



Gainesville - Hall Metropolitan Planning Organization

GHMPO

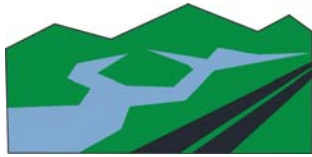
Flowery Branch - Gainesville - Hall County - Oakwood

POLICY COMMITTEE

**10:00 a.m. Tuesday, May 8, 2007
Georgia Mountains Center, 301 Main St.**

AGENDA

1. Welcome – *Mayor Hirling, Chairperson*
2. Approval of March 12, 2007 Meeting Minutes
3. Approval of Draft FY 2008 Unified Planning Work Program
– *Srikanth Yamala, GHMPO*
4. Approval of Draft Participation Plan – *Srikanth Yamala, GHMPO*
5. Update on ARC and GHMPO's Coordinated Transportation Planning Process
– *Susie Dunn, ARC*
6. Update on 2007 Legislative Session: Transportation Funding
– *Jerry Presley, Council for Quality Growth*
7. 2030 Long Range Transportation Plan Update
– *Jeff Carroll, Wilbur Smith Associates and Srikanth Yamala, GHMPO*
 - a. Cost Escalation Process
 - b. Recommendation to approve Draft Project List
 - c. Status of Travel Demand Modeling
 - d. Draft Plan Narrative
8. Greater Hall Chamber of Commerce Priority Projects Update
– *Shelly Davis, GHCC*
9. Administrative Changes to 2006-2011 Transportation Improvement Program
– *Srikanth Yamala, GHMPO and Janice Crow, Hall Area Transit*
10. Jurisdiction and Agency Reports
11. Upcoming Meeting Date: August 14, 2007
12. Other
13. Adjourn



Gainesville - Hall Metropolitan Planning Organization

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Flowery Branch - Gainesville - Hall County - Oakwood

POLICY COMMITTEE Georgia Mountains Center Minutes of March 12, 2007 Meeting

Voting Members Present:

Diane Hirling, City of Flowery Branch, Chairperson
Danny Dunagan, City of Gainesville
Sam Chapman, Hall County
Lamar Scroggs, City of Oakwood
Ulysses Mitchell, GDOT

Voting Members Absent:

None

Others Present:

Bill Andrew, City of Flowery Branch
Tim Merritt, City of Gainesville
Kip Padgett, City of Gainesville
Phillipa Lewis-Moss, City of Gainesville
Doug Derrer, Hall County
Jody Woodall, Hall County
Randy Knighton, Hall County
Connie Daniels, Hall County

Russell McMurry, GDOT
Teri Pope, GDOT
Billy Cantrell, GDOT
Jason Crane, GDOT
Janice Crow, Hall Area Transit
Jeff Carroll, Wilbur Smith Associates
John McHenry, GHMPO
Srikanth Yamala, GHMPO

1. WELCOME

Ms. Hirling opened the meeting by welcoming everyone and having everyone introduce themselves.

2. APPROVAL OF NOVEMBER 14, 2006 MEETING MINUTES

MOTION: Mr. Scroggs made a motion to approve the November 14, 2006 Minutes. The motion was received and seconded by Mr. Mitchell and passed by a unanimous vote.

3. BROWNS BRIDGE PROJECT UPDATE

Mr. McMurry, GDOT, presented the basic concept for this project; a 4-lane road, bike lane, curb and gutter with 48" depressed grass median. He stated there may be a need for 6-lanes in the future, but noted there is no where to receive the 6-lanes right now. There will be a public information open house on March 27, 2007 at Chattahoochee Elementary School in Forsyth County and March 29, 2007 at McEver Elementary School, both from 4:00 p.m. to 7:00 p.m.

4. APPROVAL OF CHANGES TO THE GHMPO BIKE PED PLAN

Mr. McHenry stated they would like to recommend a multi-use trail with separation of road way and trail if there is to be 6-lanes in the future.

MOTION: Mr. Scroggs made a motion to approve the GHMPO Bike Ped Plan, with a second by Mr. Dunagan and passed by a unanimous vote.

5. REVIEW OF DRAFT PARTICIPATION PLAN

Mr. Yamala reviewed the highlights of the Participation Plan and asked that the committee review the document and forward any comments to him. This plan will be presented for 45-day public comment period and will be brought back before the Policy Committee to recommend adoption.

6. REVIEW OF DRAFT PROJECT LIST FOR 2030 LONG RANGE TRANSPORTATION PLAN UPDATE

Mr. McHenry went over the revised schedule, new federal requirements, financial plan and development of the draft project list and dates they must be completed. There was a development meeting March 1 where the draft projects were divided in to four tiers. Mr. Carrol expounded on the tiers and estimated project costs.

7. FISCAL CONSTRAINT AND ALTERNATIVE TRANSPORTATION FUNDING

Mr. McMurry presented a PowerPoint presentation "Where We Are with Transportation Funding." This information was pertinent to all jurisdictions. Mr. McHenry noted that Mr. Presley with the Council for Quality Growth had spoke at the TCC Meeting regarding Bill 434 and Bill 509. Mr. McHenry will provide copies of the Bills to the Policy Committee for review and consideration.

8. RECOMMENDATION TO APPROVE RFP FOR TRANSIT DEVELOPMENT PLAN

Ms. Crow with Hall Area Transit stated they want to make good use of their dollars, so they are creating a five year plan that will assess community interest in and support for specific transit services county wide.

MOTION: Mr. Dunagan made a motion to approve the RFP for a Transit Development Plan with a second by Mr. Mitchell and passed by a unanimous vote.

9. REVIEW OF DRAFT FY 08 UNIFIED PLANNING WORK PROGRAM

Mr. Yamala presented the draft FY2008 Unified Planning Work Program describing the organizations planning goals and activities, cost estimates for each activity, funding sources and work schedule for July 1, 2007 through June 30, 2008. He stated they are proposing to add an additional staff member to the MPO. The draft document will be presented to the committee for adoption at their next meeting.

10. JURISDICTION AND AGENCY REPORTS

Representatives discussed the status of transportation projects being completed in their jurisdictions: Mr. Andrews for Flowery Branch, Mr. Brown for Oakwood, Mr. Padgett for Gainesville; Mr. Woodall for Hall County; Ms. Crow for Hall Area Transit.

11. UPCOMING MEETING DATE - May 8, 2007 at the Georgia Mountains Center.

12. OTHER

Mr. McHenry relayed that this would be his last meeting, he has accepted a job with the Gwinnett Village Community Improvement District.

13. ADJOURN

There being no further business, the meeting was adjourned by the chairman at 11:33 a.m.

Diane Hirling, Chairperson

Connie Daniels, Secretary

DRAFT

***Unified Planning Work Program
FY 2008***

Proposed Adoption May 2007

Prepared by the
Gainesville-Hall Metropolitan Planning Organization

In cooperation with the
Hall Area Transit
Georgia Department of Transportation
Federal Highway Administration
Federal Transit Administration



***Gainesville - Hall
Metropolitan Planning Organization***

Flowery Branch - Gainesville - Hall County - Oakwood

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INTRODUCTION

The Unified Planning Work Program (UPWP) originated from the Federal-Aid Highway Act of 1973 and is prepared annually to describe the ongoing transportation planning process for a Metropolitan Planning Organization (MPO). Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) is the most recent law establishing federal transportation policy and funding authorizations.

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

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

PARTICIPATING AGENCIES

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

U.S. DEPARTMENT OF TRANSPORTATION

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

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

FTA provides financial assistance and oversees grants to state and local transit providers, primarily through its regional and metropolitan offices. FTA is responsible for ensuring that grantees follow federal mandates along with statutory and administrative requirements.

GEORGIA DEPARTMENT OF TRANSPORTATION

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

SCOPE AND DURATION OF THE UPWP

The Fiscal Year 2008 Unified Planning Work Program 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, 2007 through June 30, 2008. The document is organized into six major sections entitled:

- Part I – Program Support and Administration
- Part II – Public Involvement
- Part III – Comprehensive Planning and Research
- Part IV – Long Range Transportation and System Planning
- Part V – Short Range Transportation and Project Planning
- Part VI – Transit

The six sections of the UPWP include information on the parties responsible for carrying out the various planning activities. These activities are mostly geared towards the preparation and development of the LRTP with at least a 20-year horizon and a TIP which defines funded projects over six years. Public involvement is an integral part throughout the planning process.

PLANNING PROCESS

The GHMPO planning process is complex due to the study area's proximity to the Atlanta metropolitan area, as well as Hall County's non-attainment status for two air quality standards. As shown in Appendix-B, the County-wide study area includes the Gainesville urbanized area (UZA) as well as a small portion of the metropolitan Atlanta urbanized area along its southern edge (approximately 2.7 percent of the County land area).

Hall County has been designated as part of a 20-County, 8-hour ozone non-attainment area as well as part of the 22 County Particulate Matter 2.5 nonattainment area. This requires conformance with the State Implementation Plan (SIP) for air quality to secure federal transportation funding. The GHMPO actively coordinates with the Atlanta Regional Commission, which provides air quality modeling for the region, to ensure that there is not a lapse in meeting these requirements. Therefore, the area's transportation challenges must be met not only in the context of local constraints, such as funding, growth of congestion, but also within the constraints of regional air quality planning.

METROPOLITAN PLANNING FACTORS

The transportation planning process must explicitly address eight planning factors identified by SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users):

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; and
8. Emphasize the preservation of the existing transportation system.

FUNDING

The Gainesville Hall Transportation Study (GHTS) receives funding from two federal reimbursement programs, GDOT and from Hall County. The FTA is the source of Section 5303 Program funds, which are primarily for transit planning. The Federal Highway Administration (FHWA) is the source of Planning (PL) funds, which are to be used for providing local information to the Department of Transportation to ensure a continuing transportation planning process. Federal transportation PL funds represent 80% of funding and require a 20% match. The County provides 10% and GDOT provides 10%. State Planning and Research (SPR) funds are used for GDOT's planning efforts, which support the MPO process. GDOT provides the required 20% match for these funds.

UPWP WORK ELEMENTS / TASK DESCRIPTIONS

1.0 Program Support and Administration

Program Objective:

To provide overall management of GHMPO's transportation planning program, and ensure compliance with applicable federal and state requirements. Support various transportation related committees and ensure communications among and between the committees. Manage the staff contributing to planning activities. Monitor consultant contracts performed as part of the MPO process.

1.1 Study Coordination and Operations

Program Objective:

To coordinate and conduct the transportation planning activities of the MPO in compliance with all federal, state, and local laws, regulations and requirements.

Previous Work:

1. In FY 2007, the three GHTS committees met four times. Meeting minutes were prepared.
2. Quarterly reports, reimbursable forms, and an annual report were prepared and submitted to the GDOT Planning Office.
3. Attended ARC's TCC and TAQC meetings.
4. Attended Interagency Consultation meetings to discuss the two air quality standards for which Hall County is non-attainment.
5. Attended PM 2.5 Interagency and Senior Air Quality Partners meetings
6. Attended various project specific meetings with GDOT, ARC, and other local agencies.
7. Reappointed members to the CAC.
8. Coordinated with GDOT Air Quality Branch on the call for projects under the CMAQ funding category.
9. Assisted local jurisdictions with the CMAQ program and the application process.

Activities:

1. Provide opportunities for an open, inclusive process assuring continuing, comprehensive, and cooperative decision making with all jurisdictions in the GHMPO planning area.
2. Preparation of proper study records for the development or progress and performance reports, certification, and reimbursement procedure.
3. Coordinate activities of the GHMPO committees, including arranging meetings and preparing meeting minutes.
4. Coordinate/participate with other resource agencies at both state and local level on various project specific and/or on-going activities.
5. Expand MPO staff to meet workload and schedules of various ongoing activities.

Products:

1. GHTS committee meetings and minutes.
2. Quarterly FY 2008 Reports and an Annual FY 2008 Report.
3. Accounting narratives and invoices.
4. Additional MPO staff member.

Lead Agency:
GHMPO

Funding:

Source	Amount
FHWA-PL	\$72,100.80
GDOT-PL	\$9,012.60
LOCAL	\$9,012.60
Total-PL	\$90,126.00
FHWA (SPR)	\$10,437.60
GDOT (SPR)	\$2,609.40
GRAND TOTAL	\$103,173.00

1.2 **Professional and Technical Education**

Program Objective:

To develop MPO staff knowledge of transportation planning through relevant workshops and conferences.

