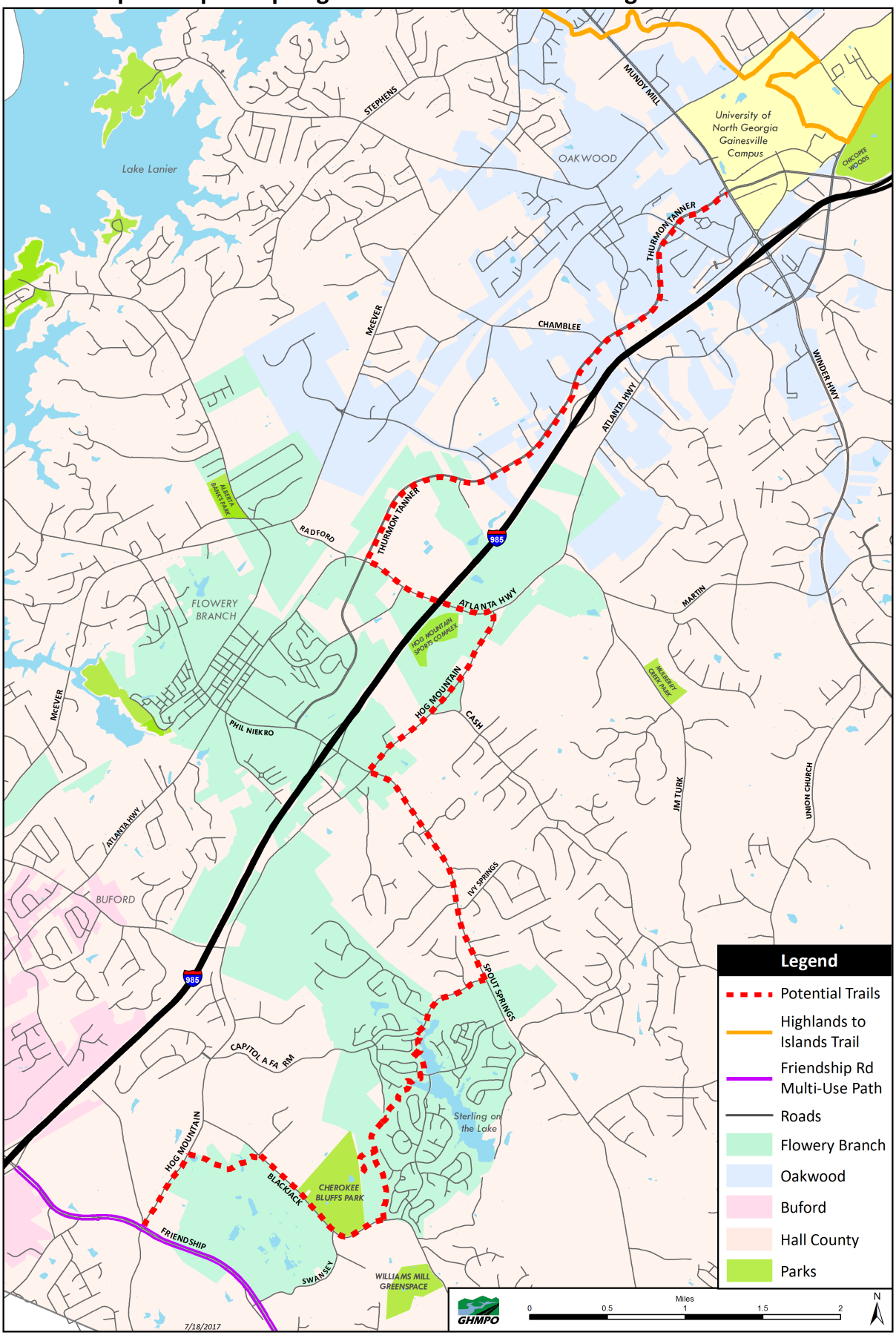
_____
Notary Public

My commission expires _____

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# Potential Trail Connections

## Friendship Rd - Spout Springs Rd - Thurmon Tanner - Highlands to Islands Trail



# MEMORANDUM

**To:** **Technical Coordinating Committee Members**

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

**Date:** **July 19, 2017**

**Re:** **Amendments to GHMPO Complete Streets Policy (2nd Review)**

---

In October 2016, Georgia Bikes, a non-profit organization aimed at improving bicycling conditions and increase ridership throughout the state, produced a Complete Streets Policy Equity Analysis. This report highlighted the strengths and weaknesses of complete streets policies throughout the state, including the policy adopted by GHMPO in 2015. In December 2016, Georgia Bikes shared this report with the GHMPO staff.

GHMPO staff has proposed several edits within the existing policy based upon the recommendations from this report and the Georgia Bikes staff. Those updates include strengthened language regarding consideration of complete streets improvements during maintenance projects, better consideration of all users regardless of age, income, and background, better inclusion of all modes of travel, tracking of planned and completed projects, more comprehensive performance measures when possible, and more defined implementation strategies of complete streets policy decisions wherever possible by GHMPO staff.

***RECOMMENDED ACTION:*** ***Recommend Approval of the Amendments to the GHMPO Complete Streets Policy***

*Attachment: Draft Amendments to GHMPO Complete Streets Policy*
*Georgia Bikes Report*

# GAINESVILLE-HALL METROPOLITAN PLANNING ORGANIZATION
# COMPLETE STREETS POLICY

## VISION

Every public right-of-way shall be planned, designed, constructed, and maintained such that all residents within the Gainesville-Hall Metropolitan Planning Organization (GHMPO) planning area have multi-modal transportation options to safely and conveniently travel to and from their destinations.

## PRINCIPLES

The following guiding principles should be considered throughout all phases of transportation infrastructure design, construction, and maintenance:

- This policy directs decision makers to consistently design and maintain streets for people of all ages, abilities, income levels, and backgrounds by accommodating all anticipated users including but not limited to cars, bikes, pedestrians, freight and commercial vehicles, and emergency response vehicles where possible and appropriate.
- Each phase in the life of a roadway, including planning, funding, designing, constructing, operating, and maintaining of new and modified streets, will be an opportunity to improve the integration of all transportation modes into the roadway.
- Accommodations for people riding bicycles and for people walking should be integrated into new roadway construction and reconstruction projects in a manner that is appropriate to the context of the planned roadway features, surrounding land use, and desires of the community.
- The design and construction of new facilities should anticipate likely demand for bicycling and pedestrian facilities within the design life of the facility.
- The design of intersections should accommodate people riding bicycles and people walking in a manner that allows for safe crossing.
- Complete Streets principles may not apply to short-term maintenance activities designed to keep assets in serviceable condition (e.g. mowing, sweeping, and spot repair, or interim measures on detour or haul routes). Complete Streets principles do apply to resurfacing activities. Resurfacing efforts should be used, when applicable, as opportunities to create new facilities, such as bike lanes or to improve existing facilities such as reconditioning road shoulders.
- Complete Streets may be achieved through single projects, incrementally through a series of smaller improvements, or through maintenance activities.
- The transportation network should be planned and constructed as a well-connected system that encourages multiple connections to destinations.
- Not all roadways are suitable for complete streets treatment. In corridors whose primary purpose is to carry inter- and intra-regional traffic, for example, a limited range of modal accommodations may be appropriate. At a minimum, sidewalks should be installed unless local conditions dictate otherwise.
- Planned and completed Complete Streets projects ought to be tracked and made publically available, including exemptions.
- Exemptions to the Complete Streets policy include:
    - Cost, Equivalent Facility, Need, Critical Safety Issue, Environmental Impact, Context Sensitivity, & User Restrictions

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## STRATEGIES

- The GHMPO will provide technical support to local governments as necessary to assist in developing, implementing and funding complete streets policies, programs and projects.
- The GHMPO shall develop a procedure to provide financial assistance to worthy complete streets projects with an emphasis on funding projects that provide high benefit at low cost.
- Every jurisdiction in the GHMPO planning area is encouraged to adopt a Complete Streets Policy appropriate for its community. In addition, GHMPO will continue to work with all agencies within the planning area to achieve a region wide complete streets vision wherever possible.
- Complete Streets Elements should be considered when local governments develop, modify or update local government comprehensive plans, manuals, rules, regulations and programs, as appropriate.
- American Association of State Highway and Transportation Officials (AASHTO) compliant transportation facilities for all modes, including pedestrian, bicycle, public transit, and motor vehicle, should be provided on all roadways as applicable.
- Local governments are encouraged to apply context sensitive solutions to solve transportation problems in a manner consistent with community characteristics and as desired by local officials, citizens and stakeholders.
- When possible, context sensitive streetscape plans that incorporate appropriate Georgia plants and landscaping materials should be developed whenever a street is newly constructed, reconstructed, or relocated.
- Design standards should include performance measures for tracking the progress of implementing the Complete Streets Policy and detail the procedures for granting exceptions. Performance measures may include, but are not limited to:
    - Number of Crashes
    - Injuries and Fatalities for all Modes
    - Number of Countdown Signals
    - Miles of Bike Lanes
    - Percentage of Sidewalk Network Completed
- Augmenting non-transportation projects, such as, storm water or private sector development, to concurrently implement complete streets principles should be considered as a cost-effective means to achieve mobility enhancements.
- The GHMPO and local jurisdictions are encouraged to cooperatively implement complete streets concepts on appropriate local roads by, for example, augmenting resurfacing projects or other major construction activity, filling sidewalk gaps, ensuring transit stops on local roads are accessible, resolving potential permitting issues early in the project development process.
- Implementation of the GHMPO Complete Streets Policy will proceed as follows:
    - GHMPO staff will make the Complete Streets policy a routine part of everyday operations and shall approach all transportation projects as an opportunity to improve the transportation network for all users of all abilities and will work in coordination with all jurisdictions.
    - GHMPO will maintain a priority list of all transportation improvement projects including those for problem intersections and roadways.
    - GHMPO will continue to maintain a comprehensive network of bike and pedestrian infrastructure and identify key projects that could help to eliminate any gaps within that network.
    - GHMPO will continue to train staff on best Complete Streets principles and practices.
    - GHMPO will seek out appropriate funding sources for successful implementation of Complete Streets policies.

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# Moving Georgia Forward:
# Opportunities for Complete Streets for All



Submitted by:
Naomi Doerner & Charles Brown
October 2017

### *Gainesville*

#### City Overview

Home to the University of North Georgia and Northeast Georgia Medical Center—and with a population of 35,804, Gainesville is the largest of six cities that comprise Hall County. It is located within the northeastern section of the State of Georgia approximately 50 miles northeast of Atlanta and 100 miles southwest of Greenville, South Carolina.

As the business hub for Northeast Georgia, Gainesville's daytime population is estimated in excess of 100,000. Gainesville is the principal city of, and is included in, the Gainesville, Georgia Metropolitan Statistical Area, which is included in the Atlanta-Sandy Springs-Gainesville, Georgia-Alabama Combined Statistical Area.

Between the University of North Georgia and Northeast Georgia Medical Center as well as many other local businesses, Gainesville's downtown core and main street are vibrant active centers of commerce. Additionally, Georgia's tax incentive program for the film industry has benefited Gainesville as it's nestled at the scenic foothills of the Blue Ridge Mountains and is also halfway between the authentic Appalachian art and heritage of Georgia's mountains and the urban city center of Atlanta.

In addition to the many other attractions for locals and tourists, Gainesville lists several major points of interest including the Lake Lanier, Lake Lanier Rowing Club and Lake Lanier Canoe and Kayak Club, and Quinlan Arts Center.

Gainesville is led by Danny Dunagan and the Gainesville City Council, which represent 10 wards or districts.[vi]

#### Demographic Overview

As shown in the table below, the City of Gainesville has experienced decline and growth in a number of key areas over the past decade. The city's total population has increased by over six percent and the county's median age in years has increase by 4.6%, with the largest increase seen in those under 18 years of age. The largest population gains were among Black, most significantly, and Asian populations. There has been an increase in those with a bachelor's degree or higher and the percentage of those workers 16 years and over in the labor has slightly increased. The percentage of unemployed civilians and persons below poverty has also increased. Public transit use has decreased substantially along with the percentage of workers 16 years and over who commute. With a recent walk score of 31, the county remains a car-dependent county for most of its residents.

*"This policy gives public notice that GHMPO values multiple modes of transportation and will consider the needs of all users including pedestrians, bicyclists, and transit users, not only drivers."—Sam Baker, Transportation Planning Manager, Gainesville-Hall County Metropolitan Planning Organization*

***Table 3: Demographics of Gainesville (GA)***

| Variables | State of Georgia ACS 2010-2014 | Gainesville ACS 2006-2009 | Gainesville ACS 2010-2014 | Census Tract Change 06-10 to 10-14 |
|---|---|---|---|---|
| | | **Population** | | |
| **Total Population** | 9,907,756 | 32,881 | 34,938 | 6.26% |
| | | **Age** | | |
| **Median Age in Years** | 35.8 years | 28.4 | 29.7 | 4.58% |
| **25 to 44 years old** | 2,741,813 | 10,138 | 10,071 | -0.66% |
| **Under 18 years** | 2,488,668 | 10,852 | 11,782 | 8.57% |
| **65 years and over** | 1,138,236 | 3,369 | 3,623 | 7.54% |
| | | **Race** | | |
| **White** | 5,989,234 | 25,544 | 23,301 | -8.78% |
| **Black** | 3,056,726 | 3,838 | 5,772 | 50.39% |
| **Hispanic** | 896,717 | 15,627 | 14,151 | -9.45% |
| **Asian** | 344,195 | 829 | 1,513 | 82.51% |
| | | **Household** | | |
| **Total households** | 4,114,496 | 10,704 | 11,339 | 5.93% |
| **Median Household Income** | $49,342 | $37,866 | $39,791 | 2.46% |
| | | **Economic** | | |
| **Total Businesses** | 929,864 | | | - |
| **Workers 16 years & over in labor force** | 4,791,503 | 14,679 | 14,881 | 1.38% |
| **Unemployed Civilians** | 513,056 | 991 | 1,580 | 59.43% |
| **Persons below poverty** | 18.5% | 22.80% | 28.10% | 23.25% |
| | | **Education** | | |
| **H.S. Graduate or higher** | 85% | 66.40% | 72.50% | 9.19% |
| **Bachelor's degree or higher** | 28.3% | 20.40% | 23.30% | 14.22% |
| | | **Commute** | | |
| **Workers 16 years & over who commute** | 4,253,203 | 14,679 | 14,881 | 1.38% |
| **Public Transportation** | 89,210 | 44 | 30 | -31.82% |
| **Mean Travel time to work in minutes** | 27.2 mins | 22.9 | 21.4 | -6.55 |
| **Walk Score** | - | 30 | 31 | 3.33 |
| **Transit Score** | - | - | - | - |
| **Bike Score** | - | - | - | - |

## County Health Ranking

Health data is not available at the city level but is available at the county level. According to the County Health Rankings and Roadmap provided by the Robert Wood Johnson Foundation, Hall County (GA) as a whole is ranked 14th in Health Outcomes and 25st in Health Factors out of 159 counties in the State of Georgia. Significant negative factors impacting the county's rankings include unemployment and children in poverty. The county's physical environment also ranks low, 107th out of 159 counties in the State of Georgia, which likely contributes to long commutes.[vii]

## Active Transportation Overview

The City of Gainesville's and Public Works Department oversees transportation planning and engineering for the county, and the Gainesville-Hall Metropolitan Planning Organization oversees funding to the region and long-range planning in the region. In recent years, the City and Region have completed several projects, including intersection, local road, and pavement improvements. Additionally, a main street corridor improvement project is underway and a Greenway is in development.[viii]

## Complete Streets Background and Policy Analysis

The Gainesville-Hall Metropolitan Planning Organization's Complete Streets policy unanimously passed a complete streets resolution in 2015. The resolution, solidified the Gainesville-Hall Metropolitan Planning Organization's role in ensuring "Every public right-of-way shall be planned, designed, constructed, and maintained such that all residents within the Gainesville-Hall Metropolitan Planning Organization (GHMPO) planning area have multi-modal transportation options to safely and conveniently travel to and from their destinations...(See Figure 1)."[ix]

The Gainesville-Hall Metropolitan Planning Organization's Complete Streets policy was listed and rated along with several hundred other state, regional, and municipal policies in "The Best Complete Streets Policies of 2015" published the National Complete Streets Coalition of Smart Growth America. In the publication, complete streets policies (i.e., legislation, ordinances, resolutions, etc.) are given a maximum of 5 points per category and, after weighted, a total score between 0 and 100. The total weighted score illustrates how well a policy incorporates the ten elements of an ideal complete streets policy. The ten elements are:

1. Vision and Intent
2. All Users and Modes
3. All projects and phases
4. Exceptions
5. Network
6. Jurisdiction
7. Design
8. Context sensitivity
9. Performance standards
10. Implementation steps.

The Gainesville-Hall Metropolitan Planning Organization's Complete Streets policy received a total score of *46.4*. While the score was much lower the top score of 92 given to the City of Indianapolis, Indiana, it rated more favorably than others and much higher than the lowest score of 11.6 given to Fairbanks, Arkansas. Gainesville-Hall Metropolitan Planning Organization's Complete Streets policy lower the than average score was in part due to the fact that the policy received several 0 to low points in points in several weighted categories. Combined, the policy received perfect scores (4-5 points) in five of the ten categories, including all projects and phases, network, and content sensitivity. Conversely, the policy received 1 or less points in the following categories: all users, exceptions, performance standards, and implementation steps. A score of 0 means that the policy either included language that was not sufficient and meaningful enough to garner a point or it did not address the element at all. [x]

# MEMORANDUM

**To:** **Technical Coordinating Committee Members**

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

**Date:** **July 19, 2017**

**Re:** **Title VI & Environmental Justice Analysis**

---

The Gainesville-Hall Metropolitan Planning Organization (GHMPO) receives federal transportation planning funds. The Civil Rights Act of 1962 requires all agencies receiving federal funds to prepare a Title VI and Environmental Justice Analysis and annually update it. This document reviews and demonstrates whether and how a recipient is utilizing such federal funds for the benefit of everybody and not just for a segment of the population. In addition, it analyzes if there are any adverse impacts of a recipient's projects or activities, those impacts are being shared by everybody and not unfairly being borne by certain segments of the population, especially the low income and minority populations.

GHMPO has updated its Title VI and Environmental Justice Analysis by revising the maps with the most current data available, among other changes.

***RECOMMENDED ACTION:*** ***Recommend Approval of the Title VI and Environmental Justice Analysis***

*Attachment: Draft Title VI and Environmental Justice Analysis*

# Title VI Program and Environmental Justice Analysis




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 the**

**Georgia Department of Transportation**

**Federal Highway Administration**

**Federal Transit Administration**

**Hall County Government**

GHMPO

**Proposed Adoption: August 8, 2017**

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# A Resolution by the
# Gainesville-Hall Metropolitan Planning Organization Policy Committee
# Updating the Title VI Program and Environmental Justice Analysis

**WHEREAS**, the federal regulations, Fixing America's Surface Transportation (FAST) Act, mandate that Metropolitan Planning Organizations develop a Title VI Program and Environmental Justice Analysis; and

**WHEREAS**, the Gainesville-Hall Metropolitan Planning Organization (GHMPO) has been designated by the Governor of the State of Georgia as the body responsible for the transportation planning process for Hall County and a western portion of Jackson County; and

**WHEREAS**, as a sub-recipient of federal funds from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) via the Georgia Department of Transportation (GDOT), the GHMPO is required to comply with Title VI of the Civil Rights Act of 1964 which prohibits discrimination based on race, color and national origin; and

**NOW, THEREFORE, IT IS HEREBY RESOLVED,** that the Gainesville-Hall Metropolitan Planning Organization update the Title VI Program and Environmental Justice Analysis.

**IT IS FURTHER RESOLVED**, that a certified copy of this resolution be furnished to the Georgia Department of Transportation.

**I HEREBY CERTIFY** that the Gainesville-Hall MPO Policy Committee adopt the foregoing resolution.

This 8th day of August, 2017

| | |
|---|---|
| Chairperson, Mayor Danny Dunagan<br>MPO Policy Committee | Attest:<br>Joseph Boyd, GHMPO Secretary |

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# Title VI and Environmental Justice

## Civil Rights Laws

Discrimination is defined as "That act (action or inaction), whether intentional or unintentional, through which a person in the United States solely because of their race, color, national origin, sex, age, disability, etc. is subjected to disparate/unequal treatment or impact, in any program or activity receiving Federal financial assistance." (FHWA 23 U.S.C)

Title VI of the 1964 Civil Rights Act states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." (42 U.S.C. 2000d). The Civil Rights Restoration Act of 1987 broadened protection to all programs and activities of federal aid recipients, sub-recipients, consultants, and contractors, whether or not a program and activities are federally assisted or not.

## How Title VI Applies to the GHMPO

The GHMPO is a sub-recipient of federal funds from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) via the Georgia Department of Transportation (GDOT). In addition, by providing services to the community in the form of transportation planning including transit planning for Hall Area Transit (HAT), the GHMPO is obligated to follow Title VI requirements. The GHMPO is required to:

1. **Sign Title VI Assurances (USDOT Regulation 49 CFR 21, FHWA 23 CFR 200) updated every three years.** Assurances serve primarily two major purposes: 1) they remind prospective recipients of their nondiscrimination obligations, and 2) they provide a basis for the Federal government to sue to enforce compliance with these statutes. If an applicant for Federal assistance refuses to sign a required assurance, the agency may deny assistance only after providing notice of the noncompliance, an opportunity for a hearing, and other statutory procedures.

2. **Create a Title VI Plan or sign GDOT's nondiscrimination agreement.** FHWA deems it a best practice for local governments serving 100,000 or more persons to develop a Title VI Plan and update it annually.

   FHWA "Title VI Non-discrimination in the Federal Highway Highway-Aid Program" Data Collection: Sub-recipients are required to keep accurate and complete records necessary to ascertain whether they are complying with Title VI. The reports should be submitted in a timely manner. In addition, sub-recipients should have available racial and ethnic data showing the extent to which members of minority groups are beneficiaries of programs receiving Federal financial assistance (49 CFR § 21.9(b)).

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## Title VI Notice and Posting Locations

The Title VI Public Notice is included as Appendix A to this document. At a minimum, the notice will be posted in public areas of the GHMPO including the lobby of the Hall County Government Center and on the GHMPO website at www.ghmpo.org.

## Instructions to Submit a Title VI Complaint

The "Complaint Resolution Procedure to Ensure Non-Discrimination in Federally Assisted Programs or Activities Participated in by the Gainesville-Hall Area Metropolitan Planning Organization" containing the purpose, scope, responsibilities and complaint form is included as Appendix B to this document. At a minimum, the complaint form will be posted in public areas of the GHMPO including the lobby of the Hall County Government Center and on the GHMPO website at www.ghmpo.org.

## Title VI Investigations, Complaints, and Lawsuits

There have been no investigations, complaints, or lawsuits that pertain to allegations of discrimination on the basis of race, color, and/or national origin in transportation planning programs or in transit-related activities since the creation of the GHMPO in 2004.

## Designated Title VI Liaisons

GHMPO Title VI Liaisons deal with issues and complaints as part of Title VI implementation and monitoring of activities receiving federal financial assistance.

Key duties of the Title VI Liaisons include:

- Maintain knowledge of Title VI requirements.
- Attend training on Title VI and other nondiscrimination authorities when offered by GDOT or any other regulatory agency. GHMPO staff attended Title VI/Americans with Disabilities Act (ADA) training sessions sponsored by GDOT in 2009, 2010, 2013 and 2015.
- Disseminate Title VI information to the public including in languages other than English, when necessary.
- Develop a process to collect data related to race, gender and national origin of service area population to ensure low income, minorities, and other underserved groups are included and not discriminated against.
- Implement procedures for the prompt processing of Title VI complaints.

**Title VI Liaison**
Shamsul Baker
GHMPO
770-297-2604
2875 Browns Bridge Road
Gainesville, GA 30504

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# Environmental Justice

On February 11, 1994, President Bill Clinton signed executive Order 12898 (Federal Action to Address Environmental Justice in Minority Populations and Low Income Populations). The aim of the executive order was to avoid, minimize, or mitigate uneven negative environmental, social and economic effects on minority and low income populations. The executive order focused attention on Title VI by providing that "each agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations." In support of Executive Order 12898, the U.S. Department of Transportation issued Order on Environmental Justice U.S. DOT Order 5610.2, which clarifies and reinforces Title VI responsibilities, as well as addresses the effects on low-income populations.

In general, this means that for any program or activity for which any federal funds will be used, the agency receiving the federal funds:

- Must make meaningful effort to involve low income and minority populations in the processes established to make the decision about the use of the federal funds, and

- Must evaluate the nature, extent, and incidence of probable favorable and adverse human health or environmental impacts of the program or activity upon minority or low-income populations.

## Participation Plan

The GHMPO's latest Participation Plan is a separate document and was approved by the Policy Committee on March 15, 2016. The Plan outlines how the GHMPO will actively engage the public in order to create transportation plans that will serve the area's transportation needs. The document includes statutory requirements for non-discrimination for those covered under the Civil Rights Act of 1964, those with disabilities, and low-income populations. The Limited English Proficiency (LEP) Plan was approved in 2010 and is updated and included in Appendix C of this document.

## Committee Participation

The GHMPO bylaws determine membership makeup of the three GHMPO committees. The GHMPO Technical Coordinating Committee (TCC) sixteen voting members represent staff members of: GHMPO, Hall County, Jackson County, City of Gainesville, City of Oakwood, City of Flowery Branch, Town of Braselton, GDOT, Hall Area Transit (HAT), and Georgia Mountains Regional Commission (GMRC). The twenty non-voting members represent staff from: the towns of Clermont and Gillsville, the cities of Lula, Buford and Hoschton, FHWA, FTA, GDOT, Citizens Advisory Committee (CAC), Northeast Georgia Medical Center (NEGMC), Greater Hall Chamber of Commerce (GHCC), area law enforcement departments, and area school districts. The nineteen GHMPO CAC members are appointed by the elected

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officials of the member jurisdictions within the GHMPO. Member representation is as follows: eight from Hall County, five from the City of Gainesville, two from the City of Oakwood, two from the City of Flowery Branch, one from Jackson County, and one from the Town of Braselton. The CAC functions as a public information and involvement committee. The CAC is entrusted with informing the GHMPO Policy Committee (PC) of the community's perspective while providing information to the community about transportation policies and issues. All the GHMPO plans and programs go through these two committees for review and comments before they can be adopted by the Policy Committee. The six voting GHMPO Policy Committee members represent: Hall County, Jackson County, the City of Gainesville, the City of Oakwood, the City of Flowery Branch, and GDOT. The fourteen non-voting members represent: the Town of Braselton, the cities of Buford, Clermont, Gillsville, Lula and Hoschton, GHMPO, CAC, TCC, FHWA, FTA, GDOT Intermodal, GDOT District One, and HAT.

## Committee Makeup

The following table shows the racial/gender makeup of the GHMPO standing committees as of July 1, 2017:

| Committee | Total | Female | % Female | Minority | % Minority |
|---|---|---|---|---|---|
| PC | 21 | 4 | 19% | 4 | 19% |
| TCC | 35 | 11 | 31% | 5 | 14% |
| CAC | 19 | 6 | 32% | 1 | 5% |

As the committees expand and/or membership changes occur, the makeup will be subject to change.

## Outreach Methods

GHMPO involves the community through public meetings and three standing committees in each step of the Transportation Improvement Program (TIP), Long Range Transportation Plan (LRTP) -- our most recent is the Gainesville-Hall Regional Transportation Plan: 2015 Update (RTP Update), Unified Planning Work Program (UPWP), EJ and Participation Plan development processes. GHMPO staff presents information to the public and committees at their respective meetings, invites comments, and answers questions. Comments from both the committees and public are investigated in the plan development process and incorporated into the plans.

The public participation residents within the GHMPO planning area includes a combination of the following methods: public meetings, sending draft plans to the reviewing agencies, publishing public notices and media coverage in the newspaper, *Gainesville Times*, local governments through their participation in the committees, advertising the meeting notices on GHMPO's website (http://www.ghmpo.org), and mass mailings based on a database of interested parties.

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## Information Presentation Methods

Besides giving formal presentations with visualization tools, GHMPO prepares information boards with maps and pertinent information, answers questions, and conducts one-on-one conversations with participants at public meetings. GHMPO distributes comment sheets and/or surveys that participants can either write down their responses at the meeting or return them at a later time.

## Demographic Profile of GHMPO Area

### Demographic Terms

*Low-Income* means a person whose median household income is at or below the Department of Health and Human Services' poverty guidelines.

*Minority* means a person who is (1) Black (a person having origins in any of the black racial groups of Africa); (2) Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race); (3) Asian American (a person having origins in any of the peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); (4) American Indian and Alaskan Native (a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition); and (5) Native Hawaii or Other Pacific Islanders (a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands). Additionally, any person who responded to the US Census as being either solely or a mix of one of these minority groups qualifies as being in the minority population.

*Elderly Population* means individuals age 65 and over.

*Disabled Population* means individuals with mobility limitation, self-care limitation, or people with both mobility limitation and self-care limitation.

## Title VI and EJ Populations

The following maps show relevant demographic characteristics of population in the planning area, including poverty status, racial and ethnic background, vehicle ownership, age, and physical condition. It should be noted that unincorporated and incorporated areas of Hall and Jackson Counties do not necessarily follow census tract boundaries.

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Figure 1 shows that the densest concentration of households below the poverty level is in central Gainesville stretching outward to the north and south of Hall County. Somewhat less dense poverty level populations can be found in eastern Gainesville into East Hall.

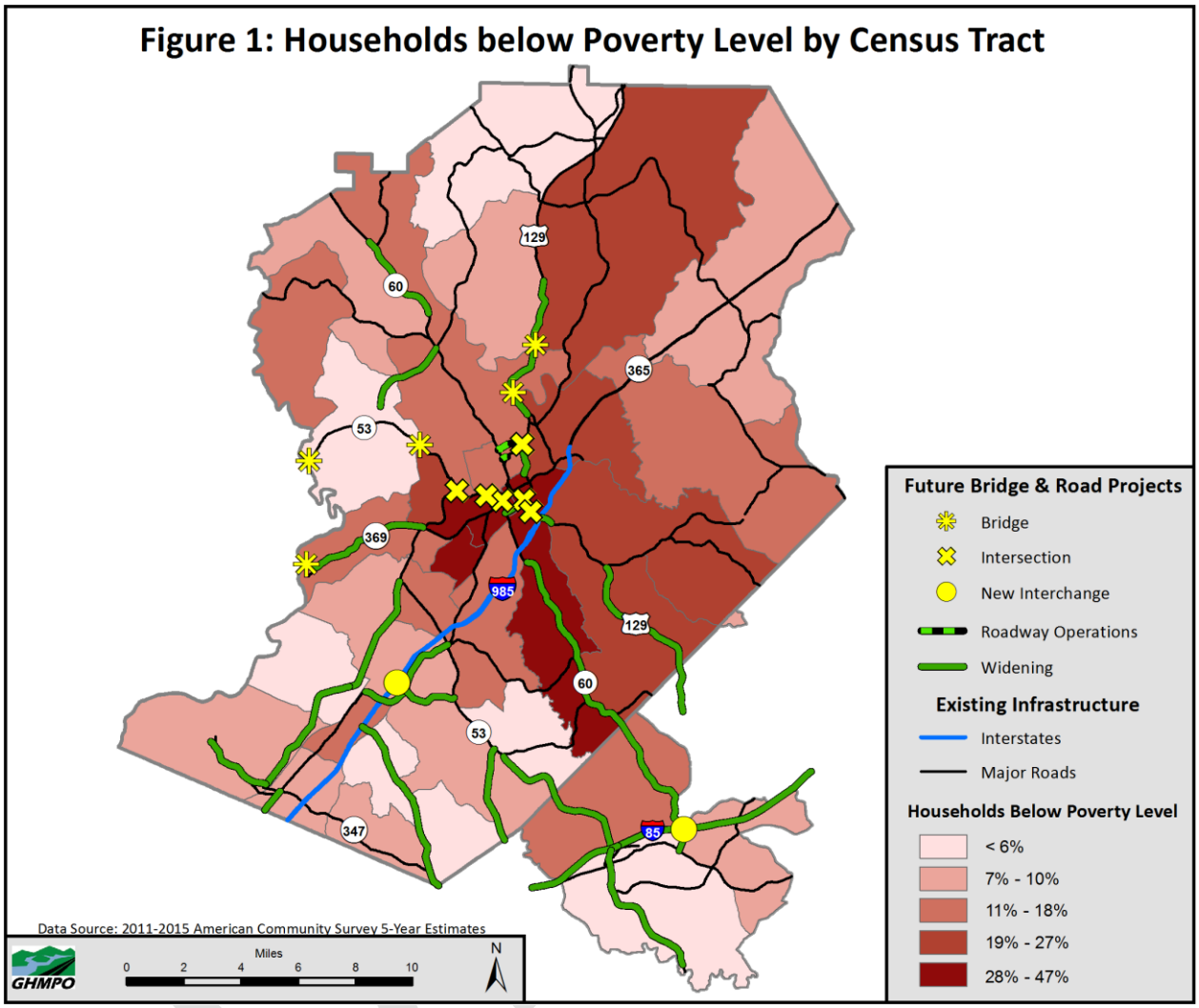


Figure 2 reveals a pattern similar to Figure 1 where households without vehicles appears to have a correlation to households below poverty level.

