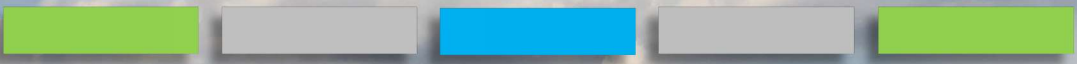


# Greater Dalton



## FY 2021 - 2024 Transportation Improvement Program



Prepared in Cooperation With:  
Whitfield County, Murray County, City of Dalton, City of Chatsworth, City of Cohutta,  
Town of Tunnel Hill, City of Varnell, Town of Eton, Georgia Department of Transportation,  
Federal Highway Administration, Federal Transit Administration



**Adopted: TBD**

**GDMPO Resolution No. 4-27-2021**

**A RESOLUTION**

A Resolution Approving the FY 2021-2024 Transportation Improvement Program (TIP) for the Dalton-Tunnel Hill-Varnell-Cohutta-Whitfield County and a portion of Murray County area, known as the Greater Dalton Metropolitan/ Urbanized Area.

WHEREAS, on May 1, 2002, the U.S. Bureau of Census designated Dalton, Georgia as an Urbanized Area which, in accordance with Title 23, Section 134 of the United States Code requires the Greater Dalton Urban Area to have a transportation planning process to be eligible for federal transportation funds; and

WHEREAS, Federal regulations described in 23CFR 450.324(a) states that the metropolitan transportation planning process shall include development of a Transportation Improvement Program (TIP) for the metropolitan planning area by the Metropolitan Planning Organization (MPO) in cooperation with the State; and

WHEREAS, prior to the designation of the Dalton Urbanized Area, Dalton and Whitfield County, Georgia received federal transportation funds in accordance with the State Transportation Improvement Program (STIP); and

WHEREAS, now a separate Transportation Improvement Program is required for the Greater Dalton Metropolitan Area; and

WHEREAS, the Greater Dalton Metropolitan Planning Organization (GDMPO), the designated MPO for the Greater Dalton and Murray County Urbanized Area, has worked with the Georgia Department of Transportation in the development of the TIP for the Dalton-Whitfield County Area, and

WHEREAS, in accordance with 23 CFR 450.316(a) and in accordance with the GDMPO Participation Plan, a draft FY 2021-2024 TIP will be available for public review/comment for 30 days on the Greater Dalton Metropolitan Planning Organization's Website;

NOW THEREFORE, BE IT RESOLVED that the Policy Committee of the GDMPO does hereby approve the FY 2021-2024 Transportation Improvement Program for the Greater Dalton Metropolitan Area.

**CERTIFICATION**

I hereby certify that the above is a true and correct copy of the Resolution adopted by the Policy Committee of the Greater Dalton Metropolitan Planning Organization at the meeting held on April 27, 2021.



Kent Benson, Chairman  
GDMPO Policy Committee

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# I. Greater Dalton MPO Committees

## Whitfield County, Georgia Greater Dalton Metropolitan Planning Organization

### Policy Committee

Name	Appointment	Company	Term Expiration
Kent Benson	Chairman	Engineer, Whitfield County	*No Committee Terms
Jevin Jensen	Member	Chair, Whitfield County Borad of Comm.	*Officers elected annually
Mark Gibson	Vice - Chairman	Administrator, Whitfield County	
Mike Brown	Member	Administrator, City of Varnell	
David Pennington	Member	Mayor, City of Dalton	Andrew Parker is Proxy
Ken Gowin	Member	Mayor, City of Tunnel Hill	
Radney Simpson	Member	Assistant State Planner, GDOT	Tom Caiafa votes in absence
Greg Hogan	Member	Murray County	
Ron Shinnick	Member	Mayor, City of Cohutta	
Jason Parker	Member	Administrator, City of Dalton	

**Contact:** Jacob Bearden

**Purpose:** The function of the Policy Committee is to review and approve all transportation plans and programs resulting from the D - W Urban Transportation Study and to ensure a continuing, comprehensive, and cooperative transportation planning process is maintained.

**Terms:** Officers should be reelected annually, but members can serve without term limits.

### Technical Coordinating Committee

Name	Appointment	Company	Term Expiration
Megan Elliot	Member	Project Manager, Dalton Public Works	*No Committee Terms
Tom Caiafa	Member	Planner, GDOT-Alternate PC/TCC Member	*Officers elected annually
Charlie Morrow	Member	Dalton Utilities	
Olivia Lewis	Member	FHWA	
Rick Holsomback	Member	Operations Director, Whitfield County Schools	
Rusty Lount	Member	Operations Director, Dalton City Schools	
DeWayne Hunt	Member	Director, Whitfield County Public Works	
Kimberly Grayson	Member	Transportation Planner, GDOT	
Joe Ciavarro	Member	District Planning & Programming Engineer	

**Contact:** Jacob Bearden

**Purpose:** The function of the Technical Coordinating Committee is to review and make recommendations regarding transportation plans, programs, and other special projects for the professional staff and Policy Committee of the MPO.

**Terms:** Officers should be reelected annually, but members can serve without term limits.

### Advisory Committee

Name	Appointment	Company	Term Expiration
Jean Garland	Member	Whitfield County Planning & Zoning Administration	*No Officers
Joseph Davidson	Member	Northwest Georgia Regional Commission	

### Staff

Name	Title	Company
Jacob Bearden	GDMPO Coordinator	Whitfield County

## **II. Greater Dalton Planning Area**

On May 1, 2002, the U.S. Bureau of Census designated Dalton, Georgia as a new urbanized area. On March 10, 2003 the Governor of Georgia designated the North Georgia Regional Development Center (NGRDC) as the MPO for Dalton and Whitfield County. The NGRDC (now recognized as the Northwest Georgia Regional Commission – NWGRC) managed the MPO until September 30, 2009, when the Governor re-designated Whitfield County as the agent to manage the Dalton and Whitfield County MPO, which was renamed the Greater Dalton MPO (GDMPO), to include Whitfield County, Murray County, and the Cities of Dalton, Tunnel Hill, Varnell, and Cohutta. On June 16, 2015, a memorandum of understanding was approved by Governor Nathan Deal designating the GDMPO as the planning body for the urbanized areas of Murray County. The new area will include the cities of Chatsworth and Eton. Whitfield County maintains technical and professional staff and is governed by a Board of Commissioners. On February 15, 2010, the GDMPO held its first Joint Policy Committee (PC) and Technical Coordinating Committee (TCC) meeting and formally established both of these committees to oversee the MPO 3-C planning process for the GDMPO. Figure 1 depicts the planning area.

## **III. The Planning Process**

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

## **IV. Transportation Improvement Program**

The Transportation Improvement Program (TIP) shows the federally required four-year capital improvement program, relating to the State Transportation Improvement Program (STIP), but exclusively for projects within the GDMPO planning area. This TIP covers a four-year period from FY 2021 (beginning July 1, 2020) to FY 2024 (ending June 30, 2024). The TIP is updated at least once every four years and amended as frequently as necessary. The GDMPO Technical Coordinating Committee (TCC) is responsible for reviewing the TIP and recommending it for adoption to the GDMPO Policy Committee. The other committee, the Advisory Committee, as well as the public, are also invited to review and comment on the proposed TIP. In addition, the federal legislation, Fixing America’s Surface Transportation (FAST) Act, requires that in the TIP development process, the MPO should consult with officials responsible for other types of planning activities that are affected by transportation in the area and governmental agencies and non-profit organizations that receive federal assistance from a source other than USDOT. GDMPO satisfies this requirement by inviting these agencies to participate in the TIP development process and by making the draft TIP available to them for review and comment. It should be understood that the TIP is a flexible program which may be modified in accordance with the procedures outlined in the adopted Participation Plan if priorities, area goals, or funding levels change.