Previous Work:

1. In relation to the MPO activities staff attended the following
 - a. Air Quality workshop,
 - b. MOBILE 6.2 training,
 - c. Public Private Partnership Initiatives,
 - d. 2006 Fall GPA conference,
 - e. Georgia Transportation Summit conference,
 - f. 2006 Fall GA MPO Conference,
 - g. Travel Demand Modeling training, and
 - h. 2007 Spring GPA conference

Activities:

1. Staff may attend transportation-related conferences, seminars and courses including those offered by the NHI, EPA, EPD, FHWA, FTA, and GDOT.

Products:

1. Ongoing staff improvement and education.

Lead Agency:

GHMPO

Funding:

Source	Amount
FHWA-PL	\$6,400.00
GDOT-PL	\$800.00
LOCAL	\$800.00
Total-PL	\$8,000.00
FHWA (SPR)	\$3,316.80
GDOT (SPR)	\$829.20
GRAND TOTAL	\$12,146.00

1.3 Office Equipment and Supplies**Program Objective:**

To maintain computer systems used by the MPO for relevant transportation planning activities. Acquire software and hardware as necessary to maintain the MPO's transportation planning process. Purchase GIS software and application materials for system planning. Purchase office equipment to operate the MPO.

Previous Work:

1. Office furniture was acquired for one of the new staff members.

Activities:

1. Maintain computer systems and other office equipment used by the MPO in line of relevant transportation planning activities.

Products:

1. Adequate technology and office equipment to operate the MPO.

Lead Agency:

GHMPO

Funding:

Source	Amount
FHWA-PL	\$4,800.00
GDOT-PL	\$600.00
LOCAL	\$600.00
Total-PL	\$6,000.00
FHWA (SPR)	\$2,716.00
GDOT (SPR)	\$679.00
GRAND TOTAL	\$9,395.00

1.4 UPWP**Program Objective:**

To identify the work tasks undertaken by the GHMPO to address metropolitan area transportation planning. Collect public and committee input on a proposed FY 2009 UPWP. Take into consideration MPO progress made on FY 2008 UPWP. Develop and draft final UPWP.

Previous Work:

1. Development of FY 2008 UPWP and annual budget.
2. Program was reviewed and approved by committees.

Activities:

1. Identify priority transportation planning work tasks.
2. Prepare a descriptive narrative and cost estimate for each work task, coordinate input from other agencies, and prepare the FY 2009 UPWP.

Products:

1. FY 2009 UPWP.

Lead Agency:

GHMPO

Funding:

Source	Amount
FHWA-PL	\$4,800.00
GDOT-PL	\$600.00
LOCAL	\$600.00
Total-PL	\$6,000.00
FHWA (SPR)	\$6,000.80
GDOT (SPR)	\$1,500.20
GRAND TOTAL	\$13,501.00

2.0 **Public Involvement**

Program Objective:

To gain input from the general public in transportation planning; to comply with the federal and local public participation requirements; to provide opportunities for convenient public access to review and comment on the GHMPO planning and programming documents, and the data and processes leading to those documents.

2.1 **Community Outreach and Education**

Program Objective:

To identify and involve stakeholders and traditionally underserved groups in the transportation planning process.

Previous Work:

1. Maintained and updated website for the GHMPO to provide opportunity for public comment and review on relevant MPO activities.
2. Conducted two public meetings and two outreach meetings for the update to the 2030 LRTP. One outreach meeting was specifically oriented at the non-English speaking community; Spanish language translator was provided at the public meetings.
3. Updated the Public Involvement Policy (PIP) to a Participation Plan to meet the SAFETEA-LU requirements
4. Integrated GHMPO Public Involvement activities while developing transit sections in 2030 LRTP update and the FY 2008 UPWP for Hall Area Transit (HAT).
5. Expanded the database of community stakeholders for mail and electronic notification of transportation planning activities. The mailing list included local Spanish newspaper, *Mexico Lindo*; advocacy group, *El Puente* and radio station, *La Que Buena*.

Activities:

1. Review, revise and update GHMPO Participation Plan as needed.
2. Provide opportunity for public comment and review on various GHMPO and HAT documents and activities.
3. Establish and maintain a record-keeping system that documents official actions of transportation planning processes and related public review.
4. Advertise the availability of draft documents for public review and comment.
5. Research potential procedures to evaluate the effects of development and transportation investments on communities including environmental justice issues. This is an ongoing activity.
6. Provide adequate notice of GHMPO activities as outlined in the Public Participation Plan.
7. Maintain and update the GHMPO web page.
8. Maintain and update database of community stakeholders for mail and electronic notification of transportation activities.

Products:

1. Ongoing community outreach and education.

Lead Agency:

GHMPO

Funding:

Source	Amount
FHWA-PL	\$9,600.00
GDOT-PL	\$1,200.00
LOCAL	\$1,200.00
Total-PL	\$12,000.00
FHWA (SPR)	\$6,418.40
GDOT (SPR)	\$1,604.60
GRAND TOTAL	\$20,023.00

3.0 **Comprehensive Planning and Research**

Program Objective:

Areas covered include appropriate database development and maintenance for transportation planning issues and activities leading to the LRTP and TIP.

3.1 **Data Collection and System Monitoring**

Program Objective:

As needed for transportation planning efforts, use technical data – such as Average Annual Daily Traffic (AADT) and GIS mapping to provide important tools in the development of the TIP, LRTP and other MPO planning efforts.

Previous Work:

1. Developed 2030 socio-economic data for the GHMPO travel demand model.
2. Coordinated with GDOT modeling staff in the development of various model runs for the 2030 LRTP update.
3. Analyzed ARC's 2030 socio-economic data for Hall County to be used in the 20 County air quality model.
4. AADT along with project maps was included in project worksheets that were incorporated into the draft project list for the 2030 LRTP update and the draft FY 2008-2013 TIP.
5. Integrated technical data and maps into all planning efforts to further most comprehensive information to the public and GHMPO committees.
6. Coordinated with ARC to develop a combined Air Quality Conformity Determination Report.

Activities:

1. Prepare future year estimates for socio-economic and demographic data, as required.
2. Develop and maintain databases on current population, employment, and land use in the MPO area.
3. Continue to use GIS as an analytical and data management tool in spatial work projects including LRTP updates and demographic studies.
4. Track land use and growth patterns of the GHMPO planning area and incorporate into the LRTP, and the Travel Demand Management (TDM) Model as needed.
5. As requested, attend meetings with local and regional agencies for data sharing regarding the Atlanta nonattainment area and planning data needs.
6. Coordinate with GDOT and/or the Census Bureau to identify possible new GHMPO boundary, review existing TAZs, revision or addition of new TAZs, and other activities related to development of 2010 Census.

Products:

1. Demographic projections and future land-use growth scenarios.
2. Travel demand model runs
3. Relevant technical data and maps.

Lead Agency:

GHMPO and GDOT

Funding:

Source	Amount
FHWA-PL	\$8,000.00
GDOT-PL	\$1,000.00
LOCAL	\$1,000.00
Total-PL	\$10,000.00
FHWA (SPR)	\$6,400.00
GDOT (SPR)	\$1,600.00
GRAND TOTAL	\$18,000.00

4.0 **Long Range Transportation and System Planning**

Program Objective:

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

4.1 **Long Range Transportation Plan**

Program Objective:

To develop and review inputs for the eventual creation and adoption of a long-range, multi-modal LRTP for the GHMPO planning area. This is a continuing work element.

Previous Work:

1. As part of the 2030 LRTP update process, staff with assistance from the consultant developed and analyzed focus area projects to explore potential projects for inclusion in the plan.
2. Presented focus area projects to the GHMPO committees and the public.
3. Developed and adopted Project Evaluation Criteria document that outlines basic criteria to select and include projects in the LRTP.
4. Monitored SAFETEA-LU NPRM process and relevant guidance documents.
5. Used the GAP analysis tool to meet the new planning requirements for the LRTP update under the SAFETEA-LU.
6. Reviewed monthly status reports and invoices submitted by the consultant.
7. Coordinated with ARC in submitting the project list for inclusion in the 20-county air quality model.
8. Developed and presented draft LRTP to the GHMPO committees and the public.

Activities:

1. Adopt a 2030 LRTP under SAFETEA-LU requirements for an anticipated adoption in August 2007.
2. Continue evaluating development trends in land use and their impacts on the existing and planned transportation network.

Products:

1. Adopted 2030 LRTP

Lead Agency:

GHMPO

Funding:

Source	Amount
FHWA-PL	\$14,400.00
GDOT-PL	\$1,800.00
LOCAL	\$1,800.00
Total-PL	\$18,000.00
FHWA (SPR)	\$8,101.60
GDOT (SPR)	\$2,025.40
GRAND TOTAL	\$28,127.00

5.0 Short Range Transportation and Project Planning

Program Objective:

To undertake transportation planning activities that will lead to the development /implementation of the transportation improvement program and other related transportation studies.

5.1 Transportation Improvement Program

Program Objective:

The development and adoption of a TIP with a three-year triennial element and three out-years for project programming. The TIP is a process for selecting and scheduling all federally funded and regionally significant projects in a manner consistent with the LRTP. The TIP is updated and amended as required.

Previous Work:

The current 2006-2011 TIP was adopted on March 14, 2006, and amended in August and November of 2006. A new 2008-2013 TIP is currently being developed with a proposed adoption in August 2007. The new TIP will meet requirements of SAFETEA-LU.

Activities:

1. Amend TIP as necessary.
2. Coordinate with GDOT to track and update project list and dollar amounts.
3. Coordinate with ARC on projects included in the TIP as they progress while meeting air quality requirements.
4. Coordinate with GDOT and local jurisdictions and examine opportunities for transportation planning studies as needed.
5. Coordinate with HAT and prepare transit elements for the TIP.
6. Incorporate participation planning process in development of the TIP.

Products:

1. FY 2008-2013 TIP.
2. Amendments to FY 2008-2013 TIP.

Lead Agency:

GHMPO

Funding:

Source	Amount
FHWA-PL	\$9,600.00
GDOT-PL	\$1,200.00
LOCAL	\$1,200.00
Total-PL	\$12,000.00
FHWA (SPR)	\$8,524.80
GDOT (SPR)	\$2,131.20
GRAND TOTAL	\$22,656.00

5.2 **Major Transportation Studies**

Program Objective:

To integrate land use planning activities with transportation planning. To provide information and recommendations to member jurisdictions and other planning and design agencies.

Previous Work:

1. Developed RFP and hired consultant for the Bicycle and Pedestrian Plan.
2. Adopted the Bicycle and Pedestrian Plan on March 14, 2006.

Activities:

1. Conduct other transportation studies as appropriate.
2. Examine opportunities to coordinate with appropriate jurisdictions on transportation planning needs.
3. Continue partnership with GDOT on other relevant studies in the planning area.
4. The MPO may periodically be asked to conduct special studies, prepare reports for participants, other agencies, or the public or to analyze data not otherwise covered in the UPWP. Under this element the MPO will fund and/or negotiate with outside consultants or prepare in-house transportation or traffic studies, which may be needed.

Products:

1. Appropriate studies as requested.

Lead Agency:

GHMPO

Funding:

Source	Amount
FHWA-PL	\$16,000.00
GDOT-PL	\$2,000.00
LOCAL	\$2,000.00
Total-PL	\$20,000.00
FHWA (SPR)	\$2,644.00
GDOT (SPR)	\$661.00
GRAND TOTAL	\$23,305.00

6.0 Transit

Program Objective:

To plan for an effective, convenient and accessible public transportation system.

6.1 Hall Area Transit Programs and Projects

Program Objective:

To perform a public transit operation, administration, and conduct relevant transit studies. Research and analyze City of Gainesville and Hall County communities' transportation needs and provide recommendations on how to meet those needs.

Previous Work:

1. Developed RFP and hired consultant to conduct a Transit Development Plan (TDP).
2. Considered options to run an express bus service from the Gainesville area to downtown Atlanta.

Activities:

1. Develop a TDP to improve planning, funding and delivery of public transit services in Hall County. The TDP will look at overall transit needs in Hall County and develop recommendations.
2. Manage the consultant who is assisting with the development of the TDP.
3. Conduct relevant service plans based on the recommendations of the TDP.

