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POLICY COMMITTEE

Tuesday, May 14, 2019, 10:00 AM
Commission Meeting Room, Hall County Government Center
2875 Browns Bridge Road, Gainesville, GA 30504

AGENDA

1. Welcome – Mayor Mike Miller, Chair
2. Approval of February 12, 2019 Meeting Minutes
3. Report from the Technical Coordinating Committee
– B.R. White, TCC Chair
4. Report from the Citizens Advisory Committee
– Renee Gerrell, CAC Chair
5. Approval of an Amendment to the FY 2019 Unified Planning Work Program
– Joseph Boyd, GHMPO
6. Approval of the Resolution Adopting the Draft FY 2020 Unified Planning Work Program
– Joseph Boyd, GHMPO
7. Approval of the Resolution Adopting the Dawsonville Highway-McEver Road Connectivity Study Report
– Sam Baker, GHMPO
8. Gainesville-Hall Regional Transportation Plan: 2020 Update
– Steve Cote, RS&H
9. Micro-Transit Feasibility Study
– Phillippa Lewis Moss, Hall Area Transit
10. New or Additional Requirement for PL Funds Application Process
– Sam Baker, GHMPO

11. Approval of Amendments to Policy Committee Bylaws

– Srikanth Yamala, GHMPO

12. Jurisdiction and Agency Reports

- City of Flowery Branch
- City of Gainesville
- City of Oakwood
- Town of Braselton
- Georgia Department of Transportation
- Georgia Mountains Regional Commission
- Hall Area Transit
- Hall County
- Jackson County

13. Upcoming Meeting Date: July 30, 2019

14. Public Comment

15. Other: Next Meeting Location

16. Adjourn

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Gainesville - Hall Metropolitan Planning Organization

GHMPO

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

POLICY COMMITTEE

**Municipal Courtroom, Gainesville Municipal Court
701 Queen City Parkway SW, Gainesville, GA 30501
Minutes of February 12, 2019 Meeting**

Voting Members Present:

Mayor Mike Miller, City of Flowery Branch, Chair
Mayor Lamar Scroggs, City of Oakwood
Commissioner Richard Higgins, Hall County
Mayor Danny Dunagan, City of Gainesville
Charles Robinson, GDOT

Voting Members Absent:

Commissioner Ralph Richardson, Jr.,
Jackson County

Others Present:

Srikanth Yamala, GHMPO
Sam Baker, GHMPO
Joseph Boyd, GHMPO
Emily Foote, Hall County
Jeff Gill, Gainesville Times
Megan Reed, Gainesville Times
BJ Williams, WDUN
Jeff Stowe, Hall County
Adam Hazell, GMRC
Phillippa Lewis Moss, Hall Area Transit
B.R. White, City of Oakwood
Stan Brown, City of Oakwood
Ken Rearden, Hall County
Sarah McQuade, Hall County
Scott Frederick, GDOT
Jennifer Scott, Town of Braselton
Tony Herdener, Vision 2030
Phil Bonelli, Vision 2030
Jason Everett, Vision 2030
Joe Mezzanotte, Citizen
Joel & Linda Nevins, Citizens
Arthur & Marjorie Cooper, Citizens
Merce Bolling, Citizen
Jonnene Marie Jones, Citizen

Sandra Bauman, Citizen
Oliver McClellan, Citizen
Steve D'Anna, Citizen
Ken Courtenay, Citizen
Steve Hanson, Citizen
Sue Barcus, Citizen
Joy Rudder, Citizen
Priscilla King, Citizen
Rose Marie Fagen, Citizen
Matt & Donna Horton, Citizen
Steve Barber, Citizen
Shannon Kittrell, Citizen
Barbara Brunelli, Citizen
Gene Augustine, Citizen
Brian Whalen, Citizen
Wayne Stradley, Citizen
Marion Tibwell, Citizen
Terry Lawrence, Citizen
Sylvi & Ken Farris, Citizens
Jim Edwards, Citizen
George Eichbauer, Citizen
Jackie Pray, Citizen
Tom Chapman, Citizen

1. Welcome

Mayor Miller called the meeting to order at 10:04 a.m.

2. Approval of November 13, 2018 Meeting Minutes

MOTION: Mayor Dunagan made a motion to approve the minutes of the November 13, 2018 meeting, with a second from Mayor Scroggs, and the motion passed by a unanimous vote.

3. Report from the Technical Coordinating Committee

Mr. White presented a summary of the Technical Coordinating Committee meeting.

4. Report from the Citizens Advisory Committee

Mr. Baker presented a summary of the Citizens Advisory Committee meeting. Mr. Baker stated that the Citizens Advisory Committee voted to table the South Hall Trail Study vote and requested the Policy Committee table the item, as well.

5. Approval of the Resolution Adopting the Gainesville Trail Study

Mr. Boyd presented the Gainesville Trail Study report and its recommendations for alignment to connect existing trails in Gainesville.

MOTION: Mayor Dunagan made a motion to approve the Resolution Adopting the Gainesville Trail Study, with a second from Mayor Scroggs, and the motion passed by a unanimous vote.

6. Approval of the Resolution Adopting the South Hall Trail Study

Mr. Boyd presented the South Hall Trail Study report and its recommendations for alignment to connect existing trails in southern Hall County. Mr. Boyd stated that staff recommends removing the proposed trailhead on Blackjack Road.

The following citizens spoke in favor of the trail study: Tony Herdener, John Girardeau, and Brian Whalen. The following citizens spoke in opposition to the trail study: Oliver McClellan, Sue Barcus, and Matt Horton.

Chairman Higgins stated that he would not support the study as he had conversations with Hall County Commissioner Kathy Cooper, who represents the area, and he felt the trail segment on Bragg Road should be researched further.

MOTION: Mayor Dunagan made a motion to approve the Resolution Adopting the South Hall Trail Study, with the removal of the Blackjack Road trailhead, with a second from Mayor Scroggs, and the motion passed by a 4 – 1 vote (Commissioner Higgins opposed).

7. Dawsonville Highway-McEver Road Connectivity Results & Recommendations

Mr. Cote, consultant with RS&H contracted to conduct the study, presented the results of the study, the various alternatives considered to alleviate traffic congestion at the Dawsonville Highway-McEver Road intersection and in its vicinity, and the study's recommendations.

8. Review and Selection of a Potential New Logo for the Gainesville-Hall Metropolitan Planning Organization

Mr. Yamala discussed the background of the rebranding initiative for GHMPO. Ms. Scruggs gave a presentation on the rebranding initiative process and final draft logo choices to the committee.

MOTION: Mayor Dunagan made a motion to select Option C for the new logo for the Gainesville-Hall Metropolitan Planning Organization, with a second from Commissioner Higgins, and the motion passed by a unanimous vote.

9. Approval of the Resolution Supporting the 2019 State Targets for Safety Performance Management

Mr. Baker stated that the Georgia Department of Transportation (GDOT) has established new state performance targets for safety performance management. The Gainesville-Hall Metropolitan Planning Organization (GHMPO) is now presented with the option to either adopt the same state targets for our MPO region or set our own performance targets, and do so by executing a resolution by February 27, 2019, per requirement from the Federal Highway Administration. He stated that staff recommends adopting the presented state-wide targets.

Motion: Mayor Scroggs made a motion to approve the Resolution Supporting the 2019 State Targets for Safety Performance Management, with a second from Commissioner Higgins, and the motion passed by a unanimous vote.

10. Approval of the Resolution Supporting the 2019-2022 State Performance Targets for Transit Asset Management

Mr. Baker stated that the Georgia Department of Transportation has established state performance targets for transit asset management (TAM) for the small urban areas' transit providers. GHMPO has incorporated such TAM targets into its planning documents. He suggested that the Committee approve a resolution adopting the state TAM performance targets for the GHMPO region.

MOTION: Mayor Dunagan made a motion to approve the Resolution Supporting the 2019-2022 State Performance Targets for Transit Asset Management, with a second from Commissioner Higgins, and the motion passed by a unanimous vote.

11. Approval of an Amendment to the FY 2019 Unified Planning Work Program

Mr. Boyd stated that the Unified Planning Work Program for the current fiscal year is being amended to show that additional federal funds have been received and added to GHMPO's budget to undertake the update of the Gainesville-Hall Regional Transportation Plan. In addition, GHMPO would conduct a Sign and Speed Study, in coordination with the City of Flowery Branch, and would share the study cost from its current fiscal year budget.

MOTION: Commissioner Higgins made a motion to approve the Amendment to the FY 2019 Unified Planning Work Program, with a second from Mayor Dunagan, and the motion passed by a unanimous vote.

12. Review the First Draft of FY 2020 Unified Planning Work Program

Mr. Baker presented the first draft of the FY 2020 Unified Planning Work Program (UPWP) for review and comment. In FY 2020, GHMPO would complete a federally-required update of the regional transportation plan, develop a new 2021-2024 transportation improvement program, and update GHMPO's website following a rebranding initiative. This UPWP has been sent to the Georgia Department of Transportation, Federal Highway Administration, and Federal Transit Administration for review and comment. It would go through a 30-day public comment period and be presented again at the next round of MPO committee meetings before it is scheduled to be adopted in May 2019.

13. Approval of the Resolution Requesting PL Funds for the State Route 365/Jesse Jewell Parkway Traffic Impact Study

Mr. Rotalsky proposed conducting a study to assess the future impacts of the new campus for Lanier Technical College, the future development of a 104-acre inland port to be constructed in northern Hall County along State Route 365 as well as various other developments in the area. The proposed study would recommend what transportation infrastructure improvements need to be made to mitigate the impacts of these new developments. Mr. Rotalsky added that GHMPO has the opportunity to submit an application to GDOT requesting federal transportation planning funds for such a study in March. To submit an application, a resolution from the Policy Committee along with commitment to provide 20% local cash match is required. The City of Gainesville has indicated that it has the necessary funds and will provide the required local match.

MOTION: Mayor Dunagan made a motion to approve the Resolution Requesting PL Funds for the State Route 365/Jesse Jewell Parkway Traffic Impact Study, with a second from Commissioner Higgins, and the motion passed by a unanimous vote.

14. Review of Amendments to Policy Committee Bylaws

Mr. Yamala presented the proposed amendment, which, if adopted, will add two additional voting members from unincorporated Hall County. Mr. Yamala explained that the proposed amendment is being presented at this meeting and will be voted on at the next Policy Committee meeting in May.

15. Jurisdiction and Agency Reports

Representatives shared the status of transportation projects being completed by their jurisdictions: Mr. Rotalsky for the City of Gainesville, Mr. Brown for the City of Oakwood, Mr. Robinson for the Georgia Department of Transportation, and Chairman Higgins for Hall County.

16. Upcoming Meeting Date: May 14, 2019

May 14, 2019 meeting will be held at the Hall County Government Center.

17. Public Comment

There were no additional public comments.

18. Other

There were no additional items of business.

19. Adjourn

MOTION: Mayor Dunagan made a motion to adjourn the meeting at 11:20 a.m.

Mayor Mike Miller, Chair

Emily Foote, Secretary

MEMORANDUM

To: Policy Committee Members

From: Joseph Boyd, Senior Transportation Planner

Date: May 7, 2019

Re: Draft FY 2019 Unified Planning Work Program Amendment

An application requesting federal transportation planning funds for the State Route 365/Jesse Jewell Parkway Traffic Impact Study was submitted to the PL Funds Review Committee at the Georgia Department of Transportation on March 25, 2019. Our application was approved, and a grant of \$160,000 was awarded, with a 20% local cash match by the City of Gainesville totaling \$40,000.

The Federal Highway Administration and the Georgia Department of Transportation require that we update the budget in our current year's Unified Planning Work Program (UPWP) showing the addition of the \$160,000 federal grant. The addition of the State Route 365/Jesse Jewell Parkway Traffic Impact Study to our work program is shown under Task #4 in Sub-Element 4.6: Special Transportation Studies (PL Funds Review Committee Award) on page 20 of the draft UPWP amendment. The revised budget is shown on pages 21, 26, and 28.

This draft UPWP Amendment went through a required 15-day minimum public comment period from April 21 through May 5, 2019, and no comments were received.

RECOMMENDED ACTION: Approval of the FY 2019 UPWP Amendment

Attachment: Draft FY 2019 UPWP Amendment



FY 2019

Unified Planning Work Program



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

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



Adoption: May 8, 2018
Amendment: May 14, 2019

**A Resolution by the Gainesville-Hall Metropolitan Planning Organization
Policy Committee Amending the FY 2019 Unified Planning Work Program**

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

WHEREAS, Fixing America’s Surface Transportation (FAST) Act requires the Metropolitan Planning Organization to develop and adopt a Unified Planning Work Program; and

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

NOW, THERE, BE IT RESOLVED that the Gainesville-Hall Metropolitan Planning Organization amends the FY 2019 Unified Planning Work Program for the period from July 1, 2018 to June 30, 2019.

A motion was made by PC member _____ and seconded by PC member _____ and approved this the 14th of May, 2019.

Mayor Mike Miller, Chair
GHMPO Policy Committee

Subscribed and sworn to me this the 14th of May, 2019

Notary Public

My commission expires _____

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INTRODUCTION

A. Purpose of the Unified Planning Work Program

The Fiscal Year 2019 Unified Planning Work Program (UPWP) describes the organization's planning goals and activities, provides cost estimates for each activity, identifies funding sources, and outlines a work schedule for the period July 1, 2018 through June 30, 2019. The document is organized into five major sections as follows:

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

The five sections of the UPWP include information on the parties responsible for carrying out the various planning activities. These activities are mostly geared towards the preparation and development of the Long-Range Transportation Plan (LRTP) with at least a 20-year horizon and a Transportation Improvement Program (TIP) which defines funded projects over four years. Public participation is an integral part throughout the planning process.

B. FAST Act Planning Factors

The transportation planning process must explicitly address the eleven planning factors identified by the Fixing America's Surface Transportation Act (FAST Act), 23 CFR 450 Subpart C, 23 CFR 420 Subpart A, and 49 CFR Subtitle A, listed below:

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

The overall planning program is designed to comply with the requirements of FAST Act which was signed into law on December 4, 2015. It encourages MPOs to address the planning factors listed above when solving current and future transportation issues.

C. Planning Emphasis Areas (PEAs)

On April 23, 2014, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly issued the Planning Emphasis Areas (PEAs), which include transition to performance based planning and programming as per FAST Act, 23 CFR 450 Subpart C, 23 CFR 420 Subpart A, and 49 CFR Subtitle A, cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning, and access to essential services in which the transportation planning process identifies transportation connectivity gaps and solutions to address those gaps.

The FAST Act federal transportation regulations and guidelines outline planning emphasis areas as (1) FAST Act Implementation, (2) Regional Models of Cooperation, and (3) Ladders of Opportunity. MPOs are required to include these emphasis areas in the FY 2019 UPWP. The GHMPO transportation planning process will include the following planning emphasis areas addressed in the UPWP work elements as listed below:

- FAST Act Implementation – Transition to performance-based planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed towards the achievement of transportation system performance outcomes. GHMPO will address this planning emphasis area by coordinating and collaborating with GDOT, FHWA, and FTA on establishment of performance measures, and then collect and compile the necessary data to measure such performance. In addition, GHMPO will address this planning emphasis area through the implementation of the following UPWP work elements:
 - *4.4 Long-Range Plan* – Continue to manage the implementation of the transportation projects in the 2040 RTP update.
 - *4.5 Transportation Improvement Program* – Amend the TIP, as necessary.
- Regional Models of Cooperation - Ensure a regional approach to transportation planning by promoting cooperation and coordination across transit agency, local government, and MPO boundaries to improve the effectiveness of transportation decision making. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability and commerce across boundaries. GHMPO will address this planning emphasis area by coordinating and collaborating with the Atlanta Regional Commission through interagency consultation and development of performance measures for the region. GHMPO will further work with neighboring local governments on projects that cross jurisdictional boundaries. In addition, GHMPO will address this planning emphasis area through the implementation of the following UPWP work elements:
 - *1.1 Operations and Administration* – Provide opportunities for an open and inclusive process assuring continuing, comprehensive, and cooperative decision making with all jurisdictions in the GHMPO planning area. Coordinate/participate with other resource agencies at both state and local level on various project specific and/or on-going activities. Work with the Georgia Association of Metropolitan Planning Organizations (GAMPO) and other state and national organizations on the role of MPOs in statewide and metropolitan transportation planning. Support statewide GAMPO activities through participation in meetings and events.
 - *4.1 Intermodal Planning* – Pursue Hall County Trails Initiative with the citizen initiated trails group. Work with Hall Area Transit on transit expansion or improvement initiatives.

- Ladders of Opportunity – Access to essential services. GHMPO, along with Hall Area Transit, will identify transportation connectivity gaps in accessing essential services such as employment, healthcare, schools/education and recreation. In addition, GHMPO will address this planning emphasis area through the implementation of the following UPWP work elements:
 - *1.1 Operations and Administration* – Provide opportunities for an open and inclusive process assuring continuing, comprehensive, and cooperative decision making with all jurisdictions in the GHMPO planning area.
 - *2.1 Community Outreach/Education* – Research potential procedures to evaluate the effects of development and transportation investments on communities including environmental justice issues. Continue to explore ways to make the GHMPO transportation planning process more transparent and inclusionary.
 - *4.1 Intermodal Planning* – Pursue Hall County Trails Initiative with the citizen initiated trails group. Work with Hall Area Transit on transit expansion or improvement initiatives.

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

The UPWP originated from the Federal-Aid Highway Act of 1973 and is prepared annually to describe the ongoing transportation planning process for a Metropolitan Planning Organization (MPO). FAST Act, 23 CFR 450 Subpart C, 23 CFR 420 Subpart A, and 49 CFR Subtitle A, is the most recent law establishing federal surface transportation policy and funding reauthorizations.

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

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

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

U.S. Department of Transportation

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

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

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

Georgia Department of Transportation

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

E. GHMPO's Planning Priorities in FY 2019

The GHMPO will work towards the following 15 planning priorities in FY 2019:

1. Amend the Regional Transportation Plan through agency, stakeholder, and public coordination, as necessary (see Task #4, Sub-Element 4.3).
2. Amend the Transportation Improvement Program, as necessary (See Task #4, Sub-Element 4.4).
3. Undertake an update of the Gainesville-Hall Regional Transportation Plan to be completed by June 2020 (See Task #4, Sub-Element 4.3).
4. Conduct an update of the Jackson County Transportation Plan (See Task #4, Sub-Element 4.5).
5. Conduct a Sign and Speed Study in the City of Flowery Branch (See Task #4, Sub-Element 4.5).
6. Conduct State Route 365/Jesse Jewell Parkway Traffic Impact Study.
7. Complete the four PL-funded studies undertaken in 2018: (1) Dawsonville Highway-McEver Road Connectivity Study, (2) Gainesville Trail Connectivity Study, (3) South Hall Trail Study, and (4) Oakwood Citywide Traffic Improvement Study (See Task #4, Sub-Element 4.5).
8. Provide a more integrated multimodal and intermodal transportation system that increases travel options by prioritizing transit, pedestrian, and bicycle travel throughout the region (See Task #4, Sub-Elements 4.1, 4.3, 4.4, 4.5, and Task #5, Sub-Element 5.2).
9. Maintain and improve transportation system safety and security for motorists, transit riders, pedestrians, and bicyclists (See Task #4, Sub-Elements 4.1, 4.3, 4.4, 4.5, and Task #5, Sub-Element 5.2).

10. Take steps to continually monitor and maintain the transportation system (See Task #1, Sub-Element 1.1 and Task #4, Sub-Elements 4.3, 4.4, and 4.5).
11. Develop a transportation system that conserves energy, maintains the attainment of air quality standards, protects the natural environment and minimizes adverse impacts (See Task #1, Sub-Elements 1.1 and 1.2, Task #3, Sub-Element 3.1, and Task #4 Sub-Element 4.3).
12. Provide a transportation system that provides for the movement of people and goods safely and efficiently and advances the region's economic competitiveness (See Task #4, Sub Elements 4.3 and 4.4).
13. Develop a transportation system that is efficient by integrating transportation planning with land use decisions and other comprehensive planning tools (See Task #3, Sub-Element 3.1 and Task #4, Sub-Elements 4.3 and 4.4).
14. Support the Safety Performance Management Targets approved by the Georgia Department of Transportation regarding fatalities, rate of fatalities, serious injuries, rate of serious injuries, and the number of non-motorized fatalities and serious injuries. (See Appendix A)
15. Support the Pavement and Bridge Condition (PM 2) and Performance of National Highway System, Freight, and Congestion Mitigation & Air Quality (PM 3) Performance Management Targets approved by the Georgia Department of Transportation regarding fatalities, rate of fatalities, serious injuries, rate of serious injuries, and the number of non-motorized fatalities and serious injuries. (See Appendix B)
16. Support the Transit Asset Management Targets for FY 2019 that were included in the recently developed and adopted Group Transit Asset Management Plan that included Hall Area Transit and Jackson County Transit. These targets address the useful life benchmark (ULB) of rolling stock, equipment, and facilities. (See Appendix C)

TASK # 1: ADMINISTRATION

Sub-Element 1.1: Operations and Administration

Objective

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

Previous Work

- In FY 2018, the three GHMPO committees had four regular meetings. Meeting minutes were prepared and later archived on the GHMPO website.
- Quarterly reports, reimbursable forms, and an annual report were prepared and submitted to the GDOT Planning Office.
- Attended Interagency Consultation Group meetings.
- Coordinated and worked with local governments and agencies regarding rulemaking on MPO planning area reform and performance measures development.

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

Project Description

- Provide opportunities for an open and inclusive process assuring continuing, comprehensive, and cooperative decision making with all jurisdictions in the GHMPO planning area.
- Prepare proper study records for the development of progress and performance reports, certification, and reimbursement procedure.
- Coordinate activities of the GHMPO committees, including arranging meetings and preparing meeting minutes.
- Continue coordination surrounding the regional transportation planning activities.
- Coordinate/participate with other resource agencies at both state and local level on various project specific and/or on-going activities.
- Work with the Georgia Association of Metropolitan Planning Organizations (GAMPO) and other state and national organizations on the role of MPOs in statewide and metropolitan transportation planning. Support statewide GAMPO activities through participation in meetings and events.
- Staff will continue to inform the MPO committees of legislative and regulatory actions impacting transportation planning and funding.
- The GHMPO will continue to provide staff that will be the local expert in transportation areas, assisting planning partners in transportation project development, building consensus and value in alternatives analysis, shared planning products, and providing a forum for regional decision making.
- Work with GAMPO, FHWA, and GDOT regarding the current and upcoming statewide Safety Performance Management Targets.
- Task # 1.1 will address GHMPO planning priority numbers 3 through 9.

