

TRANSPORTATION IMPROVEMENT PROGRAM



Greater Dalton

Metropolitan Planning Organization

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FY 2024 - 2027

Approved: July 27, 2023

Miles of success in serving the region.

Dear MPO Members:

We like to think of the MPO as a kind of champion whose focus is on bettering the future of the Greater Dalton Planning Area.

The MPO's mission remains focused on delivering collaborative plans, and fiscally constrained projects that have been prioritized to meet the community's needs. The MPO is committed to innovation in an evolving environment, and continuing to strive for cohesion between daily commuters and freight mobility.

Growth in the community this past year promoted forward-thinking, planning, and pursuing windows of opportunity to maintain the vision of a more resilient Greater Dalton.

To ensure continued growth, the MPO plans to leverage future funding opportunities derived from the Bipartisan Infrastructure Law. Thanks to the “once in a generation” funds, the region will have greater access to resources aimed at improving the quality of life for those we serve.

As ever, the MPO is here to serve its member communities. Through this collaboration we can continue bettering the region together.

Sincerely,

The Greater Dalton Metropolitan Planning Organization

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Our Policy Committee

The Greater Dalton MPO is a transportation decision-making board comprised of 10 voting members. The MPO is responsible for transportation planning and funding allocation in the Greater Dalton Planning Area. The MPO works with the public, planning organizations, government agencies, elected officials, and community groups to develop transportation planning documents.

Policy Committee Voting Members

Chairman Whitfield County	Administrator Whitfield County	Mayor City of Dalton	Administrator City of Dalton	Councilman City of Dalton
JEVIN JENSEN	BOB SIVICK	DAVID PENNINGTON	ANDREW PARKER	DENNIS MOCK
Mayor City of Tunnel Hill	Mayor City of Varnell	Mayor Town of Cohutta	Planning Leader FHWA - Georgia	Planning Director Georgia DOT
KEN GOWIN	TOM DICKSON	RON SHINNICK	ANN-MARIE DAY	JANINE MILLER

Greater Dalton Planning Area

The Greater Dalton Metropolitan Planning Organization (GDMPO) was designated in 2002 in order to ensure the federally required continuing, cooperative, and comprehensive (3-C) transportation planning process for the Greater Dalton Urbanized Area. GDMPO is responsible for conducting and maintaining the Greater Dalton Planning Area, which covers all of Whitfield County and a portion of Murray County. Figure 1 illustrates the boundary of GDMPO's planning area.

The Planning Process

There are two documents that form the foundation for the ongoing work of the GDMPO:

- Metropolitan Transportation Plan (MTP): The MTP is the heart of the MPO planning process, and is required to be updated at least every five years. The most recent GDMPO Metropolitan Transportation Plan was adopted in 2020, and the GDMPO Policy Committee is expected to adopt the Metropolitan Transportation Plan: Horizon Year 2050 in June of 2025. The Metropolitan Transportation Plan outlines planning objectives within the Greater Dalton Planning Area over the next 25 years.
- Transportation Improvement Program (TIP): The TIP is GDMPO's short to medium range planning document, which lists federally funded projects within the Greater Dalton Planning Area over the next four years. This document is amended at the request of the Georgia Department of Transportation to include new projects as funding is assigned to them during the TIP program years.

Project Evaluation & Selection Process

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

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

Planning Consistency

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

Amendment Process

Amendments to the TIP, that are substantial in nature, requires approval from the GDMPO Policy Committee after a 30-day public comment period. Substantial changes are those resulting in changes to the programmed year, or an additional project being included for funding.

Administrative updates may be approved by the Policy Committee with adequate notice, as indicated in the GDMPO Public Participation Plan.