Products:

1. Transit Development Plan
2. Service Plan

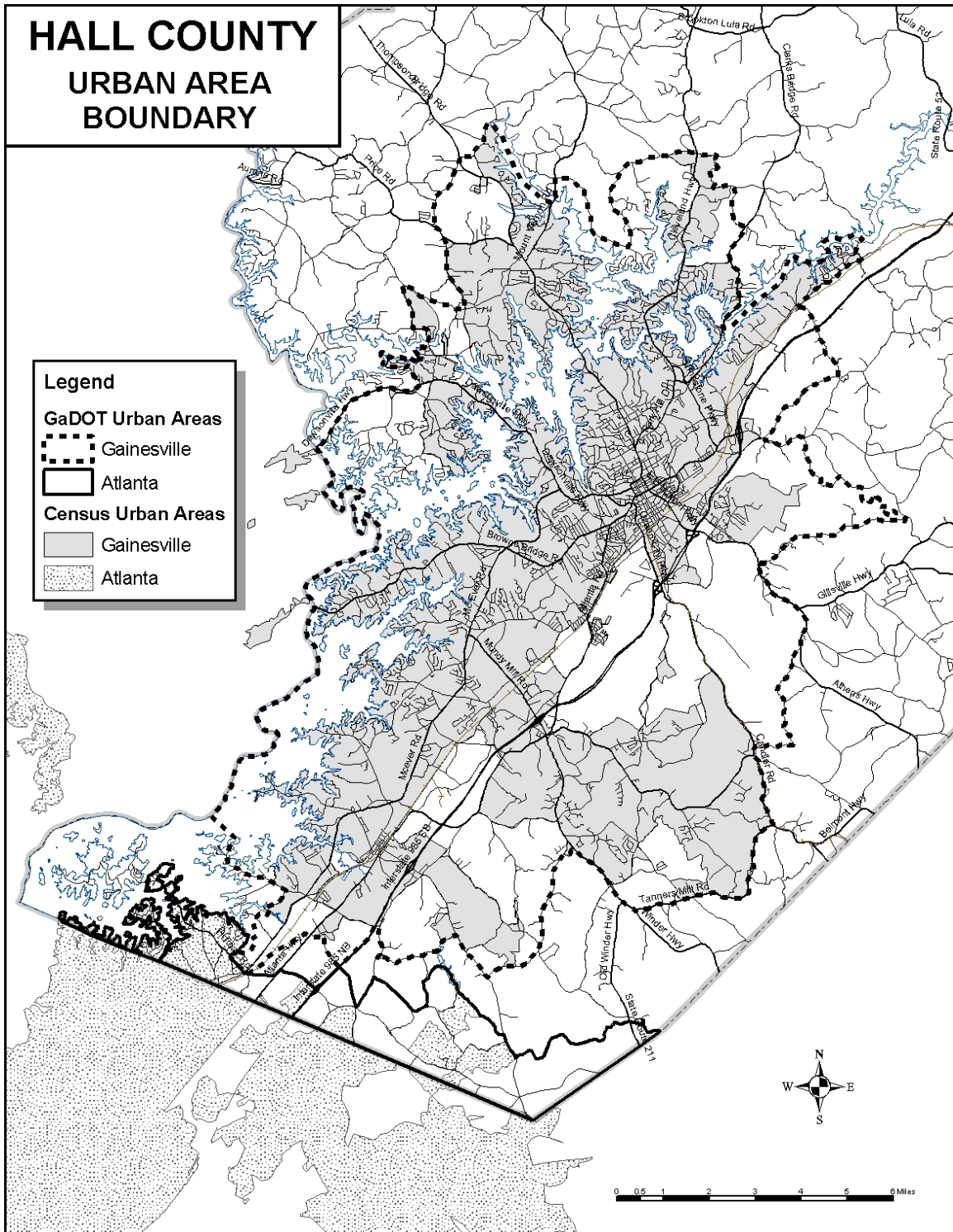
Lead Agency:

Hall Area Transit/GHMPO

Funding:

Source	Amount
FTA - 5303	\$111,869.01
GDOT	\$13,983.63
LOCAL	\$13,983.63
Total-5303	\$139,836.26
FHWA (SPR)	\$0.00
GDOT (SPR)	\$0.00
GRAND TOTAL	\$139,836.26

Appendix A GAINESVILLE AND ATLANTA URBAN AREA BOUNDARIES



Appendix B FUNDING SUMMARY

Work Elements	PL Funds (\$)				SPR Funds (\$)				Section 5303 Funds (\$)				Total Budget Amount (\$)
	Budget Amount (100%)	FHWA (80%)	GDOT Match (10%)	Local Match (10%)	Budget Amount (100%)	FHWA (80%)	GDOT Match (20%)		Budget Amount (100%)	FTA (80%)	GDOT Match (10%)	Local Match (10%)	
1.0 Program Support and Administration	110,126.00	88,100.80	11,012.60	11,012.60	29,089.00	22,471.20	5,617.80		0.00	0.00	0.00	0.00	138,215.00
1.1 Study Coordination and Operations	90,126.00	72,100.80	9,012.60	9,012.60	13,047.00	10,437.60	2,609.40		0.00	0.00	0.00	0.00	103,173.00
1.2 Professional and Technical Education	8,000.00	6,400.00	800.00	800.00	4,145.00	3,316.80	829.20		0.00	0.00	0.00	0.00	12,146.00
1.3 Office Equipment and Supplies	6,000.00	4,800.00	600.00	600.00	3,395.00	2,716.00	679.00		0.00	0.00	0.00	0.00	9,395.00
1.4 UPWP	6,000.00	4,800.00	600.00	600.00	7,501.00	6,000.80	1,500.20		0.00	0.00	0.00	0.00	13,501.00
2.0 Public Involvement	12,000.00	9,600.00	1,200.00	1,200.00	9,023.00	6,418.40	1,604.60		0.00	0.00	0.00	0.00	20,023.00
2.1 Community Outreach and Education	12,000.00	9,600.00	1,200.00	1,200.00	8,023.00	6,418.40	1,604.60		0.00	0.00	0.00	0.00	20,023.00
3.0 Comprehensive Planning and Research	10,000.00	8,000.00	1,000.00	1,000.00	8,000.00	6,400.00	1,600.00		0.00	0.00	0.00	0.00	18,000.00
3.1 Data Collection and System Monitoring	10,000.00	8,000.00	1,000.00	1,000.00	8,000.00	6,400.00	1,600.00		0.00	0.00	0.00	0.00	18,000.00
4.0 Long Range Transportation & System Planning	18,000.00	14,400.00	1,800.00	1,800.00	10,127.00	8,101.60	2,025.40		0.00	0.00	0.00	0.00	28,127.00
4.1 Long Range Transportation Plan	18,000.00	14,400.00	1,800.00	1,800.00	10,127.00	8,101.60	2,025.40		0.00	0.00	0.00	0.00	28,127.00
5.0 Short Range Transportation & Project Planning	32,000.00	25,600.00	3,200.00	3,200.00	13,961.00	11,168.80	2,792.20		0.00	0.00	0.00	0.00	45,961.00
5.1 Transportation Improvement Program	12,000.00	9,600.00	1,200.00	1,200.00	10,656.00	8,524.80	2,131.20		0.00	0.00	0.00	0.00	22,656.00
5.2 Major Transportation Studies	20,000.00	16,000.00	2,000.00	2,000.00	3,305.00	2,644.00	661.00		0.00	0.00	0.00	0.00	23,305.00
6.0 Transit	0.00	0.00	0.00	0.00	0.00	0.00	0.00		111,869.01	13,983.63	13,983.63	13,983.63	139,836.26
6.1 Hall Area Transit Programs & Projects	0.00	0.00	0.00	0.00	0.00	0.00	0.00		111,869.01	13,983.63	13,983.63	13,983.63	139,836.26
Total Work Elements (\$)	182,126.00	145,700.80	18,212.60	18,212.60	68,200.00	54,560.00	13,640.00		111,869.01	13,983.63	13,983.63	13,983.63	390,162.26

Appendix C MAJOR WORK ACCOMPLISHMENTS IN FY 2007

- Developed 2030 socio-economic data as part of the update to the 2030 LRTP.
- Coordinated with GDOT in calibrating the GHMPO travel demand model. Completed several model runs as part of the 2030 LRTP update process.
- Developed and adopted Project Evaluation Criteria on November 14, 2006, for use in project prioritization.
- Developed and adopted the Participation Plan on May 8, 2007, to meet SAFETEA-LU requirements.
- Conducted two outreach and three public meetings as part of the 2030 LRTP update process. Incorporated public involvement and participation strategies listed in the PIP and the Participation Plan.
- Examined up to 15 focus areas for potential solutions to be incorporated into language transportation plan.
- Assisted local jurisdictions in submission of applications for the CMAQ program. Coordinated with GDOT in the process.
- Submitted draft project list to ARC for inclusion in the 20 County air quality model. Continued coordination with ARC and other inter-agencies in developing a combined Air Quality Conformity Determination report.
- Developed RFP and hired consultant to assist Hall Area Transit in developing a Transit Development Plan.

Appendix D ACRONYMS

“3C”	Continuing, Comprehensive, and Cooperative
AADT	Average Annual Daily Traffic
AQ	Air Quality
ARC	Atlanta Regional Commission
CAC	Citizen Advisory Committee
CMAQ	Congestion Mitigation and Air Quality Improvement
DOT	Department of Transportation
EPA	Environmental Protection Agency
EPD	Environmental Protection Division
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GDOT	Georgia Department of Transportation
GHMPO	Gainesville-Hall Metropolitan Planning Organization
GHTS	Gainesville-Hall Transportation Study
GIS	Geographic Information System
GMRDC	Georgia Mountain Regional Development Center
HAT	Hall Area Transit
ITS	Intelligent Transportation Systems
LRTP	Long Range Transportation Plan
NHI	National Highway Institute
NPRM	Notice of Proposed Rule Making
PIP	Public Involvement Policy
PL	Planning Funds
RFP	Request for Proposal
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users
SIP	State Implementation Plan
SPR	State Planning and Research Funds
STIP	Statewide Transportation Improvement Program
TCC	Technical Coordinating Committee
TDM	Transportation Demand Management
TDP	Transit Development Plan
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
UZA	Urbanized Area



Gainesville - Hall Metropolitan Planning Organization

MEMORANDUM

To: Policy Committee Members

From: Srikanth Yamala, Transportation Planner

Date: April 30, 2007

Re: Draft Participation Plan

The SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) is the most recent law establishing Federal transportation policy and funding authorizations. Under this law the Gainesville-Hall Metropolitan Planning Organization (GHMPO) is required to develop a Participation Plan that expands the GHMPOs current Public Involvement Plan to include consultation with representatives of various intermodal transportation agencies, and other interested parties on various ongoing transportation planning activities.

In our last series of GHMPO Committee meetings, we reviewed the draft Participation Plan. Subsequently we received comments from the Federal Highway Administration that we incorporated into the document. These revisions included greater specificity on addressing consultation process with various public and private agencies that would be used for major GHMPO planning documents.

The Participation Plan's 45-day public comment period commenced on March 18th and will be complete for formal adoption by the Policy Committee on May 8, 2007. With the recommendation to approve this document from the Technical Coordinating Committee, and the Citizen Advisory Committee, we are requesting your approval on adoption to this plan. Please contact me with any questions or comments.



DRAFT

Participation Plan

Proposed Adoption: May 2007

Prepared by the
Gainesville-Hall Metropolitan Planning Organization

In cooperation with the
Georgia Department of Transportation
Federal Highway Administration
Federal Transit Administration



GHMPO

*Gainesville - Hall
Metropolitan Planning Organization*

Flowery Branch - Gainesville - Hall County - Oakwood

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BACKGROUND AND INTRODUCTION

With the completion of the 2000 Census, the Gainesville-Hall area was officially designated as an urbanized area. Essentially, this means that the City of Gainesville and the surrounding area attained a population in excess of 50,000 people within a concentrated geographical area, having a population density exceeding 1,000 people per square mile. In February of 2003, the Hall County Planning Department was designated, by the Governor of Georgia, as host agency for the Gainesville-Hall Metropolitan Planning Organization (GHMPO).