Product

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

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Operations and administration

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

TASK # 1: ADMINISTRATION

Sub-Element 1.2: Training/Employee Education

Objective

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

Previous Work

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

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

Project Description

- Staff plans to attend the 2018 Association of Metropolitan Planning Organizations Annual Conference in San Antonio, Texas.
- Staff plans to attend the 2019 American Planning Association National Conference in San Francisco, California.
- Staff plans to attend the fall and spring conferences of the Georgia Planning Association (locations not yet announced).
- Staff may attend other transportation related conferences, seminars and courses including those offered by the Georgia Transit Association (GTA), National Highway Institute (NHI), Transportation Research Board (TRB), U.S. Environmental Protection Agency (EPA), Georgia Environmental Protection Division (EPD), FHWA, FTA, and GDOT.
- Task # 1.2 will address GHMPO planning priority numbers 7 through 9.
- Staff will attend classes and training related to Performance Based Planning and Programming as they occur.

Product

- Ongoing staff improvement and education

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Training and employee education

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

TASK # 1: ADMINISTRATION

Sub-Element 1.3: Equipment and Supplies

Objective

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

Previous Work

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

Project Description

- Maintain computer systems and other office equipment used by the MPO in line with relevant transportation planning activities.
- Task # 1.3 will address GHMPO planning priority numbers 3 through 9.

Product

- Adequate technology and office equipment to operate the MPO.

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Equipment and supplies

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

TASK # 1: ADMINISTRATION

Sub-Element 1.4: UPWP

Objective

- Identify work tasks undertaken by the GHMPO to address metropolitan area transportation planning.
- Collect public and committee input on a proposed FY 2019 UPWP.
- Take into consideration MPO progress made on FY 2018 UPWP.
- Develop and draft final UPWP.

Previous Work

- Developed FY 2019 UPWP and annual budget.
- Submitted GHMPO's FY 2018 Annual Performance Report to GDOT.
- Program was reviewed and approved by the three committees.
- Legal advertisement was published in the *Gainesville Times* seeking public comment on draft FY 2019 UPWP, per the Participation Plan.
- Draft UPWP was posted on the GHMPO website for public review.
- Amended FY 2018 UPWP twice upon approval of five PL-funded studies.

Project Description

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

Product

- Adopted FY 2020 UPWP by May 2019

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	UPWP

TARGET START AND END DATES	12/1/2018 – 5/31/2019	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$10,000.00
LOCAL IN-KIND MATCH (20%)	\$2,500.00
TOTAL	\$12,500.00

TASK # 2: PUBLIC INVOLVEMENT

Sub-Element 2.1: Community Outreach/Education

Objective

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

Previous Work

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

Project Description

- Provide opportunity for public comment and review on various GHMPO and Hall Area Transit (HAT) documents and activities.
- Establish and maintain a record-keeping system that documents official actions of transportation planning processes and related public review.
- Advertise the availability of draft documents for public review and comment.
- Research potential procedures to evaluate the effects of development and transportation investments on communities including environmental justice issues. This is an ongoing activity.
- Provide adequate notice of GHMPO activities as outlined in the Participation Plan.
- Maintain and update the GHMPO website.
- Maintain and update database of community stakeholders for mail and electronic notification of transportation activities.
- Review and update the Participation Plan as appropriate. Annually report on the status of the Participation Plan, Title VI compliance, Environmental Justice outreach, and Limited English Proficiency analysis. Staff will annually attend training events for ADA, Title VI, EJ, and LEP, as available.
- Continue to engage the Citizens Advisory Committee through innovative and new public involvement techniques to increase participation and public outreach.

- Continue to develop visualization tools and techniques to better communicate the transportation planning process, MPO plans, and programs for the public and local officials.
- The GHMPO will continue to carry out the strategies and policies identified in the Participation Plan for all documents and plans, as appropriate, including the 2040 RTP update.
- Continue to explore ways to make the GHMPO transportation planning process more transparent and inclusionary.
- Maintain and update information on the GHMPO website regarding Performance Based Planning and Program and in regards to the statewide targets for Safety Performance Management Targets (Appendix A).
- Task # 2.1 will address GHMPO planning priority numbers 1 through 6.

Product

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

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Community outreach & education

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

TASK # 3: DATA COLLECTION

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

Objective

- Collect and prepare socioeconomic data for the development of long-range transportation plan and transportation studies.
- Gather information on existing and future land use patterns for the development of long-range transportation plan and transportation studies.
- Collect and analyze data for the development and update of transportation plan and studies.
- Areas covered include appropriate database development and maintenance for transportation planning issues and activities leading to the Regional Transportation Plan (RTP) and TIP.

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

Previous Work

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

Project Description

- Monitor socioeconomic data, and update, as necessary.
- Receive input on land use from the Hall County comprehensive plan update process.
- Track land use and growth patterns of the GHMPO planning area and incorporate into the RTP, the regional travel demand model, and the Transportation Demand Management (TDM), as needed.
- Continue to use GIS as an analytical and data management tool in spatial work projects including RTP updates and demographic studies.
- As requested, attend meetings with local and regional agencies for data sharing regarding the Atlanta non-attainment area and planning data needs.
- Collect 2017 crash data, and update crash reports for Hall County and Jackson County.
- Continue to monitor, support, and assist as needed with the Statewide Safety Performance Management Targets.
- Task # 3.1 will address GHMPO planning priority numbers 1 through 6.

Product

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

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Data review and update

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

TASK # 4: SYSTEM PLANNING

Sub-Element 4.1: Intermodal Planning

Objective

- Plan for intermodal modes of transportation.

Previous Work

- Undertook Gainesville Trail Study and South Hall Trail Study.

Project Description

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

Product

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

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION	ACTIVITIES
GHMPO	Intermodal planning

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

TASK # 4: SYSTEM PLANNING

Sub-Element 4.2: GIS & Model Development and Applications

Objective

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

Previous Work

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

Project Description

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

Product

- Travel demand model outputs and GIS maps by June 2019

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

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

TASK # 4: SYSTEM PLANNING

Sub-Element 4.3: Long-Range Plan

Objective

- The Long-Range Transportation Plan (LRTP) provides the basis for transportation investment of regionally significant projects and programs within the planning area. The LRTP addresses various modes of transportation as well as the safety and security of the region's transportation system. The long-range 2040 RTP is the latest version of the LRTP document.
- Develop and update a long-range, multi-modal LRTP for the GHMPO planning area. This is a continuing work element.

Previous Work

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

Project Description

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

Product

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

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION	ACTIVITIES
GHMPO	Long-range planning

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

TASK # 4: SYSTEM PLANNING

Sub-Element 4.4: Transportation Improvement Program

Objective

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

Previous Work

- Attended quarterly pre-construction project meetings at the GDOT District 1 Office.
- Coordinated with GDOT and local jurisdictions on project status and dollar amounts.
- Created the 2018-2021 TIP document with the input of GDOT, the public, and the three GHMPO committees.

Project Description

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

Product

- 2018-2021 TIP amendments by June 2019

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION	ACTIVITIES
GHMPO	Transportation Improvement Program

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

TASK # 4: SYSTEM PLANNING

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

Objective

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

Previous Work

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

Project Description

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

Product

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

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

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

TASK # 4: SYSTEM PLANNING

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

Objective

- The Long-Range Transportation Plan (LRTP) provides the basis for transportation investment of regionally significant projects and programs within the planning area. The LRTP addresses various modes of transportation as well as the safety and security of the region’s transportation system. The long-range 2040 RTP is the latest version of the LRTP document.
- Update the LRTP, as required per federal regulations, by June 2, 2020.

Previous Work

- The LRTP was last updated in 2015.

Project Description

- Undertake an update of the Regional Transportation Plan to be completed by June 2020.
- Undertake State Route 365/Jesse Jewell Parkway Traffic Impact Study to be completed by December 2020.
- Task # 4.6 will address GHMPO planning priority numbers 1, 3, 6, 7, 8, 9, 10, and 11.

Products

- Gainesville-Hall Regional Transportation Plan: 2020 Update by June 2, 2020 (federally mandated deadline)
- State Route 365/Jesse Jewell Parkway Traffic Impact Study by December 31, 2020

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

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

TRANSPORTATION RELATED PLANNING ACTIVITY	
ORGANIZATION	ACTIVITY
GHMPO	State Route 365/Jesse Jewell Parkway Traffic Impact Study

TARGET START AND END DATES	5/15/2019 – 12/31/2020	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$160,000.00
LOCAL CASH MATCH (20%)	\$40,000.00
TOTAL	\$200,000.00

TASK # 5: TRANSIT PLANNING

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

Objective

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

Previous Work

- Developed the transit section in the 2018 UPWP and presented to the GHMPO committees.
- Adopted the 2018 UPWP on May 2, 2017.
- Attended the 2017 AMPO conference in Savannah, Georgia by Sam Baker and Joseph Boyd.
- Managed the FY 2018 Section 5303 contract and successfully completed all tasks listed in the grant program.
- Participated in the transit program update calls conducted by GDOT.
- Prepared and submitted the FY 2019 Section 5303 contract to GDOT.
- GHMPO retained its membership of the Georgia Transit Association.
- GHMPO retained its membership of the Association of Metropolitan Planning Organizations.

Project Description

- Develop a Transit Asset Management Plan, in cooperation with the GDOT Intermodal Office, for Hall Area Transit by October 1, 2018.
- Conduct Micro-Transit Feasibility Study by June 30, 2019.
- Provide transit planning administration and assistance to HAT.
- Continue coordination with HAT in developing the transit work element for the FY 2019 UPWP.
- Participate and present transit related information and activities before municipalities and/or appropriate committees.
- Task # 5.1 will address GHMPO planning priority numbers 2, 5, 6, and 7.

Product

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

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Program Support & Administration

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

TASK # 5: TRANSIT PLANNING
Sub-Element 5.2: Long Range Transportation Planning (System Level) (FTA ALI Code 44.23.01)

Objective

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

Previous Work

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

Project Description

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

Product

- RTP update by June 2020

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

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

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

Objective

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

Previous Work

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

Project Description

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

Product

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

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Transportation Improvement Program

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

DRAFT

GHMPO Business Plan

Objective

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

Anticipated Products

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

GHMPO Five Year Funding Plan					
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
FHWA Allocation	\$215,322.20	\$217,475.42	\$219,650.18	\$221,846.68	\$224,065.14
FHWA PL Apply	\$360,000.00	\$50,000.00	\$200,000.00	\$150,000.00	
FTA Allocation	\$73,046.00	\$73,776.46	\$74,514.22	\$75,259.37	\$76,011.96
State Match	\$9,130.75	\$9,222.06	\$9,314.28	\$9,407.42	\$9,501.50
Local Match	\$9,130.75	\$9,222.06	\$9,314.28	\$9,407.42	\$9,501.50
Total Revenue	\$666,629.70	\$359,696.00	\$512,792.96	\$465,920.89	\$319,080.10
Contracts	\$360,000.00	\$50,000.00	\$200,000.00	\$150,000.00	\$0.00
Staff/Direct	\$306,629.70	\$309,696.00	\$312,792.96	\$315,920.89	\$319,080.10
Total Expenditures	\$666,629.70	\$359,696.00	\$512,792.96	\$465,920.89	\$319,080.10

1% annual growth in allocation

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

FHWA PL Apply are prior year funds GHMPO must apply for

FUNDING SOURCE BY TASK

FUNDING SOURCE	TASK NO.	TASK DESCRIPTION	FHWA	FHWA-SPR	FEDERAL TOTAL	STATE PL MATCH	STATE SPR MATCH	STATE TOTAL	LOCAL MATCH	TOTAL
PL	1.1	Operations & Administration	65,322.20	0	65,322.20	0	0	0	16,330.55	81,652.75
PL	1.2	Training/Employee Education	18,000.00	0	18,000.00	0	0	0	4,500.00	22,500.00
PL	1.3	Equipment & Supplies	2,000.00	0	2,000.00	0	0	0	500.00	2,500.00
PL	1.4	UPWP	10,000.00	0	10,000.00	0	0	0	2,500.00	12,500.00
PL	2.1	Community Outreach/Education	10,000.00	0	10,000.00	0	0	0	2,500.00	12,500.00
PL	3.1	Socio-Economic Data	6,000.00	0	6,000.00	0	0	0	1,500.00	7,500.00
PL	4.1	Intermodal Planning	6,000.00	0	6,000.00	0	0	0	1,500.00	7,500.00
PL	4.2	GIS, Model Development & Apps.	6,000.00	0	6,000.00	0	0	0	1,500.00	7,500.00
PL	4.3	Long Range Plan	36,000.00	0	36,000.00	0	0	0	9,000.00	45,000.00
PL	4.4	TIP	6,000.00	0	6,000.00	0	0	0	1,500.00	7,500.00
PL	4.5	Special Transportation Studies (Original Award)	50,000.00	0	50,000.00	0	0	0	12,500.00	62,500.00
PL	4.6	Special Transportation Studies (Additional Award)	360,000.00	0	360,000.00	0	0	0	90,000.00	450,000.00
PL	1.1 - 4.6	Total	575,322.20	0	575,322.20	0	0	0	143,830.55	719,152.75

FUNDING SOURCE BY TASK

FUNDING SOURCE	TASK NO.	TASK DESCRIPTION	FTA – 5303	FEDERAL TOTAL	STATE 5303 MATCH	STATE TOTAL	LOCAL MATCH	TOTAL
5303	5.1	Program Support & Administration	34,023.00	34,023.00	4,252.87	4,252.87	4,252.88	42,528.75
5303	5.2	Long Range Planning	34,023.00	34,023.00	4,252.87	4,252.87	4,252.88	42,528.75
5303	5.3	TIP	5,000.00	5,000.00	625.00	625.00	625.00	6,250.00
5303	5.1 - 5.3	Total	73,046.00	73,046.00	9,130.75	9,130.75	9,130.75	91,307.50

FY 2019 Total Budget

GHMPO's total budget for FY 2019 is **\$810,460.25** from all the sources:

Work Elements	PL Funds (\$)			Section 5303 Funds (\$)				Total Budget Amount (\$)
	Budget Amount (100%)	FHWA (80%)	Local Match (20%)	Budget Amount (100%)	FTA (80%)	GDOT Match (10%)	Local Match (10%)	
1.0 Administration								
1.1 Operations and Administration	81,652.75	65,322.20	16,330.55	0.00	0.00	0.00	0.00	81,652.75
1.2 Training/Employee Education	22,500.00	18,000.00	4,500.00	0.00	0.00	0.00	0.00	22,500.00
1.3 Equipment and Supplies	2,500.00	2,000.00	500.00	0.00	0.00	0.00	0.00	2,500.00
1.4 UPWP	12,500.00	10,000.00	2,500.00	0.00	0.00	0.00	0.00	12,500.00
Work Element 1.0 Total	119,152.75	95,322.20	23,830.55	0.00	0.00	0.00	0.00	119,152.75
2.0 Public Involvement								
2.1 Community Outreach/Education	12,500.00	10,000.00	2,500.00	0.00	0.00	0.00	0.00	12,500.00
Work Element 2.0 Total	12,500.00	10,000.00	2,500.00	0.00	0.00	0.00	0.00	12,500.00
3.0 Data Collection								
3.1 Socioeconomic Data	7,500.00	6,000.00	1,500.00	0.00	0.00	0.00	0.00	7,500.00
Work Element 3.0 Total	7,500.00	6,000.00	1,500.00	0.00	0.00	0.00	0.00	7,500.00
4.0 System Planning								
4.1 Intermodal Planning	7,500.00	6,000.00	1,500.00	0.00	0.00	0.00	0.00	7,500.00
4.2 GIS, Model Development & Applications	7,500.00	6,000.00	1,500.00	0.00	0.00	0.00	0.00	7,500.00
4.3 Long-Range Plan	45,000.00	36,000.00	9,000.00	0.00	0.00	0.00	0.00	45,000.00
4.4 Transportation Improvement Program	7,500.00	6,000.00	1,500.00	0.00	0.00	0.00	0.00	7,500.00
4.5 Special Transportation Studies (Original Award)	62,500.00	50,000.00	12,500.00	0.00	0.00	0.00	0.00	62,500.00
4.6 Special Transportation Studies (Additional Award)	450,000.00	360,000.00	90,000.00	0.00	0.00	0.00	0.00	450,000.00
Work Element 4.0 Total	580,000.00	464,000.00	116,000.00	0.00	0.00	0.00	0.00	580,000.00
5.0 Transit Planning								
5.1 Program Support & Administration	0.00	0.00	0.00	42,528.75	34,023.00	4,252.88	4,252.88	42,528.75
5.2 Long Range Transportation Planning	0.00	0.00	0.00	42,528.75	34,023.00	4,252.88	4,252.88	42,528.75
5.3 Transportation Improvement Program	0.00	0.00	0.00	6,250.00	5,000.00	625.00	625.00	6,250.00
Work Element 5.0 Total	0.00	0.00	0.00	91,307.50	73,046.00	9,130.75	9,130.75	91,307.50
Total Work Elements (\$)	719,152.75	575,322.20	143,830.55	91,307.50	73,046.00	9,130.75	9,130.75	810,460.25

METROPOLITAN PLANNING FACTORS TO BE CONSIDERED IN THE 2019 UPWP

Work Element	Work Sub-Element	METROPOLITAN PLANNING FACTORS										
		1	2	3	4	5	6	7	8	9	10	11
1.0 Program Support & Administration	1.1: Operations & Administration	X	X	X	X	X	X	X	X	X		X
	1.2: Employee Training & Development	X	X	X	X	X	X	X	X			
	1.3: Equipment & Supplies	X						X				
	1.4: Unified Planning Work Program	X	X	X	X	X	X	X	X			
2.0 Public Involvement	2.1: Community Outreach/Education	X	X	X	X	X	X	X	X			
3.0 Data Collection	3.1: Socio-Economic Data	X						X				
4.0 System Planning	4.1: Intermodal Planning		X	X	X		X	X		X	X	X
	4.2: GIS, Model Development & Applications							X				
	4.3: Long Range Plan	X	X	X	X	X	X	X	X	X	X	X
	4.4: Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X	X
	4.5: Special Transportation Studies (Original Grant)							X	X			
	4.6: Special Transportation Studies (Additional Grant)							X	X			
5.0: Transit Planning	5.1: Program Support & Administration	X	X	X	X	X	X	X	X	X		X
	5.2: Long Range Transportation Planning (Project Level)	X			X			X		X	X	X
	5.3: Transportation Improvement Program	X			X			X		X	X	X

DRAFT

METROPOLITAN PLANNING FACTORS TO BE CONSIDERED IN THE 2019 UPWP

Work Element	Work Sub-Element	METROPOLITAN PLANNING FACTORS											
		1	2	3	4	5	6	7	8	9	10	11	
1.0 Program Support & Administration	1.1: Operations & Administration	X	X	X	X	X	X	X	X	X	X		X
	1.2: Employee Training & Development	X	X	X	X	X	X	X	X	X			
	1.3: Equipment & Supplies	X							X				
	1.4: Unified Planning Work Program	X	X	X	X	X	X	X	X	X			
2.0 Public Involvement	2.1: Community Outreach/Education	X	X	X	X	X	X	X	X				
3.0 Data Collection	3.1: Socio-Economic Data	X							X				
4.0 System Planning	4.1: Intermodal Planning		X	X	X			X	X		X	X	X
	4.2: GIS, Model Development & Applications								X				
	4.3: Long Range Plan	X	X	X	X	X	X	X	X	X	X	X	X
	4.4: Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X	X	X
	4.5: Special Transportation Studies (Original Grant)								X	X			
	4.6: Special Transportation Studies (Additional Grant)								X	X			
5.0: Transit Planning	5.1: Program Support & Administration	X	X	X	X	X	X	X	X	X	X		X
	5.2: Long Range Transportation Planning (Project Level)	X				X			X		X	X	X
	5.3: Transportation Improvement Program	X				X			X		X	X	X

DRAFT

Appendix A: Safety Performance Management Targets Resolution



Gainesville - Hall Metropolitan Planning Organization

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

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

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

WHEREAS, the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC) at their meetings on January 16, 2019 and January 31, 2019 respectively recommended that GHMPO support the 2019 Safety Performance Management Targets approved by the GDOT as follows:

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

NOW, THEREFORE, BE IT RESOLVED that the GHMPO Policy Committee (PC) concurs with the recommendations of the TCC and CAC that GHMPO agree to support the 2019 Safety Performance Management Targets as approved by GDOT.

*2875 Browns Bridge Road
Gainesville, Georgia 30504*

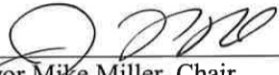
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www.ghmpo.org*

Appendix A: Safety Performance Management Targets Resolution



Gainesville - Hall Metropolitan Planning Organization

A motion was made by PC member Lamar Scroggs and seconded by PC member Richard Higgins and approved this the 12th of February, 2019.



Mayor Mike Miller, Chair
Policy Committee

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



Notary Public

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

My commission expires 7/31/2022

Appendix B: Bridge & Pavement Performance Management Targets Resolution



Gainesville - Hall Metropolitan Planning Organization

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

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

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

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

Bridge Level of Service Measures and Targets

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

Appendix B: Bridge & Pavement Performance Management Targets Resolution



Gainesville - Hall Metropolitan Planning Organization

Pavement Level of Service Measures and Targets

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

Summary of the PM 3 Performance Measures

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

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Appendix B: Bridge & Pavement Performance Management Targets Resolution



Gainesville - Hall Metropolitan Planning Organization

PM 3 Targets

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

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

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



Mayor Mike Miller, Chair
Policy Committee

Subscribed and sworn to me this the 14th of August, 2018.