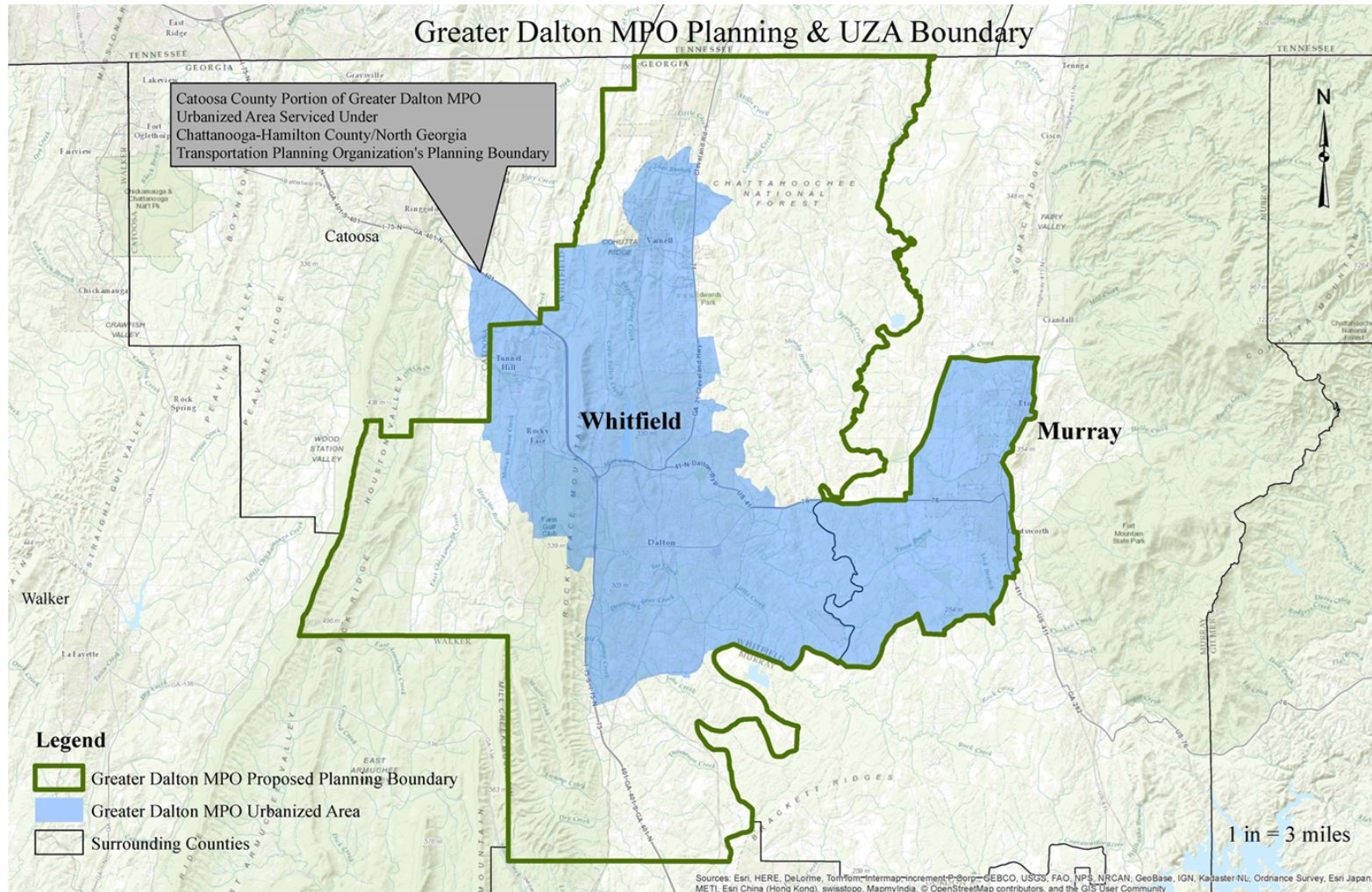


Figure 1: Planning Area

Transportation Improvement Program

The Transportation Improvement Program (TIP) shows the federally required four-year capital improvement program, akin to the State Transportation Improvement Program (STIP), but exclusively for projects within the GDMPO planning area. This TIP covers a four-year period from FY 2024 (beginning July 1, 2023) to FY 2027 (ending June 30, 2027) that is consistent with the Greater Dalton Metropolitan Transportation Plan: Horizon Year 2045 (MTP). The TIP is updated at least once every four years and amended as frequently as necessary. The GDMPO Technical Coordinating Committee (TCC) are responsible for reviewing the TIP and recommending it for adoption to the GDMPO board, or the Policy Committee. The public is also invited to review and comment on the proposed TIP.

