

**DAWSON COUNTY BOARD OF COMMISSIONERS
WORK SESSION AGENDA – THURSDAY, SEPTEMBER 21, 2023
DAWSON COUNTY GOVERNMENT CENTER ASSEMBLY ROOM
25 JUSTICE WAY, DAWSONVILLE, GEORGIA 30534
4:00 PM**

UNFINISHED BUSINESS

1. Presentation of Proposed Revisions to Dawson County Ordinances Involving Massage and Bodywork Therapy Businesses and Tattoo / Body Art Businesses- County Attorney Angela Davis (*Tabled from the August 3, 2023, Work Session*)

NEW BUSINESS

1. Presentation of FY 2025 Georgia Department of Transportation / Federal Transit Administration Section 5311 Transit Contract- Senior Services Director Dawn Johnson
2. Presentation of a Resolution to Initiate Abandonment Procedures for a Portion of Water Plant Road- Public Works Director Robert Drewry
3. Presentation of a Resolution to Initiate Abandonment Procedures for Palmour Place- Public Works Director Robert Drewry
4. Presentation of Draft Comprehensive Plan Five-Year Update- Planning & Development Director Sharon Farrell
5. Presentation of 2024 Board of Commissioners Meeting Schedule- County Clerk Kristen Cloud
6. Presentation of a Resolution Urging Governor and General Assembly to Continue Efforts to Reform and Improve Mental Health Services for Georgia Citizens- Chairman Billy Thurmond
7. County Manager Report
8. County Attorney Report

****A Voting Session meeting will immediately follow the Work Session meeting.***

Those with disabilities who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting, should contact the ADA Coordinator at 706-344-3666, extension 44514. The county will make reasonable accommodations for those persons.



DAWSON COUNTY BOARD OF COMMISSIONERS AGENDA FORM

Department: Senior Services-Transit

Work Session: 9-21-2023

Prepared By: Dawn Johnson

Voting Session: 9-21-2023

Presenter: Dawn Johnson

Public Hearing: Yes _____ No X

Agenda Item Title: Request for FY2025 GDOT/FTA Section 5311 Transit Contract Approval and Ratify

Background Information:

Continuous grant with FTA and GDOT for providing public transportation for Dawson County citizens.

Current Information:

Grant will continue to pay 50% match with federal and state funding for administrative and operating budget. Total budget is \$377,836 for administrative and operating budget. Requesting \$13,000 for capital funding for one bus. Grant will pay 90% for capital with Dawson County paying 10%. Total cost is \$130,000 for the bus.

Budget Information: Applicable: Not Applicable: Budgeted: Yes X No _____

Fund	Dept.	Acct No.	Budget	Balance	Requested	Remaining
250	5540	331150-025	201,908		201,908	

Recommendation/Motion: Approve FY2025 GDOT/FTA Section 5311 Transit Contract and Ratify.

Department Head Authorization: Dawn Johnson

Date: 9-12-2023

Finance Dept. Authorization: Vickie Neikirk

Date: 9/13/23

County Manager Authorization: Joey Leverette

Date: 9/14/23

County Attorney Authorization: _____

Date: _____

Comments/Attachments:

Application due September 30, 2023, so need to ratify.



FEDERAL TRANSIT ADMINISTRATION
FY 2025 GRANT APPLICATION
SECTION 5311 PROGRAM
FORMULA FUNDS FOR RURAL TRANSIT

APPLICATION DUE
SEPTEMBER 30, 2023

This is a fillable form. Please use Adobe Acrobat Reader to complete this application. You may use the tab button to navigate between fillable form fields. Only the Transmittal Letter and Authorizing Resolution should be printed and returned as a scanned application attachment. All other application components should be completed and returned electronically.

APPLICANT

Dawson County Transit

Transit Agency Name

Dawn Johnson, Director & Lee Adkins, Transit Coordinator

Authorized Representative
(Name & Title)

Date Submitted

GDOT

GDOT District Project Manager Signature

Date Received

FY 2025 Section 5311 Grant Application Checklist

To be completed by APPLICANT:

Name/Description of Item	Completed (Yes/No)	
Part A: Contract Authorization Tracking System (CATS) Profile Form	Yes	▼
Part B: Transmittal Letter	Yes	▼
Part C: Authorizing Resolution	Yes	▼
Part D: FTA-Funded Assets/State of Good Repair	Yes	▼
Part E: Sources of Local Matching Funds and Three-Year Budget Trends	Yes	▼
Part F: Third Party Operators	Yes	▼
Part G: Public Notice & Private Enterprise Coordination	Yes	▼
Part H: FTA Title VI Data Collection, Reporting, and Economic Impacts	Yes	▼
Part I: Certification of No Intent to Charter Service	Yes	▼
Part J: Drug-Free Workplace and Drug Alcohol Program	Yes	▼
Part K: Drug-Free Workplace Act Certification for Public and Private Entities	Yes	▼
Part L: Certification of Equivalent Access for Persons with Disabilities	Yes	▼
Part M: FTA Civil Rights Assurance	Yes	▼
Part N: Debarment and Suspension	Yes	▼
Part O: Disadvantaged Business Enterprise (DBE) Semi-Annual Reporting	Yes	▼
Part P: Lobbying Restrictions	Yes	▼
Part Q: FTA Certifications and Assurances	Yes	▼
Part R: Americans with Disabilities Act (ADA) Checklist	Yes	▼
Part S: Financial Certifications	Yes	▼
Part T: Equal Employment Opportunity Questionnaire	Yes	▼
Part U: TAMP Accountable Executive Form	Yes	▼
Part V: Grant Expenditures Form	Yes	▼
Part W: Agency Inventory	Yes	▼

To be completed by GDOT Staff:

_____ Reviewed By _____ Date

_____ GDOT Project Manager _____ Date

_____ Transit Program Manager _____ Date

_____ Assistant Division Director - Intermodal Division _____ Date

Part A: Contract Authorization Tracking System (CATS) Profile Form

SUBRECIPIENT ORGANIZATION INFORMATION

Organization Official Name (as it appears in W9 Tax form)	Physical Address	Mailing Address (if different)
COMMISSIONER OF ROADS AND REVENUE OF DAWSON COUNTY	25 JUSTICE WAY SUITE 2313 DAWSONVILLE, GA 30534	25 JUSTICE WAY SUITE 2313 DAWSONVILLE, GA 30534

Charging Indirect Costs:	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
Approved ICR Plan:	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
De minimis Cost Rate:	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO

Agency EIN (Tax ID):	58-6011882		
SAM Identification:	EKXYK3GDEH95	SAM ID EXP. Date (mm/dd/yyyy):	05/17/2024
DUNS Number:	039486055		
eVerify Number:	121844	eVerify Date (mm/dd/yyyy):	05/21/2008

SUBRECIPIENT CONTRACT PERSONNEL in ORDER of APPROVAL (EXCLUDE THIRD PARTY OPERATORS)

Contract Reviewer (if applicable)	Name:	DAWN JOHNSON		
	Title:	TRANSIT DIRECTOR		
	Phone:	706-344-3700		
	Email:	djohnson@dawsoncountyga.gov		
Attorney (if applicable)	Name:	ANGELA E. DAVIS, Esq.		
	Title:	PARTNER AT JARRARD @ DAVIS, LLP		
	Phone:	678-455-7150		
	Email:	adavis@jarrard-davis.com		
Executor #1 <small>(must have the organization's seal affixed or write the word seal next to signature when signing contract)</small>	Name:	BILLY THURMOND		
	Title:	BOC CHAIRMAN		
	Phone:	706-344-3500		
	Email:	chairman@dawsoncountyga.gov		
Executor #2 (if applicable) <small>"must have the organization's seal affixed or write the word seal next to the signature when signing contract"</small>	Name:			
	Title:			
	Phone:			
	Email:			
Attestor / Witness	Name:	KRISTEN CLOUD		
	Title:	COUNTY CLERK		
	Phone:	706-344-3500		
	Email:	kcloud@dawsoncountyga.gov		
Notary <small>(must be separate from attestor and have a valid Notary Seal)</small>	Name:	NATALIE JOHNSON		
	Title:	ACCOUNTING AND BUDGET MANAGER		
	Phone:	706-344-3500		
	Email:	njohnson@dawsoncountyga.gov		

1. Does the Applicant Organization employ 100 or more employees?

Yes

No

2. Do you use one or more Third Party Operators (TPO) that have 100 or more employees? If yes, please state the name of the company(ies), the TPO manager in responsible charge of your service, and their number of employees.

Yes

No

Company Name:

TPO Manager:

Number of Employees:

3. Does your organization currently operate public transportation services using FTA Section 5311 funding?

Yes

No

4. FY 2025 Section 5311 application requests include: (check all that apply)

Operating

Capital - Vehicles

Capital - Small Equipment

Mobility Management

Introduction

The Federal Transit Administration (FTA) provides federal funding to support the capital and operating assistance activities for rural transit systems. Georgia Department of Transportation (GDOT) is the designated recipient of these federal funds and is responsible for the program oversight and administration of the program in compliance with all applicable federal regulations.

Each year, GDOT announces the opportunity for eligible applicants to apply for Section 5311 funds for rural transit. Each application is reviewed and evaluated by GDOT using the established criteria described below.

In the distribution of funds for the Section 5311 Program, GDOT takes into account the non-urbanized population of each county. The Section 5311 formula for allocation proportions project funds based on non-urbanized population and land area relative to the total for the state. All projects that meet the service guidelines, complete the application requirements, and have the local match are funded to the level justified by their actual capital and operating expenses.

Operating Assistance

Each subrecipient is reviewed based on the following metrics:

- Cost per hour
- Cost per trip
- Cost per vehicle
- Farebox revenue per trip

Capital Assistance

Capital requests are evaluated according to GDOT's approved Transit Asset Management (TAM) Plan, incorporating the Useful Life Benchmark (ULB) for each specific type of equipment requested. All approved funding amounts under this program are dependent on the availability of FTA funds.

Proposed new systems will be evaluated based on their:

- Proposed system start-up plan
- Level of city/county/regional commission support
- Transit asset management/vehicle maintenance program
- Track record of operating similar services

All grant applicants should complete the Section 5311 application as outlined in the enclosed instructions. Ensure all required items on the Grant Application Checklist are completed and submitted with the application. Please note, the placement and publication of a public notice (Part G) must have a 15-day comment period that concludes PRIOR to September 30, 2023. The Applicant Organization Board must also adopt and certify the Authorizing Resolution (Part C) prior to the deadline.

Please contact your local GDOT District Project Managers (see Appendix A) with any questions or requests for assistance.

Reporting Requirements

Data that GDOT subrecipients collect, monitor, and report is used to assess the performance of their transit services and document compliance with federal and state requirements. This information must be tabulated for monthly, semi-annual, and annual reports. Transit managers are primarily responsible for monitoring and reporting system performance on an ongoing basis.

GDOT's FTA subrecipients are contractually required to provide the following reports:

Monthly Reports

- Monthly Vehicle Usage and Ridership Reports - due the 15th of each month
- Monthly Reimbursement Requests (Please include supporting documentation) - due 30 days after the end of each month

Semi-Annual Reports

- DBE Semi Annual Reports - due May 1st and November 1st
- Semi Annual Preventative Maintenance Interval Checklists - due January 25th and July 25th

Annual Reports

- Drug and Alcohol Management Information System (DAMIS) reports - due March 1st

The table below provides a baseline schedule of activities and important reporting deadlines for FY 2025. Other activities may be added during the fiscal year.

- [Project Overview](#)
- [Project Details](#)
- [Project Funding](#)
- [Project Documents](#)

Funding

Project Information

Commissioner of Roads and Revenue Dawson County Buy Replacement Van

UPIN: BCT0002377
 Project Status: In Development

Created by: Dawn Johnson on 9/11/2023 3:09:26 PM
 Last Modified by: Dawn Johnson on 9/11/2023 3:11:22 PM

Project Funding Summary

Year: 2025 Requested: \$130,000
 Status: Not Submitted Allocated: \$0
 Encumbered: \$0

[Return to Funding Requests](#)

- [Budget](#)
- [Comments](#)

Project Budget

Expense Budget Code	Category	Amount
Capital Expenses		
36586	Capital Cost	\$130,000.00
		\$0.00
	Total Expenses	\$130,000.00
	Net Project Cost	\$130,000.00
Federal Request:		
Federal Amount:	80.00%	\$104,000.00
Match Required:	20.00%	\$26,000.00
State Source	State (10%)	\$13,000.00
Match Source	Local (10%)	\$13,000.00
Match Source		
Match Source		
Match Source		
	Total Match	\$26,000.00
	Over/Under	\$0.00

Last Modified: Budget updated by Dawn Johnson, 9/11/2023 3:11:22 PM

Project(s)

					Attach
Description	Line Item	Year	Description	Stimulus	Net Project Cost
<u>Remove</u>	300901	2025	<u>Operating Assistance up to 50% Federal Share</u>		\$377,836.00
<u>Remove</u>	111215	2025	<u>Buy Replacement Van</u>		\$130,000.00

Budget Request Summary

Budget Category	Net Project Cost	Total Federal Amount Requested	Total Budgeted Match	Total State Amount Requested For Match
Capital	\$130,000.00	\$104,000.00	\$26,000.00	\$13,000.00
Operating	\$377,836.00	\$188,918.00	\$188,918.00	\$0.00
Less 50.00% Local Match				
Total	\$507,836.00	\$292,918.00	\$214,918.00	\$13,000.00

Budget Summary

Ineligible Expenses	
Ineligible Expenses	
Ineligible Expenses	\$0
Expense	

5101 Operating Purchased Transportation Services	
Purchased Transportation Services	\$0
5090 Administration Miscellaneous Expense	
Dues and Subscriptions	\$1,000
Travel and Meetings	\$3,200
Postage	\$0
Bank and Merchant Fees	\$0
Indirect Expenses (Must Have Approval)	\$0
Other	\$0
5060 Operating Taxes	
Property Tax	\$0
Fuel Tax	\$0
Other	\$0
5015 Operating Fringe Benefits	
Health/Medical Insurance	\$88,000
Life Insurance	\$510
Dental Insurance	\$0
FICA	\$12,670
Retirement Pensions	\$4,950
Other Insurance	\$0
Unemployment Insurance	\$0
Workmans Compensation	\$4,870
Uniform/Clothing Allowance	\$2,500
Paid Absence (vacation/sick/holiday)	\$0
Other	\$0
5020 Operating Services	
Temporary Health Service	\$0
Vehicle Maintenance/Repair	\$9,000
Towing and Wrecker Services	\$0
Leases and Rentals Equipment	\$0
Other	\$0
Administrative Expenses	
5032 Operating Tires and Tubes	
Tires and Tubes	\$0
Other	\$0
5011 Operating Labor	
Driver / Operator Salaries and Wages	\$138,050
Driver / Operator Overtime	\$0
Dispatchers	\$44,500
Mechanics	\$0
Bus Washers	\$0
Employees in Training Salaries and Wages	\$0
Other	\$0
Capital Expenses	
Capital Cost	\$130,000
5039 Operating Materials and Supplies Consumed	
Auto Parts	\$0
Medical/Safety Equipment or Supplies	\$0
Fire Extinguishers	\$0
Cleaning Supplies	\$1,500
Vehicle Supplies/Small Tools	\$0
Other	\$0
Planning Expenses	
5039 Administration Materials and Supplies Consumed	
Office Supplies	\$2,000
Printing	\$0
Other	\$0
5060 Administration Taxes	
Vehicle Licensing and Reg. Tax	\$0
Property Tax	\$0
Other	\$0
5011 Administration Labor	

Building and Maintenance	\$0
Administrative	\$21,045
Asst. Transit Director	\$0
Finance Director	\$0
HR/Compliance Manager	\$0
Operations Manager	\$0
Safety Manager	\$0
Maintenance Manager	\$0
Director Salary	\$0
Supervisor Salary	\$0
Bookkeeper Salary	\$0
Secretary Salary	\$0
Other	\$0
5015 Administration Fringe Benefits	
Health/Medical Insurance	\$3,564
Life Insurance	\$50
Dental Insurance	\$0
FICA	\$3,222
Retirement Pensions	\$1,055
Other Insurance	\$0
Unemployment Insurance	\$0
Workmans Compensation	\$0
Uniform/Clothing Allowance	\$0
Paid Absence (Vacation, Sick, Holiday)	\$0
5050 Administration Insurance	
Physical Damage	\$0
Liability and Property	\$0
Recoveries	\$0
Vehicle Insurance	\$2,300
5040 Administration Utilities	
Electric	\$0
Gas	\$0
Water/Sewer	\$0
Garbage	\$0
Telephone	\$1,000
Other	\$0
5030 Operating Fuel and Lubricants	
Fuel and Lubricants	\$38,000
Other	\$0
5020 Administration Services	
Janitorial/Labor Services	\$0
Legal Services	\$0
Payroll Services	\$0
CPA Services	\$0
Computer Services/Design/Program	\$0
Data Processing Services	\$0
Administrative/Consulting Services	\$0
Advertising Services/Fees	\$250
Security Services	\$0
Temporary Help Services	\$0
Leases and Rentals Office Equipment	\$500
Leases and Rentals Facilities	\$0
Drug and Alcohol Services / Testing	\$500
Audit	\$1,800
Other	\$0
5090 Operating Miscellaneous	
Miscellaneous	\$3,000
Marketing	\$0
Revenue	
Non-Calculated Revenues	
Advertising Income	\$0
Contract Maintenance Revenue - Sold Maintenance Service	\$0
Contract Revenue	\$0
Contract Revenue from Reserve	\$0
Investment Income	\$0
Local - Local Tax Levied	\$0
Other Federal Cash Grants	\$65,000
Other Revenue	\$0
Calculated Revenues	
Farebox	\$11,200
Non-Eligible Purchase of Service Revenue/Contract Revenue	\$0

Application

Application: FY 2025 FTA Section 5311 Program Formula Rural Transit Grant Application
Organization: Dawson County - Commissioner of Roads & Revenue

Application Deadline: 9/30/2023 5:00:00 PM
Year: 2025

Status: Not Submitted

Application Documents

Before you can submit this application, you must upload all required documents.

Status	Documents	Action
	Download - 01-5311_Grant Application Checklist	Attach
	Download - 02-5311_Introduction, Funding Distribution, Reporting, & Submission Guidelines	
	Download - 03-5311_CATS Profile Form	Attach
	Download - 04-5311_Transmittal Letter	Attach
	Download - 05-5311_Authorizing Resolution	Attach
	Download - 06-5311_FTA-Funded Assets, State of Good Repair	Attach
	Download - 07-5311_Sources of Local Matching Funds & Three-Year Budget Trends	Attach
	Download - 08-5311_Third Party Operators	Attach
	Download - 09-5311_Public Notice & Private Enterprise Coordination	Attach
	Download - 10-5311_FTA Title VI Data Collection, Reporting, and Economic Impacts	Attach
	Download - 11-5311_Certification of No Intent to Charter Service	Attach
	Download - 12-5311_Drug-Free Workplace and Drug and Alcohol Program	Attach
	Download - 13-5311_Drug-Free Workplace Act Certification for Public and Private Entities	Attach
	Download - 14-5311_Certification of Equivalent Access for Persons with Disabilities	Attach
	Download - 15-5311_FTA Civil Rights Assurance	Attach
	Download - 16-5311_Debarment and Suspension	Attach
	Download - 17-5311_DBE Semi-Annual Reporting	Attach
	Download - 18-5311_Lobbying Restrictions	Attach
	Download - 19-5311_Certifications and Assurances	Attach
	Download - 20-5311_ADA Checklist	Attach
	Download - 21-5311_Financial Certifications	Attach
	Download - 22-5311_EEO Questionnaire	Attach
	Download - 23-5311_TAMP Approval Form	Attach
	Download - 24-5311_Grant Expenditures Form	Attach
	Download - 25-5311_Agency Inventory	View Re-Upload
	Download - 26-5311_NTD Accountable Executive Certification	Attach
	Download - 27-5311_GDOT Transit Contacts	
	Download - 28-5311_Useful Life	
	Download - 29-5311_NEPA Checklist Revised Oct21	Attach
	Download - 30-5311_W-9 Form	Attach
	FY 2025 5311 Grant Application_FINAL_COMPLETE_PACKAGE	

Requires Upload Optional Upload Complete

Table 1: Section 5311 Schedule of Activities for FY 2025

October	<ul style="list-style-type: none"> - Monthly Vehicle Reports Due - September - Monthly Operating Reimbursements Due - September 	<ul style="list-style-type: none"> - Semi-Annual Substance Abuse Awareness Training - Macon - FY 2025 Application Packages Received from GDOT
November	<ul style="list-style-type: none"> - DBE report due - November 1 - Monthly Vehicle Reports Due - October - Monthly Operating Reimbursements Due - October 	<ul style="list-style-type: none"> - Monitor Capital Contract Purchases
December	<ul style="list-style-type: none"> - Monthly Vehicle Reports Due - November - Monthly Operating Reimbursements Due - November - Monitor Capital Contract Purchases 	<ul style="list-style-type: none"> - Final operating reimbursements due December 31, 2023
January	<ul style="list-style-type: none"> - Monthly Vehicle Reports Due - December - Monthly Operating Reimbursements Due - December 	<ul style="list-style-type: none"> - Monitor Capital Contract Purchases - Semi-annual PM Checklist due - January 25
February	<ul style="list-style-type: none"> - Monthly Vehicle Reports Due - January - Monthly Operating Reimbursements Due - January 	<ul style="list-style-type: none"> - Monitor Capital Contract Purchases - Receive D&A Updates from GDOT for DAMIS reporting
March	<ul style="list-style-type: none"> - Monthly Vehicle Reports Due - February - Monthly Operating Reimbursements Due - February - Monitor Capital Contract Purchases 	<ul style="list-style-type: none"> - Drug and Alcohol Monitoring - Conduct Annual Vehicle Inspections
April	<ul style="list-style-type: none"> - Monthly Vehicle Reports Due - March - Monthly Operating Reimbursements Due - March - Monitor Capital Contract Purchases 	<ul style="list-style-type: none"> - Drug and Alcohol Monitoring - Conduct Annual Vehicle Inspections
May	<ul style="list-style-type: none"> - DBE report due - May 1 - Semi-Annual Substance Abuse Awareness Training - Macon - Monthly Vehicle Reports Due - April - Monthly Operating Reimbursements Due - April 	<ul style="list-style-type: none"> - Monitor Capital Contract Purchases - Drug and Alcohol Training and Monitoring - Conduct Annual Vehicle Inspections
June	<ul style="list-style-type: none"> - Monthly Vehicle Reports Due - May - Monthly Operating Reimbursements Due - May - Monitor Capital Contract Purchases 	<ul style="list-style-type: none"> - Drug and Alcohol Monitoring - Conduct Annual Vehicle Inspections - Vehicle Insurance Updates
July	<ul style="list-style-type: none"> - Monthly Vehicle Reports Due - June - Monthly Operating Reimbursements Due - June - Provide updated insurance information to GDOT 	<ul style="list-style-type: none"> - Semi-annual PM Checklist due - July 25th - Monitor capital contract purchases
August	<ul style="list-style-type: none"> - Monthly Vehicle Reports Due - July - Monthly Operating Reimbursements Due - July 	<ul style="list-style-type: none"> - Monitor Capital Contract Purchases - Final Reimbursements for FY 2024 Due
September	<ul style="list-style-type: none"> - Monthly Vehicle Reports Due - August - Monthly Operating Reimbursements Due - August - Monitor Capital Contract Purchases 	<ul style="list-style-type: none"> - Submit FY2025 Operating and Capital Budgets by September 1

Submission Guidelines

Please use the following guidance in submitting completed Section 5311 grant applications to GDOT.

- Applications should be submitted with the transmittal letter on Applicant Organization letterhead. Authorizing resolutions must be notarized. Both documents should be submitted as scanned attachments with the rest of the application package submitted electronically.
- All other required application materials included in this application packet shall be completed, saved, and returned in digital form.
- Applicants are asked to not change the format of any of the required items in the grant application.

Please Note:

Incomplete and incorrect applications will be returned to the transit agency for corrections. Late submissions will be documented as such; information provided herein will be used as part of the application evaluation upon which final budgets are based and awarded by GDOT.

Part B: Transmittal Letter

The following page includes a sample transmittal letter with fillable fields. Once all fields are complete, Applicants must electronically submit the transmittal letter on the Applicant Organization's letterhead and include the signature of the Authorized Official with the complete application package.

Please note that the Transmittal Letter and/or Authorized Official MAY NOT be submitted to GDOT from a Third-Party Operator (TPO) on the TPO's letterhead.

Part C: Authorizing Resolution

The following two pages include an authorizing resolution that must be enacted by the governing body of the Applicant Organization and signed by the Chair of the County Commission, Mayor, or the head of the governing body as appropriate. Please complete the fillable fields on the resolution, then print and sign the designated fields. The authorizing resolution must be properly witnessed and notarized, including the date the notary's commission expires. The resolution should also be stamped with the notary seal as well as the seal of the county commission, city, or appropriate applicant jurisdiction. The certificate of the attesting officer must also be completed. A scanned copy of the completed, signed, and notarized Authorizing Resolution should be submitted as an attachment with the full application package.

RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION WITH THE DEPARTMENT OF TRANSPORTATION, UNITED STATES OF AMERICA, AND GEORGIA DEPARTMENT OF TRANSPORTATION, FOR A GRANT UNDER TITLE 49 U.S.C., SECTION 5311.

WHEREAS, the Federal Transit Administration and the Georgia Department of Transportation are authorized to make grants to non-urbanized (rural) areas for mass transportation projects; and

WHEREAS, the contract for financial assistance will impose certain obligations upon Applicant, including the provision of the local share of project costs; and

WHEREAS, it is required by the United States Department of Transportation and the Georgia Department of Transportation in accordance with the provisions of Title VI of the Civil Rights Act of 1964, that in connection with the filing of an application for assistance under the Federal Transit Act, the applicant gives an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the United States Department of Transportation requirements thereunder; and

WHEREAS, it is the goal of the Applicant that Minority Business Enterprise (Disadvantaged Business Enterprise and Women's Business Enterprise) be utilized to the fullest extent possible in connection with this project, and that definitive procedures shall be established and administered to ensure that minority business shall have the maximum feasible opportunity to compete for contracts and purchase orders when procuring construction contracts, supplies, equipment contracts, or consultant and other services.

NOW THEREFORE, BE IT RESOLVED BY Commissioner of Roads and Revenue of Dawson County hereinafter referred to as the "Applicant",

1. That the Designated Official Billy Thurmond, hereinafter referred to as the "Official, is authorized to execute and file an application on behalf of Dawson County Transit with the Georgia Department of Transportation, to aid in the purchase of bus transit vehicles and/or the planning, development, and construction of bus transit-related facilities pursuant to Section 5307 of the Federal Transit Act.
2. That the Official is authorized to execute and file such application and assurances, or any other document required by the U.S. Department of Transportation and the Georgia Department of Transportation effectuating the purpose of Title VI of the Civil Rights Act of 1964.
3. That the Official is authorized to execute and file all other standard assurances, or any other document required by the Georgia Department of Transportation or the U.S. Department of Transportation in connection with the application for public transportation assistance.
4. That the Official is authorized to execute grant contract agreements on behalf of the Applicant with the Georgia Department of Transportation.
5. That the Official is authorized to set forth and execute Minority Business Enterprise, DBE (Disadvantaged Business Enterprise) and WBE (Women Business Enterprise) policies and procedures in connection with the project's procurement needs as applicable.

- 6. That the applicant while making application to or receiving grants from the Federal Transit Administration will comply with FTA Circular 9030.1E, FTA Certifications and Assurances for Federal Assistance 2023 as listed in this grant application and General Operating Guidelines as illustrated in the Georgia State Management Plan.
- 7. That the applicant has or will have available in the General Fund the required non-federal funds to meet local share requirements for this grant application.

APPROVED AND ADOPTED this _____ day of _____, 2023.

Signature of Authorized Official

Billy Thurmond chairman

Name and Title of Authorized Official

Signed, sealed, and delivered this _____ day of _____, 2023 in the presence of

Witness

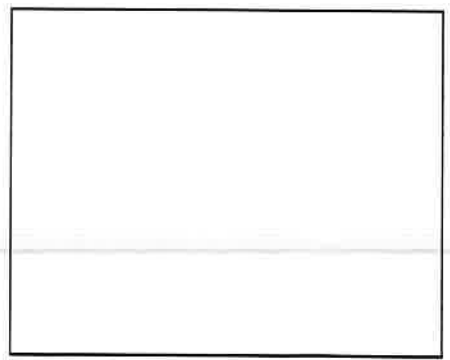
Notary Public/Notary Seal

CERTIFICATE

The undersigned duly qualified and acting _____ of
Commissioner of _____ (Title of Certifying/Attesting Official) (Applicant's Legal Name) certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting held on _____, 2023.

Name of Certifying/Attesting Officer

Title of Certifying/Attesting Officer



Part E: Sources of Local Matching Funds and Three-Year Budget Trends

Please list ALL sources of local matching funds, including the amounts for each. The use of purchase of service (POS) contracts with the Georgia Department of Human Services (DHS) and other similar entities should also be shown, along with the source of the POS revenues.

For budgeting purposes, all POS revenues must be deducted from the total transit operating expenses (as defined by FTA) as "program revenue" to arrive at the net Section 5311 transit operating expenses each month. The funding share of the net operating expenses is then calculated at 50% federal funds and 50% local funds.

Please note that other FTA funds, including Section 5310, 5316, and 5317 funds, are not eligible sources of local match funds. Local match funds must be traceable back to the source of origination (from a specific local governmental entity) and can be used only once as a local match source for a federal grant

E-1: Purchase of Service Contracts

List all POS contracts in the table below. Include contracting agency/office, the contract start and end dates, contract amounts, cost per unit of service, and anticipated annual trips.

Table 3: List of POS Contracts

POS Contracting Agency/Office	Contract Start Date	Contract End Date	Total Contract Amount	Cost per Unit of Transit Service	Anticipated Annual Trips
DHS/TNT	7/1/24	6/30/25	\$ 65,000.00	\$ 7.75 \$ 11.75	8,000.00
Total of All POS Contracts			\$ 65,000.00		8,000.00

E-2: Sources of Local Matching Funding

Please list all sources of local matching funds in the table below.

Table 4: Sources of Local Matching Funds

Local Funding Source	Amount
Local Government General Revenues	\$ 188,918.00
Estimated NEMT Revenues (DCH Brokers)	
POS Contracts (total from Table 3 above)	\$ 65,000.00
Other Local Fund Source (please specify, add rows for addition sources as needed)	\$ 11,200.00
Total Local Matching Funds	\$ 265,118.00

E-3: Three-Year Operating Budget Trend (FY 2023 - FY 2025)

Please complete Table 5 with federal and local operating funding from FY 2022 through FY 2025. **Only operating funds should be used to populate the table below.**

Actual FY 2023 funding levels should be extrapolated from your agency's Final Reimbursement Form from July 2023. FY 2024 funding levels should be extrapolated from the budget submitted by your agency for FY 2024. Proposed FY 2025 funding levels should be extrapolated from the budget submitted with this application.

Table 5: Three-Year Operating Budget Trend

FY 2023 - Actual		FY 2024 - Current Year Budget		Proposed FY 2025	
Federal Funds	\$ 137,399.00	Federal Funds	\$ 164,775.00	Federal Funds	\$ 188,918.00
Local Funds (Total including general fund and POS revenues)	\$ 205,910.00	Local Funds (Total including general fund and POS revenues)	\$ 236,275.00	Local Funds (Total including general fund and POS revenues)	\$ 265,118.00
Total	\$ 343,309.00	Total	\$ 401,050.00	Total	\$ 454,036.00

Part F: Third-Party Operators

Please check one (1) of the boxes below to indicate whether your agency employs a third-party operator (TPO). If your agency employs one or more TPOs, you must attach a copy of all TPO contracts to this application.

TPO contracts must include a maximum amount or "Not to exceed" amount for proposed transit operations in FY 2025.

1. Does this applicant Agency employ a Third-Party Operator?

This Agency employs a TPO and a copy of the TPO contract(s) is attached.

This Agency does not employ a TPO.

*****A copy of all TPO contracts must be attached to this application. *****

Part G: Public Notice & Private Enterprise Coordination

The Applicant Organization MUST publish the public notice, on the following page, one time in the local government's legal newspaper, and have a 15-day comment period that concludes PRIOR to September 30, 2023.

This is required to make private transportation service providers aware of the Applicant's grant application. The original legal ad and notarized publisher's affidavit from the newspaper must be included in your grant application.

The "Private Enterprise Coordination Certification" (see Part H-1) must be completed and included in the Applicant's completed grant application. Applicants must indicate if no response is received within the fifteen (15) days. If there is a response to the Public Notice, the Applicant must include the responses in Certification form.

The Applicant Organization MUST publish the following notice one time in the local government's legal newspaper and have a 15-day comment period that concludes PRIOR to September 30, 2023. This is required to make private transportation service providers aware of the Applicant's grant application. The original legal ad and notarized publisher's affidavit from the newspaper must be included in your grant application.

AFFIDAVIT OF PUBLICATION

**State of Georgia
County of Dawson**

Personally appeared before the undersigned, Stephanie Woody, who having been duly sworn, on oath, says that she is the Group Publisher of Dawson County News, and that the Advertisement was Published in Dawson County News:

**Ad# 125044
Public Hearings
PN- Transit 5311
Published: DCN Dawson County News: 8/23/2023**

**Stephanie
Woody**

Digitally signed by Stephanie Woody
DN: cn=Stephanie Woody
gn=Stephanie Woody c=US United States l=US United States o=Morris Multimedia ou=Publisher
e=swoody@forsythnews.com
Reason: I am the author of this document
Location:
Date: 2023-08-23 08:42-04:00

**Stephanie Woody, Affiant
Verified X**

**Sworn to and Subscribed before me
This 23rd day of August, 2023**

**Kyle
McNulty**

Digitally signed by Kyle McNulty
DN: cn=Kyle McNulty gn=Kyle McNulty c=US United States l=US United States o=Metro Market Media ou=Legals
e=kylemcnulty@forsythnews.com
Reason: I am the author of this document
Location:
Date: 2023-08-23 08:43-04:00

Notary Public, my commission expires May 23rd, 2027.

Guardianship at the Dawson County Courthouse, Juvenile Court Clerk, 25 Justice Way, Dawsonville, Georgia 30534.

A hearing on this Petition shall be held at the Dawson County Juvenile Court, 25 Justice Way, Third Floor, Dawsonville, Georgia 30534, on the 12th day of October 2023, at 8:30 o'clock a.m.

WITNESS the Honorable Amber Sowers, Judge, Dawson County Juvenile Court.

/s/ Justin Power
CLERK/DEPUTY CLERK
DAWSON COUNTY JUVENILE COURT
124915, 8/23, 8/30

IN THE JUVENILE COURT OF DAWSON COUNTY STATE OF GEORGIA

In the Interest of
B.S.
MALE, DOB: 09-26-2018
A Minor Child
CASE NO. 23-JV-077
NOTICE OF SUMMONS AND NOTICE OF DEPENDENCY HEARING

TO: LEAH STRICKLAND, Mother of the above identified child.

YOU ARE HEREBY NOTIFIED that Dependency Petition was filed against you in the Dawson County Juvenile Court on July 6, 2023 in the above styled action seeking an order finding the above identified child to be dependent and that an Order for Service by Publication was entered by the said court on July 28, 2023.

YOU ARE HEREBY COMMANDED AND REQUIRED to appear before the Juvenile Court of Dawson County, Georgia, at the Dawson County Courthouse, 3rd Floor, 25 Justice Way, Dawsonville, Georgia 30549 on September 14, 2023, at 8:30 A.M. for a final hearing. The hearing is for the purpose of determining whether the above identified child is dependent and in need of protection of the Court. Should the Court find the child dependent, legal custody of the child could be awarded to the Department of Family and Children Services or a relative who has been deemed suitable as a legal custodian for the child.

PLEASE NOTE that a provisional hearing on the Dependency Petition filed on July 6, 2023 will be held on August 17, 2023 at 8:30

Defenders Office you are calling about a Dawson County Juvenile Court matter.

WITNESS, the Honorable Amber Sowers, Judge of said Court, this the 28th day of July 2023.

JUSTIN POWER, Clerk Dawson County Juvenile Court 124403, 8/9, 8/16, 8/23, 8/30

Foreclosures

(Nygaard) NOTICE OF SALE UNDER POWER GEORGIA, DAWSON COUNTY

Under and by virtue of the Power of Sale contained in a Security Deed given by James Allen Nygaard, Jr. and Patti A. Nygaard to Gainesville Bank & Trust, dated October 17, 2003, recorded in Deed Book 558, Page 36, Dawson County, Georgia Records, as last transferred to U.S. Bank Trust National Association, not in its individual capacity but solely as owner trustee for RCF 2 Acquisition Trust by assignment recorded in Deed Book 1556, Page 86, Dawson County, Georgia Records, conveying the after-described property to secure a Note in the original principal amount of TWO HUNDRED TWENTY-SIX THOUSAND AND 0/100 DOLLARS (\$226,000.00), with interest thereon as set forth therein, there will be sold at public outcry to the highest bidder for cash before the courthouse door of Dawson County, Georgia, or at such place as may be lawfully designated as an alternative, within the legal hours of sale on the first Tuesday in September, 2023, the following described property:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

The debt secured by said Security Deed has been and is hereby declared due because of, among other possible events of default, failure to pay the indebtedness as and when due and in the manner provided in the Note and Security Deed. The debt remaining in default, this sale will be made for the purpose of paying the same and all expenses of this sale, as provided in the Security

54 of the 4th District and Land Lots 487 and 547 of the North 1/2 of the 13th District of Dawson County, Georgia, being Tract 3, containing 8.63 acres as shown on a plat of survey for James A. Nygaard, Jr. and Patti A. Nygaard, dated August 18, 2000 prepared by Jimmy D. Bullock, RLS and recorded in Plat Book 51, Page 001, Dawson County records, which plat is incorporated herein by reference for a more complete description. Together with right of ingress and egress across that certain 30 foot easement and 60 foot easement as shown on said plat together with the right as contained in grant of Mutual Easements dated July 23, 1996 and recorded in Deed Book 221, Page 531 Dawson County Records. The above referenced plat is incorporated herein for a more complete description of the easements conveyed herewith. Grantors reserve an easement to cross over the 30 foot and 60 foot easements depicted on said survey. Subject to the rights of others to cross over said easement tracts.
MR/j.d 9/5/23
Our file no. 52642509 - FT18
124269, 8/9, 8/16, 8/23, 8/30

Name Changes

SUPERIOR COURT OF FULTON COUNTY STATE OF GEORGIA

In re the Name Change of:
Sandra Melissa Meneses Siu, Petitioner
Civil Action Case Number: 2023-CV-285-LHB
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Sandra Melissa Meneses Siu filed a petition in the Superior Court of Fulton County on July 24, 2023 to change the name from: Sandra Melissa Meneses Siu To: Sandra Yadav Dasari.

Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed.

Dated: July 24 2023
Sandra Melissa Meneses Siu, Petitioner, Pro se
Name: Sandra Melissa Meneses Siu
Address: 61 Grand Hickory Way, Dawsonville, GA 30534

for any worthwhile purpose, including but not limited to shopping, medical treatment, social services, and other purposes.

Commissioner of Roads and Revenue of Dawson County solicits private sector input and participation to assure that private for-profit transportation operators have a fair and timely opportunity to participate in the development of this program.

Commissioner of Roads and Revenue of Dawson County also solicits comments and concerns from the general population on local rural public transportation services.

Commissioner of Roads and Revenue of Dawson County also solicits comments and concerns from the elderly, low-income, and disabled population and their representatives to assure that issues related to the disabled are addressed in the service design proposed during the planning process.

Interested persons are invited to request that a public hearing be held to discuss the services being offered or development of the application.

Written comments, requests for a public hearing, and/or written notice of intent by private for-profit transportation operators to provide or participate in any or all of the above services should be submitted no later than fifteen (15) days from the date of this publication to:

Commission Chairman/Mayor/Chief Executive of Applicant Organization:
Billy Thurmond, Chairman Dawson County Board of Commissioners
Address/City/State/Zip Code of Applicant:
25 Justice Way Suite 2313, Dawsonville, GA 30534

Phone Number of Applicant: 706-344-3500
If no response is received within the fifteen (15) days, Commissioner of Roads and Revenue of Dawson County will proceed with the application to the Georgia Department of Transportation.
125044, 8/23

Public Notice
The Dawson County Planning Commission will

application or ne accommodations contact Harmo Zoning Adminis 706-344-3500, ext interested parties. to attend and be h

If you should wis in favor or opposi above listed a please contact thi a Campaign Disclo This must be com filed with this offi the meeting date.' necessary if you h campaign contrik the amount of \$ more within 2 yea this date.
124847, 8/16, 8/2

Probate Not

IN THE PROBATE COURT OF DAWSON COUNTY STATE OF GEORGIA

IN RE:
BONNIE G. GENTRY DECEASED
ESTATE NO. 2023-E
PETITION FOR LE
ADMINISTRATION
NOTICE

To MISTY D. WILLIAMS TAMMY ELAINE TILLEY has petitioned appointed admiri of the estate of BONNIE G. GENTRY, deceased county. (The peti also applied for bond, waiver o waiver of statem or grant of certa contained in O.C.G. 261.) All intereste are hereby notifie cause why said should not be gi objections to th must be in writir forth the ground c objections, and m with the Court on August 28th, 2023 BE NOTIFIED FUF objections to th must be in writir forth the grounds c objections. All should be sworn a notary public i filing fees must be with your objectio you qualify to f indigent party. Probate Court for the required i filing fees. If any are filed, a hearir scheduled at a lat no objections are

Public Notice

Comm.ofRoad and Revenue

_____ is applying for funding assistance under Title 49 U.S.C. Section 5311 of the Federal Transit Act pertaining to rural areas.

Commissioner of Roads and Revenue

_____ will offer general public transportation to all citizens of Dawson County _____ for any worthwhile purpose, including but not limited to shopping, medical treatment, social services, and other purposes.

Comm.ofRoad and Revenue

_____ solicits private sector input and participation to assure that private for-profit transportation operators have a fair and timely opportunity to participate in the development of this program.

Comm.ofRoad and Revenue

_____ also solicits comments and concerns from the general population on local rural public transportation services.

Comm.ofRoad and Revenue

_____ also solicits comments and concerns from the elderly, low-income, and disabled population and their representatives to assure that issues relating to the disabled are addressed in the service design proposed during the planning process.

Interested persons are invited to request that a public hearing be held to discuss the services being offered or development of the application.

Written comments, requests for a public hearing, and/or written notice of intent by private for-profit transportation operators to provide or participate in any or all of the above services should be submitted no later than fifteen (15) days from the date of this publication to:

Commission Chairman/Mayor/Chief Executive of Applicant Organization:

Billy Thurmond, Chairman Dawson County Board of Commissioners

Address/City/State/Zip Code of Applicant:

25 Justice Way Suite 2313, Dawsonville, GA 30534

Phone Number of Applicant: 706-344-3500

Comm.ofRoad and Revenue

If no response is received within the fifteen (15) days, _____ will proceed with the application to the Georgia Department of Transportation.

G-1: No Response to Public Notice Private Enterprise Coordination Certification

The Applicant Organization’s County Commission Chair, Mayor, or Authorized Executive must complete the certification below, sign, and date this form. The Applicant must also attach a Notice and Affidavit from the newspaper or letter sent to private transportation providers. For paper application submissions, these attachments should be inserted after this page.

This form, the original legal ad appearing in the local newspaper, and a notarized publisher’s affidavit from the newspaper must be included in this Section 5311 grant application.

Advertisement run in the 8/23/23 edition of the Dawson County News.

Indicate whether Applicant received a response to the public notice within 15 days:

- No response received
- Response(s) received

If one or more responses were received, please complete the table below with a list of private transportation providers operating in the service area, including a contact person, address, and phone number.

Private Transportation Provider	Point of Contact	Phone Number	Address

Date of Notification(s) Requesting Public Hearing (if any): none

Last day for private transportation providers to request the public hearing: 9/7/23

The Applicant Organization, Comm.ofRoad and Revenue, will annually review existing service and any proposed service changes to determine the feasibility of private providers providing the public service. An annual review will be scheduled, and a review format will be developed to carry out this task. Private transportation service providers will be notified and their interest in the service provision will be assessed. Private transportation service providers will be invited to attend and be a part of the annual review process.

Signature

Billy Thurmond Chairman

Name and Title of Authorized Official

Date

Part H: FTA Title VI Data Collection, Reporting, and Economic Impacts

The Applicant Organization must complete the following sections pertaining to its Title VI Program activities.

H-1: General Reporting

1. List any Title VI-related lawsuits or complaints filed pertaining to the Applicant Organization's Section 5311 program.

None

2. Has your organization applied for any other federal financial assistance for transportation?

Yes No

If "Yes," what kind of financial assistance and from which source?

TTFP Funding

3. In the last three years, has any Civil Rights/Title VI Compliance Review Activity been conducted at your organization?

Yes No

H-2: Title VI Monitoring Procedures/Monthly Vehicle Reports

GDOT requires the following monthly reporting in order to meet FTA National Transit Database requirements. Accurate completion of the following information is critical to continued Section 5311 grant eligibility.

Subrecipients must provide this data monthly, including data on population of your service area, percentage of trips made by minority population (compared to the total); types of services provided; days and hours of operation; number and type of vehicles in operation; number/percentage of wheelchair-equipped vehicles' total seating capacity; service area; total monthly ridership; transit costs by hour, mile, etc.; number of trips by trip purpose; quality of service; etc. Please seek technical assistance from your District Project Manager, if you have any questions regarding the definitions or completion of these data.

The Applicant Organization agrees to provide this data on a monthly basis in a format designated by GDOT.

Signature

Billy Thurmond

Name of Authorized Official

Chairman, Roads and Revenue

Title of Authorized Official

Date

H-3: Performance and Quality of Service

Level of Service

Complete the table below with the requested information regarding Applicant Organization’s transit service and area. Please use <https://www.census.gov/quickfacts/fact/table> to obtain information for population and minority percentage.

Table 6: Level of Service Data

Total Population	30,138.00
Percent Minority	5.30%
Type of Service	Demand Response
Days/Hours of Operation	Monday-Friday 8 am to 4 pm
Number of Vehicles	4.00
Number of Wheelchair Equipped Vehicles	4.00
Total Seating Capacity	40.00

Performance and Quality of Service

Complete the table below with the Applicant Organization trip data from FY 2023. Suggested calculation methods are included in the parenthesis.

Table 7: Performance Data

Annual Trip Total	12,506.00
Average Trips per Month <i>(Total trips divided by 12)</i>	1,042.00
Annual Trips Serving Minority Populations <i>(Annual trip total less trips by Caucasian riders)</i>	998.00
Percentage of Trips Serving Minority Populations <i>(Trips serving minority populations divided by total annual trips, multiplied by 100)</i>	0.00%

Complete the table below with trip purpose data from the Applicant Organization's records for FY 2023.

Table 8: Trip Counts by Purpose

	Trip Count
Medical	1020
Employment	2428
Nutrition	4344
Social/Recreation	929
Education	2800
Shopping/Personal	985
Total	12506

Transit Cost Analysis

The table below is used to complete the transit cost analysis for this application. The table includes embedded formulas to calculate the cost per hour, cost per one-way passenger trips, and cost per mile. Applicants should enter data into each of the highlighted cells below ONLY. Once the requested data is entered, the remaining fields should update automatically using the embedded formulas.

The Applicant Organization should use the FEDERAL SHARE, LOCAL SHARE, and TOTAL line items from its FY 2023 Final Reimbursement Form.

Table 9: Transit Cost Analysis

Total Annual Trip Count	Federally Allocated Funds Spent in FY 2023	Locally Allocated Funds Spent in FY 2023	Total Funds Spent in FY 2023	Annual Revenue Service Hours in FY 2023	Annual Miles in Revenue Service in FY 2023
12506	\$ 137,399.00	\$ 137,401.00	\$ 274,800.00	6380	89429
Cost Per Hour	\$ 21.54	\$ 21.54	\$ 0.00		
Cost Per One- Way Passenger Trips (OWPT)	\$ 10.99	\$ 10.99	\$ 274,800.00		
Cost Per Mile	\$ 1.54	\$ 1.54	\$ 3.08		
Number of Revenue Vehicles in FY 2022	4		Farebox Revenue in FY 2022	\$ 10,842.00	
Cost Per Vehicle	\$ 68,700.00		Farebox Revenue Per Trip	\$ 2.14	

H-4: Economic Impacts

Transportation System and Services

Applicant Organization should describe its current Section 5311 transit system in the text boxes below.

1. Service area (e.g., Countywide, city only, multi-county. Specify and all counties and municipalities served):
county-wide; Dawson, Hall, Lumpkin, and Forsyth

2. Methods used to communicate transit system information to the public. (Check all that apply):

- Word of Mouth
- Newsletters
- Newspaper
- TV/Radio
- Community Events
- Public Meetings
- Social Media
- County Website
- Government Buildings
- Other: _____

3. Trends in the number of public transit riders over the past three years. Please use data from the Natural Transit Database reports for FY 2020 and FY 2021: [The National Transit Database \(NTD\) | FTA \(dot.gov\)](https://www.fta.dot.gov/national-transit-database)

FY 2020 - Number of OWPTs	FY 2021 - Number of OWPTs	FY 2022 - Number of OWPTs
8731	4274	8798

4. Please explain any significant drops or increases in ridership over the past three years (e.g., new POS contact, reduced service area):

Increase due to new clients attending our local Senior Center and new clients needing transportation.

5. Period of time Applicant Organization has provided transit service:
20 years

6. Describe how transit services are delivered (i.e. by a third-party operator, by county staff, a combination of county and TPO staff, etc.):

- County Staff
- Third Party Operator (TPO)
- Combination County Staff and TPO
- Other: _____

7. Optional – New Starts Only: If Applicant Organization is applying for a NEW public transportation service, describe the area to be served, transit needs to be met, public outreach activities conducted, and overall organization for planning and delivering transit services. Please include all agencies/entities providing key transit-related activities, including vehicle operations, vehicle maintenance, operations reporting capabilities, etc.

Service Area Details

Table 10: Service Area Details

Funding Sources	Total OWPT Provided in the Past 12 Months, by Source	Rates Charged per OWPT, by Source
5311	5077	
DHS	7429	
DFAC		
Aging		
DBHDD		
NEMT - Medicaid		
GVRA		
DCH		
Other (specify)		

*****Please insert a copy of the current fare sheet for the 5311 transit agency that shows fares charged for one-way passenger trips for all types of fares charged.*****

Dawson Transit

*Rural Public Transportation System
For The General Public*

Dawson Co.	Mon-Fri	\$2.00 each direction
Dahlonega	Mon-Fri	\$4.00 each direction
Cumming	Tues & Thurs	\$4.00 each direction
Gainesville	Tues & Thurs	\$6.00 each direction

Fee applies to all riders over 6 years of age

Rider must provide a child safety seat for all children under 6

Riders under 12 must be accompanied by an adult 18 yrs. or over

All rides are booked on a first come first serve basis

Please provide a 48 hr. advanced notice prior to desired ride

*These fares and area of service are
subject to change at any time*

Hours of operations Mon-Fri 8:00a.m.-4:00p.m.

**To schedule a ride or
for more information please call**

706-344-3603

Statement of Public Benefits

List Applicant Organization's three most important focus areas in the communities it serves for FY 2023. Describe the role transit plays in those focus areas (jobs, medical, etc.).

Focus Area #1

Senior Clients - transportation to center, medical appointments, grocery store.

Focus Area #2

Medical - Clients needing transportation to doctor visits.

Focus Area #3

Employment - Clients needing transportation to work due to not having personal vehicle.

What specific actions are the Applicant Organization taking to increase ridership, especially among under-served populations (Veterans, transitioning services, etc.)?

Increase public awareness, brochures to local free health clinics, and use more media related announcements.

Project Coordination

Describe how the FTA-funded services detailed in this grant application will be coordinated with social service agencies and private transportation providers in the Applicant Organization's service area. Descriptions should include, but not be limited to, coordination with DCH, DHS, employer contracts, and on-the-job training (OJT) programs. Provide detailed information on existing coordinated services and any planned coordination activities.

*****For New Government Entity Applicants Only - Service Initiation and Delivery:** If Applicant Organization is a NEW applicant for FTA Section 5311 funding, please describe your plan for initiating the service, including major phases and milestone dates for launching the new service and any other public or private sector partners participating in the launch of the new service).

Part I: Certification of No Intent to Charter Service

The Applicant Organization must provide the certification shown below and include the signature of the Authorized Official.

Commissioner of Roads and

The Applicant Organization, Revenue Dawson County certifies that it does not intend to and will not provide charter service with Federal Transit Administration funded equipment and facilities or provide any exclusive service during the operating period of this application.

The Applicant also certifies that conveyance of government officials shall not exceed 80 hours in a given year and such services must also be reported to the Federal Transit Administration.

Signature

Billy Thurmond

Name of Authorized Official

Chairman

Title of Authorized Official

Date

Part J: Drug-Free Workplace and Drug and Alcohol Program

Applicant Organizations that are current Section 5311 funding recipients must complete the following certification. New (or first time) Applicant Organizations may not sign this certification until their program has been approved by GDOT.

I, Billy Thurmond, Chairman (Name and Title of Authorized Official),
certify that Dawson County and its contractors, as required, for the Section Rural Public
Transportation Program has established and implemented an alcohol misuse prevention program and anti-
drug abuse program in accordance with the terms of 49 CFR Part 40 and Part 655. I further certify that the
employee training conducted under this part meets the requirements of 49 CFR Part 40 and Part 655.

Signature of Authorized Official

Billy Thurmond

Printed Name of Authorized Official

Chairman

Printed Title of Authorized Official

Date

Part K: Drug-Free Workplace Act Certification for Public and Private Entities

Applicant Organizations must complete the following certification and include the signature of the Authorized Official.

The Comm of Roads Revenue certifies that it will provide a drug-free workplace as specified in U.S. Department of Transportation's (DOT) rule, 49 CFR Part 40 and 655, which describes required procedures for conducting workplace drug and alcohol testing for FTA programs, including:

- A. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the Applicant's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- B. Establishing an ongoing drug-free awareness program to inform employees about:
 - a. The dangers of drug abuse in the workplace;
 - b. The Applicant's policy of maintaining a drug-free workplace;
 - c. Any available drug counseling, rehabilitation, and employee assistance programs; and, the penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
- C. Making it a requirement that each employee to be engaged in the performance of the grant or cooperative agreement be given a copy of the statement required by paragraph (A);
- D. Notifying the employee in the statement required by paragraph (A) that, as a condition of employment under the grant or cooperative agreement, the employee will abide by the terms of the statement; and notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction;
- E. Notifying the Federal agency in writing, within ten calendar days after receiving notice under subparagraph (D) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every project officer or other designee on whose project activity the convicted employee was working, unless the Federal agency has designated a central point for the receipt of such notices. Notice shall include the identification numbers(s) of each affected grant or cooperative agreement;
- F. Taking one of the following actions, within 30 calendar days of receiving notice under subparagraph (D), with respect to any employee who is so convicted:
 - a. Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
 - b. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency; and

- G. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (A), (B), (C), (D), (E), and (F).

Dawson County Transit

Name of Applicant Organization

Billy Thurmond

Name of Authorized Official

**25 Justice Way, Suite 2313,
Dawsonville, Ga 30534**

Address

Signature of Authorized Official

Billy Thurmond

Printed Name of Authorized Official

Chairman

Printed Title of Authorized Official

Date

Part L: Certification of Equivalent Access for Persons with Disabilities

Applicant Organization is required to sign this certification only if the organization is requesting the purchase of a vehicle without disability access features (i.e. wheelchair lift) as required in 49 CFR Part 38).

Dawson County certifies that all our vehicles are purchased with disability access features.

Fill out the form below if the agency is requesting the purchase of vehicles without disability features. n/a

I hereby certify that when viewed in its entirety, the demand-responsive transportation program of Dawson County provides disabled persons with access equal to that afforded to any other person in terms of the following criteria:

- Response time,
- Fares (demand response system cannot charge higher fare for wheelchair boarding),
- Geographic area of service,
- Hours and days of service,
- Restrictions based on trip purpose,
- Availability of information and reservations capabilities, and
- Constraints on capacity or service availability.

Public Demand Response Agencies: In accordance with 49 CFR 37.77, public funded entities operating demand responsive systems for the general public which receive financial assistance under Section 18 of the Federal Transit Act must file this certification with the appropriate state program office before procuring any inaccessible vehicle. Public entities receiving FTA funds under any other section of the FTA Act must file the certification with the appropriate FTA regional office.

Certified this _____ day of _____, 2023.

Signature of Authorized Official

Billy Thurmond

Printed Name of Authorized Official

Chairman

Printed Title of Authorized Official

Date

Part M: FTA Civil Rights Assurance

Applicant Organization must complete the following certification and include the signature of the Authorized Official.

Commission of Roads and Revenue of

Dawson County hereby certifies that, as a condition of receiving Federal financial assistance under the Federal Transit Act, the organization will ensure that:

- No person on the basis of race, color, or national origin, will be subjected to discrimination in the level and quality of transportation services and transit related benefits.
- Dawson County will compile, maintain, and submit in a timely manner Title VI information required by FTA Circular 4702.1B and in compliance with the Department of Transportation's Title VI regulation, 49 CFR Part 21.7(a).
- Dawson County will make it known to the public that those persons alleging discrimination on the basis of race, color, or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.

The Applicant/Recipient assures that it will comply with the following laws and regulations so that no person in the United States will be denied the benefits of, or otherwise be subjected to discrimination in any U.S. DOT or FTA funded program or activity (particularly in the level and quality of transportation services and transportation-related benefits) on the basis of race, color, national origin, religion, sex, disability, or age):

- Federal transit laws, specifically 49 U.S.C. 5332, as amended by MAP-21 (prohibiting discrimination on the basis of race, color, religion, national origin, sex, disability, or age, and in employment or business opportunity),
- Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d,
- The Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, et seq.,
- The Americans with Disabilities Act of 1990, as amended, 42 U.S.C. 12101 et seq.,
- U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964," 49 CFR part 21.7(a),
- U.S. DOT regulations, specifically 49 CFR parts 27, 37, 38, and 39, and
- Any other applicable Federal statutes that may be signed into law or Federal regulations that may be promulgated,

As required by 49 CFR 21.7:

- It will comply with Federal guidance implementing Federal nondiscrimination laws and regulations, except to the extent FTA determines otherwise in writing, with 49 U.S.C. 5332, as amended by MAP-21, 42 U.S.C. 2000d, and 49 CFR Part 21 in the manner it conducts each Project, undertakes property acquisitions, and operates its Project facilities, including: its entire facilities and its facilities operated in connection with its Project. This assurance applies to your Applicant/Recipient's entire Project and to all parts of its facilities, including the facilities it operates to implement its Project,
- It will promptly take the necessary actions to carry out this assurance, including: notifying the public that discrimination complaints about transportation-related services or benefits may be filed with U.S. DOT or FTA, and submitting information about its compliance with these provisions to U.S. DOT or FTA upon their request,
- If it transfers FTA funded real property, structures, or improvements to another party, any deeds and instruments recording that transfer will contain a covenant running with the land assuring nondiscrimination: (1) while the property is used for the purpose that the Federal funding is extended, and (2) while the property is used for another purpose involving the provision of similar services or benefits,
- It will make any changes in its Title VI implementing procedures as U.S. DOT or FTA may request to comply with Title VI of the Civil Rights Act, 42 U.S.C. 2000d, U.S. DOT regulations, 49 CFR part 21, and Federal transit laws, 49 U.S.C. 5332, as amended by MAP-21,
- It will comply with Federal guidance issued to implement Federal nondiscrimination requirements, except as FTA determines otherwise in writing,
- It will extend the requirements of 49 U.S.C. 5332, as amended by MAP-21, 42 U.S.C. 2000d, and 49 CFR part 21 to each Third Party Participant, including: (1) Any Subrecipient, (2) Any Transferee, (3) Any Third Party Contractor or Subcontractor at any tier, (4) Any Successor in Interest, (5) Any Lessee, or (6) Any other Third Party Participant in its Project,
- It will include adequate provisions to extend the requirements of 49 U.S.C. 5332, as amended by MAP-21, 42 U.S.C. 2000d, and 49 CFR part 21 to each third party agreement, including: (1) Each subagreement, (2) Each property transfer agreement, (3) Each third party contract or subcontract at any tier, (4) Each lease, or (5) Each participation agreement, and

As required by U.S. DOT regulations, "Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance," 49 CFR part 27, specifically 49 CFR 27.9, and consistent with 49 U.S.C. 5307(c)(1)(D)(iii), as amended by MAP-21, the Applicant/Recipient assures that:

1. It will comply with the following prohibitions against discrimination on the basis of disability, which are a condition of approval or extension of any FTA funding awarded to: (1) Construct any facility, (2) Obtain any rolling stock or other equipment, (3) Undertake studies, (4) Conduct research, or (5) Participate in or obtain any benefit from any FTA administered program, and
2. In any program or activity receiving or benefiting from Federal funding that U.S. DOT administers, no otherwise qualified people with a disability will, because of their disability, be:

1. Excluded from participation,

2. Denied benefits, or
3. Otherwise subjected to discrimination.

The United States has a right to seek judicial enforcement of any matter arising under Title VI of the Civil Rights Act, 42 U.S.C. 2000d, U.S. DOT regulations, 49 CFR Part 21, and this assurance.