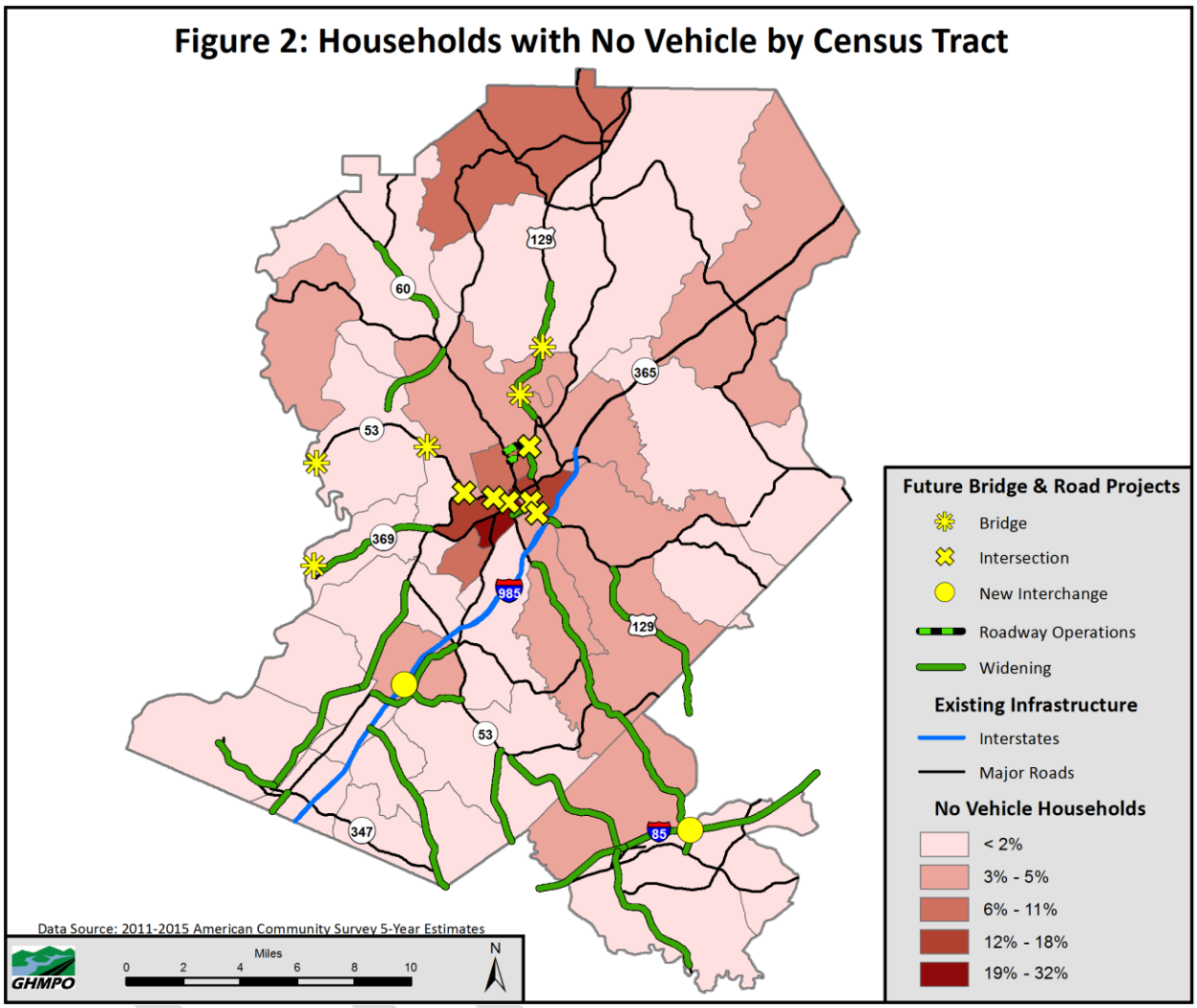
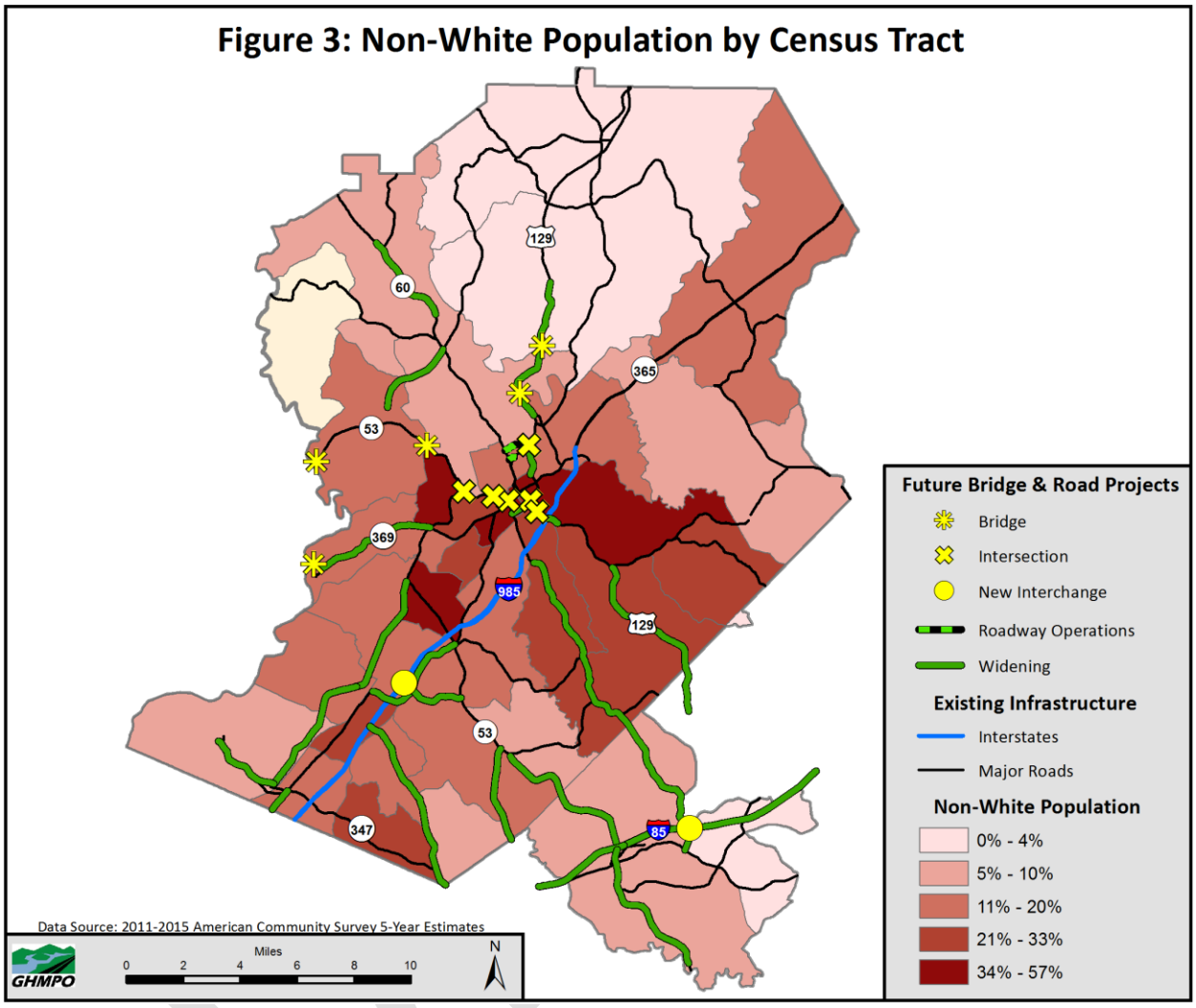


Figure 3 shows that the non-White population is concentrated in Gainesville, with fewer racial and ethnic minorities living in North Hall, South Hall near Flowery Branch, and a portion of western Jackson County.




Title VI also requests information on the national origin of residents served by a governmental entity. Due to the diversity of the GHMPO planning area, only those residents born outside the United States are enumerated and mapped. Approximately 17% of residents in the GHMPO area are foreign born. Table 1 indicates the majority of residents born abroad are from Latin America. Figure 4 shows the most populated areas for Hispanic or Latino People are central Gainesville and Southeast Hall. Somewhat less dense areas for Hispanic or Latino population extend to eastern and southern Hall.

**Table 1: World Region of Birth of Foreign Born**

| Birth Region | Hall County | Jackson County | GHMPO Area |
|---|---|---|---|
| **Europe** | 3% | 10% | 3% |
| **Asia** | 9% | 17% | 9% |
| **Africa** | 2% | 1% | 2% |
| **Oceania** | 0% | 0% | 0% |
| **Latin America** | 85% | 70% | 85% |
| **Northern America** | 1% | 1% | 1% |

Source: U.S. Census Bureau, 2011-2015 American Community Survey.

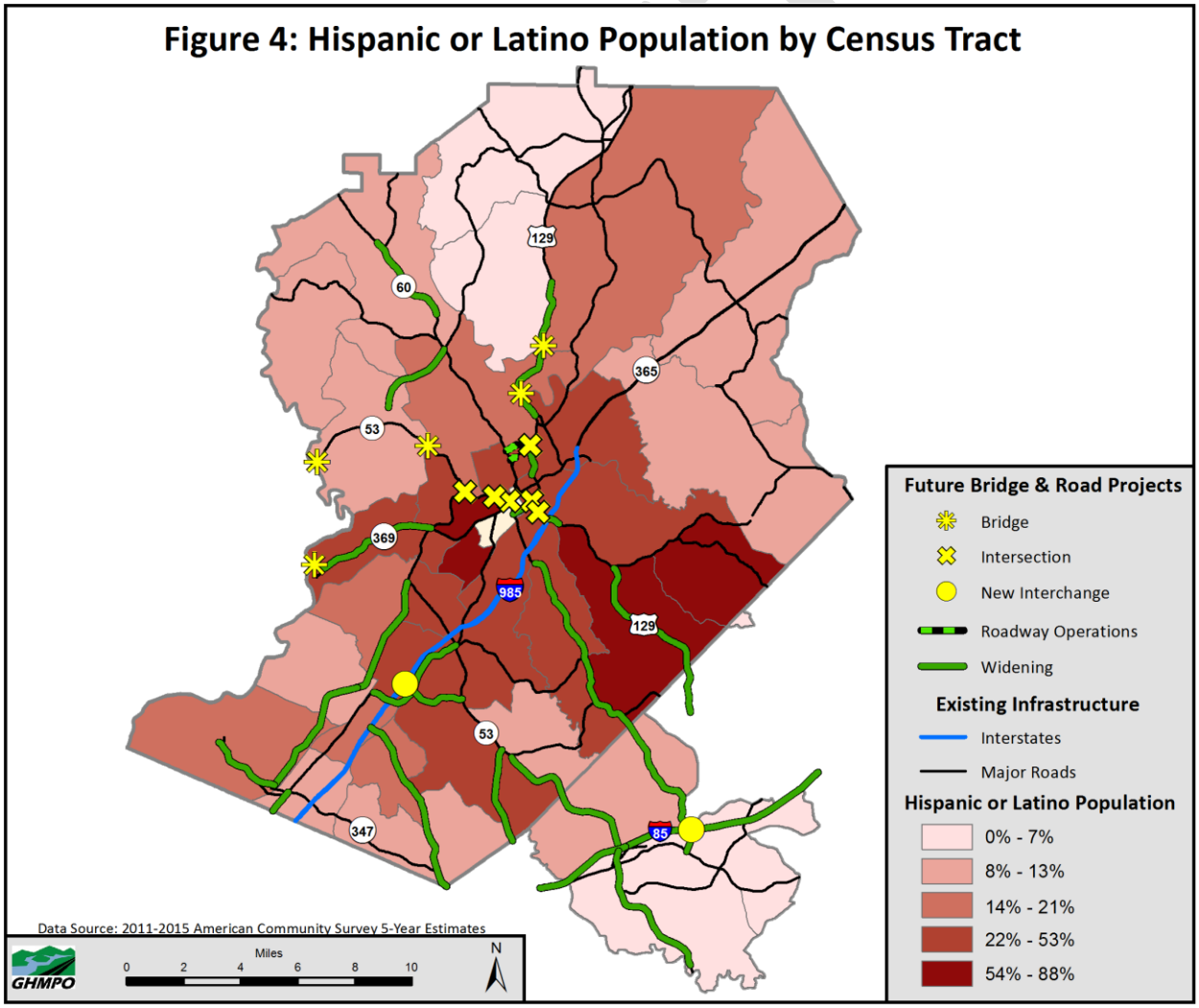
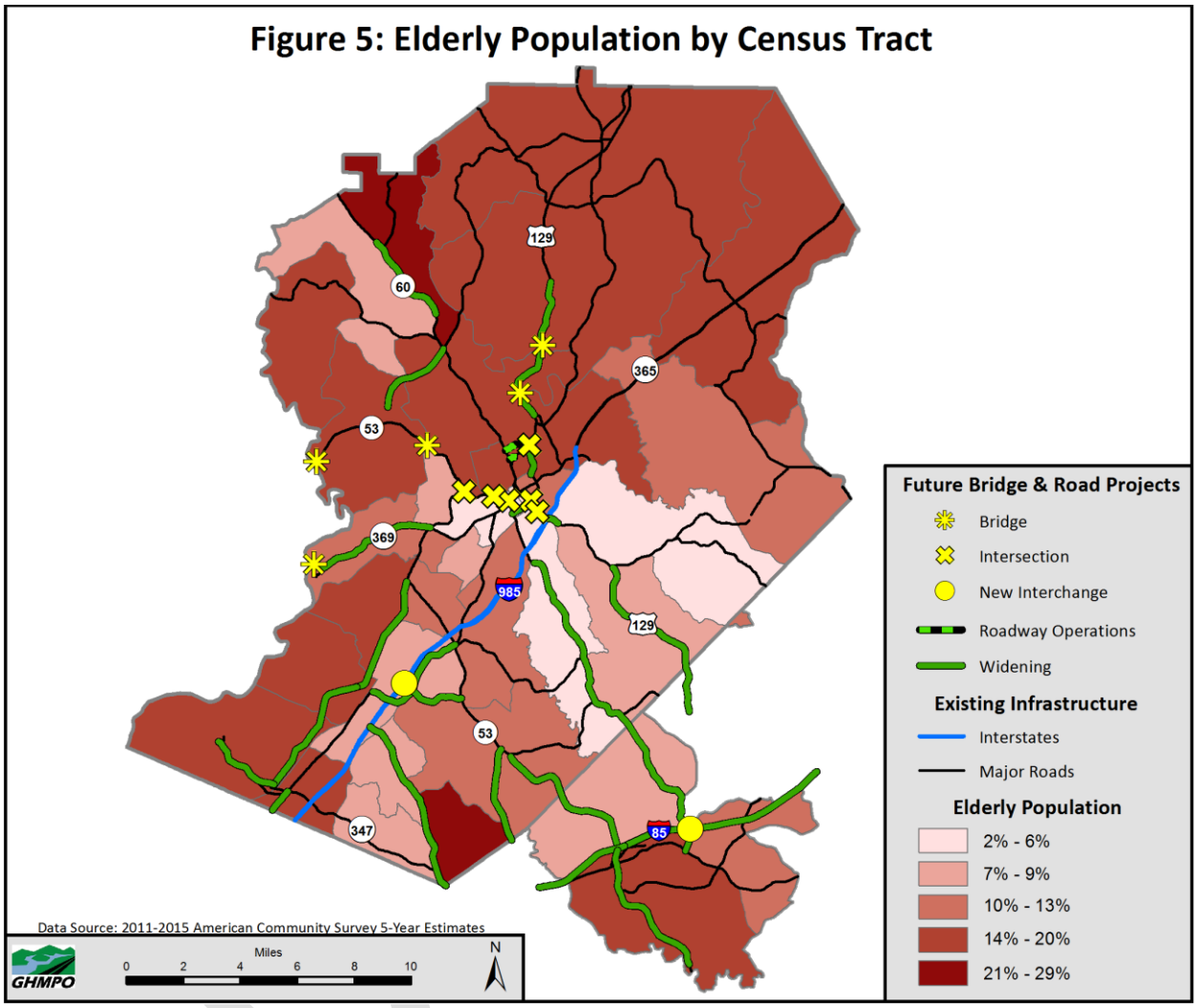
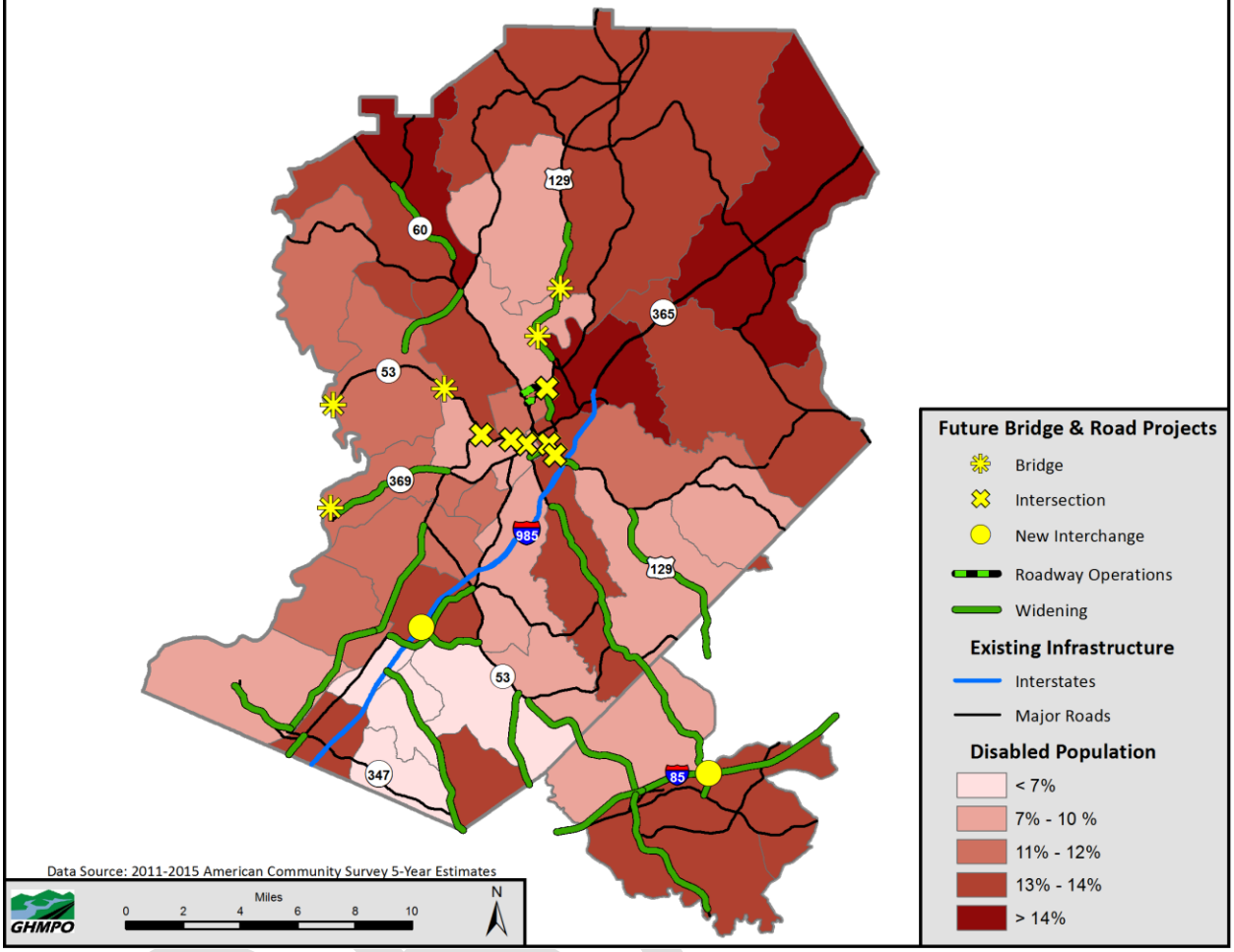


Figure 5 and Figure 6 show the elderly and disabled population in the GHMPO area. According to 2011-2015 American Community Survey 5-year Estimates, 11% of the population is elderly people, and 12% of the population is disabled. The most populated area for elderly and disabled people is North Hall.



## Figure 6: Disabled Population by Census Tract




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# Title VI and EJ Target Population in GHMPO Planning Area

The target populations in the GHMPO transportation planning area primarily include minorities (Blacks, Hispanic populations, Asian Americans, American Indians and Alaskan Natives, Native Hawaiian or Other Pacific Islanders, people with two or more races) and low-income population (persons below poverty). In addition, elderly and disabled populations as well as people with no vehicles are also displayed for consideration as disadvantaged populations. This information is used for the equitable participation process and for planning other related transportation improvements. The thresholds used for defining target populations are the percent of a population of a census tract that exceeds countywide averages for given category.

Table 2 summarizes thresholds for determining Title VI target populations and environmental justice populations in the GHMPO planning area. When these parameters are applied to each tract, 23 of 39 census tracts or 63% of the target population meets one or more thresholds. Of course, within each tract, the distribution of target populations will vary.

**Table 2: Summary of Demographic Profile**

| U.S. Census Categories (2011-2015) | Hall County | Jackson County | GHMPO Area |
|---|---|---|---|
| **White** | 83% | 88% | 84% |
| **Hispanic or Latino (of any race)** | 27% | 7% | 25% |
| **Black or African American** | 8% | 7% | 7% |
| **Asian** | 2% | 2% | 2% |
| **American Indian and Alaska Native** | 0% | 0% | 0% |
| **Native Hawaiian and Other Pacific Islander** | 0% | 0% | 0% |
| **Some Other Race*** | 6% | 1% | 6% |
| **Two or More Races** | 2% | 2% | 2% |
| **Families below Poverty Level** (2011-2015)** | 14% | 11% | 14% |
| **Households with No Vehicle** | 3% | 2% | 3% |
| **Elderly** | 13% | 13% | 13% |
| **Disabled** | 10% | 13% | 11% |

Source: U.S. Census Bureau, 2011-2015 American Community Survey.

* "Some Other Race" includes all other responses not included in the White, Black or African American, American Indian or Alaska Native, Asian, and Native Hawaiian or Other Pacific Islander race categories described above. Respondents reporting entries such as multiracial, mixed, interracial, or a Hispanic or Latino group (for example, Mexican, Puerto Rican, Cuban, or Spanish) in response to the race question are included in this category.
U.S. CENSUS BUREAU Overview of Race and Hispanic Origin: 2010

**Percentage of families and whose income in the past 12 months is below the poverty level.

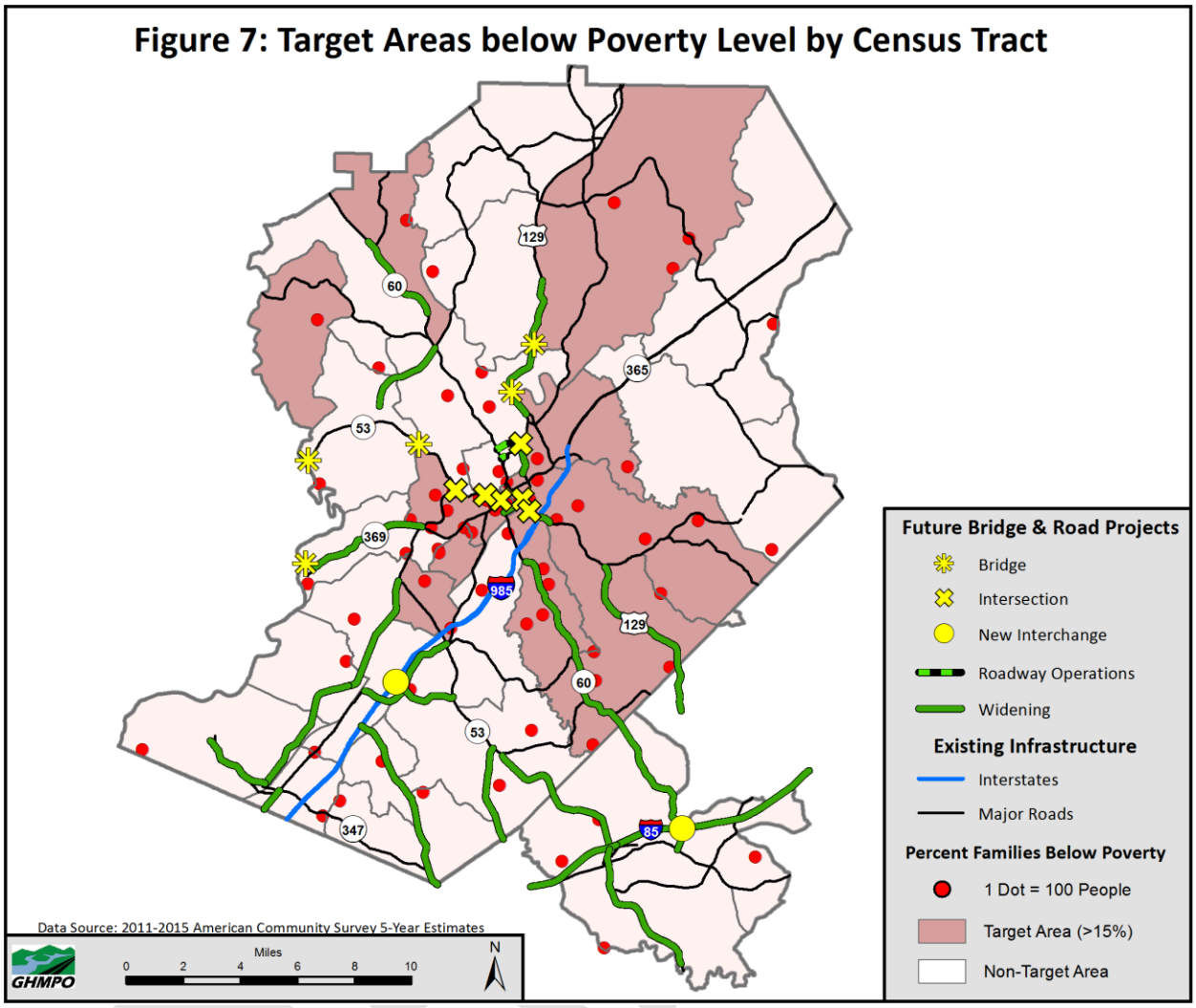
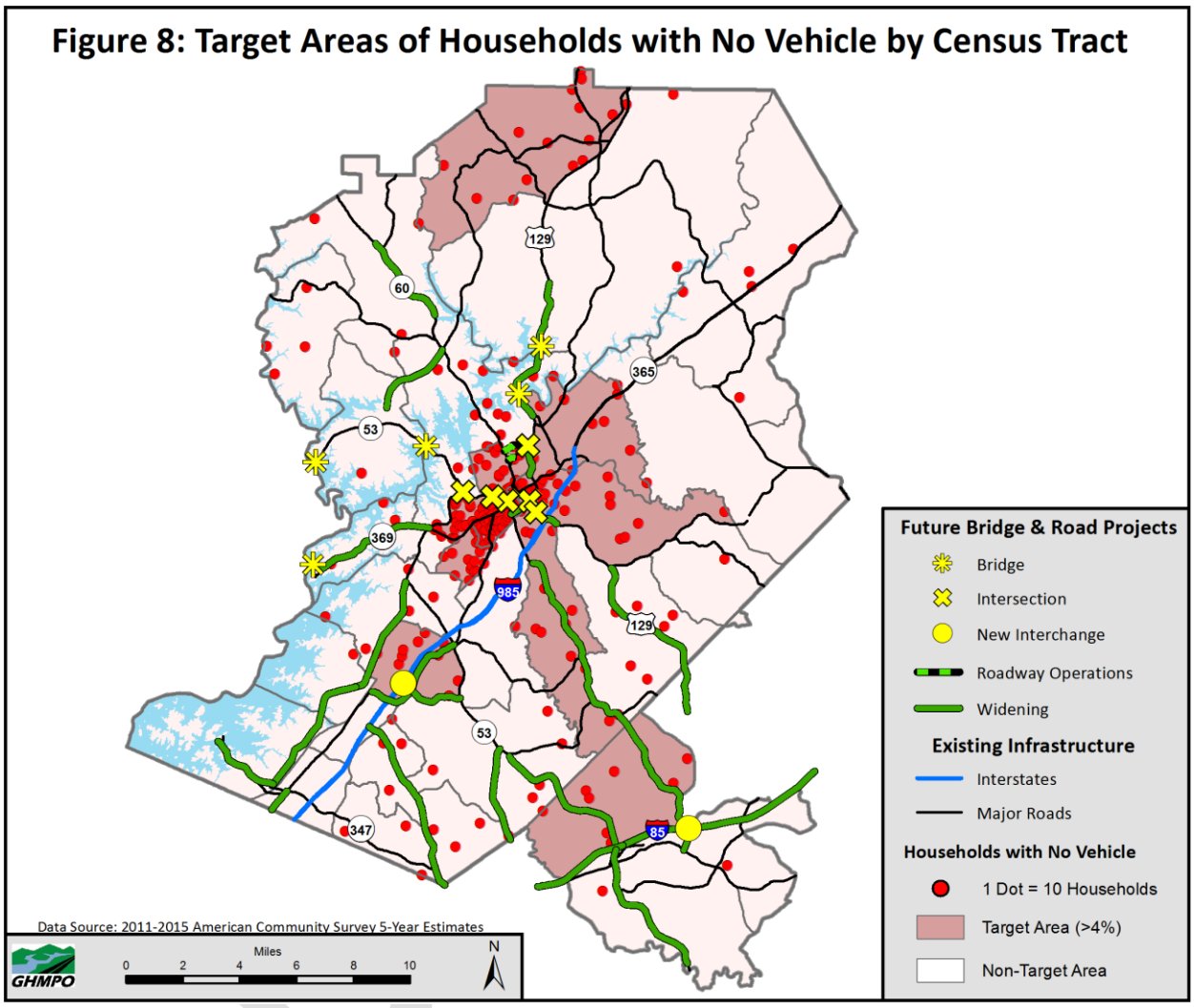



Figure 7 shows census tracts that have above average concentrations of people living below the poverty line. Spatial distribution of the population is also displayed in the figure. Most of the target population is clustered in the center of Hall County. 14 out of the 39 total census tracts in the GHMPO planning area are low-income target areas.

Figure 8 shows census tracts that have above average concentrations of households without vehicles. Spatial distribution of the households is also displayed in this figure. Most of the target households are clustered in the center of Hall County. 11 out of the 39 total census tracts in the GHMPO planning area are zero-vehicle household target areas.



The target area threshold for racial or ethnic minorities is 17%. In the target areas, the minority population is higher than this average. Figure 9 shows that southeast of Hall County is the minority population target area. 13 out of 39 census tracts belong to minority target area.

**Figure 9: Target Areas of Racial or Ethnic Minority Population by Census Tract**

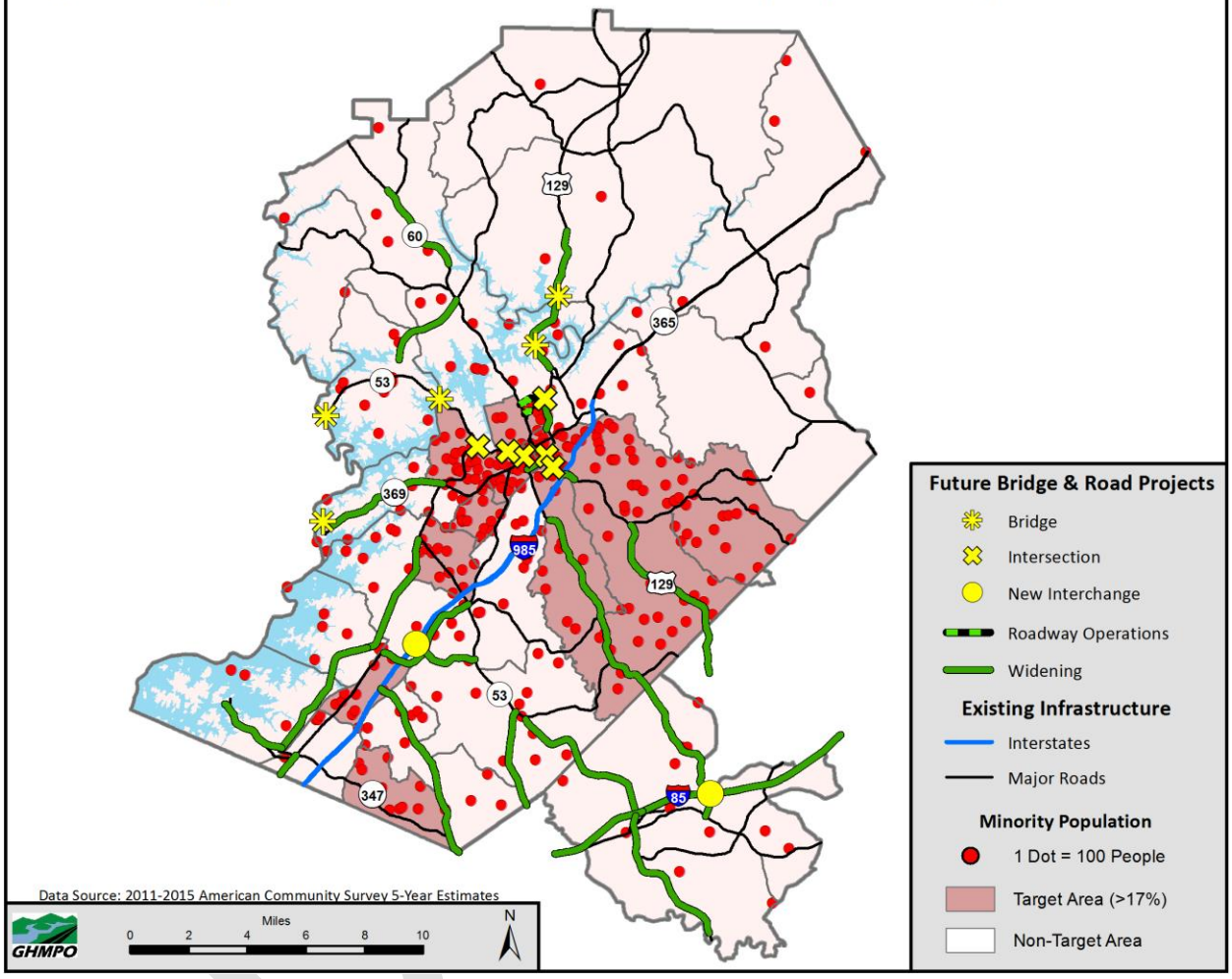
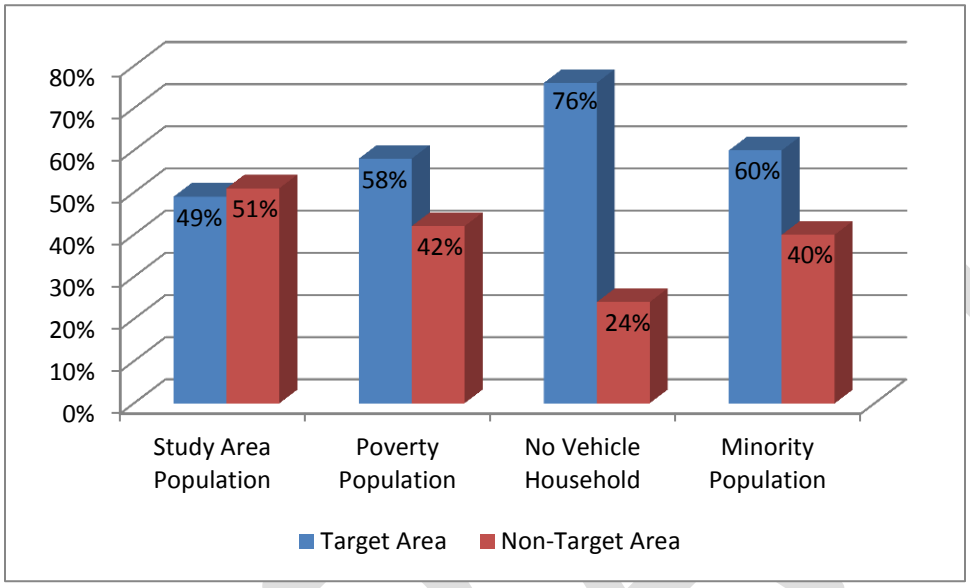


Table 3 reveals that the majority of the planning area has been identified as a target area (not including the target areas of elderly and disabled population), with 49% of the total population in a target area. Such a large proportion of the planning area being target areas indicates its diversity. 58% of the poverty population, 76% of the no-vehicle households, and 60% of the minority population reside in the target areas shown in Figures 7-9 respectively.

**Table 3: Percent of Population in Target Areas**




Source: U.S. Census Bureau, 2011-2015 American Community Survey.

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Figures 10 and 11 show census tracts that have above average concentrations of elderly and disabled populations. Spatial distribution of the populations illustrates that the common target area for both populations is North Hall. According to Table 4, the two target areas incorporate 63% of the total population. 62% of elderly population resides in the target areas in Figure 10, and 53% of disabled population resides in the target areas in Figure 11.