Notary Public
My commission expires March 26, 2022

Appendix C: Transit Asset Management Targets



Gainesville - Hall Metropolitan Planning Organization

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

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

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

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

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

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

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

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

Transit Asset Management 2019-2022 Performance Targets:

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Appendix C: Transit Asset Management Targets



Gainesville - Hall Metropolitan Planning Organization

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

¹ For facilities, number below 3.0 TERM rating is used

² Refers to vehicle type, not type of service operated

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

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

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


 Mayor Mike Miller, Chair
 Policy Committee

Subscribed and sworn to me this the 12th of February, 2019


 Notary Public

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

My commission expires 7/31/2022

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MEMORANDUM

To: Policy Committee Members
From: Joseph Boyd, Senior Transportation Planner
Date: May 7, 2019
Re: Draft FY 2020 Unified Planning Work Program

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

A final draft of the UPWP has been prepared after the GHMPO staff met individually with each of the seven local jurisdictions seeking their input as well as from this committee back in February. Among our various key planning tasks in FY 2020, GHMPO and its planning partners will complete the federally-required update of the Gainesville-Hall Regional Transportation Plan and the State Route 365/Jesse Jewell Traffic Impact Study.

The draft UPWP was submitted to the Georgia Department of Transportation, Federal Highway Administration, and Federal Transit Administration for their review and comment. A required 30-day public comment period was conducted (March 3 – April 2), and no comments were received. This is the second of two rounds of MPO review, with the Policy Committee voting for adoption at its May 14, 2019 meeting.

RECOMMENDED ACTION: Approval of the FY 2020 UPWP

Attachment: Draft FY 2020 UPWP



FY 2020

Unified Planning Work Program



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

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



Proposed Adoption: May 14, 2019

**A Resolution by the Gainesville-Hall Metropolitan Planning Organization
Policy Committee Adopting the FY 2020 Unified Planning Work Program**

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

WHEREAS, Fixing America’s Surface Transportation (FAST) Act requires the Metropolitan Planning Organization to develop and adopt a Unified Planning Work Program; and

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

NOW, THERE, BE IT RESOLVED that the Gainesville-Hall Metropolitan Planning Organization adopts the FY 2020 Unified Planning Work Program for the period from July 1, 2019 to June 30, 2020.

A motion was made by PC member _____ and seconded by PC member _____ and approved this the 14th of May, 2019.

Mayor Mike Miller, Chair
GHMPO Policy Committee

Subscribed and sworn to me this the 14th of May, 2019

Notary Public

My commission expires _____

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INTRODUCTION

A. Purpose of the Unified Planning Work Program

The Fiscal Year 2020 Unified Planning Work Program (UPWP) describes the organization's planning goals and activities, provides cost estimates for each activity, identifies funding sources, and outlines a work schedule for the period July 1, 2019 through June 30, 2020. The document is organized into five major sections as follows:

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

The five sections of the UPWP include information on the parties responsible for carrying out the various planning activities. These activities are mostly geared towards the preparation and development of the Long-Range Transportation Plan (LRTP) with at least a 20-year horizon and a Transportation Improvement Program (TIP) which defines funded projects over four years. Public participation is an integral part throughout the planning process.

B. FAST Act Planning Factors

The transportation planning process must explicitly address the eleven planning factors identified by the Fixing America's Surface Transportation Act (FAST Act), 23 CFR 450 Subpart C, 23 CFR 420 Subpart A, and 49 CFR Subtitle A, listed below:

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

The overall planning program is designed to comply with the requirements of FAST Act which was signed into law on December 4, 2015. It encourages MPOs to address the planning factors listed above when solving current and future transportation issues.

C. Planning Emphasis Areas (PEAs)

On April 23, 2014, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly issued the Planning Emphasis Areas (PEAs), which include transition to performance based planning and programming as per FAST Act, 23 CFR 450 Subpart C, 23 CFR 420 Subpart A, and 49 CFR Subtitle A, cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning, and access to essential services in which the transportation planning process identifies transportation connectivity gaps and solutions to address those gaps.

The FAST Act federal transportation regulations and guidelines outline planning emphasis areas as (1) FAST Act Implementation, (2) Regional Models of Cooperation, and (3) Ladders of Opportunity. MPOs are required to include these emphasis areas in the FY 2020 UPWP. The GHMPO transportation planning process will include the following planning emphasis areas addressed in the UPWP work elements as listed below:

- FAST Act Implementation – Transition to performance-based planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed towards the achievement of transportation system performance outcomes. GHMPO will address this planning emphasis area by coordinating and collaborating with GDOT, FHWA, and FTA on establishment of performance measures, and then collect and compile the necessary data to measure such performance. In addition, GHMPO will address this planning emphasis area through the implementation of the following UPWP work elements:
 - *4.4 Long-Range Plan* – Continue to manage the implementation of the transportation projects in the 2040 RTP update.
 - *4.5 Transportation Improvement Program* – Amend the TIP, as necessary.
- Regional Models of Cooperation - Ensure a regional approach to transportation planning by promoting cooperation and coordination across transit agency, local government, and MPO boundaries to improve the effectiveness of transportation decision making. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability and commerce across boundaries. GHMPO will address this planning emphasis area by coordinating and collaborating with the Atlanta Regional Commission through interagency consultation and development of performance measures for the region. GHMPO will further work with neighboring local governments on projects that cross jurisdictional boundaries. In addition, GHMPO will address this planning emphasis area through the implementation of the following UPWP work elements:
 - *1.1 Operations and Administration* – Provide opportunities for an open and inclusive process assuring continuing, comprehensive, and cooperative decision making with all jurisdictions in the GHMPO planning area. Coordinate/participate with other resource agencies at both state and local level on various project specific and/or on-going activities. Work with the Georgia Association of Metropolitan Planning Organizations (GAMPO) and other state and national organizations on the role of MPOs in statewide and metropolitan transportation planning. Support statewide GAMPO activities through participation in meetings and events.
 - *4.1 Intermodal Planning* – Pursue Hall County Trails Initiative with the citizen initiated trails group. Work with Hall Area Transit on transit expansion or improvement initiatives.

- Ladders of Opportunity – Access to essential services. GHMPO, along with Hall Area Transit, will identify transportation connectivity gaps in accessing essential services such as employment, healthcare, schools/education and recreation. In addition, GHMPO will address this planning emphasis area through the implementation of the following UPWP work elements:
 - *1.1 Operations and Administration* – Provide opportunities for an open and inclusive process assuring continuing, comprehensive, and cooperative decision making with all jurisdictions in the GHMPO planning area.
 - *2.1 Community Outreach/Education* – Research potential procedures to evaluate the effects of development and transportation investments on communities including environmental justice issues. Continue to explore ways to make the GHMPO transportation planning process more transparent and inclusionary.
 - *4.1 Intermodal Planning* – Pursue Hall County Trails Initiative with the citizen initiated trails group. Work with Hall Area Transit on transit expansion or improvement initiatives.

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

The UPWP originated from the Federal-Aid Highway Act of 1973 and is prepared annually to describe the ongoing transportation planning process for a Metropolitan Planning Organization (MPO). FAST Act, 23 CFR 450 Subpart C, 23 CFR 420 Subpart A, and 49 CFR Subtitle A, is the most recent law establishing federal surface transportation policy and funding reauthorizations.

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

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

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

U.S. Department of Transportation

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

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

FTA provides financial assistance and oversees grants to state and local transit providers, primarily through its regional and metropolitan offices. FTA is responsible for ensuring that grantees follow federal mandates along with statutory and administrative requirements. **To better facilitate grant applications for the FTAs 5303 funds, the estimated FY2021 funds are shown for the appropriate work categories.**

Georgia Department of Transportation

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

E. GHMPO's Planning Priorities in FY 2020

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

1. Complete the federally-required update of the Gainesville-Hall Regional Transportation Plan by June 2020 (See Task #4, Sub-Element 4.3).
2. Develop a 2021-2024 Transportation Improvement Program by June 2020 (see Task #4, Sub-Element 4.4).
3. Update the GHMPO website, in coordination with the MPO's new brand/logo, by December 2019 (see Task #4, Sub-Element 2.1).
4. Develop project lists to be coded and work with GDOT to update the GHMPO travel demand models by December 2019 (see Task #3, Sub-Element 3.1).
5. Amend the current Regional Transportation Plan through agency, stakeholder, and public coordination, as necessary (see Task #4, Sub-Element 4.3).
6. Amend the Transportation Improvement Program, as necessary (See Task #4, Sub-Element 4.4).
7. **Conduct a second phase of the Micro-Transit Feasibility Study (see Task #5, Sub-Element 5.1).**
8. Provide a more integrated multimodal and intermodal transportation system that increases travel options by prioritizing transit, pedestrian, and bicycle travel throughout the region (See Task #4, Sub-Elements 4.1, 4.3, 4.4, 4.5, and Task #5, Sub-Element 5.2).

9. Maintain and improve transportation system safety and security for motorists, transit riders, pedestrians, and bicyclists (See Task #4, Sub-Elements 4.1, 4.3, 4.4, 4.5, and Task #5, Sub-Element 5.2).
10. Take steps to continually monitor and maintain the transportation system (See Task #1, Sub-Element 1.1 and Task #4, Sub-Elements 4.3, 4.4, and 4.5).
11. Develop a transportation system that conserves energy, maintains the attainment of air quality standards, protects the natural environment and minimizes adverse impacts (See Task #1, Sub-Elements 1.1 and 1.2, Task #3, Sub-Element 3.1, and Task #4 Sub-Element 4.3).
12. Provide a transportation system that provides for the movement of people and goods safely and efficiently and advances the region's economic competitiveness (See Task #4, Sub Elements 4.3 and 4.4).
13. Develop a transportation system that is efficient by integrating transportation planning with land use decisions and other comprehensive planning tools (See Task #3, Sub-Element 3.1 and Task #4, Sub-Elements 4.3 and 4.4).
14. Support the Safety Performance Management Targets approved by the Georgia Department of Transportation regarding fatalities, rate of fatalities, serious injuries, rate of serious injuries, and the number of non-motorized fatalities and serious injuries. (See Appendix A)
15. Support the Pavement and Bridge Condition (PM 2) and Performance of National Highway System, Freight, and Congestion Mitigation & Air Quality (PM 3) Performance Management Targets approved by the Georgia Department of Transportation regarding fatalities, rate of fatalities, serious injuries, rate of serious injuries, and the number of non-motorized fatalities and serious injuries. (See Appendix B)
16. Support the Transit Asset Management Targets approved by the Georgia Department of Transportation regarding inventory and condition of capital assets. (See Appendix C)

TASK # 1: ADMINISTRATION

Sub-Element 1.1: Operations and Administration

Objective

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

Previous Work

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

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

Project Description

- Provide opportunities for an open and inclusive process assuring continuing, comprehensive, and cooperative decision making with all jurisdictions in the GHMPO planning area.
- Prepare proper study records for the development of progress and performance reports, certification, and reimbursement procedure.
- Coordinate activities of the GHMPO committees, including arranging meetings and preparing meeting minutes.
- Continue coordination surrounding the regional transportation planning activities.
- Coordinate/participate with other resource agencies at both state and local level on various project specific and/or on-going activities.
- Work with the Georgia Association of Metropolitan Planning Organizations (GAMPO) and other state and national organizations on the role of MPOs in statewide and metropolitan transportation planning. Support statewide GAMPO activities through participation in meetings and events.
- Staff will continue to inform the MPO committees of legislative and regulatory actions impacting transportation planning and funding.
- The GHMPO will continue to provide staff that will be the local expert in transportation areas, assisting planning partners in transportation project development, building consensus and value in alternatives analysis, shared planning products, and providing a forum for regional decision making.
- Task # 1.1 will address GHMPO planning priority numbers 3 through 9.

Product

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

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Operations and administration

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

TASK # 1: ADMINISTRATION

Sub-Element 1.2: Training/Employee Education

Objective

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

Previous Work

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

- 2018 Association of Metropolitan Planning Organizations National Conference in San Antonio, Texas – attended by Sam Baker and Joseph Boyd
- 2019 American Planning Association National Conference in San Francisco, California – attended by Sam Baker and Joseph Boyd
- GAMPO meetings in Atlanta, Georgia - attended by Sam Baker and Joseph Boyd
- Training on Regional Integrated Transportation Information System (RITIS) – attended by Sam Baker and Joseph Boyd

Project Description

- Staff plans to attend the 2019 Association of Metropolitan Planning Organizations Annual Conference in Baltimore, Maryland.
- Staff plans to attend the 2020 American Planning Association National Conference in Houston, Texas.
- Staff plans to attend the fall and spring conferences of the Georgia Planning Association (locations not yet announced).
- Staff may attend other transportation related conferences, seminars and courses including those offered by the Georgia Transit Association (GTA), National Highway Institute (NHI), Transportation Research Board (TRB), U.S. Environmental Protection Agency (EPA), Georgia Environmental Protection Division (EPD), FHWA, FTA, and GDOT.
- Task # 1.2 will address GHMPO planning priority numbers 7 through 9.
- Staff will attend classes and training related to Performance Based Planning and Programming as they occur.

Product

- Ongoing staff improvement and education

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Training and employee education

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

TASK # 1: ADMINISTRATION

Sub-Element 1.3: Equipment and Supplies

Objective

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

Previous Work

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

Project Description

- Maintain computer systems and other office equipment used by the MPO in line with relevant transportation planning activities.
- Task # 1.3 will address GHMPO planning priority numbers 3 through 9.

Product

- Adequate technology and office equipment to operate the MPO.

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Equipment and supplies

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

TASK # 1: ADMINISTRATION

Sub-Element 1.4: UPWP

Objective

- Identify work tasks undertaken by the GHMPO to address metropolitan area transportation planning.
- Collect public and committee input on a proposed FY 2020 UPWP.
- Take into consideration MPO progress made on FY 2019 UPWP.
- Develop and draft final UPWP.

Previous Work

- Developed FY 2020 UPWP and annual budget.
- Submitted GHMPO's FY 2019 Annual Performance Report to GDOT.
- Program was reviewed and approved by the three committees.
- Legal advertisement was published in the *Gainesville Times* seeking public comment on draft FY 2020 UPWP, per the Participation Plan.
- Draft UPWP was posted on the GHMPO website for public review.
- Amended FY 2019 UPWP upon approval of additional funds for the Regional Transportation Plan update.

Project Description

- Identify transportation planning work tasks and sub-elements, prepare descriptive narrative and cost estimate for each sub-element, and coordinate input for the FY 2021 UPWP.
- Amend FY 2020 UPWP, as needed.
- Consider Planning Emphasis Areas (PEAs) under each work task.
- Incorporate and support the adopted Statewide Safety, Bridge and Pavement Performance, and Transit Asset Management Targets (See Appendices A, B, and C).
- Task # 1.4 will address GHMPO planning priority numbers 1 through 6.

Product

- Adopted FY 2021 UPWP by May 2020

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	UPWP

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

TASK # 2: PUBLIC INVOLVEMENT

Sub-Element 2.1: Community Outreach/Education

Objective

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

Previous Work

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

Project Description

- Update the GHMPO website matching the new GHMPO logo.
- Provide opportunity for public comment and review on various GHMPO and Hall Area Transit (HAT) documents and activities.
- Establish and maintain a record-keeping system that documents official actions of transportation planning processes and related public review.
- Advertise the availability of draft documents for public review and comment.
- Research potential procedures to evaluate the effects of development and transportation investments on communities including environmental justice issues. This is an ongoing activity.
- Provide adequate notice of GHMPO activities as outlined in the Participation Plan.
- Maintain and update database of community stakeholders for mail and electronic notification of transportation activities.

- Review and update the Participation Plan as appropriate. Annually report on the status of the Participation Plan, Title VI compliance, Environmental Justice outreach, and Limited English Proficiency analysis. Staff will annually attend training events for ADA, Title VI, EJ, and LEP, as available.
- Continue to engage the Citizens Advisory Committee through innovative and new public involvement techniques to increase participation and public outreach.
- Continue to develop visualization tools and techniques to better communicate the transportation planning process, MPO plans, and programs for the public and local officials.
- The GHMPO will continue to carry out the strategies and policies identified in the Participation Plan for all documents and plans, as appropriate, including the 2040 RTP update.
- Continue to explore ways to make the GHMPO transportation planning process more transparent and inclusionary.
- Maintain and update information on the GHMPO website regarding Performance Based Planning and Program and in regards to the statewide targets.
- Task # 2.1 will address GHMPO planning priority numbers 1 through 6.

Product

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

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Community outreach & education

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

TASK # 3: DATA COLLECTION

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

Objective

- Collect and prepare socioeconomic data for the development of long-range transportation plan and transportation studies.
- Gather information on existing and future land use patterns for the development of long-range transportation plan and transportation studies.

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

Previous Work

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

Project Description

- Monitor socioeconomic data, and update, as necessary.
- Track land use and growth patterns of the GHMPO planning area and incorporate into the RTP, the regional travel demand model, and the Transportation Demand Management (TDM), as needed.
- Continue to use GIS as an analytical and data management tool in spatial work projects including RTP updates and demographic studies.
- As requested, attend meetings with local and regional agencies for data sharing regarding the Atlanta non-attainment area and planning data needs.
- Collect 2018 crash data, and update crash reports for Hall County and Jackson County.
- Continue to monitor, support, and assist as needed with the Statewide Safety Performance Management Targets.
- Task # 3.1 will address GHMPO planning priority numbers 1 through 6.

Product

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

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Socio-economic data review and update

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

TASK # 4: SYSTEM PLANNING

Sub-Element 4.1: Intermodal Planning

Objective

- Plan for intermodal modes of transportation.

Previous Work

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

Project Description

- Work with Hall Area Transit on transit expansion or improvement initiatives.
- Task # 4.1 will address GHMPO planning priority numbers 4, 7, and 8.

Product

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

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Intermodal planning

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

TASK # 4: SYSTEM PLANNING

Sub-Element 4.2: GIS & Model Development and Applications

Objective

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

Previous Work

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

Project Description

- Update the GHMPO travel demand models for the Regional Transportation Plan update.
- Create GIS maps, as necessary, for analysis.
- Task # 4.2 will address GHMPO planning priority numbers 7 through 11.

Product

- Travel demand model outputs and GIS maps by June 2020

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

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

TASK # 4: SYSTEM PLANNING

Sub-Element 4.3: Long-Range Plan

Objective

- The Long-Range Transportation Plan (LRTP) provides the basis for transportation investment of regionally significant projects and programs within the planning area. The LRTP addresses various modes of transportation as well as the safety and security of the region's transportation system. The long-range 2040 RTP is the latest version of the LRTP document.
- Develop and update a long-range, multi-modal LRTP for the GHMPO planning area. This is a continuing work element.

Previous Work

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

Project Description

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

Product

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

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION	ACTIVITIES
GHMPO	Long-range planning

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

TASK # 4: SYSTEM PLANNING

Sub-Element 4.4: Transportation Improvement Program

Objective

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

Previous Work

- Attended quarterly pre-construction project meetings at the GDOT District 1 Office.
- Coordinated with GDOT and local jurisdictions on project status and dollar amounts.
- Created and amended the 2018-2021 TIP document with the input of GDOT, the public, and the three GHMPO committees.

Project Description

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

Product

- 2021-2024 Transportation Improvement Program by June 2020

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION	ACTIVITIES
GHMPO	Transportation Improvement Program

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

TASK # 4: SYSTEM PLANNING

Sub-Element 4.5: Special Transportation Studies

Objective

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

Previous Work

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

Project Description

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

Product

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

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

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

TASK # 5: TRANSIT PLANNING

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

Objective

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

Previous Work

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

Project Description

- Provide transit planning administration and assistance to HAT.
- **Complete the second phase of the Micro-Transit Feasibility Study.**
- Continue coordination with HAT in developing the transit work element for the FY 2020 UPWP.
- Participate and present transit related information and activities before municipalities and/or appropriate committees.
- Task # 5.1 will address GHMPO planning priority numbers 2, 5, 6, and 7.

Product

- **Micro-Transit Feasibility Study, Phase 2 by August 2019**
- FY 2021 Section 5303 grant application by November 2019
- 2018-2021 TIP amendments, as necessary, by June 2020
- 2021-2024 TIP by June 2020
- Transit section of FY 2021 UPWP by June 2020
- Accounting report at the end of each fiscal quarter

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION	ACTIVITIES
GHMPO	Program Support & Administration

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

Anticipated Funding for FY 2021

FUNDING SOURCE	AMOUNT
FTA	\$35,581.80
STATE 5303 MATCH	\$4,447.73
LOCAL CASH MATCH	\$4,447.72
TOTAL	\$44,477.25

DRAFT

TASK # 5: TRANSIT PLANNING

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

Objective

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

Previous Work

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

Project Description

- Complete an update of the Regional Transportation Plan by June 2020.
- Task # 5.2 will address GHMPO planning priority numbers 1 and 6.

Product

- RTP update by June 2020

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION	ACTIVITIES
GHMPO	Long Range Transportation Planning (Project Level)

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

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

Anticipated Funding for FY 2021

FUNDING SOURCE	AMOUNT
FTA	\$35,581.80
STATE 5303 MATCH	\$4,447.73
LOCAL CASH MATCH	\$4,447.72
TOTAL	\$44,477.25

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

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

Previous Work

- Amended the 2018-2021 TIP, as necessary.