The assurances made will remain in effect as long as: (1) Federal funding is extended to your Project, (2) Project property is used for a purpose for which the Federal funding is extended, (3) Project property is used for a purpose involving the provision of similar services or benefits, or (4) Ownership or possession is retained of its Project property.

The person whose signature appears below is authorized to sign this assurance on behalf of the recipient.

Signature of Authorized Official

Billy Thurmond

Printed Name of Authorized Official

Chairman

Printed Title of Authorized Official

Date

Part N: Debarment and Suspension

If the Applicant Organization is requesting funding exceeding \$25,000, the Applicant must provide the following certification, including the signature of the Authorized Official.

N-1: Non-Procurement Suspension and Debarment

U.S. DOT regulations, "Non-procurement Suspension and Debarment," 2 CFR Part 1200, which adopts and supplements the provisions of U.S. Office of Management and Budget (U.S. OMB) "Guidelines to Agencies on Government-wide Debarment and Suspension (Non-procurement)," 2 CFR part 180, permit certifications to assure the Applicant/Recipient acknowledges that:

The Applicant/Recipient certifies to the best of its knowledge and belief that, it, its principals, and first tier sub-recipients:

- a. Are eligible to participate in covered transactions of any Federal department or agency and are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded, or disqualified.
- b. Have not within a three-year period preceding its latest application or proposal been convicted of or had a civil judgment rendered against any of them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction, or contract under a public transaction, violation of any Federal or State antitrust statute, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making any false statement, or receiving stolen property.
- c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses listed in the preceding Section A of this certification.
- d. Have not had one or more public transactions (Federal, State, or local) terminated for cause or default within a three-year period preceding this certification.
- e. Will promptly provide any information to the FTA if at a later time any information contradicts the statements of subparagraphs above, and
- f. Will treat each lower tier contract or lower tier subcontract under the Project as a covered lower tier contract for purposes of 2 CFR part 1200 and 2 CFR part 180 if it equals or exceeds \$25,000, is for audit services, or requires the consent of a Federal official.
- g. Will require that each covered lower tier contractor and subcontractor comply and facilitate compliance with the Federal requirements of 2 CFR parts 180 and 1200, and assure that each lower tier participant in the Project is not presently declared by any Federal department or agency to be:
 - Debarred from participation in the federally funded project,
 - Suspended from participation in the federally funded project,
 - Proposed for debarment from participation in the federally funded project,
 - Declared ineligible to participate in the federally funded project,
 - Voluntarily excluded from participation in the federally funded project, or
 - Disqualified from participation in the federally funded Project.

The Applicant/Recipient will promptly provide a written explanation to GDOT if it or any of its principals, including any of its first-tier sub-recipients or lower tier participants, is unable to certify to the preceding statements in this certification.

Signature of Authorized Official
Billy Thurmond, Chairman

Name & Title of Authorized Official

Date

N-2: SAM Certification

GDOT subrecipients must verify they are current within the Federal government's System for Awards Management (SAM) before a contract can be extended. More information can be found on the SAM website: <https://www.sam.gov/SAM/pages/public/index.jsf>

Please attach a copy of the Applicant Organization's SAM certification when submitting the application package.



COMMISSIONER OF ROADS AND REVENUE DAWSON COUNTY

Unique Entity ID EKXYK3GDEH95	CAGE / NCAGE 4YES7	Purpose of Registration Federal Assistance Awards Only
Registration Status Active Registration	Expiration Date May 17, 2024	
Physical Address 25 Justice WAY STE 2214 Dawsonville, Georgia 30534-3454 United States	Mailing Address 25 Justice WAY Suite 2214 Dawsonville, Georgia 30534-3434 United States	

Business Information

Doing Business as COUNTY OF DAWSON	Division Name (blank)	Division Number (blank)
Congressional District Georgia 06	State / Country of Incorporation (blank) / (blank)	URL (blank)

Registration Dates

Activation Date May 24, 2023	Submission Date May 18, 2023	Initial Registration Date Jan 9, 2008
--	--	---

Entity Dates

Entity Start Date Jan 1, 1857	Fiscal Year End Close Date Dec 31
---	---

Immediate Owner

CAGE (blank)	Legal Business Name (blank)
------------------------	---------------------------------------

Highest Level Owner

CAGE (blank)	Legal Business Name (blank)
------------------------	---------------------------------------

Executive Compensation

In your business or organization's preceding completed fiscal year, did your business or organization (the legal entity to which this specific SAM record, represented by a Unique Entity ID, belongs) receive both of the following: 1. 80 percent or more of your annual gross revenues in U.S. federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements and 2. \$25,000,000 or more in annual gross revenues from U.S. federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements?
No

Does the public have access to information about the compensation of the senior executives in your business or organization (the legal entity to which this specific SAM record, represented by a Unique Entity ID, belongs) through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986?
Not Selected

Proceedings Questions

Is your business or organization, as represented by the Unique Entity ID on this entity registration, responding to a Federal procurement opportunity that contains the provision at FAR 52.209-7, subject to the clause in FAR 52.209-9 in a current Federal contract, or applying for a Federal grant opportunity which contains the award term and condition described in 2 C.F.R. 200 Appendix XII?
No

Does your business or organization, as represented by the Unique Entity ID on this specific SAM record, have current active Federal contracts and/or grants with total value (including any exercised/unexercised options) greater than \$10,000,000?
Not Selected

Within the last five years, had the business or organization (represented by the Unique Entity ID on this specific SAM record) and/or any of its principals, in connection with the award to or performance by the business or organization of a Federal contract or grant, been the subject of a Federal or State (1)

acknowledgment of fault?

Not Selected

Exclusion Summary

Active Exclusions Records?

No

SAM Search Authorization

I authorize my entity's non-sensitive information to be displayed in SAM public search results:

Yes

Entity Types

Business Types

Entity Structure

U.S. Government Entity

Entity Type

US Local Government

Organization Factors

(blank)

Profit Structure

(blank)

Socio-Economic Types

Check the registrant's Reps & Certs, if present, under FAR 52.212-3 or FAR 52.219-1 to determine if the entity is an SBA-certified HUBZone small business concern. Additional small business information may be found in the SBA's Dynamic Small Business Search if the entity completed the SBA supplemental pages during registration.

Government Types

U.S. Local Government

County

Financial Information

Accepts Credit Card Payments

No

Debt Subject To Offset

No

EFT Indicator

0000

CAGE Code

4YES7

Electronic Funds Transfer

Account Type

Checking

Routing Number

******2843**

Lock Box Number

(blank)

Financial Institution

UNITED COMMUNITY BANK,INC

Account Number

******g**

Automated Clearing House

Phone (U.S.)

7063443501

Email

vneikirk@dawsoncountyga.gov

Phone (non-U.S.)

(blank)

Fax

7063443504

Remittance Address

COMMISSIONER OF ROADS AND REVENUE

DAWSON COUNTY

25 Justice WAY

Suite 2214

Dawsonville, Georgia 30534

United States

Taxpayer Information

EIN

******1882**

Type of Tax

Applicable Federal T

51

Taxpayer Name

**COMMISSIONER OF ROADS AND
REVENUE DAWSON COUNTY**

Points of Contact

Accounts Receivable POC

♀
Laurie Whalen
lwhalen@dawsoncountyga.gov
7063443501

Electronic Business

♀
Vickie Neikirk
vneikirk@dawsoncountyga.gov
7063443501

25 Justice WAY
Suite 2214
Dawsonville, Georgia 30534
United States

NATALIE JOHNSON
njohnson@dawsoncountyga.gov
7063443501

25 Justice WAY
Suite 2214
Dawsonville, Georgia 30534
United States

Government Business

♀
Vickie Neikirk
vneikirk@dawsoncountyga.gov
7063443501

25 Justice WAY
Suite 2214
Dawsonville, Georgia 30534
United States

Service Classifications

NAICS Codes

Primary	NAICS Codes	NAICS Title
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Size Metrics

IGT Size Metrics

Annual Revenue (from all IGTs)
(blank)

Worldwide

Annual Receipts (in accordance with 13 CFR 121)	Number of Employees (in accordance with 13 CFR 121)
(blank)	(blank)

Location

Annual Receipts (in accordance with 13 CFR 121)	Number of Employees (in accordance with 13 CFR 121)
(blank)	(blank)

Industry-Specific

Barrels Capacity	Megawatt Hours	Total Assets
(blank)	(blank)	(blank)

Electronic Data Interchange (EDI) Information

This entity did not enter the EDI information

Disaster Response

This entity does not appear in the disaster response registry.

Part O: Disadvantaged Business Enterprise (DBE) Semi-Annual Reporting

The Applicant Organization must complete the following certification that it will provide the required semi-annual DBE reports to GDOT on May 1st and November 1st of each year.

As FTA Subrecipient GDOT has set a DBE FTA goal of 6.02% goal attainment for FY 2022-FY 2025. All subrecipients engaging in Third-party procurements for FTA Transit contracts should make Good Faith efforts to solicit certified DBE's as listed in the GDOT UCP Directory. Would you like to be included in the GDOT FTA goal of 6.02% Good Faith Effort for participation of DBE's in 3rd party contract opportunities, in lieu of having to prepare individual DBE goals?

Yes



No

N/A

The Applicant, _____, will provide the required FTA Semi-Annual Disadvantaged Business Enterprise (DBE) Program Report, referred to as the Uniform Report of DBE Commitments/Award and Payments, which is a requirement of 49 CFR Part 26. The semi-annual DBE report is a spreadsheet that captures a detailed breakdown of DBE participation in the Georgia Department of Transportation's DBE program.

Signature of Authorized Official

Billy Thurmond

Name of Authorized Official

Chairman

Printed Title of Authorized Official

Date

Part P: Lobbying Restrictions

The lobbying requirements apply to all contracts and subcontracts of \$100,000 or more at any tier under a Federal grant. If any funds other than Federally appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this agreement, the payor must complete and submit the Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federally appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federally appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Signature of Authorized Official

Billy Thurmond

Name of Authorized Official

Chairman

Printed Title of Authorized Official

Date

Part Q: FTA Certifications and Assurances

As part of this grant application package, all applicants must attach a signed copy of the most recent available FTA Certifications and Assurances (FY 2023) included as the following two pages.

The full FTA FY 2023 Certifications and Assurances document is available at:

[FY2023 Annual List of Certifications and Assurances for FTA Grants and Cooperative Agreements \(dot.gov\)](#)

- The FTA FY 2023 Certifications and Assurances sheet listing all of the relevant documents should be marked with a check mark (✓) showing that ALL categories numbered 01 through 18 are being certified by your organization OR indicate which of the categories are applicable.
- Original signatures must be placed on the FTA Fiscal Year 2023 Certifications and Assurances page, which includes the "Affirmation of Applicant" and "Affirmation of the Applicant's Attorney."

Federal Fiscal Year 2023 Certifications and Assurances for FTA Assistance Programs

Name of Applicant: Roads and Revenue Commissioner of Dawson County

The Applicant agrees to comply with applicable provisions of Categories 01 - 21. ✓

OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

Category	Description
1	Certifications and Assurances Required of Every Applicant
2	Public Transportation Agency Safety Plans
3	Tax Liability and Felony Convictions
4	Lobbying
5	Private Sector Protections
6	Transit Asset Management Plan
7	Rolling Stock Buy America Reviews and Bus Testing
8	Urbanized Area Formula Grants Program
9	Formula Grants for Rural Areas
10	Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program
11	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs
12	Enhanced Mobility of Seniors and Individuals with Disabilities Programs
13	State of Good Repair Grants
14	Infrastructure Finance Programs
15	Alcohol and Controlled Substances Testing
16	Rail Safety Training and Oversight
17	Demand Response Service
18	Interest and Financing Costs
19	Cybersecurity Certification for Rail Rolling Stock Operations
20	Tribal Transit Programs
21	Emergency Relief Program

Federal Fiscal Year 2023 FTA Certifications and Assurances Signature Page

Required of all Applicants for federal assistance to be awarded by FTA in FY 2025.

AFFIRMATION OF APPLICANT

Name of Applicant: Roads and Revenue Commissioner of Dawson County

Name and Relationship of the Authorized Representative: Billy Thurmond, Chairman

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2025, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded during federal fiscal year 2025.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute.

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature: _____ Date: _____

Name and Relationship of the Authorized Representative: Billy Thurmond, Chairman

AFFIRMATION OF APPLICANT'S ATTORNEY

Roads and Revenue Commissioner of Dawson County

For: _____

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature: _____ Date: _____

Name of Attorney for Applicant: _____

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

Part R: Americans with Disabilities Act Checklist

Please fill out the below checklist. This must be signed by the authorized Transit ADA Representative for your system.

Is our Section 5311 Rural Transit System Compliant with the Americans with Disabilities Act (ADA)?



We offer curb to curb service for ADA passengers, as needed.

We do not charge passengers for no-shows. Our No-Show Policy suspension never exceeds 30 days.

Cancellations made with less than 1-2 hours prior to pick-up can be considered no-shows.

Our written No-Show policy for suspensions (if have one) is based on the percentage that a passenger rides overall, not on monthly occurrences.



Have we documented any ADA complaints from public transit system users?



Do we have enough wheelchair lift-equipped vehicles to meet our demand¹?



During peak times when/if our capacity cannot meet demand, disabled passengers are not denied service more often than non-disabled passengers?



Our drivers test the wheelchair lifts before starting service each day.



Our system accepts all types of wheelchairs for transport if wheelchair and passenger combined do not exceed the weight capacity of the lift and fits on the lift platform.¹



When we have a wheelchair lift failure, the repairs are completed quickly (within five days) so that our service to disabled passengers is not disrupted.



We offer the same service to disabled and non-disabled passengers as described below:

- We have the same hours of operation for services for disabled and non-disabled persons.
- We have the same reservation time requirements, such as 24-hour notice, etc. for all passengers.
- We do not charge a higher fare for ADA passengers as for other passengers.
- Our disabled passengers are permitted to travel to all places that our non-disabled passengers can go.



We allow service animals on the buses if they are assisting the passenger.

- ✓ We allow passengers to travel with their portable oxygen supply.
- ✓ We do not require disabled passengers to sit in designated seats if they do not wish to do so.
- ✓ We allow passengers to bring their mobility aids on the buses such as crutches, canes, walkers, etc.).
- ✓ Our drivers are trained to assist disabled passengers.
- ✓ Our drivers are familiar with the 800 lb. or 1,000 lb. weight limit of the wheelchair lifts and that all types of wheelchairs must be accommodated (scooters, etc.), unless weight capacity is exceeded.
- ✓ Passengers who have difficulty using stairs are allowed to stand and ride up the lift as standees.
- ✓ Our drivers properly use the wheelchair securement systems on our vehicles.
- ✓ Smoking is prohibited on our vehicles.
- ✓ We have ADA-standard operating procedures, and all of our employees are trained and familiar with them.

¹ADA rule provides that transit operators must carry a wheelchair and occupant if the lift and vehicle can physically accommodate them, unless doing so is inconsistent with legitimate safety requirements. "Legitimate safety requirements" include such circumstances as a mobility device of such size that it would block an aisle or would interfere with the safe evacuation of passengers in an emergency, or weight exceeds lift capacity.

Signature of Authorized Official

Billy Thurmond

Printed Name of Authorized Official

Chairman

Printed Title of Authorized Official

Date

Part S: Financial Certifications

The GDOT Transit Department has recently finalized our Financial Management Policy requirements and has held multiple trainings on this subject so that our subrecipients understand and abide by the federal requirements of 2 CFR Part 200.

1. Please complete the following Financial Certification if you will be charging any indirect costs to your transit project. Please only complete the certification for the type of entity making application i.e., "governmental or private-nonprofit."
2. If you have an approved De minimis Cost Allocation Plan, please include a full copy of that plan in your application.
3. If you wish to charge indirect costs using the simplified method, please complete the "GDOT Modified Total Direct Cost Certification."
4. If GDOT is your cognizant agency, you may choose to use the Modified Total Direct Cost Plan, which is a simplified method for determining your indirect cost basis.

Financial System Certification - Government Entities

To be completed annually by "Governmental Entities" charging Indirect Costs.

CERTIFICATION OF INDIRECT COST RATE PROPOSAL

Certification of Financial Management System

I, the undersigned, certify that N/A has a financial management system that accumulates and segregates direct costs (costs that can be specifically identified to a final cost objective, e.g., a project, program, or other direct activity of an organization) from indirect costs (costs incurred for a common or joint purpose benefitting more than one final cost objective, e.g. administrative costs such as clerical support, human resources, accounting, payroll, financial audits, rent, utilities, supplies, vehicle expense, executive management that are not readily assignable to the final cost objectives specifically benefitted, without effort disproportionate to the results achieved) and by project/activity, that are allowable in accordance with Title 2 Code of Federal Regulations Part 200 (2 CFR § 200).

I certify the agency's financial management system has the following attributes:

- Account numbers identifying allowable direct, indirect, and unallowable cost accounts.
- Ability to accumulate and segregate allowable direct, indirect, and unallowable costs into different cost accounts.
- Ability to accumulate and segregate allowable direct costs by project, funding source, and type of cost (e.g., labor, consulting, pass-thru, or other).
- Internal controls to maintain integrity of financial management system.
- Ability to consistently record and report costs as described in 2 CFR § 200.403.
- Ability to ensure costs billed are in compliance with 2 CFR § 200.
- Ability to ensure costs billed reconcile to general ledgers and job costing ledgers.
- Ability to ensure costs are in compliance with contract terms and federal and state requirements.

I also certify that the types of records that are used to support the existence of these attributes include the following:

- General ledger and job costing ledgers.
- Subsidiary general ledgers.
- Chart of accounts.
- Audited financial statements.
- Time keeping records.
- Documents supporting actual costs (e.g., invoices, canceled checks).
- Accounting policy and procedure manuals specific to the agency.

This is to certify that I have reviewed the indirect cost rate proposal submitted herewith and to the best of my knowledge and belief:

All costs included in this application proposal n/A to establish billing or final indirect costs rates for the period of _____ are allowable in accordance with the requirements of the Federal award(s) to which they apply and the provisions of 2 CFR Part 200.19. Unallowable costs have been adjusted for, in allocating costs as indicated in the indirect cost proposal.

All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the subsequent agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal government cognizant agency will be notified of any accounting changes that would affect the predetermined rate.

I, hereby, declare that the foregoing is true and correct.

Governmental Unit / Subrecipient Name

Signature of Authorized Official

Billy Thurmond

Name of Official

Chairman

Title

Date of Execution of ICRP

Financial System Certification - Non-Profit Organizations

To be completed annually by "Non-Profit Organizations" charging Indirect Costs.

CERTIFICATION OF INDIRECT COST RATE PROPOSAL

Certification of Financial Management System

I, the undersigned, certify that N/A has a financial management system that accumulates and segregates direct costs (costs that can be specifically identified to a final cost objective, e.g., a project, program, or other direct activity of an organization) from indirect costs (costs incurred for a common or joint purpose benefitting more than one final cost objective, e.g. administrative costs such as clerical support, human resources, accounting, payroll, financial audits, rent, utilities, supplies, vehicle expense, executive management that are not readily assignable to the final cost objectives specifically benefitted, without effort disproportionate to the results achieved) and by project/activity, that are allowable in accordance with Title 2 Code of Federal Regulations Part 200 (2 CFR § 200).

I certify the agency's financial management system has the following attributes:

- Account numbers identifying allowable direct, indirect, and unallowable cost accounts.
- Ability to accumulate and segregate allowable direct, indirect, and unallowable costs into different cost accounts.
- Ability to accumulate and segregate allowable direct costs by project, funding source, and type of cost (e.g., labor, consulting, pass-thru, or other).
- Internal controls to maintain integrity of financial management system.
- Ability to consistently record and report costs as described in 2 CFR § 200.403.
- Ability to ensure costs billed are in compliance with 2 CFR § 200.
- Ability to ensure costs billed reconcile to general ledgers and job costing ledgers.
- Ability to ensure costs are in compliance with contract terms and federal and state requirements.

I also certify that the types of records that are used to support the existence of these attributes include the following:

- General ledger and job costing ledgers.
- Subsidiary general ledgers.
- Chart of accounts.
- Audited financial statements.
- Time keeping records.
- Documents supporting actual costs (e.g., invoices, canceled checks).
- Accounting policy and procedure manuals specific to the agency.

This is to certify that I have reviewed the indirect cost rate proposal submitted herewith and to the best of my knowledge and belief:

All costs included in this application proposal date of N/A 20____ to establish billing or final indirect (F&A) costs rate for the Fiscal Year period beginning _____ 20____ to _____ 20____ are allowable in accordance with the requirements of the Federal awards to which they apply and with Subpart E–Cost Principles of Part 23 “Cost Principles for Nonprofit Organization.”

This proposal does not include any costs, which are unallowable under Subpart E–Cost Principles of Part 200 such as (without limitation): public relations costs, contributions and donations, entertainment costs, fines and penalties, lobbying costs, and defense of fraud proceedings; and

All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the Federal awards to which they are allocated in accordance with applicable requirements.

I declare that the foregoing is true and correct.

Nonprofit Organization

Signature of Authorized Official

Billy Thurmond

Name of Official

Chairman

Title

Date of Execution of ICRP

De Minimis Cost Allocation Plan

For Recovery of Indirect Costs for a Federal Grant Award.

Certification of Financial Management System

N/A

I, the undersigned, certify that _____ has a financial management system that accumulates and segregates direct costs (costs that can be specifically identified to a final cost objective, e.g., a project, program, or other direct activity of an organization) from indirect costs (costs incurred for a common or joint purpose benefitting more than one final cost objective, e.g. administrative costs such as clerical support, human resources, accounting, payroll, financial audits, rent, utilities, supplies, vehicle expense, executive management that are not readily assignable to the final cost objectives specifically benefitted, without effort disproportionate to the results achieved) and by project/activity, that are allowable in accordance with Title 2 Code of Federal Regulations Part 200 (2 CFR § 200).

I certify the agency's financial management system has the following attributes:

- Account numbers identifying allowable direct, indirect, and unallowable cost accounts.
- Ability to accumulate and segregate allowable direct, indirect, and unallowable costs into different cost accounts.
- Ability to accumulate and segregate allowable direct costs by project, funding source, and type of cost (e.g., labor, consulting, pass-thru, or other).
- Internal controls to maintain integrity of financial management system.
- Ability to consistently record and report costs as described in 2 CFR § 200.403.
- Ability to ensure costs billed are in compliance with 2 CFR § 200.
- Ability to ensure costs billed reconcile to general ledgers and job costing ledgers.
- Ability to ensure costs are in compliance with contract terms and federal and state requirements.

I also certify that the types of records that are used to support the existence of these attributes include the following:

- General ledger and job costing ledgers.
- Subsidiary general ledgers.
- Chart of accounts.
- Audited financial statements.
- Time keeping records.
- Documents supporting actual costs (e.g., invoices, canceled checks).
- Accounting policy and procedure manuals specific to the agency.

Certification of Eligibility:

N/A

I, the undersigned, certify that _____ is eligible to use the 10% *de minimis* indirect cost rate as the organization has:

Part T: Equal Employment Opportunity Questionnaire

The FTA Master Agreement requires all applicants, recipients, subrecipients, and contractors receiving funding to comply with applicable Federal civil rights laws and regulations and to follow applicable Federal guidance. FTA applicants, recipients, subrecipients, and contractors who meet both of the following threshold requirements must implement the EEO Program elements (FTA C 4704.1A Chapter 2.2).

This requirement applies to state-administered programs covered by Federal Transit Laws and FTA Master Agreement funding categories under 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities; 5311 - Rural formula grants for Rural Areas; 5339 - Bus and Bus facilities; 5307 - Urbanized Area formula grants; and 5303, 5304, and 5305 - Metropolitan and Statewide Planning funds.

All FTA applicants, recipients, subrecipients, and contractors who do not meet the EEO Program threshold are not required to submit an EEOP. However, they are still required to comply with all Equal Employment Opportunity statutes and regulations.

A recipient is required to submit a full or abbreviated EEO Program based on the number of its transit-related employees and whether it reaches a monetary threshold. Transit-related employees include temporary, full-time, or part-time employees.

- Employs 100 or more transit-related employees (requires a full EEO Program)
- Employs 50 or more transit-related employees; (requires an abbreviated EEO program)

And:

- Requests or receives capital or operating assistance in excess of \$1 million in the previous Federal fiscal year or requests or receives planning assistance in excess of \$250,000 in the previous Federal fiscal year.

Example: If 'ABC Transit' is a direct subrecipient and has 22 employees, it does not meet the threshold. If 'ABC Transit' subcontracts with a *Third-Party Operator* each entity is considered separately. If 'ABC Transit' with 22 employees, contracts with two agencies, one with 25 employees, and one with 52 employees (i.e. $22+25=52$), then *ABC Transit* would not be required to have an EEO Program, but the contracted agency with 52 employees would be required to develop and submit to 'ABC Transit' an abbreviated EEO Program.

EEO Program Components (Full EEO Program)

- Statement of Policy
- Dissemination
- Designation of Personnel Responsibility
- Utilization Analysis
- Goals and Timetables
- Assessment of Employment Practices
- Monitoring and Reporting

Abbreviated EEO Program Components

- Statement of Policy
- Dissemination Plan
- Designation of Personnel Responsibility
- Assessment of Employee Practices
- Monitoring and Reporting Plan

Please complete all fields annually and submit to GDOT Transit Department.

Dawson County Transit

Legal Name of Applicant: _____

Organization Type: MPO Transit Agency _____ Third-Party Contractor

1. How many transit-related employees do you have in your organization? 8

(A transit-related employee is an employee of an FTA applicant, recipient, or subrecipient who is involved in an aspect of an agency's mass transit operation funded by FTA. For example, a city planner involved in planning bus routes would be counted, but a city planner involved in land use would not be counted)

2. How much did your organization receive in capital or operating assistance the previous federal fiscal year?

\$ 137,399.00

3. How much did your organization receive in planning assistance the previous federal fiscal year?

\$ 0.00

4. Has your agency submitted a full EEO Program/or abbreviated program to GDOT based on the thresholds noted?

Yes No

5. If yes, what is the date of your last submission? _____

6. Do you contract out any of your transit services?

Yes No.

If yes,

a. What is the name of the agency(ies)? _____

b. How much did the agency receive in capital or operating assistance?

\$ _____

c. How many transit employees does the agency have? _____

d. Did the contracting agency submit an EEO Program to you?

Yes No

If yes, what is the date of their last EEO Program submission? _____

I certify that the foregoing is true and correct.

Signature: _____

Title: Chairman

Date: _____

Part U: TAMP Participant Accountable Executive Approval Form

GDOT GROUP TRANSIT ASSET MANAGEMENT (TAM) PLAN

FY 2023 TAM PERFORMANCE TARGETS

As the Accountable Executive for the below-named Participant in the Group Transit Asset Management (TAM) Plan sponsored by the Georgia Department of Transportation (GDOT), I hereby approve the enclosed FY 2023 TAM Performance Targets (dated 9/08/20) on behalf of the Participant transit provider organization.

Participant Organization Name: Commissioner of Roads and Revenue

Transit Provider Name (if different): Dawson County Transit

FTA Program Subgroup (check all that apply)

5311 Rural 5307 Urban

Did the Accountable Executive change from the FY 2024 name AE?

Yes No

Name of Accountable Executive: Billy Thurmond

Signature of Accountable Executive: _____

Title: Chairman

Date: _____

Enclosure

NTD Reporting Accountable Executive Certification

Applicant Organizations requesting Section 5311 funds must complete the following certification.

I, Billy Thurmond (Accountable Executive/Board of Commission Chair) acknowledge that Section 5311 funds shall be used for the sole purpose of rural transit capital and operating assistance as set forth in FTA Circular 9040.1G.

Furthermore, I certify that Dawson County (Applicant Organization) will not utilize any FY 25 5311 funding and/or associated assets to conduct any urban to urban "public" transportation trips within any UZA.

<https://www.transit.dot.gov/ntd/fta-census-map>

Dawson Transit
Transit Agency/Applicant Organization

Signature of Accountable Executive

Billy Thurmond
Chairman Printed Name & Title

Date

Annual NTD Reporting Certification

FY 25 Section 5311 recipients must complete the following certification.

I, Billy Thurmond (Accountable Executive/Board of Commission Chair) acknowledge that Section 5311 funds shall be used for the sole purpose of rural transit capital and operating assistance as set forth in FTA Circular 9040.1G.

Furthermore, I certify that Dawson Transit (Organization's name) did not utilize any FY 25 5311 funding and associated assets to conduct any urban to urban "public" transportation trips within any UZA during the period of _____ (Date) to _____ (Date).

Dawson Transit
Transit Agency/ Section 5311 Recipient

Signature of Accountable Executive

Billy Thurmond
Chairman Printed Name & Title

Date

Reporting Requirements

Data that GDOT subrecipients collect, monitor, and report is used to assess the performance of their transit services and document compliance with federal and state requirements. This information must be tabulated for monthly, semi-annual, and annual reports. Transit managers are primarily responsible for monitoring and reporting system performance on an ongoing basis.

GDOT's FTA subrecipients are contractually required to provide the following reports:

Monthly Reports

- Monthly Vehicle Usage and Ridership Reports - due the 15th of each month
- Monthly Reimbursement Requests (Please include supporting documentation) - due 30 days after the end of each month

Semi-Annual Reports

- DBE Semi Annual Reports - due May 1st and November 1st
- Semi Annual Preventative Maintenance Interval Checklists - due January 25th and July 25th

Annual Reports

- Annual NTD Reporting Certification - due December 31st
- Drug and Alcohol Management Information System (DAMIS) reports - due March 1st

The table below provides a baseline schedule of activities and important reporting deadlines for FY 2025. Other activities may be added during the fiscal year.

October	<ul style="list-style-type: none"> - Monthly Vehicle Reports Due - September - Monthly Operating Reimbursements Due - September 	<ul style="list-style-type: none"> - Semi-Annual Substance Abuse Awareness Training - Macon - FY 2025 Application Packages Received from GDOT
November	<ul style="list-style-type: none"> - DBE report due - November 1 - Monthly Vehicle Reports Due - October - Monthly Operating Reimbursements Due - October 	<ul style="list-style-type: none"> - Monitor Capital Contract Purchases
December	<ul style="list-style-type: none"> - Monthly Vehicle Reports Due - November - Monthly Operating Reimbursements Due - November - Monitor Capital Contract Purchases 	<ul style="list-style-type: none"> - Final operating reimbursements due December 31, 2023 - Annual NTD Reporting Certification - due December 31st
January	<ul style="list-style-type: none"> - Monthly Vehicle Reports Due - December - Monthly Operating Reimbursements Due - December 	<ul style="list-style-type: none"> - Monitor Capital Contract Purchases - Semi-annual PM Checklist due - January 25
February	<ul style="list-style-type: none"> - Monthly Vehicle Reports Due - January - Monthly Operating Reimbursements Due - January 	<ul style="list-style-type: none"> - Monitor Capital Contract Purchases - Receive D&A Updates from GDOT for DAMIS reporting
March	<ul style="list-style-type: none"> - Monthly Vehicle Reports Due - February - Monthly Operating Reimbursements Due - February - Monitor Capital Contract Purchases 	<ul style="list-style-type: none"> - Drug and Alcohol Monitoring - Conduct Annual Vehicle Inspections
April	<ul style="list-style-type: none"> - Monthly Vehicle Reports Due - March - Monthly Operating Reimbursements Due - March - Monitor Capital Contract Purchases 	<ul style="list-style-type: none"> - Drug and Alcohol Monitoring - Conduct Annual Vehicle Inspections
May	<ul style="list-style-type: none"> - DBE report due - May 1 - Semi-Annual Substance Abuse Awareness Training - Macon - Monthly Vehicle Reports Due - April - Monthly Operating Reimbursements Due - April 	<ul style="list-style-type: none"> - Monitor Capital Contract Purchases - Drug and Alcohol Training and Monitoring - Conduct Annual Vehicle Inspections
June	<ul style="list-style-type: none"> - Monthly Vehicle Reports Due - May - Monthly Operating Reimbursements Due - May - Monitor Capital Contract Purchases 	<ul style="list-style-type: none"> - Drug and Alcohol Monitoring - Conduct Annual Vehicle Inspections - Vehicle Insurance Updates
July	<ul style="list-style-type: none"> - Monthly Vehicle Reports Due - June - Monthly Operating Reimbursements Due - June - Provide updated insurance information to GDOT 	<ul style="list-style-type: none"> - Semi-annual PM Checklist due - July 25th - Monitor capital contract purchases
August	<ul style="list-style-type: none"> - Monthly Vehicle Reports Due - July - Monthly Operating Reimbursements Due - July 	<ul style="list-style-type: none"> - Monitor Capital Contract Purchases - Final Reimbursements for FY 2024 Due
September	<ul style="list-style-type: none"> - Monthly Vehicle Reports Due - August - Monthly Operating Reimbursements Due - August - Monitor Capital Contract Purchases 	<ul style="list-style-type: none"> - Submit FY2025 Operating and Capital Budgets by September 1

Request for Taxpayer Identification Number and Certification

**Give Form to the
requester. Do not
send to the IRS.**

▶ Go to www.irs.gov/FormW9 for instructions and the latest information.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.

COMMISSIONER OF ROADS AND REVENUE DAWSON COUNTY

2 Business name/disregarded entity name, if different from above

3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only **one** of the following seven boxes.

Individual/sole proprietor or single-member LLC C Corporation S Corporation Partnership Trust/estate

Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶ _____

Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is **not** disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.

Other (see instructions) ▶ **LOCAL GOVERNMENT**

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any) _____

Exemption from FATCA reporting code (if any) _____

(Applies to accounts maintained outside the U.S.)

5 Address (number, street, and apt. or suite no.) See instructions.

25 JUSTICE WAY, SUITE 2313

6 City, state, and ZIP code

DAWSONVILLE, GA 30534

7 List account number(s) here (optional)

Requester's name and address (optional)

Print or type.
See Specific Instructions on page 3.

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number									

or

Employer identification number										
5	8		-	6	0	1	1	8	8	2

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here

Signature of U.S. person ▶ *Natalie Johnson*

Date ▶ 1-1-2023

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to www.irs.gov/FormW9.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)

- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, later.

Minimal Asset Useful Life Standards for FTA Grants

<u>Asset</u>	<u>Useful Life</u>	<u>Source</u>
<u>Buses/Light Vehicles</u>		
Large heavy-duty transit buses 35'-40'	12 years/500,000 miles	FTA Circular 5010.1D
Small heavy-duty transit buses 30'	10 years/350,000 miles	FTA Circular 5010.1D
Medium medium-duty transit buses 25'-35'; Sprinter bus	7 years/200,000 miles	FTA Circular 5010.1D
Medium light-duty transit buses 25'-35', BOC vehicles, Expansion vans	5 years/150,000 miles	FTA Circular 5010.1D
Light-duty vehicles (vans, sedans, light-duty buses); Support vehicles; BOC (15-19 passenger), < 30 ft	4 years/100,000 miles	FTA Circular 5010.1D
<u>Trolleys</u>		
Fixed guideway steel-wheeled	25 years	FTA Circular 5010.1D
Fixed guideway electric, rubber tires	15 years	FTA Circular 5010.1D
Simulated trolleys (rubber tires, internal combustion engine)	Refer to bus useful life	FTA Circular 5010.1D
<u>Rail Vehicles</u>	25 years, see circular	FTA Circular 5010.1D
<u>Ferries</u>		
Passenger ferries	25 years	FTA Circular 5010.1D
Other ferries (w/o refurbishment)	30 years	FTA Circular 5010.1D
Other ferries (w/refurbishment)	60 years	FTA Circular 5010.1D
<u>Facilities</u>		
Buildings- concrete, steel and frame construction	40 years	FTA Circular 5010.1D
<u>Other Capital Equipment</u>		
Fare boxes	10 years	Manufacturer/Industry stds.
Computer hardware	4 years	GAAP Guidelines/Industry Std.
Computer hardware- Domain controllers	4 years	Industry Std.
Mobile data computers (real-time dispatching)	7 years	Manufacturer
Computer software	4 years	GAAP Guidelines/Industry Std.
Computer software- HASTUS	4 years	Manufacturer
Computer software- ADP	4 years	Industry Std.
Scheduling/fleet management software	4 years	GAAP Guidelines/Industry Std.
Communications equipment, mobile radios, base stations	10 years	GAAP Guidelines/Industry Std.
Security/Surveillance equipment, cameras for vehicles	Same as useful life of vehicle	
Security/Surveillance equipment, cameras for buildings	10 years	Industry Std.
Shop equipment- Alignment machines, bus washing, tire changers	10 years	Manufacturer
Bus lift	20 years	Manufacturer
Wheelchair lift	Same as useful life of vehicle	
Bus shelters	15 years	Industry Std.
Bus shelter/stop benches	10 years	Manufacturer
Office furniture	10 years	Manufacturer
Carpeting	5 years	Manufacturer
Repeater tower	25 years	Manufacturer
Engine for bus/trolley	4 years	Industry Std.
Bus stop signage	10 years	Industry Std.
HVAC parts	5 years	Grantee experience
Asphalt parking lot	15 years	GASB
Thermal diesel particle filter cleaner	10 years	Manufacturer
Commercial roofing	15 years	Industry Std.

Appendix A: Contact Information for GDOT District Project Managers

Carrie Anderson

Assistant Program Delivery Manager
 Division of Intermodal Programs
 115 Transportation Blvd.
 Thomaston, GA 30286
caanderson@dot.ga.gov
 706.646.7570 (o) 706.975.8749 (c)

Freida J. Black

Assistant Program Delivery Manager
 Division of Intermodal Programs
 30 Great Valley Parkway
 White, GA 30184
fblack@dot.ga.gov
 770.262.3778

Troy Green

Transit Program Delivery Manager
 Division of Intermodal Programs
 204 North Highway 301
 Jesup, GA 31546
tgreen@dot.ga.gov
 912.530.4372

Program Delivery Area	Assigned Counties	Transit Project Manager
1	Bartow, Catoosa, Cedartown, Chattooga, Cherokee, Dade, Fannin, Gilmer, Gordon, Haralson, Murray, Paulding, Pickens, Polk, Walker, Whitfield	Charnele Dobbins 404-631-1231 404-973-6435 (c) cdobbins@dot.ga.gov
2	Banks, Clarke, Dawson, Forsyth, Franklin, Habersham, Hall, Hart, Lumpkin, Rabun, Stephens, Towns, Union, White	Zinia Pruna-Franklin 770-533-8971 ZPruna-Fanklin@dot.ga.gov
3	Barrow, Columbia, Elbert, Greene, Jackson, Jasper, Lincoln, Madison, Morgan, Newton, Oconee, Oglethorpe, Taliaferro, Walton, Wilkes	Myron Mills 404-631-1236 mmills@dot.ga.gov
4	Butts, Carroll, Chattahoochee, Coweta, Crisp, Dooly, Floyd, Harris, Heard, Henry, Lamar, Macon, Marion, Meriwether, Pike, Quitman, Randolph, Schley, Spalding, Stewart, Sumter, Talbot, Taylor, Troup, Upson, Webster	Harvey Smith 478-973-1308 harsmith@dot.ga.gov
5	Baldwin, Bibb, Crawford, Houston, Jones, Monroe, Peach, Pulaski, Putnam, Twiggs, Wilkinson	Robin Walker 404-347-1790 rwalker@dot.ga.gov
6	Bleckley, Burke, Dodge, Emanuel, Glascock, Hancock, Jefferson, Jenkins, Johnson, Laurens, McDuffie, Richmond, Treutlen, Warren, Washington, Wilcox	Kim Smith (478) 553-3381 kismith@dot.ga.gov
7	Baker, Calhoun, Clay, Colquitt, Decatur, Dougherty, Early, Grady, Lee, Miller, Mitchell, Seminole, Terrell, Thomas, Worth	Algenia Skinner (229) 391-5433 pskinner@dot.ga.gov
8	Appling, Atkinson, Bacon, Ben Hill, Berrien, Brantley, Brooks, Bryan, Bulloch, Camden, Candler, Chatham, Charlton, Clinch, Coffee, Cook, Echols, Effingham, Evans, Glynn, Irwin, Jeff Davis, Lanier, Liberty, Long, Lowndes, McIntosh, Montgomery, Pierce, Screven, Tattnall, Telfair, Tift, Toombs, Turner, Ware, Wayne, Wheeler	Kimberly Bryant (912) 530-4388 kbryant@dot.ga.gov

INFORMATION REQUIRED TO INITIATE NEPA

A CHECKLIST

For FTA to determine the extent of environmental analysis required for a proposed project, we must have a clear idea of what it may do to the environment. This includes the **natural environment** (soil, water, air, flora/fauna) and the **human environment** (socioeconomics, land use, traffic, etc.). Additionally, FTA must determine whether any Federal funding is sought (now or in the future) for the proposal and if FTA is required to make a decision or approval (e.g., approval for incidental use of property).

INFORMATION REQUIRED

QUESTIONS to be ADDRESSED

- Sources of federal, state, and local funds and transit nexus
- Description of existing property with a clear map showing the Area of Potential Effect (APE)
- Street address or coordinates
- Photos of property, any buildings on property and the surrounding area directly adjacent to the project site.
- Photos of surrounding buildings visible from property
- Description of complete project with site plan. Be specific for each action of the project.

Is the project a Federal Action eligible for FTA funding?

What are the Existing conditions? Cleared land or forested land? Water? Urban, rural, suburban? Gently rolling, flat, etc.? Modern visual intrusions in the area, such as cell towers, modern buildings, etc.? Is the site a brownfield or contaminated? Have any site assessments been completed?

Are there possible environmental areas of concern at the site or in its surroundings? Any known hazards? Existing buildings contain lead paint/asbestos? Standing water on site? Industrial site? Industrial sites within a block of the project site? In a historic district?

What are the characteristics of the natural environment of the property? Provide photos of the land in all directions and of any buildings or structures on the land. Are any of the buildings be historic? Are the buildings in use? Are the buildings safe? Who/what industry occupies the building?

Are there any nearby buildings that may be historic? Any new construction visible from the project site? Number of stories of the buildings surrounding the project site.

What physical changes will be made to the existing site? Any digging or other ground disturbing activities such as clearing and grubbing? Will a building be constructed? Will an existing building be renovated or rehabilitated? Will parking be added or subtracted? Any changes to the traffic amount or flow due to the project? Provide any renderings that are available of the existing project site and the planned work. Be specific about actions, such as replacement of windows/doors, new construction, etc. Will the completed project include storage facilities, maintenance facilities or an operation center?

List of actions required upon existing property to achieve complete project (e.g., clear 5 acres of wooded land, demolish building, culvert and cover creek, etc.)

Are there physical changes that are not obvious in the site plan? (e.g., excavation for a basement, fuel storage) Are there going to be any residential or business displacements?

Logical termini, alignment, mode, and technology (if a linear project).

Has thorough planning for the proposed project occurred? (3 out of 4 are typically enough to begin NEPA.) Any feasibility or environmental studies been completed? If so, please attach to the checklist document.

List of any public involvement done for the project, to date, if any

Has the community affected by the project been informed? If so, when was the community engaged/informed? Is there any potential controversy? Are there any local organizations that should be informed?

Property Acquisition: Unless an early or at-risk (hardship or protective buy) acquisition meets the conditions, property cannot be acquired until NEPA is **complete** and an environmental determination or decision document has been issued by FTA TR04. This restriction is found in FTA's environmental regulations ([23 CFR 771.113](#)) and includes offers to purchase the property or any other commitment to purchase the property or to proceed to a settlement ([FTA Circular 5010.1E](#)). Project sponsors should contact FTA TR04 with any questions about potential timing of property acquisitions and their corresponding NEPA documentation.

Examples, which can be either implied or explicit, of prohibited acquisition activities during the NEPA process include:

- Any offer to purchase;
- Any negotiation to purchase;
- Any discussion on price;
- Any commitment to purchase or establishing any conditions of purchase; and,
- Any commitment to proceed to settlement.

Equity Analysis: Be sure to review and understand your responsibilities per [49 CFR Section 21.5\(b\)\(3\)](#) for facility construction projects. Additionally, please review and comply with [FTA Title VI Circular](#).

The more information FTA knows about a project, the more accurate we can be in assigning the most appropriate level of environmental analysis.

Updated 10/15/2021

FY 2025 Transit Vehicle Inventory Report

Please Keep as an Excel Document

Name of Organization	GDOT District	VIN	License Plate
Dawson County Transit	District 1	1FDEE3FS1GDC17167	GV8447E
Dawson County Transit	District 1	1FDEE3FS2HDC35467	GV8800K
Dawson County Transit	District 1	1FDEE3FS3HDC61012	GV8815K
Dawson County Transit	District 1	1FDEE3FS4HDC78949	GV3837L

Improvement Purpose (Replacement/Expansion)	Condition Assessment Date	Condition Rating (Excellent, Good, Fair, Poor)	Current Mileage as of 07/31/2023	Purchase Date	Vendor
Replacement	9/11/2023	Fair	135,775		Bus Center
Replacement	9/11/2023	Fair	136,799		Bus Center
Replacement	9/11/2023	Fair	135,187		Bus Center
Replacement	9/11/2023	Fair	122,751		Bus Center

5307 Subrecipients Title Registration Number	Vehicle Type	Dedicated Fleet or Spare	Ownership Type - Owned or Leased	5311 DR-Demand Response / 5307 Fixed Route / Paratransit Demand Response
	Van	Dedicated	Owned	5311 - Demand Response
	Van	Dedicated	Owned	5311 - Demand Response
	Van	Dedicated	Owned	5311 - Demand Response
	Van	Dedicated	Owned	5311 - Demand Response



DAWSON COUNTY BOARD OF COMMISSIONERS AGENDA FORM

Department: **PUBLIC WORKS**

Work Session: September 21, 2023

Prepared By: **ROBERT W. DREWRY, PUBLIC WORKS DIRECTOR**

Voting Session: October 5, 2023

Presenter: **ROBERT W. DREWRY**

Public Hearing: Yes _____ No X

Agenda Item Title: Resolution to initiate abandonment procedures for a portion of Water Plant Road in Dawson County.

Background Information:

Water Plant Road is a county-maintained road off River Valley Road. The road is access into the water treatment facility owned and operated by the Etowah Water & Sewer Authority. Pursuant to the Official Code of Georgia Annotated ("O.C.G.A.") § 32-7-1, the county is authorized to abandon any public road under its jurisdiction when such abandonment is deemed to be in the public interest.

Current Information:

Dawson County was approached by Etowah Water & Sewer Authority to formally abandon a portion of Water Plant Road. The Authority wants to be able to relocate the gate further into its property to protect its assets. (See map) The County Attorney's office has been consulted on requirements to abandon county right-of-way. Adoption of attached resolution is step one in the process to abandon public right-of-way. Assuming the board adopts the resolution, abutting property owners will be formerly notified, and notice will publish to hold a public hearing, at which time the board shall consider the proposed abandonment.

Budget Information: Applicable: _____ Not Applicable: ___ Budgeted: Yes _____ No _____

Fund	Dept.	Acct No.	Budget	Balance	Requested	Remaining
N/A						

Recommendation/Motion:

Department Head Authorization: _____ RWD _____

Date: 09/12/2023

Finance Dept. Authorization: Vickie Neikirk

Date: 9/13/23

County Manager Authorization: Joey Leverette

Date: 9/14/23

County Attorney Authorization: _____

Date: _____

Comments/Attachments:

89

**A RESOLUTION BY THE BOARD OF COMMISSIONERS OF
DAWSON COUNTY, GEORGIA, TO DETERMINE THAT CERTAIN COUNTY
RIGHT-OF-WAY NO LONGER SERVES A SUBSTANTIAL
PUBLIC PURPOSE; TO INITIATE ABANDONMENT PROCEDURES;
AND FOR OTHER PURPOSES**

WHEREAS, pursuant to the Official Code of Georgia Annotated (“O.C.G.A.”) § 32-7-1, the County is authorized to abandon any public road under its jurisdiction when such abandonment is deemed to be in the public interest;

WHEREAS, O.C.G.A. § 32-7-2(b)(1) authorizes a County to abandon a section of the County road system which has for any reason ceased to be used by the public to the extent that no substantial public purpose is served by it or removal of the road is otherwise in the best public interest;

WHEREAS, O.C.G.A. § 32-7-2(b)(1) further provides that upon the determination by a County, by certification recorded in its minutes, accompanied by a plat or sketch, that any of its right-of-way has, for any reason, ceased to be used by the public to the extent that no substantial public purpose is served by it or that its removal from the County’s road system is otherwise in the best public interest, the County, and after notice to property owners located thereon, and after notice of such determination is published in the County’s legal organ once a week for a period of two weeks, and after a public hearing on the issue, may declare that section of the County’s road system abandoned;

WHEREAS, **Water Plant Road** is a County maintained paved public road identified on the county road system as being 0.10 miles in length off River Valley Road;

WHEREAS, a map of **Water Plant Road** is attached hereto and marked as Exhibit “A”;
and

WHEREAS, in accordance with O.C.G.A. § 32-7-2(b)(1), as cited above, before the County may declare such portions of the Roads abandoned, the processes required thereunder must first be initiated.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners, and it is hereby resolved by the authority of the same, as follows:

1. That **Water Plant Road**, as shown on the map marked as Exhibit “A,” has ceased to be used by the public to the extent that no substantial public purpose is served by said roads, and the removal of said right-of-way is in the best public interest.
2. The proceedings regarding the abandonment of said portions of **Water Plant Road** herein described shall be initiated.
3. The County Manager, or designee, shall provide notice of the County’s determination in paragraph 1 above to the abutting property owner and shall cause notice of such

determination to be published in the County's legal organ once a week for a period of two weeks prior to a public hearing on the proposed abandonment of **Water Plant Road**.

4. The County Manager, or designee, shall schedule a public hearing for this Board to consider the abandonment of **Water Plant Road** herein described to be held after the above requirements have been met.

DAWSON COUNTY BOARD OF COMMISSIONERS

By: _____
Billy Thurmond, Chairman

Attest:

[COUNTY SEAL]

Kristen Cloud, County Clerk



DAWSON COUNTY BOARD OF COMMISSIONERS AGENDA FORM

Department: **PUBLIC WORKS**

Work Session: September 21, 2023

Prepared By: **ROBERT W. DREWRY, PUBLIC WORKS DIRECTOR**

Voting Session: October 5, 2023

Presenter: **ROBERT W. DREWRY**

Public Hearing: Yes _____ No X

Agenda Item Title: Resolution to initiate abandonment procedures for Palmour Place in Dawson County.

Background Information:

Palmour Place is a county-maintained gravel road that loops off Carlisle Road, being 0.17 miles in length. Pursuant to the Official Code of Georgia Annotated ("O.C.G.A.") § 32-7-1, the county is authorized to abandon any public road under its jurisdiction when such abandonment is deemed to be in the public interest.

Current Information:

Dawson County was approached by a property owner on Palmour Place requesting the county abandon the road and return the road to the responsibility of the abutting property owners. (See map) The County Attorney's office has been consulted on requirements to abandon county right-of-way. Adoption of attached resolution is step one in the process to abandon public right-of-way. Assuming the board adopts the resolution, abutting property owners will be formerly notified, and notice will publish to hold a public hearing, at which time the board shall consider the proposed abandonment.

Budget Information: Applicable: _____ Not Applicable: ___ Budgeted: Yes _____ No _____

Fund	Dept.	Acct No.	Budget	Balance	Requested	Remaining
N/A						

Recommendation/Motion:

Department Head Authorization: _____ RWD _____

Date: 09/12/2023

Finance Dept. Authorization: Vickie Neikirk

Date: 9/13/23

County Manager Authorization: Joey Leverette

Date: 9/14/23

County Attorney Authorization: _____

Date: _____

Comments/Attachments:

93

**A RESOLUTION BY THE BOARD OF COMMISSIONERS OF
DAWSON COUNTY, GEORGIA, TO DETERMINE THAT CERTAIN COUNTY
RIGHT-OF-WAY NO LONGER SERVES A SUBSTANTIAL
PUBLIC PURPOSE; TO INITIATE ABANDONMENT PROCEDURES;
AND FOR OTHER PURPOSES**

WHEREAS, pursuant to the Official Code of Georgia Annotated (“O.C.G.A.”) § 32-7-1, the County is authorized to abandon any public road under its jurisdiction when such abandonment is deemed to be in the public interest;

WHEREAS, O.C.G.A. § 32-7-2(b)(1) authorizes a County to abandon a section of the County road system which has for any reason ceased to be used by the public to the extent that no substantial public purpose is served by it or removal of the road is otherwise in the best public interest;

WHEREAS, O.C.G.A. § 32-7-2(b)(1) further provides that upon the determination by a County, by certification recorded in its minutes, accompanied by a plat or sketch, that any of its right-of-way has, for any reason, ceased to be used by the public to the extent that no substantial public purpose is served by it or that its removal from the County’s road system is otherwise in the best public interest, the County, and after notice to property owners located thereon, and after notice of such determination is published in the County’s legal organ once a week for a period of two weeks, and after a public hearing on the issue, may declare that section of the County’s road system abandoned;

WHEREAS, **Palmour Place** is a County maintained public road identified on the county road system as being 0.17 miles in length that loops from Carlisle Road;

WHEREAS, a map of **Palmour Place** is attached hereto and marked as Exhibit “A”; and

WHEREAS, in accordance with O.C.G.A. § 32-7-2(b)(1), as cited above, before the County may declare such portions of the Roads abandoned, the processes required thereunder must first be initiated.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners, and it is hereby resolved by the authority of the same, as follows:

1. That **Palmour Place**, as shown on the map marked as Exhibit “A,” has ceased to be used by the public to the extent that no substantial public purpose is served by said roads, and the removal of said right-of-way is in the best public interest.
2. The proceedings regarding the abandonment of said portions of **Palmour Pace** herein described shall be initiated.
3. The County Manager, or designee, shall provide notice of the County’s determination in paragraph 1 above to the abutting property owners and shall cause notice of such

determination to be published in the County's legal organ once a week for a period of two weeks prior to a public hearing on the proposed abandonment of **Palmour Place**.

4. The County Manager, or designee, shall schedule a public hearing for this Board to consider the abandonment of **Palmour Place** herein described to be held after the above requirements have been met.

DAWSON COUNTY BOARD OF COMMISSIONERS

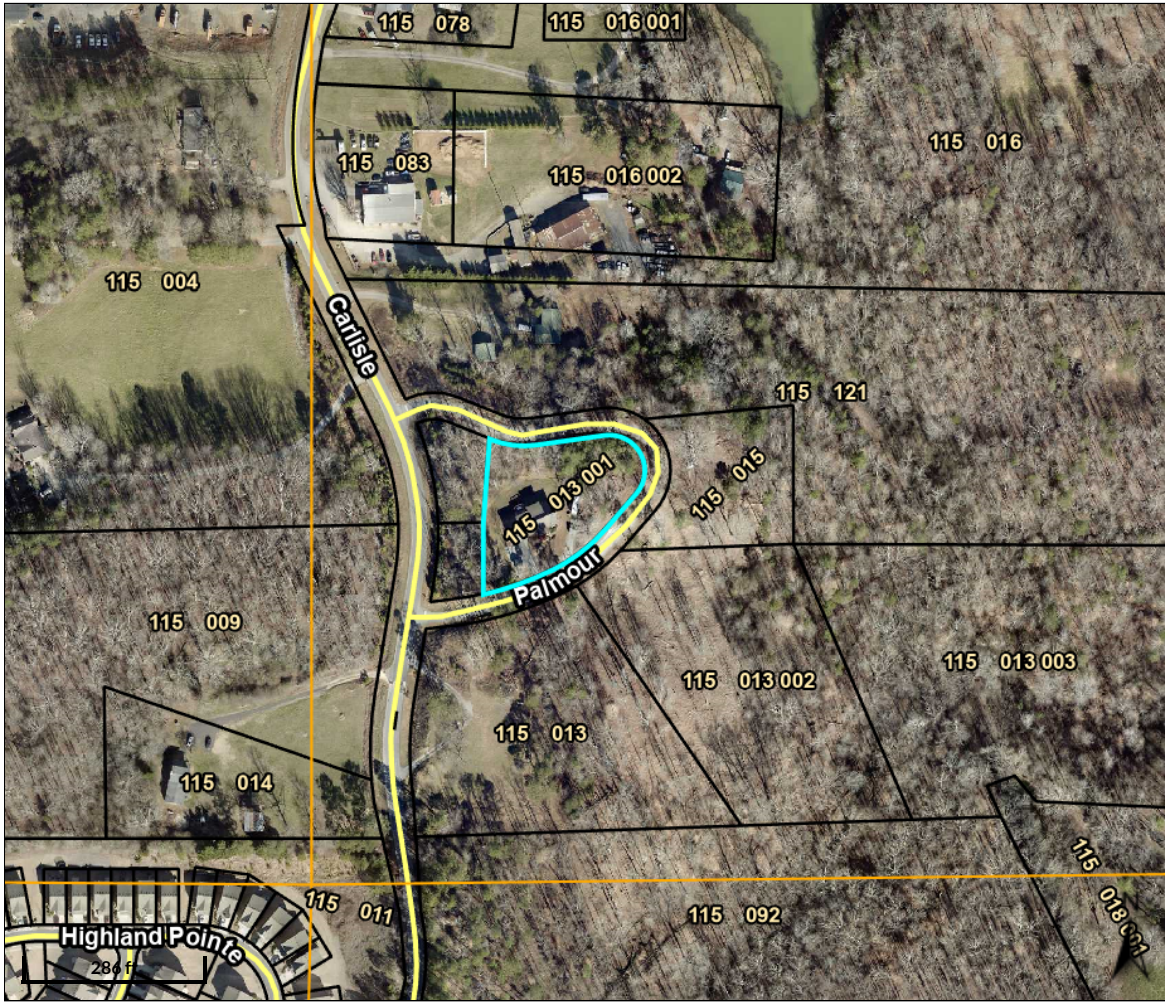
By: _____
Billy Thurmond, Chairman

Attest:

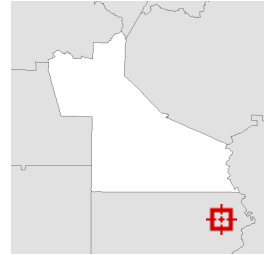
[COUNTY SEAL]

Kristen Cloud, County Clerk

Exhibit "A"



Overview



Legend

-  Parcels
-  Landlots

DAWSON COUNTY COMPREHENSIVE PLAN DAWSON COUNTY, GA

- *Insert photo* -

DRAFT

TABLE OF CONTENTS

INTRODUCTION

Purpose and Scope
Plan Elements
Public Participation
Required Components

COMMUNITY VISION

Community Profile
Demographics
Stakeholder Input
Vision Statement

COMMUNITY DEVELOPMENT STRATEGY

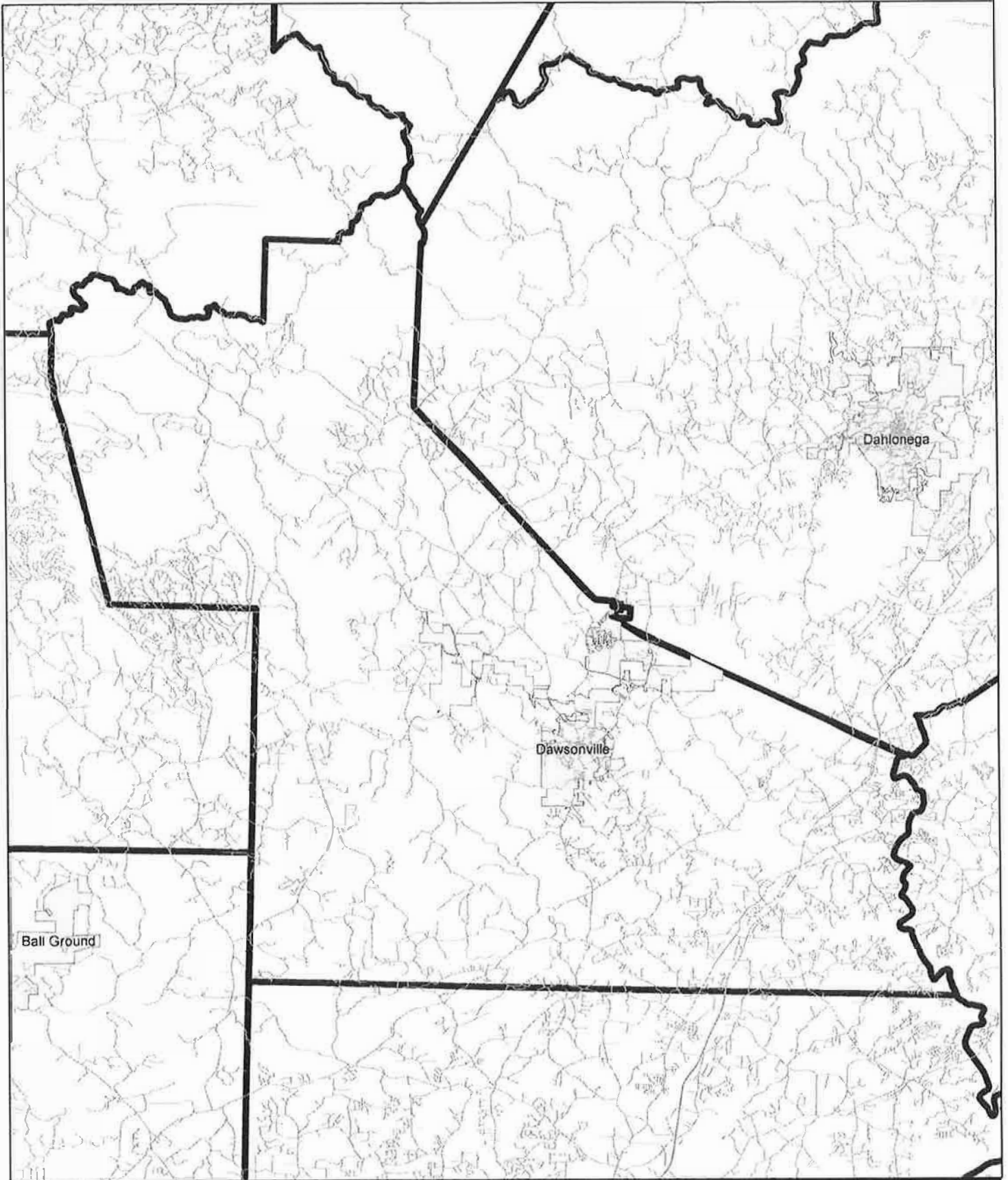
Areas That Require Attention
Quality Community Objectives
Broadband Assessment
Environmental Assessment
Community Facilities and Services
Land Use Assessment
Recommended Character Areas
Transportation Master Plan 2024
Lumpkin Campground Corridor Study

IMPLEMENTATION PROGRAM

Needs and Opportunities
Community Work Program 2023-2027

APPENDICES

Existing Land Use Map
Environmental Constraints Map
Report of Accomplishments
Dawson County Comprehensive Plan Public Comment Survey Response Summary
Dawson County Transportation Master Plan Survey Response Summary



**Dawson County Area of Interest
214 Square Miles**

Purpose

The 2023 Dawson County Comprehensive Plan aims to lay out a road map for the community's future, developed through a public process in which leaders and stakeholders make decisions about the community's future. The Comprehensive Plan includes the community's vision for the future, key issues, opportunities it chooses to address during the planning period, and its implementation program for achieving this vision.