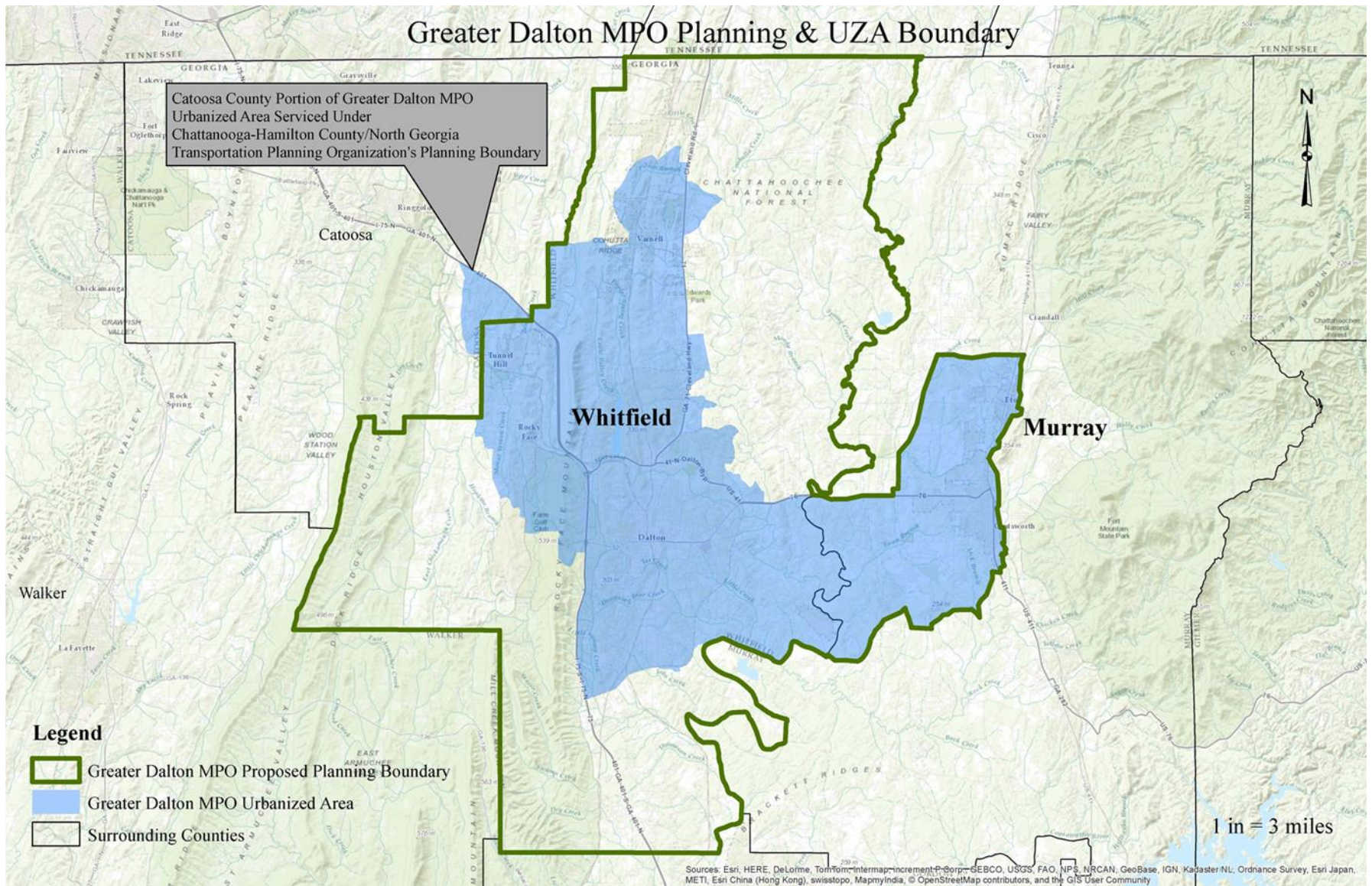


Figure 1: Greater Dalton MPO Planning Area

## **V. Fiscal Constraint**

Federal planning statutes require that the TIP must be financially constrained, which means that the estimated cost for all transportation improvements cannot exceed the amount of reasonably expected revenues projected from identified federal, state, and local funding sources. This requirement ensures that the TIP is based upon realistic assumptions and can be implemented.

## **VI. Public Participation**

The development of the TIP process involves an extensive public outreach effort to identify community issues, concerns, and priorities. A legal ad will be published in the Dalton Daily Citizen informing the public of the TIP. A 30-day public comment period will be conducted for review of the document. The draft TIP will be available for public review on the MPO website.

## **VII. FAST Act Planning Factors**

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

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

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

## **VIII. Statewide Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) Amendment Process**

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the Final Rule to revise the Statewide and Metropolitan Transportation Planning regulations incorporating changes from the MAP 21 Act. The revised regulations clearly define administrative modifications and amendments as actions to update plans and programs. 23 Code of Federal Regulations (CFR) Part 450.104 defines administrative modifications and amendments as follows:

### **A. Administrative Modification (AM)**

“A minor revision to a long-range statewide or metropolitan transportation plan (MTP), TIP or STIP that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. AM is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in non-attainment and maintenance areas).”

The following actions are eligible as AMs to the STIP/TIP/LRTP:

1. Revise a project description without changing the project scope, conflicting with the environmental document or changing the conformity finding in nonattainment and maintenance areas (less than 10% change in project termini). This change would not alter the original project intent.
2. Splitting or combining projects.
3. Federal funding category change.
4. Minor changes in expenditures for transit projects.
5. Roadway project phases may have a cost increase less than \$2,000,000 or 20% of the amount to be authorized.
6. Shifting projects within the 4-year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.
7. Projects may be funded from lump sum banks as long as they are consistent with category definitions.

AMs can be processed in accordance with these procedures provided:

1. It does not affect the air quality conformity determination.
2. It does not impact financial constraint.
3. It does not require public review and comment.

The AM process consists of a monthly list of notifications from the GDOT to all involved parties, with change summaries sent on a monthly basis to the FHWA and FTA by the GDOT. The GDOT will submit quarterly reports detailing projects drawn from each lump sum bank with remaining balance to the FHWA.



## **B. Amendment**

“A revision to a long-range statewide or MTP, TIP, or STIP that involves a major change to a project included in a MTP, TIP, or STIP, including the addition or deletion of a project or major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for MTPs and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.”

The following actions are eligible as Amendments to the STIP/TIP/MTP:

1. Addition or deletion of a project.
2. Addition or deletion of a phase of a project.
3. Roadway project phases that increase in cost over the thresholds described in the Administrative Modification section.
4. Addition of an annual TIP.
5. Major change to scope of work of an existing project. A major change would be any change that alters the original intent i.e. a change in the number of through lanes, a change in termini of more than 10 percent.
6. Shifting projects within the 4-year STIP which require re-demonstration of fiscal constraint or when the subsequent annual draft STIP was not submitted prior to September 30 (See Administrative Modification Item F.).

Amendments to the STIP/TIP/MTP will be developed in accordance with the provisions of 23 CFR Part 450. This requires public review and responses to all comments, either individually or in summary form. For amendments in MPO areas, the public review process should be carried out in accordance with the procedures outlined in the Participation Plan. The GDOT will assure the amendment process and public involvement procedures have been followed. Cost changes made to the second, third and fourth years of the STIP will be balanced during the STIP yearly update process. All amendments should be approved by FHWA and/or FTA.

## **C. Lump Sum Funding**

A portion of the STIP funding is set aside for eleven groups of projects that do not affect the capacity of the roadway. The Lump Sum projects program is intended to give the Department and MPO flexibility to address projects of an immediate need while fulfilling the requirements of the STIP. Funds are set up in lump sum banks to undertake projects that are developed after the STIP is approved. These lump sums banks, located in the statewide or “All” county section of the STIP, are listed in a number of funding types for each year for the Department’s convenience in managing and accounting for the funding. These Lump Sum Banks are shown in the TIP/STIP with the words “Lump Sum” in the *project description* and contain an amount of funding for each year. Funds are drawn from these lump sums during the year and individual projects are programmed. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are these eleven groups and information about them. Except for groups for

preliminary engineering and rights of way protective buying, the total available funds are shown as construction for easy accounting but preliminary engineering and rights-of-way may be drawn from this amount when needed in that category.