In addition, the federal Infrastructure Investment and Jobs Act (IIJA), 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. Through adoption by the Policy Committee, the proposed document becomes the official TIP for the Greater Dalton area. Project-by-project review and approval by the Georgia Department of Transportation (GDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) is also necessary before federal funds become available. It should be understood that the TIP is a flexible program which may be modified in accordance with the procedures outlined in the adopted Participation Plan.

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 total 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. Funding amounts can only be amended if funding sources have been identified and are available. Projects included in the TIP cannot move forward without funding approved to be allocated.

Public Participation

The development of the TIP process involves a 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 with a 30-day public comment period for review of the document. The draft TIP will be available for public review on the GDMPO website as well as in the form of a hard copy at the GDMPO office.

Infrastructure Investment and Jobs Act (IIJA)

The transportation planning process must explicitly address the eleven planning factors included in the Infrastructure Investment and Jobs Act (IIJA) and previously outlined in the Fixing America's Surface Transportation Act (FAST Act), 23 CFR 450 Subpart C, 23 CFR 420 Subpart A, and 49 CFR Subtitle A.

The overall planning program is designed to comply with the requirements of IIJA, which was signed into law on November 15, 2021. It encourages MPOs to address the planning factors listed above when solving current and future transportation issues.

IIJA Planning Factors

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 nonmotorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve transportation system resiliency and reliability;
10. Reduce (or mitigate) the storm water impacts of the surface transportation; and
11. Enhance travel and tourism.

Format

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

- FY 2024-2027 Projects: This spreadsheet contains a list of projects along with the dollar amounts scheduled for the fiscal years 2024-2027.
- FY 2024-2027 Lump Sum Funding Categories: This spreadsheet reflects available funding dollars for the GDMPO area in lump sum categories for the fiscal years 2024-2027.
- FY 2024-2027 Greater Dalton Area Transit Funding: This spreadsheet contains the Greater Dalton Area Transit funding categories along with the dollar amounts for the fiscal years 2024-2027.

This is followed by project worksheets in Appendix A that supply more detail on these projects that are funded from 2024-2027. Prefacing these worksheets is a project definitions page to explain various items that are not self-explanatory. Appendix B provides a detail breakdown of the various transit funding categories. Appendix C and D provide a narrative on lump sum funding and lump sum funded projects. Appendix E lists all the MPO authorized projects. Appendix F provides a list of definitions, abbreviations, funding and phase codes, and acronyms used within the text of this TIP. Appendix G provides the adopted resolutions relating to performance measures and targets related to the GDMPO planning area.