Scope

This document addresses Dawson County, Georgia's local planning requirements and community development. Some consideration has been given to the City of Dawsonville and those areas and political entities adjacent to the County that influence local conditions. Still, all the cited issues, objectives, and opportunities discussed herein focus on Dawson County.

Citizen Participation

As a part of the planning process, Dawson County provided opportunities for public participation while preparing the comprehensive plan. This aims to ensure that citizens and other stakeholders know the planning process, are provided opportunities to comment on the local plan elements, and have adequate access to defining the community's vision, values, priorities, goals, and policies. At a minimum, the public participation program must provide adequate notice to inform the general public of the emerging plan, provide opportunities for the public to provide written comments, and hold the required public hearings.

Dawson County has a Long-Range Planning Steering Committee, contributing to the plan update. This committee is responsible for continually assessing the community's issues beyond the current planning time frame. This Committee works with the Planning and Development Department staff to provide an additional layer of analysis of Dawson County's land use issues. Additionally, stakeholders met from March to August 2023, and two public meetings were held in July and two in September.

A user-friendly component of the public involvement process was online survey opportunities. The County hosted a public engagement opportunity during May, June, and July on growth management; this was publicized on social media and promoted by the Dawson County Chamber of Commerce. The online survey asked respondents to indicate their concerns for the community, the prospects for growth and development in the area, and to prioritize local needs on housing, recreation, economic development, and natural resource protection. The survey produced 294 responses. Additionally, virtual engagement opportunities were available during the Transportation Element planning process. The first public engagement opportunity was held during June and July 2023 and focused on identifying the opportunities and challenges facing the County's Transportation system. Participants provided feedback via a survey and interactive map regarding their priorities, project concepts, and general feedback regarding opportunities and challenges. The growth management and the transportation master plan participant comments were shared with the LRP group and contributed significantly to considering Dawson County's values and priorities.

Dawson County Comprehensive Plan: Five-year update

294

Responses

23:59

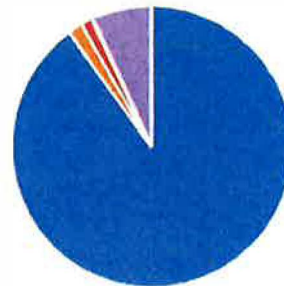
Average time to complete

Closed

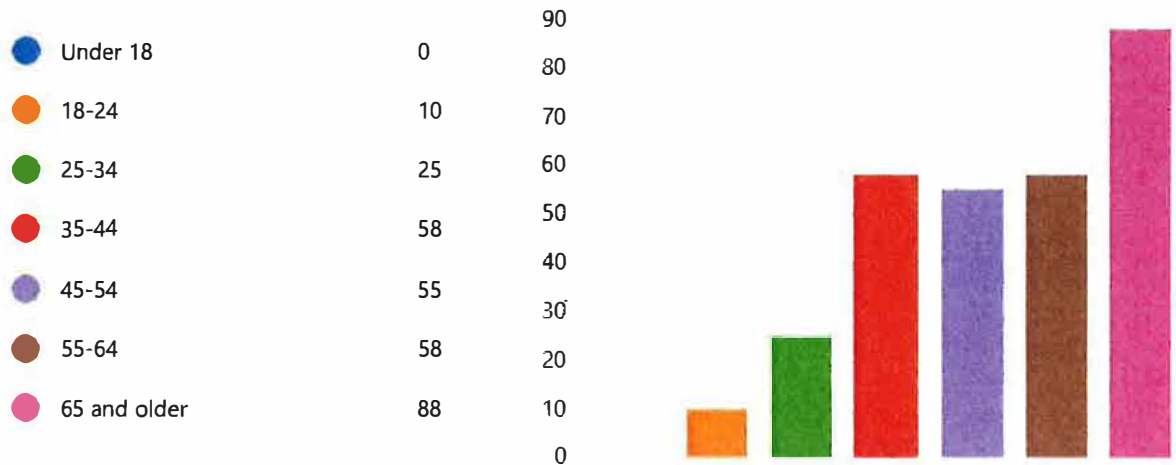
Status

1. I am submitting comments for Dawson County as a ...

● Resident	265
● Business Owner	5
● Student	0
● Visitor	4
● Employed in Dawson County	20



2. What is your age range?



3. As a way to assess a **strength, weakness, an opportunity** and a **threat** for Dawson County. Please list a **STRENGTH** for Dawson County.

271
Responses

Latest Responses

"Small town life outside of Atlanta metro Natural surroundings ...

"The nature! There's mountain, rivers, lakes, and farmland whic...

"Rural community "

4. Please list a **WEAKNESS** for Dawson County.

278
Responses

Latest Responses

"Development is out of control Much of the 400 new developme...

"The growth of Dawson is taking away from the natural beauty...

"Turning into apartments everywhere. Growing too fast. Dawso...

5. Please list an **OPPORTUNITY** for Dawson County.

258
Responses

Latest Responses

"Allow development to happen, but assure builders support cap...

"Stay rural feeling."

6. Please list a **THREAT** for Dawson County.

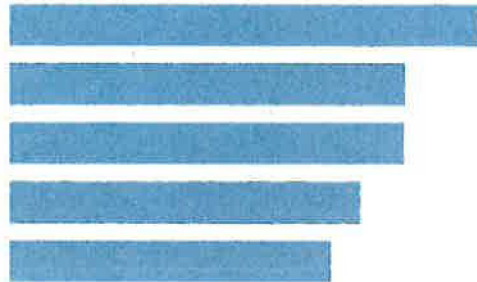
275
Responses

Latest Responses

"Growth just for tax revenue - or development that has limited ..."
"The amount of growth and people moving to Dawson is a larg..."
"Uncontrolled growth that is already happening. Where is all of..."

7. For the following **community issues**, please rank them in order of importance (1-5 with 1 being the most important) (slide the bar)

- 1 Recreational Opportunities
- 2 Economic Development
- 3 Code Compliance
- 4 Housing Opportunities
- 5 Increasing tourism



8. Our community's **most important asset** that should be preserved in the future is:

276
Responses

Latest Responses

"The beauty and natural surroundings that have been "Dawson..."
"The nature!"
"Rural communities "

9. Our community's **biggest liability** that should be changed in the future is:

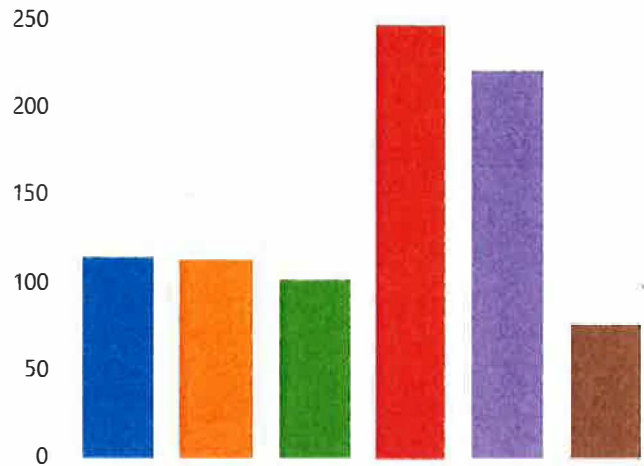
261
Responses

Latest Responses

"Development to goes unbalanced for speed and low capital co..."
"The amount of traffic and people who are moving here."
"Uncontrolled growth, apartments "

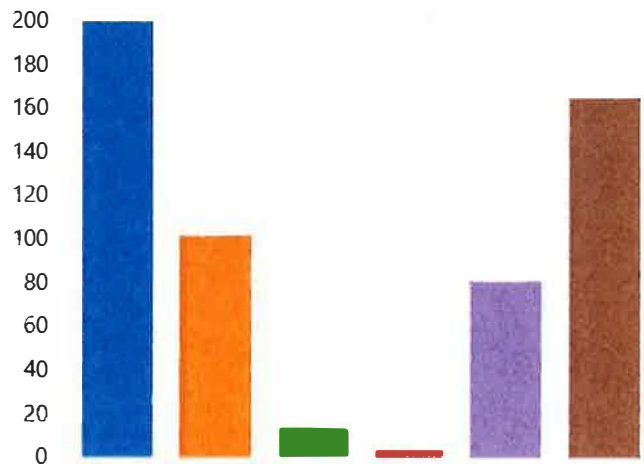
10. With respect to **cultural resources**, (uses of the natural environment, the built environment, and social institutions) our most important issues are (pick 3):

- Improving sidewalks, bicycle an... 115
- The need for more park space 114
- Unified County and City Govern... 102
- Preservation of forested land for... 247
- Protect scenic corridors, i.e. Hwy... 221
- Expand recreation opportunities... 77



11. With respect to housing, our most important needs are (pick 2):

- Family housing 200
- Starter homes 800 to 1600 squa... 102
- Townhomes 14
- Apartments 4
- Senior housing (55+) 81
- Fewer run down/unsafe houses 165



12. New residential growth and development should be directed:

- In/around the City of Dawsonville 62
- Adjacent to existing subdivisions 29
- South area of the County - Fors... 112
- Other 80



13. What should Dawson county focus resources on? Please rank in order of importance (1-5 with 1 being the most important) (slide the bar)



14. With respect to economic development, our top priorities should be (pick 2):

- Attract new Medical facilities 113
- Attract new manufacturing/fabri... 73
- Attract diverse business to the ... 112
- Attract sustainable businesses w... 218

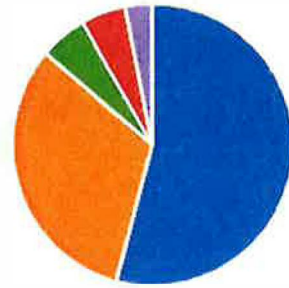


15. For the following public services, please rank them in order of importance (1-7 with 1 being the most important) (slide the bar)



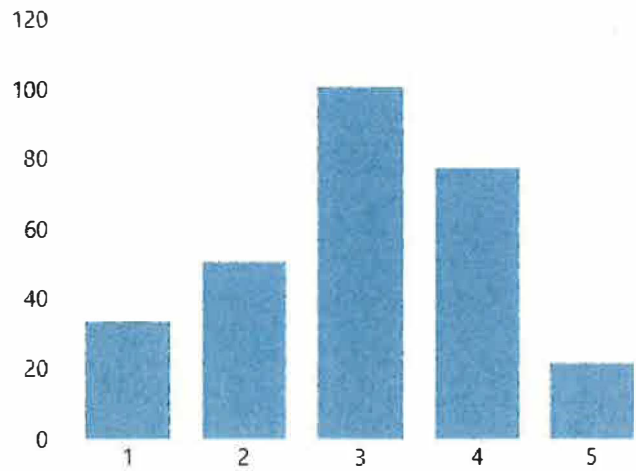
16. What type of home internet service do you have?

● DSL/cable	157
● Fiber optic	93
● Satellite	16
● Cell phone hotspot	15
● None Available	9

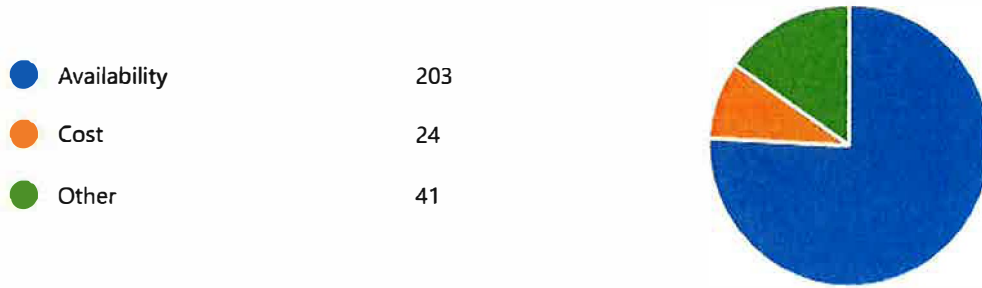


17. How would you rate your home internet service? Please rate your response from 1-5 with 1 being excellent and 5 being home internet service not available.

3.01
Average Rating



18. What is keeping you from obtaining faster more reliable internet?



19. What is your Vision for Dawson County for the next five years.

262
Responses

Latest Responses

"To maintain the charm and natural beauty that the country ha...

"To stop the growth of Atlanta into our county. We moved here ...

"Slow controlled growth. Commisioners with a clue."

Required Components

This comprehensive plan meets the requirements and intent of the Georgia Department of Community Affairs's "Minimum Standards and Procedures for Local Comprehensive Planning," as amended in 2018ⁱ, and the Georgia Planning Act of 1989. The plan must be prepared in compliance with these rules and guidelines for Dawson County to maintain its Qualified Local Government (QLG) status. State law requires that the local government update its comprehensive plan every five years.

"The purpose of Minimum Standards is to provide a framework for developing, managing, and implementing local comprehensive plans at the local, regional, and state government level. They reflect an important state interest: healthy and economically vibrant county complements are vital to the state's economic prosperity."

(1) Community Goals: *The Community Goals element aims to lay a road map for the community's future, developed through a public process involving community leaders and stakeholders in making critical decisions about the community's future. The Community Goals are an essential part of the plan.*

The Community Goals must include at least one or a combination of any of the four components listed programs.

(a) General Vision Statement: *Include a general statement that paints a picture of what the community desires to become, providing a complete description of the development patterns to be encouraged within the jurisdiction.*

(b) List of Community Goals: *Include a list of the community's goals.*

(c) Community Policies: *Include any policies the local government selects to provide ongoing guidance and direction to local government officials for making decisions consistent with achieving the Community Goals.*

(d) Character Areas and Defining Narrative: *This option lays out more specific goals for the future of the community-by-community sub-areas, districts, or neighborhoods.*

(2) Needs and Opportunities: *Each of the needs or opportunities the community identifies as a high priority must be followed up with corresponding implementation measures in the Community. The list must be developed by the community/stakeholders in a SWOT (strengths, weaknesses, opportunities, threats) community analysis.*

(3) Community Work Program: *This element of the comprehensive plan lays out the specific activities the community plans to undertake during the following five years to address the priority Needs and Opportunities or achieve portions of the Community Goals.*

Community Profile.

Dawson County is a political jurisdiction of north Georgia encompassing 214 square miles. Historically land populated by the Cherokee, Dawson County was founded in 1857, and its County seat (and only municipality) is the City of Dawsonville.

Dawson County was created by a legislative act on December 3, 1857, primarily out of Lumpkin County and smaller parts of Gilmer, Pickens, and Dawson counties. Georgia's 119th county and the county seat of Dawsonville were named for Judge William C. Dawson, a compiler of the laws of Georgia and commander of a brigade in the Creek Indian War of 1836.

Before the creation of Dawson County, the area enjoyed a rich history. Initially settled by the Cherokee Indians at about the time of the American Revolution, the river valleys were dotted with farms, orchards, and numerous modern log structures. Native Americans thrived in the area until the discovery of gold in 1829. By 1832, prospectors had overrun much of the area, and Georgia claimed the region as a new territory. In 1838, those Native Americans who had not voluntarily moved west were forcibly removed to Oklahoma along the Trail of Tears. Although absent as a people from the area for more than 180 years, the legacy of the Cherokee remains in many names found throughout Dawson County: Amicalola, which means "tumbling waters," Etowah, Toto Creek - named for the Cherokee Toter family, and a host of other local names. Throughout the 1830s and 1840s, the area that was to become Dawson County was in the midst of the first gold rush in America. Numerous mines and mining operations were located throughout the region. Remnants of these mines and small mining projects can still be found within the county.

The first census count was taken in 1859. The population was 3,856.

In 1957, the Appalachian Trail was re-routed to a new endpoint about 8 miles north of Amicalola Falls State Park, establishing the county as a major destination for outdoor recreation. At the same time, the flooding of the Chattahoochee River plain to form nearby Lake Lanier was completed, resulting in Georgia's largest lake at 39,000 acres.

With the completion of the Georgia 400 highway to Atlanta in the 1980s, the county had the major road it had lacked for a hundred and twenty years. This transportation route, Lake Lanier, Amicalola Falls, and the development of the North Georgia Premium Outlets have helped Dawson County transition from a quiet mountain enclave to one of Georgia's fastest-growing communities. The southern terminus of the Appalachian Trail lies in Dawson County, which, combined with the abundant reserved forest within the area, has raised the profile of outdoor recreational activities for locals and tourists alike. But commerce and industry have also grown in the region as suburban development and population growth have reached the Dawson County line.



Community Profile

Dawson County
Dawson County, GA

	Dawson County...
Population Summary	
2010 Total Population	22,330
2020 Total Population	26,798
2020 Group Quarters	108
2022 Total Population	28,205
2022 Group Quarters	108
2027 Total Population	30,773
2022-2027 Annual Rate	1.76%
2022 Total Daytime Population	25,694
Workers	10,393
Residents	15,301
Household Summary	
2010 Households	8,433
2010 Average Household Size	2.61
2020 Total Households	10,313
2020 Average Household Size	2.59
2022 Households	10,869
2022 Average Household Size	2.59
2027 Households	11,883
2027 Average Household Size	2.58
2022-2027 Annual Rate	1.80%
2010 Families	6,390
2010 Average Family Size	2.97
2022 Families	8,048
2022 Average Family Size	2.99
2027 Families	8,776
2027 Average Family Size	2.99
2022-2027 Annual Rate	1.75%
Housing Unit Summary	
2000 Housing Units	7,163
Owner Occupied Housing Units	69.0%
Renter Occupied Housing Units	15.7%
Vacant Housing Units	15.3%
2010 Housing Units	10,425
Owner Occupied Housing Units	65.0%
Renter Occupied Housing Units	15.9%
Vacant Housing Units	19.1%
2020 Housing Units	11,926
Vacant Housing Units	13.5%
2022 Housing Units	12,645
Owner Occupied Housing Units	70.0%
Renter Occupied Housing Units	16.0%
Vacant Housing Units	14.0%
2027 Housing Units	13,825
Owner Occupied Housing Units	70.5%
Renter Occupied Housing Units	15.5%
Vacant Housing Units	14.0%
Median Household Income	
2022	\$74,589
2027	\$90,104
Median Home Value	
2022	\$289,834
2027	\$369,680
Per Capita Income	
2022	\$42,218
2027	\$49,487
Median Age	
2010	40.6
2022	43.6
2027	44.5

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

Community Profile

Dawson County
 Dawson County, GA
 Geography: County

Dawson County...

2022 Households by Income

Household Income Base	10,869
<\$15,000	4.6%
\$15,000 - \$24,999	6.5%
\$25,000 - \$34,999	6.0%
\$35,000 - \$49,999	12.4%
\$50,000 - \$74,999	20.6%
\$75,000 - \$99,999	12.2%
\$100,000 - \$149,999	19.1%
\$150,000 - \$199,999	8.4%
\$200,000+	10.1%
Average Household Income	\$109,542

2027 Households by Income

Household Income Base	11,883
<\$15,000	3.2%
\$15,000 - \$24,999	4.5%
\$25,000 - \$34,999	5.0%
\$35,000 - \$49,999	10.2%
\$50,000 - \$74,999	18.9%
\$75,000 - \$99,999	12.3%
\$100,000 - \$149,999	22.2%
\$150,000 - \$199,999	11.4%
\$200,000+	12.3%
Average Household Income	\$128,144

2022 Owner Occupied Housing Units by Value

Total	8,852
<\$50,000	3.5%
\$50,000 - \$99,999	2.5%
\$100,000 - \$149,999	4.6%
\$150,000 - \$199,999	12.3%
\$200,000 - \$249,999	18.3%
\$250,000 - \$299,999	10.9%
\$300,000 - \$399,999	10.8%
\$400,000 - \$499,999	11.8%
\$500,000 - \$749,999	15.0%
\$750,000 - \$999,999	4.2%
\$1,000,000 - \$1,499,999	1.0%
\$1,500,000 - \$1,999,999	2.3%
\$2,000,000 +	2.7%
Average Home Value	\$436,644

2027 Owner Occupied Housing Units by Value

Total	9,742
<\$50,000	1.7%
\$50,000 - \$99,999	1.0%
\$100,000 - \$149,999	2.0%
\$150,000 - \$199,999	8.3%
\$200,000 - \$249,999	16.9%
\$250,000 - \$299,999	11.4%
\$300,000 - \$399,999	12.5%
\$400,000 - \$499,999	14.2%
\$500,000 - \$749,999	19.1%
\$750,000 - \$999,999	5.8%
\$1,000,000 - \$1,499,999	1.2%
\$1,500,000 - \$1,999,999	2.5%
\$2,000,000 +	3.3%
Average Home Value	\$499,500

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

June 13, 2023

Community Profile

Dawson County
 Dawson County, GA
 Geography: County

Dawson County...

2010 Population by Age

Total	22,330
0 - 4	5.7%
5 - 9	6.5%
10 - 14	6.8%
15 - 24	12.1%
25 - 34	11.5%
35 - 44	13.6%
45 - 54	15.3%
55 - 64	14.5%
65 - 74	9.6%
75 - 84	3.7%
85 +	0.8%
18 +	77.2%

2022 Population by Age

Total	28,205
0 - 4	5.0%
5 - 9	5.5%
10 - 14	5.9%
15 - 24	10.2%
25 - 34	12.6%
35 - 44	12.5%
45 - 54	12.7%
55 - 64	14.6%
65 - 74	13.8%
75 - 84	6.0%
85 +	1.2%
18 +	80.3%

2027 Population by Age

Total	30,773
0 - 4	5.0%
5 - 9	5.4%
10 - 14	5.9%
15 - 24	9.9%
25 - 34	10.6%
35 - 44	13.8%
45 - 54	12.4%
55 - 64	13.7%
65 - 74	13.2%
75 - 84	8.5%
85 +	1.6%
18 +	80.4%

2010 Population by Sex

Males	11,164
Females	11,166

2022 Population by Sex

Males	14,144
Females	14,061

2027 Population by Sex

Males	15,448
Females	15,325

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

June 13, 2023

Community Profile

Dawson County
 Dawson County, GA
 Geography: County

Dawson County...

2010 Population by Race/Ethnicity

Total	22,330
White Alone	95.6%
Black Alone	0.5%
American Indian Alone	0.4%
Asian Alone	0.6%
Pacific Islander Alone	0.0%
Some Other Race Alone	1.6%
Two or More Races	1.4%
Hispanic Origin	4.1%
Diversity Index	15.8

2020 Population by Race/Ethnicity

Total	26,798
White Alone	89.0%
Black Alone	0.8%
American Indian Alone	0.3%
Asian Alone	0.9%
Pacific Islander Alone	0.1%
Some Other Race Alone	2.5%
Two or More Races	6.4%
Hispanic Origin	6.0%
Diversity Index	29.3

2022 Population by Race/Ethnicity

Total	28,205
White Alone	88.6%
Black Alone	0.7%
American Indian Alone	0.3%
Asian Alone	0.8%
Pacific Islander Alone	0.1%
Some Other Race Alone	2.6%
Two or More Races	6.8%
Hispanic Origin	6.1%
Diversity Index	30.0

2027 Population by Race/Ethnicity

Total	30,773
White Alone	87.8%
Black Alone	0.7%
American Indian Alone	0.3%
Asian Alone	0.8%
Pacific Islander Alone	0.1%
Some Other Race Alone	2.7%
Two or More Races	7.6%
Hispanic Origin	6.3%
Diversity Index	31.5

2010 Population by Relationship and Household Type

Total	22,330
In Households	98.7%
In Family Households	87.2%
Householder	28.6%
Spouse	23.3%
Child	29.6%
Other relative	3.6%
Nonrelative	2.1%
In Nonfamily Households	11.5%
In Group Quarters	1.3%
Institutionalized Population	0.6%
Noninstitutionalized Population	0.7%

Data Note: Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ethnic groups.

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

Community Profile

Dawson County
Dawson County, GA
Geography: County

Dawson County...

2022 Population 25+ by Educational Attainment

Total	20,709
Less than 9th Grade	3.0%
9th - 12th Grade, No Diploma	7.6%
High School Graduate	23.2%
GED/Alternative Credential	5.9%
Some College, No Degree	19.2%
Associate Degree	7.0%
Bachelor's Degree	21.8%
Graduate/Professional Degree	12.4%

2022 Population 15+ by Marital Status

Total	23,593
Never Married	24.2%
Married	59.5%
Widowed	5.0%
Divorced	11.2%

2022 Civilian Population 16+ in Labor Force

Civilian Population 16+	13,359
Population 16+ Employed	96.9%
Population 16+ Unemployment rate	3.1%
Population 16-24 Employed	12.9%
Population 16-24 Unemployment rate	5.2%
Population 25-54 Employed	62.2%
Population 25-54 Unemployment rate	3.4%
Population 55-64 Employed	17.5%
Population 55-64 Unemployment rate	1.3%
Population 65+ Employed	7.4%
Population 65+ Unemployment rate	0.6%

2022 Employed Population 16+ by Industry

Total	12,948
Agriculture/Mining	2.6%
Construction	10.2%
Manufacturing	10.0%
Wholesale Trade	4.0%
Retail Trade	11.8%
Transportation/Utilities	9.1%
Information	1.4%
Finance/Insurance/Real Estate	5.8%
Services	42.5%
Public Administration	2.6%

2022 Employed Population 16+ by Occupation

Total	12,948
White Collar	62.8%
Management/Business/Financial	21.9%
Professional	19.3%
Sales	11.8%
Administrative Support	9.8%
Services	10.5%
Blue Collar	26.7%
Farming/Forestry/Fishing	0.7%
Construction/Extraction	6.3%
Installation/Maintenance/Repair	4.7%
Production	5.1%
Transportation/Material Moving	9.9%

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

June 13, 2023

Community Profile

Dawson County
Dawson County, GA
Geography: County

Dawson County...

2010 Households by Type

Total	8,433
Households with 1 Person	19.7%
Households with 2+ People	80.3%
Family Households	75.8%
Husband-wife Families	61.7%
With Related Children	24.2%
Other Family (No Spouse Present)	14.1%
Other Family with Male Householder	4.6%
With Related Children	2.6%
Other Family with Female Householder	9.5%
With Related Children	5.7%
Nonfamily Households	4.6%
All Households with Children	33.0%
Multigenerational Households	4.6%
Unmarried Partner Households	5.0%
Male-female	4.3%
Same-sex	0.7%

2010 Households by Size

Total	8,433
1 Person Household	19.7%
2 Person Household	39.7%
3 Person Household	16.6%
4 Person Household	14.0%
5 Person Household	6.4%
6 Person Household	2.2%
7 + Person Household	1.5%

2010 Households by Tenure and Mortgage Status

Total	8,433
Owner Occupied	80.3%
Owned with a Mortgage/Loan	57.9%
Owned Free and Clear	22.5%
Renter Occupied	19.7%

2022 Affordability, Mortgage and Wealth

Housing Affordability Index	120
Percent of Income for Mortgage	20.5%
Wealth Index	127

2010 Housing Units By Urban/ Rural Status

Total Housing Units	10,425
Housing Units Inside Urbanized Area	16.9%
Housing Units Inside Urbanized Cluster	0.0%
Rural Housing Units	83.1%

2010 Population By Urban/ Rural Status

Total Population	22,330
Population Inside Urbanized Area	19.7%
Population Inside Urbanized Cluster	0.0%
Rural Population	80.3%

Data Note: Households with children include any households with people under age 18, related or not. Multigenerational households are families with 3 or more parent-child relationships. Unmarried partner households are usually classified as nonfamily households unless there is another member of the household related to the householder. Multigenerational and unmarried partner households are reported only to the tract level. Esri estimated block group data, which is used to estimate polygons or non-standard geography.

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

June 13, 2023

Community Profile

Dawson County
Dawson County, GA
Geography: County

	Dawson County...
Top 3 Tapestry Segments	
1.	Southern Satellites (10A)
2.	Middleburg (4C)
3.	Green Acres (6A)
2022 Consumer Spending	
Apparel & Services: Total \$	\$26,818,675
Average Spent	\$2,467.45
Spending Potential Index	102
Education: Total \$	\$19,646,760
Average Spent	\$1,807.60
Spending Potential Index	92
Entertainment/Recreation: Total \$	\$42,971,388
Average Spent	\$3,953.57
Spending Potential Index	108
Food at Home: Total \$	\$71,472,597
Average Spent	\$6,575.82
Spending Potential Index	106
Food Away from Home: Total \$	\$48,730,457
Average Spent	\$4,483.44
Spending Potential Index	104
Health Care: Total \$	\$87,265,794
Average Spent	\$8,028.87
Spending Potential Index	113
HH Furnishings & Equipment: Total \$	\$29,935,484
Average Spent	\$2,754.21
Spending Potential Index	107
Personal Care Products & Services: Total \$	\$11,535,333
Average Spent	\$1,061.31
Spending Potential Index	104
Shelter: Total \$	\$243,638,939
Average Spent	\$22,415.95
Spending Potential Index	98
Support Payments/Cash Contributions/Gifts in Kind: Total \$	\$33,753,409
Average Spent	\$3,105.48
Spending Potential Index	114
Travel: Total \$	\$32,491,151
Average Spent	\$2,989.34
Spending Potential Index	104
Vehicle Maintenance & Repairs: Total \$	\$15,103,199
Average Spent	\$1,389.57
Spending Potential Index	110

Data Note: Consumer spending shows the amount spent on a variety of goods and services by households that reside in the area. Expenditures are shown by broad budget categories that are not mutually exclusive. Consumer spending does not equal business revenue. Total and Average Amount Spent Per Household represent annual figures. The Spending Potential Index represents the amount spent in the area relative to a national average of 100.

Source: Consumer Spending data are derived from the 2018 and 2019 Consumer Expenditure Surveys, Bureau of Labor Statistics. Esri.

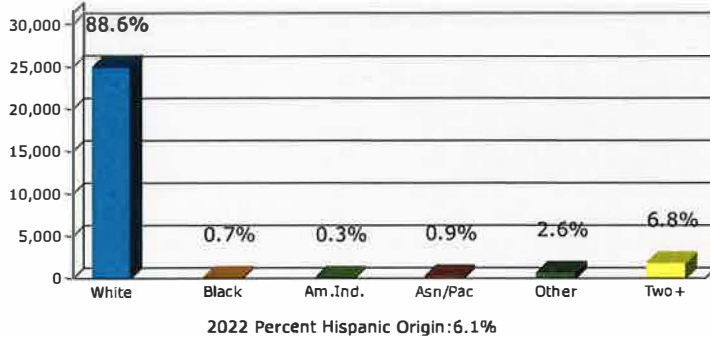
Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.



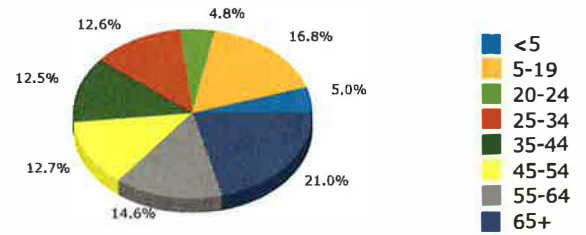
Graphic Profile

Dawson County
Dawson County, GA

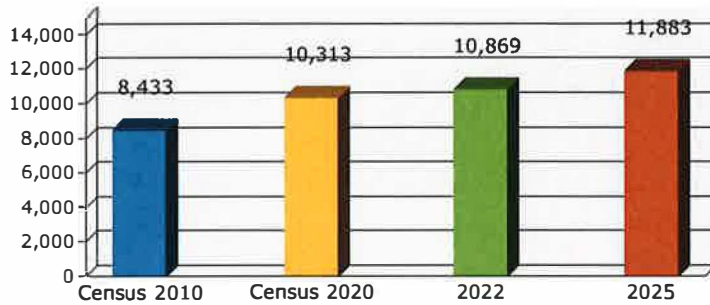
2022 Population by Race



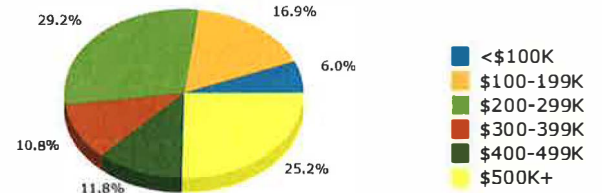
2022 Population by Age



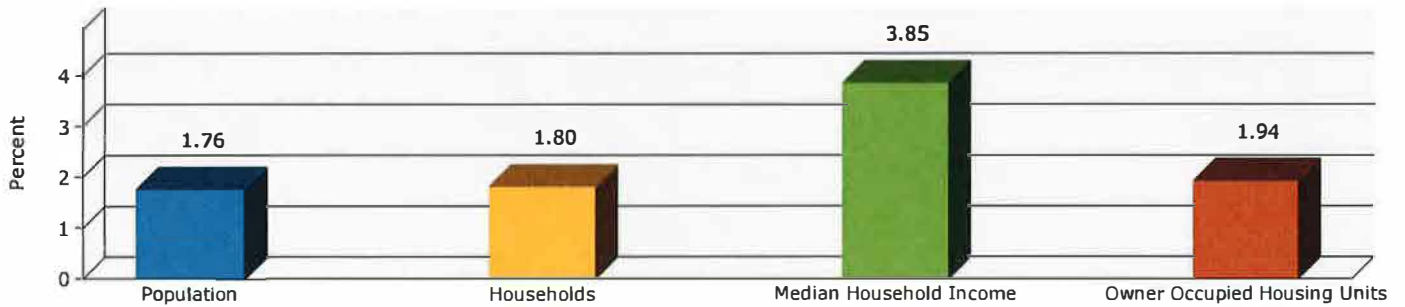
Households



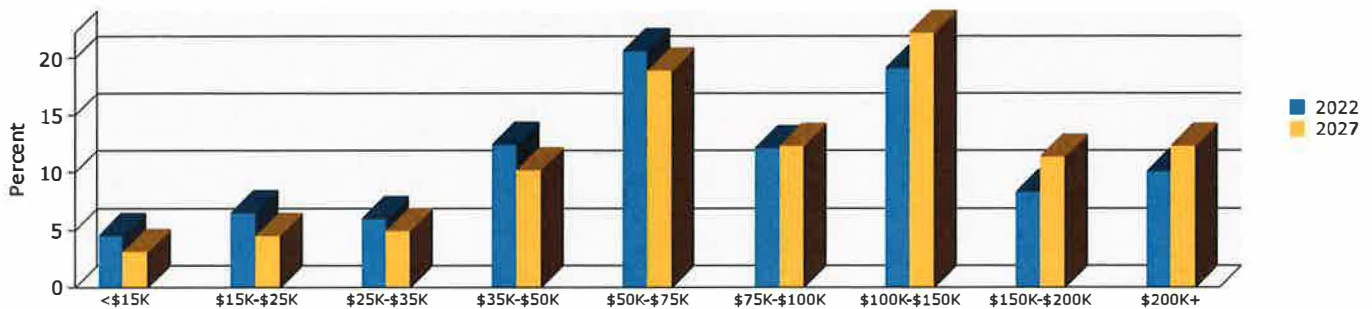
2022 Home Value



2022-2027 Annual Growth Rate



Household Income



Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2010 decennial Census data converted by Esri into 2020 geography.

Dawson County Board of Commissioners
Planning Workshop & Retreat - Wednesday, March 29, 2023
Amicalola Falls State Park & Lodge
418 Amicalola Falls Road, Dawsonville, Georgia 30534

Retreat Report & Action Plan

Facilitated by: Hardin Watkins, CVOIG



Carl Vinson
Institute of Government
UNIVERSITY OF GEORGIA

- Opening Comments from Commission Chair & Commissioners
 - What do you hope to accomplish today?
 - One word that represents your perspective on your role in Dawson County
 - One word that comes to mind when you think of Dawson County
 - What is your vision for Dawson County?
- **Vision for Dawson County**
 - **What do you want the community of Dawson County to accomplish in the next 5 years?**
 - **What is the vision of the Commissioners for Dawson County?**
 - Goal → Agree on 4-6 things to work on in 2023-24.

Commissioners each shared their top items to accomplish in the next five years:

No. 1

- Manage growth
- Show/prove to employees that they are seen as the county's most important asset
- Improve infrastructure and, in connection, Transportation Special Purpose Local Option Sales Tax (T-SPLOST)
- Promote higher-paying technology and medical jobs and, in connection, an industrial park
- Balance growth with improvements to roads, parks, etc., with proactive planning

No. 2

- Preserve resources while still valuing individual property rights
- Keep retail as a viable revenue source
- Employee salary/compensation/benefits package
- As a board, give better and clearer direction to department heads with more proactive approach
- Enhance communication to staff and citizens

No. 3

- Continue service delivery strategy and do it economically
- Drive/create a culture of passion for excellence; “bottom up” employee model
- Keep growth within bounds of citizens’ expectations bounds as citizens expect (comprehensive plan as guide)
- 5-year plan needs input from departments and define where county is going; collaboration with all, including community organizations; strategic plan
- Maintain community atmosphere as county continues to grow (“One Dawson”); employee incentives

Others

- Live, work, play; need higher-end jobs for the “work” aspect
- Keep identity as a community; thriving Dawson County economy with same community values; grow responsibly without losing county identity
- Keep county beautiful, even with growth
- Unification of county and city
- Diversity in residential offerings (higher price-point housing)
- Alternative funding sources outside of property taxes

Staff items:

- Dawson County Government working to be a “county of excellence” and a role model for other governments
- Protecting scenic corridors

Action Planning:

Mr. Watkins worked with the Commissioners to identify their top priorities from the lists prepared and described above. Each commissioner was provided four dots to place on one of the items above. The list below identifies the items that received one or more dots from Commissioners and establishes the six priority items for further discussion, preparation of an action plan, and assignment of person(s) responsible for managing completion of the item. Some items noted above were combined for clarity and simplification.

TOP PRIORITIES

Improve Infrastructure: Transportation Special Purpose Local Option Sales Tax (T-SPLOST), be proactive, travel safety (4)

Who: Chairman, Interim County Manager, Public Works Director

Details:

School ELOST is planned for November 2023. Schools decision on willingness to change date expected in April 2023.

TSPLOST is a catalyst for infrastructure improvements

Action Steps:

- Meet with city (prefer to get 1¢ instead of 75% of 1¢ if we are working together) – Put together list of projects
- Agree on project list: city, county, joint, DOT (\$ amounts)
- Bring list to full Board for review: list ready in April 2023, Board action/consideration in May 2023
- Advertise 3 months before ballot question, consider date at April 2023 (2nd meeting)

Maintain a community atmosphere as we grow as an organization (One Dawson approach). Drive/create a culture/passion for excellence. (4)

Who: Interim County Manager, HR Director

Details:

How do we show our employees they are valued?

Asset for employee retention and morale

Keep this in mind as we do everything

Improved education and information to employees

Bottom up, employees, front-line staff

Give training and tools to empower and empower

Be a “County of Excellence” and role model for other local governments

Action Steps:

Offer customer service training

Offer leadership development training for department heads

Identify and participate in ACCG training programs

Identify resources that already exist and utilize

Include in merit pay determination

5-year strategic plan – define where we are going. Maintain our identity. Grow responsibly without losing our identity. (4)

Details:

Commit to strategy

Beauty in nature along with quality of life

Work with the people we know

New people moving in is affirming
What are we looking to accomplish?
Be intentional about sharing our vision
To have a thriving Dawson County economy with the same community values Where are we today needs to be defined? – That is step one to begin to accomplish other things on list.

Growth in the commercial corridor (400)

- Keep within bounds of expectation when you move somewhere --
- Use the comp plan as guide – stick with the comp plan
- Less residential in 400 corridor
- Diversity in residential options (higher price points)

Action Steps:

Currently in process of updating outdated Ordinances and zoning regulations
Scenic corridors language has been prepared for comprehensive plan
Comprehensive plan being updated presently.

- May 2023 – begin online surveys and map review.
- October 2023 – will be submitted to DCA.

Give better, clearer direction to department heads. More proactive approach (3)

Who: County Manager, County Commissioners

Details:

Communicate effectively with staff

When:

Begin now

Action Steps:

Define before hiring new county manager

Assign to county manager – this defines expectations for new county manager Outline expectations for each department head with new county manager

Includes the following: code enforcement expectations, communications with public (videos), road priorities, and changes needed in county departments

Communicate effectively with staff

Show/prove that employees are our most important asset.

Salary/compensation/benefit package (3)

Who: Everyone supporting, Interim County Manager & HR Director leading initiative

Details:

Retirement & Insurance Committee (also appointed and elected officials)

Something that sets us apart

Benefit the majority of employees

Schedule flexibility
Solicit input from front-line employees

Action Steps:

- June 2023 – short list to Board for consideration to include short-term and long-term options
- July 2023 – implementation for some quick wins
- December 2023 – insurance
- FY 2024 – investment for anything not immediately affordable

More higher paying, technical jobs (medical, industrial park). Keep job opportunities local. Technology Park (Development Authority as partner) (2)

Who: Development Authority, Commissioner Gaines

Details:

Need live, work, play
Seek medium wage jobs along with high-paying jobs
Recently provided County SPLOST dollars to Development Authority (0.15 of one mill)

Action Steps:

The action plan is the comprehensive plan. Begin there.
Development Authority is working on this – developing shovel ready sites.
Talk with Development Authority now and regularly in the future.
Ask Development Authority to provide quarterly updates to Board.
Share Development Authority data on ROI (return on investment).

{ Drive/create a culture/passion for excellence. Bottom up – employees’ front line.
Give training & tools to deliver and empower. Be a county of excellence and role model for other governments. (1)
Incorporated into “Maintain a community atmosphere” priority item above. }
Preserve our resources while still evaluating individual property rights. (1)
Unification of city/county. (1)

Parking Lot items that were mentioned throughout the day for future discussion:

- Want to see long-term goals and needs of the departments (5-years). – Capital needs, wants to move to proactive versus reactive approach. –
- Policy decisions are tough: 400 corridor vs. remainder of county. –Customer service training.

Commissioners each provided their final thoughts on the day and about moving ahead.

Adjournment

VISION from public survey

Stop building and start preserving the little we have left.

- 2 anonymous Sustainable growth in all areas
- 3 anonymous Managing residential and business growth responsibly. Creating more youth activities and programs, preserving green space and lake recreation.
- 4 anonymous To maintain some rural beauty.
- 5 anonymous We came from a county that handled growth completely wrong, in my opinion. We watched our community go from country to crime in a matter of 15 years. We moved here a year ago in hopes of a place to raise our children in a safe community. We also love the school system here and hope that it continues to maintain high standards. My vision for Dawson County is to preserve the welcoming sense of community we have enjoyed over the past year. We know growth is inevitable, but would appreciate growth decisions be thoughtful from all perspectives rather than just economical.
- 6 anonymous Slow the growth, allow the infrastructure to catch up, and direct new growth to downtown area
- 7 anonymous Fearful of destruction and no planning
- 8 anonymous More developed infrastructure with good employee retention.
- 9 anonymous Hopefully the growth will slow down and public safety will catch up. When Dawson county has to call in GSP for every accident due to a shortage we have an issue.
- 10 anonymous Slow, but SUSTAINABLE, growth!
- 11 anonymous Sensible development in concert with infrastructure improvements
- 12 anonymous More sports available to young people. Better roads and bridges. Public safety advancements
- 13 anonymous Sustainable growth with high wages jobs across various sectors. I hate seeing our county simply becoming a commuter county because rents have gotten so expensive in North Fulton and Forsyth Counties.
- 14 anonymous Dawson County has the opportunity to preserve its character and natural beauty through this major growth spurt. I see Dawson keeping its rural feel by avoiding clustered housing concentrated in specific areas creating traffic congested hotspots. I see Dawson as a place where people can live and make a decent living, instead of so many people driving south on 400 to find a livable wage. I also see Dawson attracting top educators from Forsyth and Gwinnett with competitive teacher salaries and reduced bureaucracy.
- 15 anonymous Preservation of farmland; unified governments - safer intersections.
- 16 anonymous I hope we have the resources needed to handle all of the growth.
- 17 anonymous Slow down growth, take citizens into account. We need Dawsonville to say a great town that it was a couple of years ago.
- 18 anonymous Slow down the growth. Limit the high density housing and chain stores. Attract companies that provide higher wages. Improve the infrastructure, roads etc. to help with traffic and reduce accidents. Plan for the growth, our water supply is limited. Reduce taxes.
- 19 anonymous Stop the growth!
- 20 anonymous A perfectly healthy, balanced, and safe town with opportunities for its residents. That can populate sustainably yet generate revenue from attractions that our visitors and residents love. To be a town that is one of a kind yet also different from the others. (Ex: Bentonville, AK)
- 21 anonymous Plan and expand roads BEFORE approving anymore housing.

VISION from public survey

- 22 anonymous Slow down the growth! More passive parks and maintaining rural scenic character. More small shops and more local (not fast food) restaurants. Need more medical facilities in the county.
- 23 anonymous Grow the 400 corridor, leave the rest of the county alone. Forsyth has become a nightmare of growth and now Dawson is doing the same.
- 24 anonymous Slow down the development both multi family housing and commercial - make it a safe place to live - cut down on drug trafficking
- 25 anonymous Dawson County not becoming a clone of exit 14 in Cumming, GA. The BOC not rubber stamping every request to clear cut, bulldoze or pave the 400 corridor between Forsyth and Lumpkin County.
- 26 anonymous Grow in character. We should be proud to say we live in Dawsonville. Right now we are compared to forsyth and have a very low profile
- 27 anonymous My vision for Dawson County is balance. Development is a necessary part of progress, however, development should be tailored and not run rampant through the county. Therefore my vision for Dawson County over the next five years is maintenance of ecologically rich areas, maintenance of farms and rural areas, yet economical development and high end development around Dawson County. This coupled with increased opportunities for agritourism would allow for a proper balance between preservation and development of our great county.
- 28 anonymous More growth/business opportunities for kids and economic perspective
- 29 anonymous More schools, hospitals, emergency services for under 3 years, parks, more GA pre-k spots, playgrounds for kids
- 30 anonymous I would like to see a Dawson County with more starter housing, higher wages, functioning major roadways and a pedestrian-friendly greenway trail system. I would like to see large-scale commercial developments contribute more to the tax base so the financial burden isn't as much on local residents.
- 31 anonymous For it to be the small town community it was when we built our home here in 2015
- 32 anonymous Safer roads. Close by hospital . Less congestion on roads.
- 33 anonymous Less apartments/condos/townhomes and more single family homes
- 34 anonymous Development of Downtown area as a desirable destination with privately owned restaurants and small shops, brick sidewalks and streetlights.
- 35 anonymous Please stop overbuilding and destroying the environment. We need more fire Emergency services and police
- 36 anonymous The elimination of High Density Zoning for Residential developments with Mixed Use exceptions only. Move to a 1 acre minimum lot size county wide for new residences with .75 variances. Controlled growth with beautiful developments where natural space is preserved and natural features become the amenities and not destroyed. All current (2023) residential developments in the County are using full property clearing methods with no specimen tree preservation, extreme levels of grading with retaining wall usage to unnaturally reshape the land for maximum residence unit construction. This method does NOT create beautiful residential communities. STOP allowing developments to have private roads! This will lead to dilapidated communities in the future. Put grading limits on developments. Put development restraints on proposed rezonings (developers cannot "flip land" after simply grading and running utilities and must follow through on stipulations for developments. Architectural Guidelines for ALL residential and commercial development MUST BE UPDATED AND ENFORCED. For a residence this would include minimum roof overhangs 12" front and sides, restrictions of front facing garages, water table material restrictions (4 sided), an architectural review staff in the

VISION from public survey

planning department with coordination between builder, developer, designer, and homeowner with review of each residential build. Expand the planning and development staff to include an elected official by the citizens. All development policies MUST BE ENFORCED! This included impact fees, sewer tap fees, water tap fees, etc. no "deals". Concentrate on building more infrastructure around our current natural resources for recreation and tourism purposes (hiking, mtn biking, lake, river, farms, etc). Create a round table of staff members with engagement practices to attract LOCAL developers to Dawson County for high end builds, custom homes, and small "pod" communities (under 15 lots). And finally take care of our Emergency staff and School staff!

- 37 anonymous Attempt not to become another Forsyth County
- 38 anonymous Hometown community working together for citizens and businesses.
- 39 anonymous For the residents to have more job opportunities and for the county to maintain its rural character.
- 40 anonymous Dawson County is being overrun with development and all the natural area tourism dollars are being threatened. The development has to slow down if the current residents are to have a decent quality of life and a safe place to live and raise their families.
- 41 anonymous Preserving the rural character of the county while promoting smart growth along the 400 corridor.
- 42 anonymous Unity between city and county with local officials who care about the community more than themselves. Limited growth with more fees to developers to help with resources. Safe and clean parks, good schools with the family friendly feel that we all love about Dawson County
- 43 anonymous More landscaping along highways
- 44 anonymous Hopefully a more promising downtown with a walkable and desirable main st. Similar to roswell, blue ridge or Dahlonega. No more apartments or condos. Code enforcement on the outlet mall and moving forward with a country style halcyon mixed use development. Keep it classy and higher end.
- 45 anonymous A large Park with 2&4 mile nature trail. Approve more Single Family zoning. Stop apartments and no more tire shops. Need bridge at 53. Expand Sewer up 400 and out
- 46 anonymous Better safer place to work and play.
- 47 anonymous To be a progressive county that pays its employees well, provides excellent benefits, and promotes a healthy work environment which will then attract great employees. With great employees the community will begin to thrive and we can get rid of the negative stigma around the county.
- 48 anonymous Bring more restaurants to downtown and keep growth from over expanding
- 49 anonymous Managed Growth and cleaning up poorly managed properties!
- 50 anonymous maintain rural character. fix traffic created by unanwered growth. enhance parks and recreation. preserve land. we are too close to the GA mtns to turn into a big city. develop downtown area with walkability and destination attractiveness. we need smart people to define and sustain our place as a scenic rural county. we do not need to become Forsyth/cumming. that is a tragic ending for Dawsonville. introduce strict development code that supports what we want. no.no.no. to another Forsyth.
- 51 anonymous Growth slows, focus on the residents we have now, and improve the schools. Invest in the teachers and it will be a blessing for all
- 52 anonymous More people, more healthcare, more jobs.
- 53 anonymous Slow down! Need more deputies if continuing to build more apartments and townhomes. More people=more crime, traffic etc.

VISION from public survey

- 54 anonymous See question 15
- 55 anonymous Allowing 911, Fire/EMS and the Sheriff's Office to catch up and grow with the developments of the county. This infrastructure has been overlooked for far too long. Better pay retains good people and good people help recruit new people. The citizens deserve a better Public Safety infrastructure.
- 56 anonymous I would love to see the Fire and Ems and 911 and the Sheriff's office have the appropriate staff to support the citizens and the visitors of the county.
- 57 anonymous quality dining availability; Less fast food restaurants. keep the rural feel. If you are going to build require larger lot sizes and more preservation of the environment. Less Strip malls more live and play, Avalon type communities not another apartment or townhome tract community
- 58 anonymous Funded infrastructure improvements and enhancements to support business development and increased population along the HWY 400 corridor while preserving the natural environment of the west and northern parts of the county,
- 59 anonymous To not allow anymore assisted living/ over 55, or section 8 housing. Especially until infrastructure is upgraded to handle what we currently have
- 60 anonymous New housing under control; high-speed internet throughout the whole county; support of new business along 400 corridor; road infrastructure improvements.
- 61 anonymous Maintain ga 400 north of hwy 53 as a parkway with few commercial projects unless the builders follow strict regulations which require berms, trees and landscaping to hide the business's and parking lots
- 62 anonymous Keep Dawson as a small community. Keep land out of building apartments, town homes and high dense subdivisions.
- 63 anonymous Growth
- 64 anonymous Slow down the growth. Growth can be good, but it is happening at a rapid rate. Property taxes are astronomical and ridiculous. Roadways cannot handle traffic. Stores cannot handle foot traffic due to staffing issues.
- 65 anonymous Dawson county needs to get their act together. Property taxes are getting to be unreasonable, and that's coming from someone whose family has been here for decades on the same land. The roads are getting ridiculous, and they're getting too happy with the roundabout situation on the roads. While they do keep the flow of traffic, they also create a larger chance for accidents because even to this day people still either do not yield properly or they do not know how to go through one. Some of the roads need to be widened or have a lane added in order to prevent accidents. We need a better police force that is actually here for the community, and we need to let them do their jobs. Most of the time these people cannot do their jobs because they're so bound up by laws that shouldn't be there in the first place that justice isn't able to be served. The DCSO is also training their officers to be aggressive, that is coming from someone who's spouse used to work there, and a huge reason why he did not want to work there anymore. Some officers really do what to be there to serve the community, not aggressively just shoot first, ask questions later. Another issue is that the county isn't properly maintaining the sides of the roads in some areas, particularly on Etowah River road. The ditches are growing trees and very large, very high plants because they aren't getting cut and it is causing issues for many of the residents because they can't see to get out of their own driveway. The emergency services area definitely needs an expansion. currently it takes nearly 30 minutes for an ambulance to get to our home, that's not just a one time thing, that has been multiple instances. That amount of time is the difference between life and death. Currently, it is faster for us to drive in our own vehicle to a hospital for emergency care than it is to wait for an ambulance to arrive. Would you want to wait that long in a life threatening emergency? Why do residents need to wait that long?

VISION from public survey

- 66 anonymous Slow the growth to allow the infrastructure to keep up. Attract good paying jobs. The current jobs are mostly low income. The cost of housing has raised out of the range for the local employment income.
- 67 anonymous Slow/control growth, address traffic backups, stop low income/dense housing - concentrate more on attracting families, not low budget housing which accommodates low income populations and raises crime and drug problems.
- 68 anonymous Slow residential development down to maintain our small town community
- 69 anonymous Moderate growth, increased medical facilities, improved infrastructure
- 70 anonymous Make downtown Dawsonville a charming, inviting place for community to enjoy restaurants, shoppes and entertainment. Lets get Dawsonville in Southern Living as one of the top 15 places in Georgia to visit and to live.
- 71 anonymous Updated existing structures of historic buildings, landscaping in the square, more small business owned shops such as the ones in Downtown Dahlonega.
- 72 anonymous Smoother Traffic flow around shopping areas.
- 73 anonymous I would like to see improvement in the pay rates and benefits for county employees and for individuals employed in the county.
- 74 anonymous SLOW THE GROWTH!!! We don't need to become Forsyth or Gwinnett County.
- 75 anonymous To balance its beauty and natural draw as a good place to live and work with haphazard growth & development.
- 76 anonymous Uncontrollable growth.
- 77 anonymous Slow growth keeping the small town attributes alive.
- 78 anonymous There is going to be a huge amount of developments going in, especially around the 400 corridor. My hope is that Dawson County stays proactive and tries to stay ahead of the curve.
- 79 anonymous To become the next Forsyth/Gwinnett County. GROWTH, GROWTH, GROWTH!!!
- 80 anonymous Slow down the growth until public safety can grow to a manageable level for all citizens safety.
- 81 anonymous Another kayak canoe put in area on 136 Etowah river with parking and picnic area. A swim park with inside pool open year round. Bike trails so the bicycles do not use same roads as cars.
- 82 anonymous To keep our county from growing so rapidly to avoid traffic and congestion. Widening roads in some areas to offer turn lanes. Keeping more green spaces, particularly on the 400 corridor so it doesn't end up like several other highways with strip malls, traffic lights, etc. Years ago wildflowers were planted in the grassy middle areas of Hwy. 400 and it was always a beautiful drive towards Dahlonega. We could beautify it again by planting.
- 83 anonymous KEEP our beautiful rural country environment of rolling hills, streams, wildlife, unique single family houses on acreage, farms and leave Highway 9 alone!!! No more high density subdivisions along our historic Highway 9.
- 84 anonymous Managed growth with traffic management/flow, best public services. Keep small town feel while sprucing up Dawsonville city to make it more attractive and historic.
- 85 anonymous Quality digital infrastructure. Improved roads. Hwy 53 bypass around Dawsonville.