Project Description

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

Product

- 2021-2024 TIP by June 2020

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION	ACTIVITIES
GHMPO	Transportation Improvement Program

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

Anticipated Funding for FY 2021

FUNDING SOURCE	AMOUNT
FTA	\$10,100.00
STATE 5303 MATCH	\$1,262.50
LOCAL CASH MATCH	\$1,262.50
TOTAL	\$12,625.00

GHMPO BUSINESS PLAN

Objective

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

Anticipated Products

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

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

1% annual growth in allocation

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

FHWA PL Apply are prior year funds GHMPO must apply for

FUNDING SOURCE BY TASK

FUNDING SOURCE	TASK NO.	TASK DESCRIPTION	FHWA	FHWA-SPR	FEDERAL TOTAL	STATE PL MATCH	STATE SPR MATCH	STATE TOTAL	LOCAL MATCH	TOTAL
PL	1.1	Operations & Administration	91,945.84	0	91,945.84	0	0	0	22,986.46*	114,932.30
PL	1.2	Training/Employee Education	15,000.00	0	15,000.00	0	0	0	3,750.00*	18,750.00
PL	1.3	Equipment & Supplies	2,000.00	0	2,000.00	0	0	0	500.00*	2,500.00
PL	1.4	UPWP	10,000.00	0	10,000.00	0	0	0	2,500.00*	12,500.00
PL	2.1	Community Outreach/Education	20,000.00	0	20,000.00	0	0	0	5,000.00*	25,000.00
PL	3.1	Socio-Economic Data	5,000.00	0	5,000.00	0	0	0	1,250.00*	6,250.00
PL	4.1	Intermodal Planning	5,000.00	0	5,000.00	0	0	0	1,250.00*	6,250.00
PL	4.2	GIS, Model Development & Apps.	5,000.00	0	5,000.00	0	0	0	1,250.00*	6,250.00
PL	4.3	Long Range Plan	36,000.00	0	36,000.00	0	0	0	9,000.00*	45,000.00
PL	4.4	TIP	10,000.00	0	10,000.00	0	0	0	2,500.00*	12,500.00
PL	4.5	Special Transportation Studies	20,000.00	0	20,000.00	0	0	0	5,000.00*	25,000.00
PL	1.1 - 4.5	Total	219,945.84	0	219,945.84	0	0	0	54,986.46*	274,932.30

*In-kind local match

FUNDING SOURCE BY TASK

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

FY 2020 TOTAL BUDGET

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

Work Elements	PL Funds (\$)			Section 5303 Funds (\$)				Total Budget Amount (\$)
	Budget Amount (100%)	FHWA (80%)	Local Match (20%)	Budget Amount (100%)	FTA (80%)	GDOT Match (10%)	Local Match (10%)	
1.0 Administration								
1.1 Operations and Administration	114,932.30	91,945.84	22,986.46	0.00	0.00	0.00	0.00	114,932.30
1.2 Training/Employee Education	18,750.00	15,000.00	3,750.00	0.00	0.00	0.00	0.00	18,750.00
1.3 Equipment and Supplies	2,500.00	2,000.00	500.00	0.00	0.00	0.00	0.00	2,500.00
1.4 UPWP	12,500.00	10,000.00	2,500.00	0.00	0.00	0.00	0.00	12,500.00
Work Element 1.0 Total	148,682.30	118,945.84	29,736.46	0.00	0.00	0.00	0.00	148,682.30
2.0 Public Involvement								
2.1 Community Outreach/Education	25,000.00	20,000.00	5,000.00	0.00	0.00	0.00	0.00	25,000.00
Work Element 2.0 Total	25,000.00	20,000.00	5,000.00	0.00	0.00	0.00	0.00	25,000.00
3.0 Data Collection								
3.1 Socioeconomic Data	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	6,250.00
Work Element 3.0 Total	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	6,250.00
4.0 System Planning								
4.1 Intermodal Planning	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	6,250.00
4.2 GIS, Model Development & Applications	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	6,250.00
4.3 Long-Range Plan	45,000.00	36,000.00	9,000.00	0.00	0.00	0.00	0.00	45,000.00
4.4 Transportation Improvement Program	12,500.00	10,000.00	2,500.00	0.00	0.00	0.00	0.00	12,500.00
4.5 Special Transportation Studies	25,000.00	20,000.00	5,000.00	0.00	0.00	0.00	0.00	25,000.00
Work Element 4.0 Total	95,000.00	76,000.00	19,000.00	0.00	0.00	0.00	0.00	95,000.00
5.0 Transit Planning								
5.1 Program Support & Administration	0.00	0.00	0.00	44,036.87	35,229.50	4,403.68	4,403.69	44,036.87
5.2 Long Range Transportation Planning	0.00	0.00	0.00	44,036.88	35,229.50	4,403.69	4,403.69	44,036.88
5.3 Transportation Improvement Program	0.00	0.00	0.00	12,500.00	10,000.00	1,250.00	1,250.00	12,500.00
Work Element 5.0 Total	0.00	0.00	0.00	100,573.75	80,459.00	10,057.37	10,057.38	100,573.75
Total Work Elements (\$)	274,932.30	219,945.84	54,986.46	100,573.75	80,459.00	10,057.37	10,057.38	375,506.05

METROPOLITAN PLANNING FACTORS TO BE CONSIDERED

METROPOLITAN PLANNING FACTORS TO BE CONSIDERED IN THE 2020 UPWP												
Work Element	Work Sub-Element	METROPOLITAN PLANNING FACTORS										
		1	2	3	4	5	6	7	8	9	10	11
1.0 Program Support & Administration	1.1: Operations & Administration	X	X	X	X	X	X	X	X	X		X
	1.2: Employee Training & Development	X	X	X	X	X	X	X	X	X		
	1.3: Equipment & Supplies	X						X				
	1.4: Unified Planning Work Program	X	X	X	X	X	X	X	X	X		
2.0 Public Involvement	2.1: Community Outreach/Education	X	X	X	X	X	X	X	X			
3.0 Data Collection	3.1: Socio-Economic Data	X						X				
4.0 System Planning	4.1: Intermodal Planning		X	X	X			X	X		X	X
	4.2: GIS, Model Development & Applications							X				
	4.3: Long Range Plan	X	X	X	X	X	X	X	X	X	X	X
	4.4: Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X	X
	4.5: Special Transportation Studies							X	X			
5.0: Transit Planning	5.1: Program Support & Administration	X	X	X	X	X	X	X	X	X		X
	5.2: Long Range Transportation Planning (Project Level)	X				X			X		X	X
	5.3: Transportation Improvement Program	X				X			X		X	X

FY 2020 UPWP SCHEDULE

FY 2020 GHMPO UNIFIED PLANNING WORK PROGRAM SCHEDULE

Work Element	Work Sub-Element	2019						2020					
		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
1.0 Administration	1.1: Operations and Administration	X	X	X	X	X	X	X	X	X	X	X	X
	1.2: Training/Employee Education	X	X	X	X	X	X	X	X	X	X	X	X
	1.3: Equipment and Supplies	X	X	X	X	X	X	X	X	X	X	X	X
	1.4: Unified Planning Work Program						X	X	X	X	X	X	
2.0 Public Involvement	2.1: Community Outreach/Education	X	X	X	X	X	X	X	X	X	X	X	X
3.0 Data Collection	3.1: Socio-Economic Data, Models, and Analysis	X	X	X	X	X	X	X	X	X	X	X	X
4.0 System Planning	4.1: Intermodal Planning	X	X	X	X	X	X	X	X	X	X	X	X
	4.2: GIS & Model Development and Applications	X	X	X	X	X	X	X	X	X	X	X	X
	4.3: Long Range Plan	X	X	X	X	X	X	X	X	X	X	X	
	4.4: Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X	X	
	4.5: Special Transportation Studies	X	X	X	X	X	X	X	X	X	X	X	
5.0: Transit Planning	5.1: Program Support and Administration	X	X	X	X	X	X	X	X	X	X	X	X
	5.2: Long Range Transportation Planning (Project Level)	X	X	X	X	X	X	X	X	X	X	X	
	5.3: Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X	X	

12/3/2018

DRAFT

APPENDIX A: Safety Performance Management Targets Resolution



Gainesville - Hall Metropolitan Planning Organization

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

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

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

WHEREAS, the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC) at their meetings on January 16, 2019 and January 31, 2019 respectively recommended that GHMPO support the 2019 Safety Performance Management Targets approved by the GDOT as follows:

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

NOW, THEREFORE, BE IT RESOLVED that the GHMPO Policy Committee (PC) concurs with the recommendations of the TCC and CAC that GHMPO agree to support the 2019 Safety Performance Management Targets as approved by GDOT.

*2875 Browns Bridge Road
Gainesville, Georgia 30504*

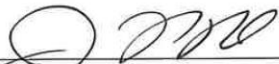
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APPENDIX A: Safety Performance Management Targets Resolution



Gainesville - Hall Metropolitan Planning Organization

A motion was made by PC member Lamar Scroggs and seconded by PC member Richard Higgins and approved this the 12th of February, 2019.



Mayor Mike Miller, Chair
Policy Committee

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



Notary Public

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

My commission expires 7/31/2022

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APPENDIX B: Bridge & Pavement Performance Management Targets Resolution



Gainesville - Hall Metropolitan Planning Organization

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

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

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

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

Bridge Level of Service Measures and Targets

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

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APPENDIX B: Bridge & Pavement Performance Management Targets Resolution



Gainesville - Hall Metropolitan Planning Organization

Pavement Level of Service Measures and Targets

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

Summary of the PM 3 Performance Measures

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

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APPENDIX B: Bridge & Pavement Performance Management Targets Resolution



Gainesville - Hall Metropolitan Planning Organization

PM 3 Targets

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

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

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



Mayor Mike Miller, Chair
Policy Committee

Subscribed and sworn to me this the 14th of August, 2018.



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

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APPENDIX C: Transit Asset Management Targets Resolution



Gainesville - Hall Metropolitan Planning Organization

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

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

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

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

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

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

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

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

Transit Asset Management 2019-2022 Performance Targets:

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APPENDIX C: Transit Asset Management Targets



Gainesville - Hall Metropolitan Planning Organization

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

¹ For facilities, number below 3.0 TERM rating is used

² Refers to vehicle type, not type of service operated

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

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

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


 Mayor Mike Miller, Chair
 Policy Committee

Subscribed and sworn to me this the 12th of February, 2019


 Notary Public

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

My commission expires 7/31/2022

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 Gainesville, Georgia 30504

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MEMORANDUM

To: Policy Committee Members
From: Sam Baker, Transportation Planning Manager
Date: May 7, 2019
Re: Dawsonville Hwy-McEver Road Connectivity Study Resolution

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

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

RS&H has compiled a final report which identifies its findings and recommendations for possible congestion solutions moving forward. Staff recommends this committee vote to approve a resolution adopting this document and the recommendations therein.

RECOMMENDED ACTION: **Approval of the Resolution Adopting the Dawsonville Highway – McEver Road Connectivity Study**

Attachments: *Dawsonville Hwy-McEver Rd Connectivity Study Summary*
Draft Adoption Resolution



**A Resolution by the Gainesville-Hall Metropolitan Planning Organization
Policy Committee Adopting the
Dawsonville Highway–McEver Road Connectivity Study**

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

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

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

WHEREAS, the Dawsonville Highway-McEver Road Connectivity Study makes recommendations to improve the area’s accessibility and mobility;

NOW, THERE, BE IT RESOLVED that the Gainesville-Hall Metropolitan Planning Organization adopts the Dawsonville Highway-McEver Road Connectivity Study.

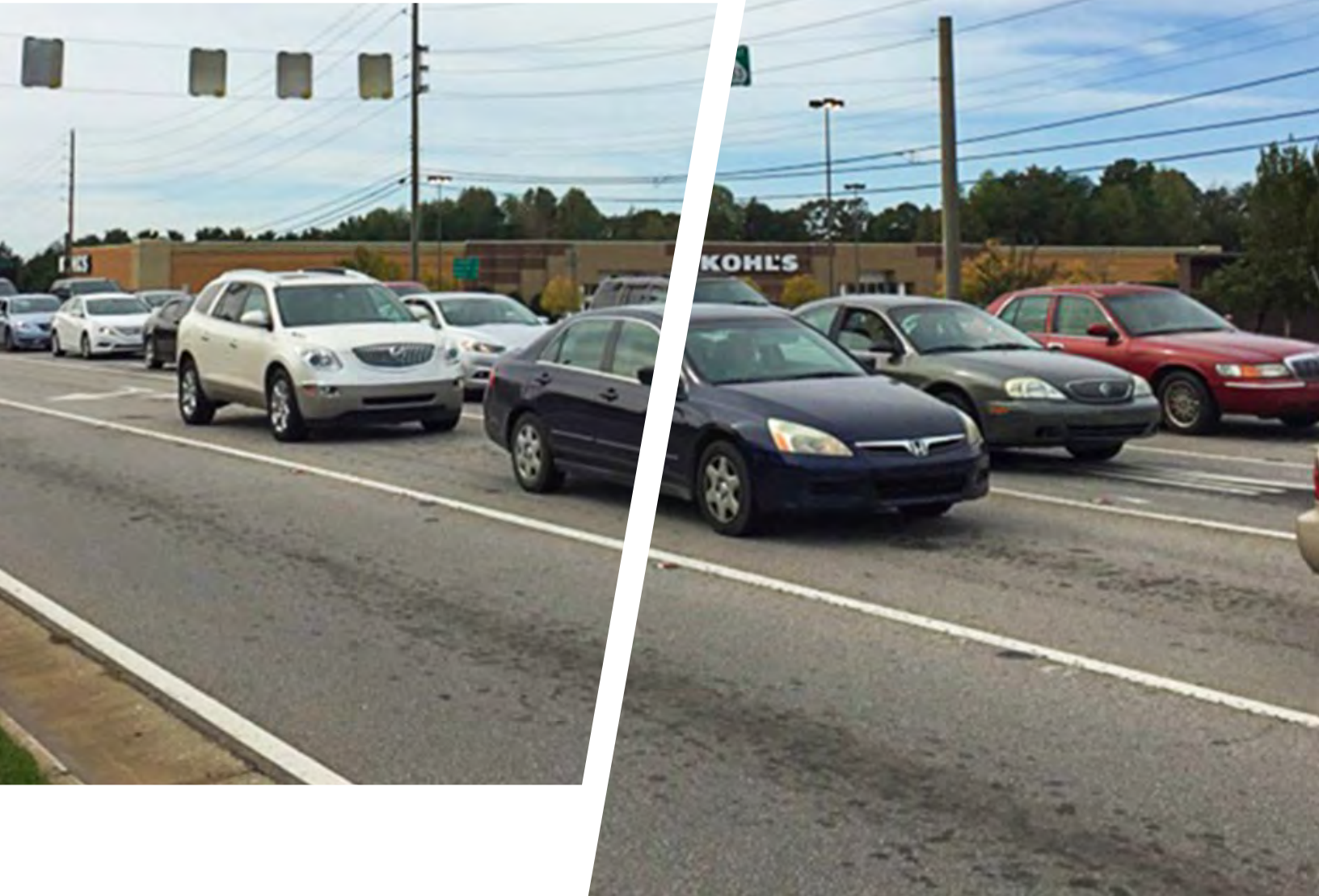
A motion was made by PC member _____ and seconded by PC member _____ and approved this the 14th of May, 2019.

Mayor Mike Miller, Chairperson
Policy Committee

Subscribed and sworn to me this the May 14, 2019.

Notary Public

My commission expires _____



Dawsonville Highway-McEver Road Connectivity Study

Final Report
February 7, 2019



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- Appendix C – Concept Alternate Descriptions
- Appendix D – Concept Alternate Quantities and Cost Estimates
- Appendix E – Turning Movement Diagrams
- Appendix F – Development of Year 2040 Growth Rates
- Appendix G – Arterial and Intersection Measures of Effectiveness
- Appendix H – Benefit-to-Cost Ratio Calculations
- Appendix I – Driveway Spacing Assessment
- Appendix J – Stakeholder Engagement Summary

The opinions, findings, and conclusions in this publication are those of the author(s) and not necessarily those of the Georgia Department of Transportation, State of Georgia, or Federal Highway Administration. Prepared in cooperation with the Georgia Department of Transportation and Federal Highway Administration.



1.1 BACKGROUND

This document summarizes the assessment of needs, potential transportation improvements and recommendations for the Dawsonville Highway – McEver Road Connectivity Study. The needs assessment builds upon the information within the Existing Conditions Report, attached as **Appendix A** of this document. The sections of this document include summaries pertaining to the following:

- Development of Concept Design Alternatives
- Assessment of Existing and Future Traffic Operations
- Assessment of Additional Improvements
- Summary of Public Outreach Activities and Responses

1.2 DEVELOPMENT OF CONCEPT DESIGN ALTERNATIVES

The RS&H study team collaborated with the City of Gainesville and the Gainesville-Hall Metropolitan Planning Organization (GHMPO) staff to develop and assess potential traffic improvements along the Dawsonville Highway corridor, including the analysis of various concept design alternatives connecting Dawsonville Highway to McEver Road.

The primary criteria utilized to develop the concept alternatives included:

- Minimization of impacts
 - Adjacent parcels
 - Environmental features including wetlands and Lake Lanier / Corps of Engineers property
 - Utilities
- Horizontal and vertical geometric constraints including grade differentials
- Existing intersections, signalization, driveways and median breaks

Two (2) general sets of alternatives were developed using a combination of existing roadways and/or utility easements. The first set (Alternates 1 through 3) generally connected McEver Road to Dawsonville Highway along Beechwood Drive. Alternate 4 comprised the second alternative set and followed the utility easement connecting the area near Otilla Drive and Lanier Valley Drive at Dawsonville Highway to McEver Road at Eagle Eye Road. **Figure 1** presents the approximate horizontal alignments.

Each of the four (4) initial alternatives were discussed at the April 19, 2018 Technical Team meeting. **Table 1** presents the length and design speed for Alternates 1 -4. **Figures 2 - 5** present the four (4) design concept alternates. Larger copies of each design concept are included in **Appendix B** and detailed descriptions of each alternate are included in **Appendix C**.

FIGURE 1. ALTERNATES 1 THROUGH 4

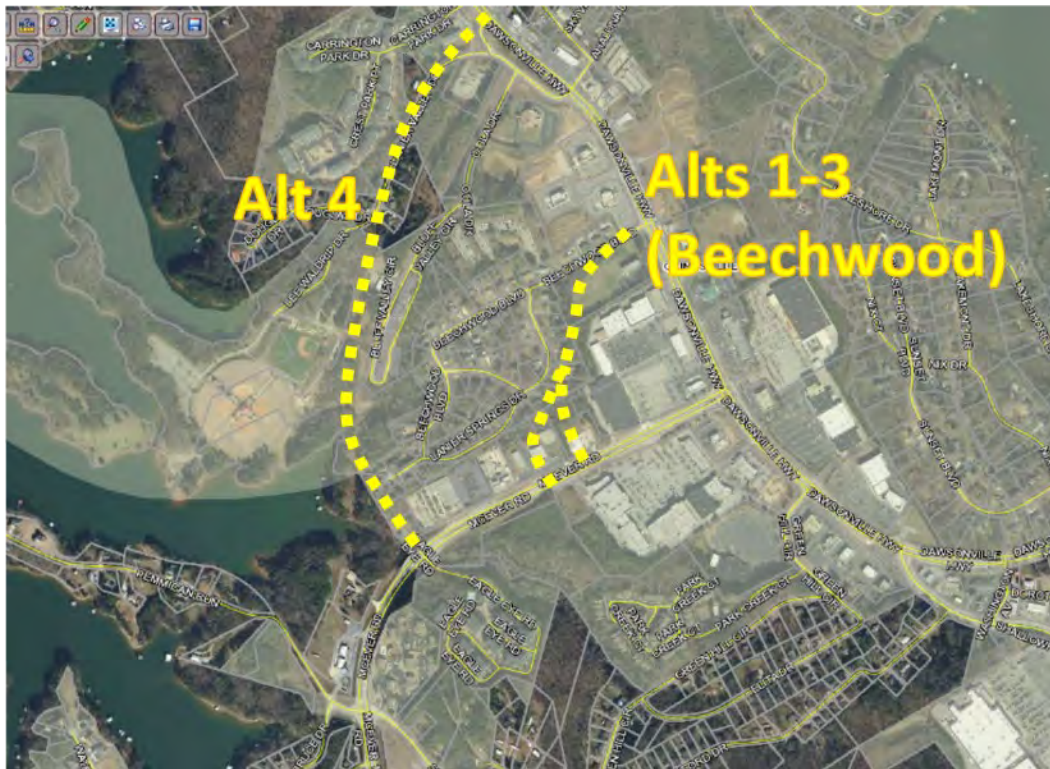


TABLE 1. DESIGN INFORMATION FOR ALTERNATES 1-4

Alternate No.	Connection	Description	Length (mile)	Design Speed (mph)
1	Beechwood Boulevard	<ul style="list-style-type: none"> S-curve to minimize impacts Existing median breaks 	0.43	35
2		<ul style="list-style-type: none"> Shortest alternate New McEver Rd. median break 	0.39	45
3		<ul style="list-style-type: none"> New intersection with Publix New median break 	0.40	45
4	Lanier Valley	<ul style="list-style-type: none"> Longest alternate Most impacts 	0.84	45

FIGURE 2. ALTERNATE 1



FIGURE 3. ALTERNATE 2

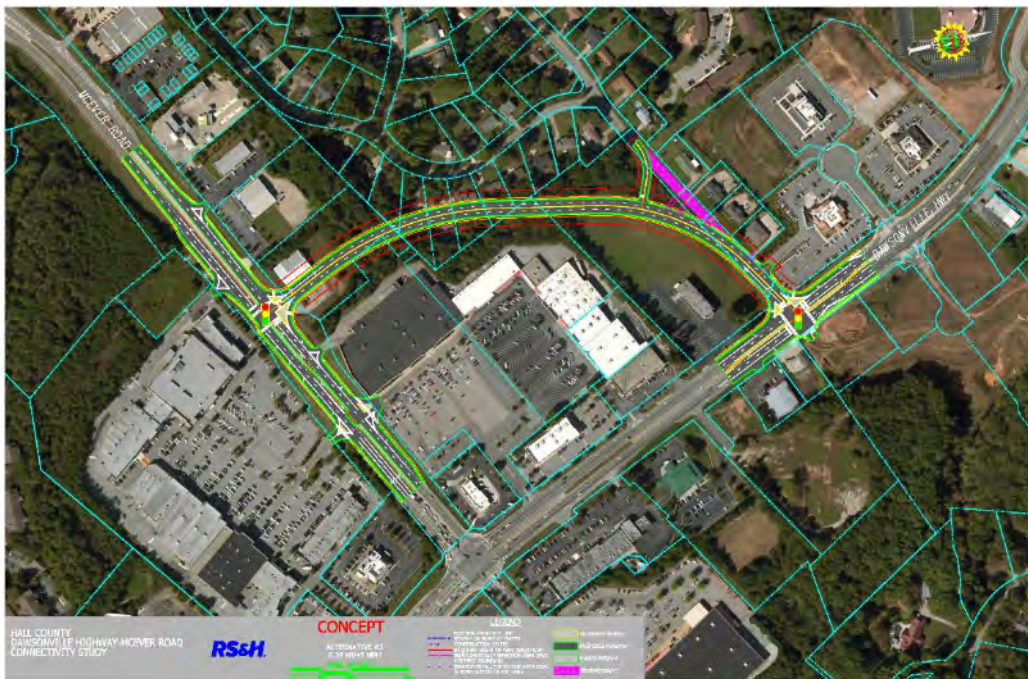


FIGURE 4. ALTERNATE 3



FIGURE 5. ALTERNATE 4





Table 2 presents a summary of the potential impacts possible with construction of Alternates 1 – 4. Both two-lane and four-lane design cross sections were evaluated for each alternate, including a summary of potential parcels and relocations that would potentially be required, respectively.