Under the requirements of SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), the most recent law establishing Federal transportation policy and funding authorizations, the GHMPO serves as the regional forum for conducting a cooperative and comprehensive transportation planning. SAFETEA-LU has also increased the responsibility of the MPO and the participating local governments in this arena, and expanded the range of transportation projects available for federal funding. More than ever before, citizens have a greater opportunity to decide what transportation options they desire most in the future.

In October of 2004, we adopted our first Public Involvement Plan which documents a series of strategies and techniques to be considered for involving the public and underrepresented communities in various ongoing GHMPO activities.

PURPOSE OF THE PARTICIPATION PLAN

Under SAFETEA-LU the GHMPO is required to develop a Participation Plan that expands the Public Involvement Plan to include consulting with representatives of various intermodal transportation agencies, and other interested parties on various ongoing transportation planning activities.

There will be specific emphasis on meeting with local, regional, and state agencies responsible for land use management, natural resources, and environmental protection concerning transportation related planning activities. GHMPO has already been consulting with the Greater Hall Chamber of Commerce, undertaking outreach meetings, and coordinating with the local Planning and Public Works Departments. This document will outline these ongoing activities. In addition GHMPO while developing a Participation Plan will consult with representatives of public transportation employees, providers of freight transportation services, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, agencies responsible for safety/security operations and providers of non-emergency transportation services. A detailed list of these agencies can be found in later part of the document in Consultation Process under the Participation Guidelines section.

Participation and consultation will play a critical role in both developing the process and building consensus between the public, interest groups, and transportation decision makers on issues, as well as strategies and actions to address the issues. Participation from local groups and individuals impacted by the process results in a greater likelihood

that the end products will meet the needs of the local community and be more widely supported.

PARTICIPATION PLAN OBJECTIVES

Meaningful public and stakeholder involvement is critical to the long-term success of the GHMPO. The objective of this Participation Plan is three-fold:

- Ensure that transportation planning requirements and public participation goals, as identified in federal regulations and state and regional plans and policies, are met.
- Establish guidelines for public participation that bridge statewide and metropolitan planning processes for current studies and future projects.
- Detail how public comment will be obtained, distributed, considered, documented, acted upon and evaluated.

Special attention will be given to encouraging participation from a wide array of stakeholders, including representation from low-income and minority communities.

This plan outlines a specific approach to public participation for the GHMPO that takes into consideration local needs and conditions. The plan takes advantage of existing community resources to achieve the following public participation guiding principles:

- **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.

The Participation Plan is intended to include all citizens and affected public agencies in a transportation planning effort that is structured, inclusive, and proactive. The plan consolidates the concerns of a wide variety of involved parties into workable transportation plans and programs. It is designed to encourage and provide the greatest level of education of transportation issues, along with opportunities to contribute ideas and voice opinions early and often. The plan provides opportunities for the public and interested agencies to participate in transportation planning efforts such as the Long Range Transportation Plan, the Transportation Improvement Program, and other relevant transportation planning activities.

The Participation Plan is not intended to be a static document. It is designed to be flexible and be modified as we learn through experience which outreach and involvement activities work best. The GHMPO is committed to using the methods that work effectively and review the plan structure as needed.

GHMPO's TRANSPORTATION PLANS AND PARTICIPATING ACTIVITIES

GHMPO is responsible for the creation of the following four fundamental planning documents:

Long Range Transportation Plan (LRTP):

The LRTP is the foundation of the region's community's transportation planning program, providing a 20 year look at the improvements needed to assure the mobility of people and goods in Hall County. The LRTP must be amended at least every four (4) years, due to the County's inclusion in an Air Quality Non-Attainment area.

Participation activities include consultation with appropriate public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, visioning exercises, dialogues on needs assessment, small group discussions to get input on draft elements of the plan, open houses on draft plans, public opinion surveys and public hearings. Public and interested agencies can access the LRTP on the GHMPO website and/or request an electronic or a hardcopy.

Transportation Improvement Program (TIP):

The TIP is the implementation plan for the LRTP. The TIP reflects the schedule of the engineering, right-of-way acquisition and construction activities for transportation improvements for the next 4 years, along with a second tier of projects for an additional 2 years.

Participation activities include public and private entities as well as the public giving input on prioritizing a project list, public opinion surveys on the impact of the TIP, and attending open houses or reviewing documentation for the draft TIP. Participation activities also include consultation with private agencies responsible for planned growth, economic development, environmental protection, airport operations, freight movements, land use management, natural resources, conservation, and historic preservation. Public and interested agencies can access the TIP on the GHMPO website and/or request an electronic or a hardcopy.

Unified Planning Work Program (UPWP):

The GHMPO is responsible for the development, in cooperation with the state and operators of publicly-owned transit of a Unified Planning Work Program as an instrument for coordinating transportation planning in the region.

The UPWP is developed annually and is available for public review on the GHMPO website or in hard copy upon request.

Participation Plan:

The Participation Plan provides GHMPO with a formal consultation process, participation policy and procedures. It also provides interested parties with an understanding of what to expect in the transportation planning process and how to get involved. It includes certain specific requirements, as well as a series of strategies for matching appropriate publicity and involvement techniques into various ongoing GHMPO activities.

Participation activities include review of the draft plan electronically or in hard copy upon request. Participation activities also include consultation with public, affected public agencies, representatives of freight shippers, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, agencies or entities responsible for safety/security operations, and providers of non-emergency transportation services.

PARTICIPATION GUIDELINES

An essential component of the Participation Plan is the two-way exchange of information. The GHMPO staff assumes the role of compiling this information. Staff also is responsible for synthesizing all information received. While many of these activities operate independently of each other, staff acts as a conduit for information and recommendations, ensuring that citizens at all levels are aware of all public participation activities. The public participation plan will also be coordinated with the statewide public involvement process, when applicable. The following discussion details how GHMPO works with audiences broadly and specifically in its participation process.

Citizens Advisory Committee

The Citizens Advisory Committee (CAC) consists of individuals that provide a broad representation of the community. The function of this committee is to inform and advise the community of the process, recommendations and results of the GHMPO activities and to offer any suggestions, which would benefit the area. The CAC also advises the GHMPO Policy Committee on matters of public opinion from individual citizens and citizen groups regarding transportation plans and programs. The CAC will be utilized to the fullest extent possible in the outreach activities of informing their counterparts of any transportation plans, programs, and projects.

The CAC consists of 17 appointees from the member jurisdictions as follows: Hall County (8), City of Gainesville (5), City of Flowery Branch (2), and City of Oakwood (2).

Access to Participation

The ability to communicate and access GHMPO planning efforts are primary considerations in developing outreach activities. The goal is for those interested to be able to easily, efficiently and effectively participate. To provide this GHMPO ensures that

communication channels are open and that information is available in multiple formats and is understandable by the general public.

Planning information is provided in written and electronic formats. As technological resources progress, increasing amounts of planning materials are provided electronically, cutting down on the costs of printing, but where this is not appropriate for a user, hardcopies will be made available. Outreach activities for planning studies as well as the Long Range Transportation Plan and Transportation Improvement Program include meeting with the public to provide direct access to planning information and opportunities to talk with planning staff and/or decision-makers. Effort will always be made so that the meeting locations are accessible by wheelchair and other ambulatory devices.

World Wide Web

For the practice of public outreach, GHMPO maintains a comprehensive website (www.ghmpo.org) to efficiently communicate with the public on its planning activities and policies.

The following illustrates what GHMPO makes available to the public on its website:

- Public meeting announcements
- Committee structure
- Committee meeting schedules and agenda materials
- News articles relating to transportation planning activities
- Planning documentation, presentations and reports
- Archives for planning documents and meeting minutes
- Project specific sites for studies and other planning activities
- Surveys and questionnaires
- Links to other pertinent websites
- Contact boxes to communicate with GHMPO or seek information

If an individual can not download a document or print it, GHMPO provides compact discs that make thousands of pages of documentation or resource material available. Most important of all the informational resources is the GHMPO staff itself who are available to provide information about various transportation planning activities. The inquirer can access the staff through email, mail, telephone, and fax or at meetings to be provided direct service.

Non-English Speaking Communities

For major GHMPO planning efforts such as the Long Range Transportation Plan, 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 the following media resources and techniques to reach the non-english speaking communities:

- Mexico Lindo, local Spanish newspaper
- La Guia, local Spanish magazine
- La Favorita, local Spanish radio station
- La Que Buena, Latino radio station
- Outreach meetings with the Spanish speaking community

Consultation Process

As an ongoing activity the GHMPO will meet with local, regional, state, and federal agencies responsible for land use management, natural resources, economic development, public transportation, bicycle and pedestrian facilities, freight shippers, safety and security operations, and environmental protection concerning transportation planning activities. The consultation process will provide agencies a reasonable opportunity to comment on various transportation planning activities. Undertaking outreach meetings with the freight community, consulting with the local Chamber of Commerce, coordinating with the local Planning and Public Works Departments are some techniques for an effective consultation process.

GHMPO will consult with the following agencies and provide them opportunity to comment on various transportation planning activities:

Affected Public Agencies

- Hall County Planning Department
- Hall County Public Works
- Hall County School Board
- Hall County Black Society
- Hall County Black Historical Society
- City of Gainesville Planning Department
- City of Gainesville Public Works
- Gainesville City Schools
- City of Flowery Branch Planning Department
- City of Oakwood Planning Department
- Main Street Gainesville
- Northeast Georgia Medical Center
- Georgia Department of Transportation
 - Office of Planning
 - District 1 Office
 - Intermodal Office
- Georgia Mountains Regional Development Center
- Georgia Department of Community Affairs
- Georgia Department of Economic Development
- Georgia Department of Natural Resources
 - Historic Preservation Division
 - Environmental Protection Division
 - Wildlife Resource Division
 - State Parks & Historic Sites
- Federal Highway Administration
- Federal Transit Administration

- Atlanta Regional Commission

Representatives of Public Transportation Providers

- Hall Area Transit
- Georgia Regional Transportation Authority
- Georgia Transit Association

Representatives of Freight Shippers

- Freight Representatives with the Greater Hall Chamber of Commerce
- Georgia Motor Trucking Association

Representatives of Users of Pedestrian and Bicycle Facilities

- Chicken City Cyclists
- Friends of the Parks
- Hall County Parks and Leisure
- Bike Town USA
- Gainesville State College
- Brenau University

Representatives of the Disabled Agencies

- Gainesville Disability Resource Center
- Georgia Disability Resource Group

Representatives of Wildlife Preservation

- Elachee Nature Center
- Georgia Sierra Club

Providers of Non-Emergency Transportation Services

- North Georgia Medical Transport

Entities Responsible for Safety/Security Operations

- Hall County 9-1-1 / Central Communications Information Department
- Hall County Sheriff's Department
- City of Gainesville Police Department
- City of Oakwood Police Department
- City of Flowery Branch Police Department

Private Agencies Responsible for Planned Growth

- Council for Quality Growth
- Lake Lanier Islands Development Authority

Private Agencies Responsible for Airport Operations

- Lee Gilmer Memorial Airport

Private Agencies Responsible for Economic Development

- Greater Hall Chamber of Commerce

Private Agencies Responsible for Historic Preservation

- The Georgia Trust for Historic Preservation

Visualization Resources

To strengthen participation in the planning process and specifically to aid the public in understanding proposed plans, GHMPO utilizes a variety of visualization techniques. GHMPO extensively uses maps with aerial photography and display boards to communicate visually its planning when in scenario development or demonstrating networks and regional linkages. A visualization technique can be simply a marker and a piece of paper for small group discussions examining specific issues.

GHMPO will utilize these visualization techniques at public meetings, outreach meetings, and committee meetings.

How Information Resources are Used

The ultimate purpose for the use of all of these resources is to open up the planning process and results to any interested person. The resources are used to communicate planning concepts, alternatives, impacts, decisions, and results. The goal is to make sure these resources are understandable and provided in “people talk” so they will be of value to the user. Specifically, they are used throughout the planning process to communicate and illustrate and after the completion of the process to educate and explain. In all cases, these resources are in formats for and obtainable by any interested user.

Public Notice/Review Period Guidelines

Public notices are placed in local newspapers, prior to all public review periods for the Long Range Transportation Plan and the Transportation Improvement Program. Public review periods for draft plans and programs run at least 30 days. If the Policy Committee determines that the final plan or program differs significantly from the one which was made available for public comment, and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional 15 days for public comment on the revised plan or program shall be made available.