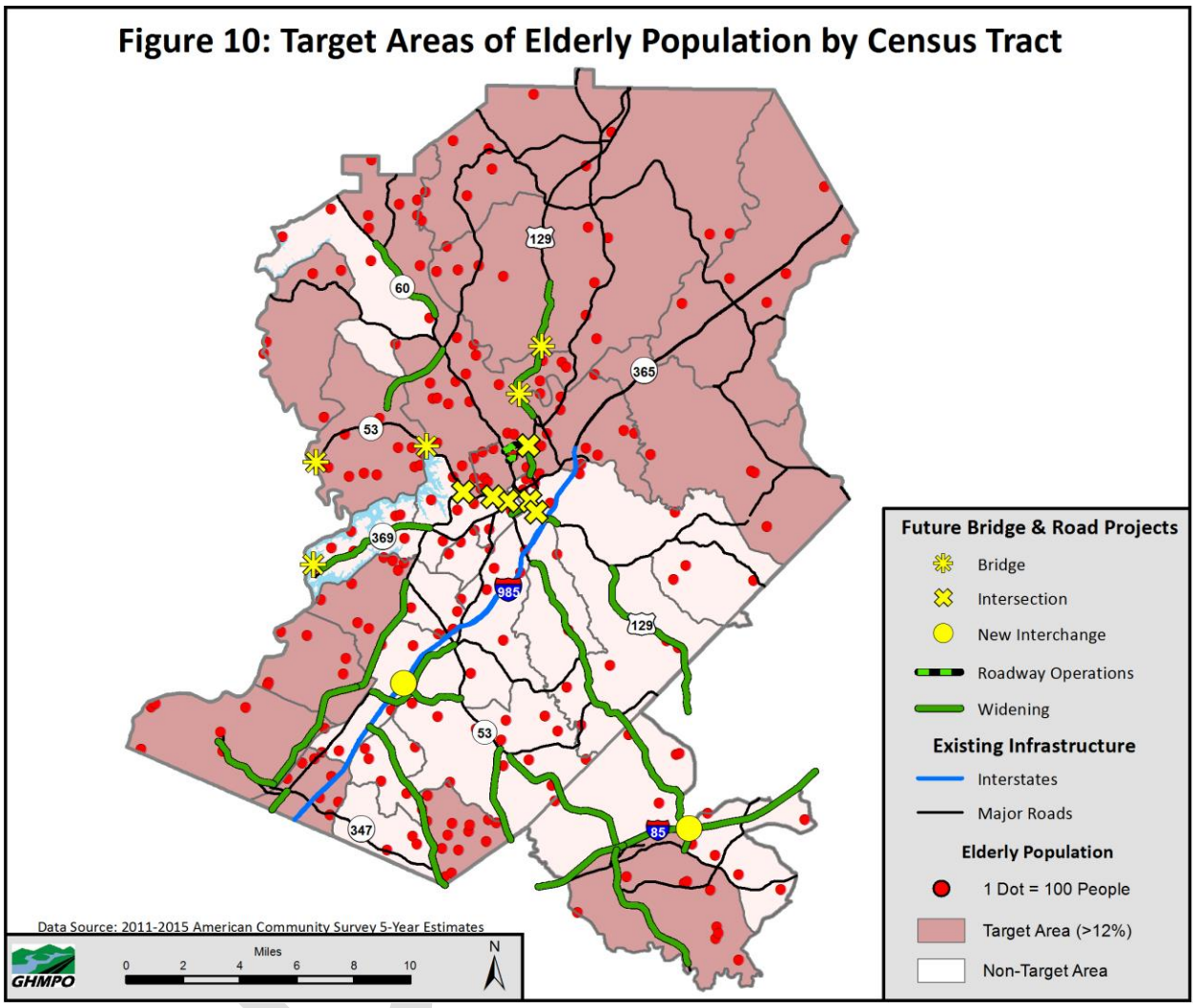
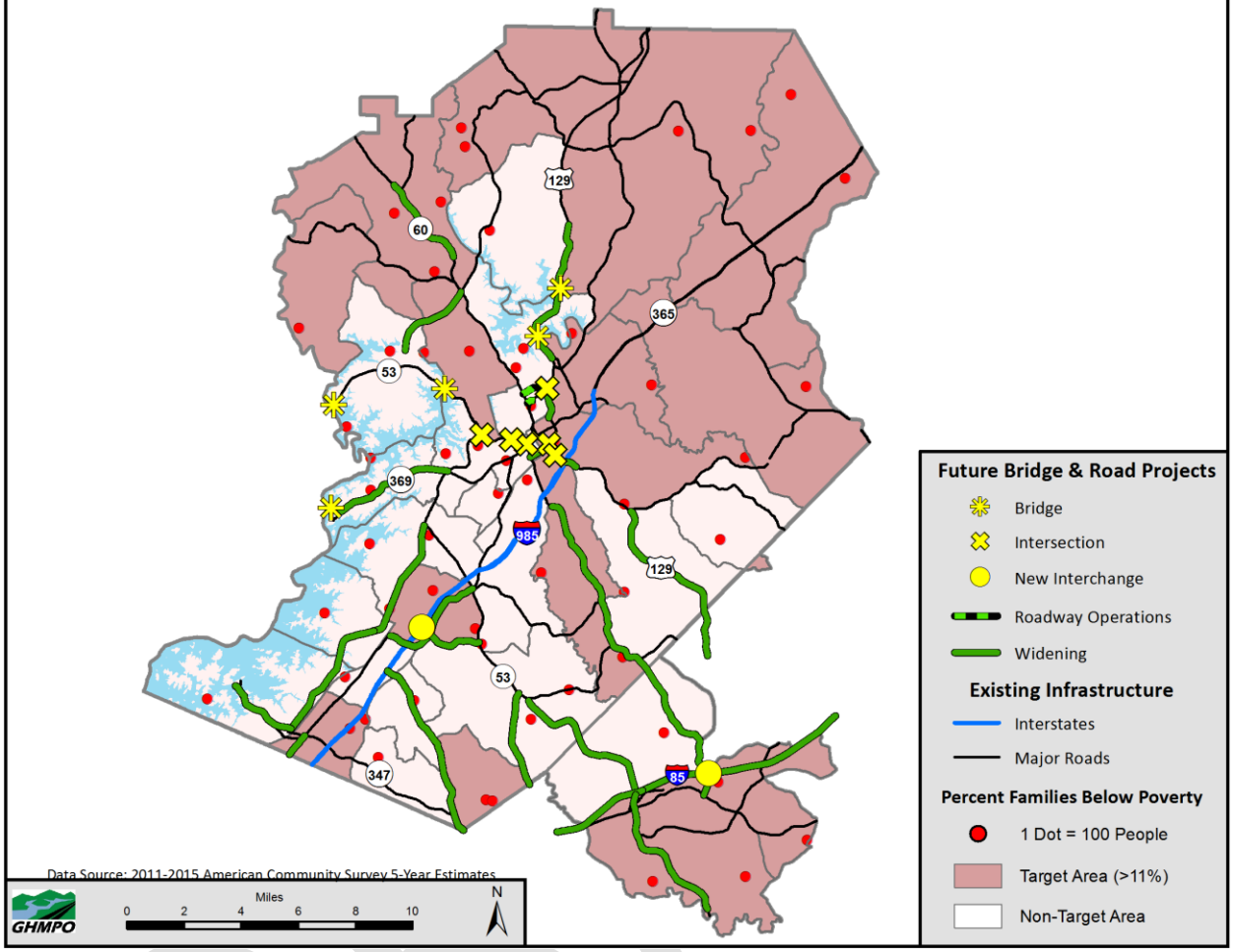



**Table 4: Percent of Population in Target Areas of Elderly and Disabled Populations**

| | Study Area Population | Elderly Population | Disabled Population |
|---|---|---|---|
| **Target Area** | 63% | 62% | 53% |
| **Non-target Area** | 37% | 38% | 47% |

Source: U.S. Census Bureau, 2011-2015 American Community Survey.

**Figure 11: Target Areas of Disabled Population by Census Tract**




## Title VI and Environmental Justice Analysis

The GHMPO Title VI Program and EJ Analysis are based partially upon the GDOT draft EJ planning guidelines issued in 2005. The document has been updated per FTA Circular 4703.1, Environmental Justice Policy Guidance for Federal Transit Administration Recipients and FTA Circular 4702.1B, Title VI Guidelines for FTA Recipients. The process includes the following:

- Identify the potential burdens and benefits.
- Identify the target populations within the planning area.
- Correlate the identified burdens and benefits to the target populations.
- Note possible mitigation strategies for identified disproportionate burdens.
- Determine which participation methodologies to use.
- Make environmental justice recommendations.
- Evaluate the implementation of the EJ process.

## Objective

GHMPO determined to assess the impacts of the transportation planning process for the RTP and TIP on minority and low-income populations.

GHMPO incorporated five principles to ensure that environmental justice considerations are properly integrated into the transportation planning process. They are:

- Ensuring adequate participation of the target populations (low-income and racial/ethnic minorities) in regional transportation decision-making.
- Assessing whether there are disproportionately high adverse impacts on the target populations.
- Assuring that the target populations receive a proportionate share of benefits of federal transportation investments.
- Identifying potential burdens and benefits.
- Establishing objectives and goals.

The first step in identifying and addressing potential burdens and benefits on target populations occurs during the establishment of goals and objectives in the planning process. The GHMPO developed its EJ objectives and goals corresponding to the FHWA guidelines (Publication NHI-02-034), thus the overall goals that address EJ in the planning process include the following:

- Enhance accessibility and mobility
- Promote system preservation
- Enhance quality of life and health
- Improve safety
- Promote economic development, and
- Improve operational efficiency
- Identification of performance measures

The next step involves establishing meaningful performance measures to determine burdens and benefits. These measures are developed to test against the planning goals defined above.

The GDOT, "EJ Guidelines" define some performance measures such as average number of jobs within 20 minutes by driving, average number of jobs within 40 minutes by bus, transit ridership per capita, frequency of transit service, number of high-accident locations, accidents per year, average travel time for home-based work trip, average travel time for home-based other trips, percent of population close to a hospital, percent of population close to a college and percent of population close to a major retail destination.

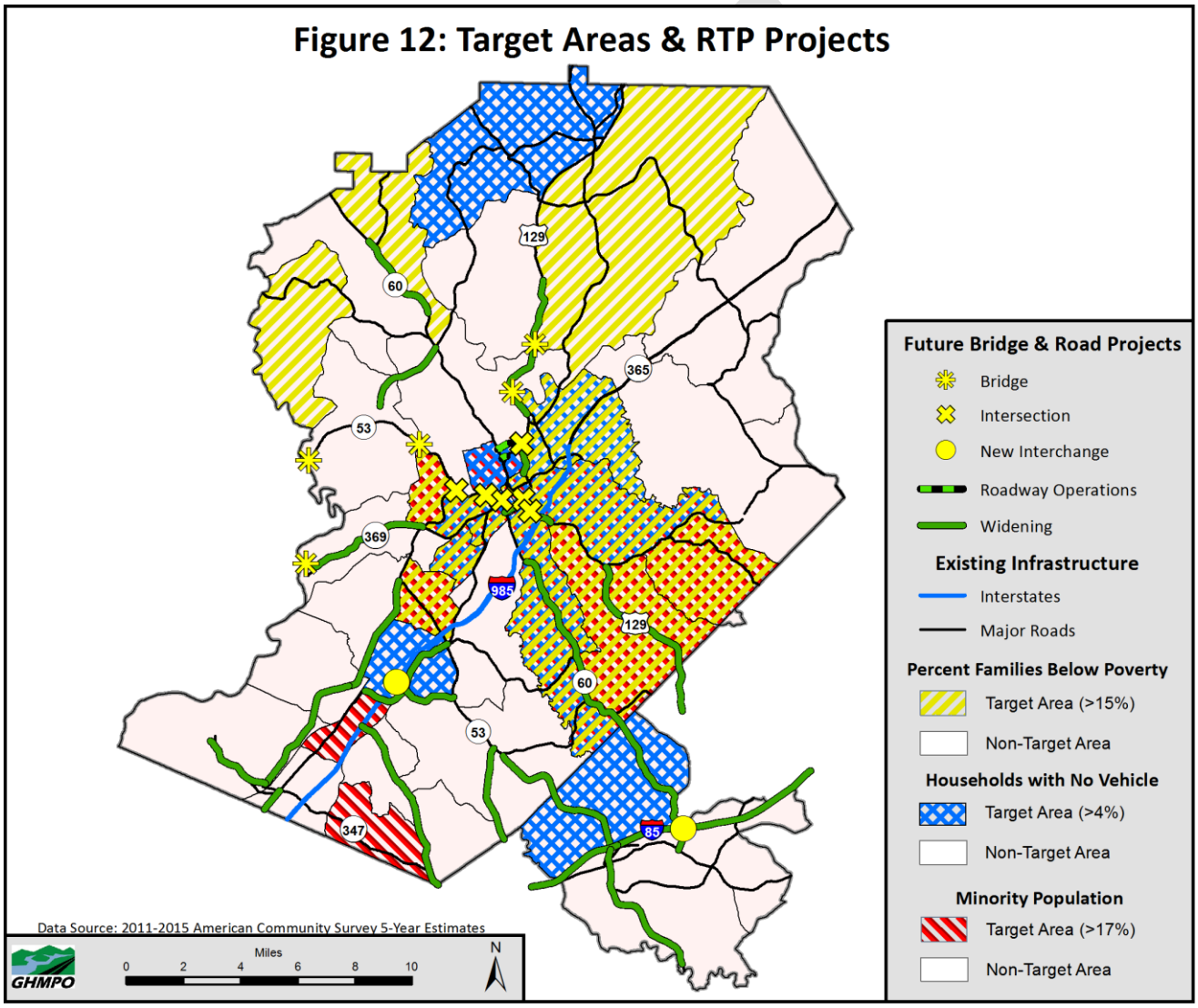
Even though these measures are comprehensive, it is hard to determine how some of them can be correlated solely to the EJ target populations. GHMPO decided to perform the EJ analysis by ensuring fair public participation and by comparing the total proposed improvements within and

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outside of the EJ target areas. Specifically, the performance measures include the following transportation modes:

- Highway
- Highway investments
- Displacement from highway projects
- Public transit
- Fixed route bus service
- On-demand public transportation service

**Figure 12: Target Areas & RTP Projects**

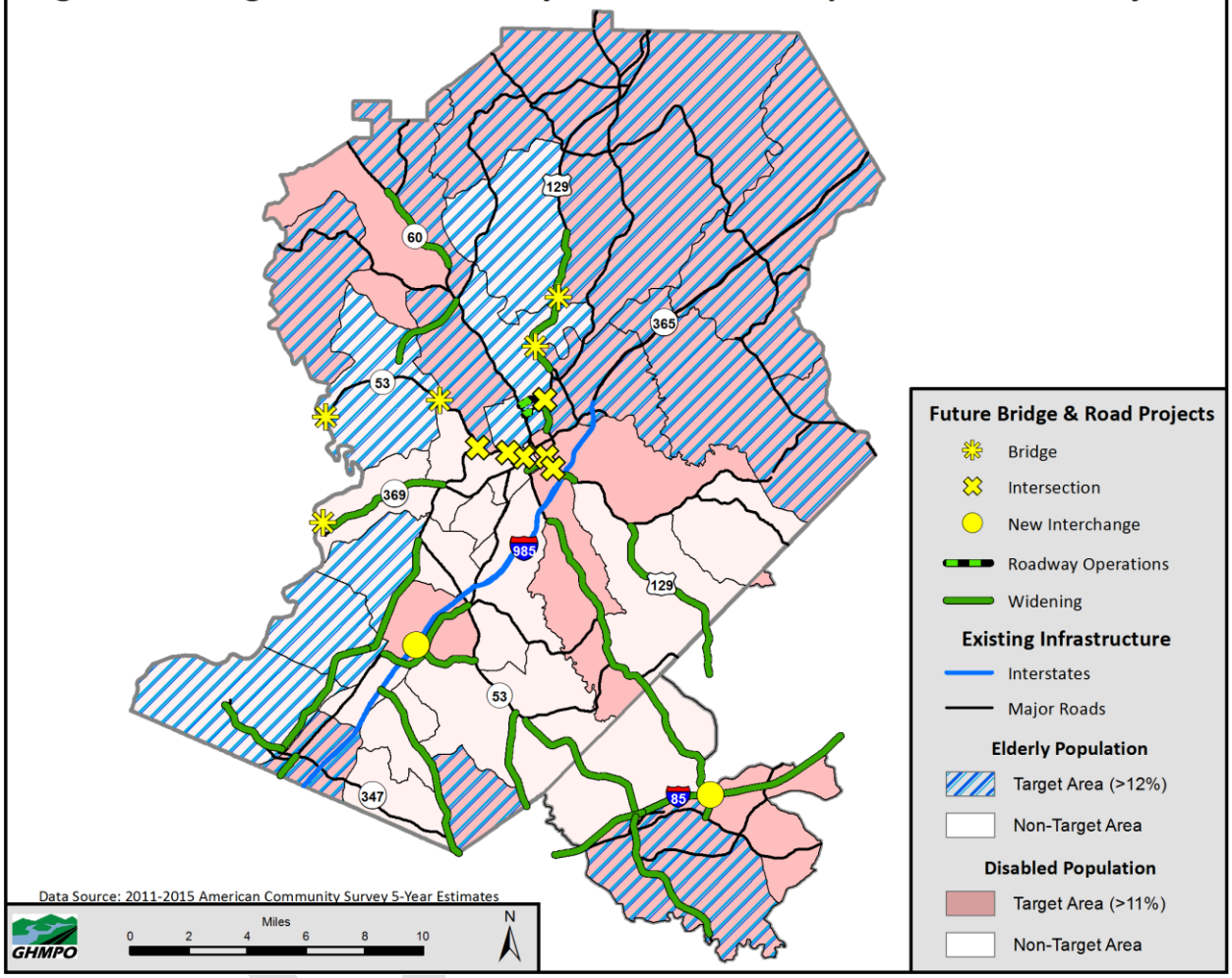



The overlay of the three demographic target areas (population of poverty, no-vehicle, and minority) has been displayed in Figure 12 for Title VI and Environmental Justice Evaluation. Figure 12 shows the location of the Gainesville-Hall 2040 Regional Transportation Plan (RTP): 2015 Update's transportation projects in relation to target areas for Title VI and Environmental

Justice. According to Table 6, 70% of the projects from RTP fall within or intersect environmental justice tracts and serve 63% of the total population in the GHMPO area.

Figure 13 shows the overlapping target areas of elderly and disabled population and the RTP projects in relation to the target areas.

**Figure 13: Target Areas of Elderly and Disabled Population & RTP Projects**




## Identification of Benefits and Burdens in the Planning Area

With the performance measures established, the potential benefits and burdens can be identified and measured. Table 5 provides the possible benefits and burdens associated with various types of transportation projects and possible mitigation measures.

**Table 5: Potential Benefits and Burdens**

| Proposed Project Type | Possible Benefits | Possible Burdens | Possible Mitigation Strategies |
|---|---|---|---|
| **Highway System** | | | |
| **New Road** | Enhance accessibility and mobility.<br><br>Promote economic development.<br><br>Improve safety.<br><br>Improve operational efficiency. | Benefits limited to populations with motor vehicles.<br><br>Increase in noise and air pollution.<br><br>Might impact existing neighborhoods. | Signal synchronization, pedestrian crosswalks, bike lanes, bus route addition, etc.<br><br>Select ROW for minimum impacts.<br><br>Try to incorporate context-sensitive design to maintain the neighborhoods. |
| **Resurface/Upgrade of Existing Roadways** | Promote system preservation<br><br>Improve safety.<br><br>Improve operational efficiency. | Expansion of shoulder width impinges on residential property.<br><br>Diverted traffic during project construction causes heavy traffic and dangerous conditions on city streets.<br><br>Noise and air pollution during construction. | Build curbing and sidewalks rather than shoulders.<br><br>Close large section of roadways on weekends to increase resurfacing productivity.<br><br>Reroute traffic to major streets if possible. |
| **Pedestrian** | | | |

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| | | | |
|---|---|---|---|
| **Addition of Pedestrian Amenities and/or Safety Provisions**<br><br>**Addition of Bike Routes on Existing Roads** | Improve quality of life, health and environment by encouraging people to use the bike/pedestrian facilities.<br><br>Improve safety to pedestrians and bike riders.<br><br>Provide an alternative to motor vehicles. | "Bump-outs" and traffic calming measures make commercial deliveries difficult.<br><br>Bike routes takes space for passing turning cars at intersections and reduce on-street parking. | Need to come up with some original improvement plans to accommodate both motor vehicle traffic and bike/pedestrian usage. |
| **Other Transportation Projects** | | | |
| **Multi-Modal Connection**<br><br>**ITS Improvements**<br><br>**CMS Strategies** | Enhance mobility and accessibility.<br><br>Improve safety.<br><br>Enhance system preservation and operational efficiency. | Some ITS projects might be expensive to implement | Multi-modal incorporates transit stations and other modes.<br><br>Have a comprehensive design before any ITS projects are implemented. |

The ultimate result of the MPO planning process is the long-range transportation plan, 2040 Gainesville-Hall Regional Transportation Plan: 2015 Update (RTP Update). The TIP is the subset or short-range of the RTP Update that has specific funding identified and is scheduled over the next four years. In the GHMPO EJ analysis, funding or investments have been applied to the set of projects in the RTP and TIP and comparing the relative treatment of and the impacts on the target populations versus non-target populations in the planning area. This should provide some information on whether or not the transportation investments being made in the region are having disproportionately high adverse impacts on the target populations and if the benefits from these investments are equally distributed.

For the measures to be meaningful and capable of being applied, GHMPO determined to use the following indexes. Of the 38 projects listed in the RTP Update, 29 lie in target areas while 10 are in non-target areas. Fixed route transit reached 15 out of the 36 total Hall County census tracts but some routes only border a census tract boundary and do not provide service to entire census tracts. Out of the 15 census tracts identified, there are four census tracts that are served minimally by transit.

- Number of roadway project in target and non-target areas.
- Public transportation in target and non-target areas.

## Target Population Mobility Needs

Mobility needs of target populations are identified through both public outreach and technical analysis in the transportation planning process. Public outreach functions have been held and will be in locations accessible to target populations. Venues include: The Georgia Mountains Center, Gainesville Civic Center, Hall County libraries, Fair Street Neighborhood Center, and the Hall County Government Center.

Locations in Gainesville and part of the City of Oakwood are accessible via the fixed route of the Gainesville Connection of the Hall Area Transit (HAT). Figure 14 highlights the seven fixed routes of HAT in relation to target area populations. Routes do not extend far beyond the City of Gainesville and have a single route to the University of North Georgia campus. Out of the 39 7census tracts that are in the GHMPO planning area, 27 census tracts have been identified as target areas for poverty, no-vehicle, and minority populations. 15 of these 27 target area census tracts have access to public transit. Four of the 15 census tracts are minimally served by transit at their tract boundaries. The other locations within Hall County are served via HAT's Dial-A-Ride on-demand transit service. HAT complies with the Americans with Disabilities Act (ADA) with its Mobility Plus buses with a ¾ of a mile route deviation for eligible paratransit passengers to Gainesville Connection routes or direct service to several human service destinations.

**Figure 14: Target Areas & Transit Routes**

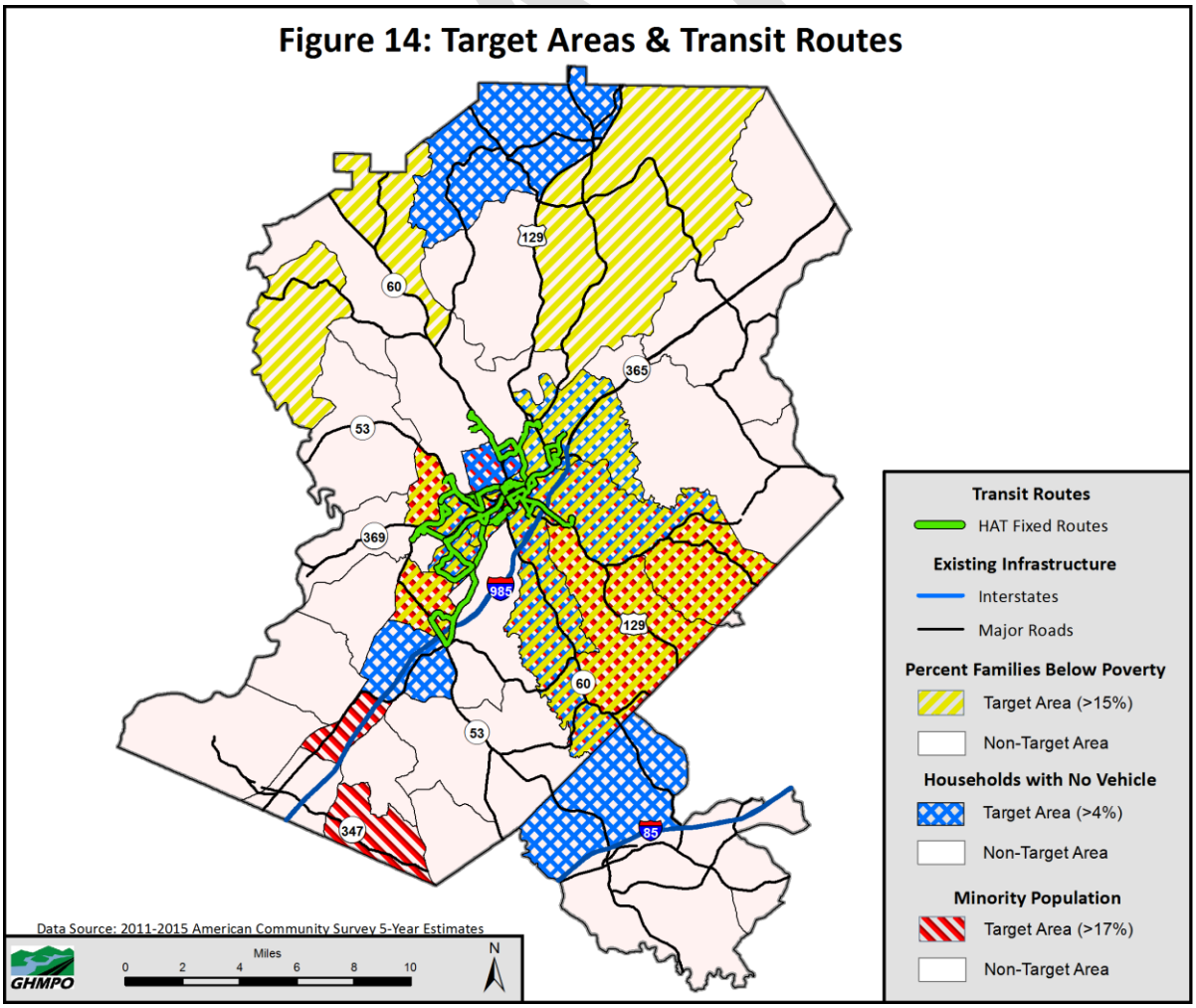


**Table 6: Programmed Transportation Investments**

| | Population | RTP Roadway Project | Fixed Route (Gainesville Connection) | On-Demand Transit (Dial-A-Ride) |
|---|---|---|---|---|
| **Target Area** | 63% | 70% | 76% | 100% |
| **Non-Target Area** | 37% | 30% | 24% | 100% |
| **Target Area (Elderly &Disabled)** | 63% | 67% | 29% | 100% |
| **Non-Target Area (Elderly &Disabled)** | 37% | 33% | 71% | 100% |

Source: U.S. Census Bureau, 2011-2015 American Community Survey.

Specific electronic and paper copy surveys are also available to those who cannot attend public workshops or committee meetings. Surveys have been used for the RTP Update as well as for the Transit Development Plan, the City of Gainesville Transportation Master Plan, and the Park and Ride Lot Study.

## Travel Demand Analysis

Table 7 reflects the general travel demand for working people within or without Environmental Justice Target Areas (EJTAs) by describing the conditions of vehicles available and trips generated by mode. Categories in Table 7 are defined as:

- Single-occupant vehicle: a privately operated motorized vehicle whose only occupant is the driver.
- High-occupancy vehicle: a motorized vehicle that includes a driver and at least one or more passengers.

**Table 7: Travel Demand Analysis (for Working People Only)**

| **Demographics** | **EJTAs** | **Non-EJTAs** |
|---|---|---|
| Population | 63% | 37% |
| Households | 47% | 53% |
| Areas (square miles) | 46% | 54% |
| Employment | 47% | 53% |
| **Vehicles available** | **EJTAs** | **Non-EJTAs** |
| Households with zero vehicles | 83% | 17% |
| Households with one vehicle | 56% | 44% |
| Household with two vehicles | 45% | 55% |
| Households with three or more vehicles | 42% | 58% |
| **Trips generated (by mode)** | **EJTAs** | **Non-EJTAs** |
| Car trips | 36% | 64% |
| Single-occupant vehicle trips | 45% | 55% |

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| | | |
|---|---|---|
| High-occupancy vehicle trips | 61% | 39% |
| Transit trips | 81% | 19% |

Source: U.S. Census Bureau, 2011-2015 American Community Survey.

# GHMPO Process

In order to provide better transportation services to the target populations in the GHMPO planning area, the following actions have been taken:

- Notification of target populations of meetings.
- Membership on GHMPO committees is diverse.
- Respond to requests for EJ population size/density, makeup and locations on specific projects with Geographic Information System (GIS) mapping with available data.

## Long Range Transportation Plan and Transportation Improvement Program Process

In addition to documenting needs of Title VI and EJ populations, impacts of transportation system investments proposed in the MPO's transportation plan are assessed. Furthermore, impacts to target populations are considered during the LRTP, TIP and other major studies' development process in line with the Participation Plan. GIS can be used to overlay target population locations with proposed improvements.

The RTP Update addressed EJ concerns by mainly focusing on the potentially adverse impacts caused by regionally significant street and highway construction projects. The construction of new roadways along new right-of-ways received special attention due to their potential to split or isolate parts of the community. Widening of existing roadways was considered not as critical, but was still scrutinized for potential impacts. Alternative mode investments in transit service and bicycle and pedestrian facilities were considered to provide positive impacts to the minority and low-income populations of the region. For those locations that do not currently have multimodal transportation facilities, alternative mode services and facilities were considered to provide additional, lower-cost transportation options to increase the mobility of these populations and their access to the community.

## Possible Mitigation Strategies

At this time, there appear to be proportionate impacts in the planning area.

There are various strategies to move traffic more efficiently, be it highway, transit, or other modes. With regards to EJ, there are generally four mitigation strategies, including avoidance of projects, minimize the impacts, mitigation strategies for unavoidable impacts, and offsetting enhancements. In the GHMPO planning area, these strategies are all explored. The GHMPO target areas include the majority of the study area and almost all of the developed areas.

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Development of increased public transportation options as part of the multi-modal system is another mitigation strategy. The GHMPO planning area has some bicycle and pedestrian facilities and continues to enhance alternate modes of travel with the partial update to the Bicycle and Pedestrian Plan. Additionally, the fixed route and route deviation public transportation in the target area increase mobility options for target populations. Similarly, the rural on-demand transit service is a benefit for target populations.

## Overall Findings, Conclusions, and Recommendations

The benefits and burdens of transportation projects cannot be clearly divided when any project can be favored by some residents and not by their neighbors depending on individual circumstances and disposition of parcels. The improved roadway is open to all but some residents may bear the burden of changed conditions.

At the time of writing, the largest road projects under way are in South Hall or bridge projects in more rural and less densely populated areas; therefore, reducing impacts commonly found in more developed areas. Overall, Table 6 shows that 63% of the population is within the target area, and 70% of regional transportation projects are in the target area. The number of projects is not inordinately disproportionate to either the EJ target areas or the non-target EJ areas when compared to the total population.

HAT's Gainesville Connection serves the more densely populated urban areas of the City of Gainesville and is accessible to a majority of citizens in the target population areas while the Dial-A-Ride buses extend their reach throughout Hall County, but still needs improvement to access the EJTAs in the East and the Southeast Hall areas.

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# Appendix A: Title VI Notice to the Public

**Notifying the Public of Rights Under Title VI**

**GAINESVILLE-HALL METROPOLITAN PLANNING ORGANIZATION (GHMPO)** operates its programs and services without regard to race, color, national origin age, sex, religion or disability in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the GHMPO.

For more information on the GHMPO's civil rights program, and the procedures to file a complaint, contact 770-297-2625, (TTY 800-255-0056); email sbaker@hallcounty.org or visit our office at 2875 Browns Bridge Road, Gainesville, Georgia 30503. For more information, visit www.ghmpo.org. Persons who require special accommodations under the American with Disabilities Act (ADA) should contact the GHMPO at least two days prior to meetings.

If information is needed in another language, contact 770-503-3330.

You may also file your complaint directly with the FTA at: Federal Transit Administration Office of Civil Rights Attention: Title VI Program Coordinator, East Building, 5th Floor – TCR 1200 New Jersey Ave., SE, Washington, DC 20590

**Titulo VI Anuncio Publico**

**GAINESVILLE-HALL ORGANIZACION DE PLANIFICACION METROPOLITANA (GHMPO)** administra sus programas y servicios sin considerar raza, color, origen nacional edad, sexo, religion o discapacidad en acuerdo con el Titulo VI de la Ley de Derechos Civiles. Toda persona que cree que ha sido objeto o ha sido ofendido por alguna practica discriminatoria ilegal debajo del Titulo VI, puede presentar una queja con GHMPO.

Para mas informacion sobre el programa de derechos civiles de GHMPO, y el Procedimiento para presentar una queja, contacte 770-297-2625, (TTY 800-255-0056); correo electronico sbaker@hallcounty.org; o visite nuestra oficina en 2875 Browns Bridge Road, Gainesville, Georgia 30503. Para mas informacion, visite www.ghmpo.org. Las personas que requieren alojamiento especial de acuerdo con el American with Disabilities Act (ADA), comunicarse con la GHMPO al menos dos días antes de reuniónes.

Si necesita la informacion en otro idioma, contacte 770-503-3330.

Tambien puede presentar una queja directamente con la Administracion Federal de Transito en: Federal Transit Administration Office of Civil Rights Attention: Title VI Program Coordinator, East Building, 5th Floor – TCR 1200 New Jersey Ave., SE, Washington, DC 20590.

# Appendix B: Complaint Resolution Procedure

## Complaint Resolution Procedure to Ensure Non-Discrimination In Federally Assisted Programs or Activities Participated in by the Gainesville-Hall Area Metropolitan Planning Organization

## Purpose, Scope, Responsibilities and Complaint Form

### Purpose

This procedure covers all formal complaints and informal charges filed by an individual or group of individuals under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, Civil Rights Restoration Act of 1987, and the Americans with Disabilities Act of 1990, relating to any program or activity administered by Gainesville-Hall Area Metropolitan Planning Organization (GHMPO) or its sub-recipients, consultants, and contractors. Intimidation or retaliation of any kind is prohibited by law.

### Definitions

An *informal charge* is defined as any verbal or written communication received by customer service staff from members of the public referencing a general complaint regarding the inequitable distribution of benefits, services, amenities, programs or activities financed in whole or in part with federal funds.