TABLE 2. POTENTIAL IMPACTS FOR ALTERNATES 1-4

Alternate	1		2		3		4	
No. Lanes	2-Ln	4-Ln	2-Ln	4-Ln	2-Ln	4-Ln	2-Ln	4-Ln
ROW (ft)	100	120	100	120	100	120	100	120
Parcels Affected								
<i>Residential</i>	14	14	11	11	11	12	10	10
<i>Commercial</i>	6	6	5	5	7	7	3	3
<i>Public</i>	0	0	0	0	0	0	4	4
Relocations								
<i>Residential</i>	5	6	5	6	5	6	5	6
<i>Commercial</i>	1	1	1	1	1	1	1	2
<i>Public</i>	0	0	0	0	0	0	1	1

Analysis of the **Table 2** results reveals that each alternate would result in some level of impact with two-lane facilities having a narrower right-of-way “footprint” and less impacts than the four-lane alternatives. Overall, Alternate 4 appears to have the least impact amongst Alternates 1 – 4.

Planning-level cost estimates were next developed for Alternates 1- 4 using standard unit rates¹ and standard engineering methodologies and assumptions. **Table 3** presents a summary of the estimated costs (in million dollars) for the construction of each alternate as either a two-lane, or four-lane facility.

The costs presented do not include right-of-way costs, potential relocation costs, or costs for utility relocations and/or construction. **Appendix D** presents the detailed cost estimates for each alternate.

TABLE 3. ESTIMATED CONSTRUCTION COSTS (MILLION DOLLARS)

Alternate	1	2	3	4
Two-Lane	\$3.1	\$2.9	\$3.0	\$4.7
Four-Lane	\$4.1	\$3.9	\$3.9	\$6.5

* **Excludes** right-of-way acquisition/owner relocations and utility relocations

The cost estimate for Alternate 2 is the lowest with Alternate 4 having the highest cost.

¹ Current as of April 2018

Upon review of the four alternates by the study team four (4) additional alternates were proposed as follows:

- Alternate 3A, which included a shift of alignment north to connect with the existing signalized intersection of Academy Sports at Dawsonville Highway.
- Alternate 3B, which is a connection between McEver Road and Dawsonville Highway south of the Publix Shopping Center, in front of the Hollywood 15 Cinemas connecting with Green Hill Circle.
- Alternates 5A and 5B provided an assessment of connections between the existing signalized intersections of McEver Road at Pemmican Run / Spring Road and Dawsonville Highway at Ahaluna Drive.

Figure 6 presents the approximate horizontal alignments of the new Alternates along with the first set of Alternates 1-4.

FIGURE 6. REVISED ALTERNATES 3A, 3B, 5A AND 5B

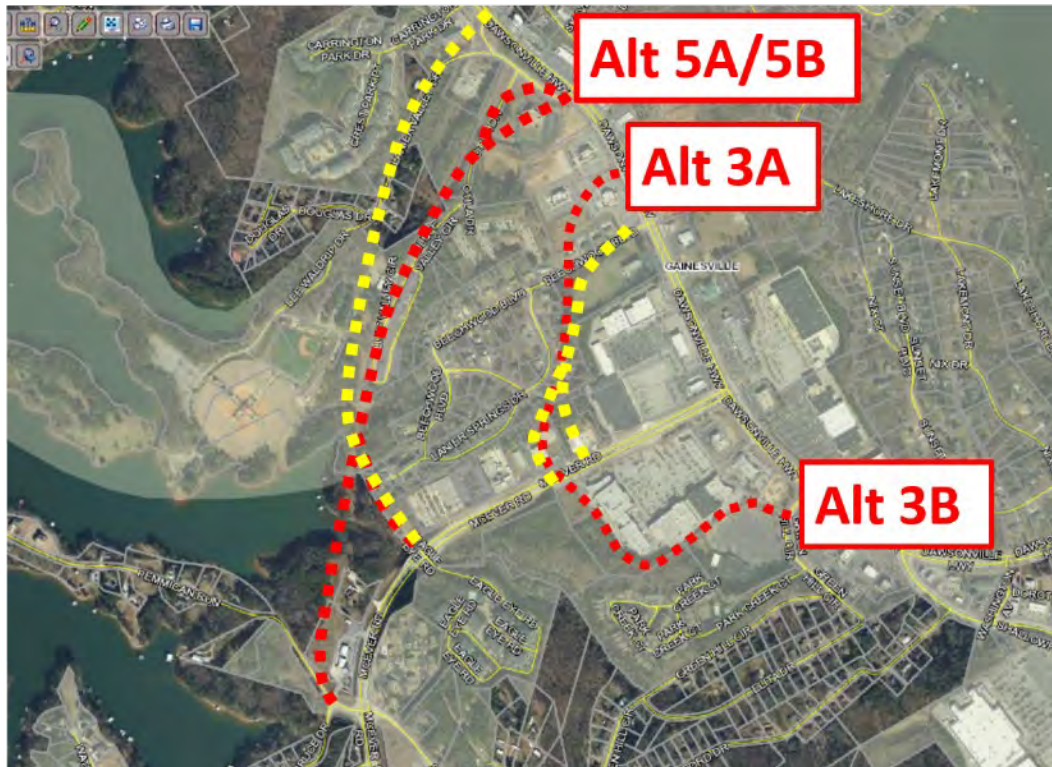


Table 4 presents the length and design speed for Alternates 3A, 3B, 5A and 5B, while **Figures 7 - 11** present the four (4) design concept alternates. Larger copies of each design concept are also included in **Appendix B**.

TABLE 4. DESIGN INFORMATION FOR ALTERNATES 3A, 3B, 5A AND 5B

Alternate No.	Connection	Description	Length (mile)	Design Speed (mph)
3A	McEver Road to Academy Sports	<ul style="list-style-type: none"> Revised design to previous Alternate 3 connecting into existing commercial driveway at Academy Sports 	0.49	35
3B	McEver Road to Green Hill Circle	<ul style="list-style-type: none"> Designed as more of a driveway due to geometric constraints 	0.53	25
5A	McEver Road at Pemmican/Spring to Ahaluna Drive	<ul style="list-style-type: none"> More impacts than 5B Better intersection design with Dawsonville Hwy 	1.51	35
5B	McEver Road at Pemmican/Spring to Ahaluna Drive	<ul style="list-style-type: none"> Longest alternative Less Impacts Skew intersection 	1.53	35

FIGURE 7. ALTERNATE 3A



FIGURE 8. ALTERNATE 3B



FIGURE 9. ALTERNATE 5A



FIGURE 10. ALTERNATE 5B



FIGURE 11. ALTERNATE 5B WITH OVERHEAD UTILITY DETAILS





Both two-lane and four-lane design cross sections were evaluated for each alternate, with the exception of Alternate 3B. Only the two-lane section for this alternative was assessed due to the proposed configuration and location. **Table 5** presents a summary of the potential impacts that are possible with construction of Alternates 3A, 3B, 5A and 5B and includes a summary of potential parcels and relocations.

TABLE 5. POTENTIAL IMPACTS FROM ALTERNATES 3A, 3B, 5A AND 5B

Alternative	3A		3B	5A		5B	
No. Lanes	2-Ln	4-Ln	2-Ln	2-Ln	4-Ln	2-Ln	4-Ln
ROW (ft)	100	120	100	100	120	100	120
Parcels Affected							
<i>Residential</i>	9	9	0	6	7	6	7
<i>Commercial</i>	10	10	7	6	6	6	6
<i>Public</i>	0	0	0	3	3	3	3
Relocations							
<i>Residential</i>	7	8	0	0	0	0	0
<i>Commercial</i>	1	1	0	1	1	0	0
<i>Public</i>	0	0	0	0	0	0	0

Analysis of the **Table 5** results reveals that each alternate would result in some level of impact with two-lane facilities having a narrower right-of-way “footprint” and less impacts than their four-lane counterparts. Alternate 3B is omitted from this comparative analysis as it is located in a different quadrant of the larger Dawsonville Highway – McEver Road corridor intersection. For the other options, Alternates 5B and 3A appear to have the least impacts.

Planning-level cost estimates were developed for Alternates 3A, 3B, 5A and 5B using standard unit rates² and standard engineering methodologies and assumptions. **Table 6** presents a summary of the estimated costs (in million dollars) for the construction of each alternate as either a two-lane, or four-lane facility. The cost estimates do not include potential right-of-way acquisitions and/or utility relocations

TABLE 6. ESTIMATED CONSTRUCTION COSTS (IN MILLIONS)

Alternative	3A	3B	5A	5B
Two-Lane	\$3.3	\$3.1	\$12.4	\$12.7
Four-Lane	\$4.5	N/A	\$17.3	\$17.7

* *Excludes right-of-way acquisition/owner relocations and utility relocations*

² Current as of April 2018



1.3 ASSESSMENT OF CONCEPT ALTERNATES

Each of the Alternates was reviewed based upon the data compiled and presented. The next step in the assessment process included a detailed traffic assessment of the most favorable Alternates. The potential of impacts and the associated constructability of each Alternate were the criteria most heavily utilized to select the most favorable Alternates. Based upon the data available, Alternates 3A and 5B create the most favorable connectivity for traffic and were carried forward for further assessment and review of existing and future traffic operations.

1.4 TRAFFIC ANALYSIS

The next step in the assessment of Alternates 3A and 5B included the analysis of traffic operational conditions. For the analysis, data and models from the Georgia Department of Transportation (GDOT) were utilized. Several recently completed studies were also identified and were utilized as part of the analysis. **Table 7** presents a summary of the sources and type of data utilized.

Based upon the recent studies, year 2017 was utilized to assess existing traffic operational conditions. Year 2020 was chosen as the base year for analysis as the potential “open to traffic” milestone. A 20-year design life, year 2040 future scenario, was used for comparison purposes. The team utilized the Synchro traffic micro-simulation modeling platform to complete the traffic operational analysis.

TABLE 7. SUMMARY OF TRAFFIC DATA SOURCES

Source/Project	Volume Data						Synchro Files	Trip Distribution
	Daily			Design Hourly Volumes		Growth Rates		
	Historic	Existing	Future	Existing	Future			
SR 53 Study Lane Conversion		•	•	•	•	•	•	
McEver Rd RCUT		•		•			•	
Oak Hall DRI		•	•	•	•	•		
Geocounts (GDOT)	•	•		•		•		
Travel Demand Model (TDM)		•	•	•	•	•		
Streetlight								•

1.4.1 Base Year 2020 Traffic Conditions

The traffic analysis included the nine (9) intersections along both Dawsonville Highway and McEver Road. Level-of-Service (LOS) was identified as the primary metric for assessment of intersection conditions. LOS is based on a grading system similar to a report card, from “A” to “F” equivalent to excellent to failing. **Figures 12-13** and **Table 8** presents a summary of 2020 base year traffic conditions for the AM and PM peak periods, respectively. Turning movement diagrams are included in **Appendix E**.

FIGURE 12. 2020 NO-BUILD LEVEL-OF-SERVICE – AM PEAK



FIGURE 13. 2020 NO-BUILD LEVEL-OF-SERVICE - PM PEAK





TABLE 8. NO-BUILD SCENARIO - YEAR 2020

Roadway	Intersection	2020 No-Build Level-of-Service	
		AM	PM
Dawsonville Highway	Lanier Valley Drive/Ahaluna Drive	C	C
	Academy Sports Complex	A	A
	McEver Road	D	E
	Green Hill Circle	B	C
	Shallowford Road	B	C
McEver Road	Pemmican Drive/Spring Drive	B	C
	Eagle Eye Road	D	F
	Aarons Drive	C	F
	McEvers Corner/Village Shoppes	B	C

As presented in **Figures 12-13** and **Table 8**, traffic conditions within the study area for the 2020 No-Build scenario are worse in the PM peak than the AM peak period. Traffic operations at the primary study intersection of Dawsonville Highway and McEver Road are LOS D and E in the 2020 AM and PM peak periods, respectively.

1.4.2 Development of Future 2040 Traffic Volumes

Traffic volumes for year 2040 were developed using several sources and methods. Sources included historic daily traffic volume counts from GDOT; travel demand model volumes from the Gainesville – Hall Metropolitan Planning Organization (GHMPO) adopted model (2015 RTP); data from GDOT’s SR 53 study, including RCUT project analysis; and incorporation of distribution percentages gathered from StreetLight Insight data. **Figure 14** presents the process utilized to develop the Annual Average Daily Traffic (AADT) volumes, while **Figure 15** presents the process utilized to develop Design Hourly Volumes (DHV) used in the micro-simulation analysis of each scenario.

Appendix F presents additional detail of the assessment of historic and future growth projections utilized to determine the ultimate growth rates used to calculate the future daily and hourly traffic volumes.

FIGURE 14. DEVELOPMENT OF FUTURE AADT VALUES

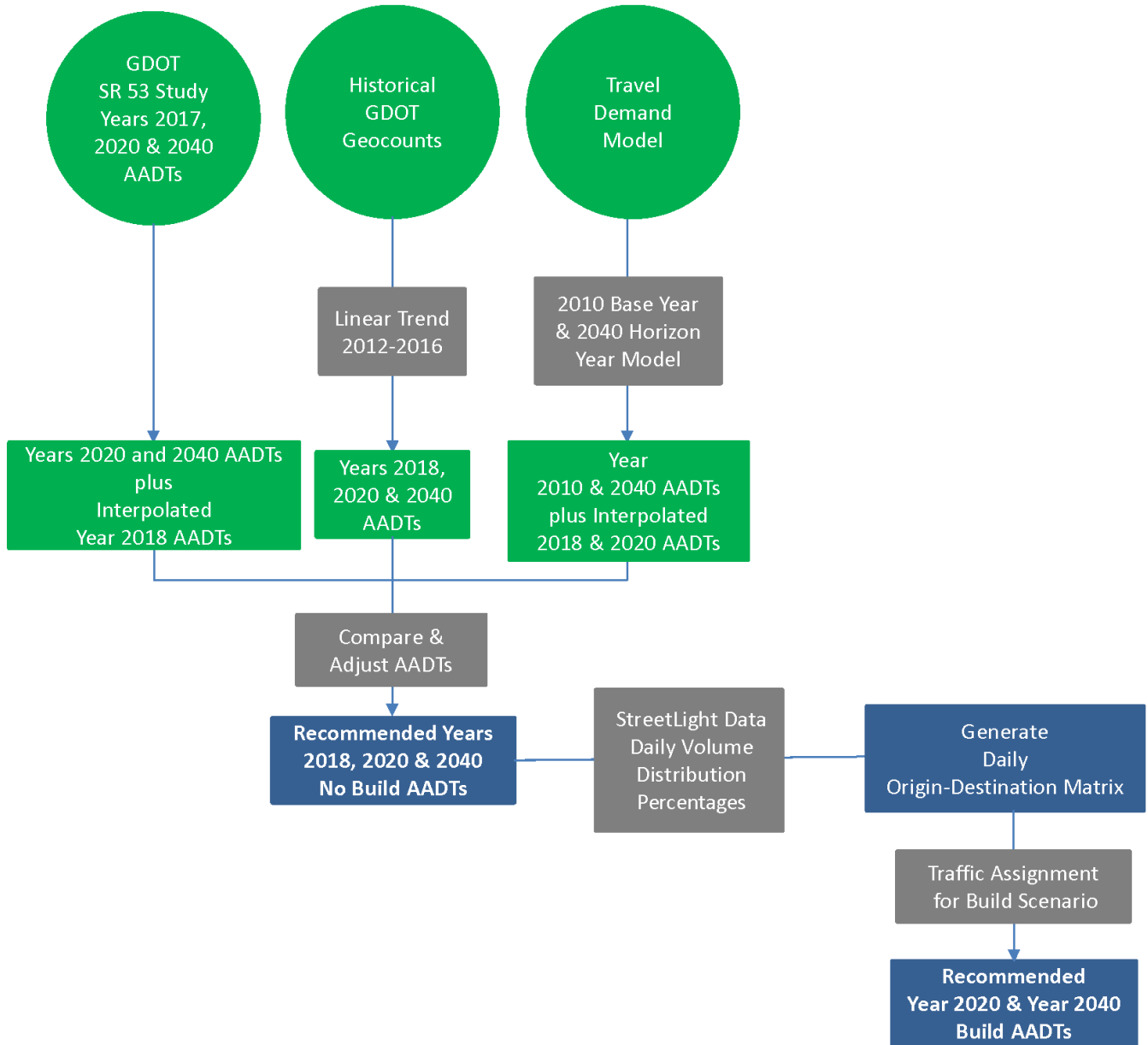
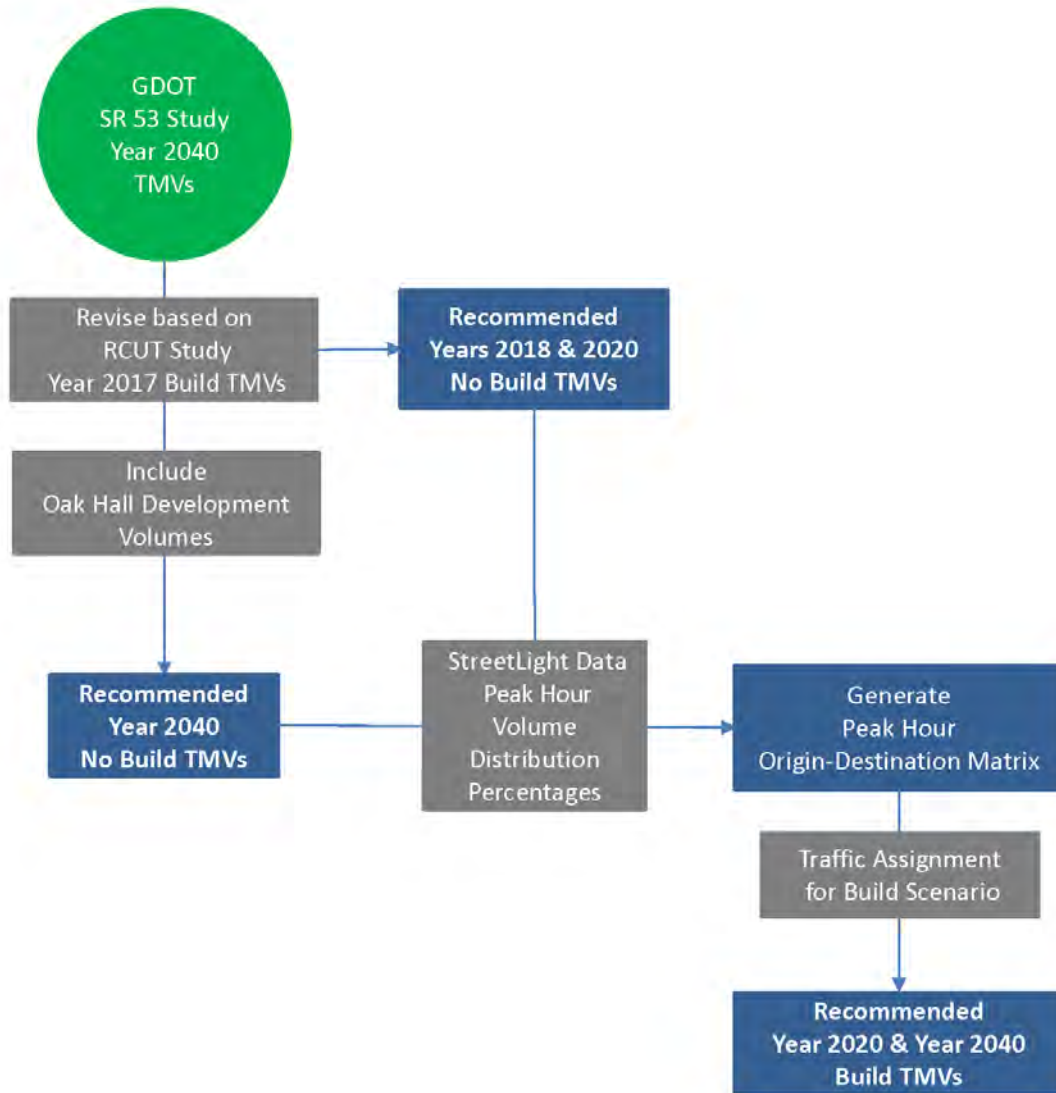


FIGURE 15. DEVELOPMENT OF FUTURE DHV VALUES



1.4.3 Assessment of Future Traffic Conditions

The growth rates previously discussed were utilized to develop the 2040 future daily and hourly traffic volumes incorporated into the 2040 future No-Build scenario assessment. The No-Build refers to a scenario where no major improvements are implemented by year 2040. **Figures 16-17** and **Table 9** presents a summary of 2040 future No-Build scenario traffic conditions for the AM and PM peak periods, respectively.

FIGURE 16. 2040 NO-BUILD LEVEL-OF-SERVICE - AM PEAK



The results for both the AM and PM peak in year 2040 show degraded LOS from the same periods of year 2020. The worsening conditions are due to increases in traffic volumes along both Dawsonville Highway and McEver Road forecast to occur between years 2020 and 2040. The intersection of Dawsonville Highway and McEver Road is projected at LOS F in both the AM and PM peak periods of the No-build 2040 scenario.

FIGURE 17. 2040 NO-BUILD LEVEL-OF-SERVICE - PM PEAK



TABLE 9. NO-BUILD SCENARIO – YEAR 2040

Roadway	Intersection	2040 No-Build Level-of-Service	
		AM	PM
Dawsonville Highway	Lanier Valley Drive/Ahaluna Drive	E	D
	Academy Sports Complex	A	A
	McEver Road	F	F
	Green Hill Circle	B	C
	Shallowford Road	C	D
McEver Road	Pemmican Drive/Spring Drive	B	C
	Eagle Eye Road	F	F
	Aarons Drive	E	F
	McEvers Corner/Village Shoppes	C	D

The next phase of the analysis was to assess traffic operations for year 2040 with implementation of Alternate 3A and Alternate 5B. **Figures 18-19** and **Table 10** present the year 2040 results with Alternate 3A. **Figures 20-21** and **Table 11** present the results for Alternate 5B.