VISION from public survey

- 86 anonymous Beautiful passive parks, maintain rural nature of western county, better landscaping and buffers along commercial corridor, more and connecting access roads to provide an alternative to having to be on 400
- 87 anonymous Having cellular services on the main highways at least and not putting up 5 tire shops in a 2 mile strip of road when other businesses could bring more diversity and value to the community.
- 88 anonymous We need to make Dawson County a community where new businesses and people want to move. Businesses want to move to communities with a nice downtown with shops and restaurants, good education, great healthcare, sustainable-efficient infrastructure, and that does not look like a bunch of uncontrolled & random development and building took place. We have been visiting Bainbridge, GA recently, and it is amazing what they have done to revive that town. The downtown has been renovated with new shops, restaurants and hotels, the brick streets were restored, a very large solar farm is now there with additional solar all over the county, and many new businesses are now moving there.
- 89 anonymous managed growth with infrastructure and services keeping pace, not after thoughts.
- 90 anonymous I would really love to see a water aquatics center which would serve so many people. Every neighboring county has one. Also acquire the now defunct gold creek golf course and make it a public course.
- 91 anonymous Less fast food and more high tech
- 92 anonymous Planned well controlled development. Keeping the small town feeling but have 21st century amenities.
- 93 anonymous Positive. Growth is inevitable. Beautiful natural resources and less traffic/ people will attract. Road infrastructure (includes DOT), sewage, must catch up. Our industry and business growth must be planned carefully. Spread some of the residential and commercial away from the 400 Corridor while keeping a strategic growth plan in place. preserve the rural aspect with islands of residential and commercial. Ideally, add more recreation, walk and bike paths, while still retaining green space. .
- 94 anonymous Absurd question. We can't even keep up with 5 months from now much less 5 years 😊
- 95 anonymous Protect and secure our natural resources and rural ambiance with modern planning (we are nationally renowned for the former from the Etowah River to the beginning of the Appalachian Trail). Incorporate and support clean-energy businesses (in LEED or better buildings) that preserve air and water quality, adapt to climate change and provide high paying jobs to sustain economic growth. Improve transportation links to avoid the metro congestion mess. Tax consumption, rather than homes and land to promote reuse, repurpose and recycle. Retire as many fast-food franchises as possible and encourage/support local eateries that serve healthy food options. Promote and support community gardens where residents (without suitable yards, or apartment dwellers, or those in HOA's that frown on such things) can grow their own garden fresh veggies. Expand safety patrols on Lake Lanier. The Sheriff's department should have at least a boat and trained officers to patrol Dawson's 47 miles of shoreline each summer to be able to provide swift water rescue as well as law enforcement in conjunction with the DNR and other lake bordering counties' patrols. Currently local lake residents are forced back to port every weekend and holiday by yahoos (often drunk) who ignore good or safe marine behavior.
- 96 anonymous Freeze residential development building. Only individual resident homestead building. Moratorium on HOAs. Start industrial projects. Improve roadways.
- 97 anonymous We will probably be moving away from Dawson in the next 5 years due to unbridled growth. Add the 22% increase in our property taxes this year and we are not happy.

VISION from public survey

- 98 anonymous Ever expanding, tight knit community that has plenty of both commercial and residential areas that allows for a diverse and open community of residents in the beautiful foothills of the North Georgia mountains.
- 99 anonymous Small town with big homes. Bring the money north not the low end.
- 100 anonymous Broaden our respect for each other and the environment. Better communication from elected officials. Put back drop box for voting. Beautification and preservation. Stop rabid building.
- 101 anonymous Continued managed growth.
- 102 anonymous Increase public safety, manage growth, introduce more diverse businesses.
- 103 anonymous A more vibrant downtown with shops and restaurants. More use of Dawsonville City Park. Cleanup of unsightly areas. Doing our share to help sustainability and preserve the climate, e.g. electric vehicles, solar power, better recycling.
- 104 anonymous Stop allowing ugly commercial development. Zoning for signage and appearance of structures. Remove junk from roadsides.
- 105 anonymous A well-planned county with great care taken in preserving natural beauty, clean air and access to nature and recreation in it. An unwillingness to be easy "pickings" for developers and urban sprawl.
- 106 anonymous That a Democrat is elected. This isn't political it would just begin to normalize us again with elected people that bring other ideas to the table
- 107 anonymous I would love to see this county, have a unique downtown atmosphere similar to Dahlonega and other small towns. I would like to see a live eat play area similar to the Avalon in our area. Less chain restaurants and less tire shops, and oil change locations.
- 108 anonymous I know growth is coming but I want DC to balance growth with infrastructure. More houses than apartments. Continued economic development for job opportunities on the 400 corridor. Continue to keep Dawson County a safe place to raise a family.
- 109 anonymous A beautiful place that offers unique experiences and a selection of more green space than our neighbors to the south. Less crowding and less population explosion. Less huge areas where people live on top of each other. A place where the residents respect each other and they get to have a more natural environment.
- 110 anonymous Too many retail facilities, especially fast food restaurants, too many apartments, too much traffic
- 111 anonymous with all the development going on at 400, dawson county will be just another over crowded suburb of atlanta
- 112 anonymous I would love to see more internet provider options. I would also like to see more transportation options for families that live in rural areas to get to services and activities in the county like the libraries, parks, food banks, etc
- 113 anonymous A rural mountain community not an industrial park
- 114 anonymous - more pedestrian friendly areas near 400 corridor and downtown with local restaurants and common areas - update and improve lake parks and recreational areas - add non- chain restaurants and shops (smoothie bowls) - more school choices and some private schools - improve traffic - add a grocery store like Aldi or Trader Joe's
- 115 anonymous Grow with well, planned and thought out processes and initiatives
- 116 anonymous Slow down the growth. Create a plan and follow it. The last thing we should want is to be the next Gwinnett County or Forsyth County

VISION from public survey

- 117 anonymous I am afraid it will lose its charm. Moving here 2016 and till 2020 no one honked at other drivers much. Yesterday at Kroger saw/heard at least to honking at each other. Last week at Walmart saw 2 drivers flipping birds and honking.
- 118 anonymous With the current lack of planning and dismissal of the value of green space, it appears Dawson County will soon mirror north Atlanta or over built Roswell.
- 119 anonymous To preserve the natural beauty of its rural character with ample green space and the identity as gateway to Lake Lanier and to the Appalachian Mountains.
- 120 anonymous Stopping growth just for growth. No more apartments. Bringing more diverse businesses into the county to provide jobs. Having public/emergency services and schools that aren't so overwhelmed.
- 121 anonymous We need a planned development like the forum peach tree corners or Avalon in Cummings, not more fast foods gas stations, no billboards stop all billboards
- 122 anonymous Keep it a small, quaint, charming small town that is known for. Build subdivisions with houses not apartments.
- 123 anonymous Slow the growth. Housing and other. Expand police/fire to support current growth. Revamp outlet mall as it attracts theft
- 124 anonymous Slow down the apartment transitional housing along Ga 400 and create more family oriented attractions.
- 125 anonymous Keep growth slow and increase the quality of the roads
- 126 anonymous To significantly SLOW the growth. We have grown too much too fast. We have more crime, more wrecks, and more community issues. Apartment housing is ridiculously overused. The place we love living is changing significantly and not for the better...
- 127 anonymous I hope it does not become more like a city just because our elected officials care more about money than the feelings and wishes of the people who voted them into office.
- 128 anonymous Slow the growth down and provide the best services for our community
- 129 anonymous Controlled growth and seeing many enjoying the beautiful area in which we live by utilizing outdoor parks and resources. Sure would love a mountain bike trail! Plan ahead of growth for traffic concerns.
- 130 anonymous Controlled growth with infrastructure in place beforehand . Recycling to reduce litter. Less \$ 700k houses with only \$30,000 jobs available
- 131 anonymous Less growth. It is not progress if quality of life declines for residents.
- 132 anonymous Quit growing so fast or keep it going and watch the county fall apart
- 133 anonymous Less growth and better infrastructure and traffic control.
- 134 anonymous Infrastructure planning for the inevitable growth taking place and expansion from Forsyth County.
- 135 anonymous Slow population growth, to help build up our counties infrastructure.
- 136 anonymous I hope to see a idyllic natural areas, a variety (size/type/price) of safe, attractive, comfortable homes for all age groups, great schools, wide variety of quality medical care, adequate recreation space, well planned roads that are safe, clean air, clean water, thriving wildlife (birds, forest animals), the presence of medical & high tech business (offices vs. manufacturing), upscale retail, dining, and entertainment venues. Well trained law enforcement, fire, EMS, and training for all county employees. We need to be willing to pay more in taxes to help county employees be well trained and well paid in the future. I've been very pleased with Dawson County employees. Please help them be ready to help

VISION from public survey

residents (and visitors) in the future. They need training to keep current in their fields and good pay, benefits & pensions to continue to be able to afford to live here.

137 anonymous More school transportation and a hospital as well as more sidewalks and light to enjoy the square.

138 anonymous For the growth to slow down so we do not turn into cunning. Tax the businesses and land contractors properly so the citizens are left holding the bill.

139 anonymous Responsible growth. If we continue to build More housing our infrastructure and public safety should grow with it. If as a county we cannot afford to build the infrastructure we need to limit the number of new housing establishments being built.

140 anonymous Controlled growth along 400 along with support and growth of infrastructure to include water, internet , and public safety.

141 anonymous Limited growth and development. Revitalize downtown. No further construction on the 400 corridor.

142 anonymous Enough growth already! No more!

143 anonymous A big marketplace with few rain, high tempeatures, few trees and a copy of Forsyth Co.

144 anonymous Try to keep its small town feel.

145 anonymous Maintain a "small-town feeling" and also truly focus on an emphasis of maintaining a community centered around the "quality of life" that makes our county so attractive. The further away from this focus we get, the less attractive our county becomes for those of us who have been here for generations and those interested in joining our community.

146 anonymous LESS growth! STOP RUINING OUR HOME!

147 anonymous Stop the automatic approval of all bush hogging green tree spaces! Our schools and roads cannot handle all that is currently under construction. Plus the pricing of the houses being built now is far out of reach for majority of Dawson County citizens!

148 anonymous No more subdivisions outside of 400 corridor

149 anonymous Living in Atlanta. The growth is too much

150 anonymous Keep the natural beauty and no more apartments

151 anonymous Passing a TSPLOST and working with Gdot to improve connectivity to 400 from the west.

152 anonymous Slow the growth. Stop the apartments. Improve roads and intersections so they are less congested.

153 anonymous Keep small town feel, make city of Dawsonville more accessible to businesses and more appealing, slow down the rapid growth at 400.

154 anonymous Better

155 anonymous To retain its rural and scenic areas and slow rapid growth of housing and apartment developments. bring high speed internet to ALL areas of the county.

156 anonymous More upscale homes and restaurants

157 anonymous Keep it small so our children can enjoy the same

158 anonymous Sustainable growth while preserving nature

VISION from public survey

- 159 anonymous My Home Town with limited growth and a great place to raise a family and age in place.
- 160 anonymous To be the scenic county that prioritizes green and recreational spaces while allowing for family-friendly focused development and growth.
- 161 anonymous No more growth and expansion. Focus on where we are now and making it the best possible for Dawson Co citizens.
- 162 anonymous Slow down the growth and do it smart. Lot size no less than 1/2 acre. Large impact fees on developers, which needs to be set aside in accounts for road improvements and public safety. Cap the wages of county commissioners. Stricter fines and removal from office anyone taking kickbacks from developers.
- 163 anonymous Controlled growth. Understand what attracts people to the county and realize that we must not lose that. Controlled growth allows the county to keep that while still having inevitable population increase.
- 164 anonymous To not grow anymore. I love living in this town and have lived here since 2nd grade. It has a great small town feeling that seems to be slipping further and further away. With all the new apartments going up and large neighborhoods it attracts unwanted people who create problems and bring bad habits. I understand that towns grow but this one is growing way too fast. I want to raise my kids in a small safe environment not one that is over populated and run down because of the people it has attracted.
- 165 anonymous Slow down growth to allow jobs to be finished
- 166 anonymous My vision for Dawson county for the next 5 years is to keep it the beautiful and safe place it is, as family from Dawson for well over 109 years, I want to see the county grow but not in the ways that we are growing now. Crack down on rezoning. And hold the 1 acre to build law to everybody to eliminate the building of cookie cutter homes that decrease in value but continue to drive our property taxes up. My 5 year plan is for the county, commissioners, and Mayor to take a step back and realize what exactly they are doing to the people who built this county, who have lived here there while lives. You are driving them out with over priced property taxes and a substantially more expensive cost of living than what many of us were raised in. Keep Dawson county, Dawson county. We are not Forsyth, we are not Alpharetta, we are Dawson. Quit worrying about the money that goes in your pockets and worry about your community
- 167 anonymous Schools need more to support all the growth. I am a bit concerned that this wasn't on here. Keep tourism at 400 corridor but maintain residential areas, roads and fire/EMS a priority for residents.
- 168 anonymous Rural and tree covered except 400 corridor. Growth near Forsyth county line.
- 169 anonymous Stop blowing up. We don't need to keep adding chain restaurants.
- 170 anonymous No further growth.
- 171 anonymous Slow the growth and improve infrastructure.
- 172 anonymous An upscale mixed use development such as the Collection in Cumming. Higher quality housing developments. Highway 400 overhaul. Better city planning - let the city planners tour Greenville, SC. Growth is coming, it cannot be stopped. Quality planning is needed.
- 173 anonymous It would be wonderful to see the businesses along the 400 corridor update their look to be more attractive and follow a cohesive style that is not dated looking. It would be great to get a Target, Trader Joe's, or a Whole Foods. Some
- 174 anonymous Better leadership Less development Controlled immigration

VISION from public survey

- 175 anonymous Stop down grading Dawsonville with so many low income housing areas, apartment and fast food. Step it up to attract better restaurants, and things to do
- 176 anonymous Commercial growth expanding along 53 and the city of Dawsonville. Growth now is mostly residential.
- 177 anonymous Controlled growth focused on building up residential homes/families
- 178 anonymous We seem to be focused on more development without much consideration of blending design. Ripping up beautiful land with roads and structures. Basically destroying our most appealing asset. How about concentrating on a better general plan!
- 179 anonymous Having a decent place to live without so much growth which brings crime.
- 180 anonymous Slow the rampant and destructive growth.
- 181 anonymous I am afraid it isn't good. I am concerned about rapid expansion in many areas such as large housing developments mainly lower income housing which will increase the tax burden for existing residence.
- 182 anonymous Becoming an Atlanta both people and crime!
- 183 anonymous Honesty - Something which is lacking in the county leaders and city leaders
- 184 anonymous Preserve as many trees as possible. The increasing noise is an negative of living here. Clear cutting is such a waste of resources.
- 185 anonymous Limit growth of population before expanding jobs here.
- 186 anonymous To see an end to the over building of apartments and homes. I don't want to live I. The fifth fastest growing county in the nation. I don't want to see Dawsonville become another Cumming.
- 187 anonymous Stop reckless developing, clean up the county, stop building apartments, redevelop the outlet mall to more upscale shopping. It is currently attracting a bad crowd coming into our county. Add additional police.
- 188 anonymous Keep forested look along Ga 400 as it takes travelers to North Ga mountains, create access roads for local traffic to bypass Ga 400, lower speed limits on Ga 400, less fast food more unique restaurants and shopping and lower water hook up fees for those new businesses, less cheap housing, more planned neighborhoods with full services like Vickery Village, lower residential property taxes, limited growth and spending.
- 189 anonymous Would love to see Dawson County stop building so many apartments/townhomes. Too many people are moving in....our county cannot handle the cars, people, emergencies, traffic, etc.
- 190 anonymous To see a halt to reckless development that will turn Dawson County into Gwinnett County.
- 191 anonymous Would like to see planned housing development with nice amenities, less apartments more single family, better shopping, restaurant choices, not just fast food chains, recreational amenities and businesses that have higher wages like high-end manufacturing, not storage uses.
- 192 anonymous Not much larger than now
- 193 anonymous I would like to see an alternative road to get around from True Value to GA 400. Whenever there is an accident at that spot, you are stuck unless you go all the way back to Thompson Road over to Hwy 9 and down, which is way out of your way.

VISION from public survey

- 194 anonymous I'd love to see Dawson County reps truly step back and take a long pause before approving any more development until when and if the infrastructure can support it. Stop the "boys club" mentality around here and really listen to your citizens!
- 195 anonymous TO BECOME A PLACE PEOPLE WANT TO VISIT...A DESTINATION. NOT A COUNTY FULL OF APARTMENTS OVERCROWDING OUR SCHOOLS AND ROADS. KEEP DAWSON BEAUTIFUL.
- 196 anonymous More continuity with style of building structures, more green space and landscaping, better paying jobs, more parks, higher test scores with public schools, and affordable senior housing.
- 197 anonymous Safe and controlled growth. Public safety should be a top priority. As we witness many people/businesses fleeing unsafe places in our country - this could easily be our county, if we do not remain proactive.
- 198 anonymous TO IMPROVE THE PUBLIC SAFETY FOR THE COUNTY IN ALL AREAS , POLICE , FIRE , EMS AND DISPATCHERS. TO INCREASE WAGES FOR THESE JOBS SO THAT THEY ARE COMPARIBABLE TO TEH COUNTIES AROUND US.
- 199 anonymous I would like to see it stop growing. Most people moved to Dawson County to get away from the overpopulated area of Forsyth.
- 200 anonymous My vision for Dawson County for the next 5 years is to see more public safety personnel, the citizens in this county wont get the service and standard of care they deserve if we continue to build and build and build without putting back into the very thing that makes it all work. Public Safety. The fire dept needs more ambulances. the sheriffs office needs more 911 dispatcher and a building that is suitable and not just whats cheapest or an afterthought because they are the hub, the first line for all public safety, the sheriffs office needs a radio system that deputies can rely on, not one that they have such spotty coverage they worry they are going to get shot and not be able to call for help due to radio service. the vision is to see the county commisioners pour back into the people who want to serve this county the best they can. pay them what they deserve. give them the tools they need to better serve this growth you want to see so badly
- 201 anonymous Have reliable internet instead of garbage Windstream, feel comfortable enough to call 911, if I actually have an emergency, to receive the attention needed.
- 202 anonymous A cleaner county with less run down areas
- 203 anonymous A thriving historic downtown with funky shops, bars, restaurants, secure schools with more resource officers and bullet proof doors and windows with the top of the line security, still beautiful and rural but with less draconian zoning regulations for housing so that people can live more freely and find ways to afford to live here, a diverse community of artists, professionals, but all sharing values of American pride, civic duty, and looking out for thy neighbor
- 204 anonymous I hope for Dawson county to be in a place where it can be a place for everyone to come and see the beauty of the mountains and lakes. A place to get out and explore nature and enjoy fun new businesses and places.
- 205 anonymous Preserved scenic Routes to public lands; unified government
- 206 anonymous Keeping it beautiful and safe . If I need law enforcement or fire services it would be nice to have them available.
- 207 anonymous More affordable housing opportunities. The rent is insane around the area.
- 208 anonymous Continue to enjoy the community and the location.
- 209 anonymous The southern part of the county is lost. I grew up on Bufort hwy in Doraville. Hwy 400 already looks worse! And now giant billboards everywhere. There is no good leadership that won't

VISION from public survey

seel out to the greedy dollar. Soon this place will just be another poluted concrete nightmare with constant sirens and rampant crime. With tons more people the traffic is already nuts and won't ever be better. Position yourself to make some money off this growth and then move out of here!

- 210 anonymous Overall, just a decent place to live without ridiculous taxes!
- 211 anonymous Improved rode infrastructure, less low income housing, a development like Cumming City Center.
- 212 anonymous If you don't stop with subdivision and apartments complex it will be worse than Atlanta.
- 213 anonymous Controlled crime and growth
- 214 anonymous To stop building so much
- 215 anonymous Small town feel with big city services
- 216 anonymous Slow the growth to be more in line with our infrastructure system
- 217 anonymous Stop the growth and let Dawson Co. be the small united community it is.
- 218 anonymous Bring more economic development with higher salary, lower property taxes and diversified culture like heritage night.
- 219 anonymous Living up to the county motto as posted on welcome signs
- 220 anonymous Improved roads and park systems
- 221 anonymous Slow down residential growth. Listen to complaints about the unnecessary amount of poorly developed new neighborhoods and townhomes and apartments. Protect and increase our natural resources and recreational areas and develop a better downtown feel
- 222 anonymous Managed growth, not density. Improved financial budgeting and accountability. Governmet/administration fails to realize it is not a blank check
- 223 anonymous I would like to see the run down homes addressed.
- 224 anonymous Same as 20 years ago
- 225 anonymous Diversify the business instead of just restaurants to get better wages in the area. Get other internet providers is a must to be competitive. Improve the cost of living for home owners.
- 226 anonymous Expanding roads. Reducing traffic congestions on highways towards downtown
- 227 anonymous Preserve the rural feel of County, but attempt to develop better paying professional type jobs. Be open to residential development but look for quality type housing.
- 228 anonymous Continue to be beautiful.
- 229 anonymous Focus on beautification, adding and updating sidewalks and bike trails for downtown dawsonville, bringing in a hospital (trauma center) with pediatric urgent care services, road expansion/improvements, upgraded city/county website services and function. I would like to see most business additions in the 400 corridor and repurpose buildings instead of building new ones.
- 230 anonymous Slow growth, increase affordable home availability, increase job opportunities, in creased tourism and keep our community safe. We need more sidewalks and lodging options for visitors.
- 231 anonymous Growth to help balance tax revenue for the county to help homeowners with maintaining an affordable property tax.
- 232 anonymous High class destination town with first class roads, parks and public safety. Unique restaurants and attractions setting Dawson County apart from other mountain communities.

VISION from public survey

- 233 anonymous Slow down growth so infrastructure can keep Up Please.....
- 234 anonymous Cleaning up and beautifying
- 235 anonymous We still have the opportunity to develop the county in a more natural way - the current path we are on is going to lead to abandoned businesses (empty buildings ex. Ryan's), over crowded roads and highways (ex. Hwy 53 - anytime of the day) - let's encourage more mom and pop businesses instead of major chains or manufacturing businesses.
- 236 anonymous This is your question. I am willing to support your vision. I don't know what it is and suspect that you don't have one. Please develop and distribute a vision statement. There are ample consulting firms that will work with you to do this. Include with this development your (the county's) guiding principles. Then, stick to them. Treating people differently in similar situations is so wrong on so many levels there is a word for it: Discrimination.
- 237 anonymous A board of commissioners with a vision for the future
- 238 anonymous Controlled growth, larger lots for new homes in subdivisions, stop clear cutting for developments
- 239 anonymous Slow expansion so roads and services can catch up. Continue to protect Dawson Forest and the public land
- 240 anonymous Large acre homes, farming and agriculture encouraged, address ill maintained, run down homesites, increase recreational access to natural areas, protect wildlife
- 241 anonymous Cleaning up unsightly areas with stronger enforcement of zoning laws. Better road maintenance and traffic flow. More trees, bushes, greenery and walking paths around shopping centers, apartments.
- 242 anonymous Continued growth with better planned infrastructure for traffic control.
- 243 anonymous Better internet. Better road infrastructure. Better mixed use development/entertainment venues.
- 244 anonymous Improved 400 Corridor, a more scenic 400, Hwy 53, Hwy 9, and Dawson Forest Road. The creation of pedestrian/bike paths and more family parks that don't have ballparks and soccer fields but have more open space, pickle ball and tennis and areas for picnics and just playing.
- 245 anonymous Limited subdivision development, focus on improving what we have rather than replacing it. Don't turn Dawson County into Forsyth County.
- 246 anonymous Well planned community with opportunities for all economic groups to live in nice housing area with lots of trees and green space.
- 247 anonymous Retain the scenic natural beauty, family friendly community while controlling commercial and residential growth through wise planning
- 248 anonymous Slow and thoughtful growth
- 249 anonymous A welcoming home for all who appreciate our rivers and our mountains
- 250 anonymous Please preserve the forest and stop building subdivisions and more shopping. It is ruining the beauty of Dawsonville
- 251 anonymous Stop growing in the wrong direction - take care of what we've already got - preserving it and not adding more and more apartments and the like - we have way too many already and still building. You don't see Dahlongega building and building and building - they preserve what is theirs and protect it.

VISION from public survey

- 252 anonymous To become a planned community with uniform building codes to prevent a unattractive commercial mix of buildings. In short, slow and methodical growth. The committee would offer shopping, dining, employment, outdoor activities while maintaining the natural feel of North GA.
- 253 anonymous Intelligent growth without over development that strains schools, health care and emergency response.
- 254 anonymous New restaurants NOT FAST FOOD. Affordable homes for families. New Target and a park & recreation center with waling trails - swimming - classes for seniors etc. Like Central Park in Cumming.
- 255 anonymous Create a more upscale look with more high-end companies.
- 256 anonymous I would like to see a planned community housing shops, like Avalon upscale green space, nobillboards
- 257 anonymous To not expand even more than it already is. People are moving here that don't care about the county, it's history, or it's preservation. I am dissatisfied with the growth. There are more homeless people than I have ever seen. People begging on the street, disrespectful people, etc. it's not the same town it used to be and increased development is only going to encourage even more unwanted change.
- 258 anonymous A more vibrant walking downtown with places people actually want to go, the road to downtown cleaned up (metal dumpsite, etc), manufacturing in the outlying areas, keep the trees on 400 and if allowing more businesses not all chain restaurants, attracting people to Amicalola Falls - more tourism centered there directed at hikers. This is a beautiful place to live but if all growth is confined to the 400 corridor it will soon be ugly and traffic will be at a standstill due to all the apartments and homes and businesses all off one road.
- 259 anonymous Try to maintain the home-town feel
- 260 anonymous Slow controlled growth. Commisioners with a clue.
- 261 anonymous To stop the growth of Atlanta into our county. We moved here for the beauty and peacefulness Dawson brings and that's going away.
- 262 anonymous To maintain the charm and natural beauty that the country has had for many years. Allow development and growth, but control better to assure Dawson county does not look like any other Atlanta metro area. This growth is welcomed but the developers must provide the capital needed to assure this beauty is maintained in addition to the assets they want to create. This can be done, it would cost more but Dawson county is worth it which is why many of the new people coming to this county move here.

Community Vision

Vision Statement

The Minimum Standards and Requirements for Local Comprehensive Planning defines a community vision as “...intended to paint a picture of what the community desires to become, providing a complete description of the development patterns to be encouraged within the jurisdiction.”

Discussions with various stakeholders, as well as public engagement, revealed common themes that contributed to the vision statement for Dawson County. These elements were considered valuable to Dawson County’s identity, and all other aspects would build from their principles:

Sustainability growth management, development with the continued mindset of the community, keep Dawson County beautiful (lakes, rivers, farmland), sustainability as we progress (keep economics in mind, farms can continue), balance, financial, growth, rural, small-town life, Mountains, farmland, home, unique, family, down-to-earth, local, nature, transitioning.

Proposed Vision Statement -

Dawson County will foster sustainable growth that promotes the scenic and economic value of mountains, rivers and lakes, farms, and forests and facilitate a balance of jobs and housing to further economic expansion that supports diverse employment opportunities.

Quality of Life. Dawson County will remain an inclusive community with natural environments, agritourism events, economic prosperity, social stability, educational opportunities, and cultural, entertainment, and recreation possibilities.

True Livability. Dawson County will foster a balanced growth of various multi-generational lifestyle choices responsibly planned, connected, and supported with appropriate infrastructure and services for suburban and rural living.

Prosperity. Dawson County will continue to thrive by supporting existing agribusiness, eco-tourism, and businesses and fostering a sustainable pro-technology and healthcare business environment so companies can grow or choose to locate in Dawson County, thus facilitating a balance of jobs and housing to further a more balanced tax base.

Distinctive Character. Dawson County will respect and be sensitive to our agricultural history and legacy in designated federal, state, and local recreational sites, in the auto racing community, and within the culture and resources that define our sense of place.

Goals and Objectives

In addition to the values identified within the Vision Statement, other goals for Dawson County were raised for consideration. Participants expressed near unanimous support for growth management, improving infrastructure, promoting higher-paying sustainable employment, and protecting *natural* resources.



Beauty in Nature, Quality of Life

Areas Requiring Special Attention

The Georgia Department of Community Affairs has identified the following seven special conditions and requires that they be addressed where they exist within the community:

- *Natural or cultural resources.*
- *Areas where rapid development or land use change is likely to occur.*
- *Areas where the pace of development has and may outpace the availability of community facilities and services.*
- *Areas needing redevelopment and significant improvements to aesthetics or attractiveness. (not applicable)*
- *Large abandoned structures or sites. (not applicable)*
- *Infill development opportunities. (not applicable)*
- *Areas of significant disinvestment, levels of poverty, and substantially higher unemployment. (not applicable)*

Areas of Significant Natural or Cultural Resources:

Dawson County contains numerous state waters, which are valuable natural resources and have been identified in the *Environmental Constraints* map.

Areas Where Rapid Development or Change of Land Use is Likely to Occur :

1. Adjacent to the City of Dawsonville city limits
2. Dawson Forest Road
3. GA400 corridor; and
4. Southern boundary with Forsyth County

Areas where the pace of development has and may outpace the availability of community facilities and services:

1. Lumpkin Campground Road
2. Highway 53 E

In areas that have experienced significant growth, the realities of what the community can control must be considered. Dawson County maintains a series of planning documents to facilitate a proactive approach to the future, many of which have recently or will soon be undergoing an update. Each of these plans should be compatible, which requires an ongoing process of reviewing trends and policy changes in each document and calibrating plans each time they are updated.

Quality Community Objectives

The Department of Community Affairs has identified Quality Community Objectives (QCOs) as value statements of the development patterns and options that will help Georgia preserve unique cultural, natural, and historic resources while looking to the future and developing sustainably.

Applicable DCA Quality Community Objectives	Economic Prosperity	Resource Mgmt.	Efficient Land Use	Local Preparedness	Sense of Place	Regional Cooperation	Housing Options	Transportation Options	Educational Opportunities	Community Health
Dawson County	X	X	X	X	X	X	X	X	X	X

Economic Prosperity:

Dawson County encourages developing or expanding businesses and industries suitable for the community. The county supports the Dawson County Chamber of Commerce, the Development Authority, and the Industrial Building Authority. The 2023 comprehensive plan update supports an economic base of commercial, office, and light industrial development.

Dawson County strives to make the most efficient use of its financial resources. Dawson County uses a 5-year capital improvement plan; the plan also encompasses SPLOST funding, which can last up to 6 years. The County has four primary sources of financing for long-range planning: General Fund, SPLOST Fund, Capital Projects Fund, and Impact Fees Fund. Combining all these sources makes up the available funding for the Capital Projects Plan. SPLOST (Special Purpose Local Option Sales Tax) is the largest funding source. SPLOST VII was approved in 2021 and will fund (six-year) capital projects

Year	Population	Personal Income	Unemployment Rate
2018	25,083	\$ 43,380	3.3%
2019	26,108	\$ 45,201	2.4%
2020	26,108	\$ 46,278	2.8%
2021	26,798	\$ 48,170	1.9%
2022	30,138	\$ 53,996	2.3%

Approximately 90% of the County’s population resides in the county's unincorporated portion, with the remaining 10% living in the single municipality, the City of Dawsonville. The County’s largest employer is North Georgia Premium Outlet Mall, which attracts many visitors from the Atlanta metro area and surrounding counties. Dawson County Board of Education and Wal-Mart retail are the second and third largest employers. Dawson County has a significantly higher rate of retail employment and accommodation and food services as a percentage of its total employment.

The total number of land use applications (rezoning), new home permits, and business licenses issued during the planning time frame illustrate the continuing growth in the County.

Year	Land Use Amendments ⁱⁱ	New home Building permits	Occupational licenses issued ⁱⁱⁱ
2018	7	382	1,956
2019	24	331	2,074
2020	27	295	2,035
2021	30	484	2,223
2022	33	815	1,540

- ✓ **Resource Management:** Dawson County promotes the efficient use of natural resources and identifies and protects environmentally sensitive areas of the community. Dawson County coordinates with the local USDA/NRCS to ensure stream and lake protection compliance during land disturbance activities. In 2023, the County amended the land use code to provide a 50-foot buffer from streams, greater than the minimum state requirement of 25 feet.
- ✓ **Efficient Land Use:** This will be achieved by requiring the development or redevelopment of sites closer to the community's core and designing new housing products to minimize the amount of land consumed. Land use regulation occurs in two ways. First, the Character Area policies for evaluating land use requests. Second, land use regulations and subdivision regulations to maintain infrastructure, open space, agricultural, forestry, or conservation uses.

Growth is happening all across the County, residentially and commercially. This growth has a significant impact on the services the County must provide. This growth pattern is expected to continue through FY 2023 and beyond. Dawson County is expected to continue seeing consistent local economic improvement and steady real estate growth trends in the next few years. This population growth continues to impact all service levels needed in the County.

- ✓ **Local Preparedness:** Dawson County leadership and staff proactively address community needs. Resources have been or are being expended on the following:

Greenway and Trails Master Plan (2021)

Fiscal Impact of Land Use in Dawson County (2021)

Land Use Regulations (2023)

Comprehensive Plan (2023 update)

Comprehensive Transportation Plan (2023)

Parks and Recreation Master Plan Update (2025)

Hazard Mitigation Plan (2023-24 update)

Capital Improvements Element (2023-24 update)

Impact Fee Schedule (2023-24 update)

Economic Strategic Plan (2021)

Lumpkin Campground Corridor Study (2023)

- ✓ **Sense of Place:** Dawson County leaders endeavor to protect and enhance the community's unique qualities. Promote housing products compatible with the community's traditional features; expand parkland that supports the area's rural character; and protect scenic and natural elements essential to defining the community's character.
- ✓ **Regional Cooperation:** Dawson County participates in regional organizations, identifying joint projects that may result in greater efficiency and less cost to the taxpayer and collaborative solutions for regional issues such as protecting shared natural resources and developing the transportation network. This 2023 comprehensive plan provides a policy guide for the County, the City of Dawsonville, NRCS, the Chamber of Commerce, commercial developers, GDOT, DNR, and other agencies that can see that the county has designated areas for future growth and rural preservation.
- ✓ **Housing Options:** Dawson County's land use regulations and enforcement of the International Building Codes promote a range of safe, affordable, inclusive, and energy-efficient housing in the community. As the county grows, there will be opportunities for instituting programs to provide housing for residents of all socio-economic backgrounds. At present, there are opportunities for infill housing throughout Dawson County. There currently is a lack of housing and the desire to preserve rural estate housing choices. Additionally, there is a different opinion over the desirability of townhomes and apartments.

- ✓ **Transportation Options:** This 2023 comprehensive plan includes a Transportation Element. Dawson County's transportation system consists primarily of state highways and county-maintained roads. US Highway 19 (better known as Georgia 400) and State highways 9, 52, 53, 136, and 183 are major transportation routes that carry most passenger and commercial traffic in and out of Dawson County. Congestion in these transportation corridors creates traffic problems, primarily because of population growth. In addition, Dawson Forest Road, Kelly Bridge Road, and Lumpkin Campground Road are major county-maintained corridors.

Dawson County has one privately owned airport (Elliott Field). There has never been a passenger or freight railroad located within Dawson County. Residents' transportation needs, challenges, and opportunities may be achieved by fostering alternatives to transportation by automobile, including walking, cycling, and transit; employing traffic calming measures throughout the community; requiring adequate connectivity between adjoining developments; and coordinating transportation and land use decision-making within the community. One of the significant issues identified in the 2023 Transportation Plan was funding for active transportation projects. This 2023 comprehensive plan includes a Transportation Element.

- ✓ **Educational Opportunities:** Dawson County supports educational and training opportunities to enable all community residents to improve their job skills, adapt to technological advances, or pursue life ambitions. Dawson County contains seven schools.

Dawson County continues partnerships with post-secondary educational institutions, the Chamber of Commerce, Development Authorities, and other stakeholders such as the Department of Labor and GMRC to provide training opportunities.

- ✓ **Community Health:** Ensure that all community residents, regardless of age, ability, or income, access critical goods and services, safe and clean neighborhoods, and good work opportunities. There are primary care facilities within Dawson County and a public health care facility in downtown Dawsonville. Dawson County will have greater access to care close to home as the Northeast Georgia Health System (NGHS) expands its facilities on the GA400.

Additionally, the Dawson County Family Connection provides mental health and behavioral assistance, and the community-based Shepard's Clinic offers an expanded range of services, including general medical care, primary dental care, women's Wellness screening, prescription assistance, eye exams and glasses, information, referral, and advocacy for health and support services.

1. Mental and Behavioral Health

Dawsonville has the unfortunate distinction of being one of the top counties in our region where the most deaths due to suicide or drug/alcohol poisoning occur. Some efforts are happening locally to improve mental and behavioral health.

2. Social Needs/Unite Us (transportation, housing)

The county has a senior transit program meeting some of the community's social needs, which research shows impacts overall health. Research supports that as much as 80% of a person's well-being is tied to physical environment, economic factors, and health behaviors. Unemployment, food insecurity, poor housing, and transportation are detrimental to overall health.

3. Healthy Behaviors

While many factors influence health, obesity can lead to chronic health conditions such as high blood pressure, diabetes, and cancer. 25.6% of adults in Dawson County have a BMI over 30. By impacting healthier lifestyle choices regarding diet and exercise, future health issues may be avoided, and more excellent quality of life can be achieved. This affects the individual and their family and has ripple effects on the economy regarding a healthy workforce. NGHS analyzes community health data to identify geographical hotspots or areas throughout the region where unhealthy behaviors have led to poor health outcomes. This tactic will allow for health education to be tailored to serve audiences better and improve health. NGHS will also start a microgrants program to help support community organizations working to decrease health disparities by providing small grants to promote and develop healthy behaviors across the region.

Broadband Internet Access

Dawson County has identified broadband as an essential infrastructure. Access to reliable, high-speed, affordable internet connections is a vital economic tool. Dawson County was designated a “Broadband Ready Community” in August 2021.

Dawson County has 3,528 households “unserved” by broadband, representing 22% of the total households. In assessing Dawson County’s 2023 access to higher-grade broadband, those who completed public input surveys revealed the condition and availability of existing internet service providers. The majority provider within the region is Windstream, for which service ratings were considered average. Windstream and Comcast provide primary commercial service in the GA 400 corridor, along westward arterial roads, and various routes throughout Dawson County.

The North Georgia Network (NGN) is an incorporated cooperative providing a regional fiber optic system with over 1,600 linear miles of infrastructure. The NGN provides infrastructure connecting

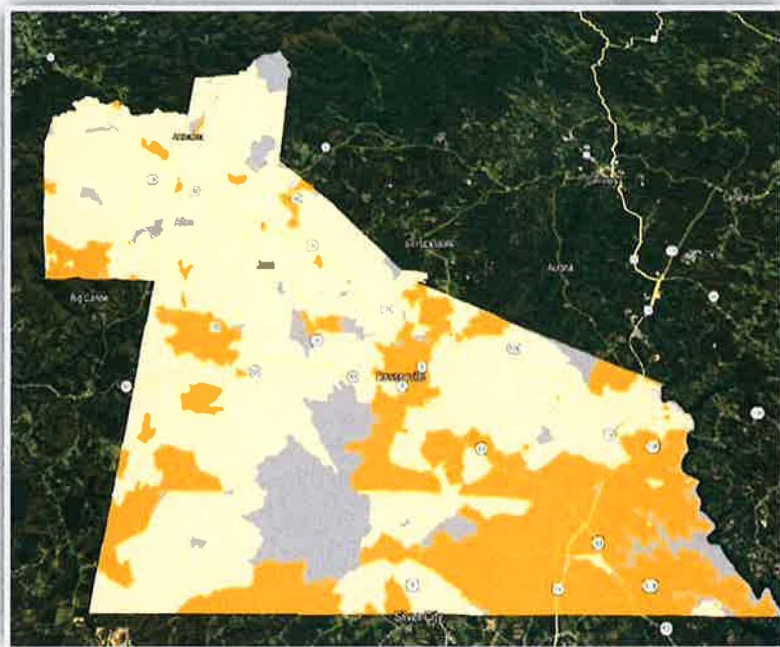
regional institutions and businesses throughout the northeast Georgia mountains.

Dawson County supports improvement programs to expand local network connectivity and enhance network capacity in preparation for growth and increased demand for internet services.

UNSERVED

SERVED

NO LOCATION



Priorities for network enhancements:

Increase “last mile” connections; Expansion of NGN; Urge internet service providers to utilize the Affordable Connectivity Program fully.



Environmental Assessment

Local comprehensive plans in Georgia must include an assessment of compliance and consideration for the appropriate regional water plans. Each community must review the Regional Water Plan covering its area and the Rules for Environmental Planning Criteria to determine if there is a need to adapt local implementation practices or development regulations to address the protection of these critical natural resources. The community must certify that it has considered the Regional Water Plan and the Rules for Environmental Planning Criteria when it transmits the plan to the Regional Commission for review. The following is provided as a simplified assessment of critical environmental conditions in effect in Dawson County.

Clean Water Act Compliance

- Y Any “not supporting” 303(d) listed waterbodies?
If yes, these waterbodies have been found contaminated to the extent that they are not considered to support their designated use. As such, the local community should seek to manage land uses within the watershed so as to yield healthier water quality.
- Y Any 305(b) listed waterbodies?
- N If yes, do the Implementation Plans/Watershed Plans require any outstanding actions from the local government? If so, please include these actions in the Implementation Program.

Several listed stream segments within Dawson County are below minimum criteria for the use - predominantly due to fecal coliform (bacteria) and sedimentation. However, the County, the City of Dawsonville, and other area stakeholders have worked to improve water resource stewardship practices and quality standards. Regional partners such as the Upper Chattahoochee Riverkeepers, Upper Etowah River Alliance, and North Georgia Water Partnership can assist the County with monitoring best management practices needed and employed in the area and aid in local resource management. The County must work with these entities, the Etowah Water and Sewer Authority, and others to address the water quality of local streams, rivers, and Lake Lanier.

Environmental Planning Criteria

Y	Water Supply Watersheds	Minimum regulations in place?	Y
Y	Wetlands	Minimum regulations in place?	Y
Y	Groundwater Recharge Areas	Minimum regulations in place?	Y
Y	Protected River Corridors	Minimum regulations in place?	Y
N	Steep Slopes	Minimum regulations in place?	NA
N	Protected Mountains	Minimum regulations in place?	NA
N	Coastal Areas	Minimum regulations in place?	NA

State-Listed Water Bodies in Dawson County

NAME	LOCATION	BASIN	MILES
Taylor Creek	Headwaters to Lake Lanier	Chattahoochee	3.7
Toto Creek	Headwaters to Lake Lanier	Chattahoochee	1.2
Burt Creek	Headwaters to Shoal Creek	Coosa	5.1
Shoal Creek	Headwaters to Flat Creek	Coosa	8.4
Sweetwater Creek	Headwaters to Shoal Creek	Coosa	3.8
Etowah River	Proctor Creek to Black Mill Creek	Coosa	6.5
Palmer Creek	Headwaters to Etowah River	Coosa	5.3
Black Mill Creek	Headwaters to Etowah River	Coosa	4.7
Cochrans Creek	Gab Creek to Amicalola Creek	Coosa	5.5
Holly Creek	Headwaters to Amicalola Creek	Coosa	3.5
Little Amicalola Creek	Headwaters to Amicalola Creek	Coosa	7.1
Amicalola Creek	Headwaters to Fausett Lake	Coosa	5.2
Amicalola Creek	Fausett Lake to Etowah River	Coosa	24.7
Tributary to Little Amicalola Creek	Lake Laurel to Little Amicalola Creek	Coosa	1.3
Tributary #2 to Little Amicalola Creek	Headwaters to Amicalola Lake	Coosa	2.1
Cochrans Creek	Rome Kraft Co. Lake to Gab Creek	Coosa	3.7
Yellow Creek	Headwaters to Etowah River	Coosa	10.5
Etowah River	Amicalola Creek to Yellow Creek	Coosa	5.2
Etowah River	Yellow Creek to Brewton Creek	Coosa	3.8

Source: Georgia EPD, 2023

Lakes and Rivers

Lake Lanier - At 39,000 acres, Lake Lanier is the largest lake in Georgia and offers exciting outdoor activities, including camping, fishing, boating, swimming, and other water sports.

Amicalola River - The Amicalola, Dawson County's premier whitewater stream, is one of the top whitewater rivers in the southeast. The upper section is nearly 10 miles of continuous fast water, punctuated by small, manageable class II up to class IV rapids. The Lower Amicalola is a serious whitewater stream, with class II-IV+ rapids and enough volume to challenge the most experienced whitewater enthusiast, including the famous "Edge of the World" rapid.

Etowah River - In its upper reaches, the Etowah River is a foothills and mountain stream, with small, class I and II rapids and secluded, pastoral surroundings comprised of farms, fields, and low ridges. The lower Etowah runs through the sprawling Dawson Forest Wildlife Management area, offering a more remote experience for boaters. Ninety-one species of native fishes had been recorded in the Etowah and its tributaries, with five fish species common to the river. Fifteen fish species and most of the mussels are believed to be extirpated. Eight fish species (including five darters and a new species discovered in 2020) are federally listed as threatened or endangered.

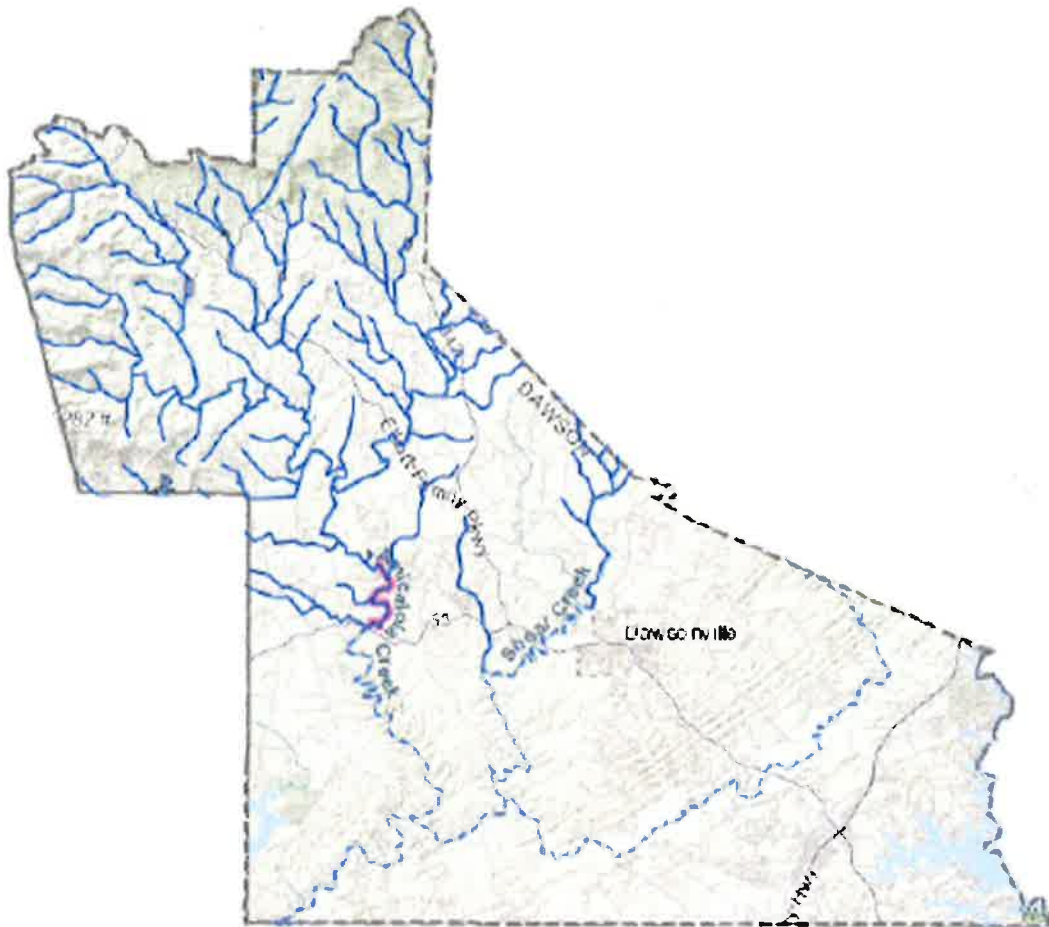
Amicalola Falls State Park - Amicalola Falls State Park offers a variety of trails to visitors, including a less challenging path designed for disabled visitors that makes the Falls Trail accessible to almost everyone. The approach trail to the start of the Appalachian Trail at Springer Mountain begins near the Amicalola Falls Lodge.

Amicalola Riverside Nature Trail - ADA Compliant. The great outdoors is accessible to everyone, even those with physical disabilities. The Amicalola Riverside Nature Trail is ADA-compliant and provides access to viewing, fishing, canoe launch areas, and a river's edge trail.

Dawson Forest - Dawson Forest Wildlife Management Area (Dawson Forest WMA) comprises more than 25,000 acres of diverse terrain, ranging from foothills and mountain valleys to high country ridges and river gorges. Two rivers and several major streams meander through the WMA, adding another scenic element to a trail system rich with flora, fauna, and unique topography. Three major sections of the WMA (Eastern Wildcat Tract, Western Wildcat Tract, and the Dawson Forest City of Atlanta Tract) have miles of marked improved trails, unnamed backcountry trails, and old single-track roadbeds available for public use. Hikers, cyclists, equestrian visitors, hunters, anglers, and other outdoor enthusiasts use the system without conflict. The Georgia Department of Natural Resources regulates trail use and access through specific policies allowing for restricted horse or mountain bike travel during hunting season to ensure public safety.

War Hill Park - War Hill Park is a large park and campground on the north end of Lake Lanier. The park is located on War Hill Park Road, off Hwy 53 East, and consists of 14 primitive campsites, day-use areas, a bathhouse (restrooms and showers), and four boat ramps.

This is to certify that as part of this plan update, staff has reviewed the Coosa-North Georgia Water Plan, the Georgia Mountains Regional Plan, and the Georgia State Rules for Environmental Planning Criteria (OCGA 12-2-8) and considered them. No conflicts were identified between this plan and those documents.



- Amicalola Creek watershed upstream from GA Hwy 53;
- Anderson Creek watershed
- Long Swamp Creek watershed
- Nimblewill Creek watershed
- Shoal Creek watershed upstream from the mouth of Burt Creek
- Sweetwater Creek watershed
- Amicalola Creek and Shoal Creek start as trout but transition to non-trout waters.

Land Use Assessment

Land use management policies and programs represent strategies for development patterns that provide sustainable growth while protecting sensitive environmental areas. This section presents an inventory of existing land use patterns and development trends for the community to produce the most effective policies needed to manage the demands of projected development.

The rural corridors will feature some change, but this should be focused on nodal intersections while preserving the integrity of the roadways for through traffic. Outlying portions of the County will feature more agricultural activities, minimizing environmental impacts and capital improvement costs outside the suburbanized areas. Concentrating the densities and activities adjacent to the City of Dawsonville and adjacent to the GA400 corridor will preserve the rural character of Dawson County as identified within the comprehensive plan. Commercial development outside the GA400 corridor or downtown Dawsonville should be clustered around prominent intersections, smaller scale, and intensity with a small-town feel, serving local needs.

Commercial and public activity centers should be reserved for nodal locations at the intersection of arterial roadways. Maximizing the infrastructure while preserving the traffic flow, minimizing the number of curb cuts along arterials or traffic flow on collector roads.

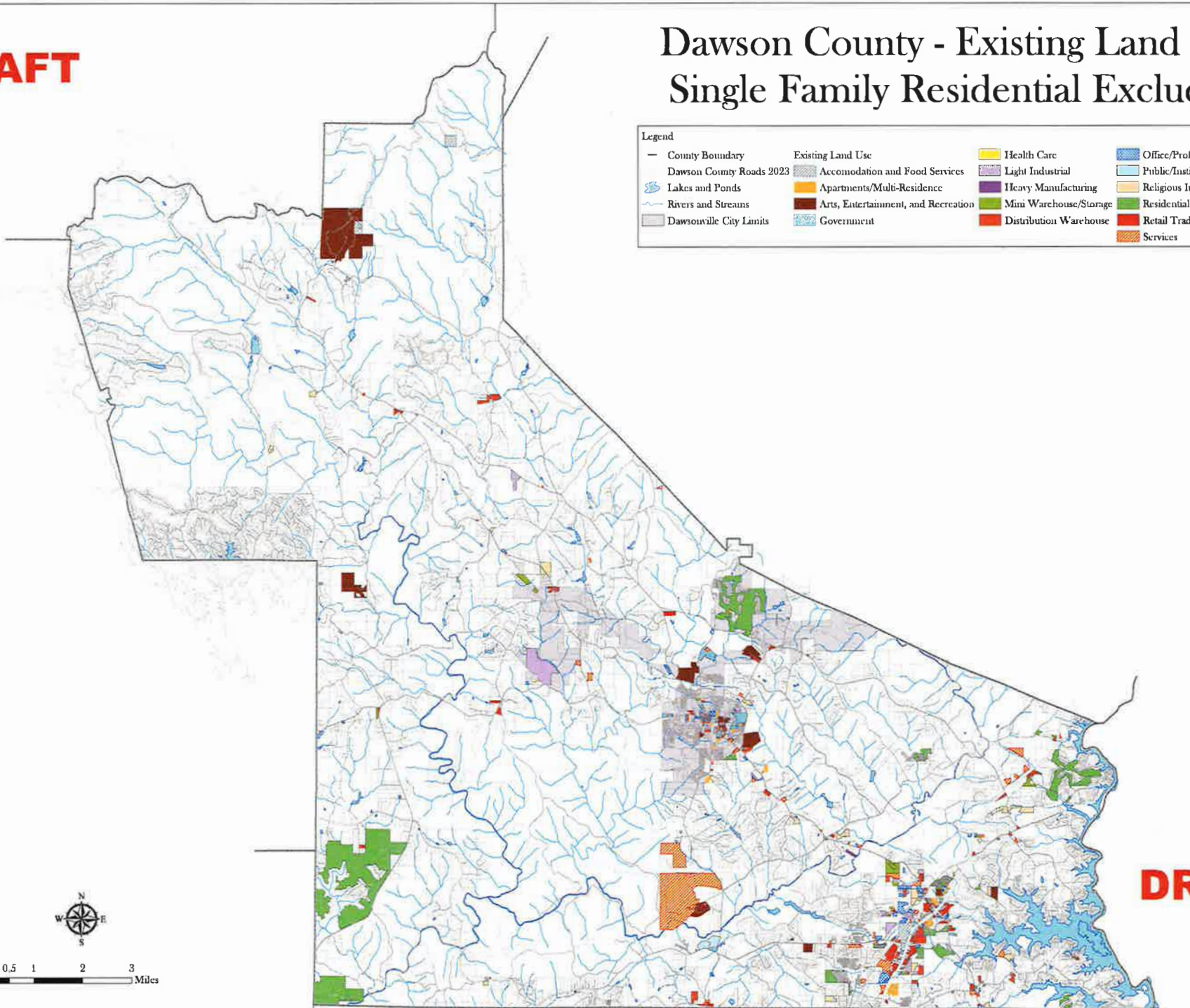
Master-planned office parks for sustainable industries and technology are envisioned for the northern section of the GA400. High-density residential should be considered as part of mixed-use developments.

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Dawson County - Existing Land Use Single Family Residential Excluded

Legend

County Boundary	Existing Land Use	Health Care	Office/Professional, Finance
Dawson County Roads 2023	Accommodation and Food Services	Light Industrial	Public/Institutional
Lakes and Ponds	Apartments/Multi-Residence	Heavy Manufacturing	Religious Institutions
Rivers and Streams	Arts, Entertainment, and Recreation	Mini Warehouse/Storage	Residential Recreation (Private)
Dawsonville City Limits	Government	Distribution Warehouse	Retail Trade
			Services



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Analysis of Existing Development Patterns

An analysis of existing development patterns provides an understanding of the use of land at a specific point in time. An existing land use map is a tool for understanding what land uses exist and where. Challenges to Dawson County include a land use plan that protects environmentally sensitive areas and agricultural enterprises maintains open-space preservation, integrates employment centers, and safely connects future and existing developments. The following table illustrates the estimated acreage and percent of the county's land dedicated to existing land uses.

Existing Land Use Classification	Total Acreage
Restaurant/Fast food	167.72030055900
Multi-family Residential	93.55574868965
Arts, Entertainment, Recreation	923.03834378650
Storage, Warehouse, Distribution	184.78388963264
Heavy Manufacturing	8.03446028418
Light Industrial	298.49982282895
Mini Warehouse - Storage	104.12180897417
Office Building, Finance	176.27931893631
Public Schools	58.25864520195
Churches	250.24070416736
Private Residential Recreation	2015.47011892751
Commercial Retail	
Services	
Public/Institutional	
TOTAL ACREAGE	

* Dawson County has a considerably higher rate of retail employment and accommodation and food services as a percentage of its total employment.

(GMRC final numbers from updated existing land use map)

Recommended Character Areas

Defining character areas helps identify unique characteristics that provide a sense of community and discern localized functions within the larger county context. Each character area narrative includes implementing strategies to promote the unique qualities of each character area. A character area is a specific geographic area that meets the following criteria:

1. *Has unique or special characteristics*
2. *Has the potential to evolve into a unique area when provided specific and intentional guidance or;*
3. *Requires special attention due to unique development issues.*

The recommended character areas for Dawson County are as follows:

Agricultural Conservation

Etowah

Lanier

Dawson

Hightower

North 400 Corporate

GA400 Mixed Use

Rural Living

Crossroads Commercial (nodes)

Suburban Living

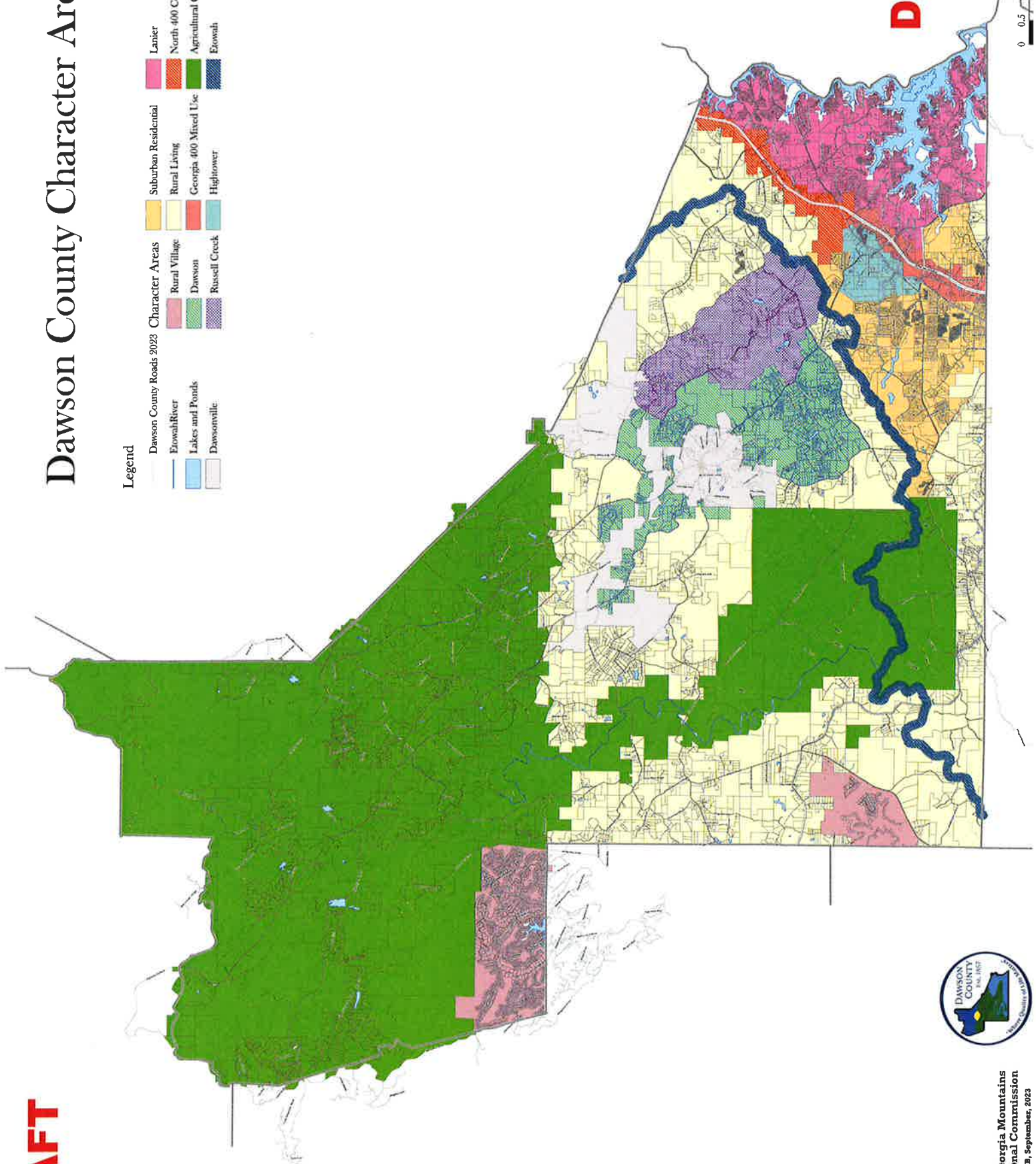
Russell Creek

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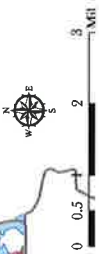
Dawson County Character Areas

Legend

- Dawson County Roads 2023
- Character Areas
 - Rural Village
 - Dawson
 - Russell Creek
 - Suburban Residential
 - Rural Living
 - Georgia 400 Mixed Use
 - Hightower
 - Lanier
 - North 400 Corporate Park
 - Agricultural Conservation
 - Etowah
- Etowah River
- Lakes and Ponds
- Dawsonville



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Agricultural Conservation

The Agricultural Conservation Character areas are for conservation, agricultural uses, and low-density residential homesites. This character area consists of mainly agricultural and semi-wilderness forested lands interspersed with very low-density residential homes that may be customarily accessory to agricultural uses. A few farmsteads and outbuildings accent the landscape, and rolling hills contribute to its rural character.