A *formal complaint* is defined as any written complaint of discrimination on the basis of race, color, national origin or sex filed by an individual or group; signed by the complaining party on GHMPO's complaint form (included at the end of this document) seeking to remedy perceived discrimination by facially neutral polices, practices or decisions, which have an adverse impact and resulted in inequitable distribution of benefits, services, amenities, programs or activities financed in whole or in part with federal funds. Such complaints include, but are not limited to, allegations of:

- Failing to provide comparable services;
- Policies and practices that act as arbitrary and unnecessary barriers to equal opportunity;
- Denied opportunity for equitable participation;
- Provision of fewer services or benefits and/or inferior services or benefits to members of a protected group;
- Differential exposure of protected groups to environmental hazards;
- Patterns of disparate treatment;
- Disproportionate adverse effects on social and economic parameters (e.g. access to services, healthcare facilities, employment opportunities and community cohesion).

Informal charges and formal complaints should be filed within 120 calendar days of the event which forms the basis of the claim; or if the concern is an ongoing one, the charge/complaint should be filed within 120 calendar days of the last occurrence.

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This procedure does not preclude the right of any complainant to file complaints directly with the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), or to seek private legal representation.

The time required to process investigations will vary depending on the complexity of the issue; however, every effort will be made to ensure a speedy resolution of all complaints within 60 business days.

The option of informal mediation meeting(s) between the affected parties may be utilized for resolution.

### Responsibility

GHMPO is responsible for intake of informal Title VI charges and submission of those complaints to the Director of GHMPO.

The Director of GHMPO will forward complaints to the appropriate party within his/her respective department to handle resolution, follow up to ensure that resolution/proposed resolution occurs, and communicate specifics of the resolution/proposed resolution to the GHMPO office.

The Director of GHMPO is responsible for tracking the complaints to ensure that the affected department(s) has taken the recommended action to remedy any determination of discrimination and communicating findings to the complainant. The Director of GHMPO is also responsible for reporting trends, action plans, and non-compliance to the Policy Committee.

## Processing Informal Charges

### Intake

Intake of an informal charge is generated through communication, generally presented verbally to GHMPO staff (or its sub-recipients, consultants, and contractors).

Any GHMPO staff (or its sub-recipients, consultants, and contractors) who receives an inquiry or complaint of this type shall direct the complainant to report the concern directly to the GHMPO Director (770) 531-3905, or by mail to GHMPO, P.O. Box 1435, Gainesville, GA, 30503.

The GHMPO Director upon receipt of an informal charge shall record the charge and shall promptly identify the appropriate department(s) to resolve the issue and forward the charge directly to that department's manager. The Director of GHMPO will ascertain proper jurisdiction, investigate merits of alleged violations (if needed) and monitor response dates. If determination is made that the matter is outside the scope of Title VI, GHMPO will notify the affected department's manager within a reasonable period.

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### Processing of Charge and Resolution

If the matter is determined to be within the scope of Title VI, the affected department's general manager, within 5 business days of receipt will consult with GHMPO and offer a proposed resolution. Within 5 business days of receiving written notification of a proposed resolution, GHMPO representatives will offer suggestions, if any, to modify the proposed resolution. GHMPO or the affected department will communicate its written or verbal findings to the complainant within 30 business days and explain any steps being taken to resolve the matter, and will forward copies of this communication to the affected department(s).

Every effort shall be made to process and resolve informal charges within 30 business days.

### Appeal

There is no right to appeal resolution of an informal charge. However, the party reserves the right to file a formal complaint within 120 business days.

## Processing Formal Complaints

### Intake

Intake of formal complaints is generated through verbal or written communication of a concern as presented to GHMPO staff. Any GHMPO staff who receives a complaint of this type will direct the complaint to the GHMPO Director. GHMPO staff will provide a formal complaint form to the complainant. Complainant must sign and submit the completed complaint form to the Director of GHMPO by fax or mail to address shown on the complaint form.

### Processing

The Director of GHMPO shall record the complaint, review the matter to determine Title VI jurisdiction, assign an investigator if it is determined that the matter merits investigation, and monitor response dates.

Jurisdiction will be determined based upon information provided in the written complaint. A complaint shall be investigated unless:

- It fails to state facts which could establish intentional unequal treatment as described in the definitions section of this procedure;
- Complainant is not a primary beneficiary of the federal aid received by GHMPO.
- If determination is made that the matter is outside the scope of Title VI.

### Investigation, Determination, and Recommendation

If jurisdiction is determined to exist and investigation is warranted, the assigned investigator will take the following steps:

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- Identify the basis of the alleged unequal treatment;
- Ascertain when and where the alleged unequal treatment occurred;
- Identify and interview all relevant parties, review documents, and make site visits to obtain factual information.

Upon conclusion of a thorough investigation, the investigator will prepare a report to summarize findings and suggest appropriate corrective action along with proposed resolution. The investigative report should be submitted to the Director of GHMPO within 50 business days. GHMPO will maintain a record of all discussions and retain all documents relating to the investigation in a confidential file.

## Communication of Findings and Complaint Resolution

The Director of GHMPO will accept, reject, or modify the investigative report and consult with the affected department to convey the preliminary findings and develop a proposal for resolution. The Director of GHMPO will prepare a written determination and submit the determination to the legal department for review and analysis of legal sufficiency (if required). Once the final determination is ready for release, the Director of GHMPO and a GHMPO legal representative (if required) will meet with the manager of the affected department(s) to communicate the final determination and recommendations, if any, for corrective action. The Director of GHMPO will provide written notification to the complainant of the investigation findings and GHMPO's proposed resolution, if any. GHMPO will forward copies of this communication to the affected department(s).

If cause is found to indicate a potential occurrence of non-compliance, the Director of GHMPO will communicate this information to the executive committee of the governing board before releasing its findings to the complainant.

## Appeal

The Director of GHMPO will explain to the complainant their right to appeal to the Federal Transit Administration, Federal Highway Administration, or seek private legal representation.

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# GAINESVILLE-HALL METROPOLITAN PLANNING ORGANIZATION (GHMPO)

## Title VI Complaint Form

| | | | | |
|---|---|---|---|---|
| **Section I:** | | | | |
| **Name:** | | | | |
| **Address:** | | | | |
| **Telephone (Home):** | | **Telephone (Work):** | | |
| Electronic Mail Address: | | | | |
| Accessible Format Requirements? | Large Print | | **Audio Tape** | |
| | TDD | | **Other** | |
| **Section II:** | | | | |
| Are you filing this complaint on your own behalf? | | Yes* | No | |
| *If you answered "yes" to this question, go to Section III. | | | | |
| If not, please supply the name and relationship of the person for whom you are complaining: | | | | |
| Please explain why you have filed for a third party: | | | | |
| Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party. | | Yes | No | |
| **Section III:** | | | | |

I believe the discrimination I experienced was based on (check all that apply):

[ ] Race [ ] Color [ ] National Origin [ ] Age

[ ] Disability [ ] Family or Religious Status [ ] Other (explain) _____

Date of Alleged Discrimination (Month, Day, Year): _____

Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.

_____

_____

| | | |
|---|---|---|
| **Section IV** | | |
| Have you previously filed a Title VI complaint with this agency? | Yes | No |

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| **Section V** |
|---|
| Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?<br>[ ] Yes [ ] No<br>If yes, check all that apply:<br>[ ] Federal Agency: _____<br>[ ] Federal Court _____ [ ] State Agency _____<br>[ ] State Court _____ [ ] Local Agency _____ |
| Please provide information about a contact person at the agency/court where the complaint was filed. |
| **Name:** |
| **Title:** |
| **Agency:** |
| **Address:** |
| **Telephone:** |
| **Section VI** |
| Name of agency complaint is against: |
| Contact person: |
| Title: |
| Telephone number: |

You may attach any written materials or other information that you think is relevant to your complaint.

Signature and date required below

_____ _____

Signature Date

Please submit this form in person at the address below, or mail this form to:

GAINESVILLE-HALL METROPOLITAN PLANNING ORGANIZATION (GHMPO)
Shamsul Baker
2875 Browns Bridge Road
Gainesville, GA 30504

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# Gainesville-Hall Organizacion de Planificacion Metropolitana (GHMPO)

## Formulario de Queja Titulo VI

| | | | | |
|---|---|---|---|---|
| **Seccion I:** | | | | |
| **Nombre:** | | | | |
| **Direccion:** | | | | |
| **Telefono (casa):** | | **Telefono (trabajo):** | | |
| Correo Electronico: | | | | |
| Requisitos de formato accesible? | Letras grandes | | **Audio** | |
| | TDD | | **Otro** | |
| **Seccion II:** | | | | |
| ¿Esta usted presentando esta queja en su nombre? | | | Si* | No |
| *Si usted contesto "Si" a esta pregunta, ir a la Seccion III. | | | | |
| Si no, por favor suministre el nombre y la relacion de la persona quien se queja: | | | | |
| Por favor explique por que esta presentando por un tercero: | | | | |
| Por favor confirme que ha obtenido el permiso de la persona discriminada si esta presentando por un tercero. | | | Si | No |
| **Seccion III:** | | | | |

Creo que he sido objeto de discriminacion basada en (marque todas las que apliquen):

[ ] Raza [ ] Color [ ] Origen Nacional [ ] Edad

[ ] Discapacidad [ ] Situacion familiar o religiosa [ ] Otro (explique) _____

Fecha de la supuesta discriminacion (Mes, Dia, Ano): _____

Explicar claramente lo que paso o por que usted cree que fue discrimando. Describa todas las personas que estuvieron involucrados. Incluya el nombre e informacion de la persona/personas que fueron disciminados (si lo sabe) asi como los nombres e informacion de testigos. Si necesita mas espacio, por favor utilize el reverso de este formulario.

_____

_____

| | | |
|---|---|---|
| **Seccion IV** | | |
| ¿Anteriormente ha presentado una queja del Titulo VI con esta agencia? | Si | No |

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| **Seccion V** |
|---|
| ¿Ha presentado esta queja con otra agencia federal, estatal o local, o con la corte federal o estatal?<br>[ ] Si [ ] No<br>Si es si, marque todas las que apliquen:<br>[ ] Agencia Federal: _____<br>[ ] Corte Federal _____ [ ] Agencia Estatal _____<br>[ ] Corte Estatal _____ [ ] Agencia Local _____ |
| Por favor provee la informacion de la persona de contacto en la agencia/corte donde presento la queja. |
| **Nombre:** |
| **Titulo:** |
| **Agencia:** |
| **Direccion:** |
| **Telefono:** |
| **Seccion VI** |
| Nombre de la agencia que la queja es contra: |
| Persona de contacto: |
| Titulo: |
| Telefono: |

Usted puede adjuntar cualquier material escrito o otra informacion pertinente a su queja.

Firma y fecha son necesarias a continuacion

_____ _____

Firma Fecha

Por favor presente este formulario en persona a esta direccion ,o envie por correo a:

Gainesville-Hall Organizacion de Planificacion Metropolitana (GHMPO)
Shamsul Baker
2875 Browns Bridge Road
Gainesville, GA 30504

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# Appendix C: Limited English Proficiency (LEP) Plan

## Introduction

Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English can be limited English proficient, or "LEP." Language for LEP individuals can be a barrier to accessing important benefits or services, understanding and exercising important rights, complying with applicable responsibilities, or understanding other information provided by federally funded programs and activities.

## Title VI and Executive Order 13166

In certain circumstances, a failure to ensure that LEP persons can effectively participate in or benefit from federally assisted programs and activities may violate the prohibition against national origin discrimination under Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d) and the U.S. Department of Transportation's (DOT) Title VI regulations at 49 CFR Part 21.

To clarify existing requirements for LEP persons under Title VI, on August 11, 2000, President Clinton issued Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency." The Executive Order requires each Federal agency to examine the services it provides and develop and implement a system by which LEP persons can meaningfully access those services consistent with, and without unduly burdening, the fundamental mission of the agency. Each Federal agency is also directed to work to ensure that recipients of Federal financial assistance provide meaningful access to their LEP applicants and beneficiaries. To this end, each agency must prepare a plan to improve access to its federally conducted programs and activities (i.e., the services it provides directly to the public) by eligible LEP persons.

## USDOT Guidance on Establishing an LEP Plan

As a federal funding recipient, the GHMPO will comply with Executive Order 13166 by establishing an LEP using the framework provided by the U.S. Department of Transportation (USDOT) and the Federal Transit Administration's (FTA) publication, *Implementing the Department of Transportation's Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons* (April 13, 2007). The USDOT guidance outlines four factors recipients should apply to the various kinds of contacts they have with the public to assess language needs and decide what reasonable steps they should take to ensure meaningful access for LEP persons:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by the MPO, activity, or service of the recipient or grantee.
2. The frequency with which LEP individuals come in contact with the MPO.
3. The nature and importance of the MPO, activity, or service provided by the MPO to the LEP community.
4. The resources available to the MPO and costs.

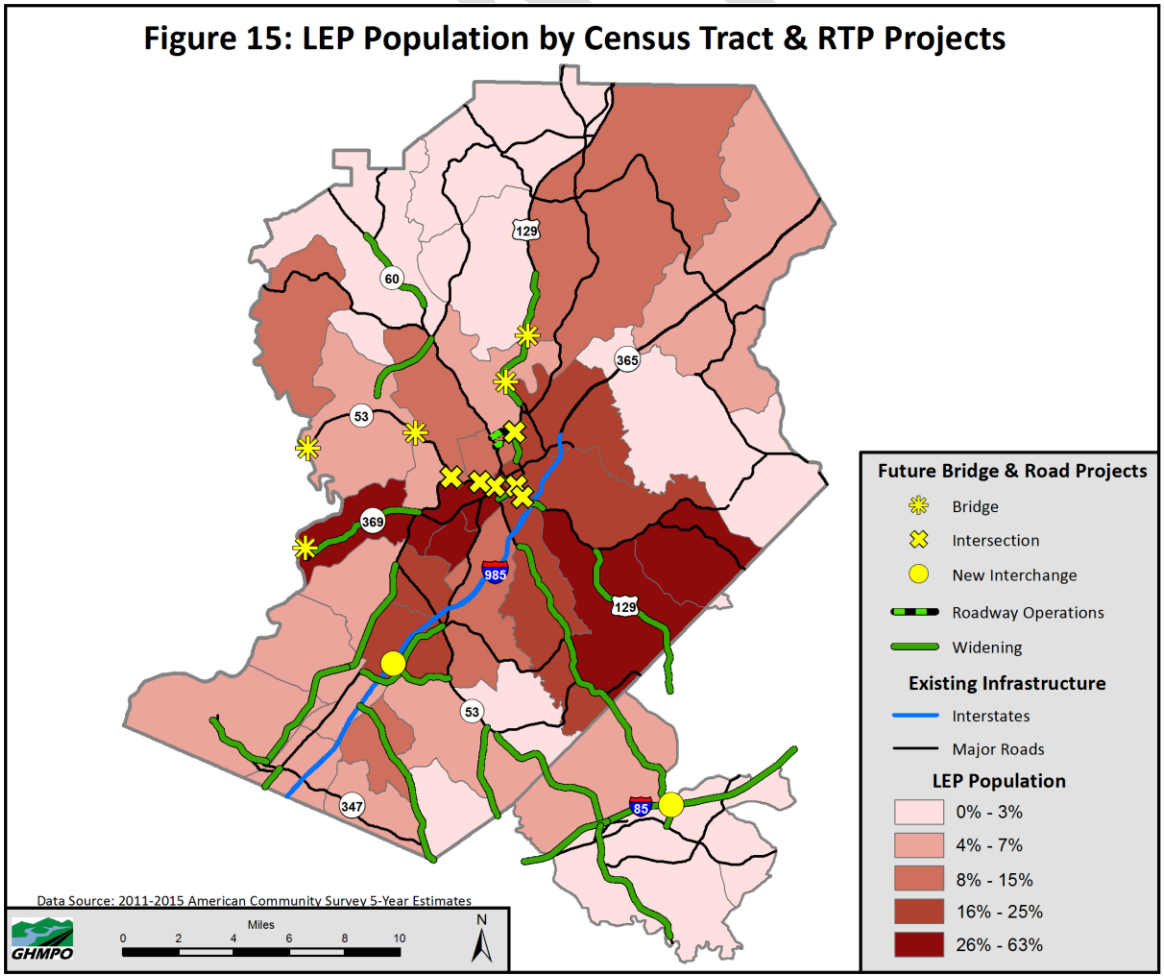
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The greater the number or proportion of eligible LEP persons; the greater the frequency with which they have contact with a program, activity, or service; and the greater the importance of that program, activity, or service, the more likely enhanced language services will be needed. Smaller recipients with more limited budgets are typically not expected to provide the same level of language service as larger recipients with larger budgets. The intent of DOT's guidance is to suggest a balance that ensures meaningful access by LEP persons to critical services while not imposing undue burdens on small organizations and local governments.

## LEP Assessment for the GHMPO Planning Area

**Factor 1: The number or proportion of LEP persons eligible to be served or likely to be encountered by the MPO, activity, or service of the recipient or grantee.**

The planning area of the GHMPO consists of entire of Hall County and western Jackson County. According to the U.S. Census Bureau, the primary language for GHMPO area is English and the second most common language spoken is Spanish at 23%. Hall County has a higher concentration of Spanish speakers with 24% identifying Spanish as their first language, and Jackson County has a much lower concentration of Spanish speakers with 6%.



LEP persons are usually defined as those who self-identify as speaking English less than "very well" on the U.S. Census. Table 8 indicates 13% of the population in the GHMPO area is not proficient in English. The bulk of those who cannot speak English very well primarily speak Spanish as their first language.

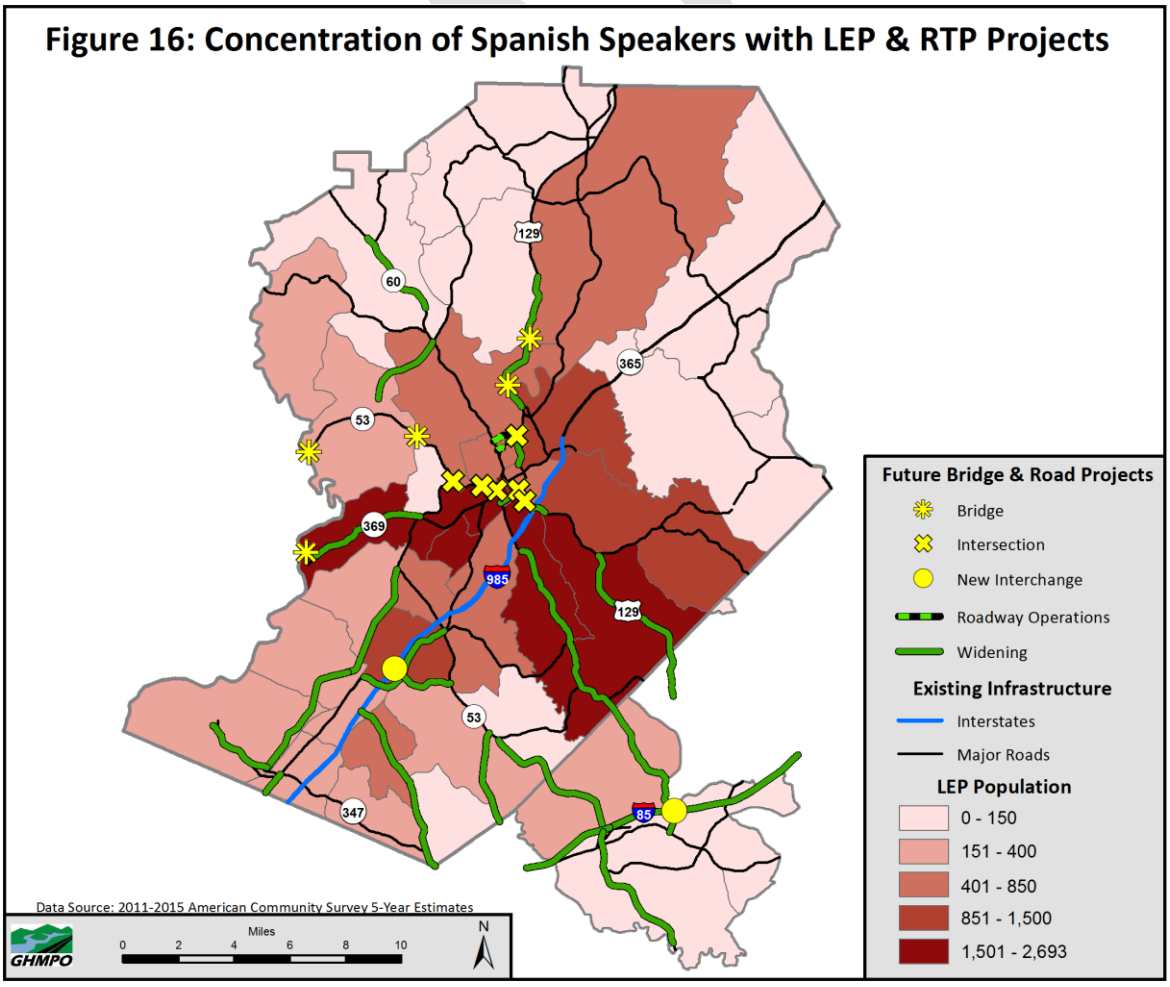
**Table 8: Language Spoken at Home for the Population 5 Years and Over**

| Population Type | Hall County | Jackson County | GHMPO area |
|---|---|---|---|
| **English Only** | 73% | 92% | 74% |
| **Language other than English** | 27% | 8% | 26% |
| **Speak English less than "very well"** | 14% | 5% | 13% |
| **Spanish** | 24% | 6% | 23% |

Source: U.S. Census Bureau, 2011-2015 American Community Survey

Figure 16 illustrates the distribution of the primary languages targeted for assistance by census tract. Central Hall, where a great majority of the RTP projects would be conducted, is the area with the most populated LEP people for speakers of Spanish. East Hall and West Gainesville are secondarily populated areas for LEP population and with less RTP projects.

**Figure 16: Concentration of Spanish Speakers with LEP & RTP Projects**



**Factor 2: The frequency with which LEP individuals come in contact with the MPO.**

The GHMPO has not received any formal requests by LEP individuals for language translation of any documents nor for an interpreter at any public meetings since first being designated as an MPO in 2003. The GHMPO has unilaterally provided Spanish speakers and funds for interpreters and provided public notices in both English and Spanish at all public meetings such as the development of the 2040 Regional Transportation Plan: 2015 Update (RTP Update), 2016-2019 Transportation Improvement Program (TIP) and assisted Hall Area Transit's (HAT) Transit Development Plan (TDP) and Human Services Transportation Plan (HSTP).

**Factor 3: The nature and importance of the MPO, activity, or service provided by the MPO to the LEP community.**

The MPO uses Federal funds to plan for transportation projects and therefore does not include any direct service or program that requires vital, immediate or emergency assistance, such as medical treatment or services for basic needs (like food or shelter). The MPO does not conduct activities which require residents to fill out applications or submit to interviews prior to attending public functions.

The MPO is mandated by the Federal government to create and maintain three key documents: an annual Unified Planning Work Program (UPWP) outlining MPO activities, a short-term four-year Transportation Improvement Program (TIP), and a Long Range Transportation Plan (LRTP) which covers 20 plus years. GHMPO has a Participation Plan which seeks to garner the input of all residents who can shape the planning process or wish to know more about the direction of transportation planning and how it will affect them.

Although the GHMPO does not directly provide transportation services, it has aided HAT in transit planning. HAT has some Spanish speaking staff members and prints a brochure detailing services, route maps and bus schedules in both English and Spanish.

**Factor 4: The resources available to the MPO and overall costs.**

The final factor weighs the previous factors to assess the needs of LEP individuals against the resources available to the MPO providing assistance in a language other than English. The GHMPO does have a significant number of LEP residents within Hall County but historically the frequency of contact with the MPO has been low. Full translation of major MPO documents would be prohibitively expensive. For example, another MPO reported that a professional translation of its regional transportation plan would cost around $24,000. The GHMPO has been committed to the principle of inclusivity and used more cost-effective means of outreach, particularly with the Spanish speaking segment of the community, at important junctures of the planning process.

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## LEP Implementation Plan

### Safe Harbor Stipulation and the GHMPO

Federal law provides a “safe harbor" which means that if an MPO provides written translations under certain circumstances, such action will be considered strong evidence of compliance with the recipient's written-translation obligations under Title VI.

The failure to provide written translations under the circumstances does not mean there is non-compliance, but rather provides a guide for MPOs that would like greater certainty of compliance than can be provided by a fact-intensive, four-factor analysis. For example, even if a safe harbor is not used, if written translation of a certain document(s) would be so burdensome as to defeat the legitimate objectives of its program, it is not necessary. Other ways of providing meaningful access, such as effective oral interpretation of certain vital documents, might be acceptable under such circumstances. Strong evidence of compliance with the recipient's written-translation obligations under ‘safe harbor’ includes providing written translations of vital documents for each eligible LEP language group that constitutes 5% or 1,000, whichever is less, of the population of persons eligible to be served or likely to be affected or encountered. Translation of other documents, if needed, can be provided orally. This safe harbor provision applies to the translation of written documents only. It does not affect the requirement to provide meaningful access to LEP individuals through competent oral interpreters where oral language services are needed and are reasonable.

The GHMPO does not use vital documents for LEP purposes as defined by USDOT. “A document will be considered vital if it contains information that is critical for obtaining federal services and/or benefits, or is required by law.” Federal Register: January 22, 2001 (Volume 66, Number 14). It recognized, however, that outreach efforts may require the MPO to survey/assess the needs of the LEP population to determine whether certain critical outreach materials should be translated into other languages.

### Identifying Persons Who May Need Language Assistance

- When the MPO sponsors a public function with a sign-in sheet table, a staff member or designate will greet and briefly speak to each attendee. To informally gauge the attendee’s ability to speak and understand English, he or she will ask a question that requires a full sentence reply.
- The MPO can use Census Bureau’s “I Speak Cards” at the sign-in table for those who speak a language other than English. While staff may not be able to provide translation assistance at this meeting, the cards can be an excellent tool to identify language needs for future meetings.

### Language Assistance Measures

In the event that the MPO should receive a request for assistance in a foreign language, staff members will take the name and contact information of the person. We can contact an individual who speaks Spanish but for other languages we will use a free online written translator website

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or we could contact a local community volunteer if available. If the required language is not available or if a formal interpretation is required, staff shall use the telephone interpreter service, Language Line, at 1-800-752-6096.

**MPO Staff Training**

Incoming staff members will be briefed on the GHMPO's LEP Plan and how to assist LEP residents. They will be told to keep a record of language assistance requests to assess future LEP population needs.

**Providing Notice to LEP Persons**

The GHMPO has provided notice in both English and Spanish for all public meetings in accordance with its Participation Plan:

> **Non-English Speaking Communities**
> For major GHMPO planning efforts such as the Long Range Transportation Plan and the Transportation Improvement Program, staff will coordinate with local media resources to gain access to these communities and garner their input. As appropriate, outreach meetings will be conducted to reach these communities. Translators will be made available to serve the non-English speaking communities at public information meetings. GHMPO will utilize outreach meetings with the Spanish speaking community to reach the non-English speaking communities:

The MPO also mails notices of important upcoming public meetings in both English and Spanish to those in the GHMPO database of organizations and individuals who have expressed an interest in following MPO activities.

**Monitoring and Updating the LEP Plan**

MPOs are required to update key planning documents (see Factor 3) and monitoring the success of the LEP Plan will be an ongoing process. The answers reflect conditions since adoption of the original LEP in November 2010-present. USDOT guidance recommends updates should consider the following elements:

- How many LEP persons were encountered?
  *No one self-identified as an LEP person requested language assistance.*

- Were their needs met?
  *No additional requests for language assistance were received.*

- What is the current LEP population in the GHMPO area?
  *13% of Hall County, 4% of Jackson County, and 12% of the GHMPO area are LEP.*

- Has there been a change in the types of languages where translation services are needed?
  *None.*

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- Is there still a need for continued language assistance for previously identified MPO programs? Are there other programs that should be included?
  *Yes, but no other new programs have been added requiring language assistance.*

- Have the MPO's available resources, such as technology, staff, and financial costs changed?
  *As of July 2010, GDOT no longer provides half of the local match (10%) for MPO transportation planning. The GHMPO now relies on an in-kind match as a substitute for the loss of direct financial assistance.*

- Has the MPO fulfilled the goals of the LEP Plan?
  *Yes.*

- Were any complaints received?
  *No.*

**Dissemination of the MPO Limited English Proficiency Plan**

The MPO has posted the LEP Plan on its website at: www.ghmpo.org. Copies of the LEP Plan have been provided to the Georgia Department of Transportation (GDOT), Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and any person or agency requesting a copy. Each MPO sub-recipient has been provided a copy and educated on the importance of providing language assistance.
Any questions or comments regarding this plan should be directed to:

Shamsul Baker
Gainesville-Hall MPO
P.O. Box 1435
Gainesville, GA 30503
Phone: (770) 531-2604
Fax: (770) 531-3902
sbaker@hallcounty.org

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# Appendix D: List of Acronyms

| | |
|---|---|
| ADA | Americans with Disabilities Act |
| CAC | Citizens Advisory Committee |
| EJ | Environmental Justice |
| FAST | Fixing America's Surface Transportation Act |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| GDOT | Georgia Department of Transportation |
| GHCC | Greater Hall Chamber of Commerce |
| GHMPO | Gainesville-Hall Metropolitan Planning Organization |
| GIS | Geographic Information Systems |
| GMRC | Georgia Mountains Regional Commission |
| HAT | Hall Area Transit |
| HSTP | Human Services Transportation Plan |
| LEP | Limited English Proficiency |
| LRTP | Long-Range Transportation Plan |
| MPO | Metropolitan Planning Organization |
| NEGMC | Northeast Georgia Medical Center |
| PC | Policy Committee |
| PP | Participation Plan |
| ROW | Right-Of-Way |
| RTP | Regional Transportation Plan |
| TCC | Technical Coordinating Committee |
| TDP | Transit Development Plan |
| TIP | Transportation Improvement Program |
| UPWP | Unified Planning Work Program |
| USDOT | United States Department of Transportation |

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# MEMORANDUM

**To:** **Technical Coordinating Committee Members**

**From:** **Srikanth Yamala, GHMPO Director**

**Date:** **July 19, 2017**

**Re:** **Amendments to the Technical Coordinating Committee Bylaws (2nd Review)**

---

All three GHMPO committee bylaws were analyzed by Wayne Stradley, Citizens Advisory Committee Chairman, and several revisions were suggested for consideration. For the Technical Coordinating Committee, the proposed revisions include:

- Strengthening language regarding the purpose of the TCC
- Correcting official jobs titles
- Expanding on officer descriptions
- Stating meeting notices and agenda items will be delivered at least one week prior
- Stressing the importance of attendance or the use of alternates
- Stating any future bylaw changes must be sent out to committee in advance and any changes must receive majority vote before being sent to the Policy Committee for approval

TCC had an initial review of the above proposed bylaw changes at its last meeting on April 19th. Subsequently, the City of Gainesville proposed some changes (attached). Per the bylaws, TCC may take action on these proposed bylaw changes at the next meeting following the initial review.

***RECOMMENDED ACTION:*** ***Recommend Approval of the Amendments to the TCC Bylaws.***

*Attachments:* *Draft Amendments to Technical Coordinating Committee Bylaws*
*City of Gainesville Comments on Proposed Bylaws*

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**GAINESVILLE-HALL METROPOLITAN PLANNING ORGANIZATION**
**TECHNICAL COORDINATING COMMITTEE**
**BYLAWS**

## Article I

### Section 1
### Name

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

### Section II
### Origin

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

## Article II
## Purpose

The Technical Coordinating Committee (TCC) of the Gainesville-Hall Metropolitan Planning Organization (GHMPO) shall provide recommendations from a technical perspective on the plans and programs adopted by the GHMPO.

## Article III
## ~~Composition~~Members

The voting ~~body~~ members of the Technical Coordinating Committee shall be composed of the following transportation specialists and key staff members of participating governmental jurisdictions, or ~~a~~ designated ~~alternate~~ representatives of these members. Membership shall be based upon the organizational position held, with the following positions being voting members:

Gainesville-Hall MPO

Director

~~Senior Transportation Planner~~Transportation Planning Manager

City of Gainesville
- Planning Director
- Public Works Director
- Traffic Engineer

Hall County
- Public Works Director
- County Engineer
- Road Projects Manager

City of Oakwood
City Manager

City of Flowery Branch
Community Development Director

Hall Area Transit
General Manager
District Pre-Construction Engineer

GDOT
Transportation Planner

Georgia Mountains RC
Transportation Planner

Jackson County
County Manager

Town of Braselton
Town Manager

The non-voting members shall include representatives of the following civic or business organizations, but not be limited to these:

Metropolitan Planning Specialist, Federal Highway Administration
Transportation Program Specialist, Federal Transit Administration
Intermodal Planner, Georgia Department of Transportation
Public Development Director, Jackson County
Planning Director, Town of Braselton
Vice-Chairperson, Citizens Advisory Committee
Representative, Northeast Georgia Medical Center
President, Greater Hall Chamber of Commerce
Chief, Gainesville Police Department
Sheriff, Hall County Sheriff's Department
Chief, Oakwood Police Department
Chief, Flowery Branch Police Department
Chief, Braselton Police Department
Representative, Hall County School Board
Representative, Gainesville City Schools
Mayor, Town of Clermont
Mayor, Town of Gillsville
Mayor, City of Lula
Chairman, City of Buford
Mayor, City of Hoschton

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## Article IV~~III~~
## Duties

1. ~~The Technical Coordinating Committee shall provide~~Provide guidance in the preparation of the Unified Planning Work Program, review all studies related to transportation within the Gainesville-Hall Metropolitan Planning Organization Area, and make recommendations to the Policy Committee, Citizens Advisory Committee, and other agencies upon the work program and studies.

2. ~~The Technical Coordinating Committee shall coordinate~~Coordinate the maintenance of inventories of current data used as input to the planning process.

3. ~~The Technical Coordinating Committee shall review~~Review the status of several activities necessary to keep the Planning Area current and those activities necessary to update the Area Plan with timely reports made to the Policy Committee regarding such reviews.

4. ~~The Technical Coordinating Committee shall make~~Make its reviews ~~on the basis of~~based on technical sufficiency, accuracy, and completeness of such studies, plans, and programs.

5. ~~The Technical Coordinating Committee may~~May prepare for consideration by Policy Committee~~,~~ a report that demonstrates to the general citizenry, the status of transportation within the Gainesville-Hall Metropolitan Planning Organization.

6. ~~The Technical Coordinating Committee and~~With participating agencies, shall adopt and follow the Unified Planning Work Program and schedule of activities. If any agency identifies a need to deviate from the adopted work program or initiate any special duties that have any bearing on the present or proposed transportation system, it shall be the responsibility of the respective Technical Coordinating Committee member to bring this to the attention of the full Technical Coordinating Committee for consideration, action, and/or information.