If the Policy Committee determines it necessary to amend the final plan or program, the Policy Committee may approve the proposed amendment(s) subject to an additional public review and comment period. For a major amendment, those changes that are controversial and/or regionally significant in nature and would affect the conformity determination of a Long Range Transportation Plan or a Transportation Improvement Program, there will be a 30 day public review and comment period. For a minor amendment, projects that would not affect the conformity determination or the financial constraint of a plan, an advertised 15 day public review and comment period will be held. If no significant comments are received, the amendment(s) will stand as approved with no further action required by the Policy Committee. Results of the public review and comment period will be provided to the Policy Committee, for their information, at the next regularly scheduled meeting. If comments are received which the MPO staff considers potentially significant, the comments will be presented to the Policy Committee for consideration and appropriate action.

Process Conclusion

When significant written and oral comments are received on the draft transportation plan or program, as a result of the public involvement process, a summary, analysis or report on the content of comments and the MPO responses, is prepared and made part of the final document, which is available at central locations. This summary report is then distributed throughout the established network of committees and to the individuals.

Plan and/or program amendments and the resulting public comments, will be made part of the Policy Committee minutes and will be kept on file in the MPO office. Amendments and comments also will be incorporated into copies of the affected plans and programs, made available at central locations.

Process Review

Currently, transportation planning documents and items to be considered for adoption by the Policy Committee (PC), are first reviewed by the Technical Coordinating Committee (TCC) and then by the Citizens Advisory Committee (CAC). The full Policy Committee (PC) is the policy making body of the Metropolitan Planning Organization and the Chairman of the CAC is also a member of the PC. A citizen is encouraged to attend and participate in the TCC, CAC or PC meetings.

The GHMPO Committees meet four times a year, as long as there are sufficient items to discuss and act on by the members. The meeting time, location and the agenda materials are posted on the GHMPO website.

EVALUATION OF PUBLIC PARTICIPATION EFFORTS

Periodic review of the participation activities to evaluate program effectiveness is beneficial for maintaining a good participation program. Overall evaluation of participation efforts on a regular basis helps answer whether the program is meeting the key Participation Plan objectives. Specific evaluation measures can be used to quantify the level of participation. This can help to determine under what circumstances participation tools are effective or not. Through the evaluation process, the participation strategies can be refined and improved.

The evaluation of the GHMPO participation process will focus on an assessment of each program's overall success and effectiveness in achieving its participation goals. Strong participation numbers and inclusion of a broad range of interests is of particular concern to the GHMPO staff. As additional participation techniques are developed, each new strategy will be evaluated for effectiveness. Table 1 outlines the evaluation criteria, both qualitative and quantitative, of GHMPO's past and current participation techniques.

Table 1 - Evaluation Criteria

Participation Tool	Evaluation Criteria	
	Quantitative	Qualitative
Outreach Meetings	Attendance	Was Input Used in Planning Process?
	Diversity of Representation	Meeting Convenience: Time, Place, and Accessibility
	Quantity of Feedback Received	
Media Relations	Extent and Quantity of Media Coverage	Timing of Notification
	Number of Avenues Used to Reach Non-English Speaking Communities	Effectiveness of Notification and Communication Tools
		How Often Contact is Made
Mailing List	Number of Additions to a Mailing List	Concise and Clear Information Portrayed
	Diversity of Representation	Effectiveness of Notification Format
Public Information Meetings	Number of Meetings/Opportunities for Public Involvement	Effectiveness of Meeting Format
	Number of Comments Received	Public Understanding of Process
	Number of Participants	Quality of Feedback Obtained
	Number of Avenues Used to Reach Minorities and Non-English Speaking Communities	Timing of Public Participation
	Diversity of Attendees	Meeting Convenience: Time, Place, and Accessibility
Consultation Process	Number of Agencies Invited	Was Public's Input Used in Developing the Plan?
	Number of Agencies Attended	Effectiveness of Communication Format
	Number of Specific Small Group Meetings	Coordination Between the Agencies
	Number of One-on-One Meetings	Agencies Understanding of Process

Participation Plan Evaluation

The Participation Plan shall be formally reviewed every five years and updated as necessary by the GHMPO to assure that it is promoting an effective process, which provides full and open access to public and interested public agencies. After changes have been implemented the revised plan will go through the GHMPO Committees – Technical Coordinating, Citizen Advisory and Policy – followed by a 45 day comment period before official adoption. The Participation Plan’s 45 day comment period will be advertised in the local newspaper, The Gainesville Times. During this period the draft plan will be made available on the GHMPO website and upon request a hard-copy will be available. All comments received will be reviewed, considered, and incorporated, as appropriate into the plan. A report documenting the participation and review process, including comments received, will be made part of the final document, which will be available on the GHMPO website.

As stated earlier in the document, this plan is intended to be a living document, which can incorporate revisions and edits from the public and/or interested public agencies. It is also designed to be flexible and offer a number of varied techniques for effective participation.

APPENDIX A: GHMPO ORGANIZATIONAL STRUCTURE

The GHMPO is administered through three committees, which hold quarterly meetings.

The Policy Committee is the decision making body for the organization. It is made up of the following officials or their designees:

- Mayor, City of Flowery Branch
- Mayor, City of Gainesville
- Chairman, Hall County Commission
- Mayor, City of Oakwood
- Commissioner, Georgia Department of Transportation

The Technical Coordinating Committee provides recommendations from a technical perspective on the plans and programs adopted by the GHMPO. The voting membership is made up of administrators, engineers and planners from the member jurisdictions, Hall Area Transit and GDOT. The non-voting membership includes representatives of various state and federal transportation agencies, local law enforcement, chamber of commerce, school boards and major local institutions.

The Citizens Advisory Committee provides recommendations from the public's perspective, and consists of 17 appointees from the member jurisdictions as follows: Hall County (8), Gainesville (5), Flowery Branch (2), and Oakwood (2).

The GHMPO staff, which is housed in the Hall County Planning Department, administers the planning program and provides technical guidance and administrative support to the committees.

APPENDIX B: REGULATORY REQUIREMENTS GOVERNING THE PUBLIC PARTICIPATION PROCESS

23 CFR Part 450.316: Interested parties, participation, and consultation; 49 CFR Part 613.300

This participation plan is guided by the June 9, 2006 proposed rulemaking for public participation procedures for metropolitan planning organizations incorporating the changes to the Code of Federal Regulations due to the passage of the legislation, *Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU)*. It is anticipated that the final rule will not be in place until 2007, therefore, ARC has made a good faith effort to put into place a participation plan based on the proposed rules. If the governing rules change, the participation plan will be amended to follow the final rule, if necessary.

The proposed rule below is taken from the U.S. Dot, Federal Highway Administration 23 CFR Part 450.316: Interested parties, participation, and consultation as well as the Federal Transit Administration 49 CFR Part 613.300:

- (a) The MPO shall develop and use a documented Participation Plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, agencies or entities responsible for safety/security operations, providers of non-emergency transportation services receiving financial assistance from a source other than title 49, U.S.C, Chapter 53, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
 - (1) The Participation Plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
 - (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
 - (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
 - (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

- (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
 - (v) Holding any public meetings at convenient and accessible locations and times;
 - (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
 - (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
 - (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was initially made available for public comment;
 - (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
 - (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the Participation Plan to ensure a full and open participation process.
- (2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
- (3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised Participation Plan is adopted by the MPO. Copies of the approved Participation Plan shall be provided to FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.
- b) In developing metropolitan transportation plans and TIPs, the MPO shall consult, as appropriate, with agencies and officials responsible for other planning activities within the MPA that are affected by transportation. To coordinate the planning functions to the maximum extent practicable, such consultation shall compare metropolitan transportation plans and TIPs, as they are developed, with the plans, maps, inventories, and planning documents developed by other agencies. This consultation shall include, as appropriate, contacts with STATE, local, Indian Tribal, and private agencies responsible for

planned growth, economic development, environmental protection, airport operations, freight movements, land use management, natural resources, conservation, and historic preservation. In addition, transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

- (1) Recipients of assistance under title 49, U.S.C., Chapter 53;
 - (2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
 - (3) Recipients of assistance under 23 U.S.C. 204.
- c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
 - d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.
 - e) The MPOs are encouraged to develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (*c), and (d) of this section, which may be included in the agreement(s) developed under Part 450.314.

Title VI of the Civil Rights Act of 1964 – Nondiscrimination in Federally Assisted Programs

Sec. 601. 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.

The Americans with Disabilities Act of 1990

Sec. 201. Definition.

As used in this title:

- (1) Public entity. – The term “public entity” means –
 - (A) any State or local government
 - (B) any department, agency, special purpose district, or other instrumentality of a State of States or local government; and
 - (C) the National Railroad Passenger Corporation, and any commuter authority (as defined in section 103(8) of the Rail Passenger Service Act).
- (2) Qualified individual with a disability. The term “qualified individual with a disability” means an individual with a disability who, with or without reasonable modifications to rules, policies, or practices, the removal of architectural, communication, or transportation barriers, or the provision of auxiliary aids and

services, meets the essential eligibility requirements for the receipt of services or the participation in programs or activities provided by a public entity.

Sec. 202 Discrimination.

Subject to the provisions of this title, no qualified individual with a disability shall, be reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations

This order was signed by President Clinton in 1994 reinforced the requirements of Title VI of the Civil Rights Act of 1964 that focused federal attention on the environmental and human health condition in minority and low-income communities:

Each federal 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 populations and low-income populations.

A.5 State of Georgia's Open Meetings Law (Georgia Code 50-14-1)

Georgia's Open Meetings Law requires that state and local governmental bodies conduct their business so citizens can review and monitor their elected officials and others working on their behalf. The Law requires that government meetings be open to the public. The Law also requires governmental bodies to provide reasonable notice of all meetings. (*Georgia's Sunshine Laws: A Citizen's Guide to Open Government, Office of the Georgia Attorney General, 2001*)

A.6 Georgia Open Records Process (Georgia Code 50-18-70)

Open records requests may be made to any custodian of the desired records. A written request is not required, but is advisable to eliminate any dispute as to what was requested or when the request was made. The records custodian is allowed a "reasonable amount of time" to determine whether the records requested are subject to access under the Law. However, the custodian must respond to all requests within three business days. If the records exist and are subject to inspection but are not available within three business days, a written description of such records and a timetable for their inspection and copying must be provided within that time period. K Records maintained by computer shall be made available where practicable by electronic means, including Internet access, subject to reasonable security restrictions preventing access to nonrequested or nonavailable records. If access to a record is denied in whole or in part, the records custodian must provide in writing the specific legal authority exempting such record from disclosure. (*Georgia's Sunshine Laws: A Citizen's Guide to Open Government, Office of the Georgia Attorney General, 2001*)



Gainesville – Hall Metropolitan Planning Organization Draft 2030 Long Range Transportation Plan

Project Cost Escalation Process and Recommendations

Background

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, planning entities have been required to ensure that transportation plans are fiscally constrained. As per the FHWA-FTA Fiscal Constraint Guidance published in June 2005, “*fiscal constraint requires that revenues in transportation planning and programming (Federal, State, local, and private) are identified and are ‘reasonably expected to be available’ to implement the metropolitan long range transportation plan and the STIP/TIP, while providing for the operation and maintenance of the existing highway and transit systems.*”¹

However, estimating cost escalation for projects in future years is a new federal requirement enacted in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) have jointly provided guidance on fiscal constraint for metropolitan plans, transportation improvement programs (TIPs), and Statewide TIPs. The guidance calls for the use of “forecast year” dollars in preparing cost projections for highways and transit projects in MPO planning documents. The guidance recommends using of a four (4) percent annual inflation rate for construction costs for 2007 and beyond - for both highway and transit improvements. However, if more appropriate data is available, a lower or higher rate can be used as long as it is documented in the financial plan. It is important to note that the 4% inflation rate applies to “planning-level” cost estimation only. It is not to be used in place of the more researched forecasts required during project development for risk assessments and cost estimation of New Starts.

Potential Cost Escalation Options

Due to the rapid rise in materials, and construction costs and right-of-way costs in Georgia over the last three years, it was decided to develop a cost escalation process that would account for these increases. The process included coordination and consultation with the Federal Highway Administration (FHWA), Georgia Department of Transportation (GDOT) and the Atlanta Regional Commission (ARC). Based on this consultation process, it was determined that a 2.2% annual inflationary rate be used to escalate Gainesville-Hall Metropolitan Planning Organization (GHMPO) project costs. Since the project cost estimates contained in Tier 1 (2008 to 2013) were updated by GDOT in February 2007, GDOT cost estimates are used. Based on FHWA, GDOT and ARC recommendations, GHMPO will use a compounded growth rate of 22.0 percent for Tier 2 (2014 to 2020); 40.7 percent for Tier 3 (2021 to 2030) and 62.7 percent for post 2030 projects. The table below shows the inflationary compound growth rate for each tier.