Agricultural activities are a sustainable way of life within Dawson County. Agricultural uses provide employment, contribute to the local and state economy, and create demand for support businesses. Agricultural use means farming in all its branches, including, but not limited to, the cultivation and tillage of the soil, the production, cultivation, growing, and harvesting of any agricultural or horticultural products, the raising of livestock, bees, dairy-producing animals, and poultry, agricultural education, the sale of produce through farms stands, and any practices performed by a farmer or on a farm or smallholding as an incident to or in conjunction with farming operations. Dawson County also depends on the scenic beauty created by open pastureland, cultivated cropland, and managed woodland to attract visitors to hike on its trails and stay in local hotels and rental homes (VRBOs), which benefit the local economy. Family farms, conservation areas, vast natural and scenic resources, and the rural landscape comprise the community’s identity.

The preservation of the overall rural character, viewsheds and the protection of the farming heritage are priorities for the county's citizens. The Agricultural Conservation character area intends to preserve and reduce development pressure on existing agricultural uses and provide space for expansion to lessen the impact between non-compatible commercial services and suburban growth.

This character area discourages subdivision development of minor lot plats on dirt roads and serves as a buffer to suburban low-density development. Agricultural uses require a low public service delivery expense to taxpayers.

LAND USES	LAND USE DESIGNATION
Residential homesteads - 1 unit per 20 acres Family density exceptions Places of worship Commercial Business (C-RB) at cross-roads Agricultural Uses Silviculture Forestry Wildlife Management Areas Passive Recreation Conservation Easements	Rural Agriculture (RA) Commercial Rural Business (C-RB) at Crossroads

MITIGATION STRATEGIES:

Strategy 1.1: Evaluate and promote options for the permanent conservation of land during the development of the Parks Master Plan (2025)

Strategy 1.2: Support family heritage farms by approving *family density lot exceptions*.

Strategy 1.3: Coordinate with the local office of the United States Department of Agriculture (USDA) Natural Resources Conservation Office to create a process that identifies land for permanent protection, such as recreational, ecological, or agricultural value.

Strategy 1.4: Research and consider criteria and standards for the Transfer of Development Rights (TDRS).

Strategy 1.5: Support Agricultural Conservation Easements, Urban Agricultural incentive zones, tax breaks, or incentives for continuing agricultural use.

Strategy 1.6: Identify the most effective approach for incorporating Low Impact Development design for stormwater and development design for all land disturbance activity.

Strategy 1.7: Designate historic and scenic corridors.

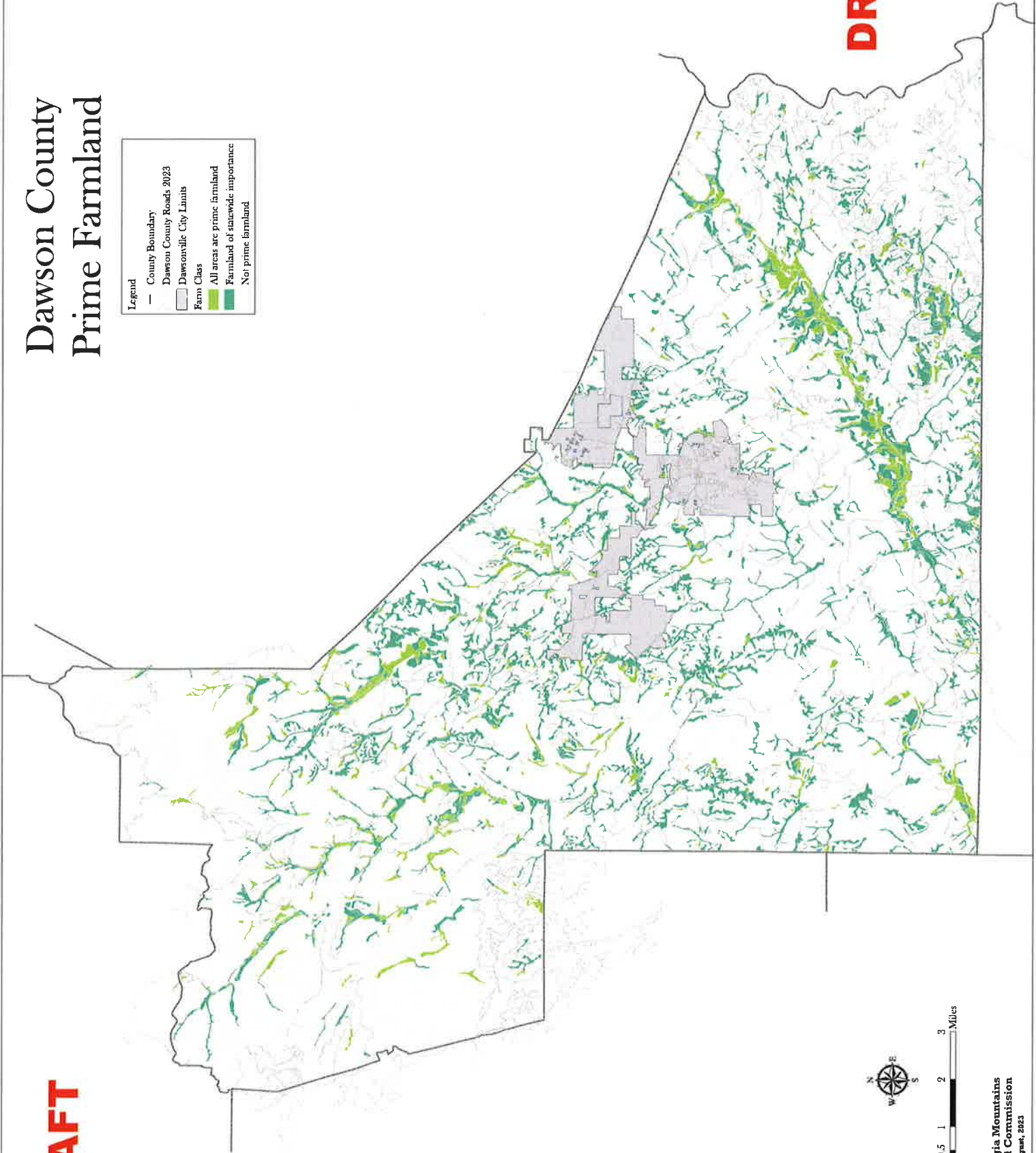
Agricultural Conservation



Dawson County Prime Farmland

- Legend
- County Boundary
 - Dawson County Roads 2023
 - Dawsonville City Limits
 - Farms Class
 - All areas are prime farmland
 - Farmland of statewide importance
 - Not prime farmland

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The Etowah (known historically as High Town and later Hightower River by colonials) is one of the nation's most diverse ecological watersheds with unique flora and fauna found only on the southern slopes of the Appalachian Mountains. From its source, the Etowah flows southwest in neighboring Lumpkin County (designated as one area requiring special attention in their 2022 plan update). Its basin comprises most of Dawson County, apart from the small portion east of GA 400 that drains into Lake Lanier (Chestatee/Chattahoochee Basin). The river continues through the northwestern part of Forsyth County into Cherokee County (Canton) and Lake Allatoona (currently the only dammed reservoir). The Etowah emerges from Lake Allatoona, continuing to Rome, where it meets the Oostanaula River to form the Coosa.

Major tributaries, such as Amicalola Creek, form some of its most richly diverse habitats, with a new species of Bridled Darter confirmed in 2021. Other smaller tributaries in this watershed that are equally important ecologically include Cochran Creek and Shoal Creek. Yellow Creek has been dammed to form the Hollis Latham reservoir (in Dawson County, but its water serves Cherokee County) before it joins the Etowah. Palmer Creek has been dammed to form Brice Lake.

Prime agricultural land is in the river's floodplain in the County's southern region. Significant pasture land and several large cultivated tracts also exist along the major creeks.

The Etowah River is the county's water source, which is currently piped to the most densely populated residential and commercial area by the Etowah Water and Sewer Authority (EWSA). This utility has received a permit to restore a storage reservoir at Russell Creek, which, when complete, is planned to provide sufficient water for the growing Dawson communities through 2050.

Because the Etowah River provides a clean water source (not just for Dawson County but many more communities downstream), a unique habitat for multiple threatened and endangered species, and provides an area of natural beauty for those who recreate with care on or in its waters, these qualities must be protected. Developing river parks and trails offers both local communities and visitors outdoor recreation opportunities, adding economic benefits to Dawson County.

Much of the Etowah River's course in the southwestern part of the County includes 10,000 acres of Wildlife Management Area overseen by the Department of Natural Resources (DNR).

The Etowah River reaches major flood stage at 21 feet near Dawsonville and 31 feet near Landrum. At these levels, Georgia Highway 9 floods in low-lying areas, and water levels reach the bottom of the Georgia Highway 136 bridge. Homes along Riverbend Road and Etowah River Road become inundated with 4-10 feet of water (flooding of homes begins at "Moderate" flood level near Landrum in unincorporated Dawson County). The highest crest of the Etowah River near Dawsonville (unincorporated Dawson County) was 15.9 feet in 2013, just below the "moderate" flood stage.

Etowah

LAND USES	LAND USE DESIGNATION
Places of worship Agricultural Uses Wildlife Management Areas Passive Recreation Trails Undeveloped areas in their natural state	Rural Agriculture (RA) Rural (RRE)

MITIGATION STRATEGIES:

Strategy 2.1: Evaluate options for more canoe and kayak launch sites while developing the Parks and Recreation Master Plan (TBD)

Strategy 2.2: Continue to support the Etowah River Water Trail through Dawson County.

Strategy 2.3: Encourage eco-based and cultural tourism.

Strategy 2.4: Identify the most effective approach for incorporating Low Impact Development design for stormwater design for all land disturbance activity. The low-impact design includes pretreatment measures, setback requirements, and stormwater system maintenance.

Strategy 2.5: Identify mechanisms and funding sources, including consideration of SPLOST and Impact Fees, for acquiring rights-of-ways and easements through privately held lands for Greenways, Trails, and launches.

Strategy 2.6: Amend the regulations to require trail construction or payment in lieu for land uses adjacent to the trail.

Strategy 2.7: Wetlands within a project shall be placed in a conservation easement, which shall run in favor of and be enforceable by a property owners' association.

Strategy 2.8: Limited recreation-related buildings to provide access and education to visitors.



Lanier

Constructed by the U.S. Army Corps of Engineers in the 1950s, Lake Lanier is a multi-purpose lake authorized for flood protection, power production, water supply, navigation, recreation, and fish and wildlife management. The Lanier character area comprises property adjacent to or near the county's 47 miles of Lake Lanier shoreline.

In the 1970s, people building weekend cabins and second homes developed the lake's northwestern shore. Many of these structures have been modernized, expanded, or upgraded since.

The Lanier character area is comprised almost exclusively of detached, single-family housing and conservation land protected by the U.S. Army Corps of Engineers (USACE). Housing here is predominantly in older, established communities along Lake Lanier—residential uses vary wildly in age, size, and character. With few exceptions, these areas are not served by sewer service; however, central water is available.

With about 12 million visitors last year, Lake Lanier is one of the nation's most-visited USACE-built lakes.

Appropriate Land Uses	Land Use Categories
Lakeside Residential One dwelling unit per acre Places of Worship Small scale agriculture Public Parks Existing commercial	Lakefront Residential RL Rural Residential Estate RRE Residential Sub-Rural RSR Residential Rural Estate RRE Residential Suburban RS Rural Business C-RB

MITIGATION STRATEGIES:

Strategy 3.1: Evaluate options for Dawson County to take over the management of (Corps of Engineers) USACE lake parks during the development of the Parks Master Plan (2025)

Strategy 3.2: Commercial and mixed-use development should be concentrated along Hwy 53.

Strategy 3.3 Develop systems and processes to improve policies that support eliminating substandard housing, including community resources, to accomplish compliance.

Strategy 3.4: Ensure that commercial centers do not encroach near residential development

Strategy 3.5: Increase public access to the lake by revamping conservation lands, i.e., Toto Creek Park, Thompson Creek, and Nix Park.

Strategy 3.6: Open storage yards, open-air businesses, and automobile sales are inappropriate within the character area.

Strategy 3.7: Retain low-intensity residential community character

Strategy 3.8: The Warhill Park Road commercial uses should not expand beyond the existing structures at the intersection with Highway 53 to remain at the residential community scale.

Strategy 3.9: New residential development should provide pedestrian access via sidewalks, multi-use trails, and walkways.

Strategy 3.10: Update the county's regulations to address drainage, driveway, and impervious surface requirements.

Strategy 3.11: Vehicle service establishments are inappropriate within the Lanier Character Area.

Strategy 3.12: Evaluate options to establish regulations for the inspection of septic systems.

Strategy 3.13: Support the upgrade of infrastructure, i.e., water mains, to improve the fire safety of the lakeside communities.



Dawson

The primary function of the Dawson character area shall be to contain suburban growth, economically provide for public facilities and services, and provide for the efficient use of land while retaining levels of open space. Established neighborhoods will be maintained, and new development shall be compatible with surrounding suburban densities. Residential development in the Dawson character area shall have a maximum density of three (3) dwelling units per net acre.

Future development will continue to be detached, single-family homes at medium densities. Opportunities for variety in dwelling sizes and types can be developed, provided such action is part of a Mixed-Use Village or Residential Planned Community. New commercial office professional or institutional shall be allowable uses within Crossroads Commercial nodes.

LAND USES	LAND USE DESIGNATIONS
Residential uses Offices Places of worship Institutional Recreation Greenways and trails Neighborhood and Community Parks Conservation Subdivisions	Residential Town RT Residential Suburban RS-2 Residential Suburban RS-3 Mixed Use Village (MUV) Residential Planned Community (RPC) Commercial Office Institutional (C-OI)

MITIGATION STRATEGIES:

Strategy 4.1: Provide pedestrian linkages to adjacent residential or commercial areas.

Strategy 4.2: Land Disturbance plans should reduce the limits of clearing and grading, limiting the amount needed for development and road access.

Strategy 4.3: Residential development plans should reduce the limits of clearing and grading, i.e., no land disturbance of more than 30 acres in any single contiguous area.

Strategy 4.4: Developments should provide open and green space, including shared civic space exclusive of utility easements.

Strategy 4.5: Amend the Land Use Code to include maximum impervious surface requirements.

Strategy 4.6: Support civic and cultural uses and entertainment establishments that promote community interaction.

Strategy 4.7: Mixed Uses may be multi-story in a campus setting.

Strategy 4.8: Require trail construction or payment in lieu of land uses adjacent to the proposed greenway and trails.



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HIGHTOWER

Dawson County should provide attractive sites for future industrial park development to provide additional employment opportunities to residents. The Hightower character area intends to offer facilities for the design, assembly, finishing, packaging, and storing of products or materials that are usually processed at least once. These activities are characterized as “clean” since they produce a relatively small amount of environmental outputs, including, but not limited to, smoke, odor, dust, noise, the vibration of the earth, or light to the degree that is offensive when measured at the property line of the adjoining property. Light industries include administration, research, assembly, storage, warehousing, and shipping facilities. Development standards for light industrial industries include the minimum necessary to assure safe, functional, and environmentally sound development. They shall conform to requirements regarding enclosure, screening, and minimum distance from existing residential and office land uses.

LAND USES	LAND USE DESIGNATION:
Light manufacturing and assembly Distribution and warehousing Uses involving handling, storage, or shipping Laboratories for research and development food production clusters (e.g., breweries, cracker, and pasta manufacturing). Arts and crafts manufacturing cluster (e.g., pottery product manufacturing, ornamental and architectural metalwork manufacturing). Master-planned business park Master-planned Industrial park	Commercial Industrial Restricted (C-IR) Commercial Office Professional (C-OI)

An area accommodating more industry can be essential to successful economic diversity. The Hightower character area combines activities of both light and existing heavy industry. Uses such as office, warehouse, wholesale, product assembly, and light manufacturing are included and interspersed among heavy industry operations, including outdoor storage and outdoor work activity. Unrelated to the land uses listed above, high-traffic generators are inappropriate due to the conflict between transit vehicles and the need to preserve roadway capacity.

MITIGATION STRATEGIES:

Strategy 5.1: Service, retail land use, and institutional, i.e., schools, government offices, daycare, banks, and fast-food restaurants, are inappropriate uses within the Hightower character area.

Strategy 5.2: Modify the regulations to ensure adequate truck loading and maneuvering areas within a building or in a side or rear yard in such a way that all storage, standing, and maneuvering of trucks will take place solely on private property and is well-screened from all public thoroughfares or residential development.

Strategy 5.3: Identify incentives for master-planned industrial park developments featuring more open space, landscaping, screening, and building design standards.

Strategy 5.4: Identify the most effective approach for incorporating Low Impact Development design for stormwater and development design for all land disturbance activity. The low-impact design includes pretreatment measures, setback requirements, and stormwater system maintenance.

Strategy 5.5: Require a minimum of 20 percent landscape area for development to achieve formal landscaping within the built spaces, exclusive of utility easements.

Strategy 5.6: Reduce the footprint size of commercial buildings by using alternate or taller building designs while maintaining the same floor-to-area ratio (the ratio of building square footage to lot size)



NORTH 400 CORPORATE PARK

The North 400 Corporate Park character area runs along both sides of GA 400, from Kilough Church Road to the northern border of Dawson County. The purpose of the North 400 Corporate Park character area is to foster the growth of high-quality office and medical services, technology, research, and development that provide sustainable employment opportunities for the residents of Dawson County. The North 400 Corporate Park character area will not be urban; land should be developed in a campus-style setting with reduced site coverage and increased open space.

Employees are the primary activity generators for offices, medical, technology, and research use, and public, institutional, and civic services.

Development outcomes are often controlled by private covenants and restrictions that exceed County land use standards—intended to create an attractive business investment environment. Site operations are conducted indoors with limited storage and no display of merchandise.

LAND USES	LAND USE DESIGNATION:
Master-planned business park Hospitals Colleges/ Universities Light Manufacturing (assembly indoors) Offices Research and Development Warehousing/distribution as an accessory use Places of worship Recreation	Commercial Office Institutional (C-OI) Business Park (BP) Mixed Use Village (MUV)

MITIGATION STRATEGIES:

Strategy 6.1: Growth shall be designed in a more clustered pattern instead of isolated parcels along strips of land on the corridor.

Strategy 6.2: Encourage civic and cultural use of entertainment districts to promote community interaction and public open space.

Strategy 6.3: Retail development is only allowed within a Mixed-Use Village.

Strategy 6.4: Multi-family residential is only allowed within a Mixed-Use Village.

Strategy 6.5: New developments shall provide pedestrian access via sidewalks and walkways.

Strategy 6.6: Establish minimum guidelines for extensive landscaping outside utility easements of North 400 Corporate Park perimeter, exceptional streetscape, and design treatments at entries, key intersections, and internal focal points.

Strategy 6.7: Identify the most effective approach for integrating Green Infrastructure/Low Impact Development into Dawson County's stormwater and development review programs, including developing a periodic inspection program.

Strategy 6.8: Reduce the footprint size of commercial buildings and residences by using alternate or taller structures while maintaining the same floor-to-area ratio (the ratio of building square footage to lot size).

Strategy 6.9: Provide inter-parcel vehicular connections between adjacent land uses and potential developments to protect future roadway capacity so that congestion does not overwhelm the arterial road network and Emergency Services has less impeded access.

Strategy 6.10: Require trail construction or payment in lieu of land uses adjacent to the proposed greenway and trails.

NORTH 400 CORPORATE PARK



GA400 Mixed Use

The GA 400 Mixed Use character area runs along both sides of GA 400 from the Dawson County boundary with Forsyth County to Kilough Church Road. The character area includes the North Georgia Premium outlet mall and many retail and national restaurant brand categories.

The character area mainly comprises commercial and service uses, with multi-family communities and some undeveloped land along the GA400. This character area includes the commercial node of state highways 400 and 53 and the Kilough Point mixed-use development. This area is of higher density/intensity than the rest of Dawson County.

LAND USES	LAND USE DESIGNATION
Banks	Commercial Office Professional (C-OI) Community Business (C-CB) Commercial Highway Business (C-HB) Highway Business Intensive (C-HI) Planned Commercial Development (C-PCD) Mixed Use Village (MUV)
Hospitals	
Hotels	
Medical Offices	
Places of worship	
Professional Offices	
Restaurants	
Retail Centers	
Warehousing and Wholesale	

Mitigation Strategies:

Strategy 7.1: Continue to work with the Georgia Department of Transportation (GDOT) to facilitate improvements to Highway GA400 and Highway 53, Dawson Forest Road, and Lumpkin Campground Road.

Strategy 7.2: Evaluate options for more public spaces near the multifamily uses during the development of the Parks and Recreation Master Plan (2025)

Strategy 7.3: Amend regulations to require a minimum 25-foot landscape strip along the GA 400 in the mixed-use corridor, exclusive of utility easements.

Strategy 7.4: Review regulations for any impediments to site design techniques (i.e., reducing impervious surface) and LID structures (i.e., bio-retention areas, enhanced swales, permeable pavement).

Strategy 7.5: Require trail construction or payment in lieu of land uses adjacent to the proposed greenway and trails.

Strategy 7.6: Provide linkages to nearby residential or commercial sites.

Strategy 7.7 Continue maintaining a supportive relationship with Simon Property/North Georgia Premium outlet mall.

GA400 Mixed Use



The Rural Living character area seeks to preserve the pastoral landscape of the county, celebrating the natural landscape that remains both a scenic value to the community and a critical facet of supporting the environment and natural resources. This character area corresponds to lands near the forested greenbelt. This area includes rural residences, farms, and privately owned forested tracts. These areas are located outside of established sewer service areas. A five-acre lot size ensures that this area remains rural and has very low-density residential development to prevent the need to extend facilities and services to that area. Some sites may have access to central water.

LAND USES	LAND USE DESIGNATION
Residential homesteads Places of worship Agricultural Uses Forestry Wildlife Management Areas Passive Recreation County Parks	Rural Agriculture (RA) Rural Residential Estate (RRE) Community Rural Business (C-RB)

MITIGATION STRATEGIES:

Strategy 8.1: Retain and conserve the rural character of the area

Strategy 8.2: Small-scale retail services serving nearby residents are appropriate around designated intersections (crossroads).

Strategy 8.3: Coordinate with the local office of the United States Department of Agriculture (USDA) Natural Resources Conservation Office to eliminate improper stream crossings that can result in erosion and the introduction of sediment into a stream, affecting water quality.

Strategy 8.4: Support existing and proposed agricultural activities and venues such as equestrian-related uses, wedding venues, and landscape nurseries.

Strategy 8.5: Update the regulations to address access management (shared drives) for all property divisions.

Strategy 8.6: Require trail construction or payment in lieu of for those land uses adjacent to the trail.

Crossroads Commercial

This character area is for small nodes (2-8 acres) of commercial development at intersections, primarily in rural and suburban areas along corridors. Crossroads Commercial nodes are inappropriate for automobile sales, service establishments, or other highway commercial uses. Instead, they are intended to be limited to small, enclosed trade and service establishments serving the immediate area. Crossroads Commercial maintains and creates access to goods and services at designated intersections throughout the county.

LAND USES	LAND USE DESIGNATION:
Professional Offices Retail Centers <7500 square feet Restaurants Parks, Recreation, and Conservation Forestry Agriculture Residential	Commercial Rural Business (C-RB) Commercial Community Business (C-CB) Residential Agricultural (RA) Residential Rural Estate (RRE) Residential Suburban – (RS)

Mitigation Strategies

Strategy 9.1: Monitor and sustain land use management policies through Comprehensive Planning and land use regulations

Strategy 9.2: Nonresidential development shall provide a minimum of 20% of the net buildable area as open space. The maximum Impervious Surface Ratio shall be 0.60.

Strategy 9.3: Residential development exceeding five (5) dwelling units shall be required to protect a minimum of 25% of the net buildable area, exclusive of utility easements, as common open space.

Strategy 9.4: Review regulations for any impediments to a diverse set of site design techniques (i.e., reducing impervious surface) and LID structures (i.e., bio-retention areas, enhanced swales, pervious pavement).

Strategy 9.5: Identify trail/pathway connections during the county’s Parks and Recreation Plan update.

Strategy 9.6: Support establishing and continuing sites for farmers' markets.

Strategy 9.7: Require trail construction or payment in lieu and land uses adjacent to the proposed greenway and trails.

Crossroads Commercial



Suburban Living

The primary function of the Suburban Living character area, as delineated on the Character Area Map, is to economically provide for public facilities and services in an established residential area and provide for growth while retaining levels of open space. Residential development in the Dawson Forest character area shall have a maximum density of two (2) dwelling units per net acre.

Future development will continue to be detached, single-family homes. Opportunities for variety in dwelling sizes and types can be developed, provided such action is part of a Residential Planned Community. New commercial development shall be allowable use within Crossroads Commercial nodes.

LAND USES	LAND USE DESIGNATIONS
Residential uses Offices Places of worship Libraries Schools Recreation Greenways and trails Neighborhood and Community Parks Conservation Subdivisions	Residential Suburban (RS-1) Residential Suburban (RS-2) Residential Planned Community (RPC) Commercial Office Institutional (C-OI) Commercial Rural Business C-RB

MITIGATION STRATEGIES:

Strategy 4.1: Provide pedestrian multi-use paths to adjacent and nearby residential or commercial areas.

Strategy 4.2: Residential subdivision design should set aside a high percentage of open space, excluding utility easements.

Strategy 4.3: Residential development plans should reduce the limits of clearing and grading, i.e., no land disturbance of more than 30 acres in any single contiguous area.

Strategy 4.4: Developments should provide open and green space, including shared civic space, exclusive of utility easements.

Strategy 4.5: Amend the Land Use Code to include maximum impervious surface requirements.

Strategy 4.6: Require trail construction or payment in lieu of land uses adjacent to the proposed greenway and trails.



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Russell Creek

This character area corresponds to lands near the Russell Creek Reservoir. Russell Creek took its name from Russell's Mill, a watermill on its banks. The purpose of this area is to provide sites for low-density, single-family residential use, to stabilize and protect the characteristics of this area, and to maintain a suitable environment for family living and recreational opportunities.

LAND USES	LAND USE DESIGNATION
Residential Places of worship Agricultural Uses Passive Recreation County Parks Small recreation-oriented commercial Trailheads EWSA infrastructure and facilities	Rural Agriculture (RA) Rural Residential Estate (RRE) Residential Suburban (RS-1) Residential Suburban (RS-2) Community Rural Business (C-RB)

MITIGATION STRATEGIES:

Strategy 11.1: Amend the Land Use Code to include maximum impervious cover requirements.

Strategy 11.2: Require trail construction or payment in lieu of for those land uses adjacent to the trail.

Strategy 11.3: Require trail and greenway accommodations with development.

Strategy 11.4 Identify grant funds to develop and implement a septic system homeowner education program.

Strategy 11.5: Coordinate with the local office of the United States Department of Agriculture (USDA) Natural Resources Conservation Office to eliminate improper stream crossings that can result in erosion and the introduction of sediment into a stream, affecting water quality



Russell Creek Reservoir

Location: Dawson County, Georgia

Basin: ACT (Alabama-Coosa-Tallapoosa)

Watershed: Etowah River

Applicant: Etowah Water and Sewer Authority

Purpose: Water supply

Proposed Size: 137 acres normal pool

Estimated Safe Yield: 11.5 million gallons per day (MGD)

Estimated impacts to USACE Jurisdiction: 5.9 acres of wetlands / 22,344 linear feet of waters of the United States

Proposed Compensatory Mitigation: Commercial mitigation bank credits **Application received:** December 7, 2007

Joint Public Notice issued: February 2, 2008

Coordinating Agencies:

- Georgia Department of Natural Resources (Environmental Protection Division)
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers Mobile District

Pictured: Approximate watershed upstream of the proposed Russell Creek Reservoir dam in Dawson County, Ga.





DAWSON COUNTY TRANSPORTATION ELEMENT

Dawson County, GA

Contents

- 1.0 Introduction 1
 - Planning Process..... 1
 - Georgia State Comprehensive Planning Requirements 2
- 2.0 Transportation Priorities and Engagement..... 4
 - Goals and Objectives 4
 - Public and Stakeholder Engagement 5
- 3.0 Existing Conditions and Needs Assessment 6
 - People 6
 - Roadway Network 8
 - Functional Classification 8
 - Volumes and Operations 10
 - Bridge Conditions..... 15
 - Freight Routes 15
 - Parking..... 15
 - Transit and Active Transportation Facilities 18
 - Land Use and Zoning 18
 - Environmental Conditions 20
 - Safety..... 20
 - Other Critical Facilities..... 23
- 4.0 Project Development and Recommendations 25
 - Previous Plans and Coordination 25
 - Project Recommendations 26
- 5.0 Financial Framework..... 29
- 6.0 Conclusion 31

Tables

Table 1-1. Planning Process Timeline.....	2
Table 3-1. Key Demographic Characteristics	6
Table 3-2. Employment and Wage Trends	8
Table 3-3. Roadway Functional Classification Mileage	8
Table 3-4. Bridge Condition Ratings	15
Table 3-5. Motorized Crash Summary	20
Table 4-1. Known Agency Partner Projects	25
Table 4-2. Dawson County Priority Project Recommendations.....	26
Table 4-3. Dawson County Improvement Programs	29

Figures

Figure 1-1. Dawson County Planning Area	3
Figure 3-1. Dawson County Social Vulnerability Index (2020).....	7
Figure 3-2. Roadway Functional Classification	9
Figure 3-3. Annual Average Daily Traffic (2015).....	11
Figure 3-4. Annual Average Daily Traffic (2050).....	12
Figure 3-5. Level of Service (2015)	13
Figure 3-6. Level of Service (2050)	14
Figure 3-7. Bridge Condition Ratings.....	16
Figure 3-8. Freight Routes.....	17
Figure 3-9. Existing Zoning.....	19
Figure 3-10. All Crashes (2017-2021)	21
Figure 3-11. Fatal and Serious Injury Crashes (2017-2021).....	22
Figure 3-12. Critical Transportation Facilities	24
Figure 4-1. Priority Project Recommendations	28

1.0 Introduction

The Dawson County Transportation Element is an essential part of the County's comprehensive planning process. This Transportation Element is an update to the County's 2018 comprehensive planning document and identifies priority transportation projects and policy recommendations to help guide transportation investments in Dawson County over the next 30 years. The projects included in the Transportation Element comprise a multimodal suite of transportation priorities for the county, including projects to improve safety, operations, and bicycle and pedestrian access at key locations.

Located northeast of Metropolitan Atlanta, Dawson County encompasses approximately 211 square miles in northeastern Georgia and is home to more than 26,000 people (Figure 1-1). It borders Forsyth County to the south, Cherokee County to the southwest, Hall County to the southeast, Pickens County to the west, Gilmer County to the north, Fannin County to the northeast and Lumpkin County to the east. The City of Dawsonville, the county seat, is the sole municipality and is located in the southern portion of the county.

Dawson County is characterized by rich natural beauty, many outdoor recreational attractions, including Amicalola Falls State Park, hundreds of miles of hiking trails, and the 23,000- acre Dawson Forest Wildlife Management Area. These features make the county an ideal location for hunting, hiking, bird watching, camping, and fishing opportunities for visitors and residents alike and are also a significant source of recreational traffic and tourism. Additionally, continued residential and commercial development are evidence of the county's steady growth. According to the U.S. Census, the population has increased by 20% over the last decade, from 22,330 in 2010 to 26,798 in 2020, resulting in increased demand for the county's transportation system.

To prepare the county for future growth and meet current transportation needs, this Transportation Element provides an inventory of existing conditions throughout the county and identifies current and future needs for investment in the transportation system.

Planning Process

The Transportation Element was developed over a period of six months (Table 1-1) and included significant engagement with regional partners and the public during the four major phases of the planning process, which included the following:

- Research and data collection – this phase was dedicated to developing a comprehensive understanding of the county's existing transportation system, as well as future needs that may arise over the next 30 years.
- Public engagement – stakeholder, public, and agency partnerships critical to determining the key transportation-related issues and opportunities facing the county.
- Analysis and visualization – this phase consolidated the feedback received in the previous phases to identify area transportation issues and potential solutions.
- Community development strategy update – this phase included more detailed project evaluation and an assessment of potential funding sources for implementation.

Table 1-1. Planning Process Timeline

Task	2023					
	Apr	May	June	July	Aug	Sept
Research and Data Collection						
Public Engagement						
Analysis and Visualization						
Community Development Strategy Update						

Georgia State Comprehensive Planning Requirements

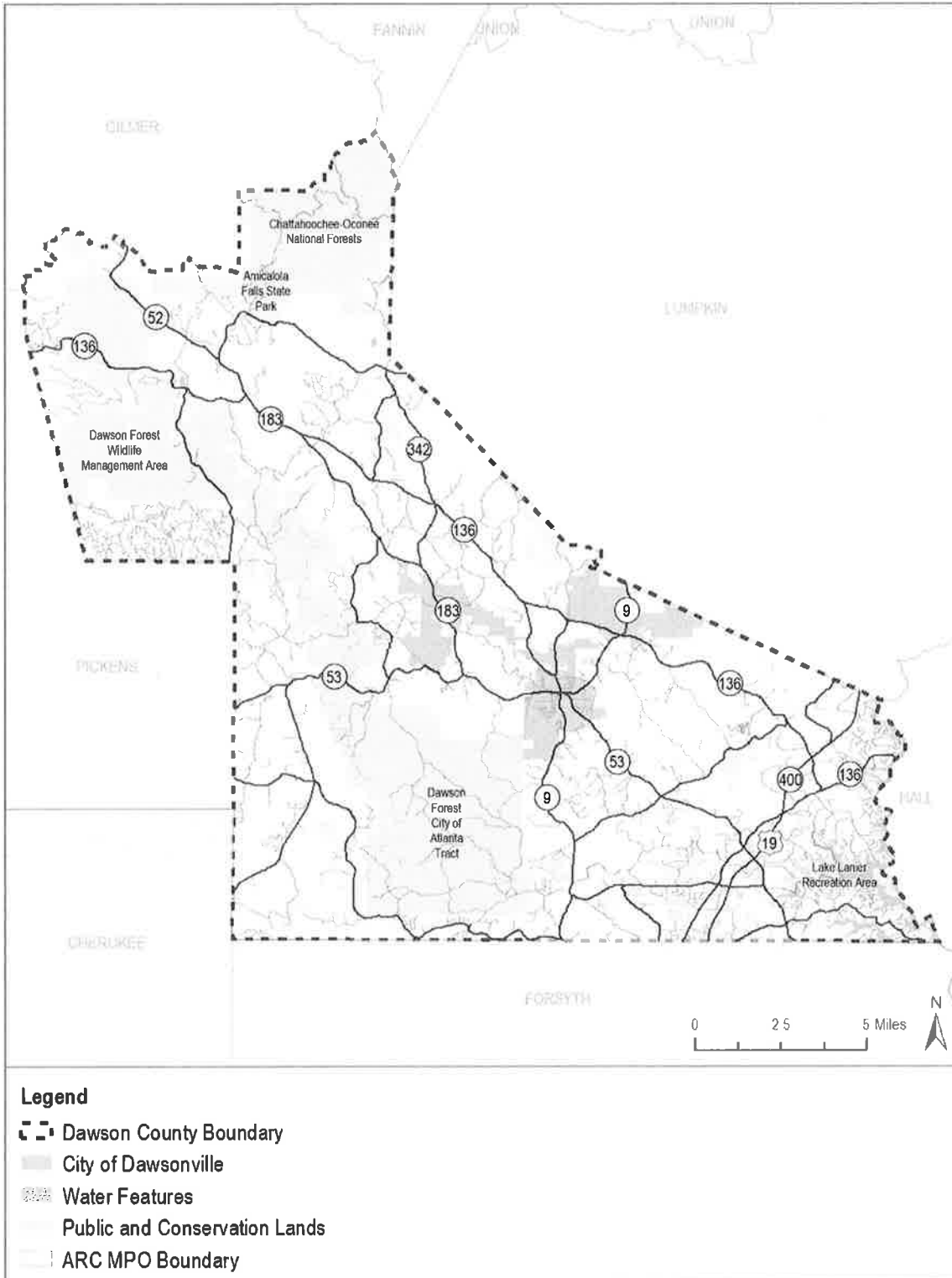
Specific requirements for the transportation element of the comprehensive plan are established by the Georgia Department of Community Affairs, as enumerated in Chapter 110-12-1, Minimum Standards and Procedures for Local Comprehensive Planning. Chapter 110-12-1-.03 (7) outlines the required elements for inclusion in the Transportation Element for the portions of a local government’s jurisdiction that are located within a Metropolitan Planning Organization (MPO), which are to:

- Evaluate major components of the local transportation system, including the roadway network, alternative modes, parking, rail/freight/ports/airports, and the connection between transportation and land use, and
- Establish a strategy to address the issues and opportunities identified through evaluation of the transportation system and incorporate this strategy into the Community Work Program.

After the 2010 Decennial Census, a portion of southeastern Dawson County was identified as part of the urbanized area connected with Forsyth County and metro Atlanta, becoming part of the Atlanta region’s 20-county Metropolitan Planning Organization (MPO). Transportation planning activities for the MPO are directed by the Atlanta Regional Commission (ARC), which develops the Regional Transportation Plan (RTP) – the long-range transportation strategy for the MPO area. While the majority of Dawson County is not located within the ARC planning area, the above elements are encouraged for local governments undergoing comprehensive planning and are therefore included in this Transportation Element, organized into the following main sections:

- Transportation Priorities and Engagement,
- Existing Conditions and Needs Assessment,
- Project Development and Evaluation,
- Financial Framework, and
- Project Recommendations.

Figure 1-1. Dawson County Planning Area



2.0 Transportation Priorities and Engagement

Goals and Objectives

This Transportation Element assessed the goals established in previous Transportation Element documents and has updated them with minor revisions based on feedback and guidance from the Long-Range Transportation Planning Committee, regional stakeholders, and the public. These goals will help guide future transportation decisions in the county and establish a safe, connected, sustainable, and multimodal transportation system and are as follows:

- Goal 1 – Improve roadway safety for all travelers within Dawson County.
 - Objective 1.1 – Reduce rates of crashes, particularly those that result in serious injuries and fatalities.
 - Objective 1.2 – Ensure safe and convenient travel options for all roadway users by minimizing conflict points through design, addressing ADA concerns, and expanding active transportation infrastructure facilities.
 - Objective 1.3 – Identify funding needs for the construction and maintenance of transportation infrastructure to ensure a state of good repair.
- Goal 2 – Integrate land use decisions with transportation analysis and planning.
 - Objective 2.1 – Evaluate the transportation needs of existing land uses within the county and coordinate with Georgia Department of Transportation (GDOT), ARC, GMRC, and other regional partners to ensure roadway improvements meet the needs of future development.
 - Objective 2.2 – Align development regulations to achieve identified transportation improvements by working with private developers.
 - Objective 2.3 – Implement the Dawson County Greenway Trail Master Plan by securing easements and rights-of-way through the subdivision and entitlement process.
- Goal 3 – Minimize negative transportation impacts on the environment and people's health to ensure sustainable growth and continued quality of life.
 - Objective 3.1 – Prioritize transportation investments that provide alternatives to driving alone.
 - Objective 3.2 – Preserve natural and cultural resources (e.g., open space, farmland, viewsheds, and riparian zones).
 - Objective 3.3 – Invest in the integration and connectivity of the transportation system, across and between modes, for people and freight, to support sustainable economic development and reduce transportation impacts on air quality.
- Goal 4 – Support alternative modes of transportation.
 - Objective 4.1 – Identify opportunities for improved bicycle and pedestrian infrastructure that provides access to businesses and other key destinations.
 - Objective 4.2 – Support expanded transit services and pursue opportunities for park and ride facilities within Dawson County.
 - Objective 4.3 – Refine and pursue budgeting for the design and construction of bicycle and pedestrian facilities detailed in the Dawson County Greenway Trail Master Plan.

Public and Stakeholder Engagement

Public and stakeholder engagement was a critical component of the Transportation Element update. Outreach was conducted throughout the planning process to the public, regional stakeholders and the county's Long Range Planning Committee. Detailed summaries of public and stakeholder feedback are included in the appendices.

The outreach and engagement approach consisted of virtual engagement opportunities, including meetings, surveys, and interactive mapping. Advertising efforts focused on promoting upcoming events and providing varied opportunities for feedback. Targeted outreach included the development of a project webpage developed on the Social Pinpoint engagement platform, press releases on the Dawson County website, social media posts on Facebook, and email distribution lists.

Initial public engagement included online resources and a web-based survey that was available from June to July 2023. Outreach at this stage focused on providing information regarding the purpose of the Transportation Element update and gathering feedback on issues and opportunities related to the county's transportation system. The survey and interactive map were available online and garnered 69 map comments and 88 survey responses. Respondents provided information about past and future development preferences, transportation priorities, and locations of transportation-related issues and opportunities through the interactive map. Key findings included:

- Need for addressing congested areas, maintenance of existing roadways and sidewalks, protection of the natural environment, and improved safety were top priorities,
- Desire to invest in the major corridors (SR 400, SR 53),
- Concerns about future growth and development, and
- Desire for more transportation choices (walkways, bikeways, and transit).

Coordination with regional stakeholders was ongoing throughout the development of the Transportation Element update and included consultation with ARC and the Georgia Mountains Regional Commission (GMRC), county representatives, and GDOT. Stakeholder engagement also included three presentations to the county's Long Range Planning Committee, which provided status updates and allowed the Committee to provide feedback during key phases of the planning process.

3.0 Existing Conditions and Needs Assessment

The following sections detail existing conditions within Dawson County to provide an overview of issues and opportunities facing the County’s transportation system.

People

Dawson County has a population of 26,798, according to the U.S Census Bureau’s 2020 Census, which is a 20% increase since the 2010 Census. Due to Dawson County’s proximity to suburban metro Atlanta, the county may continue to see increasing residential and commercial development pressure in the future. As the county’s population continues to grow, transportation investments will need to be coordinated with future development to ensure that the transportation system can accommodate increased demand.

Additionally, key demographic features, including age, access to vehicles, and income affect the types of transportation services that should be prioritized within Dawson County. These demographic characteristics were sourced from the CDC’s Social Vulnerability Index (SVI), which was developed by the Agency for Toxic Substances and Disease Registry (ATSDR) to identify communities that need additional support before, during, and after emergencies or natural disasters (such as severe weather, floods, disease outbreaks, etc.). The index uses U.S. Census data to determine socioeconomic status, household characteristics, racial and ethnic minority status, and housing type and transportation status at varying geographies to generate an overall social vulnerability score on a scale of 0 (least vulnerable) to 1 (most vulnerable).

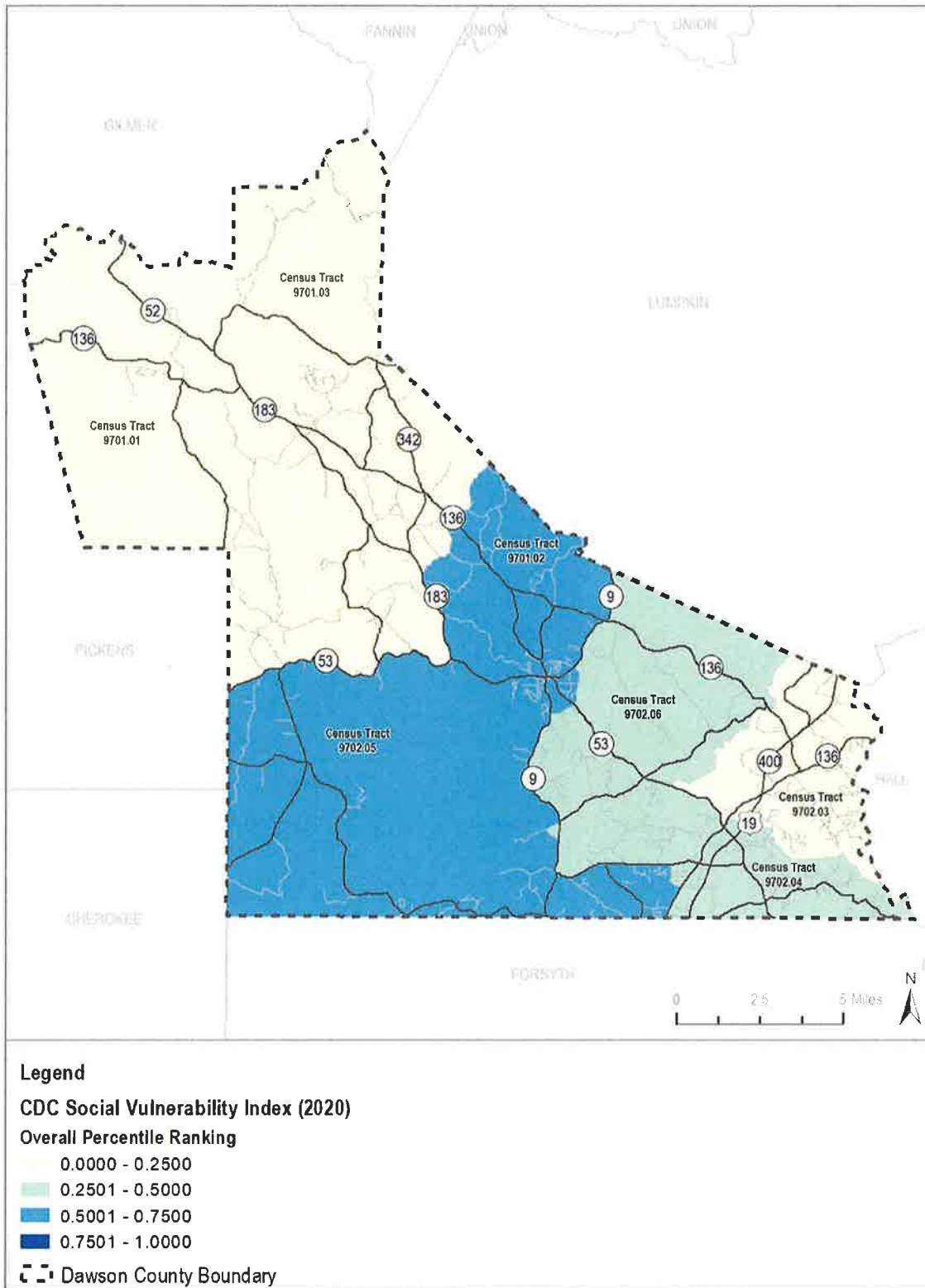
Table 3-1 displays these key transportation-related demographic indicators for each of the census tracts located within Dawson County, as well as county-wide averages, and overall SVI scores are illustrated in Figure 3-1. These SVI scores can be used to identify locations that require additional focus during transportation planning processes, for example to identify communities that may have mobility concerns related to vehicle access or disability, impoverished communities, and/or historically underserved minority populations.

Table 3-1. Key Demographic Characteristics

Census Tract	SVI Score	65 Years and Older	Percent Below 150% Poverty	Population Living w/ Disability	Minority Population	Limited English Proficiency	No Vehicle
9701.01	0.0897	67.5%	15.9%	26.8%	2.2%	0%	0%
9701.02	0.6122	18.5%	15.9%	15.8%	10.3%	1%	2.3%
9701.03	0.049	15.6%	5.9%	17.4%	0%	0.5%	0%
9702.03	0.1586	23.1%	2.9%	13.3%	9.7%	0%	1.1%
9702.04	0.4587	20%	12.2%	13.8%	13.5%	0.1%	0%
9702.05	0.6975	11.9%	26.5%	13.6%	14.7%	1.3%	0%
9702.06	0.2785	10%	18.6%	13.6%	7.7%	0.1%	3.6%
County Average	0.1887	19.9%	14.1%	14.7%	9.1%	0.5%	1.3%

Source: CDC Social Vulnerability Index (2020)

Figure 3-1. Dawson County Social Vulnerability Index (2020)



Dawson County’s commuting patterns also significantly affect the county’s transportation system. According to the U.S. Census Bureau’s 2020 Longitudinal Employer Household Survey, of the more than 8,300 people whose jobs are located within Dawson County, 20% (1,675) live and work within the county, while 79% (6,628) live elsewhere and commute in for work. An additional approximately 10,200 workers live in Dawson County but commute to neighboring counties for their employment. Key employment centers within the county are in the city of Dawsonville and within commercial areas along SR 400. Residents who live in Dawson County and commute elsewhere for work primarily travel south/southwest towards Forsyth and Fulton Counties, as well as north/northeast towards Lumpkin and Hall Counties.

General employment and wage trends are included in Table 3-2.

Table 3-2. Employment and Wage Trends

	Percentage of Persons in Poverty	Median Income (2021 Dollars, 2017-2021)	Mean Travel Time to Work (Age 16+, 2017-2021)
Dawson County	9%	\$77,630	30.4 minutes
Georgia	14%	\$65,030	28.6 minutes

Source: U.S. Census QuickFacts

Roadway Network

Dawson County’s multimodal transportation system includes arterials, collectors, and local streets, transit, sidewalks, bikeways, and trails, all of which are used to move people and goods where they need to go, both locally and regionally. A well-planned transportation system that is accessible to all types of users helps support the region’s economic health and desirability as a place to live and do business.

Functional Classification

There are approximately 448 miles of functionally classified roadways within Dawson County. Each roadway is categorized by its function, which reflects the level of accessibility and mobility each provides. For example, interstates allow high speed travel and regional connectivity, with minimal local access points, while arterials and collectors distribute relatively high volumes of vehicles between regional and local destinations. Local roads, in contrast, tend to have lower speeds and more access to individual properties and businesses. There are no interstates in Dawson County.

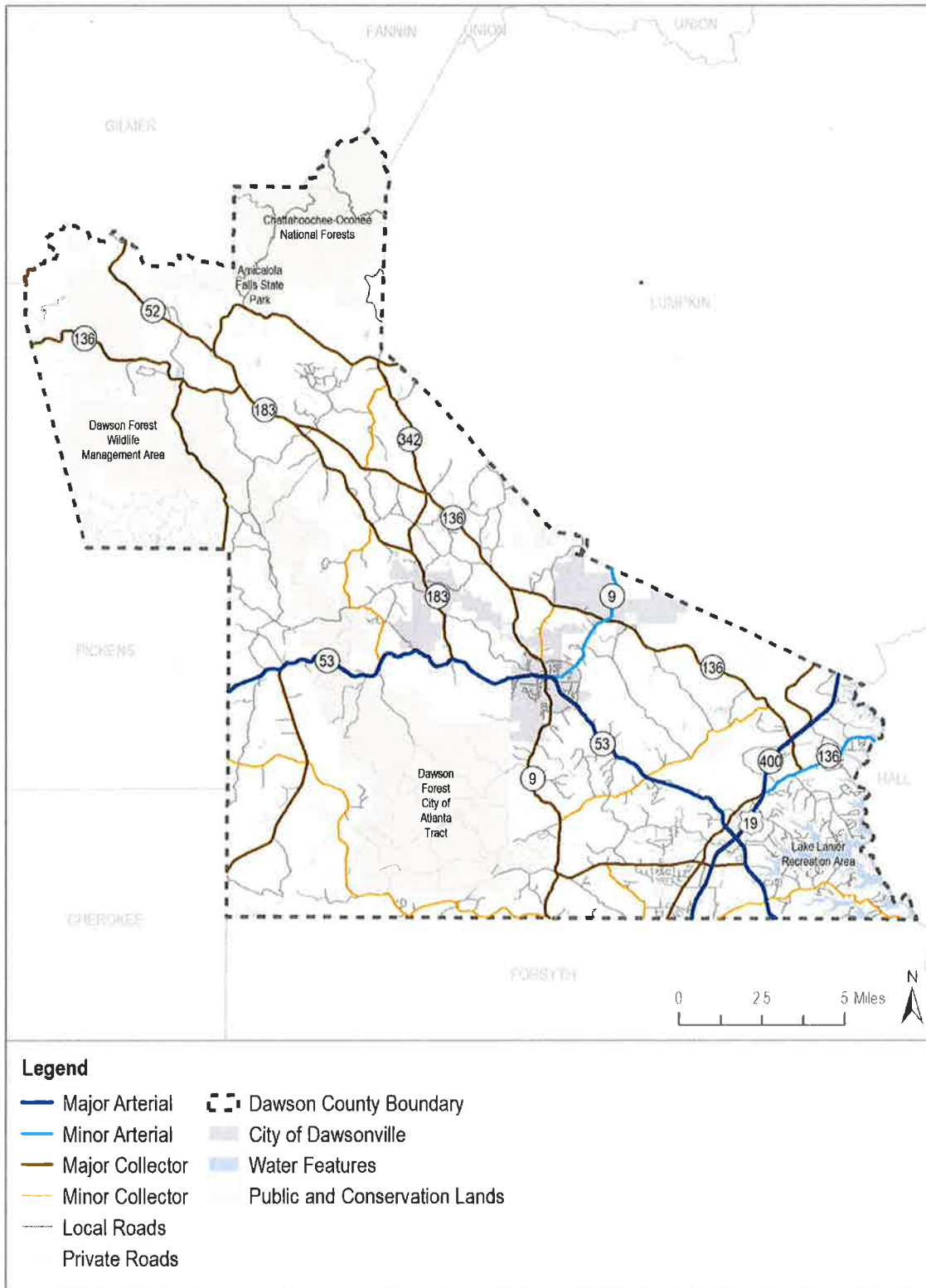
Table 3-3 details the mileage of each type of roadway within Dawson County, and these functional classifications are illustrated in Figure 3-2.

Table 3-3. Roadway Functional Classification Mileage

Functional Classification	Miles of Roadway (Approximate)
Interstate	0
Major Arterials	31
Minor Arterials	8
Major Collector	97
Minor Collector	41
Local	271
Total Roadway Mileage (excluding private roads)	449

Source: Dawson County GIS Department

Figure 3-2. Roadway Functional Classification



Volumes and Operations

Traffic volume data are collected for major roadways by GDOT, including Annual Average Daily Traffic (AADT) and safety metrics. This data is used to understand facility use, plan road maintenance, identify roadway segments with safety issues, and determine operational and capital improvements to address congestion. Figure 3-3 and Figure 3-4 illustrate the expected increase in AADT throughout the county between 2015 and 2050 as projected by the Georgia Statewide Travel Demand Model (GSTDM). Overall, volumes are expected to increase most significantly within the southeastern portion of the county, particularly along SR 9, Lumpkin Campground Road, SR 400, and SR 136. While the statewide model covers a large geographic area, it can be difficult to determine the reliability of model results at the local level. A future task for the county should be the development of a county-wide model, which may yield more accurate results. Additionally, future coordination with ARC and GDOT will be necessary as each agency undergoes updates to their travel demand models to ensure the most accurate results are generated for Dawson County.

In addition to AADT, roads are also assigned a “Level of Service”, or LOS, by the GSTDM. LOS is used to describe a roadway segment’s traffic conditions and how well it serves to move vehicles, by comparing traffic volumes to roadway capacity. While vehicular LOS does not consider other modes of travel, such as walking and bicycling, it can be a useful indicator of existing and expected traffic conditions. These LOS scores are determined by a road’s volumes and number of lanes, and each road is assigned a letter grade between A and F, where LOS A denotes roads with free flow conditions and LOS F represents roads where demand far exceeds capacity. In more developed urbanized areas, LOS E is considered an acceptable level of congestion. Figure 3-5 and Figure 3-6 illustrate the expected degradation in LOS throughout the county between 2015 and 2050 as projected by the GSTDM. Similar to the expected increase in volumes, LOS is expected to degrade primarily within the southeastern portion of the county, especially along Lumpkin Campground Road, SR 400, and SR 136.

Future traffic volumes and operations will be affected by residential, commercial, and industrial growth within the county. Traffic Impact Studies for significant new developments should be required to ensure that the roadway system can accommodate increased travel demand.