FY 2024-2027 Funding Categories

FUND	CODE	LUMP DESCRIPTION	2024	2025	2026	2027	TOTAL
STBG	Y236		\$ -	\$ 225,000	\$ -	\$ -	\$ 225,000
STBG	Y238		\$ -	\$ 98,000	\$ -	\$ -	\$ 98,000
Carbon	Y606		\$ 295,558	\$ 490,664	\$ 490,664	\$ 490,664	\$ 1,767,550
PROTECT	Y800		\$ 2,000,000	\$ -	\$ 9,870,000	\$ -	\$ 11,870,000
Transit	5303		\$ 92,888	\$ 92,888	\$ 92,888	\$ 92,888	\$ 371,552
Transit	5307		\$ 8,722,288	\$ -	\$ -	\$ -	\$ 8,722,288
Transit	5311		\$ 1,041,628	\$ 1,194,448	\$ 1,194,448	\$ 1,194,448	\$ 4,624,972
NHPP	Y001	LIGHTING	\$ 9,000	\$ 9,000	\$ 9,000	\$ 9,000	\$ 36,000
NHPP/STBG	Various	BRIDGE MAINTENANCE	\$ 396,000	\$ 396,000	\$ 396,000	\$ 396,000	\$ 1,584,000
NHPP/STBG	Various	ROAD MAINTENANCE	\$ 2,464,000	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000	\$ 9,064,000
STBG	Y240	LOW IMPACT BRIDGES	\$ 185,000	\$ 185,000	\$ 185,000	\$ 185,000	\$ 740,000
STBG	Y240	OPERATIONS	\$ 106,000	\$ 106,000	\$ 106,000	\$ 106,000	\$ 424,000
STBG	Y240	TRAF CONTROL DEVICES	\$ 264,000	\$ 264,000	\$ 264,000	\$ 264,000	\$ 1,056,000
STBG	Y240	RW PROTECTIVE BUY	\$ 13,000	\$ 13,000	\$ 13,000	\$ 13,000	\$ 52,000
HSIP	YS30	SAFETY	\$ 880,000	\$ 880,000	\$ 880,000	\$ 880,000	\$ 3,520,000
RRX	YS40	RAILROAD CROSSINGS	\$ 101,000	\$ 101,000	\$ 101,000	\$ 101,000	\$ 404,000
TOTAL			\$ 16,570,362	\$ 6,255,000	\$ 15,802,000	\$ 5,932,000	\$ 44,559,362

FY 2024-2027 Project Worksheets

Project Identification #: 0019358

Location: State Route 61 from State Route 52 to City Street 603/Olive Street
Local Road Name: Olive Street
US/State Road Name: State Route 61 & State Route 52

County: Murray County
GDOT District: District 6
City: Chatsworth

Congressional District: District 14
Regional Commission: NWGRC

Project Description:

Drainage improvements along a 0.26 mile portion of SR 61/US 411.



Status	Phase	Source	Federal	State	Other	Total
2024	Right-of-Way	Y800	\$1,600,000.00	\$400,000.00	\$ -	\$ 2,000,000.00
2026	Utilities	Y800	\$2,056,000.00	\$514,000.00	\$ -	\$2,570,000.00
2026	Construction	Y800	\$5,840,000.00	\$ 1,460,000.00	\$ -	\$7,300,000.00