	Tier 1	Tier 2	Tier 3	Tier 4
	2008-2013	2014-2020	2021-2030	Post 2030
Rate	<i>updated by GDOT</i>	22.00%	40.70%	62.70%

Inflationary Compound Growth Rate

¹ Federal Highway Administration (FHWA), “FHWA-FTA Fiscal Constraint Guidance” FHWA, June 25, 2005.



**Gainesville – Hall Metropolitan Planning Organization
Draft 2030 Long Range Transportation Plan**

Since the GHMPO Long Range Transportation Plan (LRTP) identifies projects into three tiers (2008 to 2013, 2014 to 2020 and 2021 to 2030), the inflationary compound rates were compiled and averaged based on these three time periods.

Example Project

GHMPO No.	Project Name	Phase	2007\$	Year of Expenditure \$
GH-006	Memorial Park Ext/Skelton Road & Connector	ROW; CST	\$15,651,000	\$19,094,220

Project GH-006, Memorial Park Ext/Skelton Road & Connector, is programmed in Tier 2 (2014 to 2020).

2007 Dollars

Preliminary Engineering :	Authorized
Right-of-Way :	\$ 5,800,000
Construction:	<u>\$ 9,851,000</u>
TOTAL:	\$15,651,000

Year of Expenditure Dollars

TOTAL: \$15,651,000 X 1.22 = \$19,094,220

Thus, the project cost for the Memorial Park Ext/Skelton Road & Connector now totals **\$19,094,220**, which is a 22 percent increase from 2007 dollars.



Gainesville - Hall Metropolitan Planning Organization

MEMORANDUM

To: Policy Committee Members

From: Srikanth Yamala, Transportation Planner

Date: April 30, 2007

Re: Projects for 2030 Long Range Transportation Plan Update

Over the last ten months Gainesville-Hall Metropolitan Planning Organization (GHMPO) in coordination with Wilbur Smith Associates (WSA), the consultant team, have been updating GHMPO's 2030 Long Range Transportation Plan (LRTP). Consultation with Georgia Department of Transportation (GDOT) Office of Planning and District 1 Office, Hall County, City of Gainesville, Flowery Branch and Oakwood, other relevant federal, state and local agencies as well as two public information meetings has generated a long list of potential projects for consideration in the LRTP. Due to federal SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) requirements, GHMPO's LRTP must be financially constrained – achievable within existing or reasonably anticipated funding sources.

Based on historic funding allocations developed by GDOT and GHMPO, it is anticipated that **\$1.43 billion** is reasonably expected to be available between 2008 and 2030 to fund multimodal projects and maintain the existing system throughout the GHMPO study area. This total includes **\$67.6 million** for transit and **\$132.2 million** for maintaining the highway system. Thus, the total anticipated revenue for roadway projects to be built in Hall County totals **\$1.23 billion**.

On a parallel track, the GHMPO and WSA, in consultation with GDOT, have been reviewing, updating and developing planning level cost estimates for the potential projects that have been identified through the LRTP planning process. To date, sixty-six multimodal projects totaling **\$1.27 billion** (2007\$) have been identified for potential inclusion in the LRTP. However, SAFETEA-LU required that all MPOs now include planning level cost estimates for year of expenditure. In other words, the plan must take into account the rate of inflation and anticipated growth of project costs over the timeframe of the plan. Completing this process, the **\$1.27 billion** (2007\$) translates into **\$1.72 billion** in year of expenditure dollars. Based on FHWA, GDOT and ARC recommendations, the GHMPO will use a compounded growth rate of 22.0 percent for Tier 2 (2014 to 2020); 40.7 percent for Tier 3 (2021 to 2030) and 62.7 percent for post 2030 projects.

At this point in the LRTP planning process, we have begun the process of finalizing the planning level cost estimates for each project and prioritizing the projects. We understand all projects are important and we will have opportunities in the future to revise project priorities. After meeting with our Technical, Citizen and Policy Committees, we have broken down the projects in four timeframes; 2008-2013, 2014-2020, 2021-2030 and post 2030.

As mentioned earlier a draft project list was sent to ARC in early April for inclusion into their air quality modeling process to ensure conformity requirements are met for the Atlanta region, which Hall County is included. GHMPO will submit a final project list to ARC in mid July, which

will allow for further analysis of the project list by the GHMPO committees members and approval of the GHMPO Policy Committee meeting at their May 8th meeting.

With the recommendation to approve this list from the Technical Coordinating Committee, and the Citizen Advisory Committee, we are requesting your approval to adopt this project list.

2008-2013 Projects

GHMPO No.	GDOT No.	Project Name	Phase	Cost Estimate
GH-002	1097	Thurmon Tanner Parkway (Ph. 3) – Plainview Rd to SR 53/Mundy Mill Road	ROW; CST	\$11,454,800
GH-007	162430	SR 347/Friendship Road From I-985 to SR 211	ROW; CST	\$69,865,000
GH-008	122150	US 129/Athens Hwy from SR 323/Gillsville Hwy to SR 332/Talmo in Jackson County	ROW; CST	\$40,950,120
GH-011	6448	Upgrade Traffic Signals along Jesse Jewell – Pearl Nix to Downey, 11 signals	ROW; CST	\$2,257,000
GH-012	7240	I-985 – Exit 22 Ramp Improvements at US 129/E.E. Butler	ROW; CST	\$4,558,000
GH-014	170735	SR 347/Friendship Road – I-985 to McEver Road Phase I	ROW; CST	\$16,668,000
GH-015	425	I-985 – New Interchange North of SR 13 Near Martin Road	ROW	\$18,504,000
GH-016	3626	Sardis Road Connector – SR 60/Thompson Bridge to Sardis/Chestatee Road	ROW; CST	\$23,521,000
GH-018	122010	SR 369/Brown's Br Road – Forsyth Co. Line to SR 53/McEver Road	ROW	\$12,853,000
GH-021	132950	SR 13-Buford/Atlanta Hwy – Thompson Mill Road to Relocation of SR 347/Friendship Road	PE; ROW; CST	\$3,101,600
GH-025	7233	SR 211/Old Winder Highway – SR 53/Winder Hwy to SR 347 on new alignment	PE	\$1,165,000
GH-026	132995	SR 52 at Candler Creek – Bridge	ROW; CST	\$1,760,000
GH-031		Midtown Greenway on CSX Right-of-Way	PE, ROW, CST	\$1,000,000
GH-050	142291	SR 284/Clarks Bridge Road at Chattahoochee River – Bridge	ROW; CST	\$9,959,000
GH-051	7639	Central Hall Recreation and Multi-Use Trail	PE; ROW; CST	\$3,929,709
GH-052	6336	Advanced Traffic Management System on I-985	PE; CST	\$3,900,812
GH-054	7353	Traffic Signal Upgrades - SR 11, SR13, SR 53, SR 60	CST	\$1,600,000
GH-059		Rock Creek Greenway Connector	CST	\$375,000
GH-060		Gillsville Trail and Downtown Streetscape	CST	\$112,500
GH-062	0007467	Cable Barriers along Interstate 985 from Hall County Line to Jesse Jewel Parkway	CST	\$2,690,000
GH-063	0007021	SR 53/Dawsonville Hwy at Chestatee River – Bridge	ROW	\$25,000
Total				\$230,249,541

Note: All project costs were provided by GDOT based on a February 2007 update.

2014-2020 Projects

GHMPO No.	GDOT No.	Project Name	Phase	2007 Dollars	Year of Expenditure Dollars
GH-006	141840	Memorial Park Ext/Skelton Road & Connector	ROW; CST	\$15,651,000	\$19,094,220
GH-009	7389	McEver Road Intersections – Gaines Ferry, Lights Ferry, Jim Crow, Flat Creek, Stephens Rd, Chamblee Road	ROW; CST	\$10,437,350	\$12,733,567
GH-015	425	I-985 – New Interchange North of SR 13 Near Martin Road	CST	\$18,101,000	\$22,083,220
GH-018	122010	SR 369/Brown's Br Road – Forsyth Co. Line to SR 53/McEver Road (Construction)	ROW; CST	\$18,502,000	\$22,572,440
GH-020	122060	US 129/Cleveland Hwy – Limestone Rd to Nopone Road	ROW; CST	\$58,304,000	\$71,130,880
GH-023		Spout Springs Road – SR 13/Atlanta Highway to Gwinnett Co. Line	PE; ROW; CST	\$40,084,708	\$48,903,344
GH-024		Martin Road – Falcon Pkwy to SR 53/Winder Hwy	PE; ROW; CST	\$38,657,693	\$47,162,385
GH-025	7233	SR 211/Old Winder Highway – SR 53/Winder Hwy to SR 347 on new alignment	ROW, CST	\$10,491,000	\$12,799,020
GH-028	142294	SR 332/Poplar Springs Road at Walnut Creek – Bridge	ROW; CST	\$1,115,000	\$1,360,300
GH-029	122064	US 129/Cleveland Hwy at Chattahoochee River - Bridge	CST	\$10,283,000	\$12,545,260
GH-030	122066	US 129/Cleveland Hwy at East Fork Little River (Bells Mill) - Bridge	CST	\$7,336,000	\$8,949,920
GH-040	132860	SR 53/Winder Hwy from I-85 in Jackson Co. to SR 211/Tanners Mill Road	ROW; CST	\$6,956,040	\$8,486,369
GH-056	7170	SR 136/Price Road @ Chestatee River - Bridge	PE; ROW; CST	\$909,750	\$1,109,895
GH-057	122012	SR 369/Browns Bridge Road - New Bridge over Lake Lanier	CST	\$3,762,000	\$4,589,640
GH-063	7021	SR 53/Dawsonville Hwy at Chestatee River – Bridge	CST	\$76,000	\$92,720
GH-065	0001095	Relocation of Lights Ferry Rd from Gainesvill St to SR 13	PE; ROW; CST	\$3,800,000	\$4,636,000
GH-066		Northern Connector - Connection Between SR 60/Thompson Bridge Road and SR 365	PE	\$26,236,363	\$32,008,363
GH-067		Widening of Ridge Road from Queen City Pkwy to Old Cornelia Hwy	PE; ROW; CST	\$23,609,270	\$28,803,309
GH-069		Intersection Improvement at Jesse Jewel Pkwy and John Morrow Pkwy	PE; ROW; CST	\$285,600	\$348,432
GH-072		SR 53/Dawsonville Hwy - Duckett Mill rd to Hall Co. Line	PE; ROW; CST	\$12,125,000	\$14,792,500
Total				\$306,722,774	\$374,201,784

Note: A 22.0 percent increase in project costs were applied in the years 2014 to 2020.