FIGURE 18. 2040 ALTERNATE 3A - AM PEAK



FIGURE 19. 2040 ALTERNATE 3A - PM PEAK



TABLE 10. ALTERNATE 3A - YEAR 2040

Roadway	Intersection	2040 Alternate 3 Level-of-Service	
		AM	PM
Dawsonville Highway	Lanier Valley Drive/Ahaluna Drive	E	D
	Academy Sports Complex	B	C
	McEver Road	E	E
	Green Hill Circle	B	C
	Shallowford Road	C	D
McEver Road	Pemmican Drive/Spring Drive	B	C
	Eagle Eye Road	F	F
	Aarons Drive	E	F
	McEvers Corner/Village Shoppes	C	B

FIGURE 20. 2040 ALTERNATE 5B - AM PEAK



FIGURE 21. 2040 ALTERNATE 5B - PM PEAK



TABLE 11. ALTERNATE 5B - YEAR 2040

Roadway	Intersection	2040 Alternate 5 Level-of-Service	
		AM	PM
Dawsonville Highway	Lanier Valley Drive/Ahaluna Drive	D	D
	Academy Sports Complex	A	A
	McEver Road	D	E
	Green Hill Circle	B	C
	Shallowford Road	C	D
McEver Road	Pemmican Drive/Spring Drive	C	D
	Eagle Eye Road	C	E
	Aarons Drive	B	E
	McEvers Corner/Village Shoppes	A	B



The operational results for the 2040 Alternate 3A and Alternate 5B scenarios were compared with the 2040 No-Build results. The construction of both Alternates shows some limited improvement in LOS, but the improvements are not significant. An example is the intersection of Dawsonville Highway at McEver Road, which would operate at a LOS F in both the AM and PM peak periods within the 2040 No-Build scenario. Under the Alternate 3A scenario, LOS in both the AM and PM peak improves to LOS E. Under the Alternate 5B scenario, LOS improves to LOS D in the AM peak and LOS E in the PM peak. **Tables 12 - 13** present a comparison of the other study intersections. Further evaluation of the benefits and costs of the two Alternates are discussed in more detail in the following section.

TABLE 12. COMPARISON OF NO-BUILD AND ALTERNATE 3A - YEAR 2040

Roadway	Intersection	2040 No-Build Level-of-Service		2040 Alternate 3 Level-of-Service	
		AM	PM	AM	PM
Dawsonville Highway	Lanier Valley Drive/Ahaluna Drive	E	D	E	D
	Academy Sports Complex	A	A	B	C
	McEver Road	F	F	E	E
	Green Hill Circle	B	C	B	C
	Shallowford Road	C	D	C	D
McEver Road	Pemmican Drive/Spring Drive	B	C	B	C
	Eagle Eye Road	F	F	F	F
	Aarons Drive	E	F	E	F
	McEvers Corner/Village Shoppes	C	D	C	B

TABLE 13. COMPARISON OF NO-BUILD AND ALTERNATE 5B - YEAR 2040

Roadway	Intersection	2040 No-Build Level-of-Service		2040 Alternate 5 Level-of-Service	
		AM	PM	AM	PM
Dawsonville Highway	Lanier Valley Drive/Ahaluna Drive	E	D	D	D
	Academy Sports Complex	A	A	A	A
	McEver Road	F	F	D	E
	Green Hill Circle	B	C	B	C
	Shallowford Road	C	D	C	D
McEver Road	Pemmican Drive/Spring Drive	B	C	C	D
	Eagle Eye Road	F	F	C	E
	Aarons Drive	E	F	B	E
	McEvers Corner/Village Shoppes	C	D	A	B



The study included analysis of various measures of effectiveness (MOE) including LOS as well as travel delay. Both factors were analyzed and assessed throughout the study. Travel delay was the primary MOE utilized for development of the travel benefits associated with each Alternate. **Figures 22 and 23** present a summary of the travel delay reduction that would be realized with both Alternate 3A and Alternate 5B compared to the No Build. Results for both Alternates show a slight improvement for both Alternates; however, neither shows excessive decreases in travel delay.

FIGURE 22. TRAVEL DELAY REDUCTION - ALTERNATE 3A

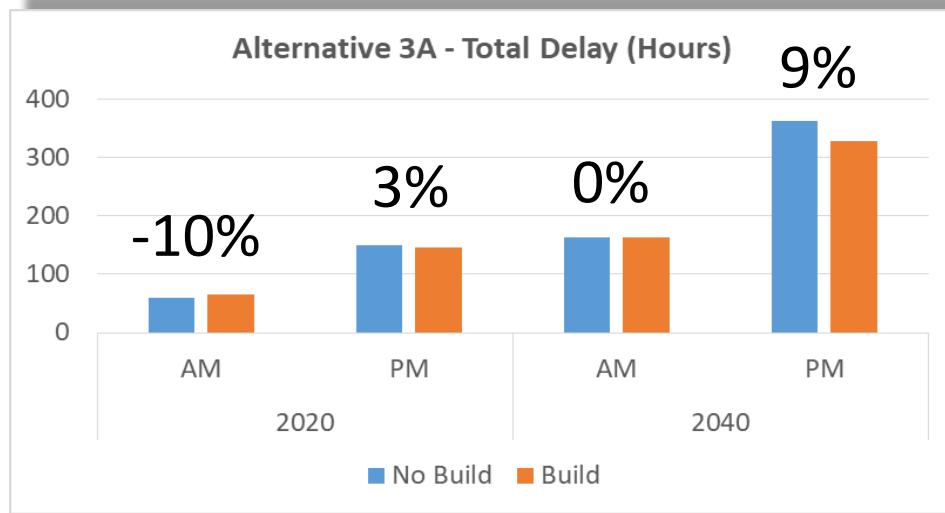
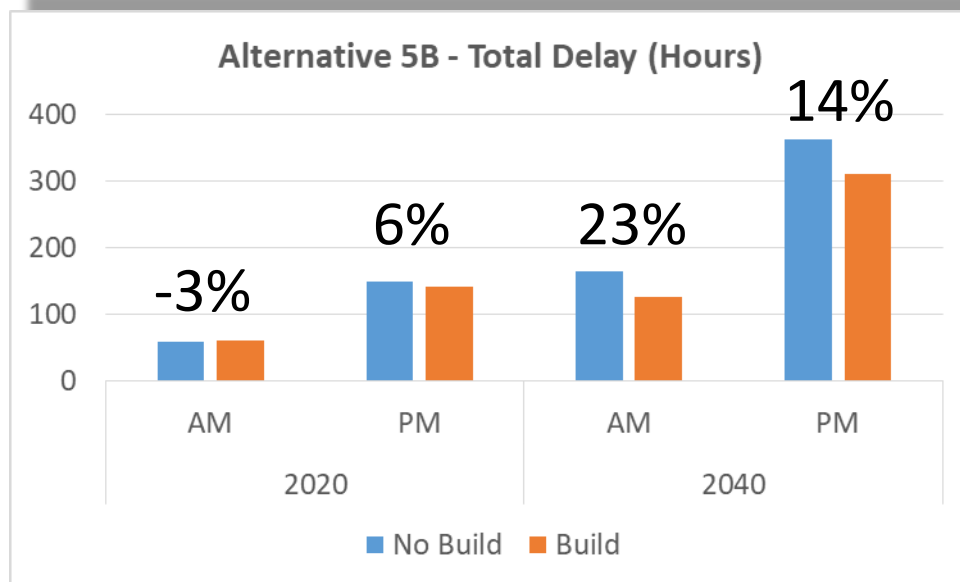


FIGURE 23. TRAVEL DELAY REDUCTION - ALTERNATE 5B





1.5 CALCULATION OF BENEFIT-TO-COST RATIOS

The assessment of benefits from each Alternate was completed with the methodology used by the GDOT for the SR 53 / Dawsonville Highway Turn Lane Conversion Project (PI# 0015702). This methodology uses the reduction of travel delay to determine benefits using assumed values of time for vehicles waiting in congestion. For example, a decrease in delay correlates to an increase of reduced delay, or less time sitting in congestion. The input parameters from GDOT’s model assume a value of auto travel at \$13.75 per hour and \$72.65 per hour for value of truck travel. **Tables 14-15** presents a summary of the total delay (in hours) for Alternates 3A and 5B.

TABLE 14. ALTERNATE 3A - TOTAL DELAY (HOURS)

	2020		2040	
	AM	PM	AM	PM
No Build	60	150	164	362
Build	66	146	164	328

TABLE 15. ALTERNATE 5B - TOTAL DELAY (HOURS)

	2020		2040	
	AM	PM	AM	PM
No Build	60	150	164	362
Build	62	141	127	311

The estimated construction costs for each alternate are presented in **Table 16**; the four-lane design option was chosen for both Alternates 3A and 5B. **Table 17** presents the calculated benefits for Alternates 3A and 3B with **Table 18** presenting the resulting Benefit-to-Cost ratio for each alternate. **Appendix H** presents the detailed benefit-to-cost calculations.

TABLE 16. ESTIMATED CONSTRUCTION COSTS (MILLION DOLLARS)

Alternative	3A	5B
Two-Lane	\$3.3	\$12.7
Four-Lane	\$4.5	\$17.7

TABLE 17. CALCULATED 20-YEAR BENEFITS (MILLION DOLLARS)

Alternative	3A	5B
Four-Lane	(\$0.72)	\$2.5

TABLE 18. CALCULATED BENEFIT-TO-COST RATIO

Alternative	3A	5B
Four-Lane	(-0.16)	0.14



1.6 ASSESSMENT OF OTHER IMPROVEMENTS

This study also included the assessment of other potential improvements and policies for potential implementation to enhance traffic operations within the Dawsonville Highway - McEver Road study area. The following sections present discussions of various potential alternatives.

1.6.1 Planned and Programmed Projects

There are several projects currently planned and programmed through GDOT and the GHMPO. Two specific projects are outlined below.

- *GH-104 Dawsonville Highway / McEver Road Intersection Improvements*

The City of Gainesville is the sponsor for a project included in the GHMPO 2015 Regional Transportation Plan (RTP). This project calls for operational improvements to the Dawsonville Highway - McEver Road intersection with right-of-way acquisition scheduled for 2026 and construction in 2029.

- *GDOT PI #0015702: Turn Lane-to-Thru Lane Conversion Project*

GDOT currently has a planned project extending from Ahaluna Drive south to approximately Shallowford Road. The scope of the project will convert the right turn lanes along this stretch of road into through travel lanes. Certain elements of the project have already been completed which include “quick fix” restriping of gore areas along Dawsonville Highway southbound from Beechwood Boulevard to McEver Road. The project is currently under concept review and design development by GDOT. Design concepts provided to the study team are included as part of **Appendix A**. The proposed schedule for Right of Way acquisition is to begin in March 2021 with construction let set for March 2022. The cost-benefit for this project is \$17.8M / \$2.M equivalent to 6.1. The specific cost-benefit calculations are also included as part of **Appendix H**.

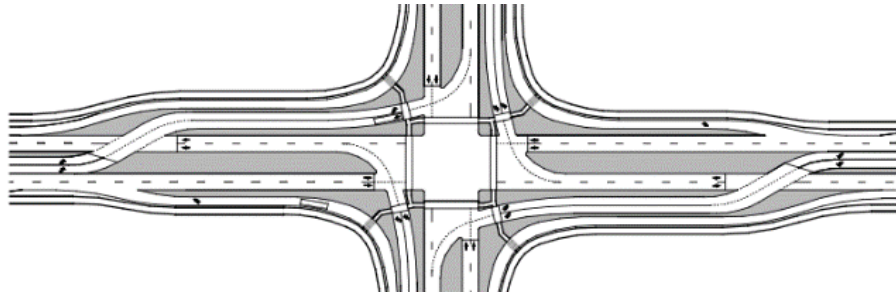
- *Dawsonville Highway / SR 53 Capacity Project*

There is a planned roadway widening project in the GHMPO 2015 RTP proposing to widen Dawsonville Highway / SR 53 to six (6) lanes from Sportsman Club Road to Washington Street.

1.6.2 Continuous Flow Intersection / Displaced Left Turn

Continuous flow intersections (CFI), also known as displaced left turn (DLT), improve efficiency by removing left turns from the main signalized intersection. This improvement is achieved by having the left turn movements cross over the opposing traffic ahead of the main intersection (displaced left turn), then proceed together with the through movement (continuous flow). **Figure 24** shows a CFI/DLT with displaced left turns on all approaches. **Figure 25** presents an aerial image of a CFI, a commonly used urban roadway example in the Salt Lake City, UT region.

FIGURE 24. CFI/DLT INTERSECTION SCHEMATIC



Source: *Displaced Left Turn Intersection Informational Guide*, FHWA, August 2014.

FIGURE 25. CFI EXAMPLE IN SALT LAKE CITY, UT

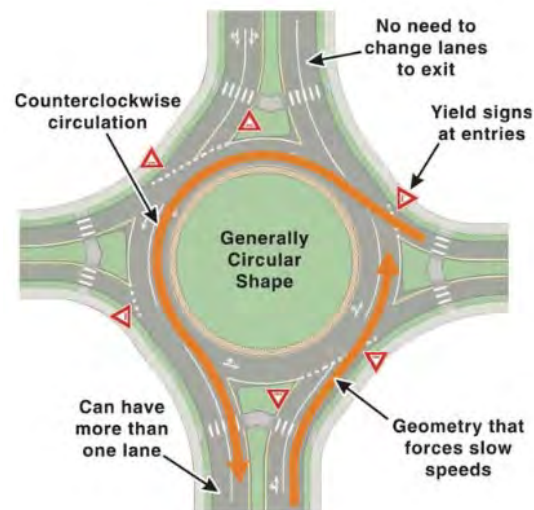


Source: Google Earth©

1.6.3 Roundabout

Roundabouts are an alternative intersection design that have the potential to improve safety and traffic operations by reducing conflict points. **Figure 26** provides an overview of characteristics of roundabouts. GDOT’s Roundabout Analysis Tool is based on Highway Capacity Manual 2010 Edition and 6th Edition Methodologies, NCHRP Report 672, and FHWA’s Roundabout Informational Guide. GDOT’s tool notes volume conditions for mini, single-lane, and multi-lane roundabouts, as “roundabouts may not operate well if there is too much traffic entering the intersection or if the percentage of traffic on the major road is too high.” The first condition is the entering volume should be less than 45,000 ADT. Based on the GDOT SR 53 study, entering Average Daily Traffic (ADT) at the Dawsonville Highway-McEver Road intersection is 47,600. Therefore, the volume of entering traffic at this location is too great, even for a multi-lane roundabout to be considered.

FIGURE 26. TYPICAL ROUNDABOUT LAYOUT



Source: Roundabouts: An Informational Guide, Second Edition, NCHRP Report 672, National Cooperative Highway Research Program, Transportation Research Board of the National Academies, 2010.

1.6.4 Lane Changing Barriers

Similar to vehicles blocking intersections, another common complaint from drivers within the study area is vehicles attempting to change lanes during congested conditions. For example, queues in the left turn lanes on McEver Road approaching Dawsonville Highway can be substantial during the afternoon peak. To avoid the queue, vehicles often proceed in the McEver Road northbound through lane and then attempt to merge into the left turn lanes closer to the intersection. Not able to fully change lanes, these vehicles remain in the through lane, blocking other through northbound vehicles. A potential mitigation measure to address such issues is the installation of barriers preventing lane changing maneuvers in targeted areas. Two variations include bollards and raised median with bollards. The bollards can be flexible vertical plastic tubes that present a visual barrier and discourage lane changing. The raised median would further reinforce the barrier, at the expense of additional width requirements. **Figure 27** presents examples of the measures.

FIGURE 27. LANE RESTRICTION BARRIERS



Sources: Google Earth and RoadSafe Traffic Systems

1.6.5 Flyover Interchange

The study team also evaluated a potential flyover ramp to connect northbound McEver Road to north/westbound Dawsonville Highway. Although the project provided some advantages, the benefit-cost was very low, even without incorporating the massive impacts that would come from construction.

1.6.6 Intelligent Transportation System

The City of Gainesville is successfully utilizing Intelligent Transportation System (ITS) technology to monitor and manage traffic operations along many of its corridors. Via a city control room, City staff is able to monitor real-time live feeds of many of the City's intersections, including Dawsonville Highway at McEver Road, and adjust signal timing in real-time to manage changing conditions. Through increased operations, the efficiency of the City's transportation network continues to improve and will be further supplemented with additional ITS system coverage in the near future.



1.6.7 Don't Block the Box

One commonly reported problem cited in the survey response is vehicles blocking intersections. Queues are not able to clear by the end of a cycle, and vehicles remain in the intersection blocking other movements. An approach many jurisdictions have taken to combat this common problem in urban intersections is "don't block the box." The aim is to keep intersections clear by posting such signage, painting boxes in intersections delineating clear zones, and instituting associated enforcement. Such measures are intended to influence driver behavior to avoid further degradation of intersection performance. Relative low cost in terms of infrastructure, enforcement involves labor costs. The City of Gainesville over the holidays installed warning signs and utilized an increased police presence to discourage vehicles from blocking intersections along the Dawsonville Highway corridor.

1.6.8 Access Management and Inter-Parcel Access

The study team completed an assessment of the driveway spacing along both Dawsonville Highway and McEver Road. **Appendix I** presents a summary of analysis results which appeared to be within acceptable standards.

Inter-parcel access is an important access management technique that allows trips between parcels to be made without loading onto the regionally significant roadway facility. Review of opportunities for increased inter-parcel access identified potential areas for implementation. One example is between the Home Depot and Academy Sports shopping centers to the east, targeting the north-south movement of local trips along the corridor.



2.0 SUMMARY OF PUBLIC OUTREACH

The Dawsonville Highway - McEver Road Connectivity Study employed an extensive outreach program, including both the general public and technical staff from partnering agencies. The public engagement program included both an online program, as well as in-person opportunities to discuss the project with the study team and agency representatives.

The online engagement program involved several key elements. The study included a project website hosted by the GHMPO. Additionally, an online interactive survey was open for approximately one month during the spring of 2018. The survey included two key elements. The first was a Survey Monkey© written survey affording respondents the opportunity to provide detailed input to the study team. The second survey element included a mapping component using WikiMapping© that afforded respondents the opportunity to “drop a pin” exercise to identify issues and to help the study team better understand current conditions and challenges along the study corridor, as well as indicate the origins and destinations of their daily travel. The survey was extremely successful with a total of 644 responses in one month.

The last component of the online engagement program was the use of social media to help publicize the study. The study team utilized social media accounts on Facebook© and Instagram© to advertise the study and direct individuals to the project website, social media accounts, online surveys and in-person engagement opportunities to provide feedback and help inform them of the study.

The team also conducted an in-person workshop on March 22, 2018. At the workshop, members of the study team, as well as representatives from the City of Gainesville and the GHMPO, were present to answer questions and provide information about the study. Attendees were also able to log onto tablets and computers and take the online survey.

The study also included recurring project team meetings to present and discuss interim study findings and help ensure the study met the core objectives. Monthly Technical Committee meetings were conducted, and participants included the study team in addition to staff from the City of Gainesville and GHMPO, as well as coordination with GDOT.

Appendix J presents the Stakeholder Engagement Summary for the study and provides more detailed information regarding the comments and input received by through the outreach efforts.



3.0 STUDY RECOMMENDATIONS

Based upon review of the various proposed Alternate connections, including the most favorable (Alternates 3A and 5B), the benefits provided do not appear to justify such a project. The benefit-to-cost ratios for both top alternates were below 1.0, therefore neither would “break even”. Further, the B/C ratios decrease further once all of the additional costs were added, including right of way acquisition, any potential residential relocations, as well as utility relocations. Other qualitative impacts, such as those to environmental resources, would also be impacted, as well as inconveniences to local residents and business owners. Based upon these factors, a new alternate connection is not recommended.

The two planned / programmed projects both remain viable improvements for further consideration. The intersection improvement project (GH-104) should be further assessed as part of the update of the GHMPO RTP currently underway. GDOT PI# 0015702 has already been initiated and is well underway. The analysis conducted for this study, as well as the SR 53 analysis conducted by GDOT, shows this project may help to improve traffic operations considerably, while having a low level of impact on the community at a very positive benefit-cost. As mentioned previously, the proposed schedule for ROW acquisition is to begin in March 2021 with construction let set for March 2022.

Of the innovative intersection designs considered, the CFI appears to be the most favorable and warranting further assessment. GDOT has hired a consultant charged with assessing the feasibility of a CFI at the intersection of Dawsonville Highway and McEver Road. This analysis is not complete, but should a CFI design prove favorable, a project would be programmed midterm with anticipated design to start in 2028 with construction let in 2029.

Several policy recommendations appear viable for further assessment and implementation. The “Don’t Block the Box” program was already implemented by the City over the recent holiday shopping season utilizing movable messaging boards. Permanent implementation of this program should be considered. Another policy recommendation is the implementation of increased inter-parcel access along both Dawsonville Highway and McEver Road. Opportunities should be considered for all new development and re-development proposals, as feasible.

Finally, strategies to work with private property land owners is also recommended where potential improvements could provide corridor-level (and not just parcel-level) benefits. One example is for the City and GHMPO to remain involved in potential corridor-level improvements, such as the ongoing discussions between the developer of Publix shopping center and GDOT regarding the addition of a new signal along McEver Road.

MEMORANDUM

To: Policy Committee Members
From: Steve Cote, RS&H
Date: May 7, 2019
Re: Gainesville-Hall Regional Transportation Plan: 2020 Update

In January 2019, RS&H began work for the GHMPO on the Gainesville-Hall Regional Transportation Plan: 2020 Update, a federally required plan which highlights the long-range plans for transportation across the region from now until 2050.

As part of this study, RS&H will utilize extensive public outreach strategies including hosting a public open house on April 13 at the Gainesville Civic Center as well as an online survey (which is currently live until May) to gather information about the corridor from a user perspective and to quantify the issues that the public was encountering.

This RTP update is scheduled for adoption by June 2020.