## Article V~~IV~~
## Organization

~~1. The Director of the Hall County Planning Department or his/her designee shall serve as the Director of the Gainesville-Hall Metropolitan Planning Organization.~~

1. The officers shall consist of Chairperson, Vice Chairperson, and Secretary.

2. The ~~Director of Planning for the City of Gainesville shall serve as the Chairman of the Technical Coordinating Committee~~

for the initial two years. After such time, the Chairperson and Vice Chairperson shall be elected annually by a majority vote of the Committee's voting members at the first meeting of the fiscal year.

3. The Vice Chairperson of the Technical Coordinating Committee shall be selected by and from the committee members. Such election shall be by a majority vote.

4. Election of the Chairperson and Vice Chairperson shall take place on the first meeting of the fiscal year when there is a majority of the voting membership present and said terms shall be for one year.

5.3. The Chairperson and Vice Chairperson may succeed themselves with no limitation on the number of terms, except that such term shall not continue in the event the Chairperson or Vice Chairperson becomes ineligible for membership on the Technical Coordinating Committee.

4. The Chairperson and Vice Chairperson may be removed from office by a majority vote of all the majority of all voting members of the Technical Coordinating Committee.

5. The committee may establish sub-committees as needed. Each sub-committee shall select its chairperson Sub-committees shall meet as determined by the Chairperson of said sub-committee.

6.

7. The Chairperson shall appoint members to subcommittees, subject to Technical Coordinating Committee approval.

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

8. The Hall County Planning Department shall be the coordinating staff for the Gainesville-Hall Metropolitan Planning Organization and Technical Coordinating Committeeits Committees.

**Article VI**
**Duties of the ChairpersonOfficers**

1. The Chairperson shall:

1. Preside at all meetings of the Technical Coordinating Committee.

a.

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2. AThe Chairperson shall authenticate, by his/her signature, the meeting summaries minutes and resolutions recommended by the Technical Coordinating Committee.

b.

c. The Chairperson, asAs required, shall represent the Technical Coordinating Committee at hearings, conferences, and other events or designate another member of the committee to serve in his/her place.

3. Designate one member to Serve as a liaison to the Citizens Advisory Committee.

d.

2. During the absence or disability of the Chairperson, or in the event thatif a vacancy occurs in the office of the Chairperson, the Vice Chairperson shall preside over meetings of the committee and shall exercise all of 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.

4.

5.4. The Chairperson shall prepare the meeting agenda and distribute it to the Technical Coordinating Committee members no later than one (1) week prior to any scheduled meeting. Members desiring an item to be included on a meeting agenda shall notify the Chairperson no later than two (2) weeks prior to the meeting.

6. The Chairperson shall designate one member to Serve as a liaison to the Citizens Advisory Committee.

**Article VII**
**Meetings**

1. The regular meeting time of the Technical Coordinating Committee shall be 10:30 AM, on the third Wednesday of February, April, July, and October, at the Hall County Government Center, unless otherwise specified.

1.

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

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

3. ~~In order for~~For business to be transacted, there must be a ~~recognized~~ quorum of voting members or their designees, and such quorum consists of 6 voting members.

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

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

~~2.~~

6. Membership on the Technical Coordinating Committee is by appointment by the Policy Committee and by virtue of the technical expertise of the position held. As such, attendance is of the utmost importance. Therefore, all voting members should designate alternates, who shall, in the event of a member's absence, serve as the member's representative.

~~3.~~7. In the event an important issue arises that must be decided before the next scheduled committee meeting, a special telephone solicitation shall be made to act on such unanticipated matters. This method shall be used only in extreme cases. (See Article VIII.)~~In the event an important issue arises, which must be decided before the next scheduled committee meeting, a special telephone solicitation shall be made in order to act on such unanticipated matters. This method shall be used only in extreme cases.~~

~~4. Membership on the Technical Coordinating Committee is by appointment from the Policy Committee and by virtue of the technical expertise of the position held and as such, attendance is of the utmost importance. Therefore, all voting members should designate alternates, who shall in the event of a member's absence, serve as the member's representative.~~

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## Article VIII
## Emergency Committee Meeting Procedure

An emergency is defined as a sudden and unexpected turn of events requiring immediate action. In case of emergency, notice of such meeting shall be given to each committee member as far

in advance of the meeting as possible and by the most direct means of communications. Written notice of any meeting shall state the date, time, and place of the meeting, a brief description of the agenda for the meeting, and shall be provided in accordance with the requirements of Georgia law and the GHMPO Public Participation Plan. An emergency vote would still require the regular public comment periods for adoption of the Long-Range Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, and Public Participation Plan and for amendments to them.

Telephonic 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 and special meetings should have at least 24-hour reasonable notice to the public, with the meeting agenda posted on the GHMPO website, www.ghmpo.org, and use press releases and/or phone calls to The Gainesville Times and other local media.

## Article VIIIIX
## Rules of Order

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

## Article IX
## Amendments to of Bylaws

The Committee may recommend amendments of the bylaws to improve the Committee's overall performance. Notice of the intent to revise the bylaws must be given in the agenda prior to the meeting at which the amendment will be discussed. A majority vote of the entire voting membership of the committee shall be required for the amendment of the bylaws to be forwarded to the

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GHMPO Policy Committee for its review and approval. The Policy Committee must approve the amendment prior to it becoming effective. In any event the bylaws and organizational framework are bound to the parameters established in the Designation Resolutions from Hall County and the Cities of Flowery Branch, Gainesville, and Oakwood (October – December 2002) that endorsed the Hall County Planning Department to serve as the GHMPO.~~These bylaws may be recommended for amendment by an affirmative vote of a simple majority of full voting membership of the committee. A bylaw change shall be presented for consideration at a regular scheduled meeting of the committee; however, voting shall be deferred until the regular scheduled meeting following the meeting at which the bylaws change was proposed. The Technical Coordinating Committee shall recommend approval of the amended bylaws to the Policy Committee for adoption. In any event the bylaws and organizational framework are bound to the parameters established in the Memorandum of Understanding.~~

Adopted by the GHMPO Policy Committee this ~~12~~ 8th day of August, ~~2014~~2017.

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~~Lamar Scroggs~~Danny Dunagan, Chairman
Gainesville-Hall MPO Policy Committee

Attest

Srikanth Yamala, Director
Gainesville-Hall MPO

## Shamsul Baker (Planning)

**From:** Bryan Lackey <blackey@gainesville.org>
**Sent:** Thursday, May 25, 2017 4:55 PM
**To:** Srikanth Yamala (Planning)
**Cc:** Angela Sheppard; Chris Rotalsky; Danny Dunagan; Shamsul Baker (Planning)
**Subject:** City of Gainesville's Comments to Proposed GHMPO By-law Revisions

**Sensitivity:** Private

Srikanth,
The City of Gainesville submits the following comments and proposed revisions to each of the three by-law revisions being considered by the GHMPO. The excerpts from the proposed revisions are shown with the City's comments shown below and underlined.
Thank you for your consideration of this submittal and let us know if you have any questions.

**Technical Coordinating Committee**
**Article V ~~IV~~**
**Organization**
~~8.7. The Hall County Planning Department shall be the coordinating staff for the Gainesville-Hall Metropolitan Planning Organization and Technical Coordinating Committee its Committees.~~
This verbiage should be removed from the by-laws of all three bodies. It speaks for itself that the MPO staff will serve as the coordinating staff.

**Citizens Advisory Committee**
**Article IV**
**Duties**
2. Review recommendations of the Technical Coordinating Committee concerning the various work elements, annual documents, and long-range plans and systems, prior to submission to the Policy Committee.
This section in red, shown as a strikethrough in the proposal, should be retained.

**Article V**
**Organization**
~~6. The committee may establish sub-committees as needed. Each sub-committee shall select its chairperson Sub-committees shall meet as determined by the Chairperson of said subcommittee.~~
This section should not be included as proposed.
~~4. 8. The Hall County Planning Department shall be the coordinating staff for the Gainesville-Hall Metropolitan Planning Organization and its Committees.~~

**Article VII**
**Meetings**
6. Unless excused by the Chairperson of the CAC prior to the meeting, any CAC member having ~~two (2)~~ three (3) unexplained absences from regular meetings during a calendar year shall be ~~automatically removed and~~ notified by the chairperson of Policy Committee that their attendance is required and request the member confirm their commitment to attend future meetings. ~~such action. Vacancies from such action shall be filled as provided in Article III.~~
This section should be modified to clarify that only the Policy Committee can alter the membership of the Citizen's Committee.

**Policy Committee**
**Article V ~~IV~~**
**Organization**
~~6. 7. The Hall County Planning Department shall be the coordinating staff for the Gainesville-Hall Metropolitan Planning Organization and its Committees.~~

Regards,

**Bryan Lackey**
City Manager
City of Gainesville, Georgia
770-535-6865
Check out our Downtown Master Plan!
https://www.gainesville.org/pdfs/2015-gainesville-downtown-plan.pdf

# MEMORANDUM

**To:** **Technical Coordinating Committee Members**

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

**Date:** **July 19, 2017**

**Re:** **Hall County & Jackson County Crash Profile Reports**

---

The Georgia Department of Transportation (GDOT), jointly with the Governor's Office of Highway Safety, provides a statewide accident reporting database titled the Georgia Electronic Accident Reporting System (GEARS). Utilizing GEARS, agencies across the state are able to electronically submit accident data to the database which contains information such as number of injuries, number of fatalities, accident type, accident location, time of day, gender and age of the driver, and GPS coordinates. Reporting crashes electronically provides transportation professionals valuable data that can pinpoint high crash locations as well as helping identify roadways that may require additional funding for safety and operational improvements.

Utilizing GEARS data reported from the GHMPO planning area, reports for Hall and Jackson counties have been created by staff to highlight crashes and fatalities that occurred in 2016. Five year trends across the region and state are also discussed.

***RECOMMENDED ACTION: None.***

*Attachment: Hall County and Jackson County 2017 Crash Profile Reports*

# 2017

# Hall County Crash Profile



**Prepared by Gainesville-Hall Metropolitan Planning Organization (GHMPO)**

**Based upon data provided by the Georgia Department of Transportation (GDOT) via the Georgia Electronic Accident Reporting System (GEARS)**

**6/8/2017**

GHMPO

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# Background

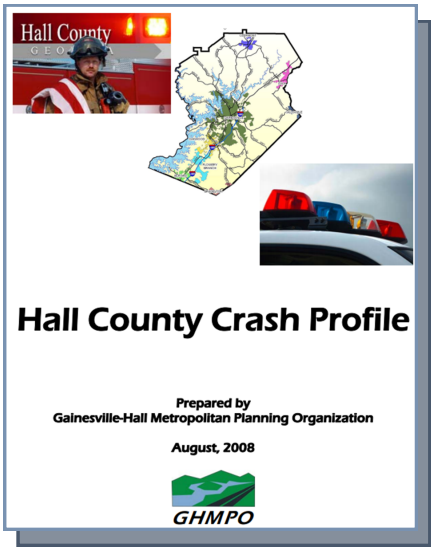



The Gainesville-Hall Metropolitan Planning Organization (GHMPO) is the federally designated transportation planning body in Northeast Georgia consisting of the Gainesville urbanized area, Hall County, and the western portion of Jackson County. GHMPO was formed on February 25, 2003, and is housed within the Hall County Planning Department.

GEARS Georgia Electronic Accident Reporting System

Georgia Department of Transportation

The Georgia Department of Transportation (GDOT), jointly with the Governor's Office of Highway Safety, provides a statewide accident reporting database titled the Georgia Electronic Accident Reporting System (GEARS). Using GEARS, agencies across the state are able to electronically submit accident data that contains information such as number of injuries, number of fatalities, accident type, accident location, time of day, gender and age of the driver, and GPS coordinates. Reporting crashes electronically not only saves local agencies thousands of dollars a year but also provides transportation professionals valuable data that can be used to help identify high crash locations and areas that may require additional funding for safety and operational improvements in the future.




GHMPO has produced two crash profiles in the past. The first report was created in 2008 and analyzed crash data between the years 2000 and 2007 in Hall County. A second report was created in 2016 and analyzed data from 2011 through 2015 in both Hall and Jackson Counties. This report was created in 2017 and analyzes data from 2012-2016.

GHMPO

# 2008 Crash Analysis Report

The following is data from the **2008 Crash Profile** for Hall County.

Table 1. Regional Crash Statistics

| Statistic | Forsyth | Gwinnett | Jackson | Hall | Region Total | Georgia |
|---|---|---|---|---|---|---|
| Total Crashes | 32,099 | 205,100 | 12,833 | 49,528 | 299,560 | 2,664,709 |
| Fatal Crashes | 126 | 560 | 122 | 221 | 1,029 | 11,877 |
| Injury Crashes | 7,712 | 46,741 | 3,550 | 12,779 | 70,782 | 698,455 |
| PDO* Crashes | 24,261 | 157,799 | 9,161 | 36,528 | 227,749 | 1,954,377 |
| Crashes Per 10,000 VMT* | 13.04 | 16.53 | 6.72 | 15.18 | 14.95 | 11.17 |
| Total Fatalities | 136 | 602 | 145 | 241 | 1,124 | 13,146 |
| Total Injured Persons | 11,361 | 67,837 | 5,740 | 19,681 | 104,619 | 1,071,460 |
| Intersection Crashes | 14,818 | 102,641 | 5,256 | 26,631 | 149,346 | 1,239,715 |
| Pedestrian Crashes | 78 | 901 | 35 | 279 | 1,293 | 19,390 |
| Bike Crashes | 16 | 286 | 19 | 76 | 397 | 7,341 |
| Commercial Vehicle Crashes | 1,589 | 8,551 | 952 | 1,853 | 12,945 | 122,456 |

Sources: 2000-2007 Georgia Crash Data, CARE; Report 445, GDOT.

*Vehicle miles traveled (VMT) data is only available through the year 2006, therefore all VMT statistics cover years 2000-2006.

*Property Damage Only (PDO)

Table 2a: Hall County Summary

| Statistic | Annual Average (2000-2007) | Total (2000-2007) | Regional** Total (2000-2007) | % of Regional Total |
|---|---|---|---|---|
| Total Crashes | 6,191 | 49,528 | 299,560 | 16.5% |
| Fatal Crashes | 28 | 221 | 1,029 | 21.5% |
| Injury Crashes | 1,597 | 12,779 | 70,782 | 18.1% |
| PDO Crashes | 4,566 | 36,528 | 227,749 | 16.0% |
| Crashes Per 10,000 VMT (00-06)* | 1.90 | 15.18 | 14.95 | 101.6% |
| Total Fatalities | 30 | 241 | 1,124 | 21.4% |
| Total Injured Persons | 2,460 | 19,681 | 104,619 | 18.8% |
| Intersection Crashes | 3,329 | 26,631 | 149,346 | 17.8% |
| Pedestrian Crashes | 35 | 279 | 1,293 | 21.6% |
| Bike Crashes | 10 | 76 | 397 | 19.1% |

Sources: 2000-2007 Georgia Crash Data, CARE; Report 445, GDOT.

Table 2b: Top 10 Crash Hotspot Description

| Facility | Limits | Number of Total Crashes (2000-2007) | % of County Total Crashes | Fatal Crashes | Injury Crashes | POD Crashes |
|---|---|---|---|---|---|---|
| SR 53 - Washington Street | Pearl Nix Parkway to Shallowford Road | 767 | 1.55% | 0 | 162 | 605 |
| SR 60 - Jesse Jewell Parkway | Bank Street to Bradford Street | 695 | 1.40% | 0 | 139 | 556 |
| SR 11 - Jesse Jewell Parkway | Cleveland Highway to Summit Street | 656 | 1.32% | 0 | 168 | 488 |
| SR 53 - Mundy Mill Road | Mundy Mill Drive to Old Flowery Branch Road | 646 | 1.30% | 1 | 138 | 507 |
| SR 53 - McEver Road | McEver Corner to The Retreat Apartments | 576 | 1.16% | 0 | 116 | 460 |
| SR 13 - Atlanta Highway | Winder Highway to Atkins Drive | 478 | 0.97% | 0 | 111 | 367 |
| SR 11 - E. E. Butler Parkway | Chestnut Street to MLK Blvd | 459 | 0.93% | 0 | 95 | 364 |
| SR 13 - Atlanta Highway | Hospital Drive to Browns Bridge Road | 450 | 0.91% | 1 | 113 | 336 |
| I-985 | Mile 13.6 to 14.1 | 434 | 0.88% | 0 | 134 | 300 |
| SR 11 - E. E. Butler Parkway | Mile 8 to Chestnut Street | 431 | 0.87% | 1 | 97 | 333 |

Source: 2000-2007 Georgia Crash Data, CARE.

# 2016 Crash Analysis Report

The following is data from the **2016 Crash Profile** for Hall County.

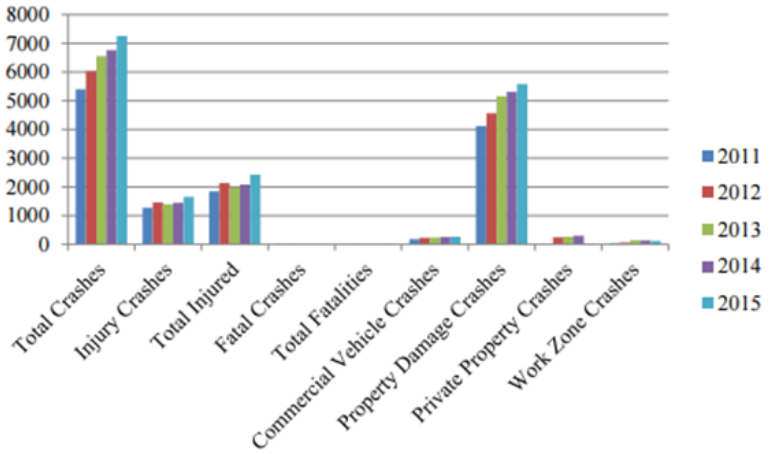
## High Accident Locations

January 1, 2011 through December 31, 2015

| | TOTAL COLLISIONS | TOTAL FATAL COLLISIONS | TOTAL INJURY COLLISIONS | TOTAL PROPERTY DAMAGE | NUMBER KILLED | NUMBER INJURED |
|---|---|---|---|---|---|---|
| MUNDY MILL RD HWY 53 & | 340 | 0 | 2 | 338 | 0 | 2 |
| SPOUT SPRINGS RD & | 178 | 0 | 3 | 175 | 0 | 5 |
| MUNDY MILL HWY 53 & | 145 | 0 | 0 | 145 | 0 | 0 |
| MUNDY MILL RD HWY 53 & MATHIS DR | 121 | 0 | 18 | 103 | 0 | 23 |
| MUNDY MILL RD HWY 53 & OLD OAKWOOD RD | 115 | 1 | 32 | 82 | 1 | 52 |
| MUNDY MILL RD HWY 53 & THURMON TANNER PKWY | 108 | 0 | 27 | 81 | 0 | 35 |
| WINDER HWY 53 & | 98 | 0 | 1 | 97 | 0 | 1 |
| PEARL NIX PKWY & SR 53 | 92 | 0 | 15 | 77 | 0 | 15 |
| ATLANTA HIGHWAY 13 & MUNDY MILL RD HWY 53 | 91 | 0 | 7 | 84 | 0 | 8 |
| MUNDY MILL RD HWY 53 & MUNDY MILL DR | 80 | 0 | 17 | 63 | 0 | 24 |
| SR 53 N & SR 53 | 79 | 0 | 21 | 58 | 0 | 26 |
| SR 53 E & SR 53 | 72 | 0 | 14 | 58 | 0 | 16 |
| ATLANTA HIGHWAY 13 & POPLAR SPRINGS RD | 64 | 0 | 12 | 52 | 0 | 15 |
| WASHINGTON ST & SR 53 | 61 | 0 | 5 | 56 | 0 | 5 |
| I 985 N & | 59 | 0 | 11 | 48 | 0 | 18 |

The following table and graph show certain crash statistics by year. The data shows that crashes have increased every year.

| | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|
| **Total Crashes** | 5,401 | 6,027 | 6,553 | 6,757 | 7,248 |
| **Injury Crashes** | 1,270 | 1,460 | 1,391 | 1,443 | 1,652 |
| **Total Injured** | 1,847 | 2,138 | 1,969 | 2,083 | 2,427 |
| **Fatal Crashes** | 25 | 23 | 16 | 16 | 34 |
| **Total Fatalities** | 28 | 26 | 18 | 21 | 35 |
| **Commercial Vehicle Crashes** | 182 | 223 | 235 | 248 | 259 |
| **Property Damage Crashes** | 4,119 | 4,557 | 5,152 | 5,306 | 5,579 |
| **Private Property Crashes** | 9 | 244 | 264 | 299 | 25 |
| **Work Zone Crashes** | 47 | 60 | 146 | 133 | 119 |



# 2016 Crash Statistics

| Crash Summary | |
|---|---|
| Total Crashes: | 7,273 |
| Injury Crashes: | 1,592 |
| Total Injured: | 2,307 |
| Fatal Crashes: | 27 |
| Total Fatalities: | 32 |
| Commercial Vehicle Crashes: | 229 |
| Property Damage Crashes: | 5,663 |
| Private Property Crashes: | 166 |
| Work Zone Crashes: | 105 |

The table to the left highlights the reported crash numbers across a variety of categories throughout Hall County in 2016.

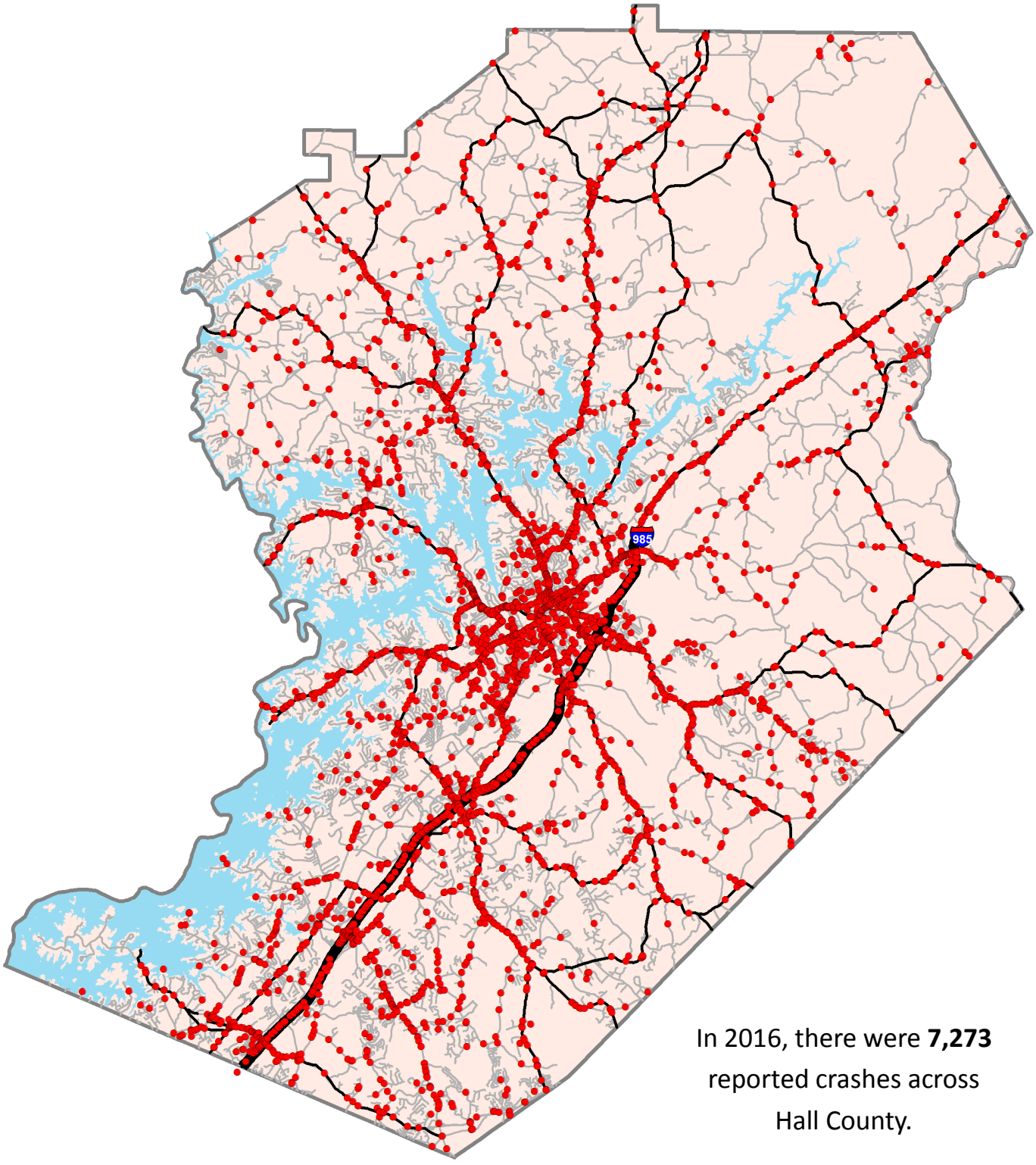
The table below highlights high accidents locations in Hall County in 2016. Dawsonville Hwy, McEver Road, Spout Springs, Jesse Jewell Pkwy, and EE Butler Pkwy round out the top five.

**High Accident Locations**

*From: 1/1/2016 - 12/31/2016*

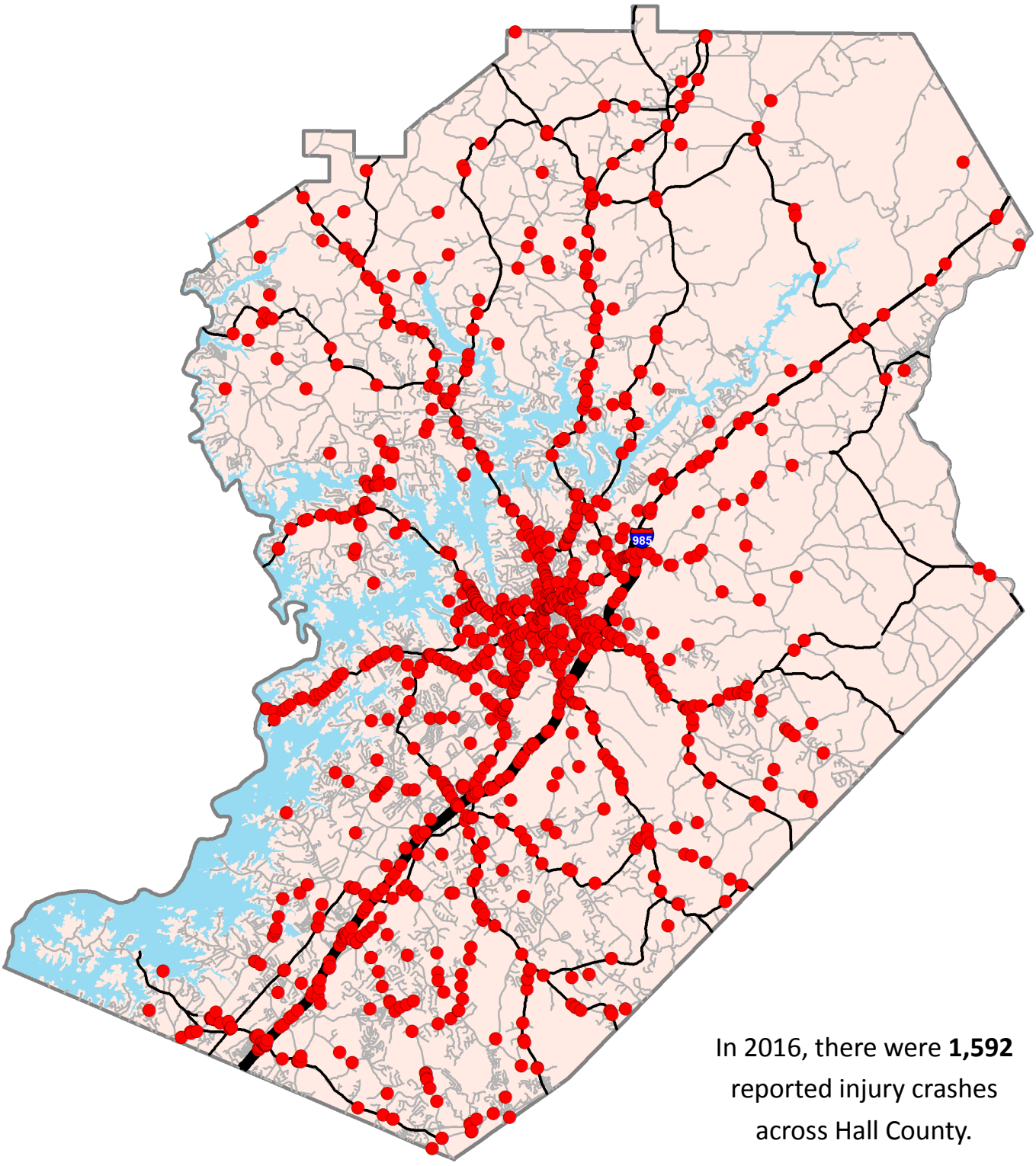
| | Total Collisions | Total Fatal Collisions | Total Injury Collissions | Total Property Damage | Number Killed | Number Injured |
|---|---|---|---|---|---|---|
| Dawsonville Hwy & McEver Road | 114 | 0 | 24 | 90 | 0 | 35 |
| Spout Springs Road | 54 | 0 | 0 | 54 | 0 | 0 |
| Jesse Jewell Pkwy & EE Butler Pkwy | 52 | 0 | 9 | 43 | 0 | 10 |
| EE Butler Plwy & W Ridge Road | 41 | 0 | 11 | 30 | 0 | 13 |
| Dawsonville Hwy & Beechwood Blvd | 40 | 0 | 9 | 31 | 0 | 16 |
| McEver Road & Browns Bridge Road | 76 | 0 | 21 | 58 | 0 | 32 |
| EE Butler Pkwy & MLK JR Blvd | 32 | 0 | 8 | 24 | 0 | 8 |
| Jesse Jewell Pkwy & Downey Blvd | 28 | 0 | 6 | 22 | 0 | 10 |
| Dawsonville Hwy & Shallowford Road | 27 | 0 | 6 | 21 | 0 | 11 |
| EE Butler Pkwy & I-985 | 27 | 0 | 4 | 23 | 0 | 5 |
| EE Butler Pkwy & Chestnut St | 26 | 0 | 11 | 15 | 0 | 16 |
| Green Street & Ridgewood Ave | 22 | 0 | 6 | 16 | 0 | 7 |

# 2016 Crash Locations

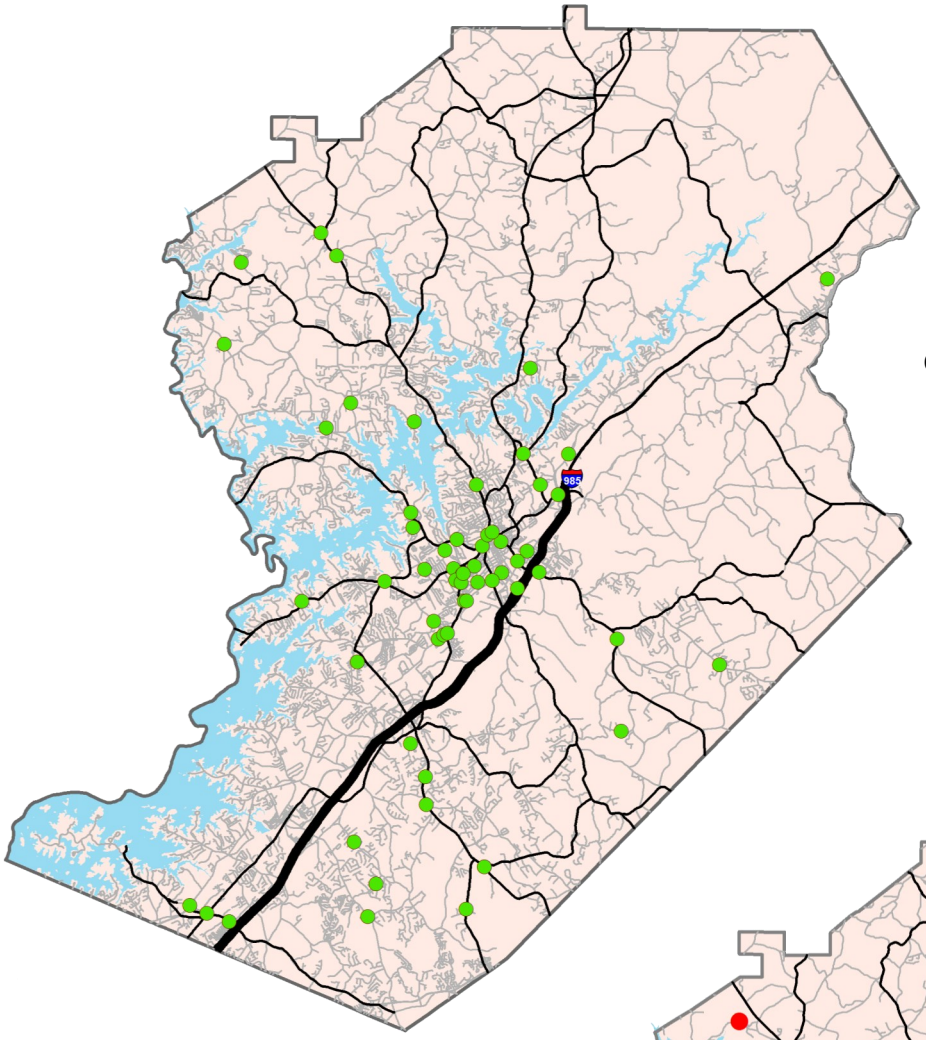



In 2016, there were **7,273** reported crashes across Hall County.

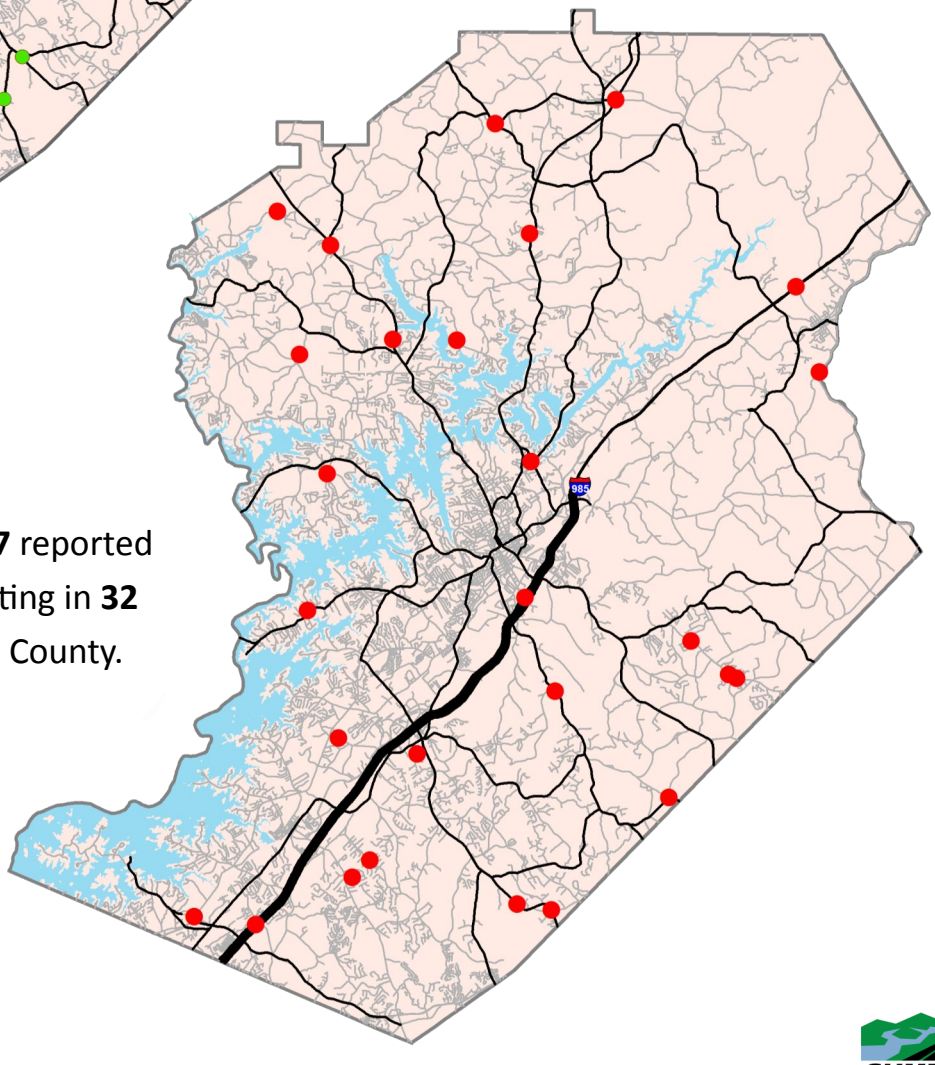
# 2016 Injury Crash Locations




In 2016, there were **1,592** reported injury crashes across Hall County.