Project Identification #: 0017233

Location: State Route 2 at Conasauga River and Conasauga River Overflow

County: Whitfield, Murray

Congressional District: District 14

Local Road Name: N/A

GDOT District: District 6

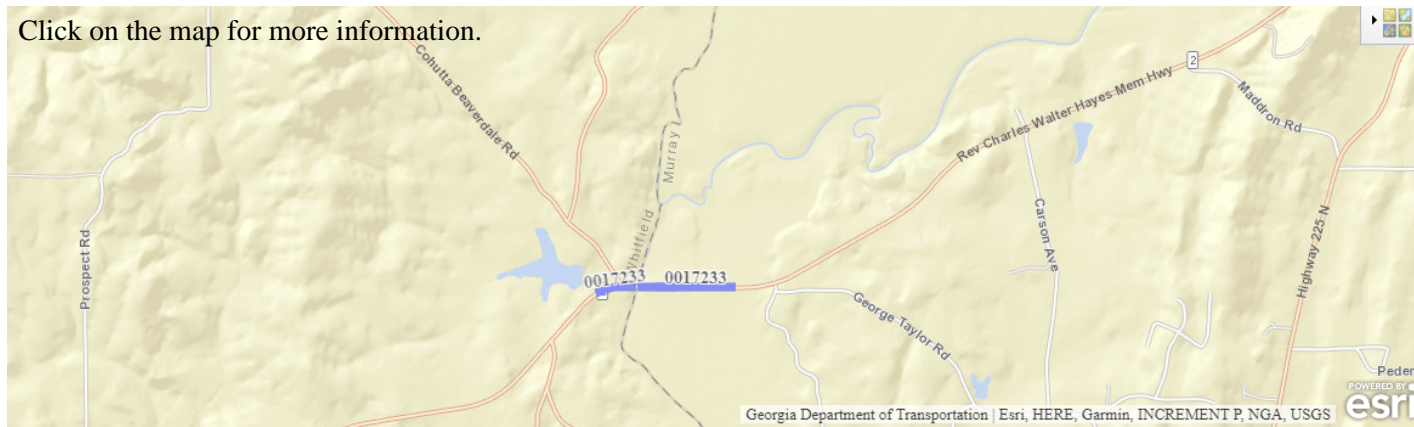
Regional Commission: NWGRC

US/State Road Name: State Route 2

City: N/A

Project Description:

This project is the replacement of the existing bridges on SR 2 at the Conasauga River and at the Conasauga River Overflow in Murray/Whitfield counties.



Status	Phase	Source	Federal	State	Other	Total
2025	Right-of-Way	Y238	\$78,400.00	\$19,600	\$ -	\$ 98,000.00

Project Identification #: 0017234

Location: State Route 225 at Pinhook Creek

Local Road Name: N/A

US/State Road Name: State Route 225

Project Description:

This project is the replacement of the existing bridge on SR 225 at Pinhook Creek in Murray County.

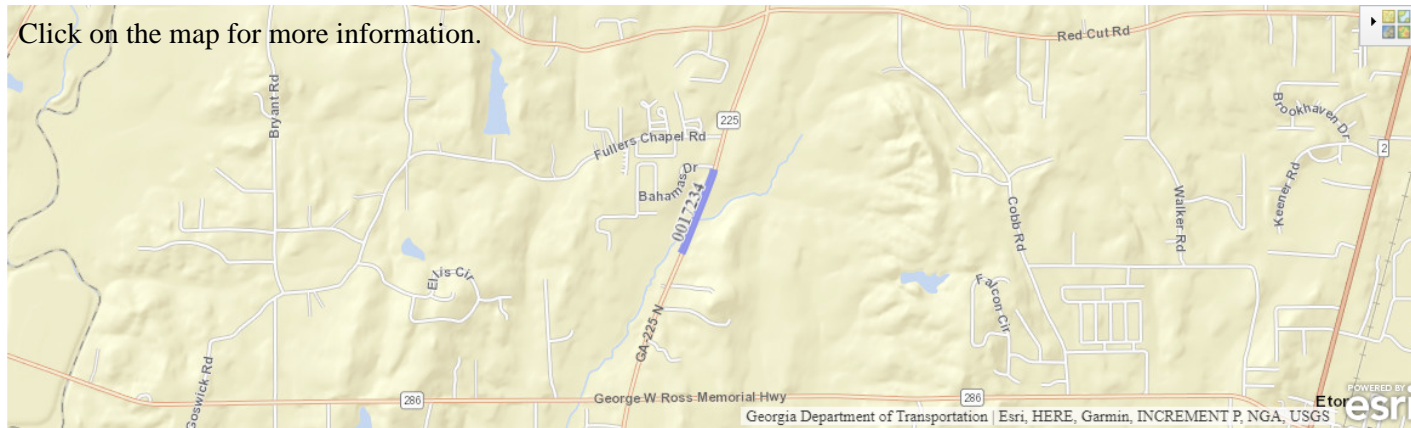
County: Murray County

GDOT District: District 6

City: N/A

Congressional District: District 14

Regional Commission: NWGRC



Status	Phase	Source	Federal	State	Other	Total
2025	Right-of-Way	Y236	\$180,000.00	\$45,000.00	\$ -	\$ 225,000.00

Greater Dalton MPO Area Transit Funding

FY 2024 - 2027 Greater Dalton Area Transit Funds					
Description	2024	2025	2026	2027	Total
Section 5303 (Too7075, Too6033, Too8062, Too8063)					
Metropolitan Planning	\$92,888.00	\$92,888.00	\$92,888.00	\$92,888.00	\$371,552.00
Section 5307					
Urban Capital and Operating Expenses	\$8,722,288.00	\$ -	\$ -	\$ -	\$8,722,288.00
Section 5311					
Rural Capital and Operating Expenses	\$1,041,628.00	\$1,194,448.00	\$1,194,448.00	\$1,194,448.00	\$4,624,972.00