RECOMMENDED ACTION: None

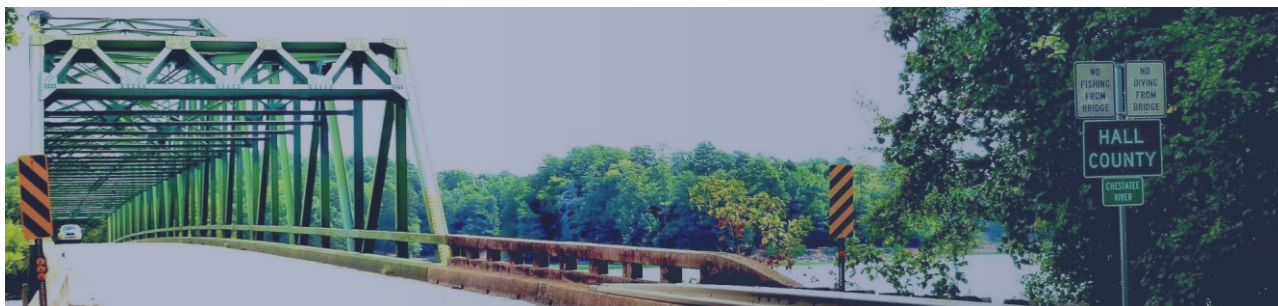
Attachment: Regional Transportation Plan Update Presentation



GHMPO 2020 RTP UPDATE

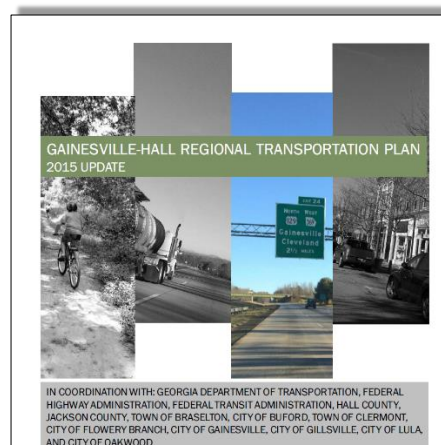
Policy Committee

May 14, 2019



Regional Transportation Plan

- Regional Transportation Plan (RTP)
 - Results in short- and long-range transportation priorities
 - Federally required to be updated every five (5) years
 - Assessing Needs for next 30 years (Year 2050)
- Last RTP Completed in 2015
 - <http://www.ghmpo.org/156/Gainesville-Hall-RTP-2015-Update>
- This update completed by early 2020
 - <http://www.ghmpo.org/180/Gainesville-Hall-RTP-2020-Update>



RS&H

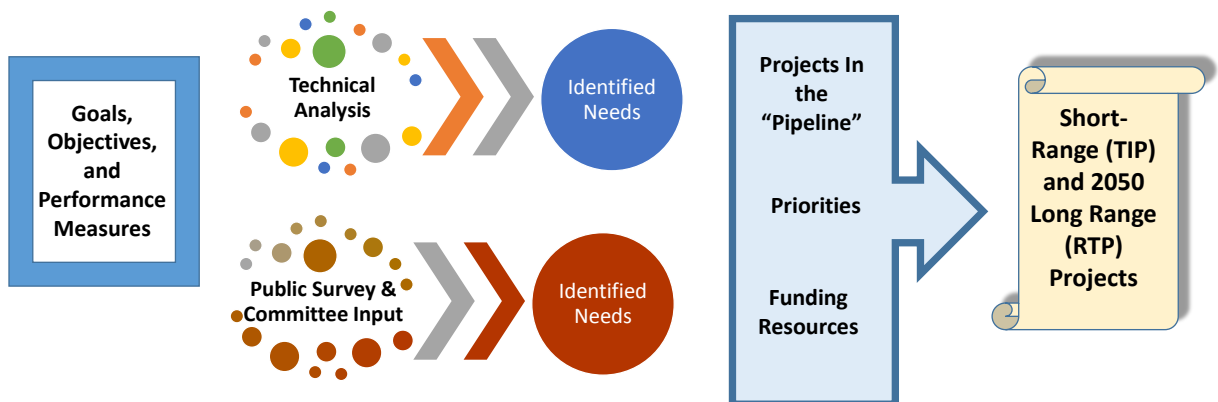
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Regional Transportation Plan

- Multi-Modal Plan
 - Roadways / Vehicular
 - Transit
 - Freight
 - Non-Motorized (bicycle, pedestrian)
 - Air
- Implementation of Projects
 - Short-range (next few years) through
 - Long-Range (up to year 2050)
- Components
 - Technical analyses
 - Stakeholder and public involvement



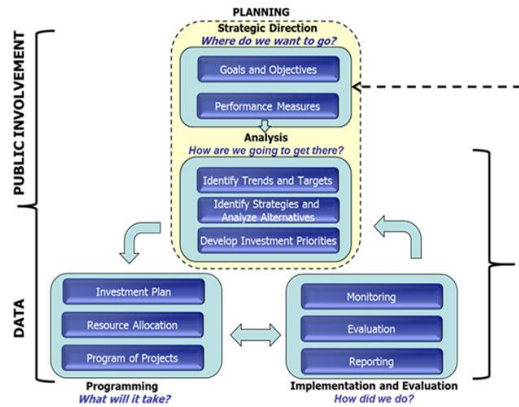
2020 Regional Transportation Plan (RTP) Development



Federal Performance Measures

- New for 2020 RTP update
- Mandates GDOT and MPOs to adopt targets
- GHMPO is adopting GDOT targets

FHWA Performance Based Planning Process



Source: <https://safety.fhwa.dot.gov/tsp/fhwasa16116/mod2.cfm>



GHMPO 2020 RTP UPDATE – February 2019



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Federal Performance Measures - Roadway

Federal Performance Measures (MAP-21 and FAST Act)			
National Goal Area	Category	Performance Measure	Network
Safety	Safety	Number of Fatalities	All Roads
		Rate of Fatalities	
		Number of Serious Injuries	
		Rate of Serious Injuries	
		Number of Non-Motorized Serious Injuries	
Infrastructure Condition	Infrastructure	Percentage of Pavements in Good / Poor Condition	Interstate
		Percentage of Pavements in Good / Poor Condition	Non-Interstate NHS
		Percentage of Bridges in Good / Poor Condition	NHS
System Reliability	System Performance	Percent of Reliable Person-Miles Traveled	Interstate
Freight Movement & Economic Vitality		Percent of Reliable Person-Miles Traveled	Non-Interstate NHS
Environmental Sustainability		Truck Travel Time Reliability (TTTR)	Interstate
Congestion Reduction		Total Emissions Reduction	Region
		Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita	NHS
		Percent of Non-Single Occupancy Vehicle (SOV) Travel	Region



GHMPO 2020 RTP UPDATE – February 2019



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Federal Performance Measures - Transit

- A Transit Asset Management (TAM) Plan is a prioritizes funding based upon condition and maintenance of transit assets (i.e. vehicles, equipment, facilities...)
- GDOT completed a “Group” TAM Plan for 91 Tier II providers across Georgia including:
 - Hall Area Transit (Small Urban System)
 - Hall County Transit and Jackson County Transit (both rural systems)
- Federal requirements Tier II transit provider TAM mandate the following:
 - **Inventory** of capital assets
 - A **condition assessment** of the capital assets for which the provider has capital responsibility
 - A description of **decision-support tools** used to estimate capital investment needs over time and develop the investment prioritization
 - A **project-based prioritization of investments**



GHMPO 2020 RTP UPDATE – February 2019



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2015 RTP Goals Same for 2020 RTP Update


- Two new Federal Planning Factors
 - *Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation*
 - *Enhance travel and tourism*

GHMPO 2020 RTP Goals	
Coordination and Outreach	Develop a financially feasible plan that will increase the likelihood of successful implementation through agency, stakeholder, and public coordination
Multimodal Connectivity	Provide a more integrated multimodal and intermodal transportation system that includes increased travel options by prioritizing transit, pedestrian, and bicycle travel throughout the region
Safety / Security	Maintain and improve transportation system safety and security for motorists, transit riders, pedestrians, and bicyclists
System Preservation and Maintenance	Take steps to continually monitor and maintain the transportation system
Environment	Develop a transportation system that conserves energy, promotes the attainment of air quality standards, protects the natural environment, and minimizes adverse impacts
Mobility and Economic Vitality	Provide a transportation system that provides for the movement of people and goods safely and efficiently and advances the region's economic competitiveness
Land Use Integration	Develop a transportation system that is efficient by integrating transportation planning with land use decisions and other comprehensive planning tools



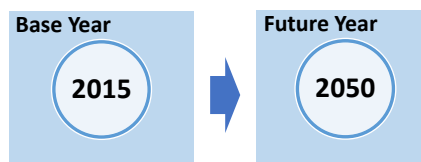
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RTP Development – Technical Components

- Existing Conditions
 - Safety
 - Connectivity and Development
 - Congestion
 - Road and bridge conditions
 - Multi-modal System
- 
- Future Needs Conditions
 - Safety Enhancements
 - Needed New Connections
 - Congestion Relief
 - Road and bridge Improvements
 - Multi-modal Needs

RTP Development – Travel Demand Model

- Inputs
 - Socio-economic (SE) Data
 - Population, Households ,
Employment, School Enrollment
 - Other major traffic generators
 - New Inland Port
- Georgia Department of Transportation (GDOT)
 - Inputs SE Data Developed by
Locals & Technical Team
 - Runs models and presents results
to GHMPO for review
- Outputs
 - Future Congestion
 - Location and Severity
 - Inform Decisions
 - New roadways
 - Widening of existing roads

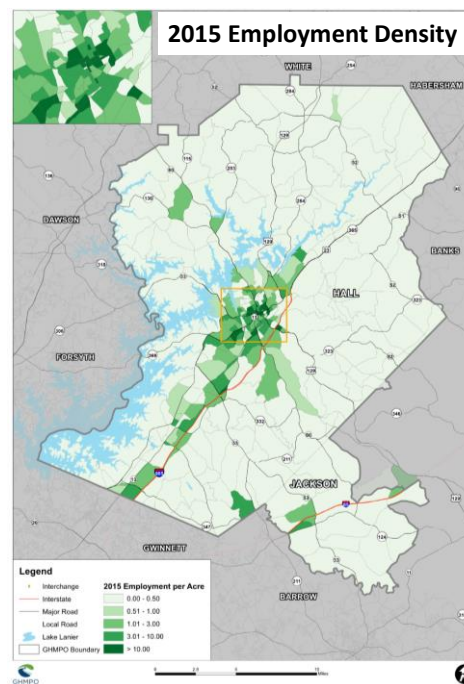
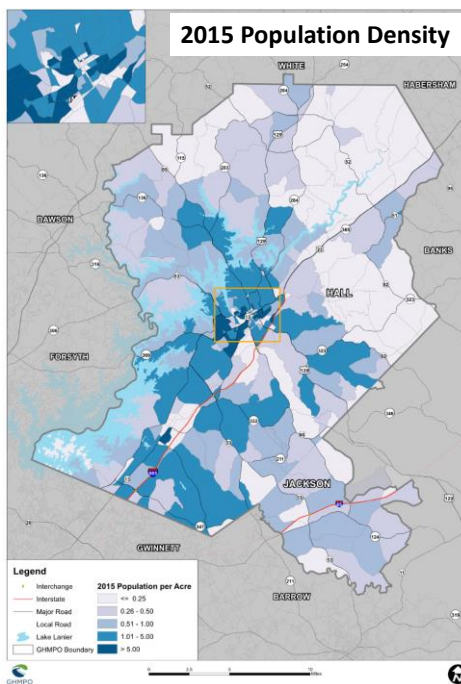


2015 Base Year Socio-Economic (SE) Data

County	Population	Households	Employment	Students (K-12)	University Enrollment
Hall	194,997	75,630	102,051	38,236	10,130
Jackson (portion within GHMPO)	16,297	6,071	8,071	2,680	0



2015 Base Year SE Data

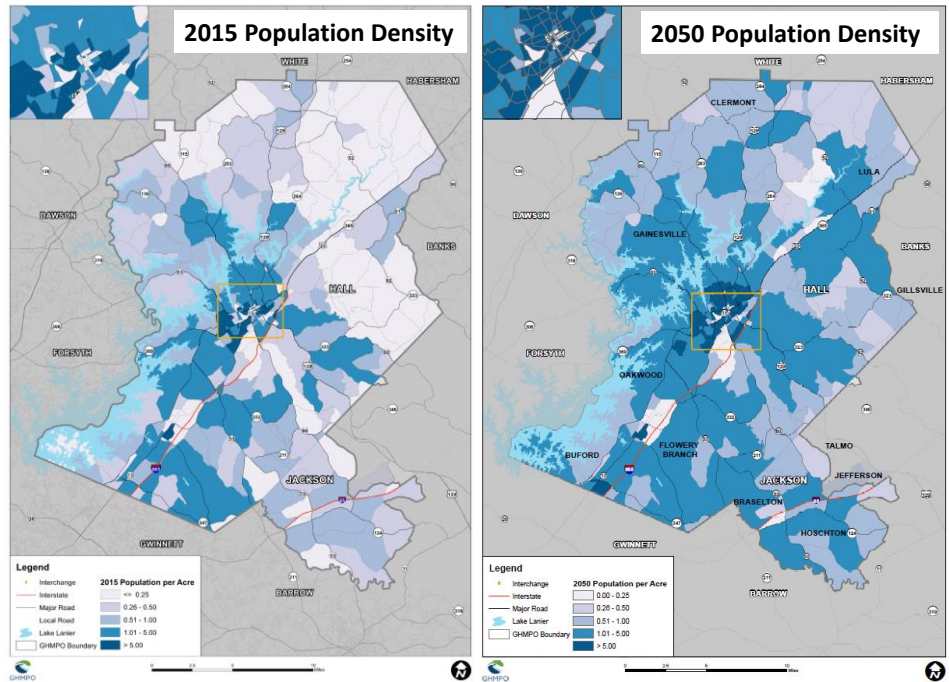


2015 Base Year and 2050 Future Year SE Data

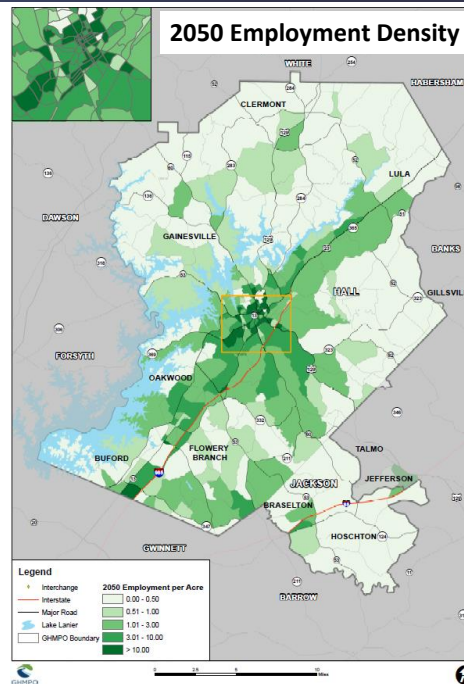
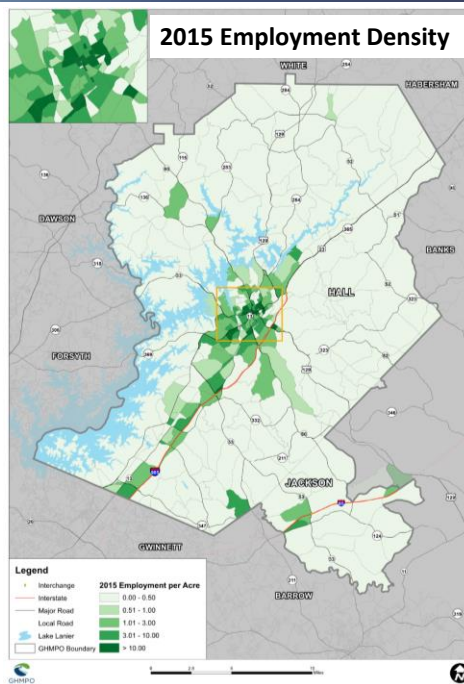
County	Population		Households		Employment		Students (K-12)		University Enrollment	
	2015	2050	2015	2050	2015	2050	2015	2050	2015	2050
Hall	194,997	382,964	75,630	151,142	102,051	300,977	38,236	75,319	10,130	22,043
Jackson (portion within GHMPO)	16,297	36,185	6,071	13,674	8,071	10,614	2,680	8,931	0	0



2015 and 2050 Population Density



2015 and 2050 Employment Density



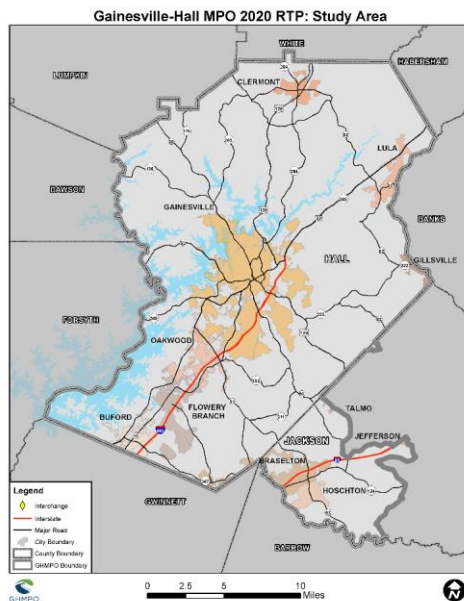
Outreach Program

- Social Media
 - Facebook, Twitter, Instagram
- Pop-Up Events
 - Gainesville-Hall Transportation Forum (March 7th)
 - Spring Chicken Festival (April 27th)
 - Hispanic Alliance GA Health Fair & Expo (June 8th)
 - Targeted outreach to transportation disadvantaged
- Outreach to GHMPO schools
- Public Meetings (Summer 2019)
- Online Survey



Public Survey

- Take the survey
 - [/publicinput.com/3774](http://publicinput.com/3774)
 - Open until June 9th
- Share the survey and website with friends, neighbors, colleagues
 - [/ghmpo.org/180/Gainesville-Hall-RTP-2020-Update](http://ghmpo.org/180/Gainesville-Hall-RTP-2020-Update)
- Visit our booth at the Health Fair & Expo (June 8th)
- Check back for future public meetings
 - Potential project types and lists



Next Steps and Schedule

- Continue Existing Conditions
 - Assessment of conditions and review against previously identified needs
- Travel Demand Modeling
 - Finalize 2050 future year SE data
 - Review results for 2015 base year once completed by GDOT
- Review Prioritization Process
- Continue outreach campaign and pop-up events



2020 RTP Technical Subcommittee Meetings	MPO Committee Meetings		
	TCC	CAC	Policy
4/18/19	4/18/19	4/25/19	5/14/19
5/15/19			
6/19/19			
7/10/19	7/10/19	7/18/19	7/30/19
8/21/19			
9/18/19	9/4/19	9/12/19	9/17/19
10/16/19	10/16/19	10/29/19	11/12/19



RTP Update Schedule

Project Tasks	2019												2020	
	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb
Public Engagement														
Public Outreach Events (see details below)			1	2			3	4						
Community Survey			[Bar]											
Plan Development														
Complete 2015 Base Year SE Data (3/29)			[Bar] GDOT											
Complete 2050 Future Year SE Data (4/26)				[Bar] GDOT										
Review Travel Demand Model Results				[Bar]		[Bar]								
Assessment of Existing Conditions		[Bar]												
Assessment of Future Needs						[Bar]								
Project List Development and Prioritization			[Bar]											
Complete Fiscally-Constrained Project List									[Star]					
Complete Draft 2020 RTP										[Bar]				
Complete Final 2020 RTP											[Bar]			
Coordination														
GHMPO Committee Meetings		[Stars]		[Stars]			[Stars]	[Stars]	[Stars]	[Stars]			[Stars]	
GDOT Modeling Coordination		[Bar]												
Adjacent Jurisdiction Coordination			[Purple]											
ARC Coordination									[Yellow]					
Jackson County Transportation Plan Completed						[Green]								
GHMPO 2020 RTP Update Adoption														[Blue]

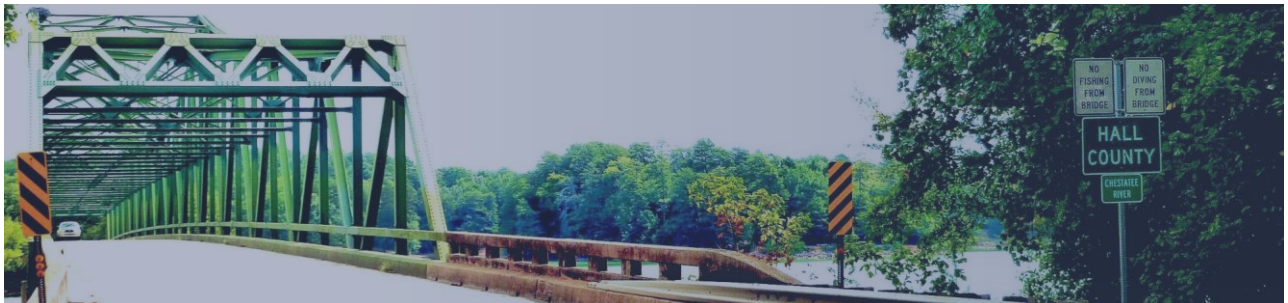
Financially-Constrained Project List Submitted to ARC

Public Outreach Events

- 1 Hall Chamber Transportation Forum, 3/7/19, 11:30 am - 1:00 pm, University of North Georgia
- 2 Spring Chicken Festival, 4/27/19, Longwood Park, Gainesville, Georgia
- 3 Project Open House (Date, Location and Time to be determined)
- 4 Project Open House (Date, Location and Time to be determined)



Thank You!