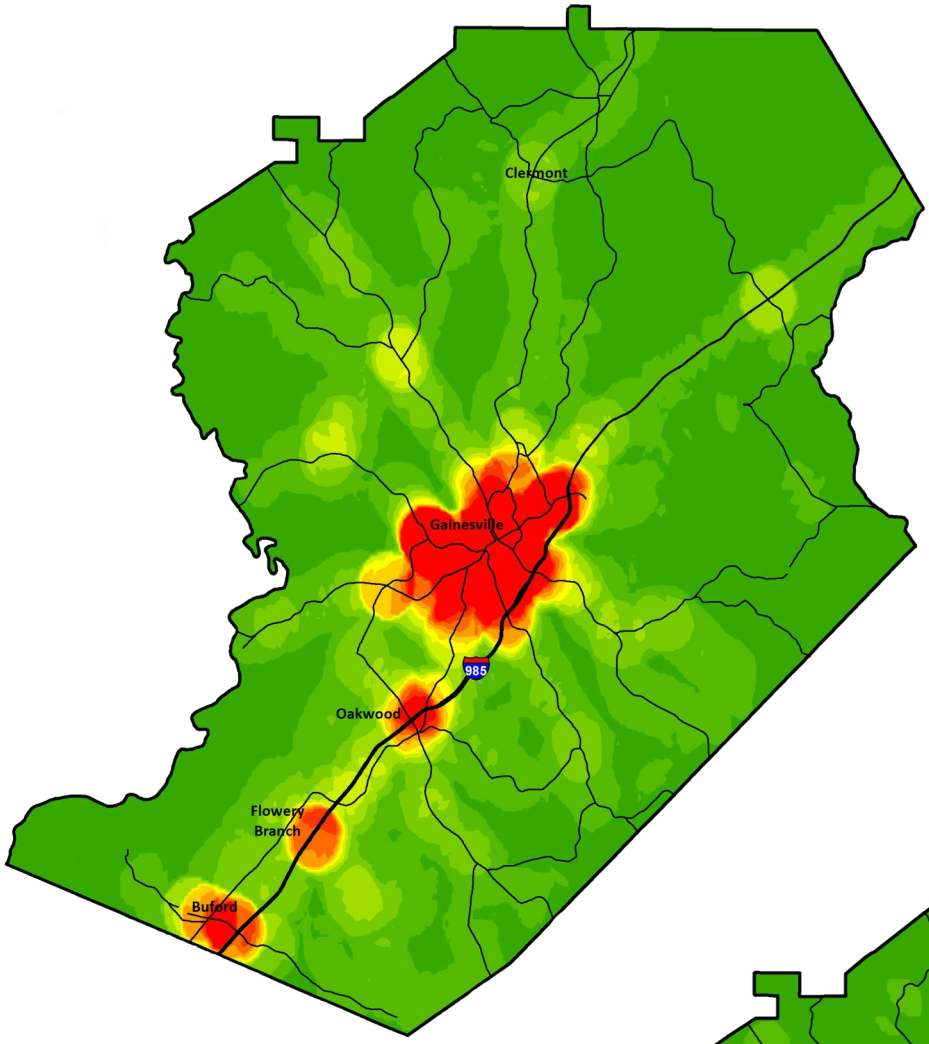


In 2016, there were **63** reported pedestrian-involved crashes resulting in **47 injuries** and **5 fatalities** across Hall County.



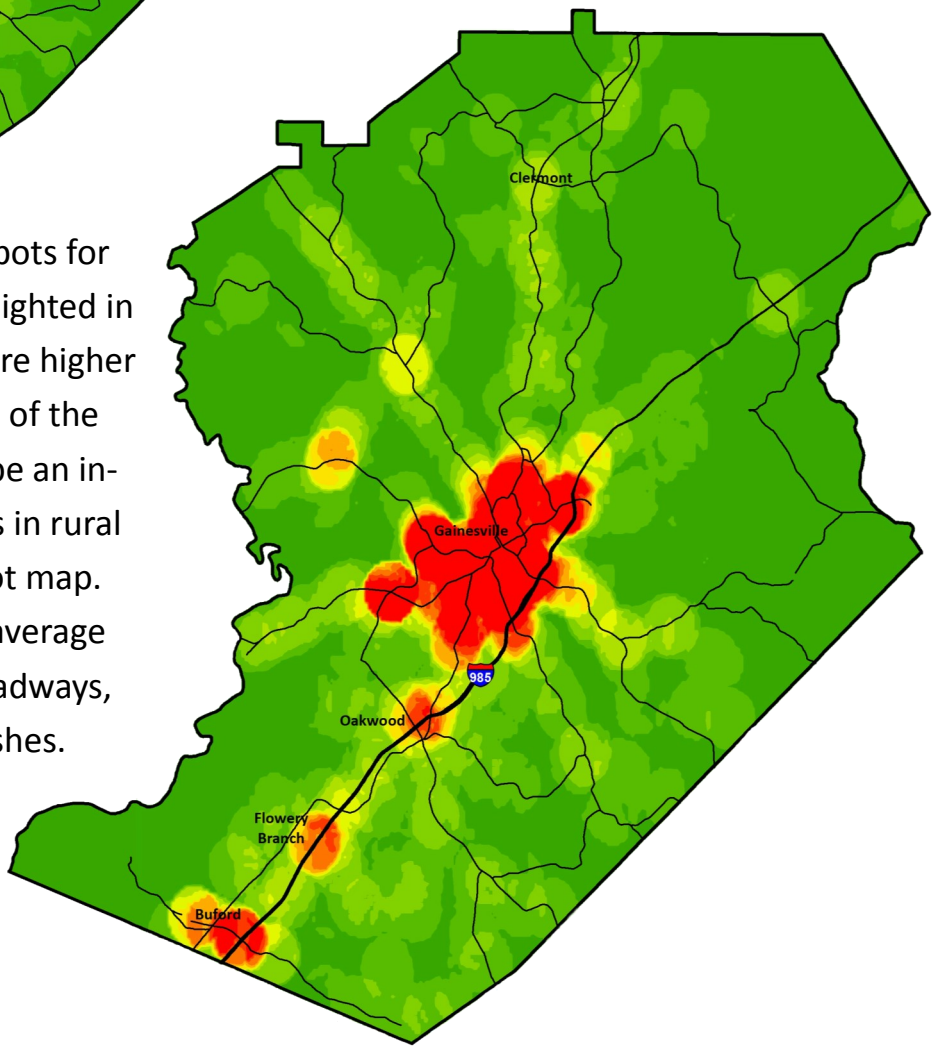
In 2016, there were **27** reported **fatality crashes** resulting in **32 fatalities** across Hall County.

# 2016 Hot Spots



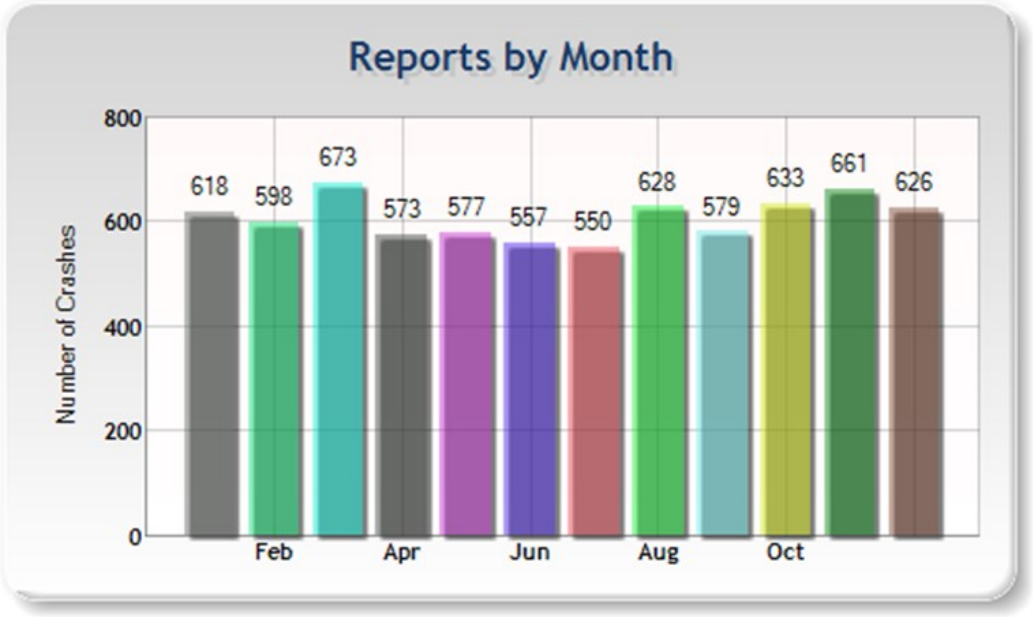

In the map to the left, hot spots for overall crashes in 2016 are highlighted in red. As expected, overall crash rates are higher within more urbanized areas of the county than in rural areas.

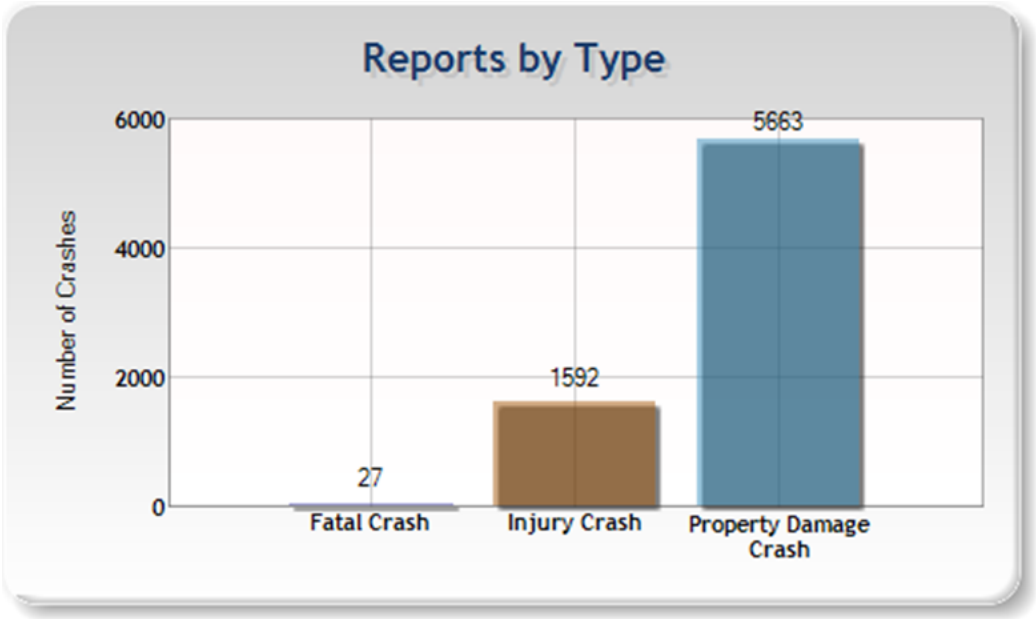
In the map to the right, hot spots for injury crashes in 2016 are highlighted in red. Overall injury crash rates are higher within more urbanized areas of the county, but there appears to be an increase in rate of injury crashes in rural areas over the above hot spot map. This may be due to a higher average speed of travel along rural roadways, leading to more injury crashes.



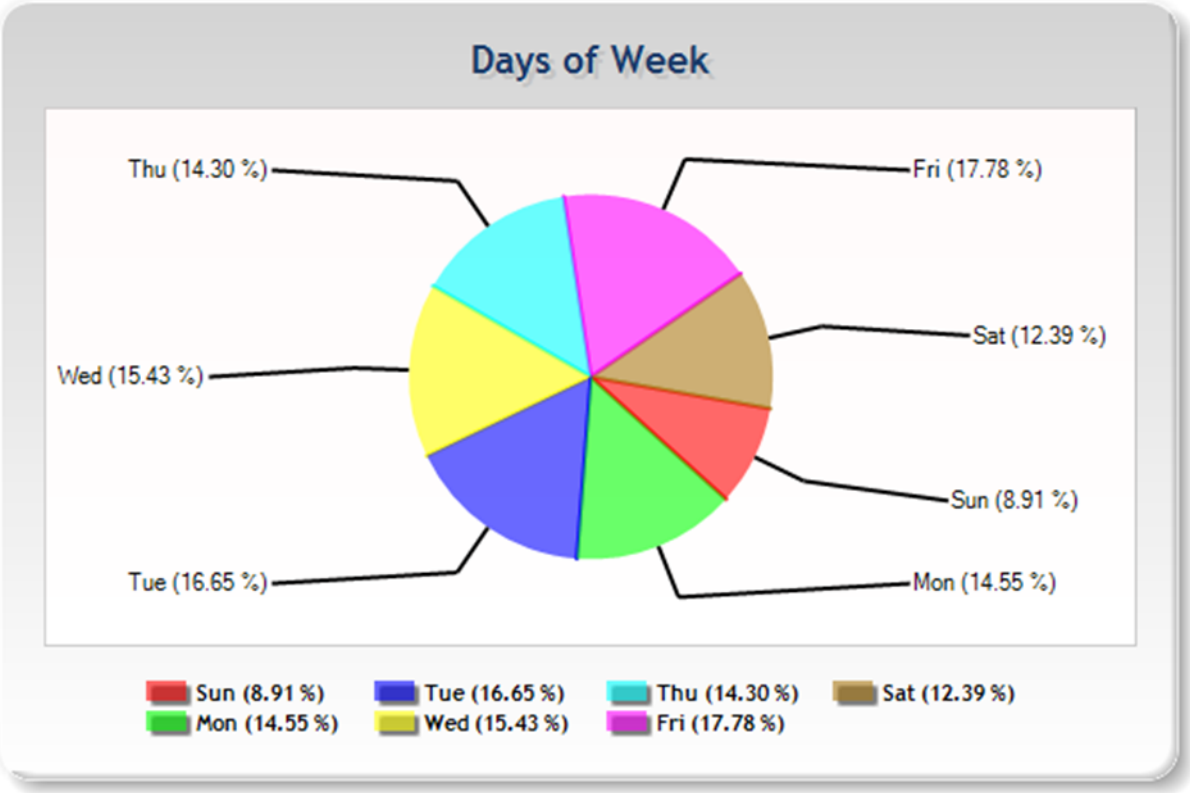
# 2016 Crash Charts

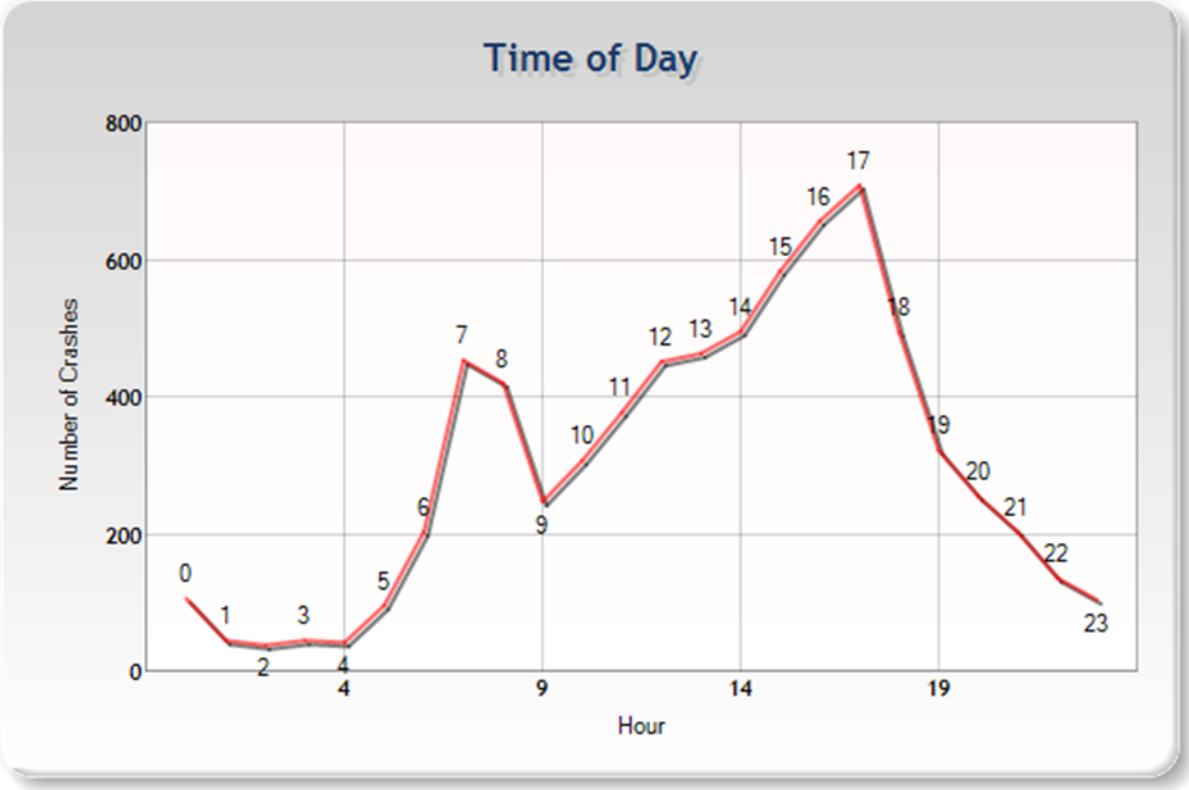
The following graphs were provided by the GEARS webpage regarding 2016 crash trends in Hall County.

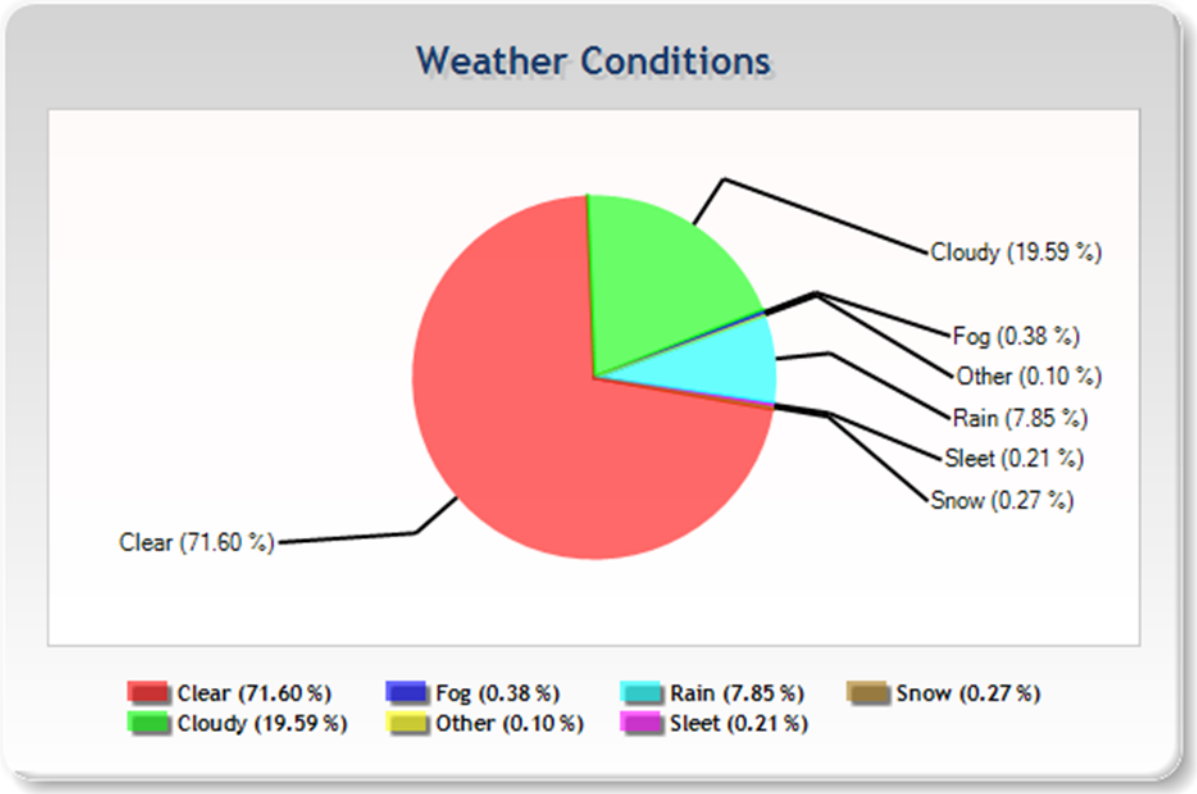


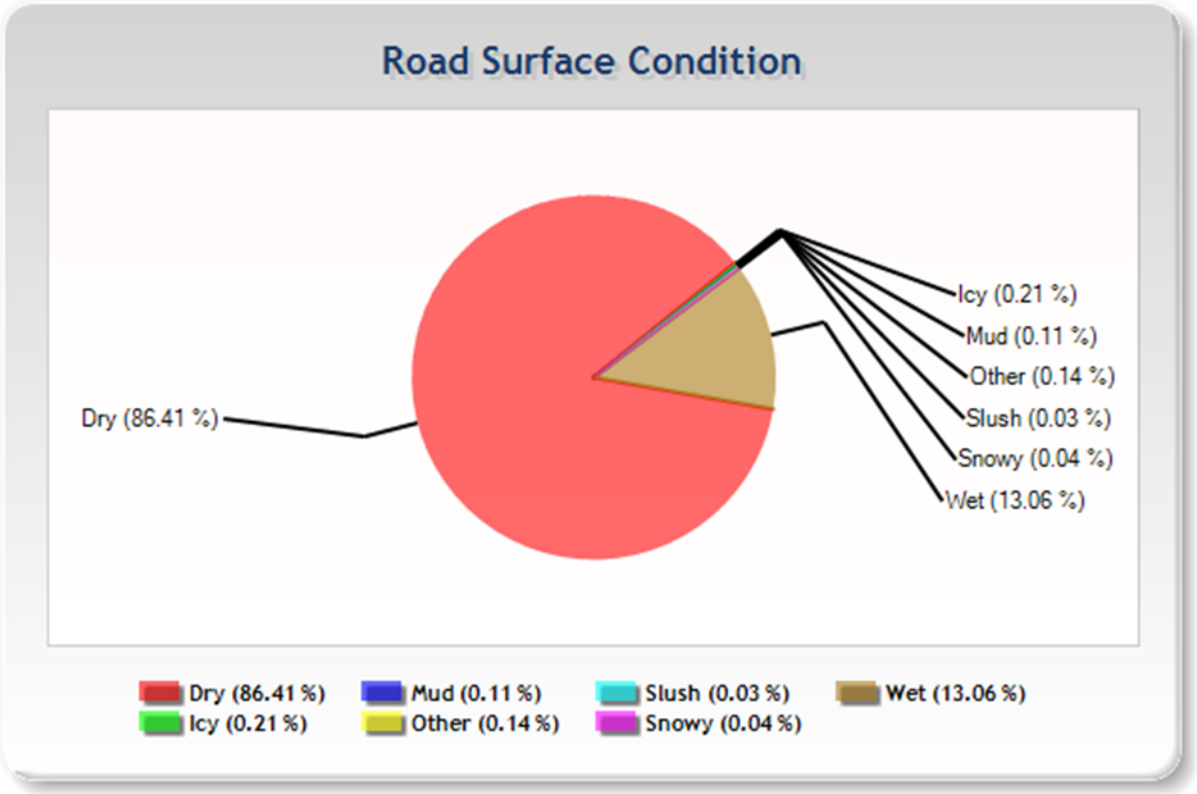



# 2016 Crash Charts

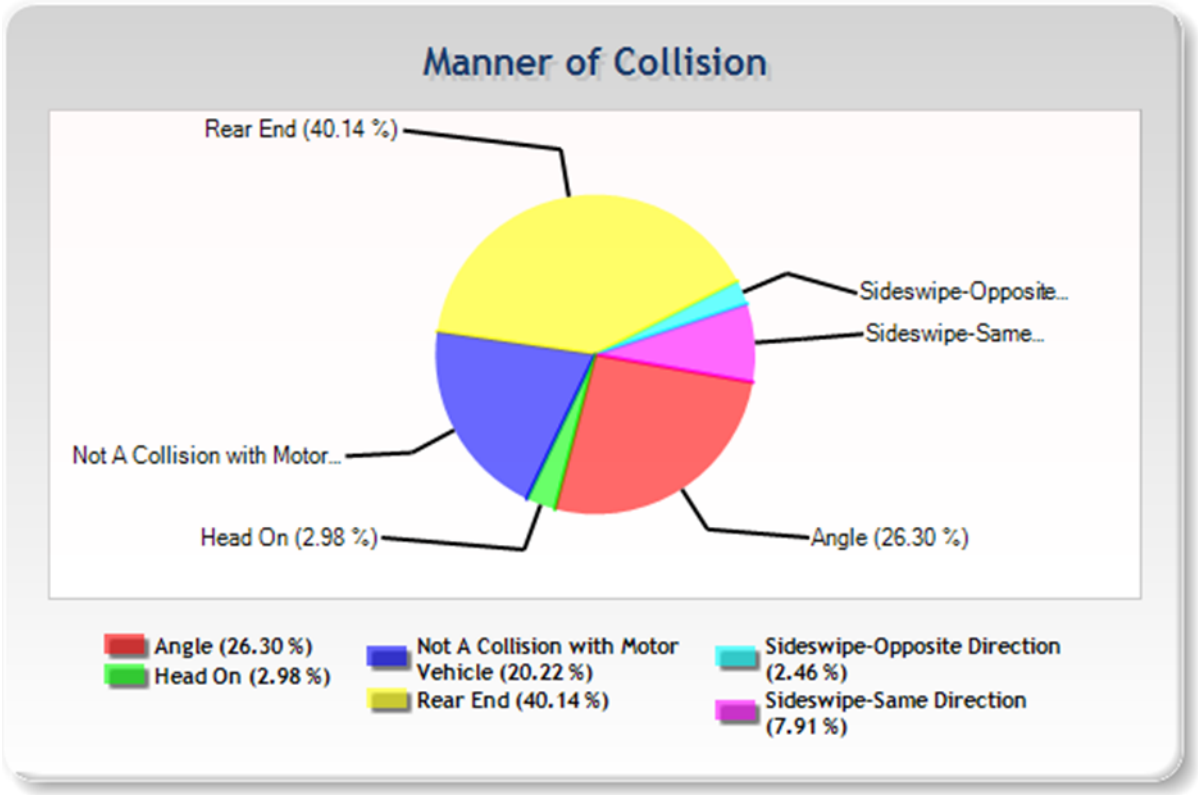


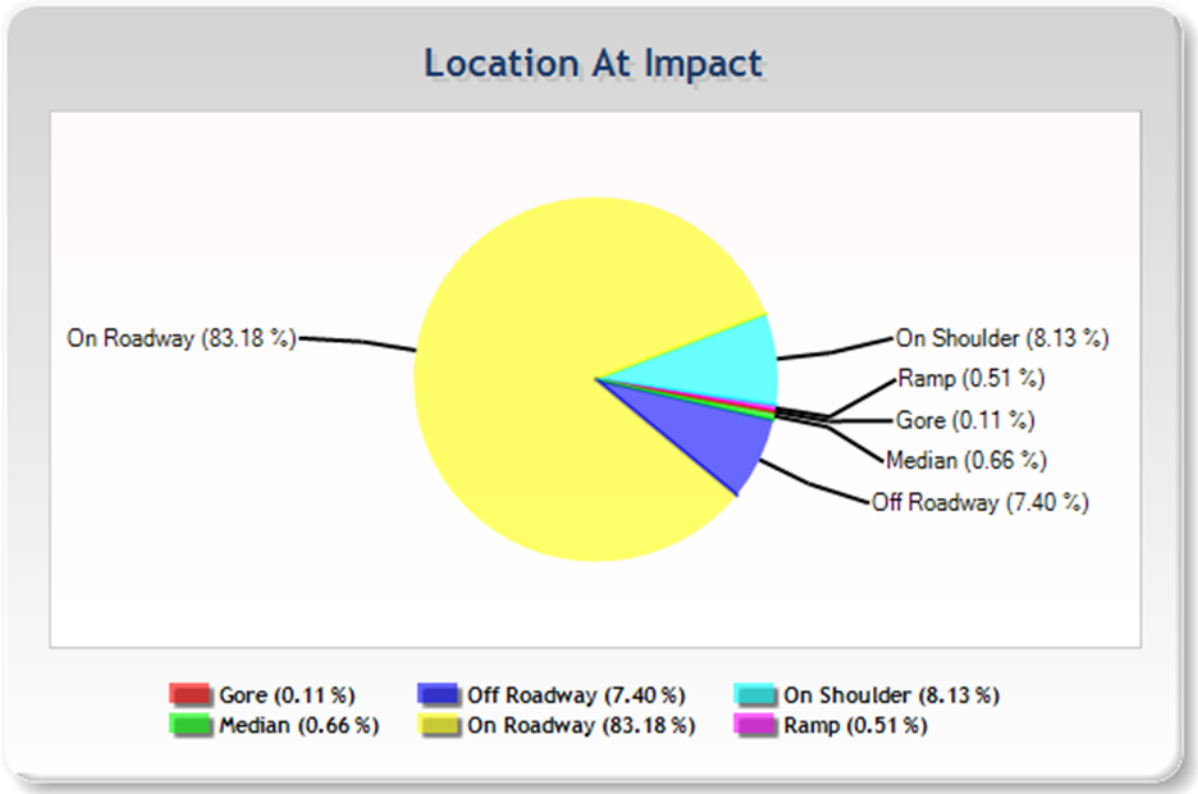



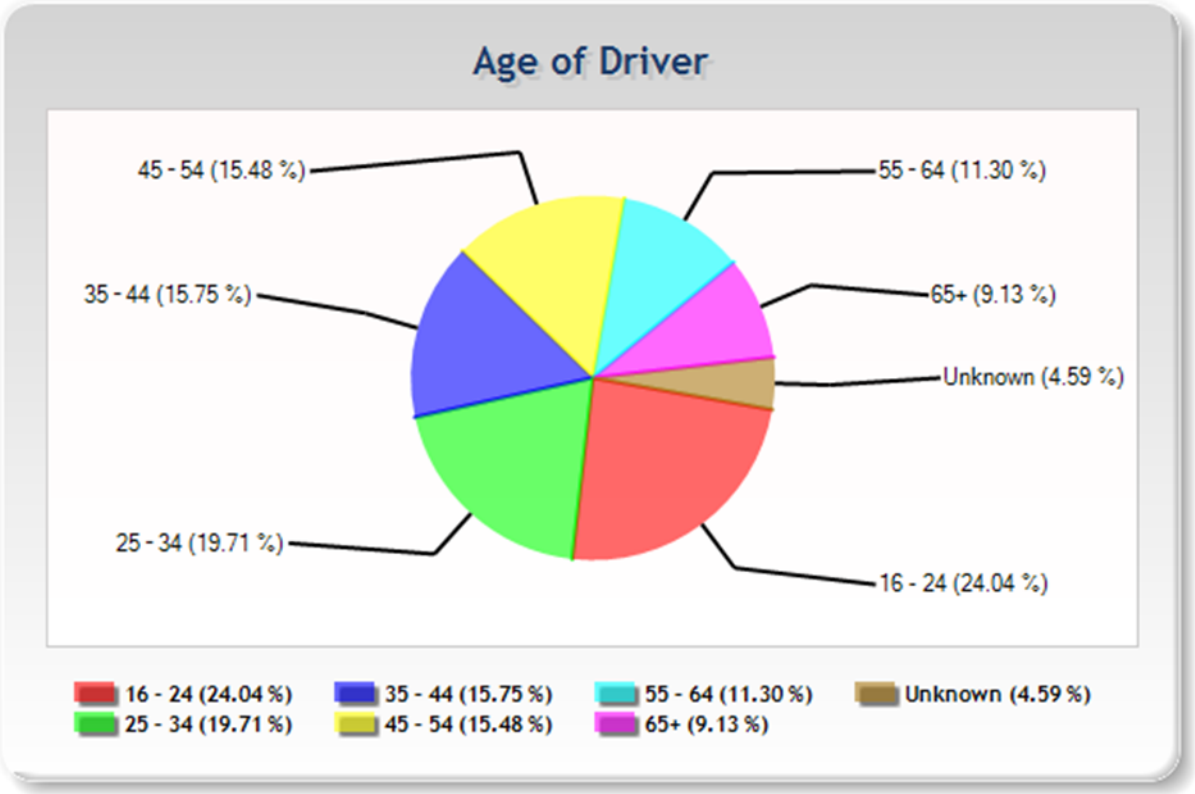

Weather Conditions
Cloudy (19.59 %)
Fog (0.38 %)
Other (0.10 %)
Rain (7.85 %)
Sleet (0.21 %)
Snow (0.27 %)
Clear (71.60 %)
Clear (71.60 %)
Fog (0.38 %)
Rain (7.85 %)
Snow (0.27 %)
Cloudy (19.59 %)
Other (0.10 %)
Sleet (0.21 %)