Lump Sum Narrative

Overview

A portion of the STIP funding is set aside for certain groups of projects that do not substantially increase roadway capacity. The Lump Sum projects program is intended to give the Department and MPOs flexibility to address projects of an immediate concern while fulfilling the requirements of the STIP. Funds are set up in lump sum banks to undertake improvements that emerge and are developed after the STIP is approved. These lump sum banks are listed for each year for managing and accounting for the funding. They can be found in the statewide or “All Counties” section of the STIP. Lump sum banks are shown in the STIP with the words “Lump Sum” in the project description and contain an amount of funding for each year. Individual projects are programmed, and funds are drawn from these lump sums during the year. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are these groups and information about them. Except for 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 required in that category.

Group: Transportation Alternative Program (TAP)

This group is for transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, recreational trails and safe routes to school.

State DOTs and MPOs are not eligible entities to receive TAP funds as defined under 23 U.S.C. 133(h)(4)(B) and therefore are not eligible project sponsors. However, State DOTs and MPOs may partner with an eligible entity project sponsor to carry out a project. In accordance with 23 U.S.C. 133(h)(4), project selection for this program is achieved through a competitive process administered by Georgia DOT.

Group: Maintenance

This group is broken into two programs: Bridge Maintenance and Maintenance.

- Bridge Maintenance consists of Preservation (polymer overlays of bridge decks, joint replacements, debris removal and painting of the steel super and sub structure components) & Rehabilitation (bridge deck rehabilitation, spall repairs, strengthening, pile encasements, reconstruction of structural members, etc.).
- Maintenance consists of resurfacing, pavement preservation, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, rest areas, walls, guardrail and shoulder work.

Group: Lighting

This group is used to assist local municipalities with installing new or upgraded lighting systems and material reimbursement for repairs. This includes lighting to mitigate safety issues related to geometry or operation (e.g., high crash rates), security concerns, or planning for economic development and/or increased pedestrian usage.

Group: Rights of Way Protective Buying and Hardship Acquisitions

This group is for the acquisition of parcel(s) of rights-of-way (ROW) 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, ROW or construction phase in the STIP.

Group: Safety

This group is broken into two programs: Railroad & Safety Improvements

- The Railroad program consists of railroad protection device projects & hazard elimination projects which includes the installation of new or upgraded train activated warning, signing and pavement marking upgrades, elimination of redundant or unnecessary crossings, vertical and horizontal geometric improvements, sight distance improvements, lighting, channelization and surface widening projects.
- Safety Improvements include cable barriers, guardrail, intersection improvements, pavement markings, roundabouts, rumble strips, safety equipment upgrades, signals, signing and turning lanes.

Group: Operations

This group is broken into two programs: Operational Improvements & Signal Upgrades.

- The Operational Improvement program consists of intersection improvements, turning lanes, ramp exit & interchange improvements, innovative intersection improvements like Diverging Diamond Intersections, Displaced Left Turn lanes, and Continuous Flow Intersections.
- The Signal Upgrades program consists of signal designs, specifications, upgrades, signal operations, maintenance and signal asset replacements.

Group: Wetland Mitigation

This group is for wetland enhancement, restoration, and/or preservation projects that serves to offset unavoidable wetland impacts which is known as wetland mitigation or compensatory mitigation. The ecological benefits of a mitigation project should compensate for the functional loss resulting from the permitted wetland impacts on infrastructure projects. Funding allows for the planning, designing, construction, and post construction monitoring required for approved and established mitigation sites.