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

To provide the readers of the TIP/STIP with as much information as possible, individual projects to be funded from the Lump Sum Bank in the future may be shown in the TIP/STIP with a program year of 2015 and a preliminary estimated cost. These projects are also denoted with the words "Uses Lump Sum Bank PI # 000xxxx" in the lower left area of the project listing. To avoid double counting, these projects are not included in the county total at the end of the county.

**Group: Maintenance**

Criteria: existing system maintenance only

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

**Group: Safety**

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

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

**Group: Preliminary Engineering**

Criteria: planning, studies and management systems

This group is a single item

**Group: Roadway/Interchange Lighting**

Criteria: lighting

This group is a single item.

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

Criteria: purchase of parcel(s) of rights of way (RW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that have preliminary engineering (PE) underway or have a PE, RW or construction phase in

the STIP. For counties that are not in conformance for air quality the only qualifying projects are those that have a RW phase in the STIP. This group is a single item.

**Group: Transportation Enhancement**

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

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

This group has two funding types.

**Group: Safe Routes to Schools**

Criteria: To enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

This group has three items; Infrastructure & non-infrastructure & any project.

**Group: High Risk Rural Roads**

Criteria: States are required to identify these roadways (and expend the HRRR funds) according to the following definition: Any roadway functionally classified as a rural major or minor collector or a rural local road and:

1. On which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or
2. That will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadway."

**Group: Regional Traffic Signal Optimization**

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

1. Regional Traffic Operations Concepts
2. Micro-Regional Traffic Operations
3. Traffic Control Maintenance Contracts
4. Signal Timing
5. Identification of minor operational improvement projects to be submitted for Operational Projects under another Lump Sum category.

Projects will:

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

**Group: Low Impact Bridges**

**Criteria:** Candidates for this process will require minimal permits, minor utility impacts, minimal FEMA coordination, no on-site detour, and meet other low-impact characteristics as identified in this document. Projects that ultimately qualify for this expedited process also must not exceed established environmental impact thresholds and thus qualify as Categorical Exclusion (CE) determinations in compliance with the National Environmental Policy Act (NEPA). The Program has been created with three major principles in mind – safety, stewardship and streamlining.

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

**The following page lists Lump Sum Projects for the Greater Dalton MPO Area:**

**D. Greater Dalton MPO Authorized Projects**

**Dalton Project Cost Summary  
FY 2021 thru FY 2024**

<b>PI #</b>	<b>Year</b>	<b>Fund Code</b>	<b>Federal</b>	<b>State</b>	<b>Other</b>	<b>Total</b>
0013816	2021	41633	\$0	\$0	\$2,370,910	\$2,370,910
		<b>41633 Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,370,910</b>	<b>\$2,370,910</b>
T006093	2021	01214	\$0	\$266	\$0	\$266
		<b>01214 Totals:</b>	<b>\$0</b>	<b>\$266</b>	<b>\$0</b>	<b>\$266</b>
T006093	2021	212RA	\$2,127	\$0	\$0	\$2,127
		<b>212RA Totals:</b>	<b>\$2,127</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,127</b>
T006093	2021	452RA	\$0	\$0	\$266	\$266
		<b>452RA Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$266</b>	<b>\$266</b>
T006428	2021	5311	\$137,500	\$0	\$137,500	\$275,000
T006487	2021	5311	\$415,091	\$11,455	\$334,908	\$761,454
		<b>5311 Totals:</b>	<b>\$552,591</b>	<b>\$11,455</b>	<b>\$472,408</b>	<b>\$1,036,454</b>
<b>FY 2021 Totals:</b>			<b>\$554,719</b>	<b>\$11,721</b>	<b>\$2,843,584</b>	<b>\$3,410,023</b>
0017234	2022	Z231	\$468,000	\$117,000	\$0	\$585,000
		<b>Z231 Totals:</b>	<b>\$468,000</b>	<b>\$117,000</b>	<b>\$0</b>	<b>\$585,000</b>
0017233	2022	Z232	\$168,000	\$42,000	\$0	\$210,000
		<b>Z232 Totals:</b>	<b>\$168,000</b>	<b>\$42,000</b>	<b>\$0</b>	<b>\$210,000</b>
T006872	2022	5303	\$59,089	\$7,386	\$7,386	\$73,861
		<b>5303 Totals:</b>	<b>\$59,089</b>	<b>\$7,386</b>	<b>\$7,386</b>	<b>\$73,861</b>
T006841	2022	5307	\$1,090,286	\$0	\$1,090,286	\$2,180,572
		<b>5307 Totals:</b>	<b>\$1,090,286</b>	<b>\$0</b>	<b>\$1,090,286</b>	<b>\$2,180,572</b>
T007145	2022	5311	\$234,087	\$2,990	\$213,158	\$450,234
T007198	2022	5311	\$415,091	\$11,455	\$334,908	\$761,454
		<b>5311 Totals:</b>	<b>\$649,178</b>	<b>\$14,445</b>	<b>\$548,065</b>	<b>\$1,211,688</b>
<b>FY 2022 Totals:</b>			<b>\$2,434,553</b>	<b>\$180,831</b>	<b>\$1,645,737</b>	<b>\$4,261,121</b>
T006873	2023	5303	\$59,089	\$7,386	\$7,386	\$73,861
		<b>5303 Totals:</b>	<b>\$59,089</b>	<b>\$7,386</b>	<b>\$7,386</b>	<b>\$73,861</b>

PI #	Year	Fund Code	Federal	State	Other	Total
T006842	2023	5307	\$1,090,286	\$0	\$1,090,286	\$2,180,572
		<b>5307 Totals:</b>	<b>\$1,090,286</b>	<b>\$0</b>	<b>\$1,090,286</b>	<b>\$2,180,572</b>
T007227	2023	5311	\$220,000	\$0	\$55,000	\$275,000
T007280	2023	5311	\$415,091	\$11,455	\$334,908	\$761,454
		<b>5311 Totals:</b>	<b>\$635,091</b>	<b>\$11,455</b>	<b>\$389,908</b>	<b>\$1,036,454</b>
<b>FY 2023 Totals:</b>			<b>\$1,784,466</b>	<b>\$18,841</b>	<b>\$1,487,580</b>	<b>\$3,290,887</b>
0017234	2024	Z231	\$180,000	\$45,000	\$0	\$225,000
		<b>Z231 Totals:</b>	<b>\$180,000</b>	<b>\$45,000</b>	<b>\$0</b>	<b>\$225,000</b>
0017233	2024	Z232	\$78,400	\$19,600	\$0	\$98,000
		<b>Z232 Totals:</b>	<b>\$78,400</b>	<b>\$19,600</b>	<b>\$0</b>	<b>\$98,000</b>
T007075	2024	5303	\$56,855	\$7,107	\$7,107	\$71,069
		<b>5303 Totals:</b>	<b>\$56,855</b>	<b>\$7,107</b>	<b>\$7,107</b>	<b>\$71,069</b>
T007054	2024	5307	\$1,090,286	\$0	\$1,090,286	\$2,180,572
		<b>5307 Totals:</b>	<b>\$1,090,286</b>	<b>\$0</b>	<b>\$1,090,286</b>	<b>\$2,180,572</b>
T007310	2024	5311	\$220,000	\$0	\$55,000	\$275,000
T007364	2024	5311	\$415,091	\$11,455	\$334,908	\$761,454
		<b>5311 Totals:</b>	<b>\$635,091</b>	<b>\$11,455</b>	<b>\$389,908</b>	<b>\$1,036,454</b>
<b>FY 2024 Totals:</b>			<b>\$2,040,632</b>	<b>\$83,162</b>	<b>\$1,487,301</b>	<b>\$3,611,095</b>
<b>Dalton Totals:</b>			<b>\$6,814,371</b>	<b>\$294,554</b>	<b>\$7,464,201</b>	<b>\$14,573,126</b>

E. 5311 Operating/Capital Assistance

**5311 Operating Assistance for:**  
 Non-Urbanized Area Transit - Whitfield County  
 GDOT District 6 - Congressional District 14