2021-2030 Projects

GHMPO No.	GDOT No.	Project Name	Phase	Cost Estimate	Year of Expenditure Dollars
GH-017	3701	SR 13/Atlanta Highway Widening & Memorial Park Drive Widening – Frontage Road to Browns Bridge	ROW; CST	\$19,665,000	\$27,668,655
GH-019	132250	SR 52/Lula Road – 1 mile north of SR 365 to south of Julian Wiley Road	ROW; CST	\$11,140,000	\$15,673,980
GH-022		MLK Blvd – SR 60/Queen City Parkway to EE Butler	PE; ROW; CST	\$5,625,921	\$7,915,671
GH-027	142290	SR 52/Lula Road at Chattahoochee River – Bridge	ROW; CST	\$5,925,000	\$8,336,475
GH-033	1822	SR13/Atlanta Highway - Radford Road to SR 53/Winder Hwy	PE; ROW; CST	\$11,775,000	\$16,567,425
GH-035	150290	US 129/Cleveland Hwy - N of Nopone/J Hood Road to SR 284/Clarks Bridge Road	PE; ROW; CST	\$29,700,000	\$41,787,900
GH-036	122240	US 129 - SR 284/Clarks Bridge Road to White Co. Line	ROW; CST	\$15,361,000	\$21,612,927
GH-038	132610	SR 60/Thompson Bridge Road - SR 136/Price Road to Hall County Line	ROW; CST	\$41,523,000	\$58,422,861
GH-039		South Enota Drive - Widen from 2 To 4 Lanes from Park Hill to Downey Blvd		\$8,313,560	\$11,697,179
GH-041	133280	Old Cornelia Hwy – Exist. 4-lane E of I-985 to Joe Chandler Road	PE; ROW; CST	\$273,000	\$384,111
GH-043		SR 136/Price Road - SR 60/Thompson Bridge Road To Dawson Co. Line	PE; ROW; CST	\$42,799,515	\$60,218,918
GH-046	141820	SR 323/Gillsville Hwy - US 129/Athens Hwy to E of SR 82/Holly Springs Road	ROW; CST	\$27,748,000	\$39,041,436
GH-066		Northern Connector - Connection Between SR 60/Thompson Bridge Road and SR 365	ROW; CST	\$140,258,182	\$197,343,262
GH-070		Six-Laning of I-985 from Hall Co. Line to Exit 24	PE	\$9,265,400	\$13,036,418
GH-071		Widening of SR 365 from Exit 24 on I-985 to Hall Co. Line. Includes 3 New Diamond Interchanges	PE	\$10,988,640	\$15,461,016
Total				\$380,361,218	\$535,168,234

Note: A 40.7 percent increase in project costs were applied in the years 2021 to 2030.

Post 2030 Projects

GHMPO No.	GDOT No.	Project Name	Phase	Cost Estimate	Year of Expenditure Dollars
GH-032		McEver Road From SR 347/Friendship Road to Jim Crow Road	PE; ROW; CST	\$20,959,200	\$34,100,618
GH-034	122030	McEver Road - Jim Crow Road to Mundy Mill/SR 53	ROW; CST	\$14,962,000	\$24,343,174
GH-037		SR 11 Bus/Park Hill Dr - South Enota Drive to Limestone Road	PE; ROW; CST	\$2,551,000	\$4,150,477
GH-041		Old Cornelia Hwy – Exist. 4-lane E of I-985 to Joe Chandler Road	PE; ROW; CST	\$4,111,000	\$6,688,597
GH-042		Hog Mountain Road - Gwinnett Co. Line to SR 13/Atlanta Hwy	PE; ROW; CST	\$39,625,846	\$64,471,251
GH-044		SR 53/SR 53 Conn/Dawsonville Hwy/J Morrow - Ahaluna to Washington Street	PE; ROW; CST	\$6,667,000	\$10,847,209
GH-045		Shallowford Rd. - SR 53/Dawsonville Hwy to Pearl Nix Pkwy	PE; ROW; CST	\$9,072,673	\$14,761,239
GH-047		Limestone Pkwy Extension - Limestone Pkwy to new Interchange at I-985	PE; ROW; CST	\$14,000,000	\$22,778,000
GH-048	110465	I-985/Exit 22 Interchange	ROW; CST	\$20,000,000	\$32,540,000
GH-049		SR 60/Candler Road - Lee Land Road to Existing 4-Lane Section	PE; ROW; CST	\$5,150,000	\$8,379,050
GH-053		SR 347/Friendship Road – McEver Road to Lake Lanier Islands Phase 2	PE; ROW; CST	\$11,324,000	\$18,424,148
GH-058		Green Street & West Academy Intersection Improvements	PE; ROW; CST	\$220,000	\$357,940
GH-064	122915	ATMS - GDOT Regional Transportation Control Center	CST	\$1,000,000	\$1,627,000
GH-070		Six-Laning of I-985 from Hall Co. Line to Exit 24	ROW; CST	\$88,220,000	\$143,533,940
GH-071		Widening of SR 365 from Exit 24 on I-985 to Hall Co. Line. Includes 3 New Diamond Interchanges (Right-of-Way & Construction)	ROW; CST	\$113,462,908	\$184,604,151
Total				\$351,325,627	\$571,606,795

Note: A 62.7 percent increase in project costs were applied to projects categorized in post 2030.

Bottom Line

As noted earlier, the total anticipated revenue for roadway projects to be built in Hall County totals **\$1.23 billion**. The GHMPO 2030 LRTP must be fiscally constrained, meaning that projected year of expenditure cost for all roadway projects does not exceed the anticipated revenue calculated by GDOT and the MPO. The GHMPO 2030 LRTP will have three distinct programming phases and projects and project phases have been categorized into the following three tiers:

Tier 1 represents projects and project phases identified in FY 2008 to 2013 (TIP years);

Tier 2 represents project and projects phases identified in FY 2014 to 2020; and

Tier 3 represents projects phases identified in FY 2021 to 2030.

Post 2030 projects are not included in the fiscally constrained GHMPO 2030 LRTP and will be shown as illustrative projects in the LRTP. Based on these three tiers, the GHMPO must develop a programming plan that is fiscally constrained. The table below provides the GDOT and GHMPO estimated programming funds, year of expenditure project costs and the dollar difference for each of the three tiers.

Tier	Programming Years	Estimated Roadway Programmed Funds	Estimated Project Costs	Difference
1	2008 to 2013	\$313,946,518	\$230,249,541	\$83,696,977
2	2014 to 2020	\$374,743,014	\$374,201,784	\$541,230
3	2021 to 2030	\$542,453,000	\$535,168,234	\$7,284,766
Total		\$1,231,142,532	\$1,139,619,559	\$91,522,973

Note: The estimated programmed funds do not include maintenance and transit funding, but do include anticipated SPLOST funding revenue.

As shown in the table, **Tier 1** (2008 to 2013) project costs total **\$230 million**, which is **\$84 million** less than the anticipated revenues for this time period. Since there may be some project costs adjustments by GDOT in this tier, it is recommended that no additional projects be added to this tier unless a project of equal or great value is removed. **Tier 2** (2014 to 2020) project costs total **\$374 million**, with barely **half-a-million** in surplus funds. **Tier 3** (2021 to 2030) project costs total **\$535 million**, which is **\$7 million** less than the anticipated revenues for this time period.

If the MPO decides to move a project or a project phase from the post 2030 illustrative list to one of the three tiers, it cannot exceed **\$91 million** unless a project of equal or great value is removed and all tiers must not exceed the estimated programming funds.



GREATER HALL
CHAMBER OF COMMERCE

230 E. E. Butler Parkway
Post Office Box 374
Gainesville, Georgia 30503

April 17, 2007

Srikanth Yamala
Gainesville-Hall Metropolitan Planning Organization
P.O. Drawer 1435
Gainesville, GA 30503

RE: Request for projects in the 2030 Long Range Transportation Update

Dear Srikanth, the MPO Technical and Policy Committee:

The Greater Hall Chamber of Commerce has studied the listing of projects and the time frames suggested for each. We are asking that consideration be given to changes for the following projects:

GH-066 (Connection Between SR60/Thompson Bridge Rd and SR365)

We are recommending this be moved to the 2014-2020 timeframe. This is key to East-West connectivity and alleviating current traffic concerns in the downtown area.

GH-022 (MLK Blvd – SR60/Queen City Pkwy to EE Butler)

We are recommending this remain in the 2021-2030 timeframe and that it be extended to Downey Boulevard. The extension is necessary to prevent the creation of a bottleneck when GH-022 and GH-039 are completed in addition to alleviating current traffic concerns in the downtown area. An education initiative for area businesses and citizens will be necessary to show the benefits of this project. The Greater Hall Chamber will help facilitate these education efforts.

GH-068 (Southern Pkwy – Improved East West Connectivity between I-985 to I-85)

We are recommending that this be added back to the Post 2030 timeframe. Although the timing may not be right for now, the East – West connection is a primary goal and we see the need to hold a place marker for the future.

Northern Connector: (Request for seed money for a preliminary study of a Northern Connector referenced in a March 5 letter RE: Northern Loop Origin/Destination Study Request). This money would be leveraged with a request to GDOT for further planning assistance. The particular route has not been established.

We would also like express our support for **GH-067 Ridge Road** being added to the 2014-2020 timeframe as it is key to potential economic development that will provide connectivity for industrial business in the 985 area. As well as **GH-023 Spouts Springs Road** being added to the 2014-2020 in reaction to the commercial, retail and residential activity taking place.

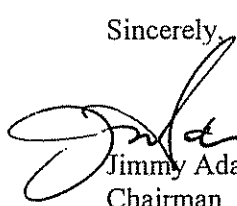
770.532.6206
Fax 770.535.8419

www.greaterhallchamber.com
www.siliconlakelanier.com

We would further suggest that in these MPO plans that planning committees are formed to address Commuter rail. The Greater Hall Chamber will be happy to participate in these planning efforts.

Thank you for your work and for consideration of these pertinent projects in Gainesville-Hall County.

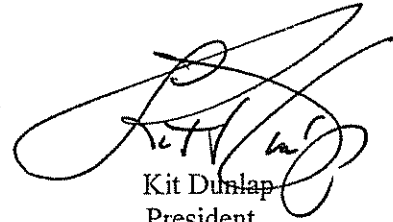
Sincerely,



Jimmy Adams
Chairman
Greater Hall Chamber



Denise Deal
Executive Director
Vision 2030



Kit Dunlap
President
Greater Hall Chamber

Cc: Chairman Tom Oliver, Hall County Commission
Mayor Bob Hamrick, City of Gainesville
Mayor Diane Hirling, City of Flowery Branch
Mayor Lamar Scroggs, City of Oakwood
Mayor Milton Turner, City of Lula
Mayor James Nix, City of Clermont
Russell McMurry, GDOT District Engineer
Randy Knighton, Hall County Planning Director
Kip Padgett, City of Gainesville Planning Director



Gainesville - Hall Metropolitan Planning Organization

MEMORANDUM

To: Policy Committee Members

From: Srikanth Yamala, Transportation Planner

Date: April 30, 2007

Re: Administrative Changes to 2006-2011 Transportation Improvement Program

There are some administrative changes to our current 2006-2011 Transportation Improvement Program. The changes include shifting particular project phase in terms of the year.

The attached project worksheets show the overall changes and more specific detail on the projects.

Administrative Changes

Project

SR 211/ Old Winder Highway – Widening (GH-025)

Reason for Administrative Change

Change in year for the preliminary engineering phase from 2007 to 2008.

Conformity Impact

There is no change to the network year of 2020.

Budget Impact

There is no change in the overall project amount of \$11,656,000

Project

Central Hall Multi-Use Trail – Trail (GH-051)

Reason for Administrative Change

Change in year for the construction phase from 2007 to 2008.

Conformity Impact

There is no change to the network year of 2010.

Budget Impact

There is no change in the overall project amount of \$3,929,709



Project Name SR 211/Old Winder Highway – SR 53/Winder Hwy to SR 347 on new alignment	GHMPO No. GH-025 County Hall	GDOT No. 7233 City
Local Rd. Name Old Winder Highway US/State Rd. Name State Route 211	GDOT District 1 Map ID 25	Cong. District 10 RDC GMRDC

Project Description The widening from two to four lanes of SR 211/Old Winder Highway from SR 53/Winder Highway to the Gwinnett County line.			
Improvement Type Widening	Regionally Significant Yes	Capacity Adding Yes	Funding Source GDOT
Project Intent With Winder Highway and Friendship Road.			