Planning Factors and RTP Goals

2015 RTP			New for 2020 RTP	
Goals	Objectives	Federal Planning Factors	Additional New Federal Planning Factors	Federal Performance Measures
COORDINATION AND OUTREACH Develop a financially feasible plan that will increase the likelihood of successful implementation through agency, stakeholder, and public coordination	Develop an integrated plan that is based on sound revenue projections Develop a plan that includes public participation from business owners, Chamber of Commerce, and other business groups Preserve the existing roadway, transit, bicycle, and pedestrian system assets by identifying adequate funding in the financial element of the plan Engage local residents in the decision-making process of the plan Engage Federal, State, regional, and local resource agencies in the decision-making process of the plan Develop a plan that includes public participation from all groups, with special emphasis in reaching minorities, low income, persons with disabilities, and senior citizens	6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight. 7. Promote efficient system management and operation.		
MULTIMODAL CONNECTIVITY Provide a more integrated multimodal and intermodal transportation system that includes increased travel options by prioritizing transit, pedestrian, and bicycle travel throughout the region	Establish and utilize measurable criteria to evaluate how well the multimodal transportation system is operating and addressing identified needs Identify and implement appropriate programs intended to reduce or shift vehicular travel patterns, and the need to expand roadway capacity Identify bicycle and pedestrian service improvements, and funding sources that would improve mobility and accessibility Identify transit facility, service improvements, and funding sources that would make HAT operations more effective in improving mobility options for all residents Provide mobility-challenged populations, such as low income persons with disabilities and senior citizens, with more feasible travel options	6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight. 7. Promote efficient system management and operation. 8. Emphasize the preservation of the existing transportation system.	10. Enhance travel and tourism	
SAFETY / SECURITY Maintain and improve transportation system safety and security for motorists, transit riders, pedestrians, and bicyclists	Reduce the incidence of crashes on the system, particularly at high-crash locations Review traffic crash data to systematically identify potential safety problems on roadway sections, bridges, and intersections with traffic and develop a list of projects necessary to eliminate deficiencies Prioritize and schedule road, bikeway, and sidewalk maintenance expenditures to maintain safe conditions for travel Provide adequate access for emergency service vehicles throughout the system Assist HAT in continually improving the safety and efficiency of its active vehicle fleet	2. Increase the safety of the transportation system for motorized and non-motorized users. 3. Increase the security of the transportation system for motorized and non-motorized users.	9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	Number of Fatalities Rate of Fatalities Number of Serious Injuries Rate of Serious Injuries Number of Non-Motorized Serious Injuries
SYSTEM PRESERVATION AND MAINTENANCE Take steps to continually monitor and maintain the transportation system	Determine the backlog of deferred maintenance and the annual maintenance requirements of the area roadway system Determine area-wide roadway system reconstruction needs Prioritize and carry out maintenance and reconstruction activities through the annual maintenance and reconstruction program process Discourage developments in conservation or preservation areas by limiting access to those areas When projects are planned, designed, or constructed evaluate the life cycle costs and make appropriate decisions at each step to minimize future maintenance costs	7. Promote efficient system management and operation. 8. Emphasize the preservation of the existing transportation system.		Percentage of Pavements in Good / Poor Condition (Interstate) Percentage of Pavements in Good / Poor Condition (Non-Interstate NHS) Percentage of Bridges in Good / Poor Condition (NHS)



Planning Factors and RTP Goals

2015 RTP			New for 2020 RTP	
Goals	Objectives	Federal Planning Factors	Additional New Federal Planning Factors	Federal Performance Measures
ENVIRONMENT Develop a transportation system that conserves energy, promotes the attainment of air quality standards, protects the natural environment, and minimizes adverse impacts	Develop a plan that reduces vehicle miles of travel (VMT), vehicle hours and greenhouse gas emission to improve air quality in the Atlanta nonattainment area Promote transportation projects, programs and/or policies that encourage reducing energy consumption Coordinate transportation planning activities with appropriate Federal, State, and Local agencies responsible for natural resources, environmental protection, conservation, and historic preservation Discourage developments in conservation or preservation areas by limiting access to those areas Develop projects, programs, and policies that will not negatively impact precious natural resources	5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.	9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation 10. Enhance travel and tourism	Total Emissions Reduction Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita on the National Highway System (NHS) Percent of Non-Single Occupancy Vehicle (SOV) Travel
MOBILITY AND ECONOMIC VITALITY Provide a transportation system that provides for the movement of people and goods safely and efficiently and advances the region's economic competitiveness	Develop a plan that will support existing businesses' and industries' transportation needs, economic development, and accessibility to jobs Designate, prepare and maintain a map of the Truck Route System Consider freight and truck utilization and impacts on adjacent land uses Proposed transportation projects should consider incorporating features to enhance freight movement and provide adequate design to accommodate large freight vehicles	1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency. 4. Increase the accessibility and mobility of people and for freight. 6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.	9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation 10. Enhance travel and tourism	Percent of Reliable Person-Miles Traveled (Interstate) Percent of Reliable Person-Miles Traveled (Non-Interstate NHS) Truck Travel Time Reliability (TTR) for the Interstate System Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita on the National Highway System (NHS) Percent of Non-Single Occupancy Vehicle (SOV) Travel
LAND USE INTEGRATION Develop a transportation system that is efficient by integrating transportation planning with land use decisions and other comprehensive planning tools	Develop a plan that reduces vehicle hours of delay Promote orderly development in the region by coordinating transportation planning activities with local agencies responsible for land use management Develop the roadway system to provide an acceptable balance between land use and travel mobility Encourage jurisdictions to consider establishing appropriate guidelines for determining where property access may or may not be allowed along the roadway system (access management), and coordinate traffic signals along congested corridors using advanced technologies Improve east-west regional connectivity in an environmentally sensitive manner	5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	Percent of Reliable Person-Miles Traveled (Interstate) Percent of Reliable Person-Miles Traveled (Non-Interstate NHS) Truck Travel Time Reliability (TTR) for the Interstate System Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita on the National Highway System (NHS) Percent of Non-Single Occupancy Vehicle (SOV) Travel



MEMORANDUM

To: Policy Committee Members
From: Phillippa Lewis Moss, Gainesville-Hall County Community Services
Date: May 7, 2019
Re: Micro-Transit Feasibility Study

In the fall of 2018, Hall Area Transit and GHMPO sought to understand how shared, on-demand transit ('microtransit') can play a role in its future transportation offerings. Due to the expected reclassification of Gainesville as a 'large urbanized area' after the 2020 census, Hall Area Transit anticipates a reduction in federal funding for public transit in the region. To ensure HAT can continue to provide convenient and comprehensive access to transit for its residents and visitors, HAT and GHMPO engaged Via to analyze existing demand data, develop models from simulation of microtransit services, and determine fleet requirements for a shared, on-demand transportation network that is both compelling for customers and operationally efficient. This report identifies challenges and inefficiencies in the existing fixed-route bus and Dial-A-Ride networks, explores opportunities for strategic deployment of microtransit technologies, and recommends next steps for HAT and GHMPO.

RECOMMENDED ACTION: None.

Attachment: Micro-Transit Feasibility Study Presentation

Micro-Transit Feasibility Study Hall County, Georgia

Policy Committee, May 14, 2019



Micro-Transit Study Background

- Gainesville urbanized area is considered a small urbanized area
- Gainesville is projected to become a large urbanized area following the 2020 Census
- Becoming a large urbanized area will mean a significant loss of federal transit funding
- What transit service is feasible in the face of reduced funding and how to provide it?

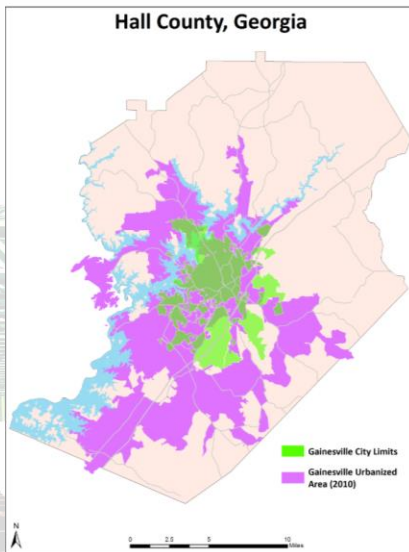


Micro-Transit Service What's Possible?

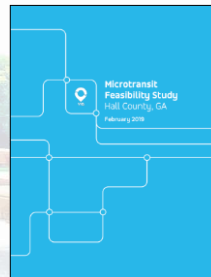
- Turnkey operation to:
 - Replace all or part of Gainesville Connection
 - Replace all or part of Dial-A-Ride
- Partial turnkey operation to:
 - Supplement Gainesville Connection
 - Supplement Dial-A-Ride
- Technology
 - Purchase license to use AP
 - Gainesville Connection/Dial-A-Ride provides micro-transit service



Hall County Micro-Transit Feasibility Study



- Feasibility of micro-transit service in:
 - Entire Hall County (400 square miles)
 - Gainesville urbanized area (130 square miles)
 - Gainesville City Limits (35 square miles)
- Hours of operation
- Quality of service
- Replace or supplement existing Gainesville Connection and/or Dial-A-Ride



Feasibility Study Methodology

- Study consisted of three steps:
 1. Identifying opportunities for micro-transit
 2. Projecting demand
 3. Simulating scenarios to determine a micro-transit configuration that meets HAT's goals



Identifying Opportunities for Micro-Transit

- Micro-transit can achieve the following goals for HAT:
 - Provide transit in previously underserved areas (transit deserts)
 - Provide suburban mobility
 - Retire under-performing fixed route services
 - Provide first- and last-mile connections to fixed route services
 - Mitigate traffic congestion
 - Reduce parking congestion
 - Upgrade a paratransit offering
- HAT's primary goals for micro-transit:
 - Upgrade existing Dial-A-Ride service
 - Replace under-performing fixed route services

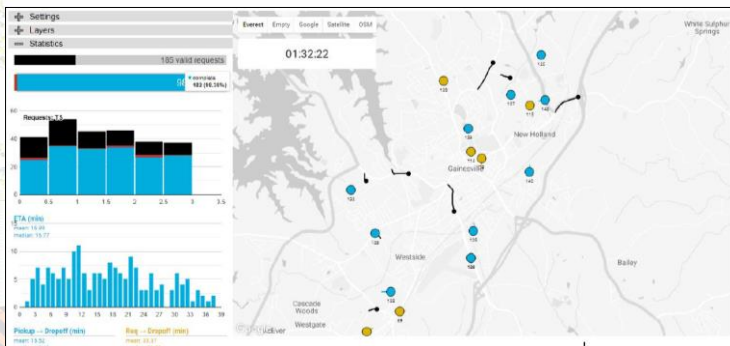


Projecting Demand

- Demand was projected using historic Dial-A-Ride and fixed-route ridership
- Real-world ridership will depend on the following factors:
 - Travel patterns
 - Alternative modes of travel
 - Demographics
 - Pedestrian infrastructure
 - Seasonality of demand
 - Employment density
 - Residential density
 - Retail and entertainment density
 - Fare structure
 - Parking availability
 - Marketing budget and effectiveness
 - Weather conditions
 - Congestion levels



Micro-Transit Simulation



Six-step simulation process:

1. Set service area
2. Generate underlying road map
3. Determine traffic speeds
4. Set “terminals”
5. Generate “virtual bus stops”
6. Set simulation parameters



Micro-Transit Simulation

- The following 5 scenarios were simulated:
 1. Replace the Dial-A-Ride service
 2. Replace all six Gainesville Connection routes
 3. Replace three underperforming Gainesville Connection routes
 4. Replace the Dial-A-Ride and all Gainesville Connection routes (combination of 1 & 2)
 5. Replace the Dial-A-Ride and three underperforming Gainesville Connection routes (combination of 1 & 3)



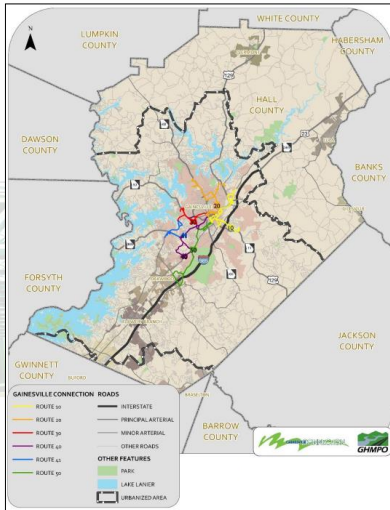
Summary of Results

Scenario	Expected Trips/Day	Recommended Micro-Transit Fleet Size	High Demand (2x Existing Demand) Fleet Size
1) Upgrade DAR*	40-70	5-6	7-8
2) Upgrade 6 GC* Routes	600-900	14-15	21-24
3) Upgrade 3 Underperforming GC* Routes	200-350	7-8	9-11
4) Combination of 1 & 2 – Upgrade DAR* & All GC* Routes	600-1,000	16-18	24-28
5) Combination of 1 & 3 – Upgrade DAR* & Underperforming GC* Routes	250-400	9-10	14-16

* DAR = Dial-A-Ride
GC = Gainesville Connection



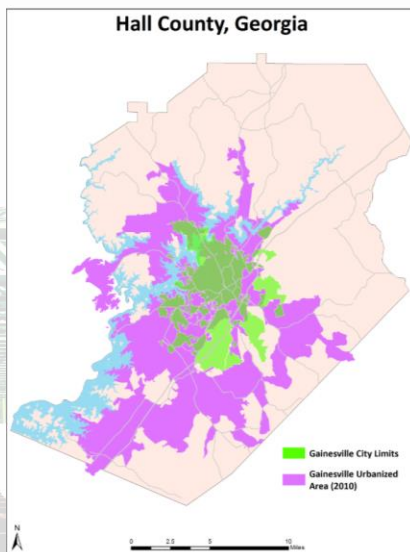
Recommendations



- Scenario 5 – Upgrade Dial-A-Ride and 3 Gainesville Connection routes **RECOMMENDED CHOICE**
 - Retain Hall County’s three highest performing bus routes
 - Use micro-transit to replace all other routes, along with Dial-A-Ride service
 - Recommended micro-transit fleet: 9-10 vehicles
 - Recommended fixed route fleet: 3 vehicles (one vehicle per route)
 - Estimated ridership: 20%-50% increase in ridership



Recommendations



- Provide micro-transit service in entire Hall County
- Launch service with hours that match current service hours (Mon-Fri, 6:00 AM-7:00 PM)
- Design a service with average wait times of around 15 minutes, with maximum wait times of 35-40 minutes
- Scenario 5- highest quality of service that fits budget



Micro-Transit Operating Models

Three alternatives to choose:

- **Transportation as a Service**

Vendor provides everything- micro-transit technology, drivers, vehicles, and operations management

- **Transportation as a Service – using HAT vehicles**

HAT provides vehicles; vendor bears operating costs

- **Software as a Service**

Vendor provides micro-transit technology; HAT uses its own drivers, vehicles, and dispatchers

Next Step: Solicit pricing proposals from providers for comparison.



Micro-Transit Feasibility Study Report

The full report is posted on the GHMPO website here:

<http://www.ghmpo.org/DocumentCenter/View/1202/Micro-Transit-Feasibility-Study>



Questions/Comments

Phillippa Lewis Moss
Director, Gainesville-Hall County Community Services
Member, GHMPO Technical & Policy Committees
770-503-3340 / pmoss@gainesville.org



MEMORANDUM

To: Policy Committee Members

From: Sam Baker, Transportation Planning Manager

Date: May 7, 2019

Re: New or Additional Requirement for PL Funds Application Process

As you know, the Gainesville-Hall Metropolitan Planning Organization (GHMPO) receives a base transportation planning grant (PL grant) from the Federal Highway Administration (FHWA) via the Georgia Department of Transportation (GDOT) each year. Twice a year, GHMPO has the opportunity to go before a PL Funds Review Committee at GDOT to apply for and request additional PL funds to conduct additional planning studies. Some recent examples of such additional PL-funded studies are the Dawsonville Highway-McEver Road Connectivity Study, Oakwood Citywide Traffic Improvement Study, South Hall Trail Study, and so on.

At the last PL Funds Review Committee meeting on March 25th, FHWA communicated to us that it wants to ensure that the MPOs conduct such additional PL-funded studies because there is a genuine need for such studies and not simply because there are additional PL funds available. In addition, such decision to conduct a study is not to be made in haste. Towards this end, all the MPOs, including us, will need to discuss the need and merit of conducting any prospective PL-funded studies **at least twice on two separate occasions and document them**. Such documentation (meeting minutes) will need to be included in future PL-fund applications.

Please know that we already meet or exceed this two-discussion minimum requirement mentioned above. We meet with each of the local jurisdictions to discuss your planning needs and studies prior to the development of GHMPO's upcoming year's work program. Each of these GHMPO-local jurisdiction meetings is documented. Any potential studies discussed are then put on the meeting agendas of the Technical Coordinating Committee, Citizens Advisory Committee, and Policy Committee, and, thus, are discussed three more times. Going forward, records of these meeting discussions will need to be included in our future applications for PL funds.

MEMORANDUM

To: Policy Committee Members
From: Srikanth Yamala, Director
Date: May 7, 2019
Re: Proposed Amendments to Policy Committee Bylaws

As you are aware, Hall County has initiated amendments to the GHMPO Policy Committee bylaws at the February 12 Policy Committee meeting. Based on the discussion, staff is proposing to add 'Article IV' titled 'Structure' to specifically address both existing and future voting members based on the urbanized area(s) as defined by the Census. In addition, the Georgia Department of Transportation (GDOT) has requested two changes: (i) change GDOT's voting member from Commissioner to Director of Planning, and (ii) remove Director of Planning as GDOT's non-voting member.

The changes are highlighted in the attached draft.

RECOMMENDED ACTION: Approve the Draft Amendments to Policy Committee Bylaws

Attachments: Draft Amendments to GHMPO Policy Committee Bylaws

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

Article I

Section I

Name

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

Section II

Origin

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

Article II

Purpose

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

Article III

Members

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

~~Commissioner~~Director of Planning, Georgia
Department of Transportation
Chairperson, Hall County Board of Commissioners
District 1 Commissioner, Hall County Board of Commissioners
District 4 Commissioner, Hall County Board of Commissioners
Chairperson, Jackson County Board of Commissioners
Mayor, City of Flowery Branch
Mayor, City of Gainesville
Mayor, City of Oakwood

The non-voting members shall be the:

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

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

Article IV Structure

The Policy Committee Structure shall be subject to the following:

1. One (1) additional voting member shall be added to a jurisdiction for every 30,000 people within the urbanized area.
2. With the exception of City of Flowery Branch, City of Oakwood and Jackson County, any new jurisdiction shall have a minimum of 10,000 urbanized area population to be added as a voting member.
3. The Policy Committee shall reconsider its voting members following every decennial Census numbers. This process shall be subject to Article XII of this document.

Article IV Duties

1. The Policy Committee is the body responsible for review and approval of the Gainesville-Hall Metropolitan Planning Organization and all aspects, including goals, objectives, plans, and programs developed for the Gainesville Metropolitan Planning Area.
2. The Policy Committee has the responsibility for insuring that the Transportation Plan is kept up-to-date, that timely reports are made to inform the public of progress of the Plan, that a complete and "unified" work program is developed for all aspects of the Gainesville Metropolitan Planning Area and that the respective agencies, jurisdictions, or commissions are kept informed of the progress of the Plan.
3. The Policy Committee shall serve as liaison representative between governmental units in the Planning Area to obtain optimum cooperation of all governmental units in providing information and in implementing various elements of the Plan,

4. The Policy Committee shall have the authority to determine and alter from time to time the membership of the Technical Coordinating Committee (TCC).
5. The Policy Committee shall have the authority to determine and alter, as required, the membership of the Citizens Advisory Committee (CAC) with the intended purpose of providing a broad cross-section of citizen participation.

Article VI
Organization

1. The officers shall be the Chairperson and Vice Chairperson.
2. The Chairperson shall be one of the chief elected officials of the participating units of local government, beginning with the Chairman of the Hall County Board of Commissioners and rotating in the following order: Mayor of Gainesville, Mayor of Oakwood, Mayor of Flowery Branch, and the Chairman of the Jackson County Board of Commissioners. Rotation of the Chairperson shall continue in the above order until changed by the Policy Committee.
3. The Vice Chairperson shall be the chief elected officer that is next in order for the chair position.
4. The new Chairperson and Vice Chairperson shall take office on the first meeting of the fiscal year and said terms shall be for one year.
5. The terms of the Chairperson or Vice Chairperson shall not continue in the event an officer becomes ineligible for membership on the Policy Committee. The next chief elected official in the order of rotation shall fill the vacant position.
6. The Chairperson or Vice Chairperson may be removed from office by a majority vote of all the voting members of the Policy Committee.

Article VII
Duties of Officers

1. The Chairperson shall:
 - a. Preside at all meetings of the Policy Committee.
 - b. Authenticate, by his/her signature, all minutes and resolutions adopted by the Policy Committee.

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

Article VIII
Director, GHMPO Staff

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

Article VIIIIX
Meetings

1. The Policy Committee shall meet at least three times each year or as development dictates to review the Transportation Plan and actions which may materially affect the Transportation Plan and its implementation.
2. The regular meeting time of the Policy Committee shall be 10:00 AM, on the second Tuesday of March, May, August, and November, unless otherwise specified. The locations of meetings will vary based on offers by the member organizations to host a meeting.

3. For business to be transacted, there must be a quorum of voting members or their designees, and such quorum consists of four (4) voting members or designees.
4. All voting members shall officially designate alternates, who shall in the event of a member's absence, serve in the member's place.
5. Approval of any action shall require a majority vote of the members present and voting, unless prescribed otherwise in these bylaws. All references in these bylaws to a "majority vote" shall mean the majority of the members present and voting.
6. The GHMPO Staff Director ~~shall~~ can call meetings of the Policy Committee with the approval of the Policy Committee Chair.

Article ~~X~~

Emergency Committee Meeting Procedure

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

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

Emergency sessions should be afforded the most appropriate and effective notice under the circumstances. Special meetings

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

Article XI
Rules of Order

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

Article XII
Amendment of Bylaws

These bylaws may be amended by a majority vote of the entire voting membership of the Committee. Notice of a proposed amendment of the bylaws shall be included in the notice for the meeting in which the amendment will be presented. An amendment of the bylaws shall be presented for consideration at a regular scheduled meeting of the Committee; however, voting shall be deferred until the regular meeting following the meeting at which the bylaws amendment was proposed. In any event, the bylaws and organizational framework are bound to the parameters established in the Designation Resolutions from Hall County and the Cities of Flowery Branch, Gainesville, and Oakwood (October - December 2002) that endorsed the Hall County Planning Department to serve as the GHMPO.

Adopted by the GHMPO Policy Committee this ~~8~~¹⁴th day of ~~August~~^{May}, 201~~7~~⁹.

Mike Miller, Chairman
Gainesville-Hall MPO Policy Committee

Attest

Srikanth Yamala, Director
Gainesville-Hall MPO