Operating Assistance			
Period	Federal	Local	Operating Annual Total
FY 2021	\$ 375,600.29	\$ 375,600.29	\$ 751,200.58
FY 2022	\$ 392,001.00	\$ 392,001.00	\$ 784,002.00
FY 2023	\$ 392,001.00	\$ 392,001.00	\$ 784,002.00
FY 2024	\$ 392,001.00	\$ 392,001.00	\$ 784,002.00
<b>Grand Total</b>	<b>\$ 1,551,603.29</b>	<b>\$ 1,551,603.29</b>	<b>\$ 3,103,206.58</b>

**5311 Capital Assistance for:**  
 Non-Urbanized Area Transit - Whitfield County

Capital Assistance					
Period	Federal	State	Local	Capital Annual Total	Capital Items To Be Purchased
FY 2021	\$ 78,356.67	\$ 9,794.58	\$ 9,794.58	\$ 97,945.83	One Replacement Buses W/ Lift
FY 2022	\$ -	\$ -	\$ -	\$ -	
FY 2023	\$ -	\$ -	\$ -	\$ -	
FY 2024	\$ -	\$ -	\$ -	\$ -	
<b>Grand Total</b>	<b>\$ 78,356.67</b>	<b>\$ 9,794.58</b>	<b>\$ 9,794.58</b>	<b>\$ 97,945.83</b>	

## F. Funding Codes

<b>Program Codes for Apportioned Programs Under the FAST Act</b>	
<b>Fast Act Program Code</b>	<b>Description</b>
Z001	National Highway Performance Program (NHPP)
Z002	NHPP Exempt
Z240	Surface Transportation Block Grant (STBG) Program Flex
Z230	STBG Program - Urbanized Areas With Population Over 200K
Z231	STBG Program - Areas with Population Over 5K to 200K
Z232	STBG Program - Areas with Population 5K and Under
Z233	STBG Program Off-System Bridge
Z234	Special Rule for Areas of Less Than 5,000 Population
Z300	Transportation Alternatives (Section 133(h)) Flex
Z301	Transportation Alternatives (Section 133(h)) - Urbanized Areas With Population Over 200K
Z302	Transportation Alternatives (Section 133(h)) - Areas with Population Over 5K to 200K
Z303	Transportation Alternatives (Section 133(h)) - Areas with Population 5K and Under
Z304	Transportation Alternatives (Section 133(h)) - Areas > 200k STBG Program Eligibilities
Z940	Recreational Trails Program (RTP)
Z941	Return of 1% for RTP Administration
ZR10	State RTP Administration
ZR20	RTP Educational Programs
ZT30	Highway Use Tax Evasion Projects
Z290	On-the-Job Training
ZW10	Denali Access System
Z500	Border State Infrastructure
ZS30	Highway Safety Improvement Program (HSIP)
ZS60	High Risk Rural Roads Special Rule
ZS40	Railway-Highway - Hazard Elimination
ZS50	Railway-Highway - Protective Devices
Z400	Congestion Mitigation & Air Quality Improvement (CMAQ)
Z003	Projects to Reduce PM 2.5 Emissions
Z401	CMAQ Flexible Funding
Z450	Metropolitan Planning Program
Z460	National Highway Freight Program (NHFP)
Z470	Freight Intermodal & Rail Projects
Z550	State Planning and Research (SPR)
Z560	Research, Development, and Technology Transfer (RD&T)
ZS31	Section 154 Penalties - Use for HSIP Activities
ZS32	Section 164 Penalties - Use for HSIP Activities
Z030	Redistribution of Certain Authorized Funds



G. Dalton Project Cost Detail

**Dalton Project Cost Detail**

**FY 2021 thru FY 2024**

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
0013816		SR 201 @ TANYARD CREEK	Bridges	2021	CST	41633	\$0	\$0	\$2,325,910	\$2,325,910
0013816		SR 201 @ TANYARD CREEK	Bridges	2021	UTL	41633	\$0	\$0	\$45,000	\$45,000
T006093		FY 2021-NORTHWEST GEORGIA RC-SEC.5304-PLANNING	MPO/Region Transit	2021	441A2	01214	\$0	\$266	\$0	\$266
T006093		FY 2021-NORTHWEST GEORGIA RC-SEC.5304-PLANNING	MPO/Region Transit	2021	441A2	212RA	\$2,127	\$0	\$0	\$2,127
T006093		FY 2021-NORTHWEST GEORGIA RC-SEC.5304-PLANNING	MPO/Region Transit	2021	441A2	452RA	\$0	\$0	\$266	\$266
T006428		FY 2021-NGCA/MATS-SEC. 5311.CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2021	TOPR	5311	\$137,500	\$0	\$137,500	\$275,000
T006487		FY 2021-WHITFIELD COUNTY-SEC.5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2021	TOPR	5311	\$415,091	\$11,455	\$334,908	\$761,454
<b><i>FY 2021 Totals:</i></b>							<b><i>\$554,719</i></b>	<b><i>\$11,721</i></b>	<b><i>\$2,843,584</i></b>	<b><i>\$3,410,023</i></b>
0017233		SR 2 @ CONASAUGA RIVER & @ CONASAUGA RIVER OVERFLOW	Bridges	2022	PE	Z232	\$168,000	\$42,000	\$0	\$210,000
0017234		SR 225 @ PINHOOK CREEK	Bridges	2022	PE	Z231	\$468,000	\$117,000	\$0	\$585,000
T006841		FY 2022-DALTON-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2022	TOPR	5307	\$1,090,286	\$0	\$1,090,286	\$2,180,572
T006872		FY 2022-DALTON MPO-SEC. 5303-PLANNING	MPO/Region Transit	2022	TPLN	5303	\$59,089	\$7,386	\$7,386	\$73,861

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
T007145		FY 2022-NGCA/MATS-SEC. 5311.CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2022	TCAP	5311	\$234,087	\$2,990	\$213,158	\$450,234
T007198		FY 2022-WHITFIELD COUNTY-SEC.5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2022	TCAP	5311	\$415,091	\$11,455	\$334,908	\$761,454
<b>FY 2022 Totals:</b>							<b>\$2,434,553</b>	<b>\$180,831</b>	<b>\$1,645,737</b>	<b>\$4,261,121</b>
T006842		FY 2023-DALTON-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2023	TOPR	5307	\$1,090,286	\$0	\$1,090,286	\$2,180,572
T006873		FY 2023-DALTON MPO-SEC. 5303-PLANNING	MPO/Region Transit	2023	TPLN	5303	\$59,089	\$7,386	\$7,386	\$73,861
T007227		FY 2023-NGCA/MATS-SEC. 5311.CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2023	TCAP	5311	\$220,000	\$0	\$55,000	\$275,000
T007280		FY 2023-WHITFIELD COUNTY-SEC.5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2023	TCAP	5311	\$415,091	\$11,455	\$334,908	\$761,454
<b>FY 2023 Totals:</b>							<b>\$1,784,466</b>	<b>\$18,841</b>	<b>\$1,487,580</b>	<b>\$3,290,887</b>
0017233		SR 2 @ CONASAUGA RIVER & @ CONASAUGA RIVER OVERFLOW	Bridges	2024	ROW	Z232	\$78,400	\$19,600	\$0	\$98,000
0017234		SR 225 @ PINHOOK CREEK	Bridges	2024	ROW	Z231	\$180,000	\$45,000	\$0	\$225,000
T007054		FY 2024-DALTON-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2024	TOPR	5307	\$1,090,286	\$0	\$1,090,286	\$2,180,572
T007075		FY 2024-DALTON MPO-SEC. 5303-PLANNING	MPO/Region Transit	2024	TPLN	5303	\$56,855	\$7,107	\$7,107	\$71,069
T007310		FY 2024-NGCA/MATS-SEC. 5311.CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2024	TCAP	5311	\$220,000	\$0	\$55,000	\$275,000