Project Termini	From SR 53/Winder Highway To Gwinnett County Line	Length (miles) 4.00
		Exist. Lanes 2 Future Lanes 4
Bike / Ped. Bike lane recommended	Exist. Vol. 4,869 (2003)	Design Vol. 23,560 (2030)
Connectivity Winder Highway Widening, Friendship Road Widening		
Network Year 2014-2020	Proposed Let Date FY 2017	Open to Traffic Date 2020

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2008	Pre-Engineering	L200	\$0	\$233,000	\$932,000	\$0	\$1,165,000
LR	Construction	L200	\$0	\$1,398,800	\$5,595,200	\$0	\$6,994,000
LR	Right-of-Way	L200	\$0	\$699,400	\$2,797,600	\$0	\$3,497,000
		TOTAL	\$0	\$2,331,200	\$9,324,800	\$0	\$11,656,000





Project Name Central Hall Recreation and Multi-Use Trail	GHMPO No. GH-051	GDOT No. 7639
	County Hall	City Gainesville
Local Rd. Name	GDOT District 1	Cong. District 10
US/State Rd. Name	Map ID 51	RDC GMRDC

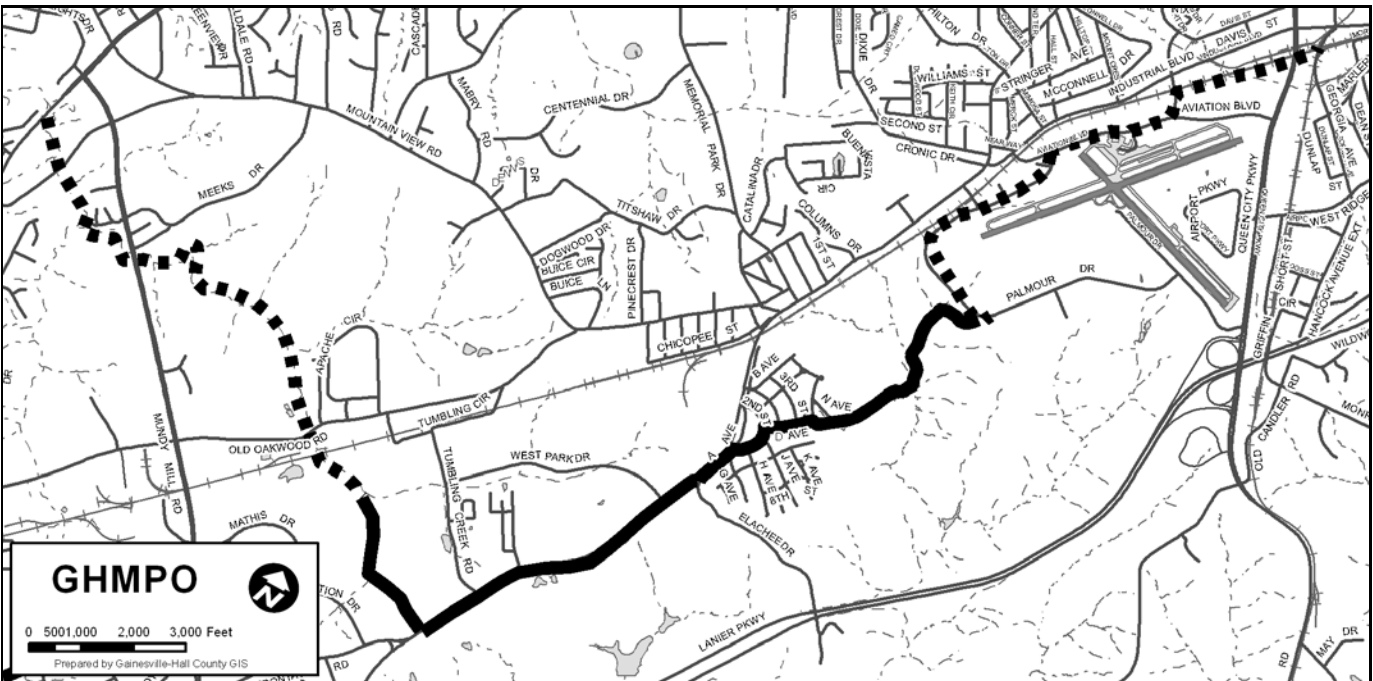
Project Description
 Central Hall Recreation and Multi-Use Trail includes first section of the trail from Palmer Dr to Gainesville College and a tunnel underneath Athens Hwy.

Improvement Type Trail **Regionally Significant** No **Capacity Adding** No **Funding Source** Split

Project Intent
 To provide a path for walking and bicycling in central Hall that connects downtown Gainesville with Gainesville College and Chiopee Woods. As a High Priority Project total funding amount will not be reimbursed until 2009.

Project Termini	From Palmour Dr.	Length (miles) 2.8
	To Gainesville College	Exist. Lanes n/a Future Lanes n/a
Bike / Ped. Multi-use path	Exist. Vol. n/a	Design Vol. n/a
Connectivity Atlanta Highway, Mundy Mill Road, McEver Road, Wilshire Greenway		
Network Year 2008-2013	Proposed Let Date	Open to Traffic Date

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2007	Pre-Engineering	LOCAL	\$1,142,573	\$0	\$0	\$0	\$1,142,573
2008	Construction	TE	\$157,427	\$0	\$629,709	\$0	\$787,136
2008	Construction	LY10	\$400,000	\$0	\$1,600,000	\$0	\$2,000,000
		TOTAL	\$1,700,000	\$0	\$2,229,709	\$0	\$3,929,709





Gainesville - Hall Metropolitan Planning Organization

MEMORANDUM

To: Policy Committee Members

From: Srikanth Yamala, Transportation Planner

Date: April 30, 2007

Re: Administrative Changes to Hall Area Transit Funds in 2006-2011 Transportation Improvement Program

There are some administrative changes to the 2006-2011 Transportation Improvement Program to include Hall Area Transit's (HAT's) Section 5309 funds and to update costs/information on Section 5307 funds for the fiscal years 2007 through 2011.

The attached spreadsheets show the overall changes and more specific detail on HAT funds.

Administrative Changes

Project / Category

Hall Area Transit Funding

Reason for Amendment

Include Section 5309 funds and update Section 5307 funds

Conformity Impact

As a non-traffic capacity adding project, there is no conformity impact

Budget Impact

See attached HAT funding summary sheet

Section 5307 (Urban Operating Expenses)				
Description	2006	2007	2008	Total
FY Operations	\$686,000	\$786,000	\$808,870	\$2,280,870
PROJECT COST	\$686,000	\$786,000	\$808,870	\$2,280,870
FEDERAL	\$343,000	\$393,000	\$404,435	\$1,140,435
STATE	\$0	\$0	\$0	\$0
LOCAL	\$343,000	\$393,000	\$404,435	\$1,140,435

Section 5307 (Urban Capital Expenses)				
Description	2006	2007	2008	Total
Replacement Vehicles (3)	\$75,000	\$225,000	\$0	\$300,000
Expansion Vehicle (2)	\$0	\$0	\$280,000	\$280,000
Fareboxes	\$0	\$120,000	\$0	\$120,000
Passenger Shelters (4)	\$0	\$50,000	\$100,000	\$150,000
Passenger Benches	\$0	\$0	\$0	\$0
Parking Lot & Bldg. Improvements	\$87,000	\$75,000	\$50,000	\$212,000
Bldg Security	\$0	\$0	\$100,000	\$100,000
Misc. Equipment	\$0	\$0	\$16,000	\$16,000
Park&Ride Lot-Facility	\$0	\$0	\$0	\$0
Computers& presentation equip	\$0	\$0	\$10,000	\$10,000
IT Equipment	\$0	\$0	\$0	\$0
PROJECT COST	\$162,000	\$470,000	\$556,000	\$1,188,000
FEDERAL	\$129,600	\$376,000	\$444,800	\$950,400
STATE	\$16,200	\$47,000	\$55,600	\$118,800
LOCAL	\$16,200	\$47,000	\$55,600	\$118,800

Section 5307 (Urban Operating Expenses)				
Description	2009	2010	2011	Total
FY Operations	\$880,000	\$906,400	\$933,592	\$2,719,992
PROJECT COST	\$880,000	\$906,400	\$933,592	\$2,719,992
FEDERAL	\$440,000	\$453,200	\$466,796	\$1,359,996
STATE	\$0	\$0	\$0	\$0
LOCAL	\$440,000	\$453,200	\$466,796	\$1,359,996

Section 5307 (Urban Capital Expenses)				
Description	2009	2010	2011	Total
Replacement Vehicles (2)ADA	\$80,000	\$0	\$0	\$80,000
Expansion Vehicle (1)FR	\$134,000	\$0	\$134,000	\$268,000
Fareboxes	\$0	\$100,000	\$0	\$100,000
Passenger Shelters	\$0	\$10,000	\$10,000	\$20,000
Passenger Benches	\$10,000	\$12,000	\$12,600	\$34,600
Parking Lot & Bldg. Improvements	\$90,000	\$173,644	\$182,326	\$445,970
Security cameras-vehicles	\$100,000	\$0	\$0	\$100,000
Bike Racks & Lockers (5)	\$0	\$50,000	\$3,000	\$53,000
Park&Ride Lot-Facility	\$100,000	\$50,000	\$0	\$150,000
Computers	\$15,000	\$10,000	\$10,000	\$35,000
Furniture	\$0	\$50,000	\$0	\$50,000
Misc. Equipment	\$50,000	\$30,000	\$30,388	\$110,388
PROJECT COST	\$579,000	\$485,644	\$382,314	\$1,446,958
FEDERAL	\$463,200	\$388,515	\$305,851	\$1,157,566
STATE	\$57,900	\$48,564	\$38,231	\$144,696
LOCAL	\$57,900	\$48,564	\$38,231	\$144,696

FTA Funded 5307 (Fleet Replacement Schedule)									
Description	Number	ID Number	Acquisition Date	Years (or) Miles	Accessible	Fuel	Current Mileage	Disposition Action	Vested Title
Fixed Route									
GOSHEN 30' shuttle bus	4231	4UZABFAD2YCH50477	2000	5 or 100000	Yes	Diesel	140024	2008	Hall County
GOSHEN 30' shuttle bus	4232	4UZABFAD9YCH50475	2000	5 or 100000	Yes	Diesel	160240	2008	Hall County
GOSHEN 30' shuttle bus	4331	4UZAABBWO1CJ70658	2002	5 or 100000	Yes	Diesel	113915	2008	Hall County
GOSHEN 30' shuttle bus	4332	4UZAABBWO1CJ70661	2002	5 or 100000	Yes	Diesel	122033	2008	Hall County
GOSHEN 30' shuttle bus	4333	4UZAABBWO1CJ70659	2002	5 or 100000	Yes	Diesel	108236	2008	Hall County
ADA									
FORD E350 Hightop	4486	1FTSS34L45HA84406	2005	4 or 100000	Yes	gasoline	19445	2009	Hall County
FORD E350 Hightop	4487	1FTSS34L75HB27992	2005	4 or 100000	Yes	gasoline	20090	2009	Hall County

Section 5309 Discretionary Funding						
Description	2007	2008	2009	2010	2011	Total
Bus Replacements/Exp	\$396,305	\$0	\$0	\$443,053	\$456,345	\$1,295,703
Administrative Bldg Rehab	\$0	\$408,194	\$420,440	\$0	\$0	\$828,634
FEDERAL	\$317,044	\$326,555	\$336,352	\$354,442	\$365,076	\$1,699,469
STATE	\$59,446	\$61,229	\$63,066	\$66,458	\$68,452	\$318,651
LOCAL	\$19,815	\$20,410	\$21,022	\$22,153	\$22,817	\$106,217
TOTAL	\$396,305	\$408,194	\$420,440	\$443,053	\$456,345	\$2,124,337

FY 2006-2008 Hall Area Transit Funding					
Description	2006	*18 months 2008	2007	2008	Total
Section 5307					
Urban Operating Expenses	\$686,000	NA	\$786,000	\$808,870	\$2,280,870
Urban Capital Expenses	\$162,000	NA	\$470,000	\$556,000	\$1,188,000
Section 5309					
Discretionary Capital	NA	NA	\$396,305	\$408,194	\$804,499
Section 5310					
Elderly and Disable Program	\$85,199	NA	\$85,199	\$86,903	\$257,301
Section 5311					
Rural Operating Expenses	\$445,101	\$732,114	NA	NA	\$1,177,215
Rural Capital Expenses	\$148,000	\$350,100	NA	NA	\$498,100
Section 5316					
Access to Jobs	\$161,428	\$168,448	\$168,448	\$182,484	\$680,808

*Rural program will run January 1, 2007 through June 30, 2008

FY 2009-2011 Hall Area Transit Funding				
Description	2009	2010	2011	Total
Section 5307				
Urban Operating Expenses	\$880,000	\$906,400	\$933,592	\$2,719,992
Urban Capital Expenses	\$579,000	\$485,644	\$382,314	\$1,446,958
Section 5309				
Discretionary Capital	\$420,440	\$443,053	\$456,345	\$1,319,838
Section 5310				
Elderly and Disable Program	\$88,641	\$90,414	\$92,222	\$271,277
Section 5311				
Rural Operating Expenses	\$490,723	\$515,259	\$541,022	\$1,547,004
Rural Capital Expenses	\$110,000	\$275,000	\$225,000	\$610,000
Section 5316				
Access to Jobs	\$192,428	\$198,201	\$204,147	\$594,776