Figure 3-3. Annual Average Daily Traffic (2015)

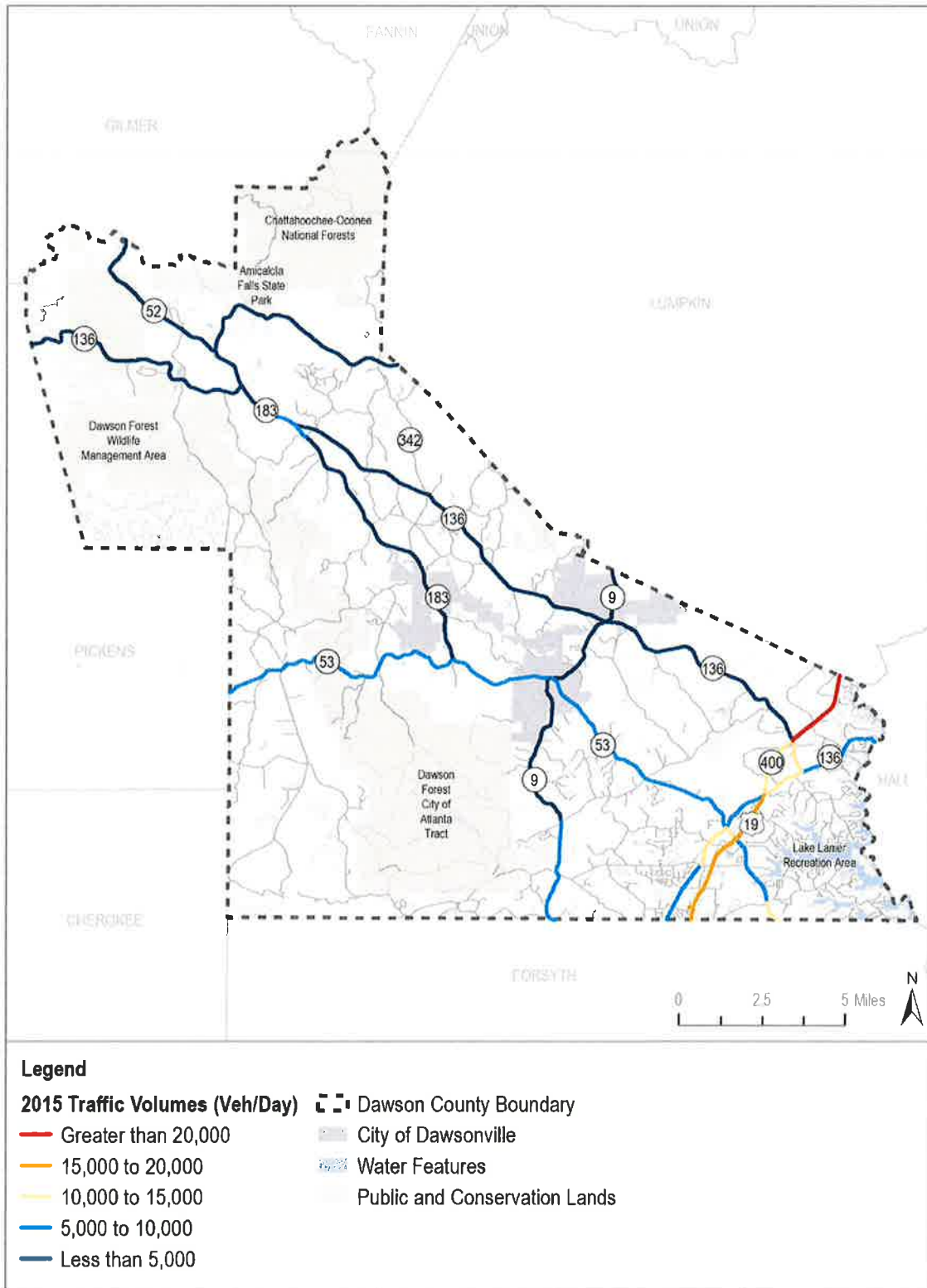


Figure 3-4. Annual Average Daily Traffic (2050)

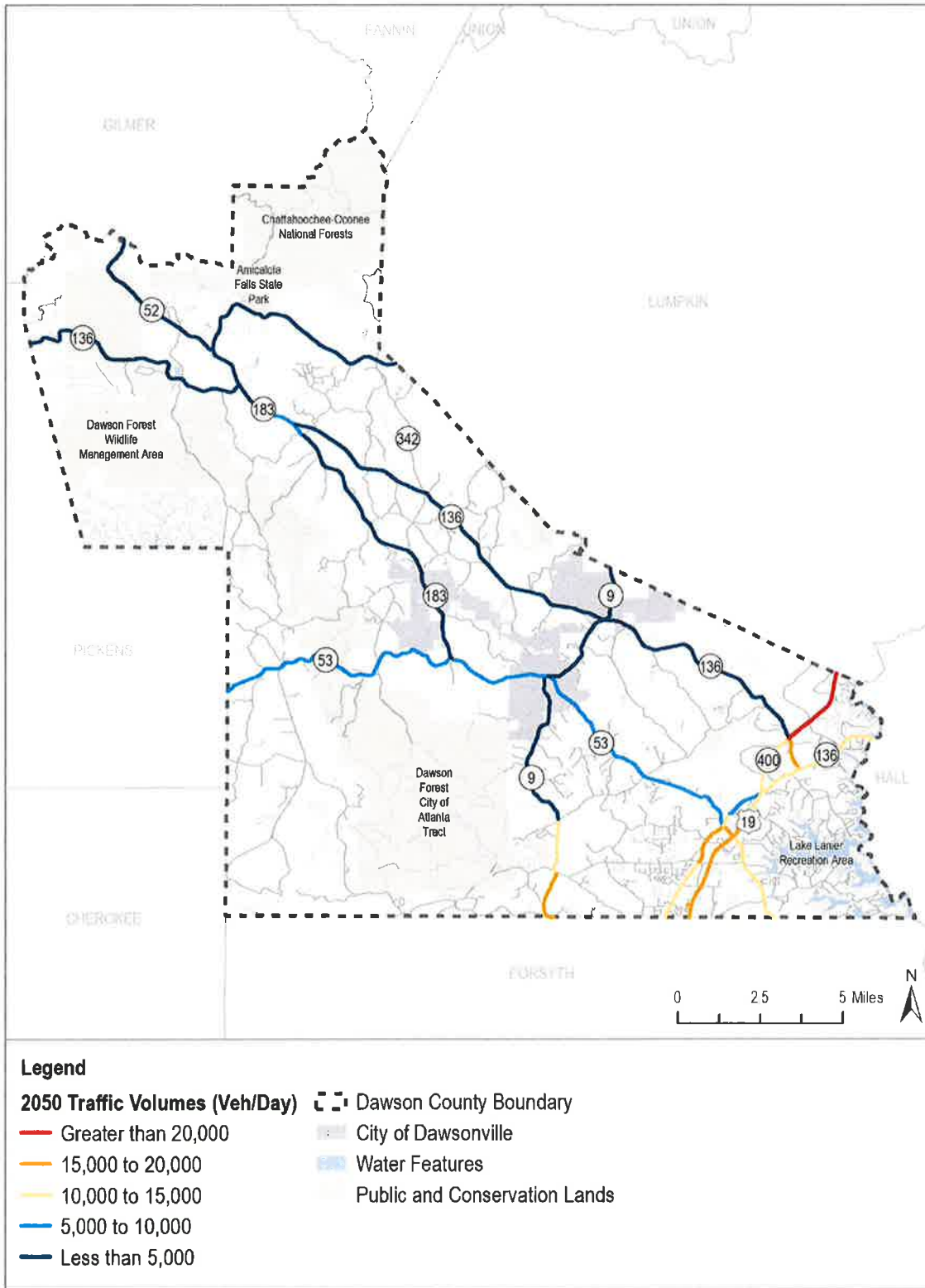


Figure 3-5. Level of Service (2015)

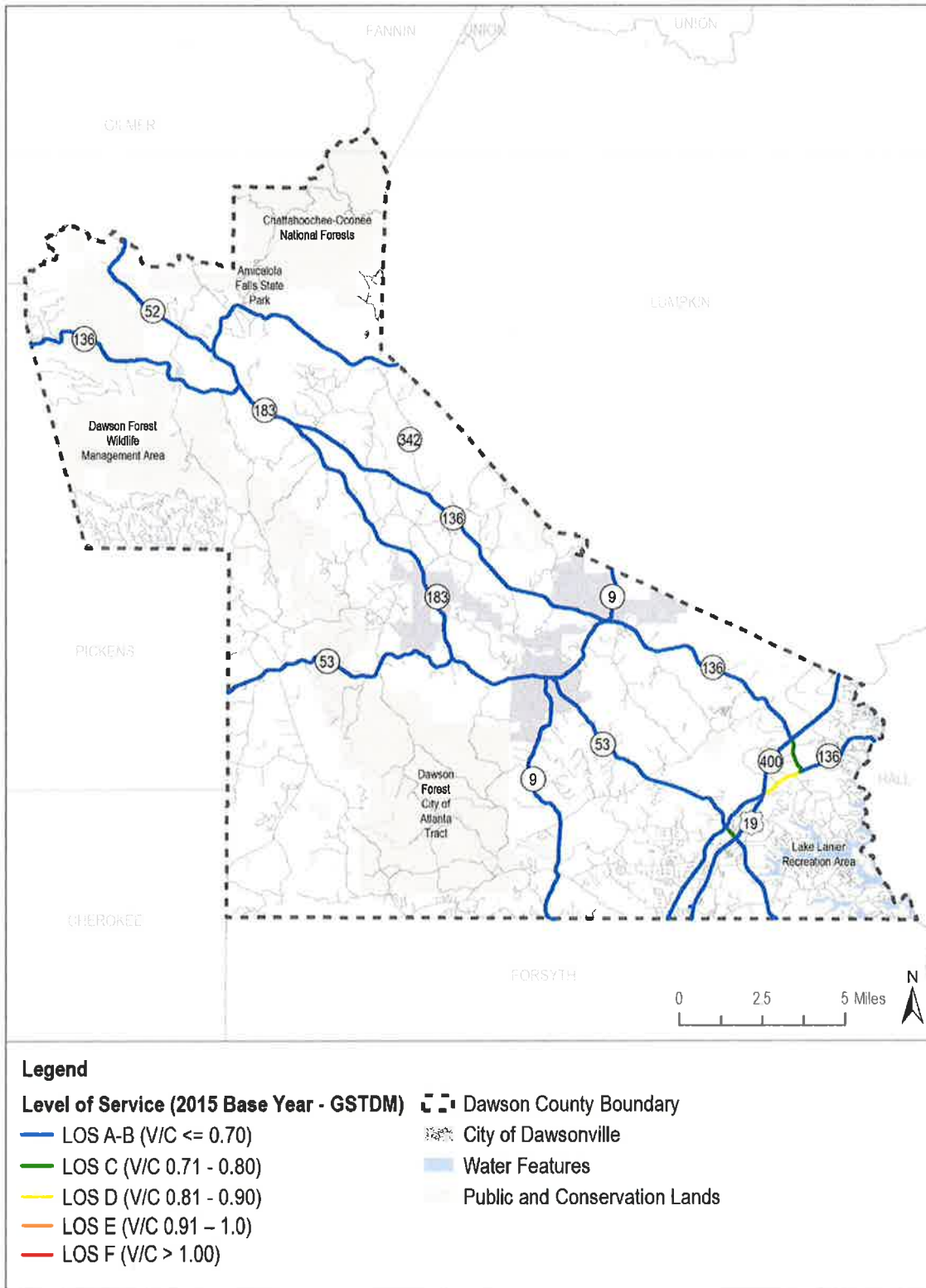
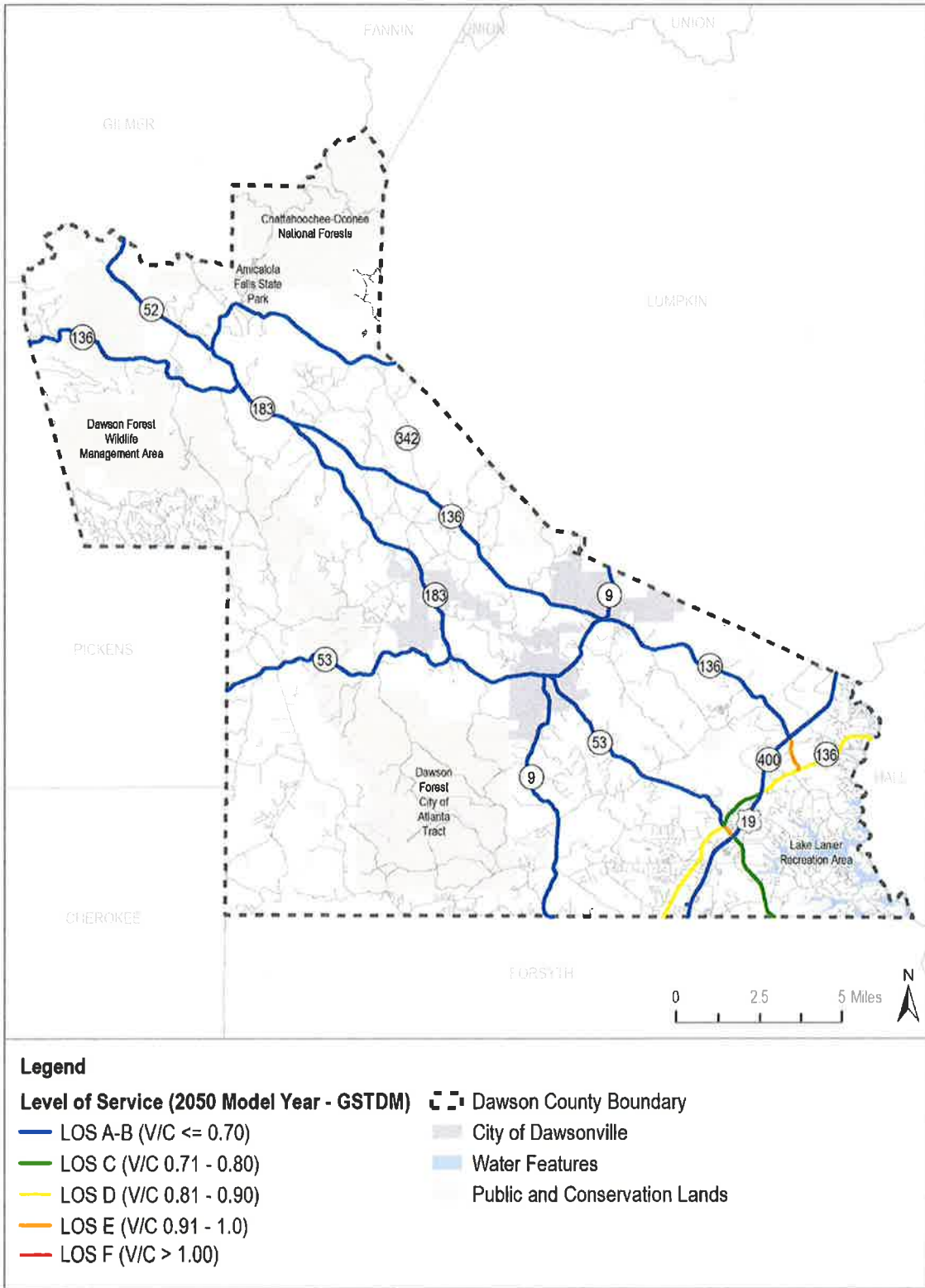


Figure 3-6. Level of Service (2050)



Bridge Conditions

Bridge condition information was sourced from GDOT’s repository of bridge documentation, which includes maintenance and inspection reports, as well as overall bridge condition ratings. These ratings are used to identify bridge locations that require weight restrictions, repair, or replacement. Of the 49 bridges located within Dawson County, 5 were identified by GDOT to have a sufficiency rating indicating either load restrictions or that replacement is needed. These bridges are detailed in Table 3-4 and illustrated in Figure 3-7.

Table 3-4. Bridge Condition Ratings

Bridge Location ID	Location	Restriction
085-00058X-000.75N	Kelly Bridge Road at Etowah River, 7 miles southwest of Dawsonville	Posted for load
085-99999X-000.40N	Shoal Creek Road at Etowah River, 4.5 miles south of Dawsonville	Posted for load
085-00994F-001.01N	Shoal Creek Road at Shoal Creek, northwest of Dawsonville	Posted for load
085-00192X-009.75E	Steelbridge Road at Amicalola Creek, 6 miles northwest of Dawsonville	Posted for load
085-00057X-002.25S	Hubbardsville Road at Yellow Creek, 9 miles west of Dawsonville	Closed to all traffic

Source: GDOT

Freight Routes

Freight transportation is an essential element of Dawson County’s economy that relies heavily on the county’s roadway network. The county is not serviced by any regional rail lines, so freight transport into and out of the county is primarily restricted to over-the-road truck movements. SR 400 is the county’s primary oversized truck route, as designated by GDOT, but additional state highways are suitable for freight and truck movements and are also designated as truck routes, including SR 53, SR 136, SR 183, and SR 9. These freight routes are illustrated in Figure 3-8.

Parking

Parking availability in the unincorporated portions of Dawson County is not currently a significant issue. Within most local commercial and business areas, such as along the GA 400 corridor, free off-street parking is plentiful. Due to current parking requirements in the county zoning regulations, local businesses and public facilities are currently adequately served. As the county continues to grow and develop, development regulations may need to be updated to efficiently site parking facilities for new commercial and residential areas, particularly to accommodate freight parking needs for industrial and commercial uses near SR 400.

Figure 3-7. Bridge Condition Ratings

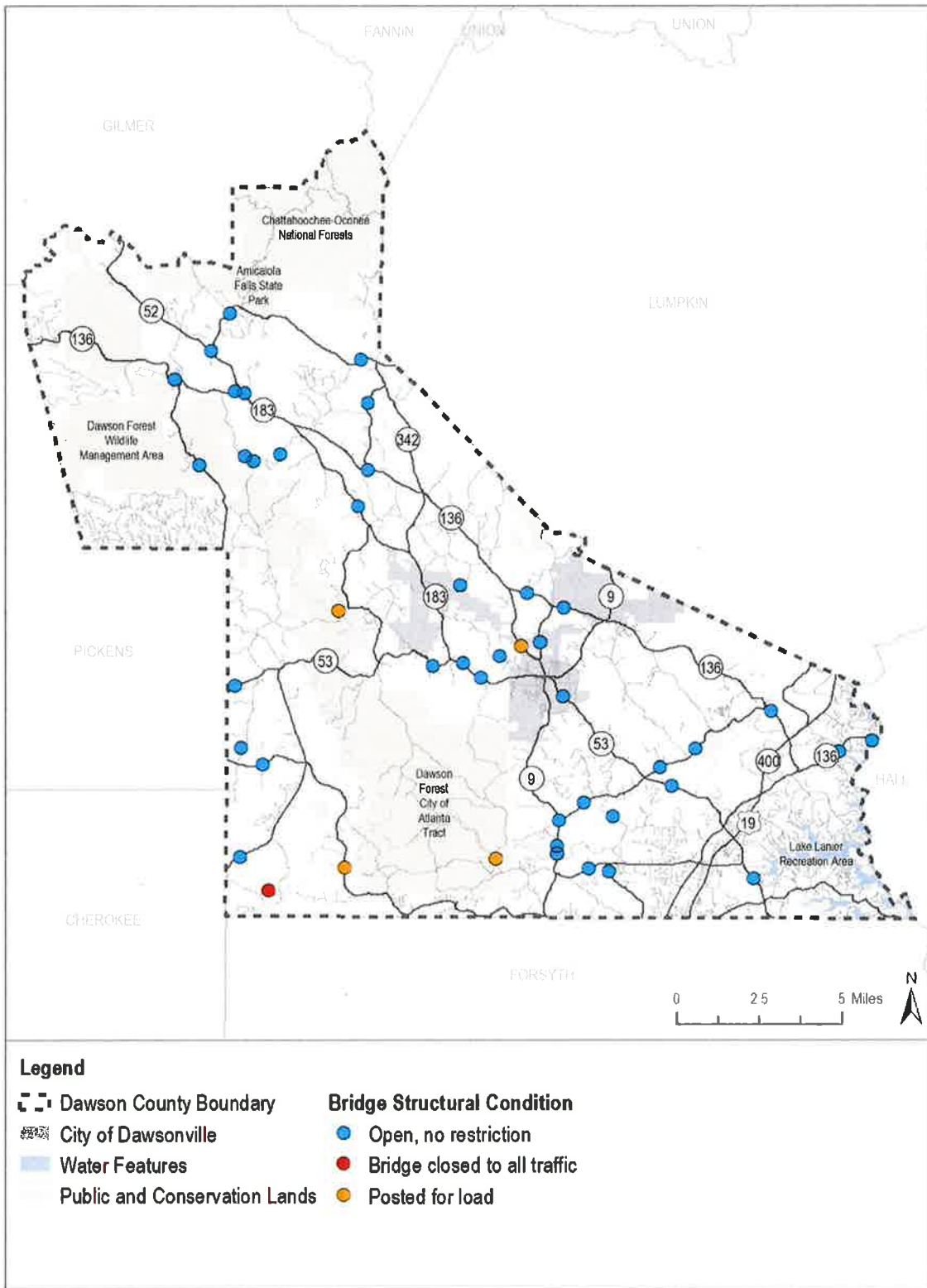
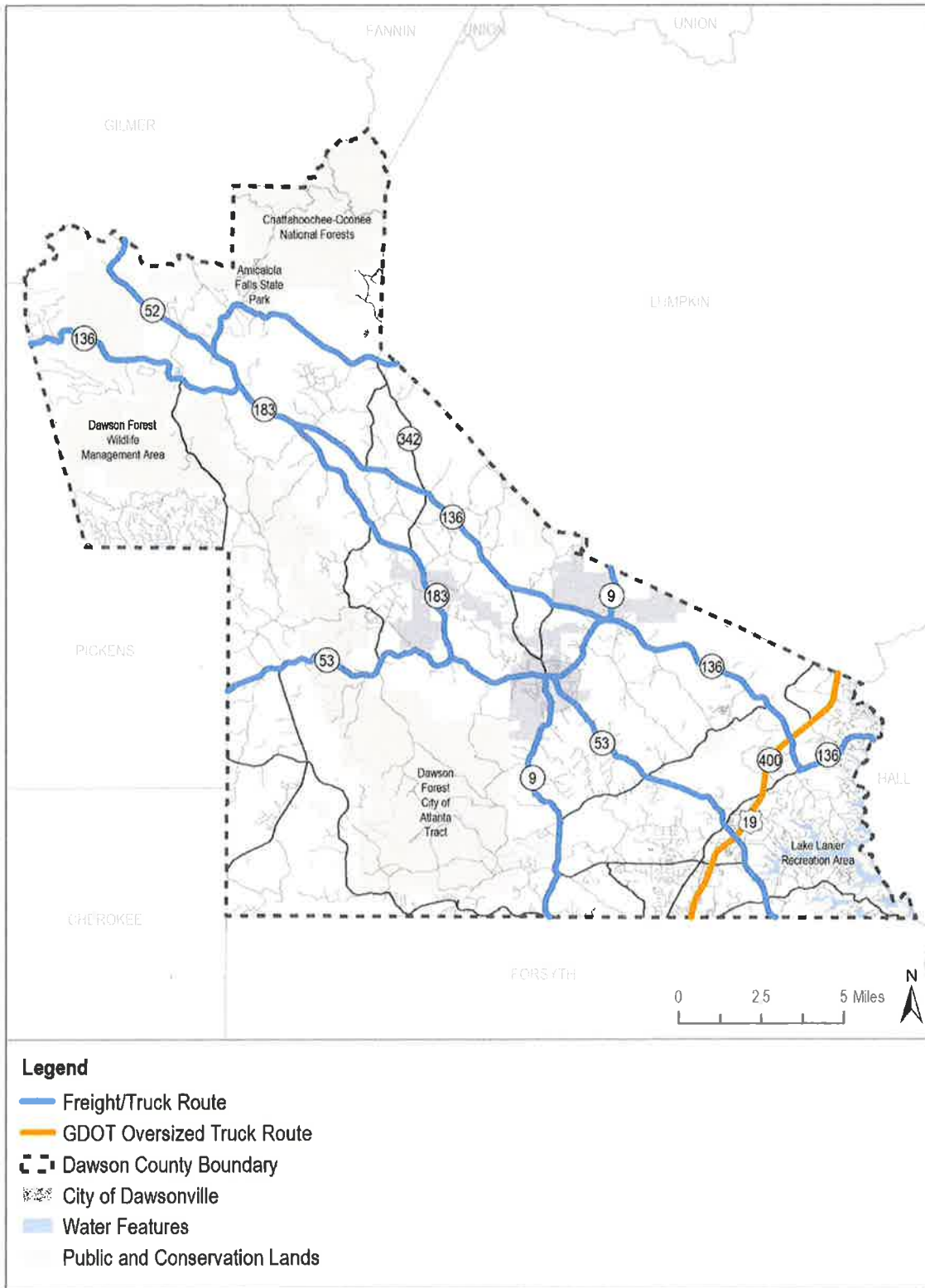


Figure 3-8. Freight Routes



Transit and Active Transportation Facilities

Within Dawson County, there are no fixed-route transit options available. However, Dawson County Transit provides on-demand transit services to county residents, particularly elderly individuals, or persons living with a disability to provide access to critical services and jobs. Dawson County Transit operates four vans and receives operations and maintenance funding through GDOT. Service is provided throughout Dawson County on Mondays through Fridays between 8:00 AM and 4:00 PM, excluding holidays. Limited service is available to access Dahlonega in Lumpkin County, Gainesville in Hall County, and Cumming in Forsyth County.

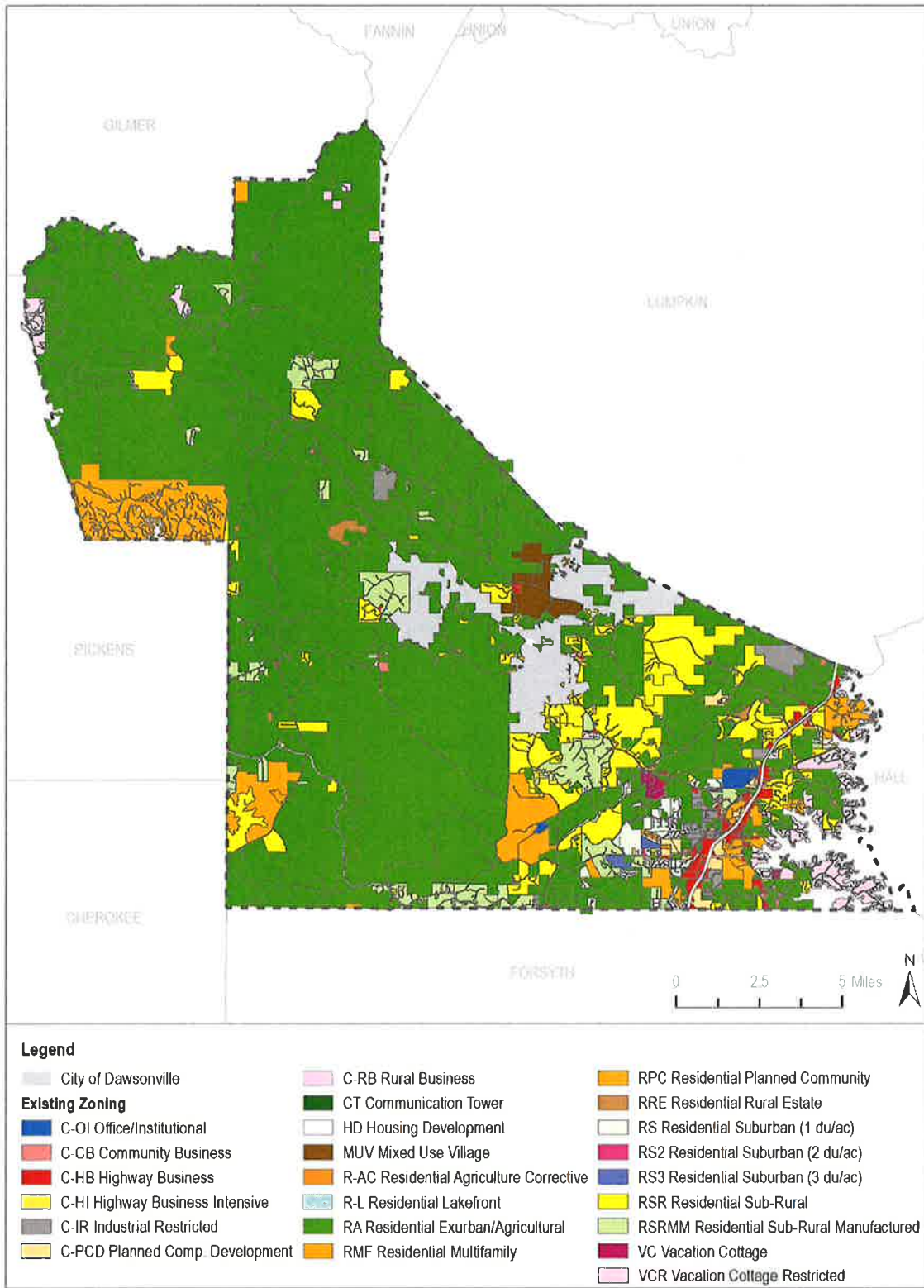
Bicycle and pedestrian facilities are limited in Dawson County. Most sidewalks are located within the City of Dawsonville and connect downtown areas with businesses, government centers, and community facilities. SR 52 is Dawson County's only designated bicycle route. This section of SR 52 is a portion of the Mountain Crossing Route, which stretches across northern Georgia from Walker County to Rabun County.

Land Use and Zoning

Dawson County's land use and development patterns are influenced by local zoning ordinances and development regulations. Decisions about how and where development occurs have wide-ranging effects on the county and broader region, from influencing where people live and work and how they travel, to impacts on the natural environment. As illustrated in Figure 3-9, Dawson County covers approximately 214 square miles, and more than 96% of this area is zoned for residential uses (some of which include agricultural uses). The rest of the county is zoned for commercial land uses (2.7%) and mixed uses (0.85%).

As the county continues to grow and change, land use decisions can be made to better coordinate new development with transportation planning efforts to best manage how the transportation system operates. For example, encouraging more compact, mixed-use development in existing communities can make bicycling, walking, and transit more viable alternatives to driving alone, while simultaneously reducing the impact of new development on the county's natural resources. Additionally, ensuring that seasonal traffic generators, such as vacation rentals and recreational access points, are well served by the transportation system will continue to be a priority within the county.

Figure 3-9. Existing Zoning



Environmental Conditions

Dawson County is characterized by its rich natural environment, from its varied topography and fertile agricultural lands to its expansive forests. Most of Dawson County is located within the Etowah River Watershed, which begins in Lumpkin County to the northeast and flows southwest into Floyd County. The Etowah River basin is one of the most biologically diverse watersheds in the world and is home to 76 native fish species, including four that are endemic to the watershed.

While large portions of the county are currently preserved as open space, development pressures along the major corridors (SR 400, SR 53, SR 136, and SR 9) have increasingly resulted in sprawling development patterns in formerly forested and/or agricultural areas. Uncertainty remains about the future of the 10,000-acre Dawson Forest tract, which is owned by the Atlanta Airport Authority but currently leased by the Georgia Department of Natural Resources. Dawson County envisions a future where this tract is preserved as open space for water- and air-quality preservation.

Safety

Between 2017 and 2021, there were 4,748 crashes in Dawson County. As shown in Figure 3-10, these crashes were most concentrated in the more densely traveled and populated areas of the county, including the City of Dawsonville and near the commercial hub surrounding SR 400. Additional crashes were concentrated along the southern portion of SR 9, Lumpkin Campground Road, and SR 136.

Of the 4,748 total crashes, 95 (2%) resulted in a serious injury and 29 (0.6%) resulted in a fatality. Fatal and serious injury crashes were concentrated along SR 400, SR 53, SR 136, and SR 9 (Figure 3-11). Of these crashes, almost half (49%) were crashes that did not involve a collision with another vehicle. These crashes can be caused by a variety of factors, from human errors such as speeding and distracted driving, to roadway design deficiencies, such as shoulder widths and horizontal and vertical curvature.

Crashes involving bicyclists and pedestrians are of particular concern because people walking and bicycling are at greater risk of injury and death if they are involved in a collision with a vehicle, compared to people traveling by motor vehicle. Of the 19 crashes involving a person walking or bicycling, two resulted in a serious injury and three resulted in a fatality. Table 3-5 summarizes the crash types within Dawson County between 2017 and 2021, including reported crash types and associated injuries.

Table 3-5. Motorized Crash Summary

Crash Type	Angle	Head-On	Single Vehicle	Rear-End	Sideswipe (Opposing Direction)	Sideswipe (Same Direction)	Other	Total
Fatal	10	3	15	1	--	--	--	29
Serious Injury ¹	24	11	46	11	--	3	--	95
Minor Injury ¹	171	34	196	117	15	19	--	552
Possible Injury	198	20	178	375	13	19	--	803
No Injury	635	53	922	1,319	84	250	2	3,265
Unknown	2	--	2	--	--	--	--	4
Total	1,040	121	1,359	1,823	112	291	2	4,748

Source: GDOT Numeric Crash Data Portal

Figure 3-10. All Crashes (2017-2021)

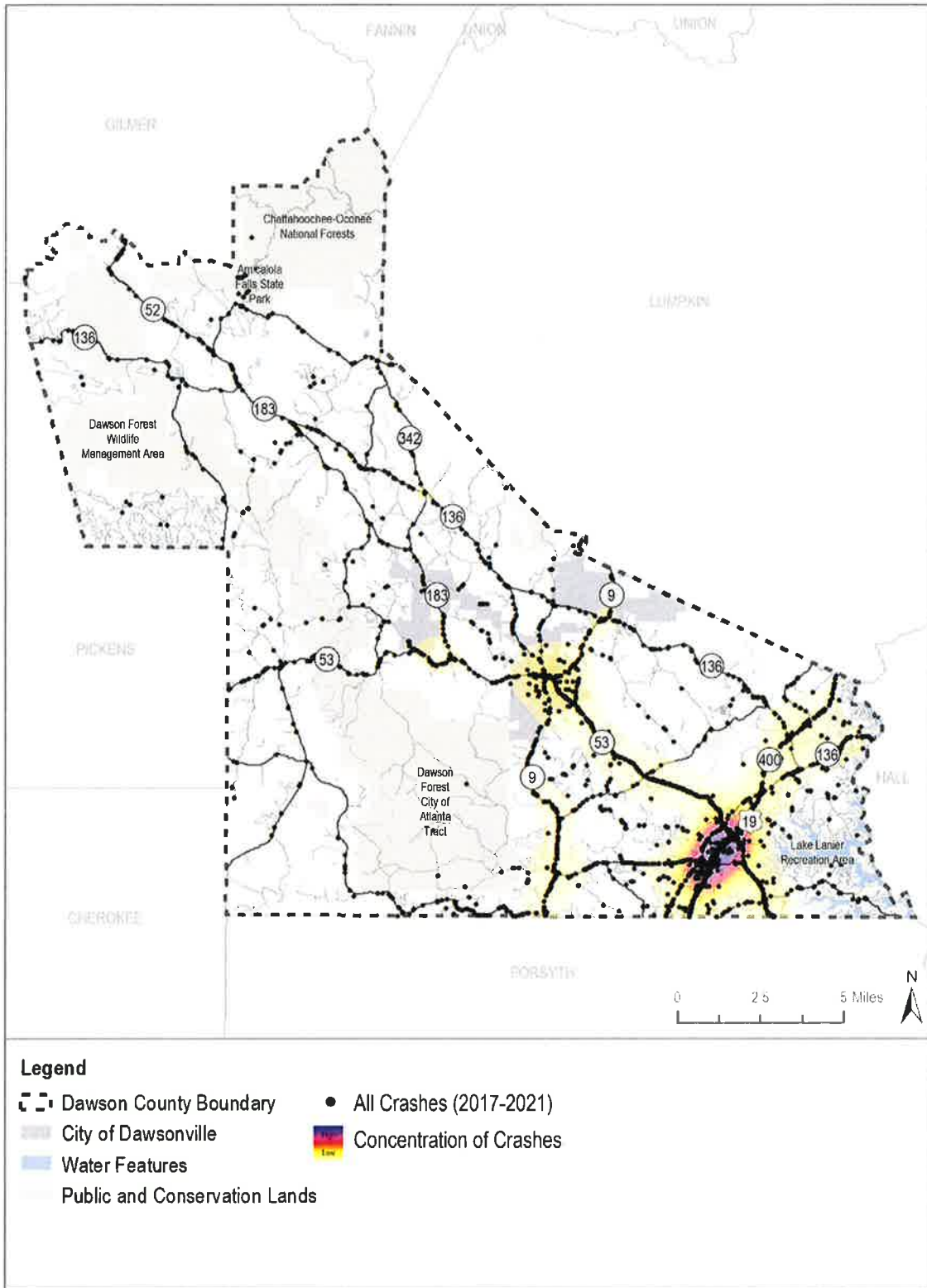
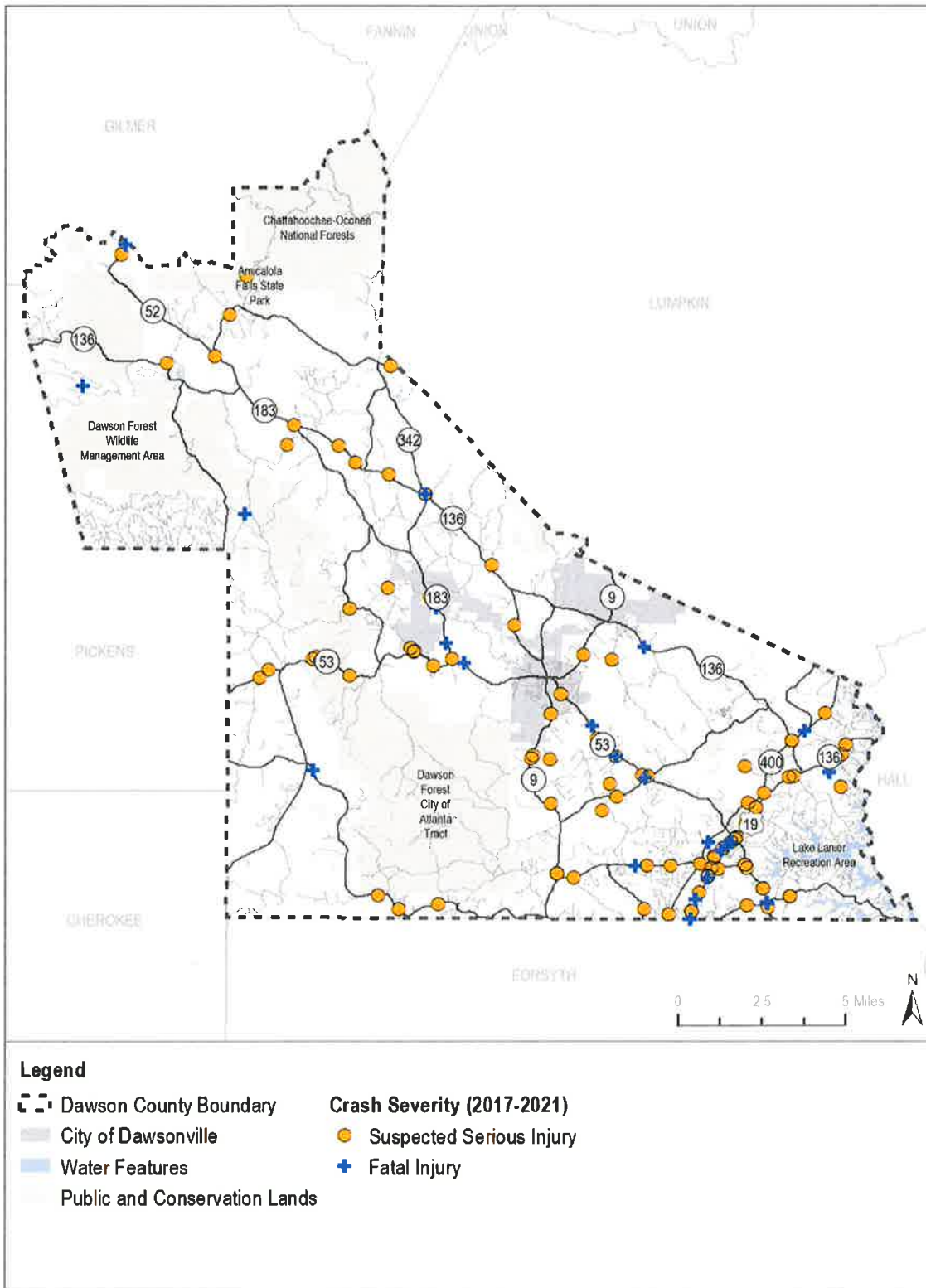


Figure 3-11. Fatal and Serious Injury Crashes (2017-2021)

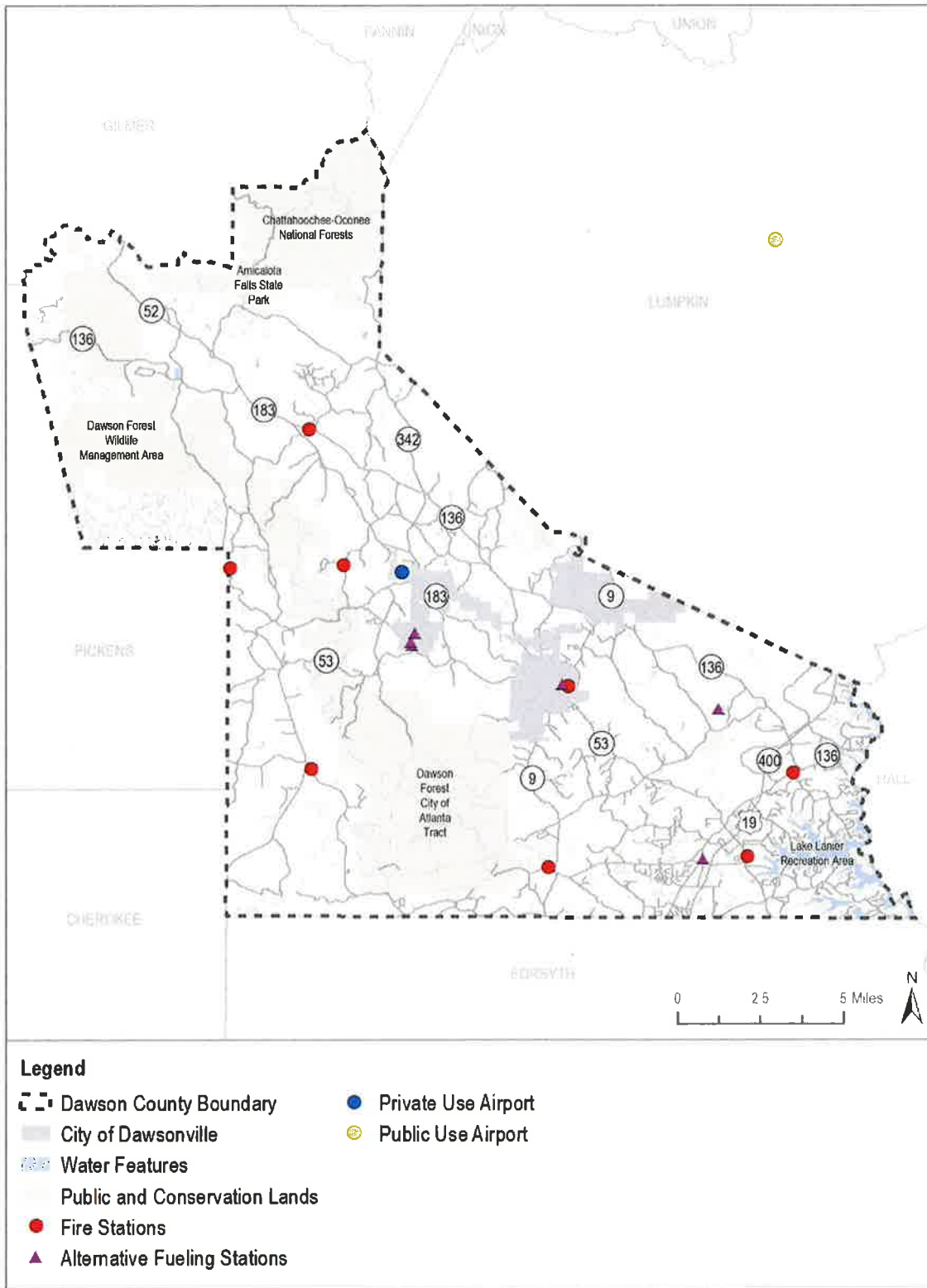


Other Critical Facilities

There is no passenger or freight rail service within Dawson County. The closest passenger rail service is provided by Amtrak along the Norfolk Southern route that provides service between Greenville, South Carolina, and Atlanta. Additionally, while there are no public-use airports available in the county, a privately-owned airstrip, Elliot Field, is located within the City of Dawsonville. Public use airports near Dawson County include those located in Gainesville, Blairsville, Dahlonega, Canton, and Jasper.

Critical facilities in Dawson County include eight fire stations that cover ten fire rescue zones spread throughout the county. Six alternative fueling stations are available for public-use electric vehicle charging, including three at the Atlanta Motorsports Park near Dawsonville, one at the Paradise Valley Resort and Club (private access), one at the North Georgia Premium Outlets, and one at Main Street Park in Dawsonville. These critical transportation facilities are illustrated in Figure 3-12.

Figure 3-12. Critical Transportation Facilities



4.0 Project Development and Recommendations

The following section outlines the multimodal project recommendations that have been identified as priorities for Dawson County.

Previous Plans and Coordination

Previous planning studies were assessed during the development of the county’s transportation priority projects, including the ongoing Lumpkin Campground Road Corridor Study, the Georgia Mountains Regional Commission’s 2012 Regional Assessment, and previous Capital Improvement Elements. The Lumpkin Campground Road Corridor Study will include a variety of transportation recommendations along Lumpkin Campground Road between the Forsyth County line and SR 400 to address traffic operations and safety concerns. Additional project concepts were sourced through coordination with the county’s Long Range Transportation Committee, the Public Works Department, and from public engagement.

In addition, known and in-progress transportation projects were documented from agency partners, including GDOT and ARC. These projects are listed in Table 4-1, below.

Table 4-1. Known Agency Partner Projects

Location	Project Type	Phase	Agency
SR 224/Shoal Creek Rd at Shoal Creek	Bridge	Active Preconstruction	GDOT
SR 136 at Toto Creek 7.6 miles SE of Dawsonville	Bridge	Active Preconstruction	GDOT
SR 9 at Bannister Rd	Roundabout	Active Preconstruction	GDOT
SR 53 at Thompson Creek	Bridge Replacement	Active Preconstruction	GDOT, ARC
SR 136 at Keith Evans Rd	Roundabout	Active Preconstruction	GDOT
SR 53 at Shoal Creek 1.6 miles West of Dawsonville	Bridge	Active Preconstruction	GDOT
SR 400 at Sev Loc in Dawson and Forsyth	Cable Barrier	Active Preconstruction	GDOT
Sharp Curve Warning Signs at 1102 Locs in D1 Area 1 - SR 9, 52, 53 & 136 in Dawson	Safety	Active Preconstruction	GDOT
Rumble Strips in D1 - Area 1 & 2 at 12 Routes (SR 136W, 136E, & 9)	Safety	Active Preconstruction	GDOT
SR 136 at Chestatee	Bridge Replacement	Construction	GDOT
Amicalola Falls	Culvert Replacement	Construction	GDOT
SR 183 and Cochrans Creek	Bridge Construction	Construction	GDOT
Blue Ridge Overlook, Afton Rd and Nix Bridge Rd	Safety	Construction	GDOT
SR 9 from SR 20/Forsyth to Jewell Slaton Rd/Dawson	Resurfacing	Construction	GDOT
SR 52 from Gilmer County Line to SR 183	Resurfacing	Construction	GDOT
SR 136 from the Pickens Co line to SR 183	Resurfacing	Construction	GDOT
SR 400 from SR 369 (Forsyth) to SR 53 (Dawson)	Resurfacing	Construction	GDOT

Location	Project Type	Phase	Agency
SR 400 from SR 53 (Dawson) to SR 60 (Lumpkin)	Resurfacing	Planning	GDOT

Project Recommendations

The following project recommendations were identified as transportation priorities for the county and are listed in Table 4-2 and illustrated in Figure 4-1. These projects were developed through coordination with the public, Steering Committee, and county staff, and provide a range of project types to address issues related to safety, operations, and bicycle and pedestrian access. The priority transportation projects are categorized as high, medium, or low priorities. Priority classifications are further defined as:

- High priority – Projects that have been identified to address known safety and operational issues in key locations;
- Medium priority – Projects that require additional planning and design, right-of-way-acquisition, and funding identification; and,
- Low priority – Projects that will require significant funding, as well as public engagement, environmental assessments, and additional planning, design, engineering, and phasing.

A more comprehensive list of additional project concepts is included in Appendix B to document additional transportation system needs that should be considered in the future, as funding for planning, design, and construction becomes available.

Table 4-2. Dawson County Priority Project Recommendations

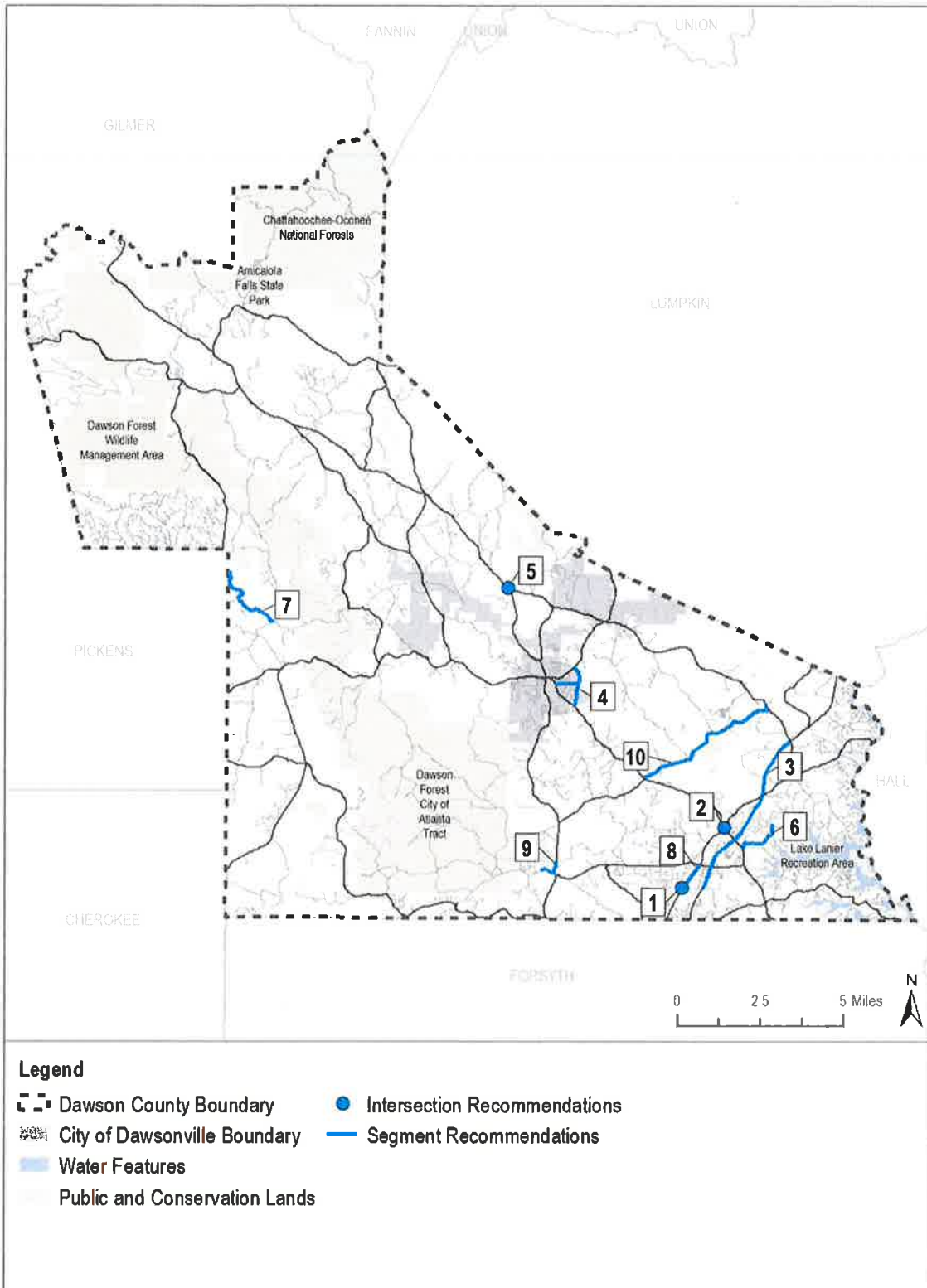
ID	Road	Jurisdiction	Description	Project Type	Estimated Cost	Priority
1	Whitmire Drive/Lumpkin Campground Road/Red Rider Road	County/GDOT	Install single lane roundabout at intersection of Whitmire Drive/Lumpkin Campground Road/Red Rider Road with pedestrian facilities for future sidewalk connections.	Intersection Improvement	\$2,415,000	High
2	SR 53 at Lumpkin Campground Road	County/GDOT	Intersection modifications to address operational concerns.	Intersection Improvement	TBD	High
3	SR 400	County/GDOT	Signal timing improvements along corridor between Whitmire Drive/Carlisle Road and SR 136.	Operations	TBD	High
4	Allen Street and Perimeter Road	City/County	Pedestrian safety improvements along Allen Street and Perimeter Road (new crosswalks, fill sidewalk gaps, pedestrian-scale lighting, etc.).	Safety / Pedestrian	TBD	High
5	Shoal Creek Road and SR 136	County/GDOT	Install roundabout and t-up intersection at Shoal Creek Road and SR 136.	Intersection Improvement	TBD	High

Dawson County Transportation Element – 8.31.2023

ID	Road	Jurisdiction	Description	Project Type	Estimated Cost	Priority
6	Couch Road	County	Lane widening (11ft) and pedestrian safety improvements (sidepaths, lighting) and drainage improvements between Harmony Church Road and Elliot Road.	Widening / Safety	\$ 3,500,000	Medium
7	Hubbard Road	County	Full Depth Reconstruction and widening to provide improved access for emergency vehicles between Amicalola Church Road and Fire Station #6 on Hubbard Road.	Widening / Safety	TBD	Medium
8	Lumpkin Campground Road	County/ GDOT	Install two-way left-turn lane (TWLTL) along Lumpkin Campground Road between Dawson Forest Road and Red Rider Rd/Whitmire Drive.	Safety	TBD	Medium
9	Dawson Forest Road West / SR 9	County/ GDOT	Side path (10-12ft) along the north side of Dawson Forest Rd W. and the west side of SR 9 between Whitewood Dr and Woodbrook Farm Rd.	Bicycle / Pedestrian	TBD	Medium
10	Etowah River Road	County	Re-open, widen, and repave Etowah River Road as a parallel, alternative route to SR 400 between SR 9 and SR 136.	Widening	TBD	Low

Note: Undetermined project costs to be developed as project parameters are further defined. Project ID 1 and ID 8 were sourced from the ongoing Lumpkin Campground Road Study – additional modifications and design revisions may be necessary.

Figure 4-1. Priority Project Recommendations



5.0 Financial Framework

In addition to the specific project needs listed in the above table, Dawson County has also identified that a programmatic approach is needed to address bridge repair and maintenance, bicycle and pedestrian infrastructure improvements, safety and operational projects, and roadway resurfacing. By allocating funds to these types of projects, the county can address issues and needs as they arise. These programs and anticipated potential funding sources are listed in Table 4-3 and should be allocated through the county’s budgeting process based on funding availability.

Table 4-1. Dawson County Improvement Programs

Improvement Type	Anticipated Funding Source
Bridge Repair and Maintenance	SPLOST, future TSPLOST, General funds, GDOT funds
Bicycle and Pedestrian	General funds, GDOT funds, development impact fees, public/private partnerships
Safety and Operational	General funds, GDOT funds, development impact fees
Roadway Resurfacing	SPLOST, future TSPLOST, General funds, GDOT funds, public/private partnerships, development impact fees

Funding for transportation projects come from a variety of sources, including local, state, and federal sources. The following types of funding are available for transportation investments in Dawson County:

- Local Sources:
 - Special Purpose Location Option Sales Tax (SPLOST) – Dawson County’s most recent SPLOST (SPLOST VII) was approved by voters in 2021 as a 1 percent sales tax that will generate approximately \$60 million in funds to support a variety of government functions over the next 6 years, including the Sheriff, Fire/EMS, Parks and Recreation, and Public Works departments. Future attempts to develop additional transportation-specific SPLOST programs could yield significant funding to support transportation investments in the county.
 - General Funds – County general funds can be approved by the Board of Commissioners to be spent in support of transportation projects, including roadway maintenance, bridge repair, and other necessary improvements.
 - Other local funding sources for transportation projects in Dawson County could include development impact fees and tax increment financing.
 - Issuing bonds can fund major capital investments, however, Dawson County does not currently issue bonds for roadway projects.
- State and Federal Sources:
 - Formula Funds – some formula funds administered by GDOT and ARC are only eligible for allocation within the MPO region that extends into the southeastern part of the county, including Surface Transportation Block Grant (STBG) funds, which can be used for the preservation, reconstruction, and construction of federal-aid eligible roadways, bridges, and tunnels, and Transportation Alternatives Program (TAP) funds, which is a set-aside of the STBG program that supports transportation improvements for pedestrian and bicycle infrastructure, as well as safe routes to school projects.

- GDOT Funding – GDOT’s Statewide Transportation Improvement Program (STIP) funds transportation projects located outside the MPO’s jurisdiction and includes projects to address issues related to safety and operations, bridge condition, transit, and bicycle and pedestrian deficiencies, among others.
- Discretionary/Competitive Funds – Various competitive grant programs are available under the Bipartisan Infrastructure Law (BIL), which reauthorizes the federal surface transportation program for fiscal years 2022 through 2026. These include funding programs available to cities and counties such as the Bridge Investment Program, Carbon Reduction Program, and the Safe Streets and Roads for All program, among others.
- Transit Funding – for the area of Dawson County that is within the ARC MPO’s boundary, transit funding is available from the ARC to support regional transit projects. Additional transit funding for capital improvements and operations is allocated on an annual basis from the GDOT Statewide Transportation Improvement Program (STIP).

6.0 Conclusion

Growth in Dawson County will continue to pose transportation challenges and opportunities over the next 20 years. The discussion included in this Transportation Element is intended to inform and guide the prioritization and funding of transportation projects going forward. The transportation planning process used here should be revisited every five years or as necessary to respond to changes in the community.

The consultant team, in coordination with county staff, determined that the listed priority projects should be further developed to include conceptual cross-sections and plans to better estimate project budgets. Once completed, the revised project concepts and budgets should be reprioritized and evaluated against the goals and objectives listed herein.

Additional projects should be evaluated and added through plan updates as higher priority projects are completed and funds become available. A list of these projects is included in Appendix B.



MEMORANDUM

TO: Sharon Farrell, Planning Director, Dawson County Planning & Development
Robert Drewry, Director of Public Works, Dawson County

FROM: Andrew Antweiler, PE, PTOE; KCI Technologies, Inc.
470-286-1289 / andrew.antweiler@kci.com

DATE: August 28, 2023

RE: Lumpkin Campground Road – Corridor Study

Study Introduction

Lumpkin Campground Road serves as a vital north-south parallel road to SR 400. The road provides access to residences, businesses, and serves as a secondary route to locals trying to avoid traffic congestion along SR 400. This study focused on the South Segment – Forsyth County Line to Dawson Forest Rd and the North Segment – SR 53 to SR 400. A prior study focused on the Middle Segment (between Dawson Forest Road and SR 53) which was performed in the fall of 2019.

The corridor study includes three major study tasks: review existing conditions, hold one public meeting to identify transportation concerns, and identify corridor improvement recommendations. This memo summarizes the study findings and recommendations.

Recommendations

Recommendations were developed based on the existing conditions data, field observations of traffic conditions, crash data, input from the public meeting, and discussions with county staff. **Table 1** identifies the list of projects and **Figure 1** indicates the project locations for the South Segment. **Table 2** identifies the list of projects and **Figure 2** indicates the project locations for the North Segment. Some projects have separate concept layouts, included as attachments to this memo.

Based on discussions with county staff, the projects were prioritized and grouped into tiers based on current traffic conditions and safety concerns. It is recommended to focus on the Tier 1 projects first; however, traffic and development conditions may change which could affect which projects to construct first. The list includes individual projects which can be built separately or grouped together and constructed as one project. The amount of available County funding, GDOT funding partnership, and new developments along the corridor will determine the pace of implementing the projects. Table 1 and 2 identifies the projects, need addressed, constraints, and implementation considerations. Additionally, Table 1 and 2 separates the recommended projects into two implementation tiers.