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
T007364		FY 2024-WHITFIELD COUNTY-SEC.5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2024	TCAP	5311	\$415,091	\$11,455	\$334,908	\$761,454
<b><i>FY 2024 Totals:</i></b>							<b><i>\$2,040,632</i></b>	<b><i>\$83,162</i></b>	<b><i>\$1,487,301</i></b>	<b><i>\$3,611,095</i></b>
<b><i>Dalton Totals:</i></b>							<b><i>\$6,814,371</i></b>	<b><i>\$294,554</i></b>	<b><i>\$7,464,201</i></b>	<b><i>\$14,573,126</i></b>

## H. Project Description Sheets

<b>Project Name:</b> Bridge Replacement – State Route 2 @ Conasauga River	<b>GDMPO #:</b> GD-TBD	<b>GDOT #:</b> PI #0017233
<b>Local Road Name:</b> State Route 2	<b>County:</b> Whitfield/Murray County	<b>City:</b> N/A
<b>U.S./State Road Name:</b> State Route 2	<b>GDOT District:</b> District 6	<b>Congr. District:</b> 14 <sup>th</sup> District

<b>Project Description:</b> Construction of a new bridge, on State Route 2, to span across Conasauga River at the Whitfield-Murray County line.			
<b>Improvement Type:</b> New Bridge	<b>Regionally Significant:</b> Yes	<b>Capacity Adding:</b> No	<b>Funding Source:</b> Federal/State
<b>Project Intent:</b> To improve the safety.			

<b>Project Termini:</b> <b>Start/Finish:</b> Project to enter preliminary engineering.	<b>Length (miles):</b>	
	<b>Existing Lanes:</b>	<b>Future Lanes:</b>
<b>Bike/Pedestrian Route:</b> No existing bike/pedestrian routes exist in the area.	<b>Existing Volume:</b>	<b>Design Volume:</b>
<b>Connectivity:</b> State Route 2 between two adjacent counties.		
<b>MTP Project Tier:</b> N/A	<b>Open to Traffic:</b> TBD	

Status	Phase	Source	Local	State	Federal	Other	Total
2022	Preliminary Engineering	Z232	\$0.00	\$42,000.00	\$168,000.00	\$0.00	\$210,000.00
2024	Right-of-Way	Z232	\$0.00	\$19,600.00	\$78,400.00	\$0.00	\$98,000.00
TBD	Utility	State Bridge Bond	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TBD	Construction	State Bridge Bond	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		<b>Total:</b>	<b>\$0.00</b>	<b>\$61,600.00</b>	<b>\$246,400.00</b>	<b>\$0.00</b>	<b>\$308,000.00</b>

Link to Project Location: [Bridge Replacement - State Route 2 @ Conasauga River](#)

<b>Project Name:</b> Bridge Replacement – State Route 201 @ Tanyard Creek	<b>GDMPO #:</b> GD-TBD	<b>GDOT #:</b> PI #0013816
<b>Local Road Name:</b> Tunnel Hill Varnell Road	<b>County:</b> Whitfield County	<b>City:</b> Tunnel Hill
<b>U.S./State Road Name:</b> State Route 201	<b>GDOT District:</b> District 6	<b>Congr. District:</b> 14 <sup>th</sup> District

<b>Project Description:</b> Construction of a new bridge, on State Route 201, to span across Tanyard Creek in Tunnel Hill. The bridge will replace two deteriorating corrugated metal pipes.			
<b>Improvement Type:</b> New Bridge	<b>Regionally Significant:</b> Yes	<b>Capacity Adding:</b> No	<b>Funding Source:</b> Federal/State
<b>Project Intent:</b> To improve the safety rating at the stream crossing to avoid a weight capacity reduction.			

<b>Project Termini:</b> <b>Start/Finish:</b> Approximately 0.4 Miles with the bridge being the center point.	<b>Length (miles):</b> 0.4 Miles	<b>Existing Lanes:</b> 2 Lanes	<b>Future Lanes:</b> 2 Lanes
<b>Bike/Pedestrian Route:</b> No existing bike/pedestrian routes exist in the area.	<b>Existing Volume:</b>	<b>Design Volume:</b>	
<b>Connectivity:</b> I-75 Exit 345 to US Highway 41 along State Route 201.			
<b>MTP Project Tier:</b> Short-Range	<b>Open to Traffic:</b> 2021		

Status	Phase	Source	Local	State	Federal	Other	Total
Complete	Preliminary Engineering	M231	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Complete	Right-of-Way	Z231	\$0.00	\$50,000.00	\$200,000.00	\$0.00	\$250,000.00
Auth. 2021	Utility	State Bridge Bond	\$0.00	\$0.00	\$45,000.00	\$0.00	\$45,000.00
Auth. 2021	Construction	State Bridge Bond	\$0.00	\$0.00	\$0.00	\$2,325,910.00	\$2,325,910.00
<b>Total:</b>			<b>\$0.00</b>	<b>\$50,000.00</b>	<b>\$245,000.00</b>	<b>\$2,325,910.00</b>	<b>\$2,620,910.00</b>

Link to Project Location: [Bridge Replacement - State Route 201 @ Tanyard Creek](#)

<b>Project Name:</b> Bridge Replacement – State Route 225 @ Pinhook Creek	<b>GDMPO #:</b> GD-TBD	<b>GDOT #:</b> PI #0017234
<b>Local Road Name:</b> State Route 225	<b>County:</b> Murray County	<b>City:</b> N/A
<b>U.S./State Road Name:</b> State Route 225	<b>GDOT District:</b> District 6	<b>Congr. District:</b> 14 <sup>th</sup> District

<b>Project Description:</b> Construction of a new bridge, on State Route 225, to span across Pinhook Creek in Murray County.			
<b>Improvement Type:</b> New Bridge	<b>Regionally Significant:</b> Yes	<b>Capacity Adding:</b> No	<b>Funding Source:</b> Federal/State
<b>Project Intent:</b> To improve the safety.			

<b>Project Termini:</b> <b>Start/Finish:</b> Project to enter preliminary engineering.	<b>Length (miles):</b>	
	<b>Existing Lanes:</b>	<b>Future Lanes:</b>
<b>Bike/Pedestrian Route:</b> No existing bike/pedestrian routes exist in the area.	<b>Existing Volume:</b>	<b>Design Volume:</b>
<b>Connectivity:</b> State Route 225 North.		
<b>MTP Project Tier:</b> N/A	<b>Open to Traffic:</b> TBD	

Status	Phase	Source	Local	State	Federal	Other	Total
2022	Preliminary Engineering	Z231	\$0.00	\$117,000.00	\$468,000.00	\$0.00	\$585,000.00
2024	Right-of-Way	Z232	\$0.00	\$45,000.00	\$180,000.00	\$0.00	\$225,000.00
TBD	Utility	State Bridge Bond	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TBD	Construction	State Bridge Bond	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	<b>Total:</b>		<b>\$0.00</b>	<b>\$162,000.00</b>	<b>\$648,000.00</b>	<b>\$0.00</b>	<b>\$810,000.00</b>

Link to Project Location: [Bridge Replacement - State Route 225 @ Pinhook Creek](#)