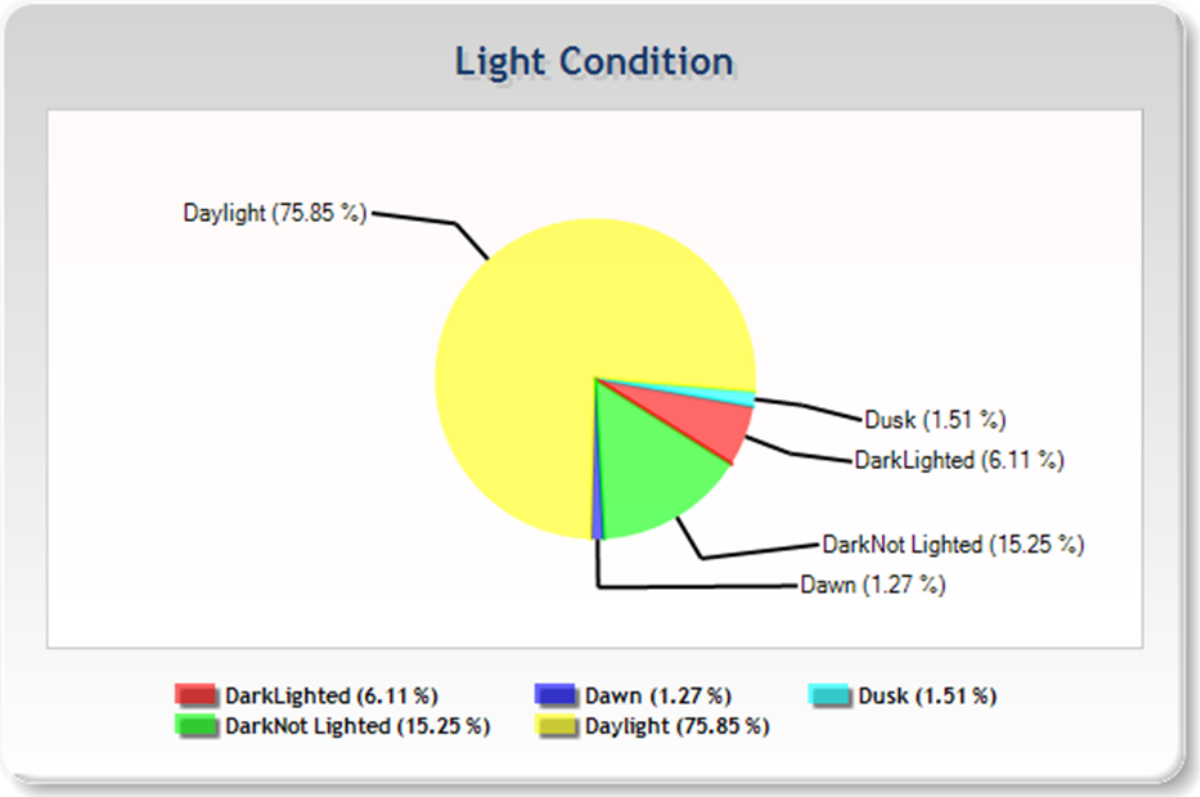

Road Surface Condition
Icy (0.21 %)
Mud (0.11 %)
Other (0.14 %)
Slush (0.03 %)
Snowy (0.04 %)
Wet (13.06 %)
Dry (86.41 %)
Dry (86.41 %)
Mud (0.11 %)
Slush (0.03 %)
Wet (13.06 %)
Icy (0.21 %)
Other (0.14 %)
Snowy (0.04 %)

# 2016 Crash Charts



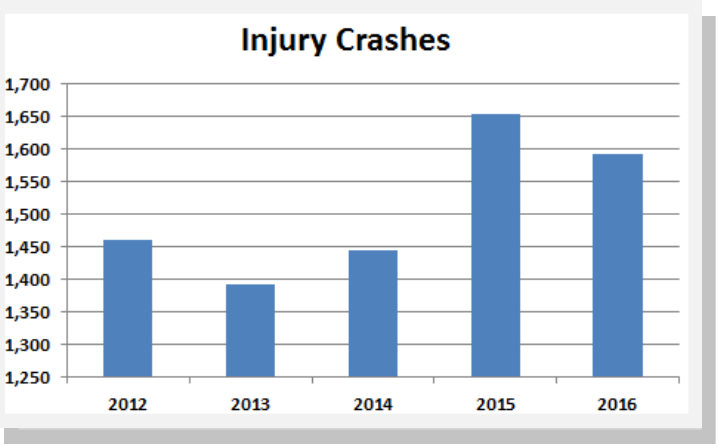

Age of Driver
45 - 54 (15.48 %)
55 - 64 (11.30 %)
35 - 44 (15.75 %)
65+ (9.13 %)
Unknown (4.59 %)
25 - 34 (19.71 %)
16 - 24 (24.04 %)
16 - 24 (24.04 %)
35 - 44 (15.75 %)
55 - 64 (11.30 %)
Unknown (4.59 %)
25 - 34 (19.71 %)
45 - 54 (15.48 %)
65+ (9.13 %)

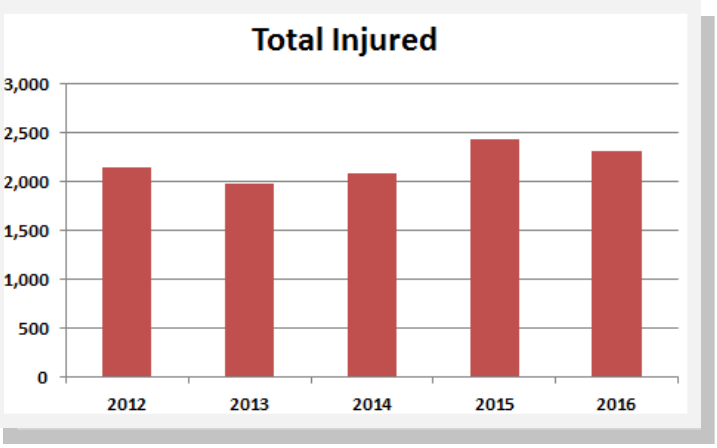

Light Condition
Daylight (75.85 %)
Dusk (1.51 %)
DarkLighted (6.11 %)
DarkNot Lighted (15.25 %)
Dawn (1.27 %)
DarkLighted (6.11 %)
Dawn (1.27 %)
Dusk (1.51 %)
DarkNot Lighted (15.25 %)
Daylight (75.85 %)

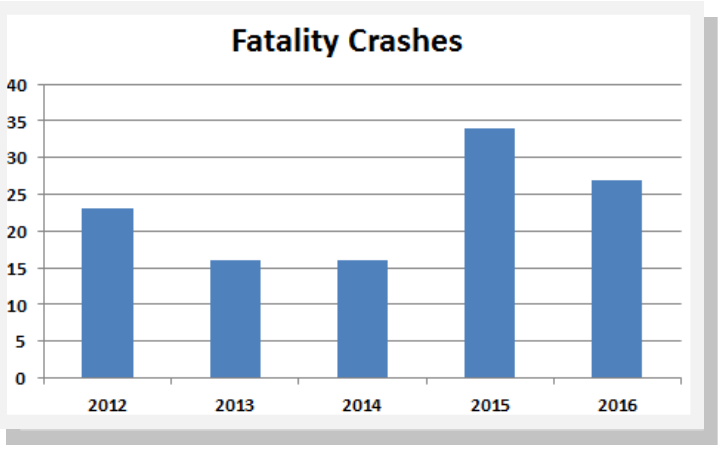
# Five Year Trends (2012-2016)

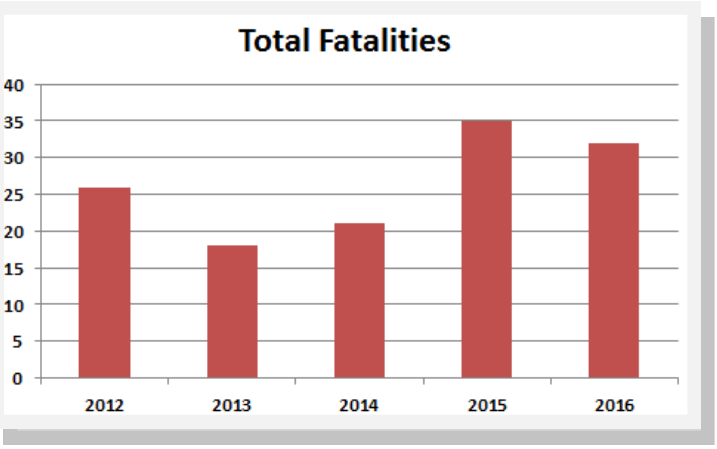
2016 saw a slight increase in the number of crashes in Hall County, with a slight dip in the number of injuries and fatalities over 2015. Number of crashes, injuries, and fatalities however remain higher than the figures from five years previously.

| *Hall County* | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|
| Total Crashes | 6,027 | 6,553 | 6,757 | 7,248 | 7,273 |
| Injury Crashes | 1,460 | 1,391 | 1,443 | 1,652 | 1,592 |
| Total Injured | 2,138 | 1,969 | 2,083 | 2,427 | 2,307 |
| Fatal Crashes | 23 | 16 | 16 | 34 | 27 |
| Total Fatalities | 26 | 18 | 21 | 35 | 32 |
| Commercial Vehicle Crashes | 223 | 235 | 248 | 259 | 229 |
| Property Damage Crashes | 4,557 | 5,152 | 5,306 | 5,579 | 5,663 |
| Private Property Crashes | 244 | 264 | 299 | 25 | 166 |
| Work Zone Crashes | 60 | 146 | 133 | 119 | 105 |



# Summary

In conclusion, the number of crashes reported in Hall County in 2016 saw a slight increase over the previous year. However, the number of fatalities and injuries registered a small decrease from 2015. The overall trend though is an increase in fatalities and injuries from year to year, which is consistent with the rest of Georgia. Rising population numbers and an increase in recorded distracted driving incidents are widely believed to be partially contributing to the rise of crashes across the country.

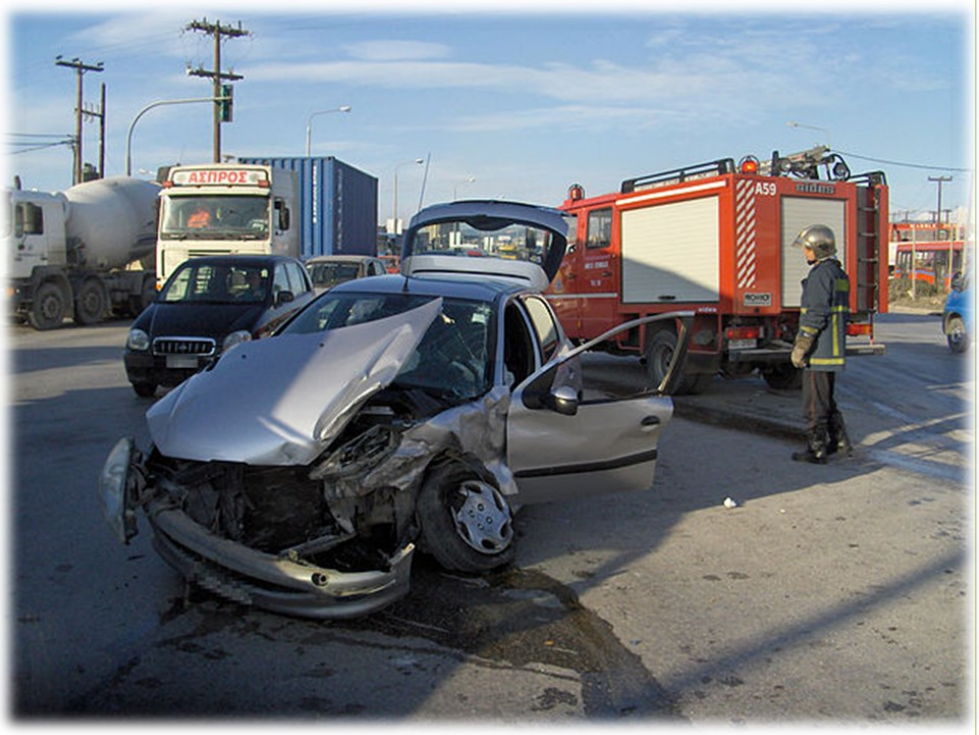
# Sources


- Branch, Geographic Products. "TIGER/Line® Shapefiles and TIGER/Line® Files."*TIGER/Line® - Geography - U.S. Census Bureau*. N.p., 01 Sept. 2012. Web. 22 May 2017. <https://www.census.gov/geo/maps-data/data/tiger-line.html>.
- *Car Crash Image*. N.p., n.d. Web. 22 May 2017. <http://www.mccannwallinjurylaw.com/files/2016/12/Personal-Injury-Multiple-Car-Crash.jpg>.
- *Driver Image*. N.p., n.d. Web. 7 June 2017. <https://static.pexels.com/photos/13861/IMG_3496bfree.jpg>.
- *GEARS*. Georgia Department of Transportation, 2017. Web. 22 May 2017. <https://www.gearsportal.com/Pages/Public/Home.aspx>.




2017

# Jackson County Crash Profile



Prepared by Gainesville-Hall Metropolitan Planning Organization (GHMPO)

Based upon data provided by the Georgia Department of Transportation (GDOT) via the Georgia Electronic Accident Reporting System (GEARS)

6/8/2017

GHMPO

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Five Year Trends (2012-2016) ……14

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# Background

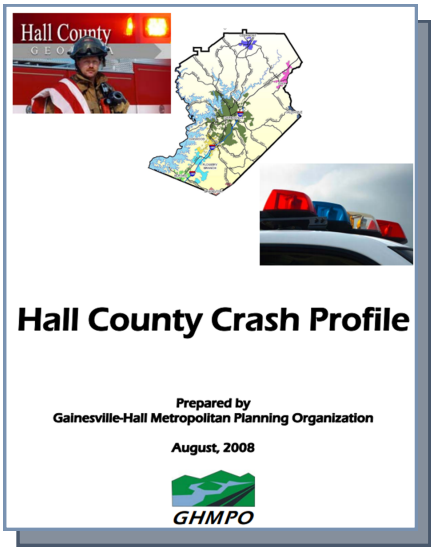



The Gainesville-Hall Metropolitan Planning Organization (GHMPO) is the federally designated transportation planning body in Northeast Georgia consisting of the Gainesville urbanized area, Hall County, and the western portion of Jackson County. GHMPO was formed on February 25, 2003, and is housed within the Hall County Planning Department.

GEARS Georgia Electronic Accident Reporting System

Georgia Department of Transportation

The Georgia Department of Transportation (GDOT), jointly with the Governor's Office of Highway Safety, provides a statewide accident reporting database titled the Georgia Electronic Accident Reporting System (GEARS). Using GEARS, agencies across the state are able to electronically submit accident data that contains information such as number of injuries, number of fatalities, accident type, accident location, time of day, gender and age of the driver, and GPS coordinates. Reporting crashes electronically not only saves local agencies thousands of dollars a year but also provides transportation professionals valuable data that can be used to help identify high crash locations and areas that may require additional funding for safety and operational improvements in the future.




GHMPO has produced two crash profiles in the past. The first report was created in 2008 and analyzed crash data between the years 2000 and 2007 in Hall County. A second report was created in 2016 and analyzed data from 2011 through 2015 in both Hall and Jackson Counties. This report was created in 2017 and analyzes data from 2012-2016.

GHMPO

# 2015 Crash Analysis Report

The following is data from the **2015 Crash Profile** for Jackson County.

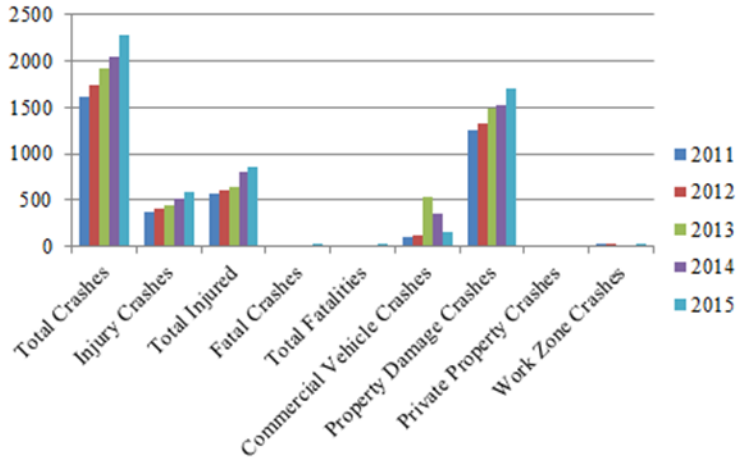
## High Accident Locations

January 1, 2011 through December 31, 2015

| | TOTAL COLLISIONS | TOTAL FATAL COLLISIONS | TOTAL INJURY COLLISIONS | TOTAL PROPERTY DAMAGE | NUMBER KILLED | NUMBER INJURED |
|---|---|---|---|---|---|---|
| N BOUND I 85 & HIGHWAY 53 | 80 | 0 | 7 | 73 | 0 | 9 |
| HIGHWAY 53 & I 85 | 58 | 0 | 11 | 47 | 0 | 16 |
| S BOUND I 85 & HIGHWAY 53 | 57 | 0 | 7 | 50 | 0 | 9 |
| HIGHWAY 53 & CHARDONNAY TRCE | 32 | 0 | 2 | 30 | 0 | 3 |
| HIGHWAY 53 & | 26 | 0 | 0 | 26 | 0 | 0 |
| SR 11 & I 85 | 25 | 1 | 12 | 12 | 1 | 23 |
| HWY 129 N & I 85 | 25 | 0 | 2 | 23 | 0 | 2 |
| HIGHWAY 124 & HIGHWAY 53 | 24 | 0 | 2 | 22 | 0 | 3 |
| SR 98 & SR 15 | 23 | 0 | 7 | 16 | 0 | 12 |
| S BOUND I 85 & HIGHWAY 211 | 22 | 0 | 3 | 19 | 0 | 7 |
| SYCAMORE ST & MARTIN ST | 20 | 0 | 3 | 17 | 0 | 7 |
| I 85 S & HWY 129 | 20 | 0 | 0 | 20 | 0 | 0 |
| SR 15 & SR 98 | 20 | 1 | 13 | 6 | 1 | 37 |
| I 85 & HWY 129 | 18 | 0 | 1 | 17 | 0 | 2 |
| HIGHWAY 53 & HIGHWAY 124 | 18 | 0 | 3 | 15 | 0 | 4 |

GEARS Georgia Electronic Accident Reporting System

| | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|
| Total Crashes | 1,601 | 1,747 | 1,926 | 2,052 | 2,281 |
| Injury Crashes | 368 | 409 | 443 | 518 | 577 |
| Total Injured | 561 | 609 | 647 | 794 | 862 |
| Fatal Crashes | 12 | 13 | 5 | 10 | 19 |
| Total Fatalities | 13 | 13 | 5 | 10 | 23 |
| Commercial Vehicle Crashes | 101 | 112 | 540 | 358 | 152 |
| Property Damage Crashes | 1,249 | 1,329 | 1,481 | 1,529 | 1,695 |
| Private Property Crashes | 0 | 6 | 8 | 6 | 7 |
| Work Zone Crashes | 32 | 36 | 12 | 16 | 26 |



# 2016 Crash Statistics

| Crash Summary | |
|---|---|
| Total Crashes: | 2,097 |
| Injury Crashes: | 537 |
| Total Injured: | 793 |
| Fatal Crashes: | 22 |
| Total Fatalities: | 25 |
| Commercial Vehicle Crashes: | 133 |
| Property Damage Crashes: | 1,549 |
| Private Property Crashes: | 72 |
| Work Zone Crashes: | 19 |

The table to the left highlights the reported crash numbers across a variety of categories throughout Jackson County in 2016.

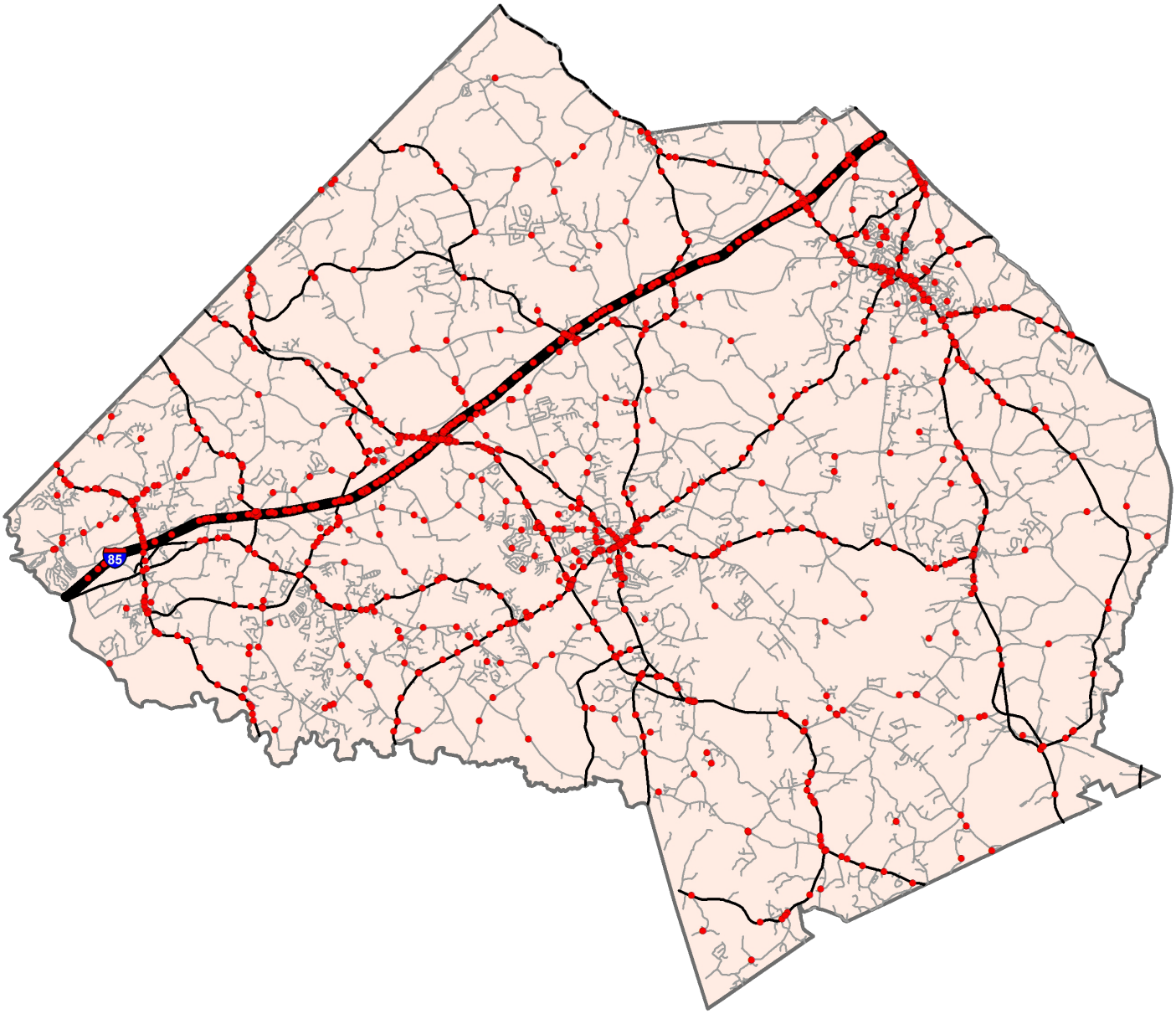
The table below highlights high accidents locations in Jackson County in 2016. State Routes 15, 98, and 11 as well as US Highway 129 and I-85 are the locations where the highest amount of crashes occurred.

**High Accident Locations**

*From: 1/1/2016 - 12/31/2016*

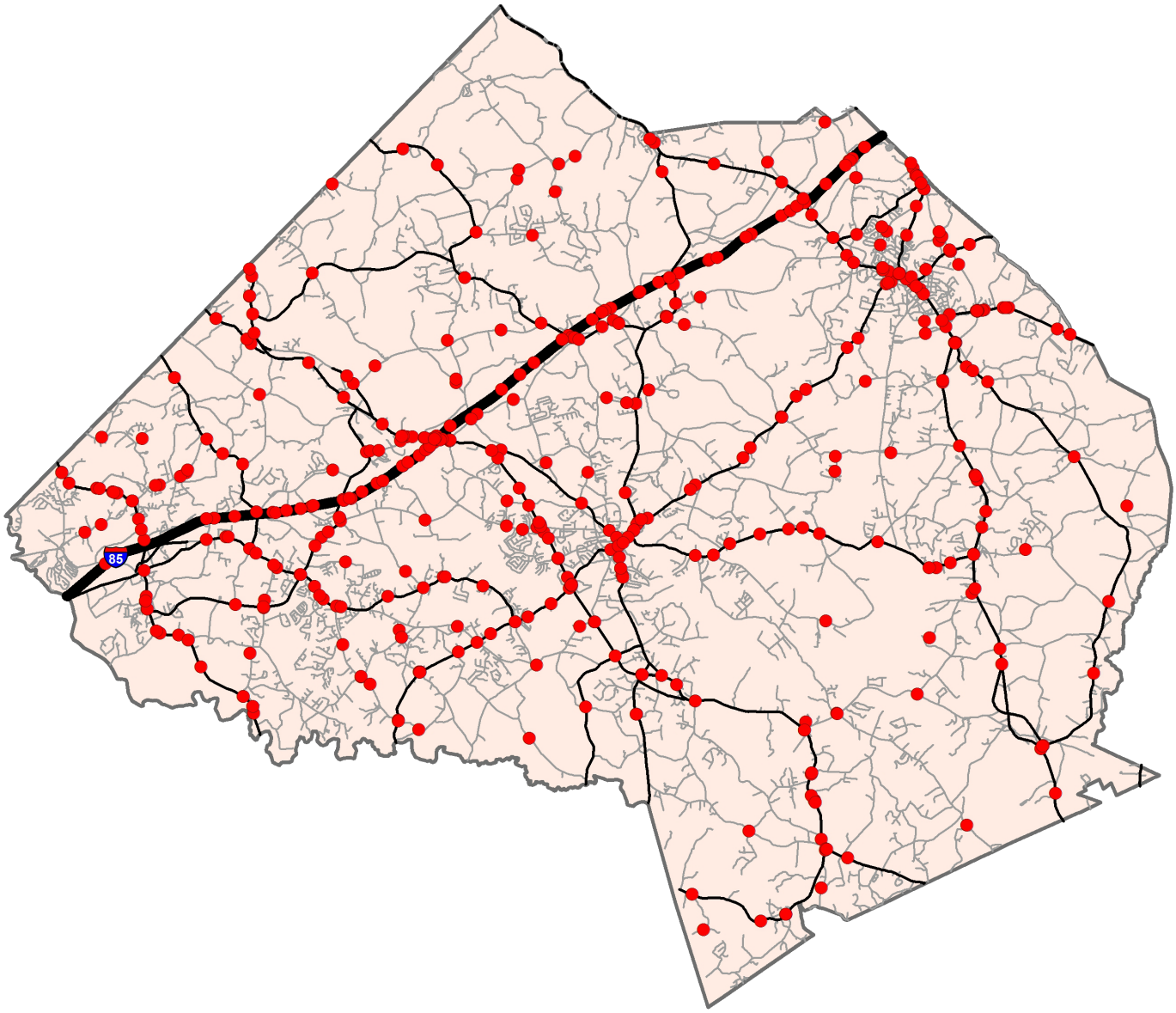
| | Total Collisions | Total Fatal Collisions | Total Injury Collission | Total Property Damage | Number Killed | Number Injured |
|---|---|---|---|---|---|---|
| SR 15 & SR 98 | 13 | 0 | 6 | 7 | 0 | 16 |
| SR 11/Hwy 129 & I-85 | 11 | 1 | 6 | 4 | 1 | 18 |
| Pendergrass Flea Market | 9 | 0 | 0 | 9 | 0 | 0 |
| Hwy 129 N & SR 98 | 8 | 0 | 3 | 5 | 0 | 4 |
| 1685 Old Pendergrass Rd | 7 | 0 | 0 | 7 | 0 | 0 |
| Athens Street & Border Street | 5 | 0 | 0 | 5 | 0 | 0 |
| Athens Street & Lee Street | 5 | 0 | 1 | 4 | 0 | 1 |
| SR 53 & New Cut Road | 5 | 0 | 1 | 4 | 0 | 1 |
| SR 15 & SR 334 | 5 | 0 | 3 | 2 | 0 | 4 |
| SR 53 & W Jefferson Street | 4 | 0 | 2 | 2 | 0 | 2 |
| I-85 S & MM 136 | 4 | 1 | 3 | 0 | 2 | 6 |
| I-85 S & SR 98 | 4 | 0 | 0 | 4 | 0 | 0 |

# 2016 Crash Locations



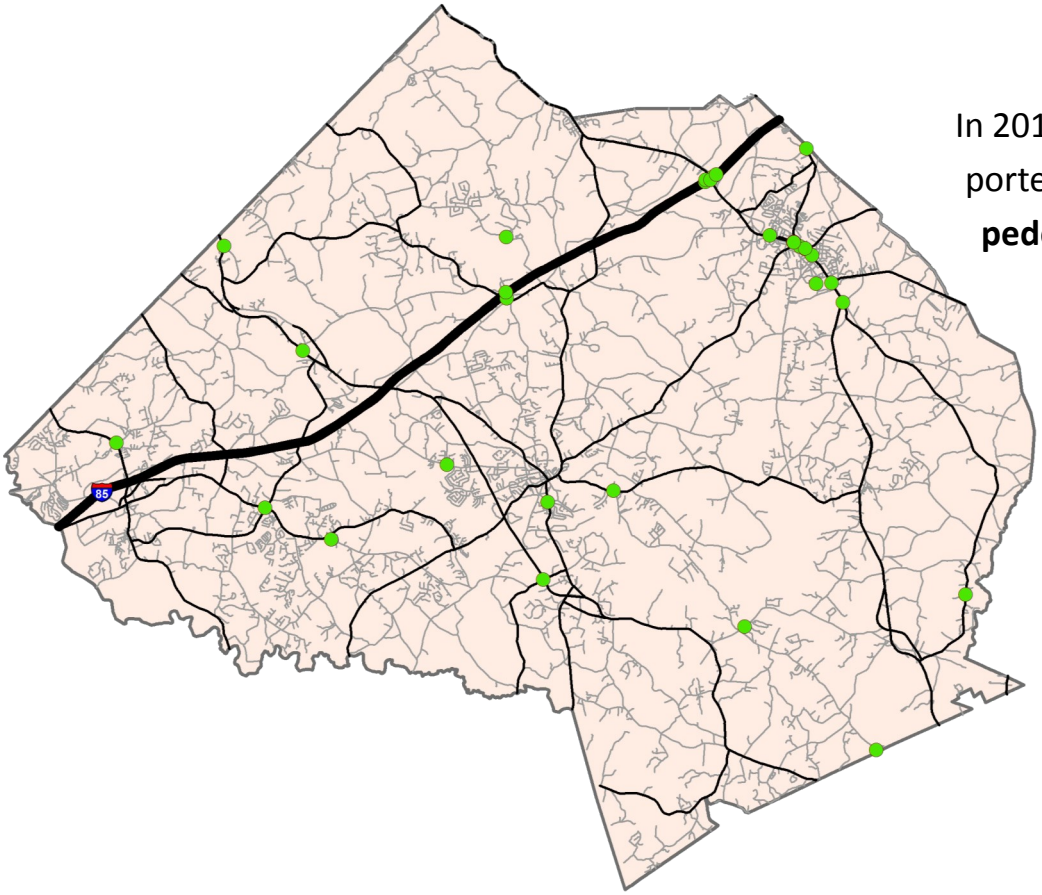

In 2016, there were **2,097** reported **crashes** across Jackson County.

# 2016 Injury Crashes



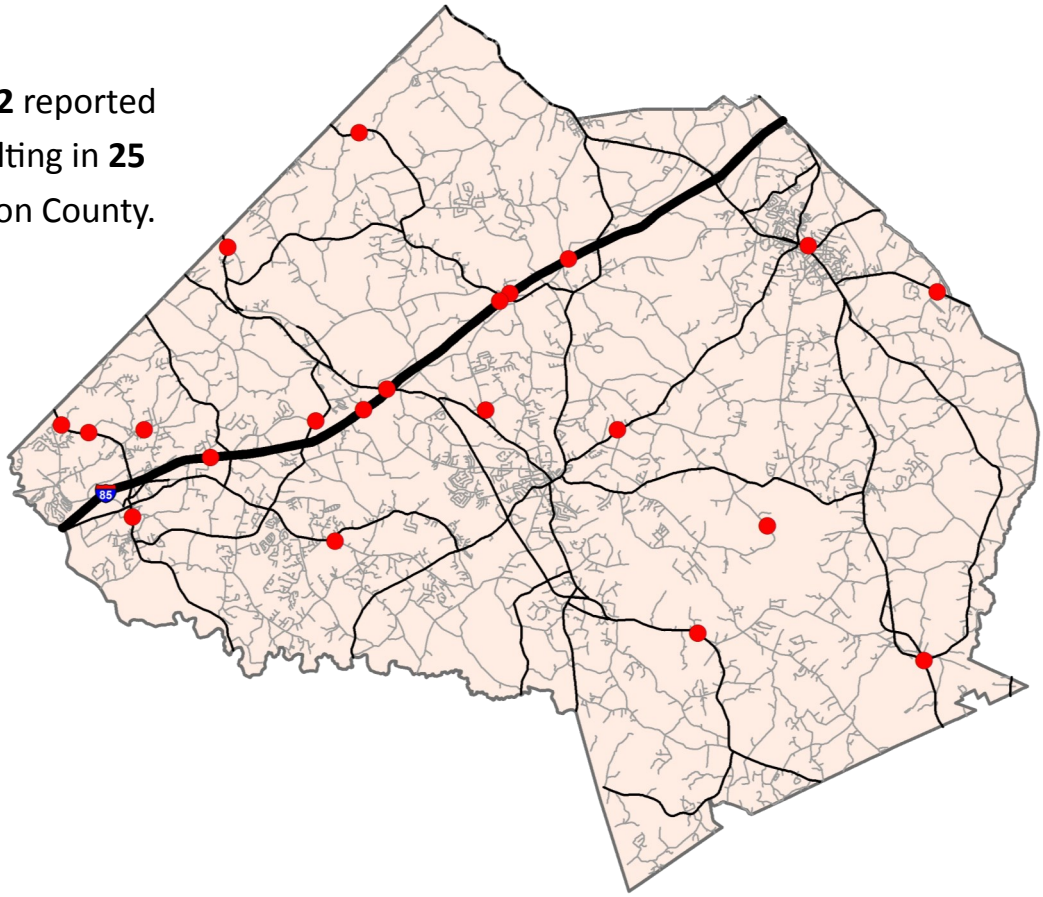

In 2016, there were **537** reported **injury crashes** across Jackson County.