Table 1 – Recommended Projects in South Segment				
Location	Project	Addresses need	Constraints	Implementation considerations
Tier 1 Projects				
1A – Intersection of Whitmire Rd/Red Rider Rd	Single-lane roundabout (Concept Layout)	Safety and Operational	Right-of-Way (ROW)	Requires ROW acquisition; utilities; Adjacent homes
1B – Intersection of Dawson Forest Rd	Modify single-lane roundabout with additional lanes; add sidewalks/crosswalks; add lighting (Concept Layout)	Operational; Pedestrian	Utility poles	Address <u>short-term</u> , not long-term needs
1C – Speed Study: Forsyth County Line to Dawson Forest Road	Perform Speed Study to lower 50 mph posted speed limit	Identify appropriate speed for roadway conditions	-	GDOT Approval
1D – Intersection of Lee Castleberry Rd/Harry Sosebee Rd	Add sidewalk and lighting	Safety; Pedestrians	-	Developer of Lee Castleberry Farms could be asked to contribute
1E – Northern driveway to Marketplace shopping center (Dawson Market Way)	Add physical restriction at right-in/right-out driveway	Safety	-	Accommodate large truck right-turns
Tier 2 Projects				
2A – Intersection of Dawson Forest Rd	Modify single-lane roundabout to multi-lane roundabout	Operational	Utilities	Addresses <u>long-term</u> need
2B – Whitmire Dr to Dawson Forest Rd	Add center left-turn lane or TWLTL (Typical Section 1.1)	Left-turns & Safety	Available ROW	Coordinate with new development
2C – Lee Castleberry Rd to Dawson Forest Rd	Add sidewalk/shared use path; improve shoulder/add guardrail at culvert locations (Typical Section 1.2)	Pedestrians & Safety	Road shoulder; ditches; Available ROW	Road shoulder needs to be modified; install on at least one side; review culvert condition/replacement needs
2D – South Segment Paved Shoulders (Forsyth County Line to Lee Castleberry Rd)	Paved roadway shoulders (Typical Section 1.3)	Safety	-	Check adequate graded shoulder

Note: TWLTL = center two-way left-turn lane

Table 2 – Recommended Projects in North Segment				
Location	Project	Addresses need	Constraints	Implementation considerations
Tier 1 Projects				
1A – Intersection of SR 53	Add northbound left-turn protected/permitted signal phase	Operational	-	GDOT approval; short-term option
1B – Intersection of SR 53	GDOT identified lane modifications	Operational	ROW	Requires ROW acquisition
1C – Intersection of SR 53	Two additional right-turn lanes with GDOT identified lane modifications; extend northbound left-turn lane (Concept Layout)	Operational	ROW; business sign; historic property	Stand-alone project or combine with 1B project
1D – Intersection of SR 400	Add left-turn protected/permitted signal phase – both side-streets	Operational (vehicle queues)	-	GDOT current programmed project
Tier 2 Projects				
2A – Intersection of SR 400	Provide dual eastbound and westbound left-turn lanes	Operational	ROW	Requires ROW acquisition
2B – SR 53 to SR 400	Add center TWLTL and sidewalks	Left-turns; Safety; Pedestrians	Topography; ROW	Coordinate with new development
Tier 2 - Study Intersection				
2C - Intersection of Kilough Church Rd	Future Improvement to be determined (based on adjacent development impacts)	Operational	Topography; ROW	Coordinate with new development

Note: TWLTL = center two-way left-turn lane

Considerations for Recommendations

Existing Conditions

The southern study segment is a two-lane road with a total length of approximately 8,500 LF. The posted speed limit is 50 mph from the Forsyth County line to Dawson Forest Road. Based on county GIS parcel data, the southern study segment has approximately 60-foot total ROW from the Forsyth County line to Dawson Forest Road, with a slight variation at Dawson Forest Road (approximately 75-foot total ROW on the south side of the intersection).

The northern study segment is a two-lane road with a total length of approximately 12,900 LF. The posted speed limit is 40 mph from Dawson Forest Road to SR 53 and 45 mph from SR 53 to SR 400. Based on county GIS parcel data, the northern study segment has approximately 60-foot total ROW from SR 53 to SR 400.

Traffic volumes were collected Tuesday, March 7, 2023. Six 4-hr turning movement counts were performed at the study intersections and four 24-hr volume counts were performed at locations shown in **Table 3** below. For the intersection turning movement counts refer to Exhibits 1A and 1B attached.

Table 3 – Average Daily Traffic and Heavy Vehicle Percentages		
Location	Average Daily Traffic	Heavy Vehicle Percent
1) Lumpkin Campground Rd, south of Harry Sosebee Rd	6,819 vehicles	2%
2) Lumpkin Campground Rd, south of Red Rider Rd	8,685 vehicles	2%
3) Lumpkin Campground Rd, south of Dawson Forest Rd	8,265 vehicles	3%
4) Lumpkin Campground Rd, north of SR 53	8,138 vehicles	5%

Field observations at each intersection are listed below:

- #1 - Lumpkin Campground Rd at Harry Sosebee Rd/Lee Castleberry Rd
 - Single-lane roundabout
 - Some sidewalk at roundabout, but not all sides
 - No speed reduction signs along Lumpkin Campground Rd two approaches
 - Rumble strips are present along Lumpkin Campground Rd approaches
 - No overhead lighting
- #2 - Lumpkin Campground Rd at Whitmire Drive
 - Sight distance concern looking south from Whitmire Drive (50 mph speed limit)
 - No existing warning signage along northbound Lumpkin Campground Rd
 - PM observation: Steady flow of vehicles turning from westbound Whitmire Drive
 - Utility poles on SW and NE corner of intersection
 - Underground gas, water, and fiber near/at NE and SE corner of intersection
- #3 - Lumpkin Campground Rd at Dawson Forest Rd
 - Current single-lane roundabout
 - PM observation on 3/8/2023: Eastbound vehicle queue; short southbound vehicle queue
 - PM observation on 3/14/2023: Northbound eight vehicle queue
 - Transmission pole and power pole in SE corner – underground utilities could be present on SE corner and NW corner of intersection
 - No crosswalks or sidewalk around roundabout
- #4 - Lumpkin Campground Rd at SR 53
 - PM observation on 3/8/2023: Heavy northbound left-turn vehicle queue; long eastbound vehicle queue
 - PM observation on 3/14/2023: Long northbound vehicle queue at 4:55pm; approximately 1,700 feet
 - Sidewalk present
 - Has two FYA (flashing yellow arrow left-turn signal phase) for the SR 53 approaches; review possibility to upgrade to FYAs on NB & SB approaches of Lumpkin Campground Road
- #5 - Lumpkin Campground Rd at Kilough Church Rd
 - Sight distance concern looking north from Kilough Church Rd
 - Very low traffic volume
- #6 - Lumpkin Campground Rd at SR 400 / Harmony Church Road
 - PM observation on 3/8/2023: Heavy westbound left-turn; 16+ westbound left-turn queue on Harmony Church Road
 - Traffic signal has only permitted left-turn movements for both side streets
 - No major utility constraints observed

The comment forms received from the public meeting held on May 3, 2023, are included in the appendix.

Potential recommendation options considered included:

- Additional turn lanes at intersections (left-turn or right-turn lanes along major road, or side-street)
- Roundabout or traffic signal at major intersection
- Re-alignment of side-streets
- Paved shoulders
- Center two-way left-turn lane along major road
- Adding crosswalk/sidewalks for pedestrians

Discussion of the recommended projects is provided below:

South Segment

Tier 1 Projects

1A - Intersection of Whitmire Dr/Red Rider Rd

The existing four-leg intersection has one side-street stop control approach – Whitmire Drive. Red Rider Rd is a one-way street with direction of travel away from the intersection. Due to the roadway grade changes, a vertical crest hill to the south of the intersection, and high vehicle speeds on Lumpkin Campground Rd, this intersection has poor stopping sight distance which has resulted in angle crashes at the intersection. Therefore, the recommendation is to install a single-lane roundabout as the intersection control. This would require drivers to slow down when approaching the intersection and a roundabout is proven safety countermeasure to reduce angle collisions. It is important to note Dawson County has identified a potential project to convert Red Rider Rd from a one-way street to a two-way street. Therefore, the roundabout layout was created to allow two-way streets for each approach. Additionally, part of this recommendation would involve the re-alignment of Whitmire Dr to intersect Lumpkin Campground Rd closer to a 90-degree angle.

The roundabout capacity analysis results in year 2043 are level of service (LOS) A in the AM peak hour and LOS B in the PM peak hour.

1B & 2A - Intersection of Dawson Forest Road

The existing roundabout is currently operating with an acceptable level of service during the AM and PM peak hours. However, by year 2033 the intersection is expected to operate with a low level of service due to high delay. To accommodate future year 2033 traffic volumes, it is recommended to provide an additional eastbound and westbound approach and exit lane at the roundabout (Dawson Forest Road approaches). This would accommodate the higher volumes on Dawson Forest Rd and is expected to provide improved levels of service in year 2033; however, the northbound and southbound approaches will have increased vehicle delay. By year 2043, it is recommended to provide a second lane on all approaches and make this a multi-lane roundabout to accommodate the expected high volumes at the intersection.

A second option was identified for year 2043. This would install a traffic signal at the intersection and is also expected to accommodate the expected high volumes at the intersection. Intersection Level of Service (LOS) and delay for the existing conditions and improvement options are shown in **Table 4** below.

Table 4: Lumpkin Campground Rd at Dawson Forest Rd Alternative Comparison Capacity Results for Peak Hours: AM LOS & Delay (PM LOS & Delay)						
Approach	Existing Year 2023:	No Build 2043	Build Alt 1 2033: Add addl. EB & WB approach lane	Build Alt 1 2043: Add addl. EB & WB approach lane	Build Alt 2 2043: Multi-lane RAB	Build Alt 3 2043: Signalize
Overall	B 12 (B 14)	F 105 (F 116)	C 18 (D 32)	F 54 (F 93)	C 19 (D 33)	D 42 (D 49)
NB	B 13 (C 16)	F 62 (F 163)	E 43 (F 73)	F 187 (F 229)	C 19 (C 22)	C 35 (E 56)
SB	A 9 (B 13)	E 42 (F 121)	C 17 (E 39)	E 36 (F 131)	B 10 (B 14)	D 39 (D 52)
EB	B 15 (B 13)	F 206 (F 113)	B 10 (B 10)	C 16 (B 12)	C 16 (C 16)	D 41 (C 29)
WB	A 10 (B 12)	E 39 (F 69)	A 9 (A 10)	A 10 (B 11)	D 32 (F 80)	D 55 (E 58)

**Average vehicle delay in seconds*

1C – South Segment Speed Study (from Forsyth County Line to Dawson Forest Rd)

Due to the roadway conditions, travel lane width, and multiple driveway access, it is recommended to conduct an Engineering and Traffic Investigation report (ETI) to evaluate if the posted speed limit should be reduced from 50 mph. An ETI report would include collecting vehicle speed data and evaluating an appropriate speed limit. Based on the crash review performed for the corridor study, in a five-year period there were 152 crashes along the southern segment. There were 8 ‘run off road’ collisions, 2 head on collisions, and 1 sideswipe-opposite direction collision. Reducing the posted speed limit may help decrease the frequency and severity of these crash types along the south segment.

1D – Northern driveway to Marketplace shopping center (Dawson Market Way)

Due to complaints received at the county as well as safety concerns, it is recommended to install a physical restriction / channelized island for the right-in/right-out driveway at Dawson Market Way to prevent vehicles from making the left-turn movement.

1E - Intersection of Lee Castleberry Rd/Harry Sosebee Rd

Due to the residential development near the intersection, it is recommended to provide sidewalks and crosswalks at the roundabout as well as install lighting for the intersection. Lighting will improve visibility of the roundabout for drivers at nighttime and improve visibility for pedestrians.

2B - Center two-way left-turn lane along south segment

The road currently accommodates the daily traffic volume of around 8,000 vehicles per day. Two-lane roads can carry high volumes depending on the conditions, if there are left and right turn lanes at intersections, and the number of traffic signals along the corridor. Theoretical capacity limits for a two-lane local road to operate at a LOS D is 15,000 vehicles-per-day (vpd). In practice, two-lane and three-lane roads (with a center turn lane) can carry between 17,000 – 22,000 vpd. Above this volume the roadway experiences severe congestion and delay.

Providing a center two-way left-turn lane (TWLTL) along Lumpkin Campground Road would separate left-turn vehicles from the through lane, reduce rear-end crashes, and increase capacity of the two-lane road. This would accommodate future growth in vehicle volumes anticipated in the corridor.

Based on current conditions and driveway locations, installing a center two-way left-turn lane in certain areas of the corridor were prioritized.

Location considerations:

- Whitmire Dr to Dawson Forest Rd – Center widening at this location appears most appropriate

2C – Lee Castleberry Rd to Dawson Forest Rd

Due to the residential and commercial uses in this segment as well as public comments, it is recommended to install sidewalk or a shared-use path from Lee Castleberry Rd to Dawson Forest Rd. The installation of sidewalk and a shared-use path would provide multi-modal options which was a concern of residents who showed up to the public engagement meeting. Additionally, in the southern segment, there are existing culvert crossings with roadway shoulders which are recommended to be improved. Some are not signed and not visible, in part due to tall grass in the summertime. Provide design standard shoulders, and guardrail at the crossing, would improve safety for both vehicles and pedestrians. It is also recommended to review the culvert condition, stormwater needs, and program replacement if needed.

2D – South Segment Paved Shoulders (from Forsyth County Line to Lee Castleberry Rd)

It is recommended to add 1-foot to 2-foot paved roadway shoulders to the existing roadway. Paved roadway shoulders, as opposed to grass shoulders, improve safety and provide improve vehicle recover to avoid run-off-the-road crashes. Paved shoulders would also allow for bicyclists and pedestrians to have some accommodation.

North Segment

1A, 1B, 1C - Intersection of SR 53

The intersection has two lanes (left-turn and shared through/right-turn) for three approaches and the westbound approach has three lanes (one left-turn, one through, and one right-turn lane). During the AM and PM peak hours the intersection has a consistent volume and currently operates with significant vehicle queues in both the eastbound direction and the northbound direction. The capacity analysis results indicate an acceptable level of service during the AM and PM peak hours; however, field observations indicate operational improvements are needed to address current volumes. Additionally, after reviewing GDOT’s Left Turn Phasing Policy it was determined the northbound Lumpkin Campground Rd approach warrants a lagging-only protected-permissive left-turn phase. Adding the northbound left-turn phase to improve vehicle safety as there were 4 angle collisions where a northbound left-turning vehicle collided with a southbound through vehicle. The five-year crash review indicated the primarily crash types are angle and rear-end collisions. Note that the capacity analysis analyzed maintained the SR 53 green times and only modified the Lumpkin Campground Rd approach signal phase times (see **Table 5** below).

GDOT District 1 shared a draft concept layout which proposes to modify the SR 53 approaches by adding a second eastbound through lane and removing the westbound dedicated right-turn lane. This would reduce the eastbound vehicle queue. KCI performed the capacity analysis of this concept for year 2033 to compare the level of service with the current geometry.

A second option was identified to enhance the draft GDOT concept layout. This would add one right-turn lane on the Lumpkin Campground Road southbound approach and one right-turn lane on the SR 53 westbound approach to the GDOT draft concept (Alt 2 in **Table 5**). Exhibit A attached indicates the GDOT draft concept layout and the two potential additional right-turn lanes. KCI performed the capacity analysis of this concept for year 2033 to compare the level of service.

The recommended option to consider would be to install the proposed GDOT changes as well as providing a southbound right-turn lane and westbound right-turn lane. Based upon the capacity analysis this improvement for the intersection is expected to operate with an acceptable level of service during the AM and PM peak hours in future year 2033. This would require right-of-way to be purchased to install the right-turn lanes. It is important to note, these improvements were only found to improve operations at the intersection in future year 2033. The preferred improvements were tested with year 2043 volumes, but due to the expected increase in traffic volume by year 2043, widening of the westbound approach of SR 53 would be needed. Intersection Level of Service (LOS) and delay for the existing conditions and improvement options are shown in **Table 5** below.

Table 5: Lumpkin Campground Rd at SR 53 Alternative Comparison Capacity Results for Peak Hours: AM LOS & Delay (PM LOS & Delay)						
Approach	Existing Year 2023	No Build 2043	Existing 2023 – Alt 1: Add NB left-turn phase	Build Alt 1 2033: GDOT Concept Improvements	Build Alt 2 2033: GDOT Concept + SB RT + WB RT	Build Alt 2 2043: GDOT Concept + SBR + WBR
Overall	D 48 (C 32)	F 219 (F 161)	E 61 (D 35)	E 63 (E 76)	C 29 (D 41)	D 51 (F 84)
NB	D 41 (C 30)	F 286 (F 202)	D 51 (D 35)	C 32 (F 86)	C 32 (E 62)	E 72 (F 168)
SB	D 38 (C 26)	F 148 (D 44)	F 98 (D 41)	F 173 (F 267)	C 32 (D 48)	E 59 (E 67)
EB	E 56 (C 35)	F 297 (F 199)	E 56 (C 35)	C 30 (C 26)	C 25 (C 24)	D 40 (D 40)
WB	D 45 (C 33)	D 42 (F 138)	D 44 (C 33)	D 41 (D 45)	C 28 (D 40)	D 50 (E 79)

**Average vehicle delay in seconds*

1D, 2A - Intersection of SR 400

The intersection (Lumpkin Campground Road is the eastbound approach and Harmony Church Road is the westbound approach) currently has multiple lanes on each approach and has consistent volume during the peak hours. During the AM and PM peak hours, there are significant vehicle delay and queues for westbound vehicles on Harmony Church Road. The capacity analysis results indicate an acceptable overall intersection level of service C during the AM and PM peak hours; however, during the AM peak hour the westbound approach operates at LOS E and during the PM peak hour both the westbound and eastbound approaches operated at LOS E.

The first recommended option would be to add leading protected-permissive left-turn phases for the Lumpkin Campground Rd and Harmony Church Rd approaches. After reviewing GDOT’s Left Turn Phasing Policy, it was determined the Lumpkin Campground Rd and Harmony Church Rd approaches warrant leading protected-permissive left-turn phases. This would improve the side-street LOS to D during the peak hours due to the heavy eastbound (99 vehicles in AM, 261 in PM) and westbound (366 vehicles in AM, 246 in PM) left-turn volumes during the AM and PM peak hours. Per discussions with GDOT District 1, this is a programmed project, and the left-turn phases are in the process of being added at the intersection as well as the addition of crosswalks at the intersection.

The second recommended option to consider would be to install dual eastbound and westbound left-turn lanes at the intersection. This would accommodate the high left-turn volume at the intersection and provide acceptable operations up to year 2043, at which time widening of SR 400 (adding a third through lane) would be needed to accommodate the increased volumes along SR 400. Intersection Level of Service (LOS) and delay for the existing conditions and improvement options are shown in **Table 6** below.

Table 6: Lumpkin Campground Rd/Harmony Church Road at SR 400 Alternative Comparison Capacity Results for Peak Hours: AM LOS & Delay (PM LOS & Delay)							
Approach	Existing Year 2023:	No Build 2043	Existing 2023 - Alt 1: Add EB & WB left-turn phases	Year 2033 - Alt 1: Add EB & WB left-turn phases	Year 2033 - Alt 2: Add dual EB & WB left-turn lanes	Year 2043 - Alt 1: Add dual EB & WB left-turn lanes	Year 2043 - Alt 3: Add dual EB & WB left-turn lanes + 3rd through lane on SR 400
Overall	C 31 (C 28)	F 164 (F 112)	C 32 (C 31)	E 76 (D 51)	D 52 (D 43)	F 101 (E 65)	D 45 (D 37)
NB	B 18 (C 20)	C 24 (F 87)	C 20 (C 28)	D 43 (D 42)	D 41 (C 35)	D 53 (E 79)	D 44 (C 27)
SB	C 27 (B 17)	F 146 (C 27)	C 30 (C 23)	D 48 (C 25)	D 45 (C 23)	F 146 (C 29)	D 37 (C 21)
EB	C 35 (E 60)	F 101 (F 247)	D 55 (D 52)	E 63 (F 102)	E 70 (F 96)	E 75 (F 95)	E 73 (F 95)
WB	E 69 (E 67)	F 499 (F 352)	D 51 (D 50)	F 221 (F 112)	F 85 (F 84)	E 63 (E 74)	E 61 (E 74)

**Average vehicle delay in seconds*

2B – Center two-way left-turn lane and sidewalk along north segment

Providing a center two-way left-turn lane (TWLTL) along Lumpkin Campground Road, from SR 53 to SR 400, would separate left-turn vehicles from the through lane, reduce rear-end crashes, and increase capacity of the two-lane road. This would accommodate future growth in vehicle volumes anticipated in the corridor.

Additionally, due to the proposed developments along this section, it is recommended that sidewalk be added as needed.

Additional Recommendations

2C – Study Intersection of Kilough Church Rd

The existing T-intersection consists of one-lane approaches, with Kilough Church Road stop-control. The current traffic volumes are low. It is recommended to determine a future intersection improvement in conjunction with adjacent development near or at the intersection. The current topography will need to be considered if turn lanes or a roundabout is considered.

Corridor Pedestrian Plan

The study identified there is a need, and as developments continue to occur, a future need for facilities to accommodate pedestrian and bicyclists along the Lumpkin Campground Rd study segments. It is recommended the County identify a preferred facility to provide multi-modal connectivity. One option could be to install a sidewalk or shared use path at a minimum along one side of Lumpkin Campground Road. This facility could be installed as a stand-alone project or be built as part of one of the identified projects, or as part of future developments.

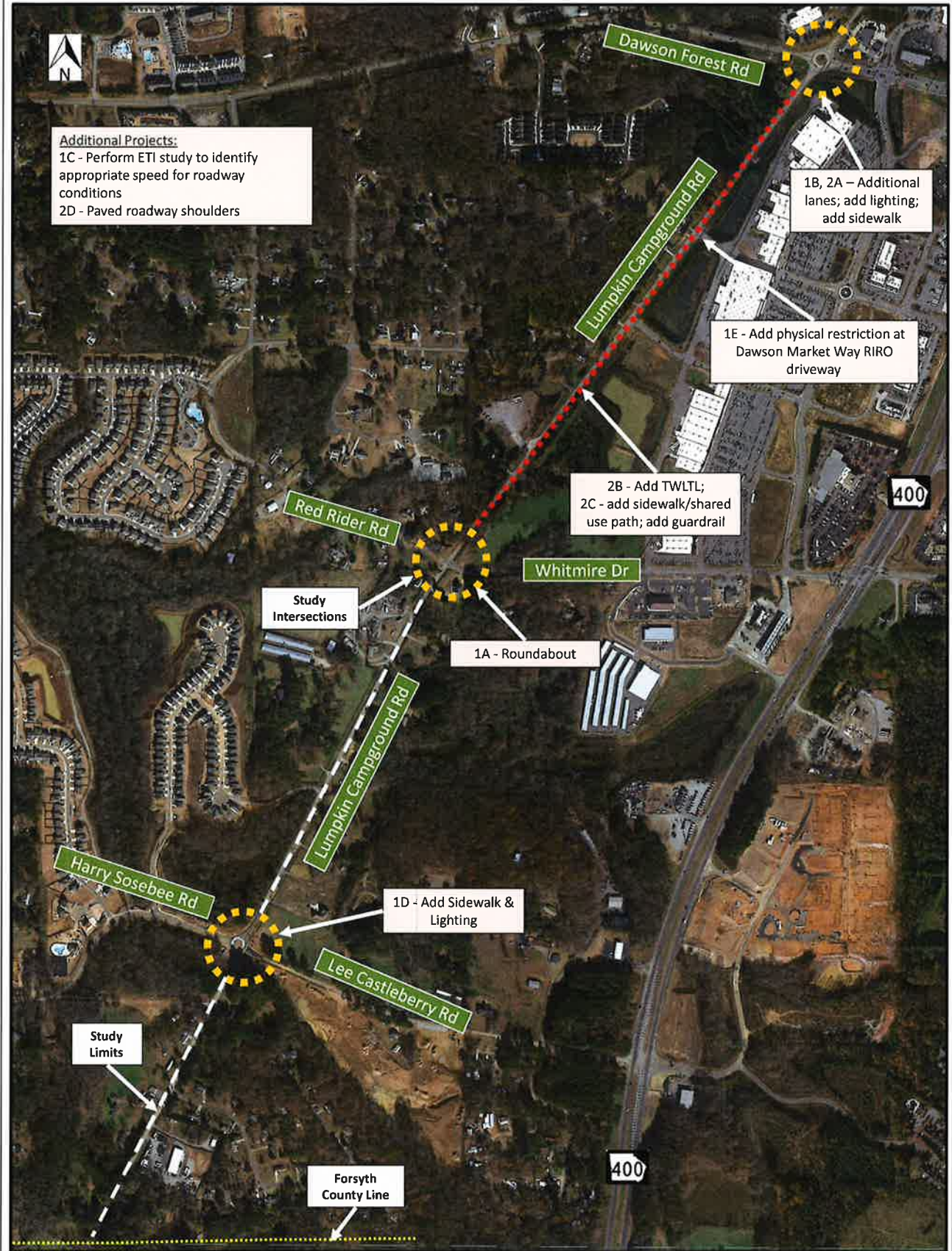
Next Steps

The study provides recommendations to address existing needs and expected future traffic demands in the next 10-year period. The County can utilize this information to program projects for design and construction.

Please contact me with any questions.

Attachments:

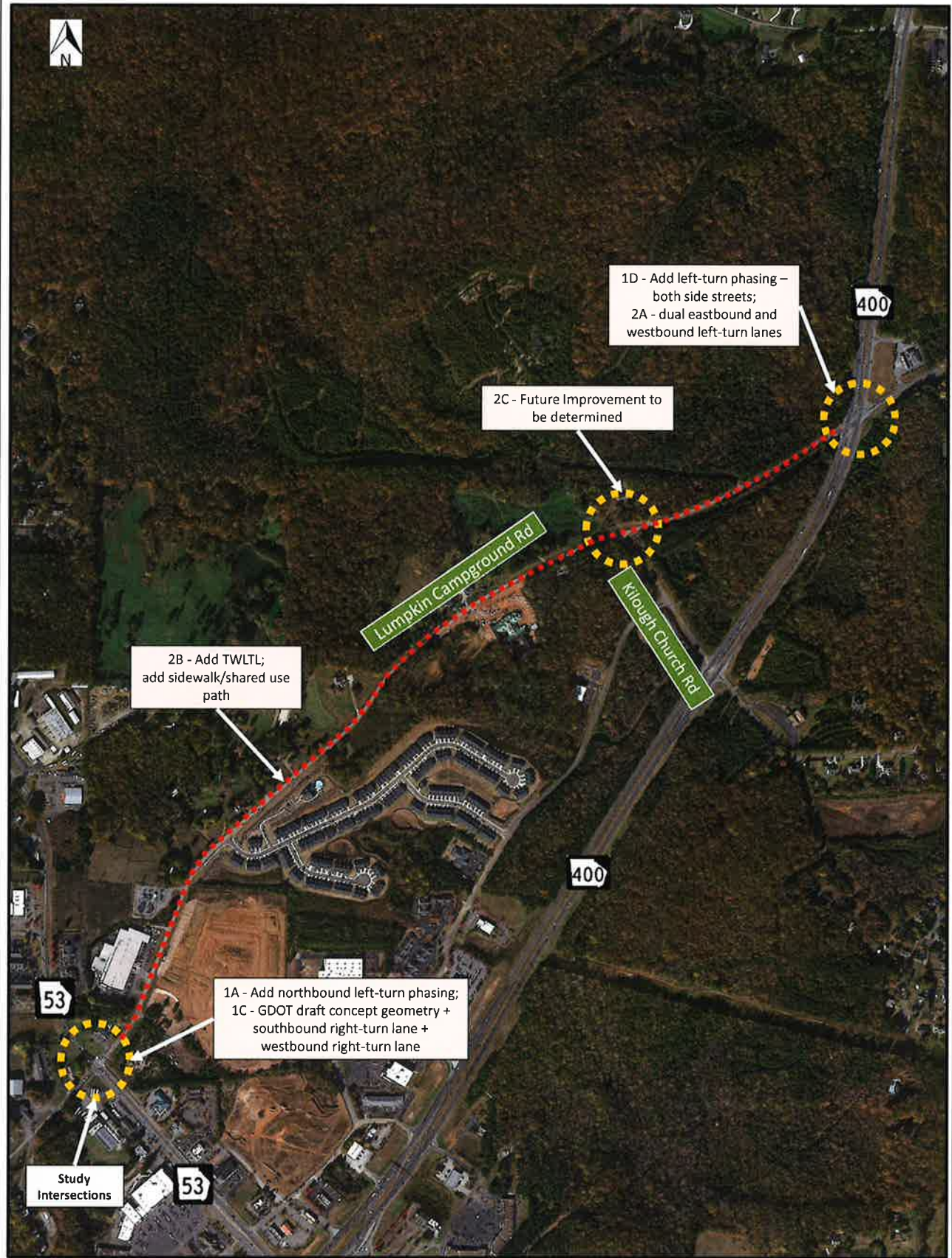
- Figure 1 – South Segment - Recommended Project Locations
- Figure 2 – North Segment - Recommended Project Locations
- Conceptual Layouts
 - Lumpkin Campground Rd at Whitmire Dr / Red Rider Rd
 - Lumpkin Campground Rd at Dawson Forest Rd
 - Lumpkin Campground Rd at SR 53
 - Exhibit A – GDOT draft concept: Lumpkin Campground Rd at SR 53
- Typical Sections
- Exhibits 1A & 1B Turning Movement Counts for Existing Year 2023
- Intersection Volume Development
- Historical Crash Review – Segments and Intersection Tables
- HCM 6th Edition Capacity Reports
- Public Meeting comments



**Corridor Study
Lumpkin Campground Corridor
Dawson County, Georgia**

**South Segment
Recommended
Project Locations**

Figure 1



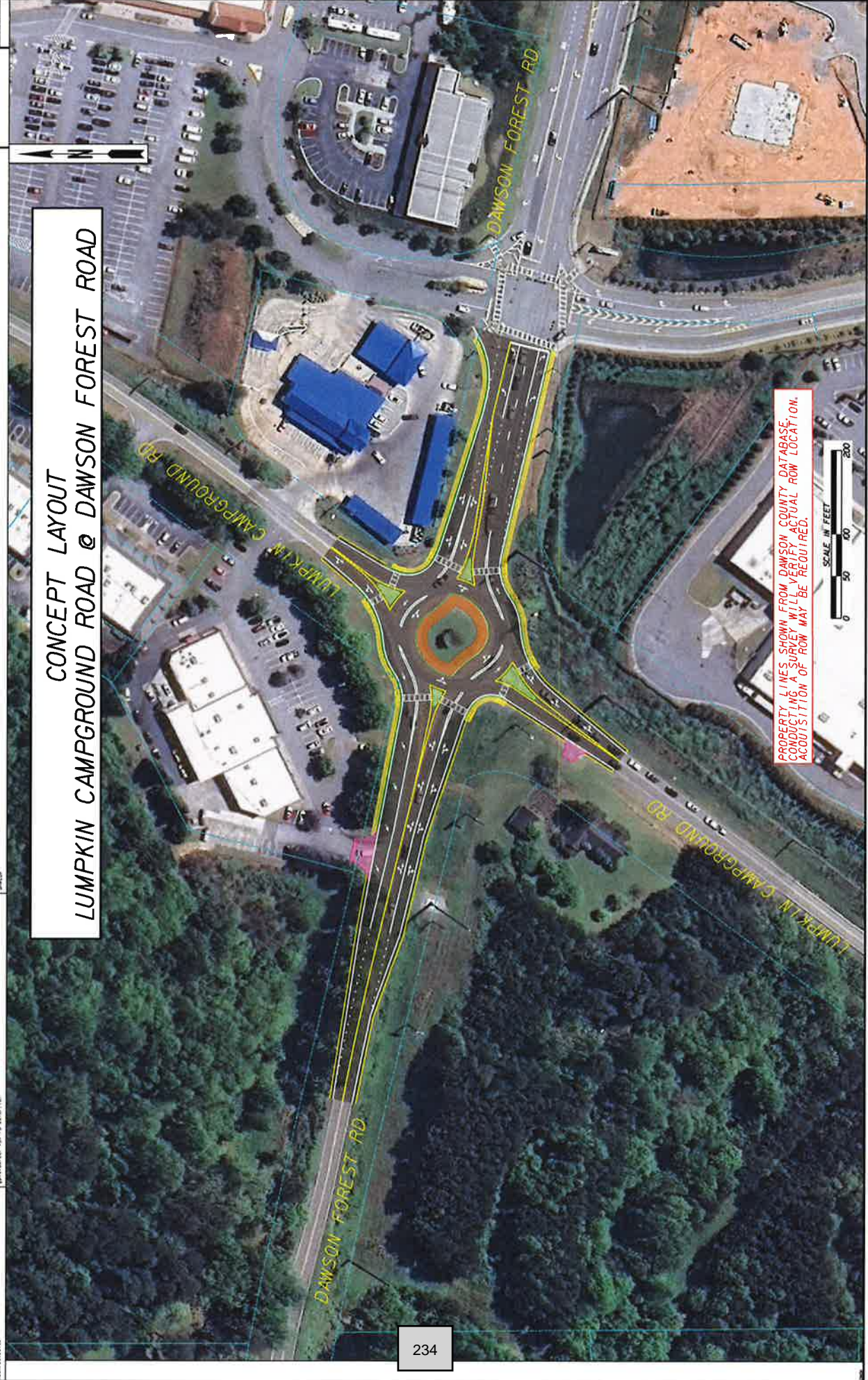
CONCEPT LAYOUT LUMPKIN CAMPGROUND ROAD @ WHITMIRE DRIVE/RED RIDER ROAD



PROPERTY LINES SHOWN FROM DAWSON COUNTY DATABASE. CONFLICTING SURVEYS WILL VERIFY ACTUAL ROW LOCATION. ACQUISITION OF ROW MAY BE REQUIRED.

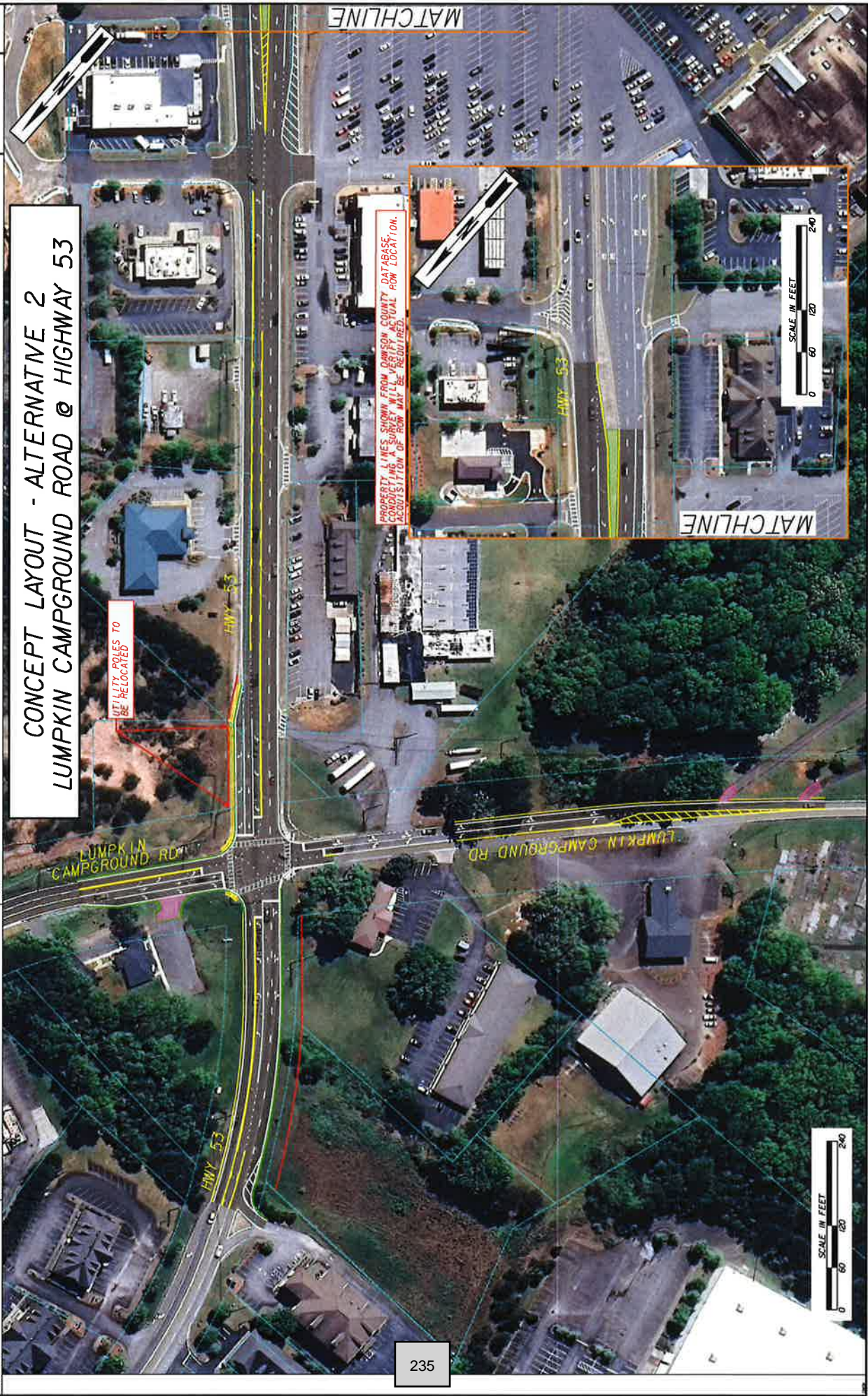


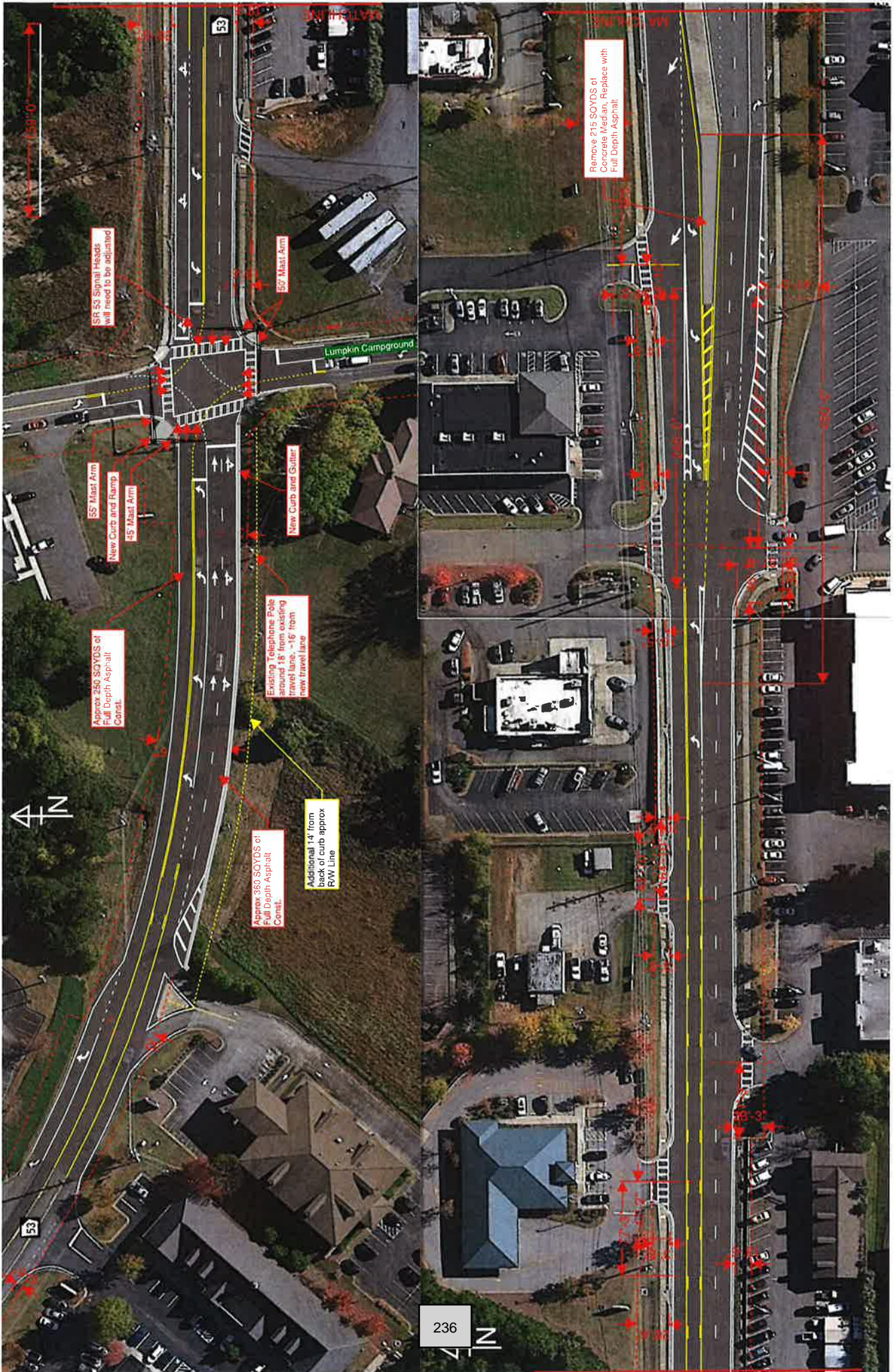
CONCEPT LAYOUT
LUMPKIN CAMPGROUND ROAD @ DAWSON FOREST ROAD



235

CONCEPT LAYOUT - ALTERNATIVE 2 LUMPKIN CAMPGROUND ROAD @ HIGHWAY 53





SR 50 Signal Heads will need to be adjusted

55' Mast Arm

New Curb and Ramp

45' Mast Arm

Approx 280 SOYDS of Full Depth Asphalt Central.

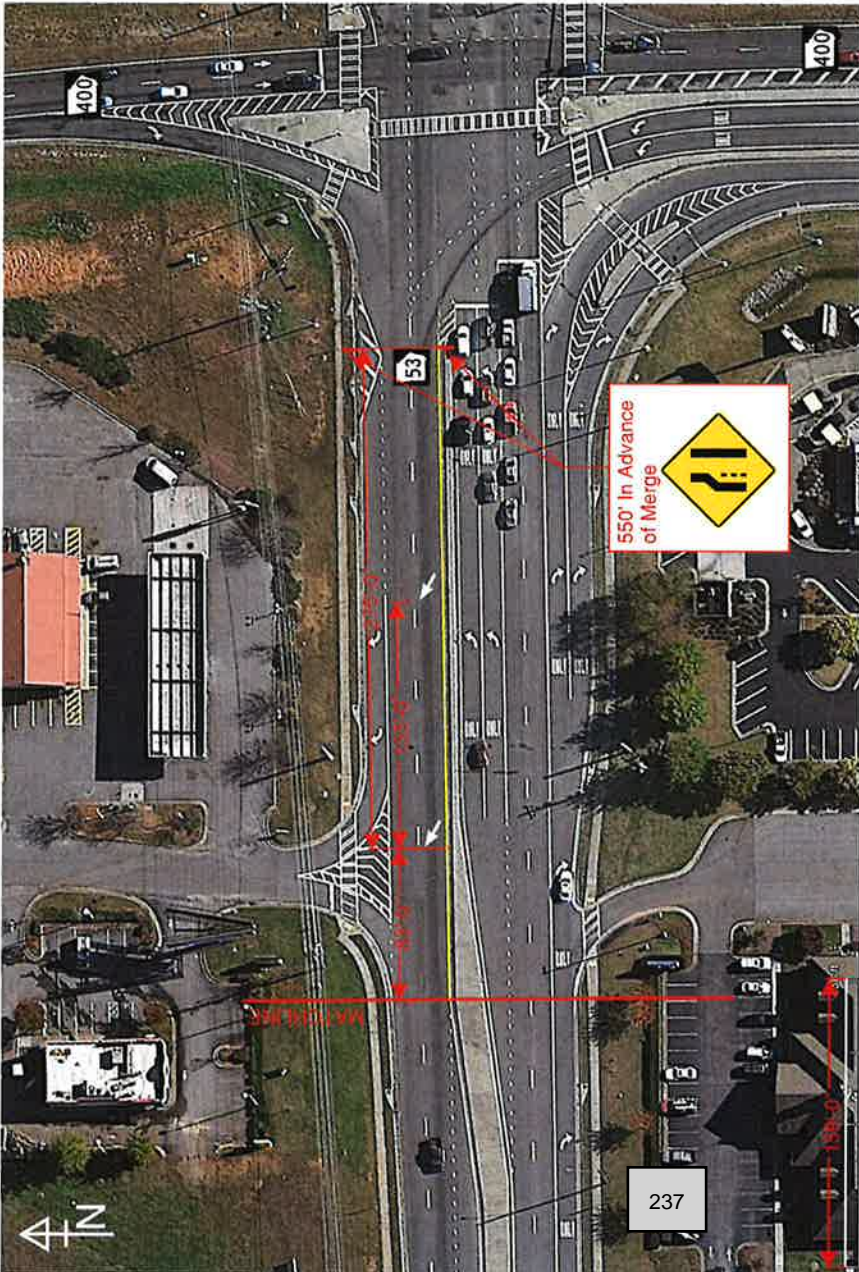
Existing Telephone Pole around 18' from existing travel lane, -16' from new travel lane.

Approx 360 SOYDS of Full Depth Asphalt Central.

Additional 14' from back of curb approx R/W Line

Remove 215 SOYDS of Concrete Median, Replace with Full Depth Asphalt.

50' Mast Arm



550' In Advance
of Merge

Community Needs and Opportunities

The needs and opportunities described reflect assessing the conditions and factors influencing the area and people, community stakeholder knowledge, and comments received throughout the planning process. By identifying the core needs and priorities of the community, the government and its partners can develop specific mitigation strategies that may be accomplished to fulfill the desired goals and objectives of the vision. The public engagement included a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis survey.

Priority Topics for Dawson's Future, Identified Through SWOT Process:

<p>STRENGTHS</p> <ul style="list-style-type: none"> Nature Small town life Mountains, rivers, lakes, and farmland Rural Community Park system Beautiful area. Community among residents parks and rec programs and school events expansive green spaces and undeveloped portions. Natural resources in the north of the county. Farmland and timber Hometown GA400 corridor Outdoor activities Lake Lanier 	<p>WEAKNESSES</p> <ul style="list-style-type: none"> Not enough fire, police, and paramedics. Commercial growth is too big, rentals to lower income are too big. Sustain growth by those who own property. Rapid development Adequate resources for speed of growth, outdated outlet mall Staff wages infrastructure All the growth in Apartments. Skyrocketing property tax. Poverty. Lack of higher paying job training and employment opportunities. Low-paying retail jobs
<p>OPPORTUNITIES</p> <ul style="list-style-type: none"> There is time to plan We are getting ahead of rapid growth by slowing rezoning and development of land. Use the resources that we already have. Take the opportunity to say 'NO' to more plans for apartments, etc. Dawson County is primarily rural in nature, More economic opportunities for residents Agritourism Option to save the county by limiting growth Eco-friendly development/ growth Grow as good stewards of the environment Better homestead exemptions Tourism, if things are maintained outdoor theater for concerts or aquatic facilities. Acquire/preserve greenspace 	<p>THREATS</p> <ul style="list-style-type: none"> Lack of resources for this growth Lumpkin Campground Road Chopping up rural areas Too much change in a short time erosion and stormwater runoff, The public safety infrastructure Too many multi-family homes Crime is increasing from the outside. Silt contaminants- in streams and lakes Lack of affordable housing Housing development in rural areas Traffic Lack of deputies Overuse of service industries Lack of manufacturing

Community Needs and Opportunities

Population

Needs and Opportunities	Mitigation Strategies
1. Provide services:	<ul style="list-style-type: none"> • Adequate staff levels to meet the minimum Level of Service.
2. Expanding tax base Employment centers	<ul style="list-style-type: none"> • Monitor and evaluate annual transportation reports to ensure safety and efficiency.
3. Community Wellness	<ul style="list-style-type: none"> • Enhance public awareness of community-based prevention and wellness programs

Economic Development

Needs and Opportunities	Mitigation Strategies
1. Tourism opportunities:	<ul style="list-style-type: none"> • Purchase parkland for a variety of venues • Protect and conserve natural resources • Identify locations for additional canoe/kayak launch sites. • Inventory and map agri-tourism assets • Develop and implement plans for promoting and managing tourism.
2. Economic development:	<ul style="list-style-type: none"> • Maintain partnership with the Dawson County Chamber of Commerce and the Development Authority of Dawson County • Monitor annual transportation reports to ensure safety and efficiency.
3. Transition of economic base:	<ul style="list-style-type: none"> • Maintain partnerships district with Dawson County School post-secondary educational institutions, GMRC Work Source, Goodwill Center, Development Authorities, and DCA.
4. Employment opportunities and a higher range of income opportunities:	<ul style="list-style-type: none"> • Maintain and increase partnerships with post-secondary educational institutions, the Chamber of Commerce, Development Authorities, and other stakeholders such as the Dept. of Labor and GMRC.

Housing	
Needs and Opportunities	Mitigation Strategies
<p>1. Shortage of family housing.</p> <p>2. Aging housing stock/shortage of specific housing types:</p>	<ul style="list-style-type: none"> • Monitor and sustain land use management policies through Comprehensive Planning and land use regulations. • Examine GMRC and DCA programs regarding availability and affordable housing programs. • Support non-profit charitable organizations, i.e., Habitat for Humanity.
<p>3. Diversify the housing mix</p>	<ul style="list-style-type: none"> • Research accessory dwelling units (ADUs) as a potential to address Senior housing affordability issues. • Update regulations so that residential developments include a minimum percentage of affordable units.
	<ul style="list-style-type: none"> •
<p>4. Structural maintenance or repair.</p>	<ul style="list-style-type: none"> • Well-trained code compliance staff • Organize neighborhood improvement/clean-up events.

Natural Resources	
Needs and Opportunities	Mitigation Strategies
<p>1. Waterways and wetland integrity need to be maintained by limiting development and maintaining buffers.</p> <p>2. Natural resource protection activities reduce the impact of natural hazards by preserving or restoring natural areas (e.g., floodplains, wetlands, steep slopes) and their protective functions.</p> <p>3. Incompatible Land Uses and development.</p>	<ul style="list-style-type: none"> • Monitor and sustain land use management regulations. • Promote the greenway and trails plan. • Acquire and preserve greenspace through donation or purchase • Continue to support the Shore Sweep event, Keep Dawson Beautiful, the Chestatee-Chattahoochee Resource Conservation and Development Council, Upper Chattahoochee Riverkeeper, and Upper Etowah River Alliance.
<p>3. Improved resources for natural resource management: River launches draw visitors to Dawson County. Management planning is needed.</p>	<ul style="list-style-type: none"> • Include conservation land purchases and donations in the master park plan update. • Identify grant funds to develop and implement the Septic System Homeowner Education program.
	<ul style="list-style-type: none"> •
	<ul style="list-style-type: none"> •

Cultural Resources	
Needs and Opportunities	Mitigation Strategies
<p>1. Need to evaluate existing resources and seek local funding and assistance for enhancing facilities.</p> <p>2. Explore opportunities to promote the racing heritage of the community.</p> <p>Utilize regional, state, and federal programs that provide funding and services to enhance programs for Dawson County.</p>	<ul style="list-style-type: none"> • Map (GIS) historical sites • Support the Dawson County Historical Society • Identify Historical properties that can be revitalized or preserved • Several laws deal with particular kinds of "resources" that are "cultural" in character. <p>The National Historic Preservation Act (NHPA) sets forth government policies and procedures regarding "historic properties" –</p> <p>The Archaeological Resources Protection Act (ARPA) prohibits excavating archeological resources on Federal or Indian lands without a permit from the land manager.</p> <p>The Archeological Data Preservation Act (ADPA) or Archeological and Historic Preservation Act (AHPA) requires agencies to report any perceived impacts their projects and programs may have on archeological, historical, and scientific data.</p> <p>The Federal Records Act (FRA) requires that agencies manage documents in such a way as to protect their historical value.</p>

Community Facilities and Services	
Needs and Opportunities	Mitigation Strategies
1. Demand for additional meeting space: Dawson County needs conference space for hosting indoor events.	<ul style="list-style-type: none"> • Conduct a feasibility study to determine the meeting facility's type, size, and location.
2. Evaluate programs for public fire safety education	<ul style="list-style-type: none"> • Enhance the resources of the Public Information Office to provide educational outreach for hazard mitigation and building safety codes. • Explore opportunities for partnership with the Georgia Forestry Commission public fire Education Program.
3. Demand for additional recreational areas and Parks	<ul style="list-style-type: none"> • Update the Parks and Recreation Master Plan.
	<ul style="list-style-type: none"> •
4. Enhance the level of service (ISO) Emergency Management	<ul style="list-style-type: none"> • Budget for mitigation recommendations of the 2023-24 Hazard mitigation plan update
5. Enhance efforts to improve community health and wellness	<ul style="list-style-type: none"> • Require pedestrian and multi-purpose access between land uses • Enhance public awareness of community-based prevention and wellness programs. • Increase the Seniors Transit program's marketing to reach untapped markets.
Transportation	<ul style="list-style-type: none"> • Continue to seek funding under Title 49 U.S.C. Section 5311 of the Federal Transit Act for rural areas, offering general public transportation to all citizens • See Transportation Element

Intergovernmental Coordination	
Needs and Opportunities	Mitigation Strategies
1. Growth management: Coordination as part of the <i>Service Delivery Agreement</i> and effective planning by the County and utility providers.	<ul style="list-style-type: none"> • Update Service Delivery Agreements. • Evaluate the benefits of a Joint Planning Area (JPA) with Lumpkin County
2. Coordination with affiliated organizations:	<ul style="list-style-type: none"> • Coordinate transportation improvements and studies with GDOT;
3. Collaboration with the City of Dawsonville	<ul style="list-style-type: none"> • Potential joint projects that would qualify for State Grants. • Joint Planning Areas
4. Disaster Mitigation	<ul style="list-style-type: none"> • Updated Hazard Mitigation Plan 2023-24
Land Use	
Needs and Opportunities	Mitigation Strategies
1. Competing land uses: Competing land uses and development interests along the corridors and transition areas between the rural county and the established suburban communities.	<ul style="list-style-type: none"> • Monitor and sustain land use management policies through land use planning. • Enforce separation and buffering between land uses • Tree canopy protection in development proposals.
2. Protect farmland	<ul style="list-style-type: none"> • Evaluate the USDA soils analysis completed in the Fall of 2023; • Continue implementing the GA land conservation program • Promote the Georgia Centennial Farm Program
3. Accommodating new growth: Dawson County will incorporate new development, requiring monitoring trends and infrastructure.	<ul style="list-style-type: none"> • Annual Transportation Plan updates to ensure the efficiency of services. • Monitor and sustain land use management policies through long-range planning and land use regulations. • Update of Capital Improvement Element (plan) 2023-24 • Update of Impact Fee schedule 2024.

<p>4. Redevelopment plans</p>	<ul style="list-style-type: none"> • Explore funding options for community clean-ups. • Update and implement GA400 Corridor guidelines.
<p>5. Public Protection – fire suppression</p>	<ul style="list-style-type: none"> • Evaluate regulations allowing property divisions (plats) over 7 miles from a responding fire station with a credible water source.
<p>6. Russell Creek Reservoir Area</p>	<ul style="list-style-type: none"> • Master Park Plan shall include Outdoor recreation, trail and greenways • Private RVing, Camping • Conservation design plats

Report of Accomplishments

The 2018 Plan included a list of mitigation strategies to address the Needs and Opportunities of the community. In March 2020, a worldwide pandemic and subsequent economic outfall delayed many projects. This is the summary of the items from the 2018 STWP. Objects are identified as complete, in progress, postponed, or canceled. Those items that have been delayed or are in progress are included in the 2023 STWP.

Action	Status	Comment
Update long-term water and sewer plans.	Complete	Etowah Water & Sewer Auth.
Develop a road improvement plan.	In Progress	Completion date of Nov 2023
Revise facility and vehicle assessment for the fire department and law enforcement.	Complete	
Update Parks and Recreation Master Plan	Postponed	
Update Future Development Strategy	Postponed	2023 update
Adopt conservation design subdivision code.	Complete	Update of land use code 2023
Maintain State Environmental Planning Criteria	Complete	
Support the Friends of Amicalola Falls, Appalachian Trail Conservancy, and other natural resource advocates.	Ongoing	
Survey County to identify prime agricultural acres	In progress	USDA NRCS assistance to P&D
Establish a policy to protect prime agricultural areas from urban-scale utilities.	Postponed	Subject to the evaluation of the USDA soil map.
Seek to concentrate development around existing urbanized areas.	Ongoing	2023 Comp Plan update
Develop/Obtain reference material for architectural design guidelines to promote desired forms among developers.	Postponed	Staffing constraints
Survey code enforcement performance	Complete	New division created
Hold a workshop to review code enforcement practices	Complete	Management reorganized department
Initialize annual report on code enforcement tracking site visits and violations.	Complete	Purchase of Energov Software
Identify resources to assist homeowners with property revitalization.	Postponed	Staffing constraints
Develop preferred design elements for County and School Board facilities.	Canceled	Staffing constraints

Develop/Obtain a market study for senior housing in the Dawson Area.	Postponed	Funding
Identify target sites best suited for senior housing (based on market study)	canceled	
Convene a forum with builders and banks to discuss entry-level housing.	canceled	
Survey realtors re: potential for high-end housing in Dawson	canceled	
Develop a Freight traffic study of the county.	Postponed	
Develop conceptual site plans and funding options for spec industrial parks.	Postponed	Staffing constraints
Develop a Target Industry recruitment strategy in conjunction with the development authority.	Postponed	
Develop Inventory of regional assets; create marketing tool promoting the same.	Complete	Development Authority
Develop Broadband and Telecom Plan Utility Ord	Complete	Broadband Ready in 2021
Sustain and expand the network of regional economic development partners; Convene regular meetings (Policy)	Complete	Development Authority
Continue to support the economic development Authority of Dawson County, IBA, Chamber, and Joint Development Authority of Lumpkin, White, and Dawson Counties (Policy)	Complete Ongoing	
Implement 2050 Master Plan for water and sewer	Complete	Etowah Water & Sewer Authority
Identify and establish a fiscal standard or benchmark for county operations; Promote county performance.	Postponed	Staffing shortage
Include a review of the Comprehensive Plan in site location studies for all new County facilities.	Ongoing	
Gap analyses of Commercial Retail and service industries through a USDA grant with Rural Development Institute (Valdosta State). -	In Progress	
Support Workforce Initiatives to provide job opportunities and housing opportunities.	In Progress	
Support Existing Businesses and Industries	Ongoing	

Short-Term Work Program 2023-2027

The third element of the Implementation Program is the Short-Term Work Program (STWP). This identifies specific implementation actions the local government or other entities intend to take during the first five-year time frame of the planning period.

Action	2023	2024	2025	2026	2027	Projected Cost	Funding Options
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Administration

Establish benchmarks for County operations.			X			Admin.	TBD	General Fund
Educational Outreach	X	X	X	X	X	Admin.	TBD	General Fund

Community Development

Identify resources to assist homeowners with property revitalization.		X				Code Enforcement	TBD	General Fund DCA
Update Tree Protection Ordinance		X				P&D	TBD	General Fund
Establish a policy to protect agricultural areas from urban growth.			X			P&D	Staffing	General Fund
Adopt regulations for Scenic Corridors.			X			P&D	Staff	General Fund
Update GA400 Corridor Design regulations.		X				P&D	Staff	General Fund

Library Services

Purchase collection materials	X	X	X	X	X	Dawson Library	TBD	99.5% impact fees; SPLOST
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Parks & Recreation

Master Park Plan		X				Parks & Rec. Dept	TBD	
Acquire parkland		X	X		X	Parks & Rec. Dept.	TBD	84.76% impact fees; SPLOST
A report of Lake Lanier Park opportunities		X				Parks & Rec. Dept	TBD	Grants Impact Fees

Law Enforcement

New Detention Center					X	Sherriff's Office	TBD	100% impact fees
Replacement Vehicles		X		X		Sherriff's Office	TBD	SPLOST
Radio and Communications Equipment		X	X			Sheriff's Office Public Works Dept.	3,500,000	SPLOST VII

Short-Term Work Program 2023-2027

Fire Protection

Staff Engine and ladder service companies.		X	X			Emergency Service	TBD	General Fund
Purchase tender			X			Emergency Services	\$400,000	100% impact fees
Install fire hydrants	X	X	X	X	X	Etowah Water & Sewer Authority	TBD	100% impact fees
Purchase Engine and ladder vehicle		X				Emergency Services	TBD	
						Emergency Services		

Road Improvements – See Transportation Element

Public Works

			X	X	X		TBD	100% impact fees; Developer Contributions
Culvert Mapping (GIS)		X					Staff Time	General Fund
Investigate establishing a local government stormwater utility.					X		TBD	General Fund

Development Authority

Support the Board of Education to receive an Economic Development Partnership with GA DOE.	X						TBD	
Help create CIDs TADs		X					Staff	
Help create land for business and industrial recruitment.					X		Staff	
Freight and Inland Port transportation and development study			X				TBD	
Market target industries for recruitment along the GA 400 corridor			X				Staff	

Implementation Program

A. Policies and Long-Term Objectives

Some policies may complement single action items, while others may provide continuing guidance and direction to local government officials for making decisions consistent with achieving the Community Vision or addressing Community Issues and Opportunities.