**I. Greater Dalton MPO Expected Highway STIP Funds**

<b>Funding Source</b>	<b>Funding Code</b>	<b>Lump Sum Description</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>TOTAL</b>
STBG	Z231		\$ -	\$ 585,000	\$ -	\$ 225,000	\$ 810,000
STBG	Z232		\$ -	\$ 210,000	\$ -	\$ 98,000	\$ 308,000
Bond	41633		\$ 2,370,910	\$ -	\$ -	\$ -	\$ 2,370,910
Transit	01214		\$ 266	\$ -	\$ -	\$ -	\$ 266
Transit	212RA		\$ 2,127	\$ -	\$ -	\$ -	\$ 2,127
Transit	452RA		\$ 266	\$ -	\$ -	\$ -	\$ 266
Transit	5303		\$ -	\$ 73,861	\$ 73,861	\$ 71,069	\$ 218,791
Transit	5307		\$ -	\$ 2,180,572	\$ 2,180,572	\$ 2,180,572	\$ 6,541,716
Transit	5311		\$ 1,036,454	\$ 1,211,688	\$ 1,036,454	\$ 1,036,454	\$ 4,321,050
Enhance	L220	ENHANCEMENT	\$ 77,000	\$ -	\$ -	\$ -	\$ 77,000
NHPP	Z001	INTERSTATE BRIDGE MAINT/PAINTING	\$ 176,000	\$ 176,000	\$ 176,000	\$ 176,000	\$ 704,000
NHPP	Z001	LIGHTING	\$ 9,000	\$ 9,000	\$ 9,000	\$ 9,000	\$ 36,000
NHPP/STBG	Various	ROAD MAINTENANCE	\$ 2,024,000	\$ 2,024,000	\$ 2,024,000	\$ 2,024,000	\$ 8,096,000
STBG	Z240	OPERATIONS	\$ 106,000	\$ 106,000	\$ 106,000	\$ 106,000	\$ 424,000
STBG	Z240	BRIDGE MAINT/PAINTING	\$ 88,000	\$ 88,000	\$ 88,000	\$ 88,000	\$ 352,000
STBG	Z240	LOW IMPACT BRIDGES	\$ 185,000	\$ 185,000	\$ 185,000	\$ 185,000	\$ 740,000
STBG	Z240	TRAF CONTROL DEVICES	\$ 264,000	\$ 264,000	\$ 264,000	\$ 264,000	\$ 1,056,000
STBG	Z240	RW PROTECTIVE BUY	\$ 13,000	\$ 13,000	\$ 13,000	\$ 13,000	\$ 52,000
STBG	Z240	WETLAND MITIGATION	\$ 11,000	\$ 11,000	\$ 11,000	\$ 11,000	\$ 44,000
STBG	Z240	FREIGHT OPERATIONS	\$ -	\$ 44,000	\$ 88,000	\$ 88,000	\$ 220,000
STBG	Z240	RURAL DEVELOPMENT	\$ -	\$ 44,000	\$ 88,000	\$ 88,000	\$ 220,000
HSIP	ZS30	SAFETY	\$ 880,000	\$ 880,000	\$ 880,000	\$ 880,000	\$ 3,520,000
HSIP	ZS40	RRX HAZARD ELIM	\$ 55,000	\$ 55,000	\$ 55,000	\$ 55,000	\$ 220,000
HSIP	ZS50	RRX PROTECTION DEV	\$ 46,000	\$ 46,000	\$ 46,000	\$ 46,000	\$ 184,000
<b>TOTAL</b>			<b>\$ 7,344,023</b>	<b>\$ 8,206,121</b>	<b>\$ 7,323,887</b>	<b>\$ 7,644,095</b>	<b>\$ 30,518,126</b>

**APPENDIX I. Greater Dalton MPO Self – Certification Form**



**CERTIFICATION  
OF THE  
GREATER DALTON METROPOLITAN PLANNING ORGANIZATION  
(GDMPO)**

Be it known to all, the below signees do hereby endorse and certify the Metropolitan Planning Process for the Dalton-Whitfield MPO, and further certify that the Metropolitan Planning Process is being conducted in accordance with all applicable requirements of:

**I. 23 U.S.C. 134, 49 U.S.C. 5305, and this subpart**

- Agreements are in place to address responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA), where multiple Metropolitan Planning Organizations share geographic portions of a Transportation Management Area (TMA).
- All major modes of transportation are members of the MPO
- Any changes to the MPA boundaries were reflected in the Policy Board representation.
- Agreements or memorandums are signed and in place for identification of planning responsibilities among the MPO, GDOT, public transit operator(s), air quality agency(ies), or other agencies involved in the planning process.
- Roles and responsibilities are defined for the development of the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.
  - UPWP
  - The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
  - The UPWP activities are developed, selected and prioritized with input from the State and public transit agency(ies).
  - The UPWP provides funding for the professional development of MPO staff.
  - The final UPWP is submitted in a timely manner to GDOT with authorization occurring by before the MPO's fiscal year begins.
  - Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
  - Planning activities and status reports are submitted quarterly by the MPO to GDOT.
    - LRTP
    - The LRTP incorporates a minimum 20-year planning horizon.
    - The LRTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
    - The LRTP is fiscally constrained.
    - The development of the LRTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators)
    - All of the Fixing America's Surface Transportation (FAST-Act) planning factors were considered in the planning process.

- The LRTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities in consultation with federal, state and tribal land management and regulatory agencies.
- The Congestion Management Process (CMP) was developed as part of the LRTP in TMA's.
- The MPO approves the LRTP in a timely manner without entering into a planning lapse.
- Amendments to the LRTP/STIP/TIP follow the approved Amendment Process.
- The MPO approves LRTP amendments in accordance with procedures outlined in the MPO's Participation Plan.
- The transit authority's planning process is coordinated with the MPO's planning process.
- In non-attainment and maintenance areas the MPO, as well as FHWA and FTA, must make a conformity determination on any updated or amended LRTP in accordance with 40 CFR Part 93.

TIP

- The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
- Each project included in the TIP is consistent with the LRTP.
- The MPO, GDOT and the transit operator collaborate on the development of the TIP.
- The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
- The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.
- The MPO TIP is included in the STIP by reference, without modification.
- Amendments to the LRTP/STIP/TIP follow the approved Amendment Process.
- In non-attainment and maintenance areas, the MPO as well as the FHWA and FTA must make a conformity determination on any updated or amended TIP in accordance with 40 CFR Part 93.

Participation Plan

- A 45-day comment period was provided before the Participation Plan process was adopted/revised.
- Transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected.
- Opportunities are provided for participation for local, State, and federal environmental resource and permit agencies where appropriate.
- The public involvement process demonstrates explicit consideration and responsiveness to public input received during the planning and program development process.
- The transportation planning process identifies and addresses the needs of those traditionally underserved, including low-income and minority households.
- The disposition of comments and changes in the final LRTP and /or TIP are documented and reported when significant comments are submitted.
- Additional time is provided if the "final" document is significantly different from the draft originally made for public review.

- The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full an open access for all.
  - CMP (applies to TMAs)*
- In TMA's, the planning process includes the development of a CMP that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies, thus meeting the requirements of 23 CFR Part 500.
- The CMP is fully integrated into the overall metropolitan planning process.
- The CMP has established performance measures.
- The MPO has a process for periodically evaluating the effectiveness of the CMP.
- The CMP is updated on a periodic basis to reevaluate network strategies and projects.
- The CMP work activities are included in the UPWP.
  - List of Obligated Projects*
- The MPO provides a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities.
- The annual listing is made available to the public via the TIP or the LRTP.

**II. In non-attainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93**

- The MPO's UPWP incorporates all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA.
- Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.
- The MPO coordinates the development of the LRTP with SIP development and the development of Transportation Control Measures (TCM) if applicable.
- The LRTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.
- The MPO's TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.
- If applicable, the MPO ensures priority programming and expeditious implementation of TCMs from the STIP.

**III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21**

- The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.
- The public involvement process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance execution by the State.
- The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
- The MPO has a documented policy on how Title VI complaints will be handled.
- The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.

- As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity**
- The MPO adheres to all requirements prohibiting discrimination against a person under, a project, program, or activity receiving financial assistance under because of race, color, creed, national origin, sex, or age.
- V. Section 1101(b) of the FAST-Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects**
- The GDOT establishes overall goals for the percentage of work to be performed by DBE's based on the projections of the number and types of federal-aid highway contracts to be awarded and the number and types of DBE's likely to be available to compete for the contracts.
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts**
- The MPO as required by Title VII of the Civil Rights Act of 1964, does not discriminate on employment opportunities based on race, color, religion, sex, or national origin;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38**
- The MPO as required by 49 U.S.C. 5332 prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity, otherwise known as Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21 at 21.7.
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance**
- The MPO has identified strategies and services to meet the needs of older persons' needs for transportation planning and programming.

**IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender**

- The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
- The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination;

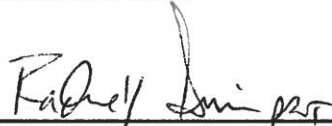
**X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.**

- The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments



Mark Gibson, Director  
Greater Dalton MPO

5/31/17  
Date



Radney Simpson, Assistant State Transportation Planning Administrator  
Georgia Department of Transportation, Office of Planning

6/8/17  
Date



Cynthia L. VanDyke, State Transportation Planning Administrator  
Georgia Department of Transportation, Office of Planning

6-8-17  
Date

**APPENDIX II. Greater Dalton MPO FY 2018 Meeting Schedule**

## Greater Dalton Metropolitan Planning Organization 2021 Meeting Schedule

<b>Date</b>	<b>MPO Committee</b>	<b>Day</b>	<b>Time</b>	<b>Location</b>
<b>February 23, 2021</b>	Joint Committee Meeting PC/TCC	Thursday	10:00 A.M. - 12:00 P.M.	Virtual Meeting
<b>March 23, 2021</b>	Joint Committee Meeting PC/TCC	Thursday	10:00 A.M. - 12:00 P.M.	Virtual Meeting
<b>April 20, 2021</b>	Joint Committee Meeting PC/TCC	Thursday	10:00 A.M. - 12:00 P.M.	Virtual Meeting
<b>May 25, 2021</b>	Joint Committee Meeting PC/TCC	Thursday	10:00 A.M. - 12:00 P.M.	Virtual Meeting
<b>June 22, 2021</b>	Joint Committee Meeting PC/TCC	Thursday	10:00 A.M. - 12:00 P.M.	Virtual Meeting
<b>July 20, 2021</b>	Joint Committee Meeting PC/TCC	Thursday	10:00 A.M. - 12:00 P.M.	Virtual Meeting
<b>August 24, 2021</b>	Joint Committee Meeting PC/TCC	Thursday	10:00 A.M. - 12:00 P.M.	Virtual Meeting
<b>September 21, 2021</b>	Joint Committee Meeting PC/TCC	Thursday	10:00 A.M. - 12:00 P.M.	Virtual Meeting
<b>October 26, 2021</b>	Joint Committee Meeting PC/TCC	Thursday	10:00 A.M. - 12:00 P.M.	Virtual Meeting
<b>November 16, 2021</b>	Joint Committee Meeting PC/TCC	Thursday	10:00 A.M. - 12:00 P.M.	Virtual Meeting
<b>December 14, 2021</b>	Joint Committee Meeting PC/TCC	Thursday	10:00 A.M. - 12:00 P.M.	Virtual Meeting

*\*TCC Meeting dates will be added as needed.*

**APPENDIX III. Greater Dalton MPO MOUs**



## **Appendix IV. System Performance Report**

**GDMPO Resolution No. TBD**

**A RESOLUTION**

A Resolution Approving the FY 2021-2024 Transportation Improvement Program (TIP) for the Dalton-Tunnel Hill-Varnell-Cohutta-Whitfield County and a portion of Murray County area, known as the Greater Dalton Metropolitan/ Urbanized Area.

WHEREAS, on May 1, 2002, the U.S. Bureau of Census designated Dalton, Georgia as an Urbanized Area which, in accordance with Title 23, Section 134 of the United States Code requires the Greater Dalton Urban Area to have a transportation planning process to be eligible for federal transportation funds; and

WHEREAS, Federal regulations described in 23CFR 450.324(a) states that the metropolitan transportation planning process shall include development of a Transportation Improvement Program (TIP) for the metropolitan planning area by the Metropolitan Planning Organization (MPO) in cooperation with the State; and

WHEREAS, prior to the designation of the Dalton Urbanized Area, Dalton and Whitfield County, Georgia received federal transportation funds in accordance with the State Transportation Improvement Program (STIP); and

WHEREAS, now a separate Transportation Improvement Program is required for the Greater Dalton Metropolitan Area; and

WHEREAS, the Greater Dalton Metropolitan Planning Organization (GDMPO), the designated MPO for the Greater Dalton and Murray County Urbanized Area, has worked with the Georgia Department of Transportation in the development of the TIP for the Dalton-Whitfield County Area, and

WHEREAS, in accordance with 23 CFR 450.316(a) and in accordance with the GDMPO Participation Plan, a draft FY 2021-2024 TIP will be available for public review/comment for 30 days on the Greater Dalton Metropolitan Planning Organization's Website;

NOW THEREFORE, BE IT RESOLVED that the Policy Committee of the GDMPO does hereby approve the FY 2021-2024 Transportation Improvement Program for the Greater Dalton Metropolitan Area.

**CERTIFICATION**

I hereby certify that the above is a true and correct copy of the Resolution adopted by the Policy Committee of the Greater Dalton Metropolitan Planning Organization at the meeting held on TBD.

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Kent Benson, Chairman  
GDMPO Policy Committee

**Resolution By The Greater Dalton Metropolitan Planning Organization (GDMPO) Policy Committee**

WHEREAS, federal regulations require that the Metropolitan Transportation Plans and Transportation Improvement Programs include Performance Management Targets, PM 1 through PM 3, for urbanized areas and,

WHEREAS, the Technical Coordinating Committee of GDMPO in coordination with the Federal Highway Administration, Federal Transit Administration, and the Georgia Department of Transportation has reviewed the requirement to adopt Performance Management Targets for use in the transportation process,

WHEREAS, the Technical Coordinating Committee at its May 23, 2019 meeting recommended that GDMPO support the Performance Management Targets, PM 1 through PM 3, approved by the Georgia Department of Transportation,

NOW; THEREFORE, BE IT RESOLVED that the GDMPO Policy Committee that GDMPO agrees to support the Performance Management Targets as approved by the Georgia Department of Transportation.

**CERTIFICATION**

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Greater Dalton MPO Policy Committee, at their meeting held on May 23, 2019.



Kent Benson, Policy Committee Chair

# Dalton Metropolitan Planning Organization Improvement Program System Performance Report Template

## Transportation

### Background

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).<sup>1</sup> This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

In accordance with The Planning Rule and the Georgia Performance Management Agreement between the Georgia DOT (GDOT) and the Georgia Association of Metropolitan Planning Organizations (GAMPO), GDOT and each Georgia MPO must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This is required for the following:

- In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after October 1, 2018, for transit asset measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures; and
- In any statewide or metropolitan transportation plan or program amended or adopted after July 20, 2021, for transit safety measures.

The Greater Dalton MPO Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) was adopted / amended on September 28, 2017. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the Greater Dalton MPO FY 2018-2021 TIP is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures.

### Highway Safety/PM1

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<sup>1</sup> 23 CFR 450.314

Effective April 14, 2016, the FHWA established the highway safety performance measures<sup>2</sup> to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. Current statewide safety targets address calendar year 2019 and are based on an anticipated five-year rolling average (2015-2019). Georgia statewide safety performance targets for 2019 are included in Table 1, along with statewide safety performance for the two most recent reporting periods<sup>3</sup>. The Greater Dalton MPO adopted/approved the Georgia statewide safety performance targets on May 23, 2019.

The latest safety conditions will be updated annually on a rolling 5-year window and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

**Table 1. Highway Safety/PM1, System Conditions and Performance**

<b>Performance Measures</b>	<b>Georgia Statewide Performance (Five-Year Rolling Average 2012-2016)</b>	<b>Georgia Statewide Performance (Five-Year Rolling Average 2013-2017)</b>	<b>2019 Georgia Statewide Performance Target (Five-Year Rolling Average 2015-2019)</b>
Number of Fatalities	1,305.2	1376.6	1,655.0
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.148	1.172	1.310
Number of Serious Injuries	17,404.6	23,126.8	24,324.0
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	15.348	19.756	18.900
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	1,138.0	978.4	1,126.0

The Greater Dalton MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2018-2021 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), the current 2040 Georgia Statewide Transportation Plan (SWTP), and the current Greater Dalton MPO 2040 Long Range Transportation Plan (LRTP).