# 2016 Pedestrian and Fatality Crashes

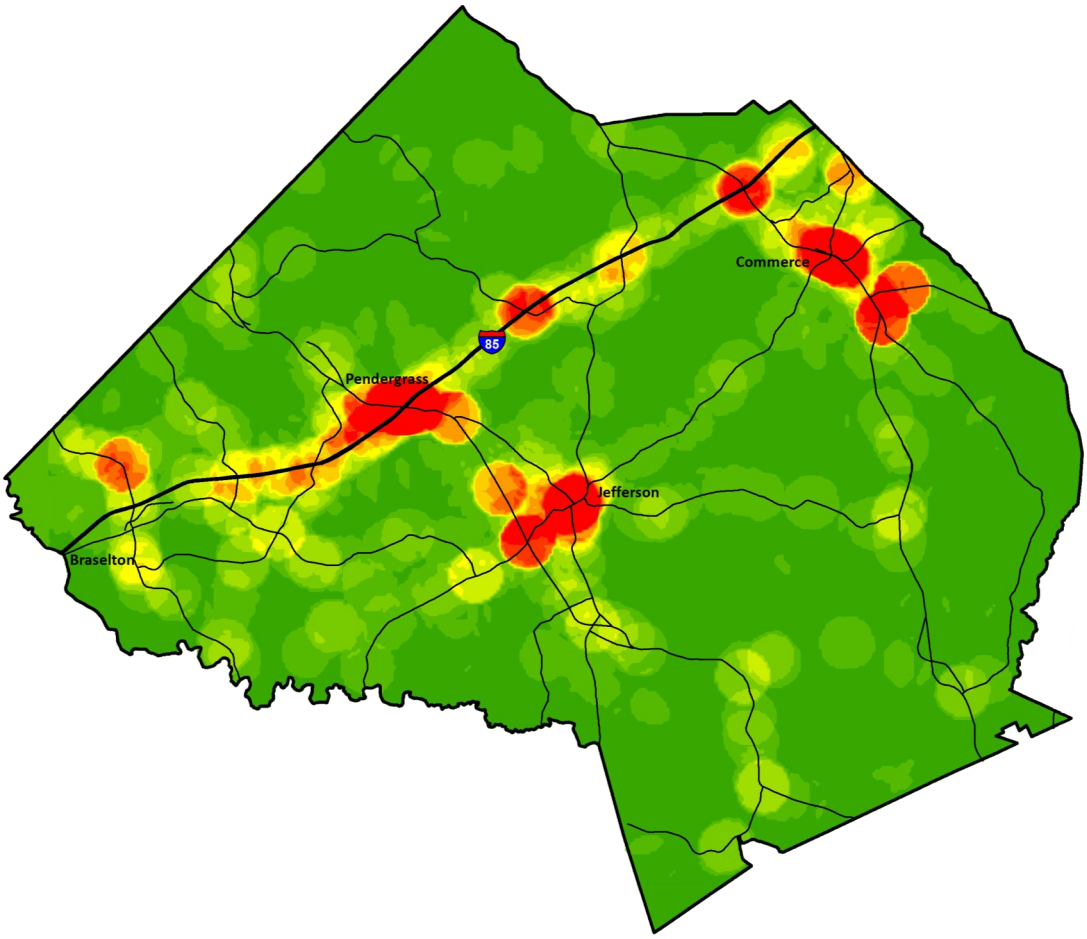


In 2016, there were **37** reported **crashes involving pedestrians** in Jackson County.

In 2016, there were **22** reported **fatality crashes** resulting in **25 fatalities** across Jackson County.

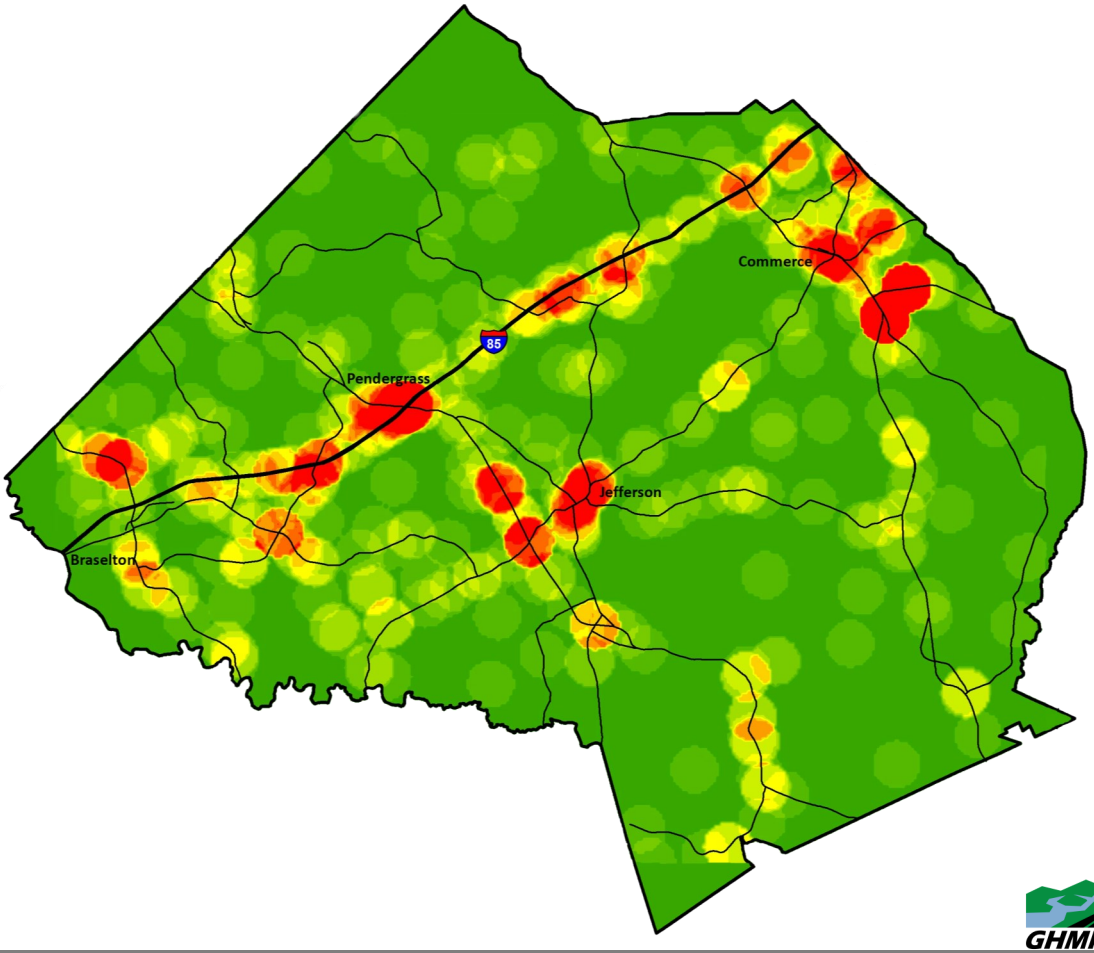


# 2016 Hot Spots



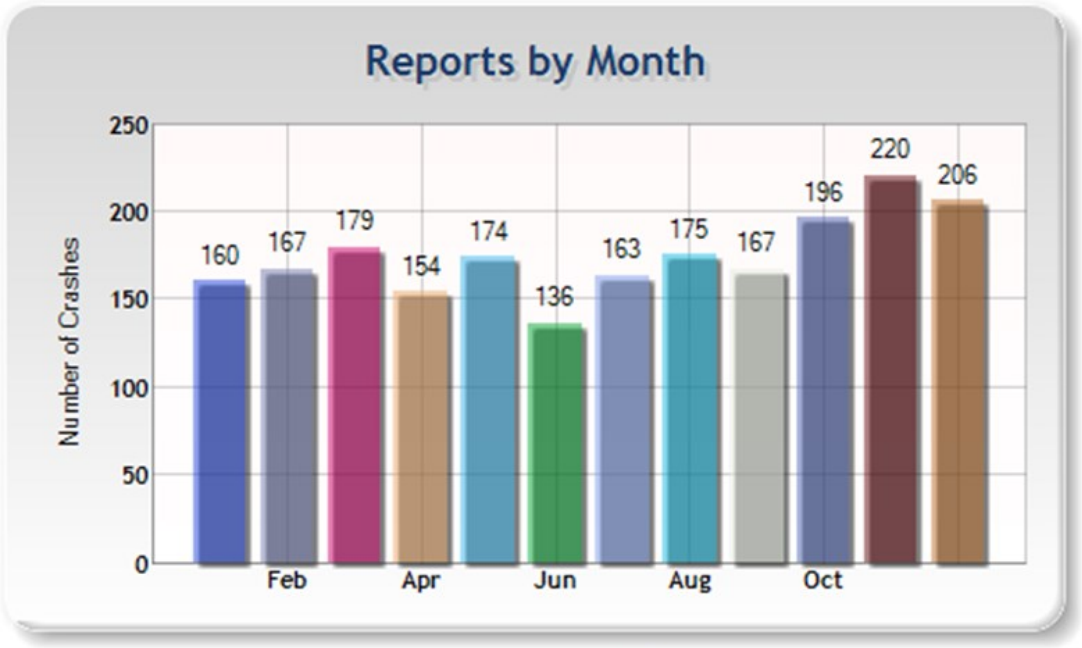

In the map to the left, hot spots for overall crashes in 2016 are highlighted in red. As expected, overall crash rates are higher within more urbanized areas of the county than in rural areas.

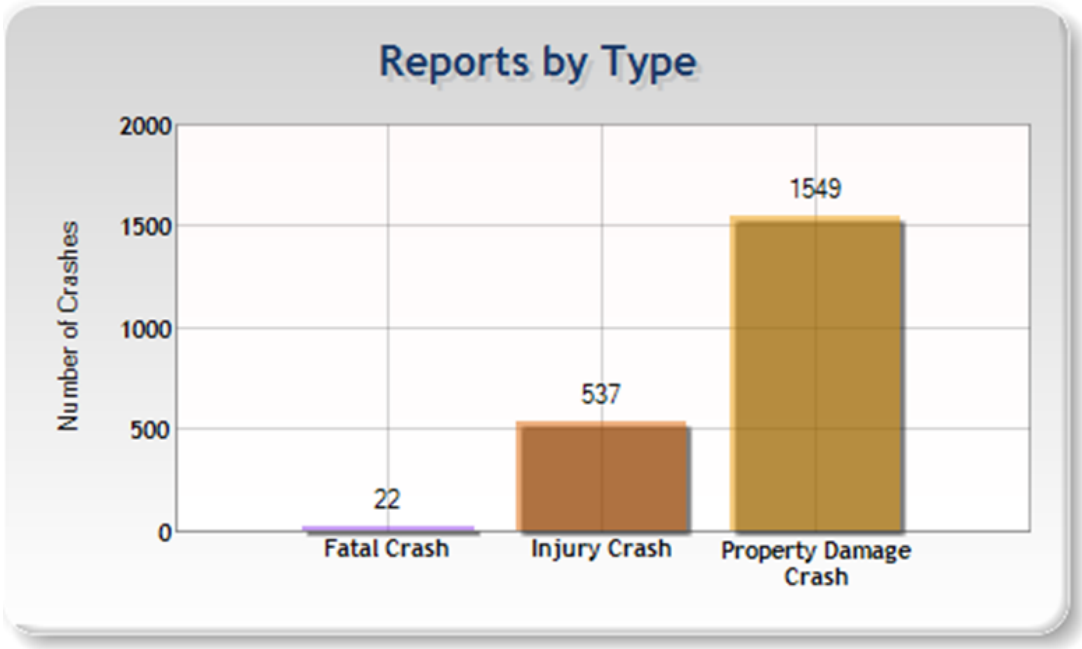
In the map to the right, hot spots for injury crashes in 2016 are highlighted in red. Overall injury crash rates are higher within more urbanized areas of the county, but there appears to be an increase in rate of injury crashes in rural areas over the above hot spot map. This may be due to an on average higher speed of travel along rural roadways, leading to more injury crashes.



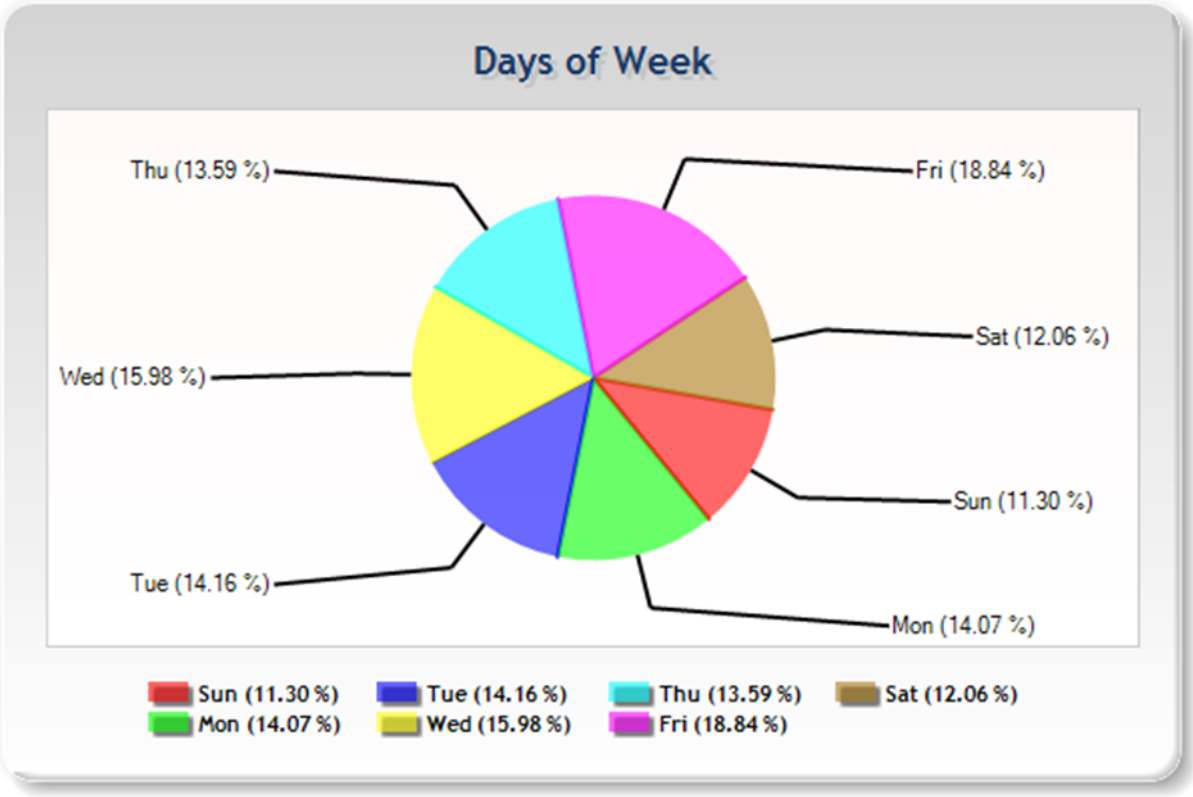
# 2016 Crash Charts

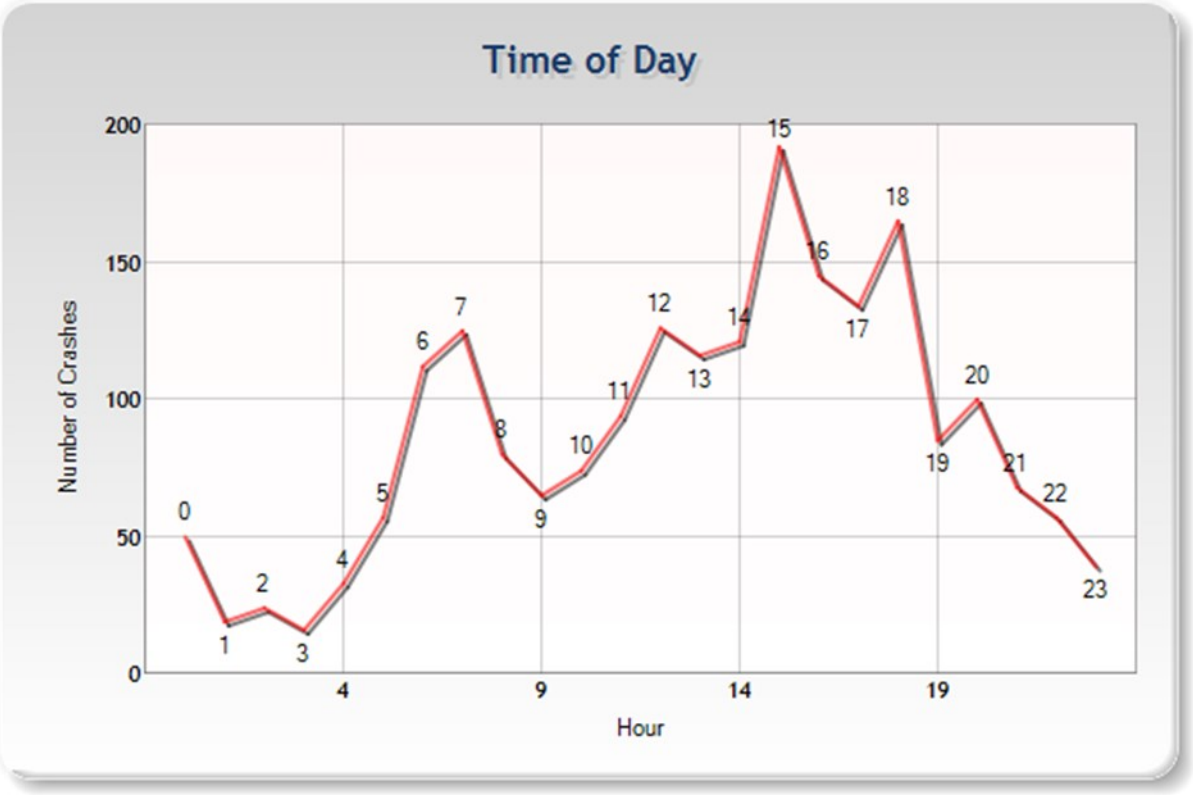
The following graphs were provided by the GEARS webpage regarding 2016 crash trends in Jackson County.



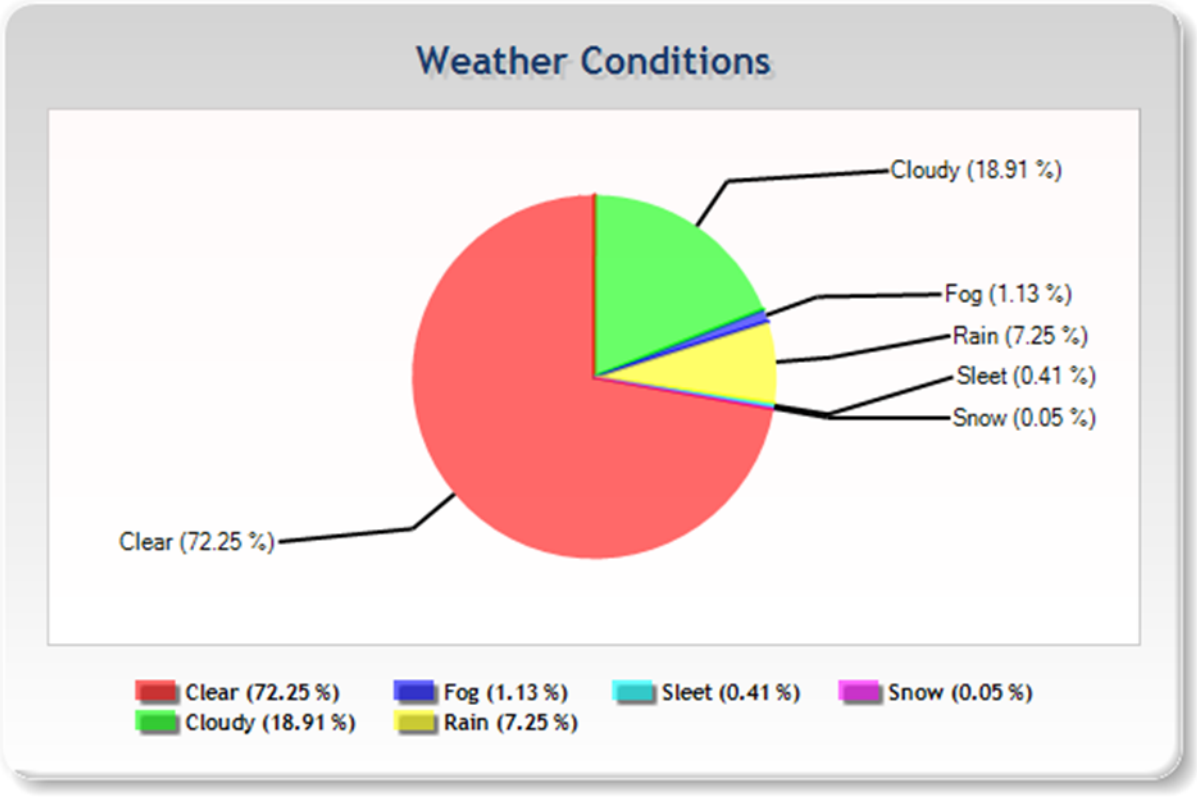



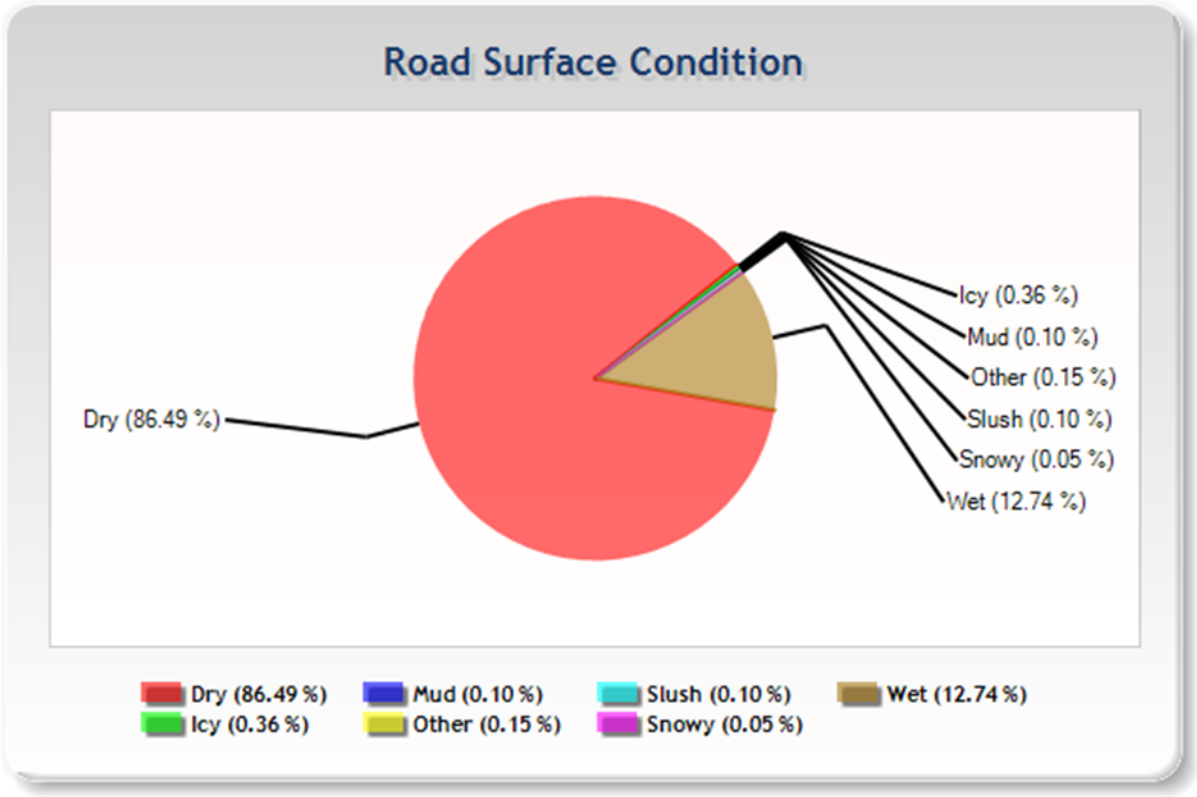
# 2016 Crash Charts



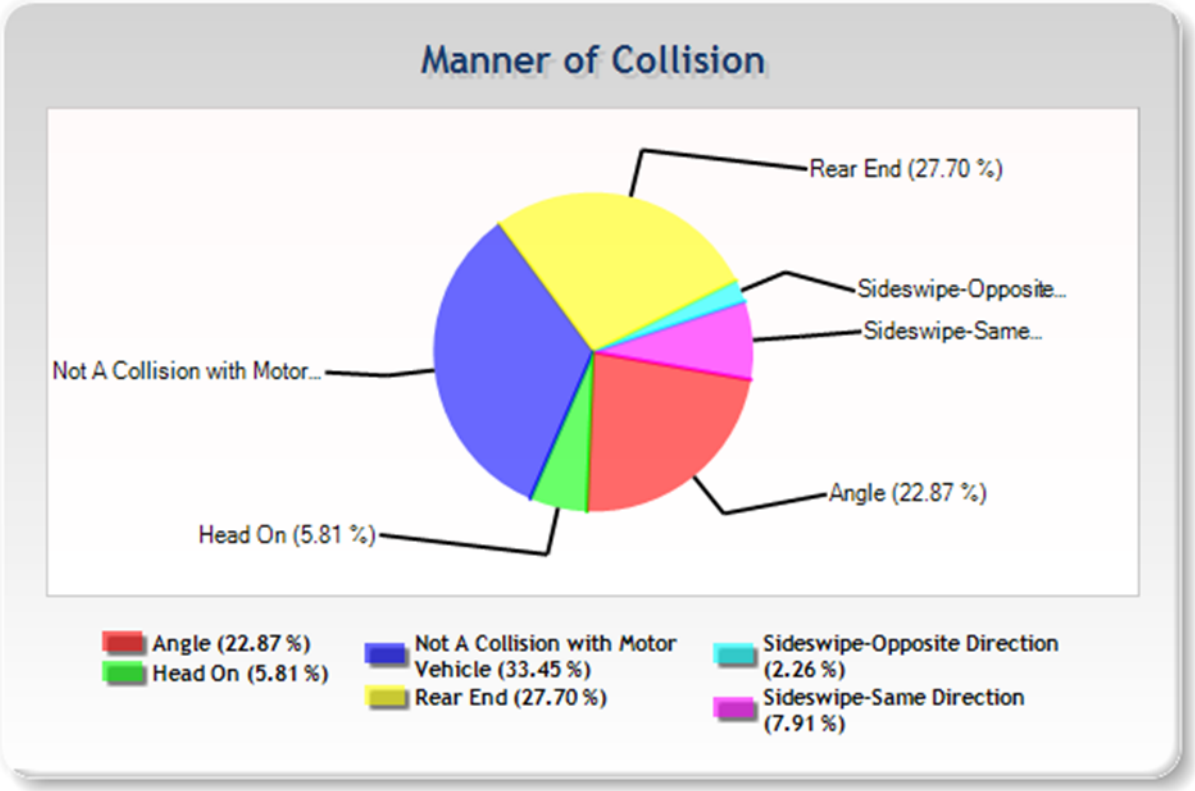



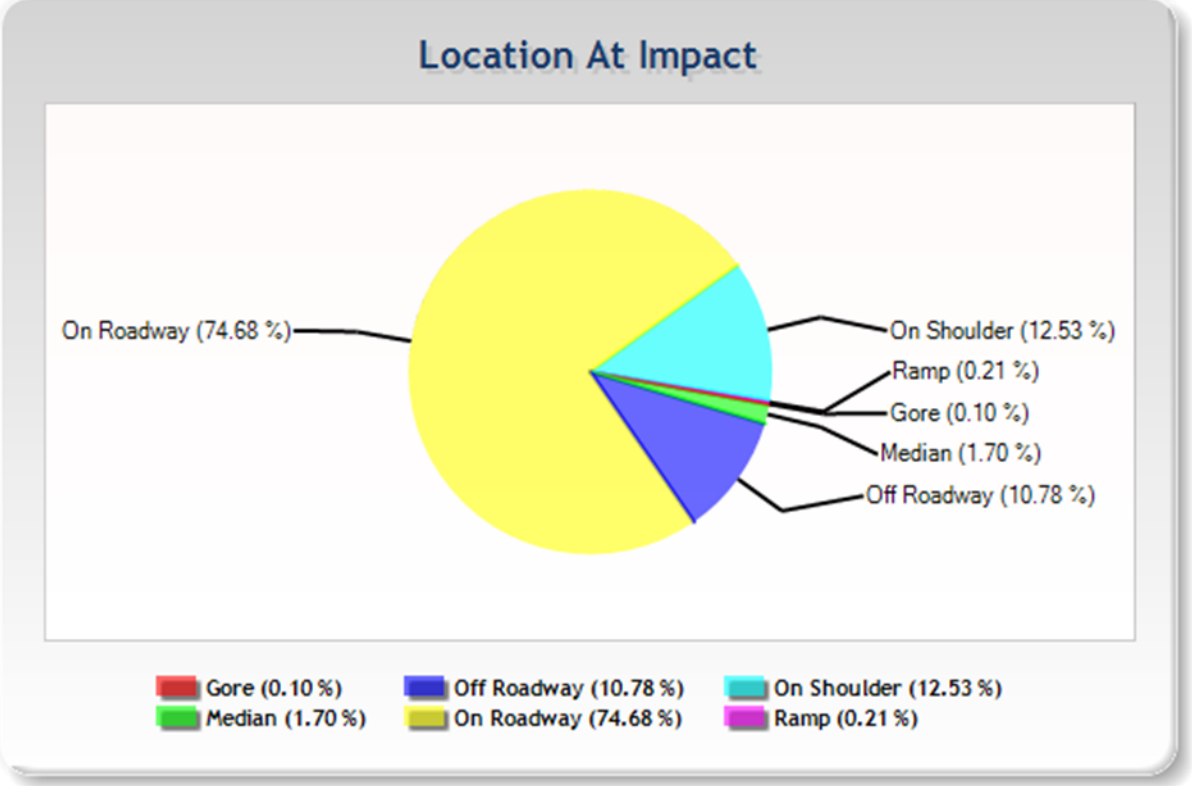
# 2016 Crash Charts



# 2016 Crash Charts

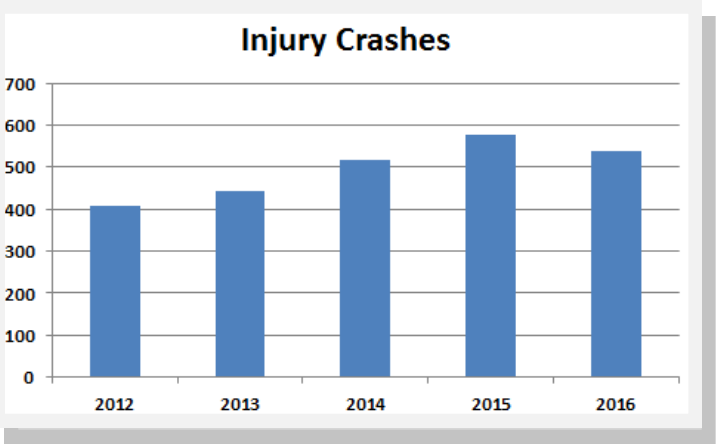


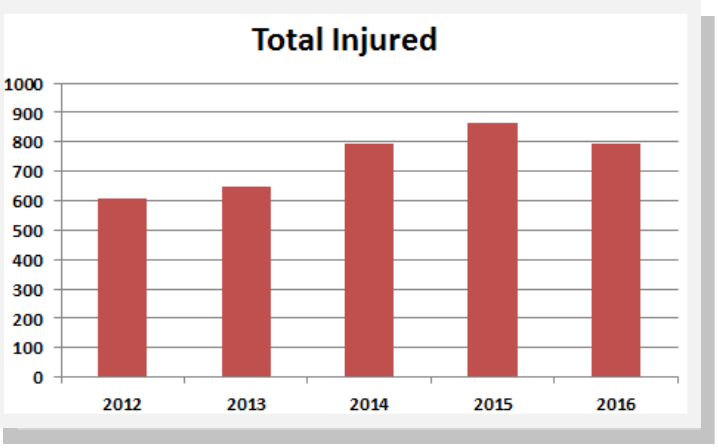



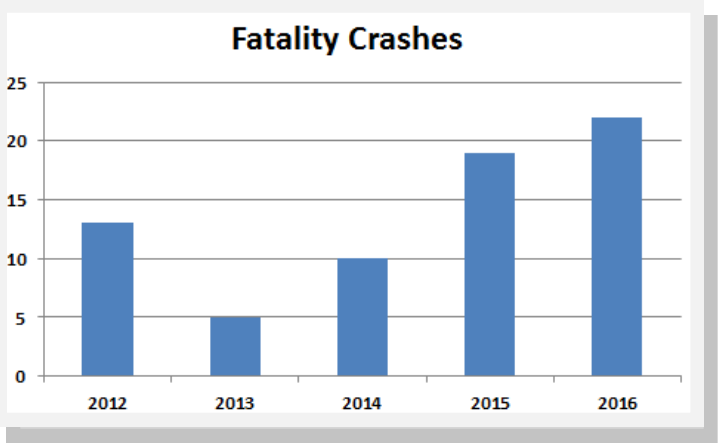
# Five Year Trends (2012-2016)

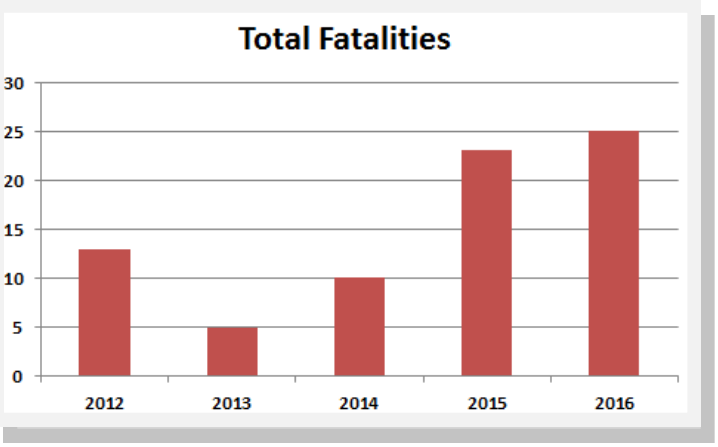
2016 saw a slight decrease in the number of crashes and injuries in Jackson County with an increase of two fatalities over 2015.

| *Jackson County* | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|
| Total Crashes | 1,747 | 1,926 | 2,052 | 2,281 | 2,097 |
| Injury Crashes | 409 | 443 | 518 | 577 | 537 |
| Total Injured | 609 | 647 | 794 | 862 | 793 |
| Fatal Crashes | 13 | 5 | 10 | 19 | 22 |
| Total Fatalities | 13 | 5 | 10 | 23 | 25 |
| Commercial Vehicle Crashes | 112 | 540 | 358 | 152 | 133 |
| Property Damage Crashes | 1,329 | 1,481 | 1,529 | 1,695 | 1,549 |
| Private Property Crashes | 6 | 8 | 6 | 7 | 72 |
| Work Zone Crashes | 36 | 12 | 16 | 26 | 19 |



# Summary

In conclusion, the number of crashes reported in Jackson County in 2016 saw a slight decrease over the previous year. However, the number of fatalities registered a small increase from 2015. The overall trend is an increase in fatalities and injuries from year to year, which is consistent with the rest of Georgia. Rising population numbers and an increase in recorded distracted driving incidents are widely believed to be partially contributing to the rise of crashes across the country.

# Sources


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- *Car Crash Image*. N.p., n.d. Web. 9 June 2017. <https://upload.wikimedia.org/wikipedia/commons/thumb/b/b6/Car_crash_in_Thessaloniki%2C_Greece.jpg/640px-Car_crash_in_Thessaloniki%2C_Greece.jpg>.
- *Driver Image*. N.p., n.d. Web. 7 June 2017. <https://static.pexels.com/photos/13861/IMG_3496bfree.jpg>.
- *GEARS*. Georgia Department of Transportation, 2017. Web. 22 May 2017. <https://www.gearsportal.com/Pages/Public/Home.aspx>.