- ✓ Balance growth with improvements to roads, parks, schools, libraries, emergency services, and utilities with proactive planning (concurrency management).
- ✓ Sustain land use management policies through Comprehensive Planning
- ✓ Review the Comprehensive Plan in site location studies for new County facilities
- ✓ Promote opportunities for clean industry and higher-paying employment

B. Long-Term Activities and Ongoing Programs

Communities establish long-term or ongoing programs and activities supporting identified objectives. These measures are action items that must be employed more than once. These are recognized here to distinguish their need and conditions from the single-action items and identify any required special terms or context.

- ✓ Annual update of the Transportation Master plan
- ✓ Annual report summarizing Capital Improvement (CIE) projects.
- ✓ Coordinating transportation and land use decision-making within the community.
- ✓ Support and partner with local organizations to protect the environment.
- ✓ Support local agricultural interests
- ✓ Continue to work with the Development Authority to support their economic development activities.

Dawson County continues to focus on maintaining existing infrastructure, retaining and attracting commerce, and managing resources responsibly to preserve the quality of life enjoyed in Dawson County. Financing these goals is a priority concern for County leaders. Due to a growing and expanding economy, in 2018, the County reactivated the collection of impact fees that had been paused in 2009 to offset the costs of new infrastructure and capital needs.

ACCOMPLISHMENTS 2018 - 2022

2018

Provided data to citizens via the Dawson County website and social media, i.e., Facebook and Twitter

Road- projects: Red Rider Road, Dollar Road, Mountain Lake Road, Davis Road, and A.T. Moore Road

Started design work for new Public Works/Fleet Maintenance Complex

Purchased a Fire Pumper truck

Purchased land for Fire Station

Replaced eighteen (18) vehicles for various departments

Constructed a pool house at Veteran's Memorial Park

Received a \$750,000 grant to match donation from the Pauline Ivey Estate for the building of a Sr. Center

Emergency Services hired nine (9) new Firefighters with funding from the SAFER Grant.

2019

Road projects: Lumpkin Campground, Kelly Bridge, Kilough Church Road, and Hightower Industrial Parkway

Construction of a new Public Works/Fleet Maintenance Complex

Construction of Fire Station

Replaced ten (10) vehicles for various departments

Improvements at Veteran's Memorial Park

Upgraded a majority of the computers in the County network

Upgraded the CAD system at the Emergency 911 Center

2020

Provided information to citizens via an online live stream of all Board of Commission and Planning Commission meetings

Road- projects on Kelly Bridge, Sweetwater Juno, Hugh Stowers, and Bailey Waters Road utilizing SPLOST.

Completed construction of a new Public Works/Fleet complex

Purchased a ladder truck to provide better fire protection for tall structures

Completed construction of Fire station

Replaced twelve vehicles for various departments

Made improvements at Veteran's Memorial Park

Built a new pavilion at Veteran's Park

Completed construction of a new Senior Center

Completed upgrade of county-wide computer system

2021

Audio/Visual Upgrade for Courtrooms
Road-rehab projects on Wesley Chapel Road, Juno Road, and Howser Mill Road.
Constructed a round-about at Harry Sosebee Road, utilizing SPLOST dollars
Culvert replacements utilizing SPLOST dollars
Purchased land to be used as the future site for the new fire station
Completed construction of a new Fire station
Replaced thirty-three vehicles for various departments;
Purchased ten pieces of heavy equipment for the Public Works Department
Improvements at Veteran's Memorial Park
Construction of a K-9 Unit building for the Sheriff's Department
New floors at Rock Creek Park Recreation Center
Completed a new berm at Rock Creek Park
River Park Canoe/Kayak access point
Installed an updated backup system for the Information Technology network

2022

Audio/visual upgrade for Courtroom C
Computer upgrades for several departments
Road-rehabilitation projects on various County local roads
Started design phase of Highway 53/Thompson Creek roundabout joint project with GDOT
Replaced thirty-one vehicles for various county departments
Purchased two fire engines
Purchased three pieces of heavy equipment
Purchased new books, media, and materials for the library
Site improvements and expansions at both Veterans Memorial and Rock Creek parks.
Remodeled the county Health Department Building
Purchased seventeen fire hydrants
Update of County Sign Ordinance
Franchise Agreement with Community Television Company, a Subsidiary of Ellijay Telephone Company, to Provide Cable Services to Dawson County
Purchased Storm Truck – Public Works

Acknowledgments

Thank you to all participating community members for your valuable input and feedback.

Board of Commissioners

Billy Thurmond, Chairman
Seth Stowers, District 1
Chris Gaines, District 2
Alexa Bruce, District 3
Emory Dooley, District 4

Planning Commission

Steve Savni, Chairman Appointee
Jason Hamby, District 1
John Maloney, District 2
Shelton Townley, District 3
Neil Hornsey, District 4

Long Range Planning Steering Committee

Emily Bagwell
Jim Braley
Jane Graves
Cal Miller
Steve Pawlik
Mya Thomae
Kevin Herritt (*Economic Development*)

Planning Team

Faith D. Bryan, GISP
Director of Information Services
Georgia Mountains Regional Commission

Robert Drewry, Director
Dawson County Public Works

Sharon O. Farrell, AICP, Director
Dawson County Planning & Development

ⁱ Rules of Georgia Department of Community Affairs, Chapter 110-12-1, October 1, 2018

ⁱⁱ Moratorium on Residential rezonings

ⁱⁱⁱ New Licenses and renewals

TRANSMITTAL

Dawson County



*5 YEAR UPDATE
to the
2018 Comprehensive Plan*

What is a Comprehensive Plan Update?

A policy document that:

- **Guides** decisions related to the future development of Dawson County
- Establishes a **community vision** for growth
- **Coordinates** local planning efforts
- Fulfills **State of Georgia requirement**

PUBLIC PARTICIPATION

- Survey: Land Use
- Survey: Transportation

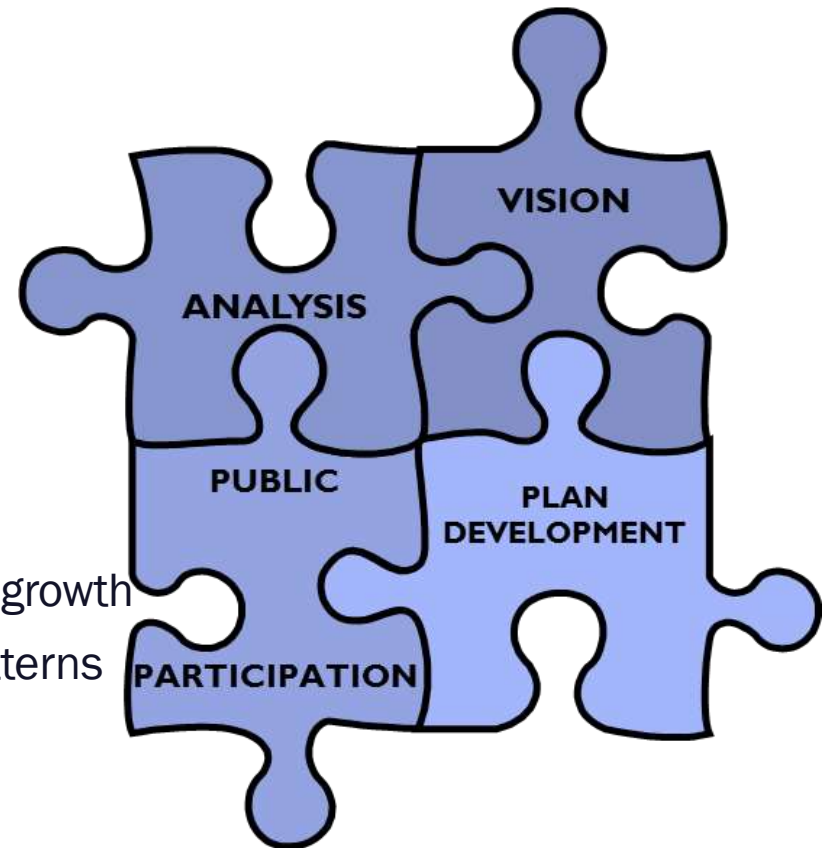
Required Elements

Main Components

- Community Goals
- Needs & Opportunities
- Community Work Program

Public Input

- Help prioritize needs & opportunities
- Help establish a community vision for growth
- Help identify desired development patterns

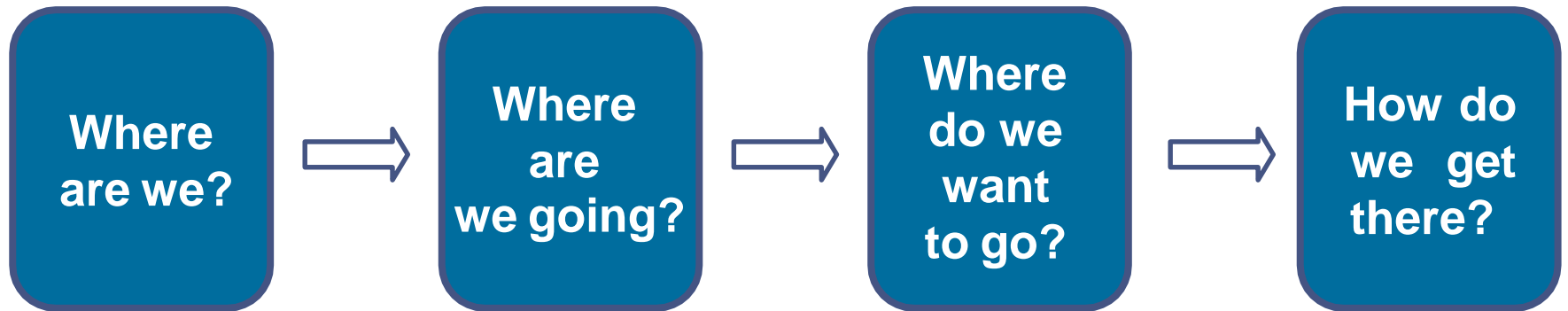


How Often is the Plan Updated?

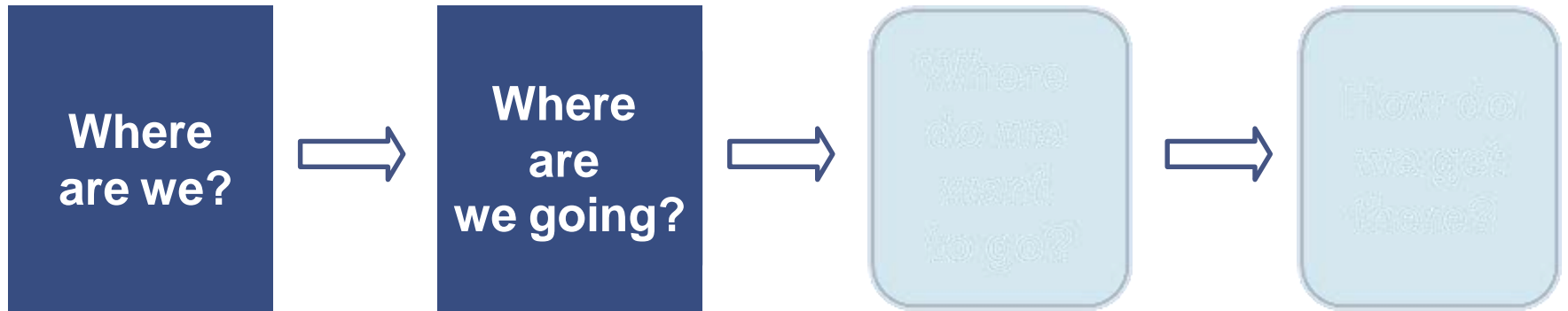
- 5-year updates required by the State of Georgia
- Previous planning efforts:
 - Dawson County Comprehensive Plan (2018)
- Current planning effort: Draft Document to Transmit
 - Update to be approved by DCA and adopted by Oct 31st of 2023.
- Other plans to consider during this update:
 - Transportation Master Plan
 - Lumpkin Campground Corridor Study
 - Greenways and Trails Plan

What is the Planning Process?

- *Steps in the Planning Process:*



What is the Planning Process?



- **Community Assessment**

- Review local development patterns, existing land use, census data, infrastructure, and development patterns over the last four years
- Review land use, housing, economic development, transportation, natural & cultural resources
- Highlight areas that may need special attention

What is the Planning Process?



- **Public Participation**
 - **Survey: Land Use**
 - **Survey: Transportation**
 - Open House
 - Long Range Planning Committee

Character Areas

Although the Official Character Area Map is provided on a parcel basis, information on the boundaries of individual parcels is not warranted to reflect all replatting, private property exchanges, or other actions that may change the boundaries of parcels. In addition, although Character Area designations are drawn with parcel boundaries, there will be occasions where the edge of a Character Area designation and a lot do not coincide. In such instances, goals, objectives, and policies of the Dawson County Comprehensive Plan and the adopted map series (including features such as environmentally sensitive lands) will be used to guide decisions about which Character Area designation applies to portions of a parcel.



How do
we get
there?

- Transmit draft to GMRC
- Goals & Strategies
- Character Areas
- 5 Year Implementation Program
- Transportation Element
- Lumpkin Campground Corridor
- Greenways and Trail Plan



DAWSON COUNTY BOARD OF COMMISSIONERS AGENDA FORM

Department: BOC

Work Session: 09.21.2023

Prepared By: Kristen Cloud

Voting Session: 10.05.2023

Presenter: Kristen Cloud

Public Hearing: Yes ___ No X

Agenda Item Title: Presentation of 2024 Board of Commissioners Meeting Schedule

Background Information:

BOC Meetings

- Meetings are held the first and third Thursday each month. Work sessions begin at 4 p.m.; voting sessions immediately follow the work sessions; and executive sessions (as needed) follow the voting sessions.

Current Information:

Please see accompanying document: Dawson County Board of Commissioners Proposed Meeting Calendar 2024.

The proposed meeting calendar calls for one work session and one voting session in January (on January 18), as normal; as well as one work session and one voting session in July (on July 18), due to the Fourth of July holiday.

Please note that, as dictated by the county’s enabling legislation, this item also will need ratification at the BOC’s first meeting of 2024 on January 18. (Section 1-9. “The time, date, and place of the meetings shall be determined by the board in the first meeting of the year.”) However, board approval is requested first during the year prior for advanced advertising purposes, which is why the item comes before the board at this time.

Budget Information: Applicable: ___ Not Applicable: X Budgeted: Yes ___ No ___

Fund	Dept.	Acct No.	Budget	Balance	Requested	Remaining

Recommendation/Motion: Approve BOC 2024 Meeting Schedule/Calendar

Department Head Authorization: ___

Date: ___

Finance Dept. Authorization: Vickie Neikirk

Date: 9/13/23

County Manager Authorization: Joey Leverette

Date: 9/14/23

County Attorney Authorization: ___

Date: ___

Comments/Attachments:

PUBLIC NOTICE

**Dawson County Board of Commissioners
Proposed Meeting Calendar 2024**

4 p.m. Work Session

Voting Session Will Immediately Follow Work Session

Executive Session (as needed) Will Immediately Follow Voting Session

01/18/24
02/01/24
02/15/24
03/07/24
03/21/24
04/04/24
04/18/24
05/02/24
05/16/24
06/06/24
06/20/24
07/18/24
08/01/24
08/15/24
09/05/24
09/19/24
10/03/24
10/17/24
11/07/24
11/21/24
12/05/24
12/19/24

Note: Work Session Agenda Items Generally Move Forward To The Following Meeting's Voting Session For BOC Consideration

Meetings are held in the Dawson County Government Center Assembly Room (second floor), located at 25 Justice Way, Dawsonville, Georgia 30534.

The public is invited to attend.

**RESOLUTION URGING THE GOVERNOR AND GENERAL ASSEMBLY OF
GEORGIA TO CONTINUE EFFORTS TO REFORM AND IMPROVE
MENTAL HEALTH SERVICES FOR THE CITIZENS OF GEORGIA**

WHEREAS, being the constitutional level of government closest to their constituents, Georgia counties are on the front lines of responding to mental health issues within the community as well as the development of mental health reform efforts; and

WHEREAS, the Dawson County Board of Commissioners supports efforts designed to provide every citizen in need to have accessible, affordable and adequate mental health services; and

WHEREAS, the Dawson County Board of Commissioners is grateful for the efforts of Georgia's executive, legislative and judicial branches in working toward mental health reform in recent years, such as the passage of HB 1013 (2022) and introduction of HB 520 (2023), Chief Justice Boggs's work on jail diversion initiatives, and Governor Kemp's commitment to expanding mental health resources in schools for children and young adults; and

WHEREAS, despite these prior steps and successes, the Dawson County Board of Commissioners recognizes that there is still a tremendous amount of work for the citizens of Dawson County and other citizens across Georgia to receive adequate healthcare for mental health and substance abuse disorders; and

NOW, THEREFORE, BE IT RESOLVED by the Dawson County Board of Commissioners that Dawson County Government reaffirms its commitment to reforming and improving mental health services for its citizens and all citizens of the state of Georgia.

BE IT FURTHER RESOLVED that that Dawson County Board of Commissioners specifically urges the governor and General Assembly to continue efforts in the 2024 session of the Georgia General Assembly to enhance Georgia citizens' access to vital mental health services, including the provision of state budgetary funding for additional behavioral health crisis centers across the state, additional co-responder units, and other resources to assist those with mental health and substance abuse disorders.

BE IT FURTHER RESOLVED that the clerk to the Board of Commissioners is hereby directed to provide an executed copy of this resolution to each member of the Dawson County delegation to the Georgia Senate and Georgia House of Representatives and to the Association County Commissioners of Georgia.

SO RESOLVED, this 5th day of October, 2023. DAWSON BOARD OF COMMISSIONERS

By: _____

Billy Thurmond, Chairman

Attest: _____

Kristen Cloud, Clerk to the Commission

FLASH REPORT



August 2023

Dawson County Government

www.dawsoncountyga.gov

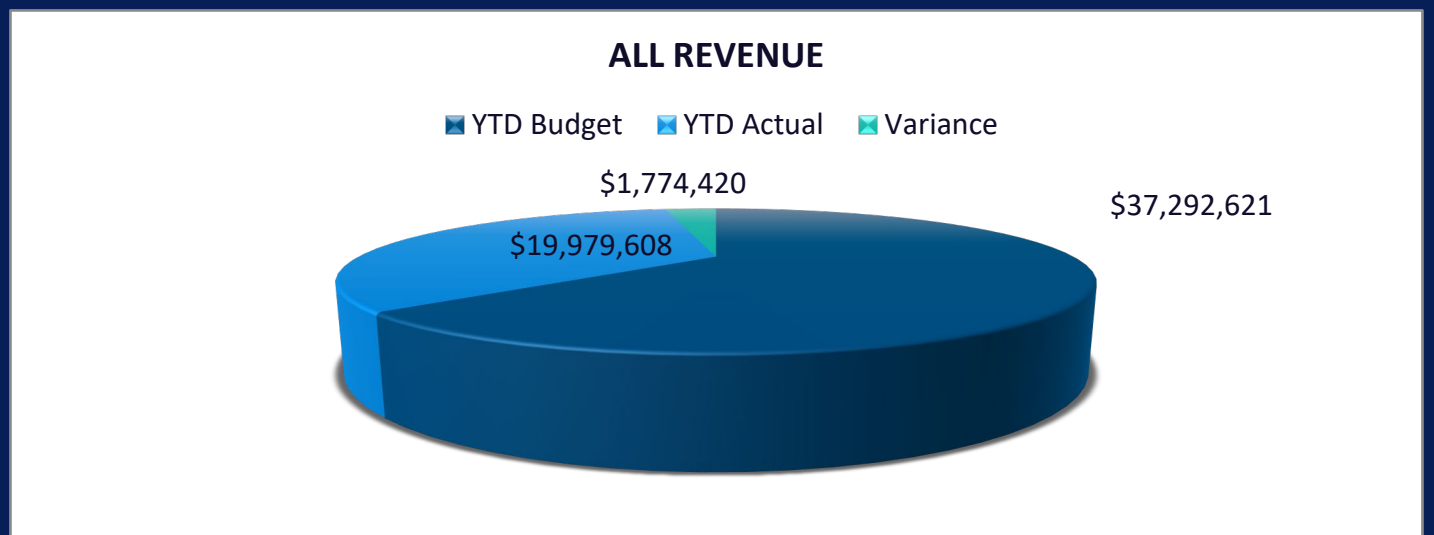
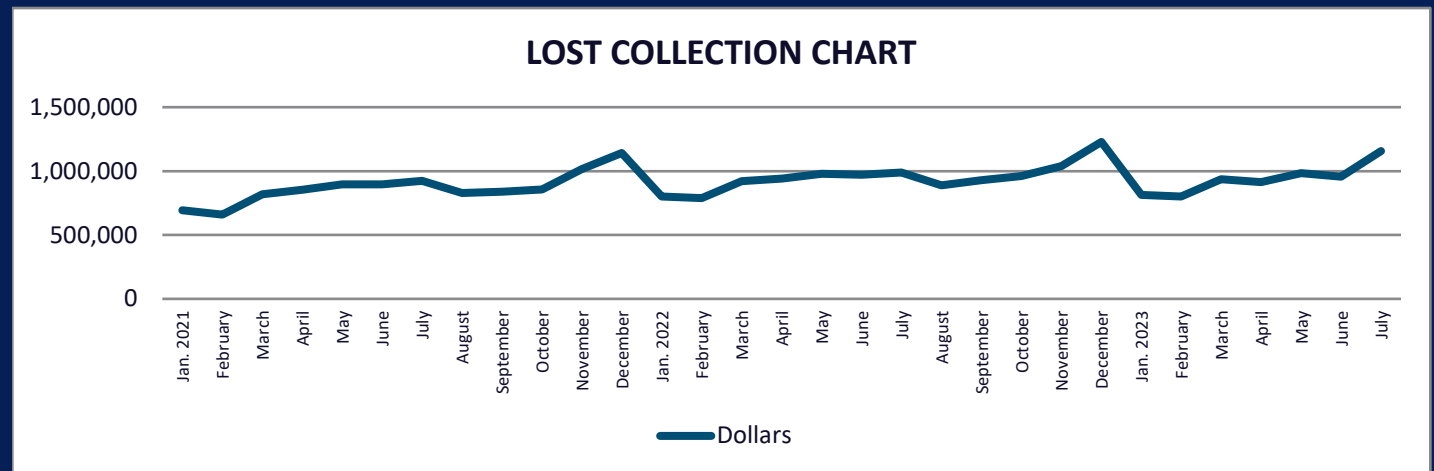
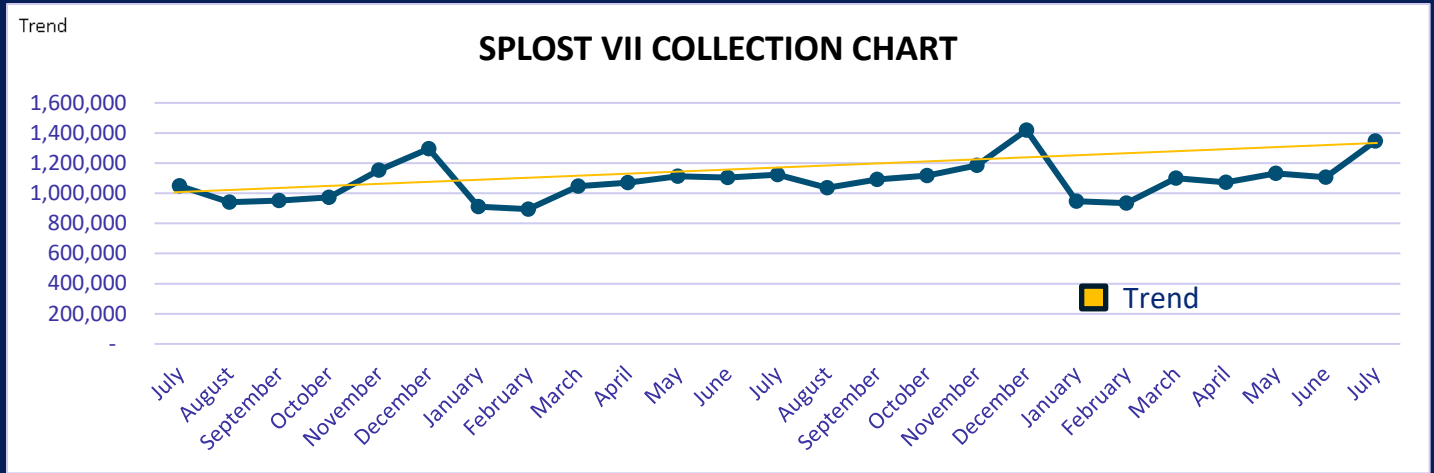


DAWSON COUNTY GOVERNMENT

FLASH REPORT

August 2023

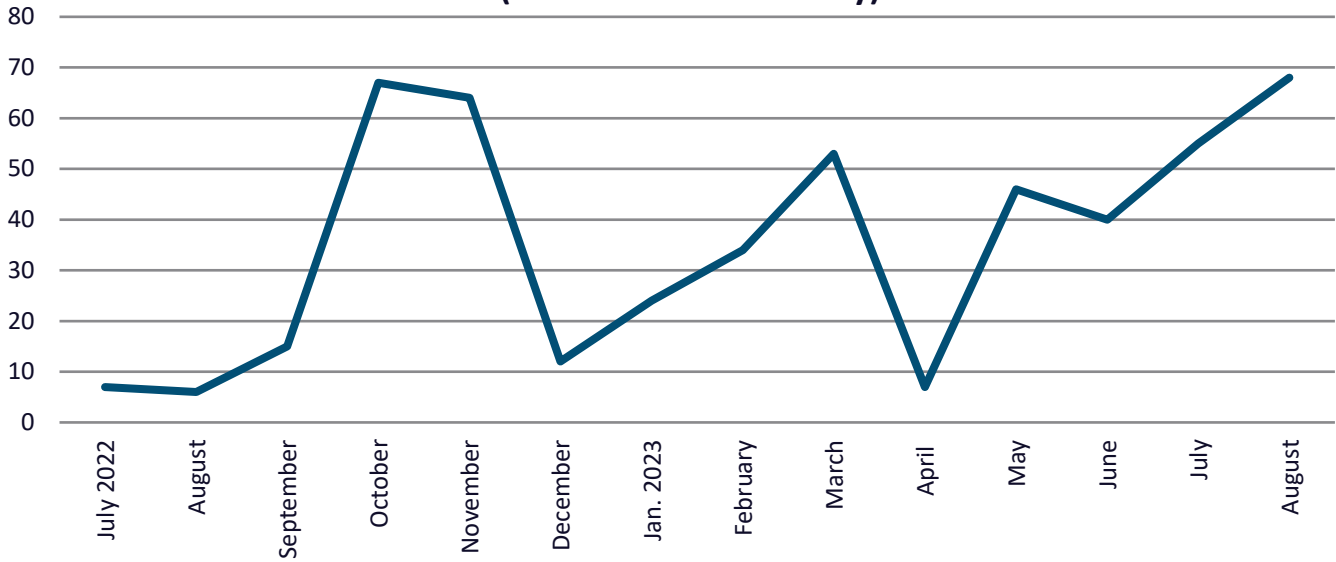
Finance



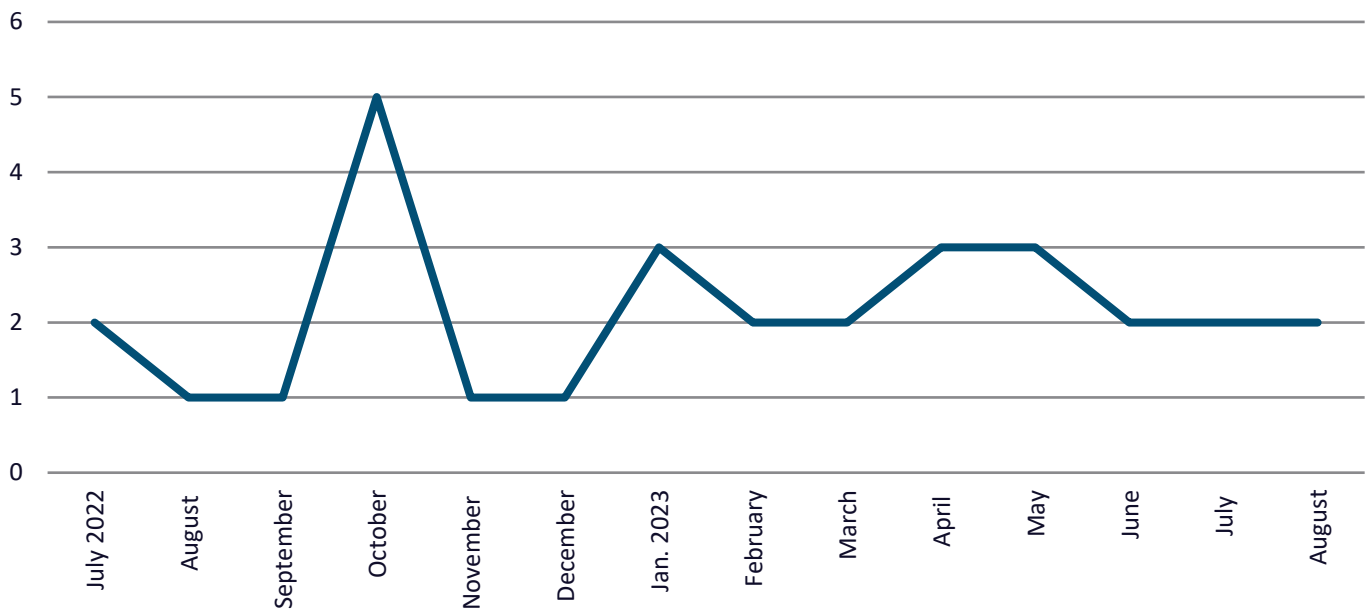


Planning & Development

SINGLE-FAMILY HOME BUILDING PERMITS ISSUED (New Construction Only)



COMMERCIAL BUILDING PERMITS ISSUED (New Construction Only)



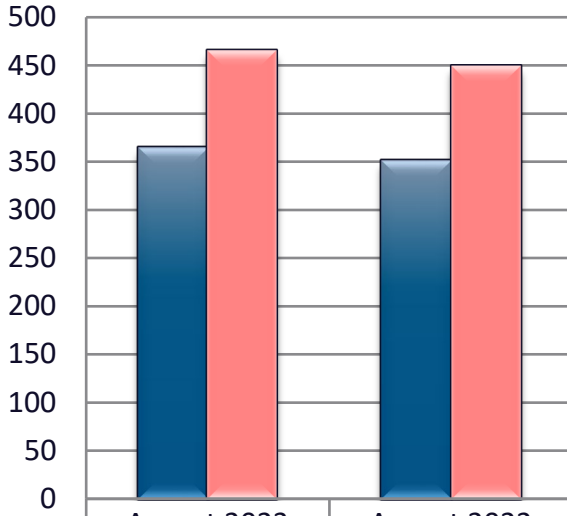


DAWSON COUNTY GOVERNMENT

FLASH REPORT

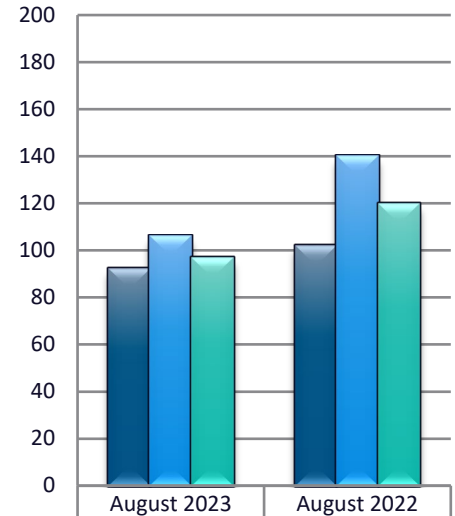
August 2023

EMS/FIRE CALLS FOR SERVICE



EMS	365	351
Fire	465	449

INMATE POPULATION

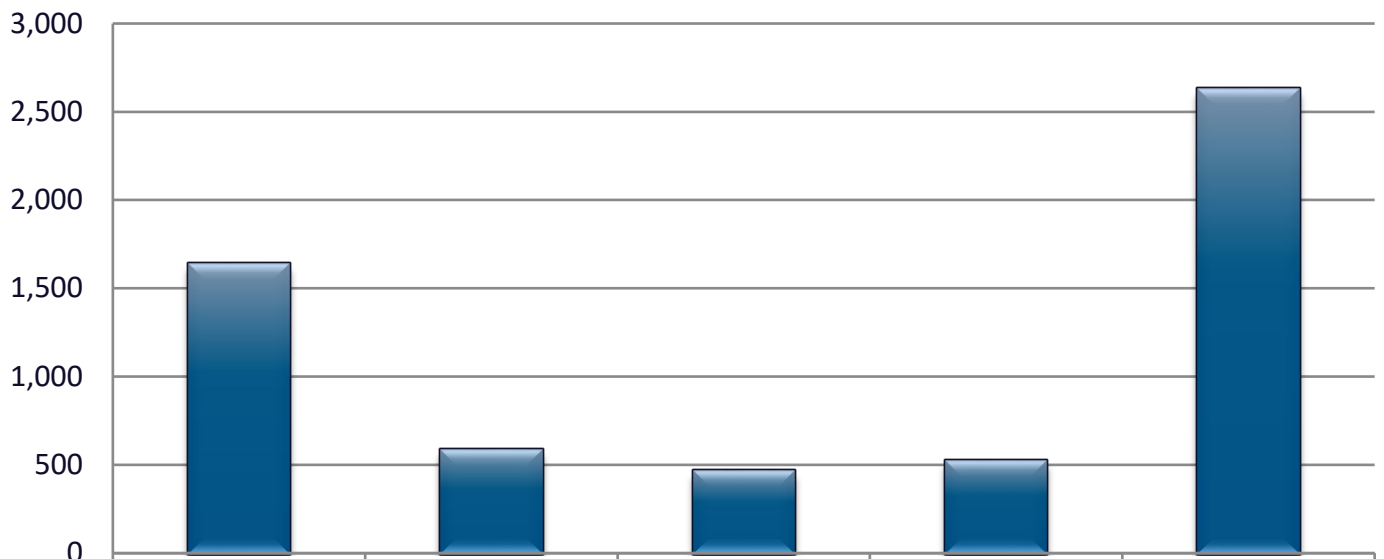


Lowest Daily Count	92	102
Highest Daily Count	106	140
Daily Average	97	120

*Max Capacity: 192

Elections

VOTER REGISTRATIONS PROCESSED BY MONTH



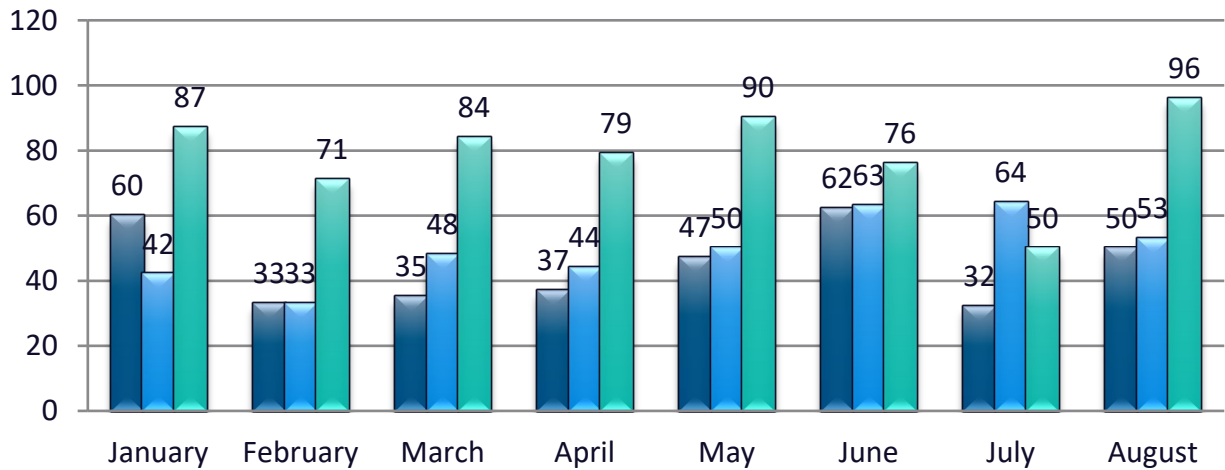
Reg	1,639	585	469	525	2,630
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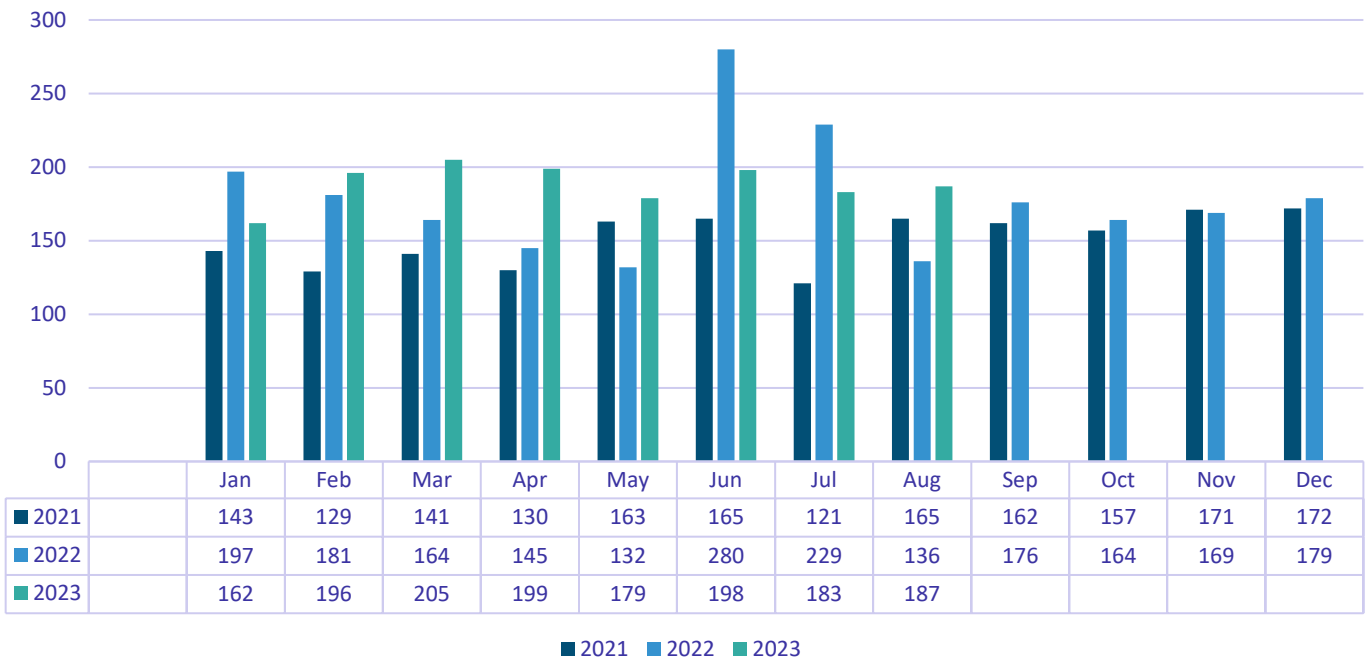
Service Requests by Department

2023 SERVICE REQUESTS RECEIVED

■ Roads ■ Facilities ■ Fleet



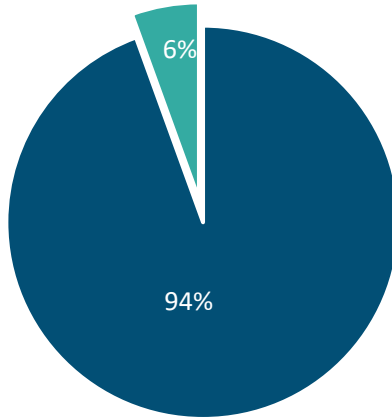
INFORMATION TECHNOLOGY WORK ORDERS RECEIVED





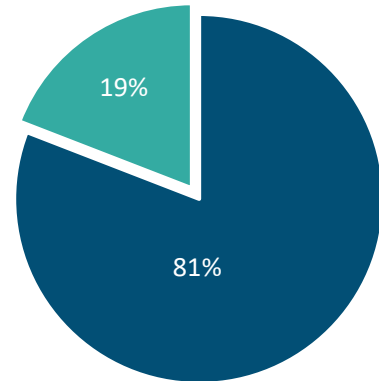
Human Resources

FULL-TIME VACANCY %



- Total FT Positions: 324
- FT Vacancies: 19

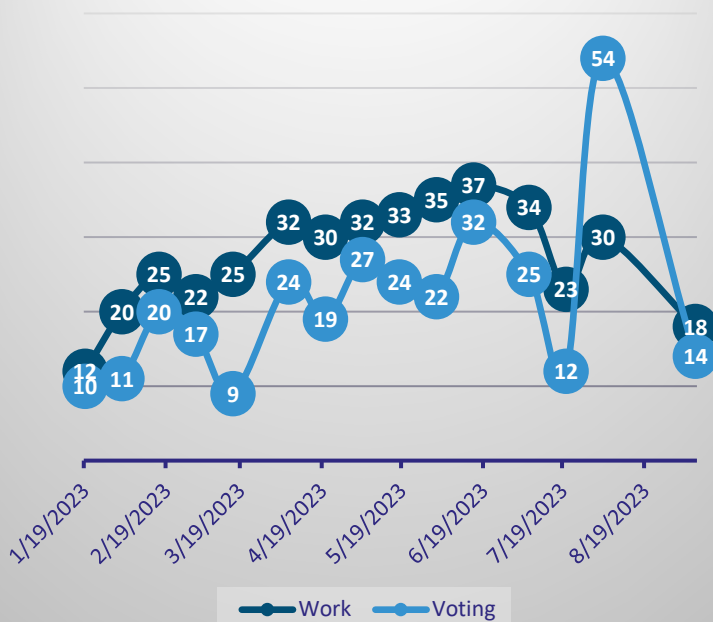
PART-TIME REGULAR VACANCY %



- Total PT-Reg Positions: 55
- PT-Reg Vacancies: 13

Public Relations

BOC



Facebook Followers

6,014 (previous month 5,886)



X Followers

693 (previous month 692)



Instagram Followers

116 (previous month 114)



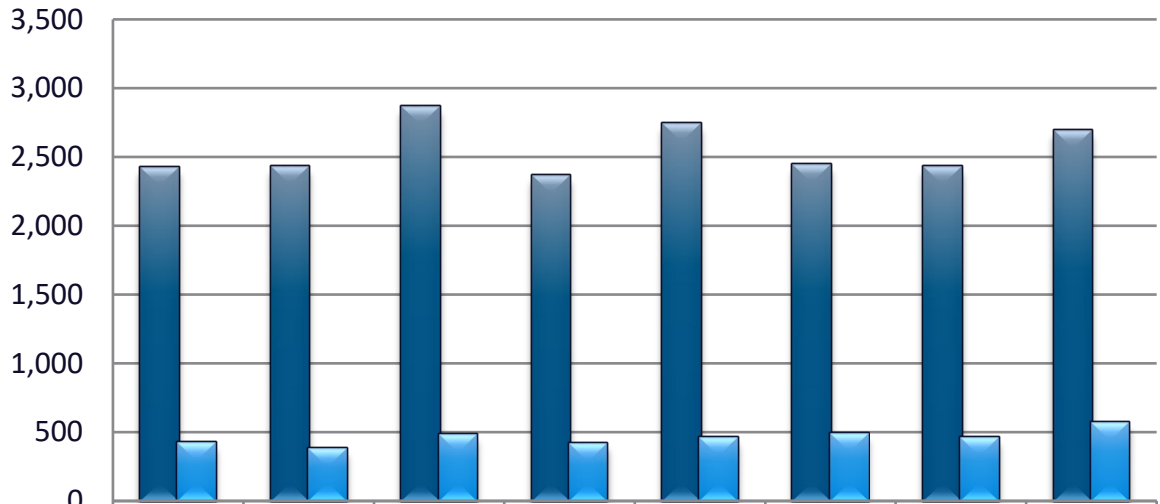
Website Visitors

16,558 (previous month 16,801)



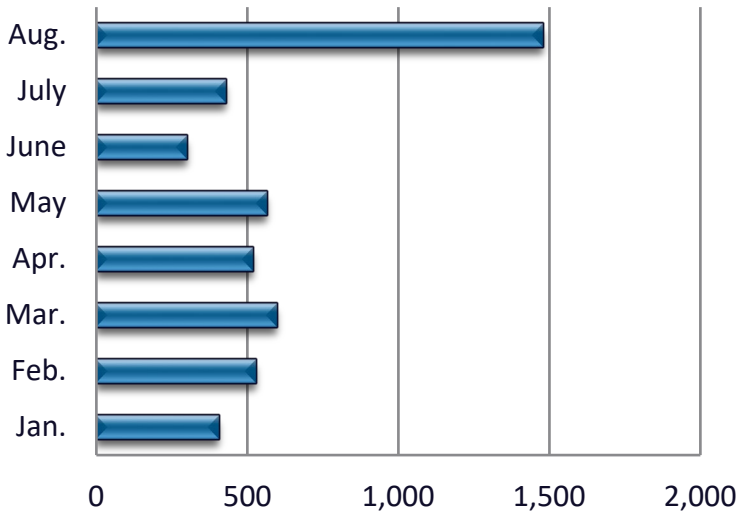
Senior Services

MEALS SERVED BY MONTH



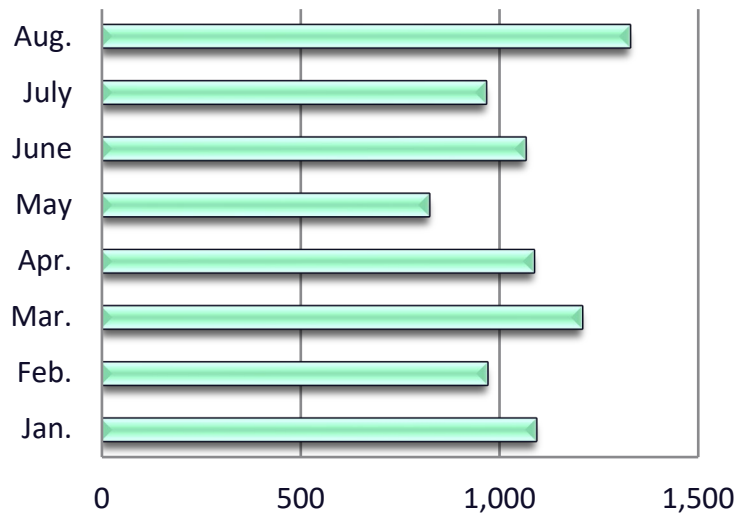
	January	February	March	April	May	June	July	August
Meals on Wheels	2,424	2,430	2,863	2,361	2,742	2,446	2,432	2,692
Meals Served Onsite	423	378	481	420	458	491	459	571

PHYSICAL ACTIVITY PARTICIPANTS



	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.
Part	403	528	597	516	562	297	428	1,477

TRANSIT - TOTAL TRIPS

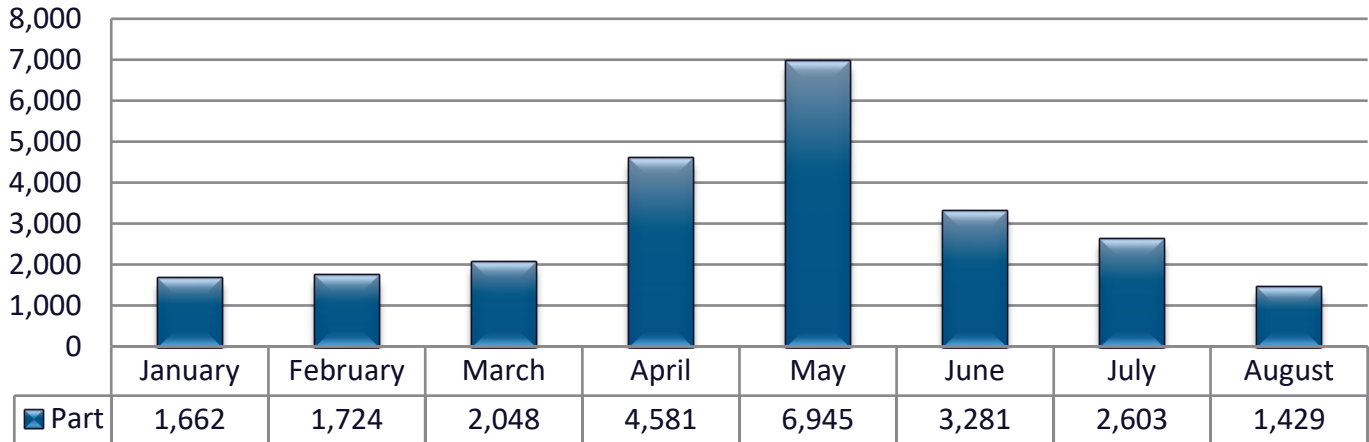


	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.
Trips	1,090	968	1,205	1,085	822	1,064	965	1,325

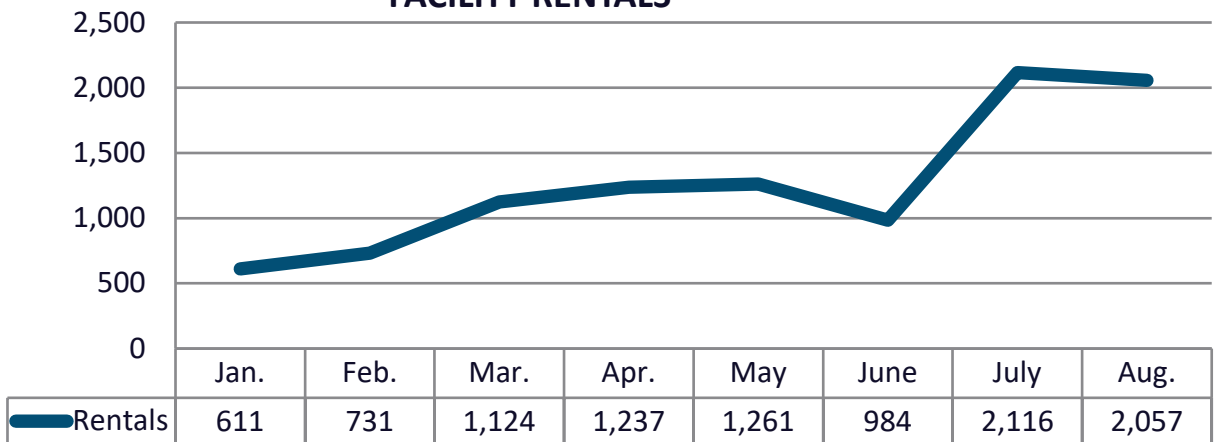


Parks & Recreation

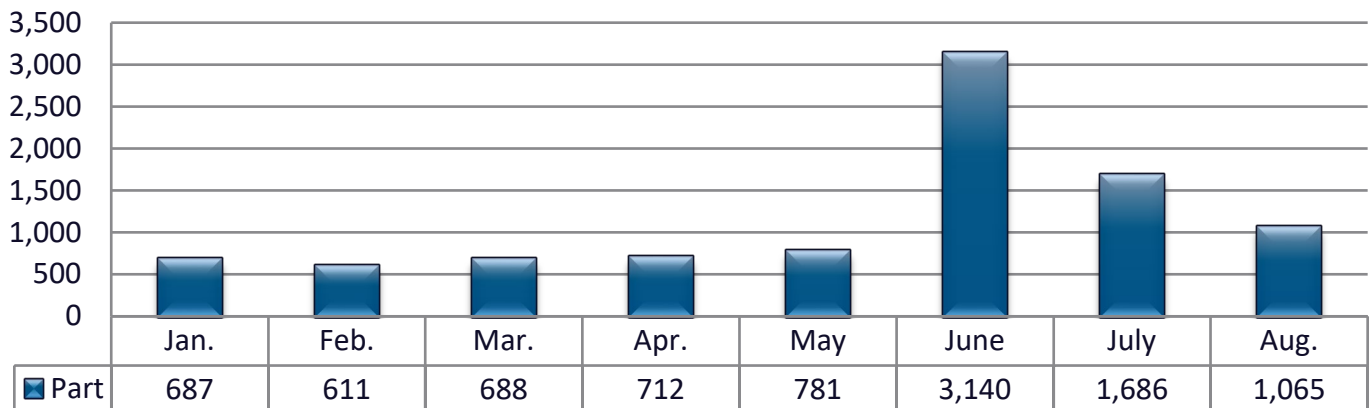
YOUTH SPORTS PARTICIPANTS BY MONTH



FACILITY RENTALS



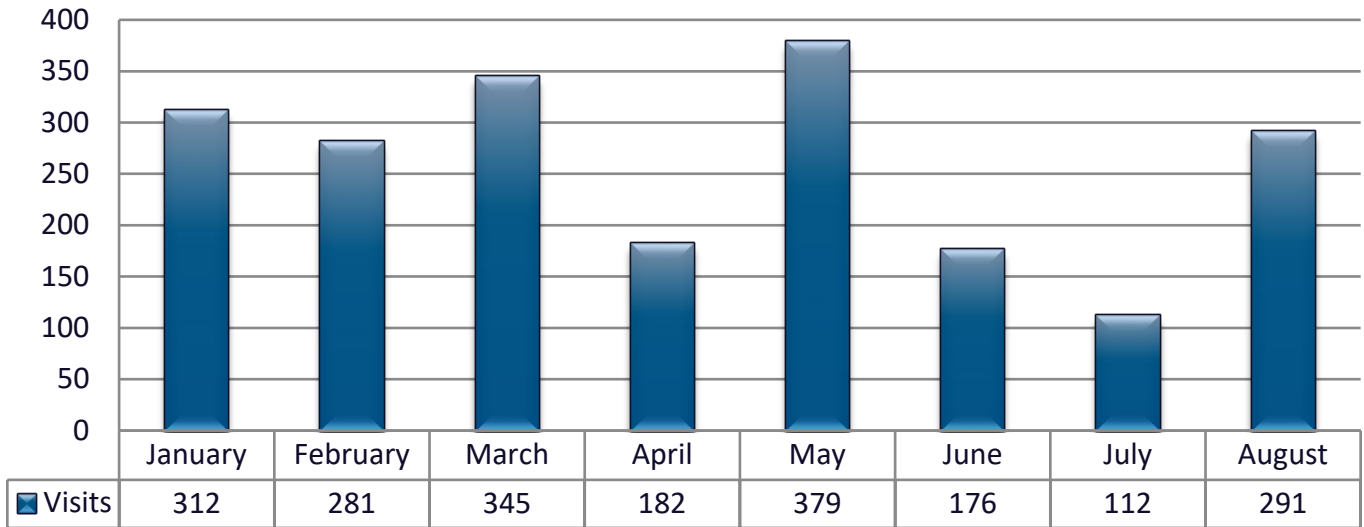
WELLNESS & SPECIALTY PROGRAM PARTICIPANTS (includes camps)





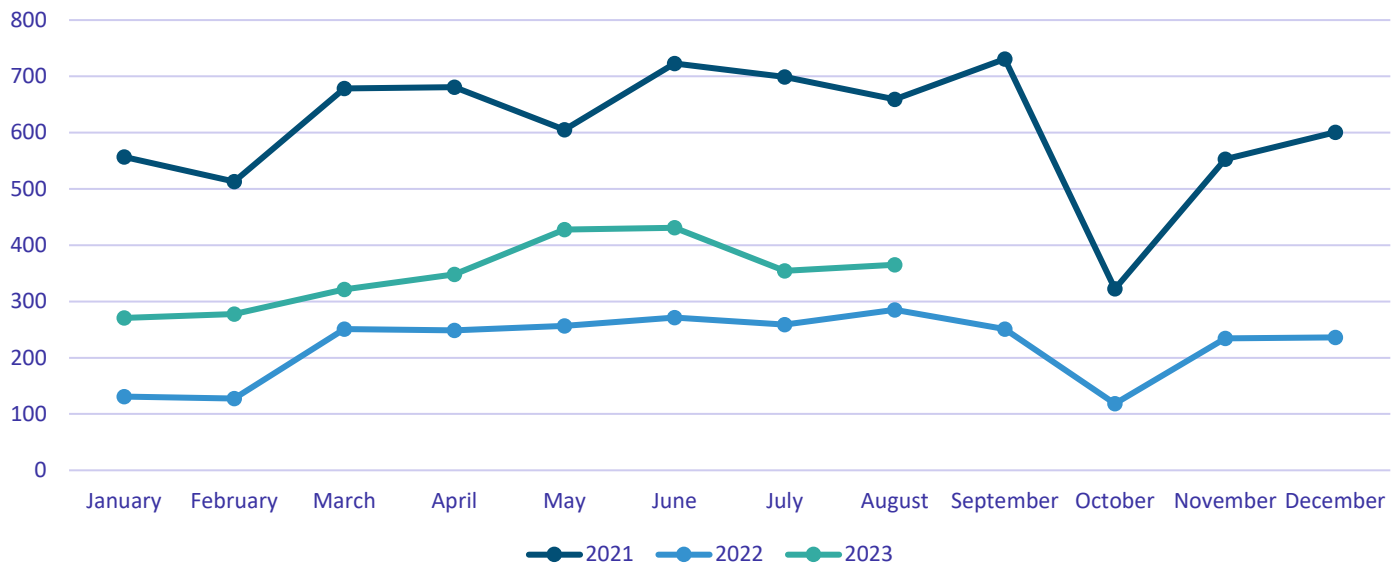
Marshal

TOTAL MONTHLY VISITS FOR CODE ENFORCEMENT AND ANIMAL CONTROL



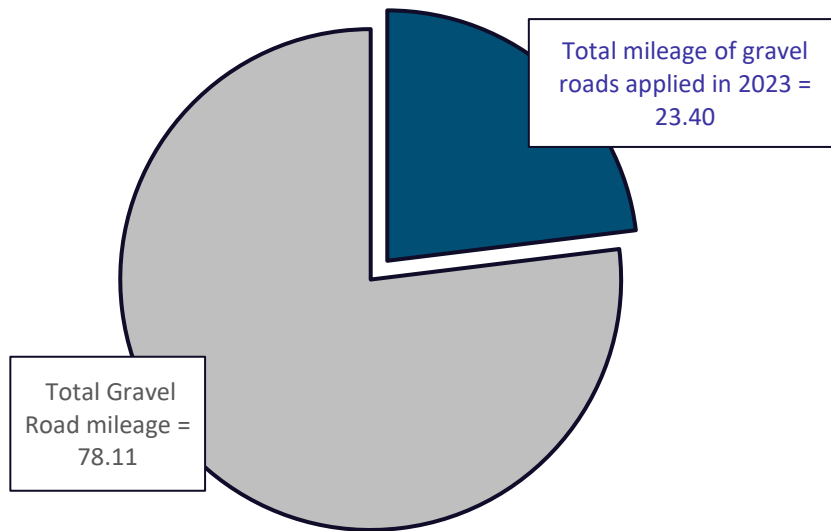
Public Works

TRANSFER STATION TONNAGE COLLECTION





Gravel Road Stabilization/Dust Control 2023



LOST and SPLOST Collections

Local Option Sales Tax (LOST) collections are up 17.1% for the same month in 2022 and up 2.7% for 2023 year to date (*without corrected distribution – up 3.8% for the same month in 2022 and up 0.6% for 2023 year to date*). Special Purpose Local Option Sales Tax (SPLOST) collections are up 20.0% for the same month in 2022. Total SPLOST VII collections (July 2021 to present) are \$27,124,015 (*without corrected distribution – up 5.9% for the same month in 2022*).

July collections received in August are as follows:

LOST	\$1,157,726
SPLOST	\$1,347,420
County	\$1,230,194
City	\$117,226

Items Approved by the County Manager or Chief Financial Officer Since Last Report

South Western Communications Inc.	Sheriff’s Office	Security System Upgrade	County- Requested Change Order	Purchase Order	\$64,563.50	Funding Source – Sheriff’s Office SPLOST VII Machinery / Equipment Funds
Mac Trailer Manufacturing	Transfer Station	Tipping Trailers	IFB	Purchase Order	\$155,144	Funding Source – Public Works SPLOST VI Machinery / Equipment Funds