<sup>2</sup> 23 CFR Part 490, Subpart B

<sup>3</sup> [https://safety.fhwa.dot.gov/hsip/spm/state\\_safety\\_targets/](https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/)

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.
- The GDOT HSIP annual report provide for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The Greater Dalton MPO 2040 LRTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The RTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards approved highway safety targets, the FY 2018-2021 TIP includes a number of key safety investments. A total of \$4,535,743 has been programmed in the FY 2018-2021 TIP to improve highway safety; averaging approximately \$1,133,936 per year.

## **Pavement and Bridge Condition/PM2**

Effective May 20, 2017, FHWA established performance measures to assess pavement condition<sup>4</sup> and bridge condition<sup>5</sup> for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges by deck area classified as in good condition; and
6. Percent of NHS bridges by deck area classified as in poor condition.

### Pavement Condition Measures

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). For each metric, a threshold is used to establish good, fair, or poor condition.

Pavement condition is assessed using these metrics and thresholds. A pavement section in good condition if three metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

### Bridge Condition Measures

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

### Pavement and Bridge Targets

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<sup>4</sup> 23 CFR Part 490, Subpart C

<sup>5</sup> 23 CFR Part 490, Subpart D

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and runs through December 31, 2021. GDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets represent expected pavement and bridge condition at the end of calendar year 2019, while the current four-year targets represent expected condition at the end of calendar year 2021.

States establish targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets;
- Percent of non-Interstate NHS pavements in good and poor condition – two-year and four-year targets; and
- Percent of NHS bridges by deck area in good and poor condition – two-year and four-year targets.

MPOs establish four-year targets for each measure by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO’s planning area that differ from the state targets.

GDOT established current statewide two-year and four-year PM2 targets on May 16, 2018. The Greater Dalton MPO adopted/approved the Georgia statewide PM2 targets on May 23, 2019. Table 5 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2020, GDOT will provide FHWA a detailed report of pavement and bridge condition performance covering the period of January 1, 2018, to December 31, 2019. GDOT and the Greater Dalton MPO will have the opportunity at that time to revisit the four-year PM2 targets.

**Table 5. Pavement and Bridge Condition/PM2 Performance and Targets**

<b>Performance Measures</b>	<b>Georgia Performance (Baseline)</b>	<b>Georgia 2-year Target (2019)</b>	<b>Georgia 4-year Target (2021)</b>
Percent of Interstate pavements in good condition	60%	N/A	≥50%
Percent of Interstate pavements in poor condition	4%	N/A	≤5%
Percent of non-Interstate NHS pavements in good condition	44%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	10%	≤12%	≤12%
Percent of NHS bridges (by deck area) in good condition	49.1%	≥60%	≥60%
Percent of NHS bridges (by deck area) in poor condition	1.35%	≤10%	≤10%

The Greater Dalton MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2018-2021 TIP



planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, Georgia's Transportation Asset Management Plan (TAMP), the Georgia Interstate Preservation Plan, the current 2040 Georgia Statewide Transportation Plan (SWTP), and the Greater Dalton MPO 2040 Long Range Transportation Plan (LRTP).

- MAP-21 requires GDOT to develop a TAMP for all NHS pavements and bridges within the state. GDOT's TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of GDOT's statewide pavement and bridge condition targets.
- The Georgia Interstate Preservation Plan applied a risk profile to identify and communicate Interstate preservation priorities; this process leveraged a combination of asset management techniques with risk management concepts to prioritize specific investment strategies for the Interstate system in Georgia.
- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The Greater Dalton MPO 2040 LRTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements.

To support progress towards GDOT's statewide PM2 targets, the FY 2018-2021 TIP includes a number of investments that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, new bridge and pavement capacity, and system resiliency projects that improve NHS bridge components (e.g., upgrading culverts).

A total of \$6,246,759 for bridges has been programmed in the FY 2018-2021 TIP to improve conditions; averaging approximately \$1,561,690 per year. A total of \$ 882,645.530 is available for NHS maintenance for pavement statewide; averaging approximately \$220,661,383 per year.

## **System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program (PM3)**

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System<sup>6</sup>, freight movement on the Interstate system<sup>7</sup>, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program<sup>8</sup>. This third FHWA performance measure rule (PM3) established six performance measures, described below.

### *National Highway System Performance:*

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

### *Freight Movement on the Interstate:*

3. Truck Travel Time Reliability Index (TTTR);

### *Congestion Mitigation and Air Quality Improvement (CMAQ) Program:*

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

The CMAQ performance measures apply to states and MPOs with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. The Greater Dalton MPO meets air quality standards, therefore, the CMAQ measures do not apply and are not reflected in the System Performance Report.

### System Performance Measures

The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 AM to 8 PM each day.

The LOTTR ratio is calculated for each segment of applicable roadway, essentially comparing the segment with itself. A segment is deemed to be reliable if its LOTTR is less than 1.5 during all four time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable.

The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments. To determine total person miles traveled, the vehicle miles traveled (VMT) on each segment is multiplied by average vehicle occupancy. To calculate the percent of person

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<sup>6</sup> 23 CFR Part 490, Subpart E

<sup>7</sup> 23 CFR Part 490, Subpart F

<sup>8</sup> 23 CFR Part 490, Subparts G and H

miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

### Freight Movement Performance Measure

The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

### PM3 Performance Targets

Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures except the CMAQ Emission Reduction measure, the first performance period began on January 1, 2018, and will end on December 31, 2021. For the CMAQ Emission Reduction measure, the first performance period began on October 1, 2017, and will end on September 30, 2021. GDOT reported baseline PM3 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

States establish targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets;
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets;
- Truck Travel Time Reliability – two-year and four-year targets;
- Annual hours of peak hour excessive delay per capita (PHED) – four-year targets;
- Percent of non-single occupant vehicle travel (Non-SOV) – two-year and four-year targets; and

MPOs establish four-year targets for the System Performance, Freight Movement, and PHED measures, and two-year and four-year targets for the Non-SOV. MPOs establish targets by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO's planning area that differ from the state targets.

GDOT established statewide PM3 targets on May 16, 2018. The Greater Dalton MPO adopted/approved the Georgia statewide PM3 targets on May 23, 2019. Table 6 presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2020, GDOT will provide FHWA a detailed report of PM3 performance covering the period of January 1, 2018, to December 31, 2019. GDOT and the Greater Dalton MPO will have the opportunity at that time to revisit the four-year PM3 targets.

**Table 6. System Performance/Freight Movement/CMAQ (PM3) Performance and Targets**

<b>Performance Measure</b>	<b>Georgia Performance (Baseline)</b>	<b>Georgia 2-year Target (2019)</b>	<b>Georgia 4-year Target (2021)</b>
Percent of person-miles on the Interstate system that are reliable	80.4%	73.0%	67.0%
Percent of person-miles on the non-Interstate NHS that are reliable	84.9%	N/A	81.0%
Truck Travel Time Reliability Index	1.44	1.66	1.78
Annual hours of peak hour excessive delay per capita (PHED)	20.4 hours	N/A	24.6 hours
Percent Non-SOV travel	22.1%	22.1%	22.1%

The Greater Dalton MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2018-2021 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Statewide Freight and Logistics Action Plan, the current 2040 Georgia Statewide Transportation Plan (SWTP), and the Greater Dalton MPO 2040 Long Range Transportation Plan (LRTP).

- GDOT’s Statewide Freight and Logistics Action Plan defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance Georgia’s highway freight mobility well into the future. The Plan identifies freight needs and the criteria Georgia will use to determine investments in freight, and prioritizes freight investments across modes.
- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.

To support progress towards GDOT’s statewide PM3 targets, the FY 2018-2021 TIP devotes a significant amount of resources to projects that will address passenger and highway freight reliability and delay, [reduce SOV travel, and reduce emissions].

A total of \$0 has been programmed in the FY 2018-2021 TIP to address system performance; averaging approximately \$0 per year.

A total of \$0 has been programmed in the FY 2018-2021 TIP to address truck travel time reliability; averaging approximately \$0 per year.