Group: Low Impact Bridges

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

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

Lump Sum Projects

Greater Dalton Area Lump Sum Projects					
Project Identification #	Description	PE	ROW	CST	UTL
0013095	Eber Road and Cove Road Ext.; 4 NS RR LOCS	Authorized	Authorized	Pre-Construction	Pre-Construction
0013693	Pedestrian Upgrades at 17 Locations	Authorized	Pre-Construction	Pre-Construction	Pre-Construction
0017964	SR 286 & Dawnville Road Roundabout	Authorized	Pre-Construction	Pre-Construction	Pre-Construction
0019141	CS 256/Pleasant Valley Road at NS #719691B	-	-	Pre-Construction	-
0019241	Off-System Safety Improvements at 4 LOCS	Authorized	-	Pre-Construction	-
0019561	CS 726/Selvidge Street at CSX #340550N	Authorized	-	Pre-Construction	-
0019643	SR 2 at SR 201 Roundabout	Authorized	-	-	-
0019836	SR 3/US 41 at CR 666/Five Springs Road	Pre-Construction		Pre-Construction	Pre-Construction
M005640	SR 3 from CR 1290/Watertower Lane to Catoosa County Line	-	-	-	-

Greater Dalton Area Authorized Projects

Primary County: Murray

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	Latest Cost Estimated Total	% in MPO	Amount
0017233			SR 2 @ CONASAUGA RIVER & @ CONASAUGA RIVER OVERFLOW	AUTHORIZED	PE	2022	\$988,832.18	28	\$276,873.01
0017234			SR 225 @ PINHOOK CREEK	AUTHORIZED	PE	2022	\$930,000.00	90	\$837,000.00
0017713			OFF-SYSTEM SAFETY IMPROVEMENTS @ 18 LOCS IN MURRY COUNTY	AUTHORIZED	CST	2022	\$217,159.06	100	\$217,159.06
					PE	2021	\$8,000.00	100	\$8,000.00
S015461			RIGHT TURN DECEL LANE AT SR 225 & IMPERIAL BLVD	AUTHORIZED	TSA	2021	\$158,853.65	100	\$158,853.65
S015502			right turn lane on SR 225 at New Hope Church Road	AUTHORIZED	TSA	2021	\$119,188.51	64	\$76,280.65
S015695			Extend EB Left Turn Lane on SR 52 at Greeson Rd	AUTHORIZED	TSA	2023	\$108,913.00	47	\$51,189.11

Primary County: Whitfield

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	Latest Cost Estimated Total	% in MPO	Amount
0013095			EBER ROAD & COVE ROAD EXT; INC 4 NS RR LOCS	AUTHORIZED	ROW	2023	\$1,400,000.00	100	\$1,400,000.00
0013816			SR 201 @ TANYARD CREEK	AUTHORIZED	CST	2021	\$2,457,875.03	100	\$2,457,875.03
0017158			PL DALTON - FY 2021	AUTHORIZED	PLN	2021	\$95,458.40	100	\$95,458.40
0017898			PL DALTON - FY 2022	AUTHORIZED	PLN	2022	\$99,339.48	100	\$99,339.48
0017964			SR 286 @ CR 670/DAWNVILLE ROAD	AUTHORIZED	PE	2022	\$870,000.00	100	\$870,000.00
0018420			PL DALTON - FY 2023	AUTHORIZED	PLN	2023	\$199,408.75	100	\$199,408.75
0019241			OFF-SYSTEM SAFETY IMPROVEMENTS @ 4 LOCS IN DALTON - VRU	AUTHORIZED	PE	2023	\$8,000.00	100	\$8,000.00
0019247			DALTON REGIONAL FREIGHT PLAN UPDATE - FY 2023-2024	AUTHORIZED	PLN	2023	\$200,000.00	100	\$200,000.00
0019304			PL DALTON - SAFE & ACCESSIBLE TRANS OPTIONS - FY 2023	AUTHORIZED	PLN	2023	\$4,278.07	100	\$4,278.07
0019561			CS 726/SELVIDGE STREET @ CSX #340550N IN DALTON	AUTHORIZED	PE	2023	\$29,646.00	100	\$29,646.00
0019643			SR 2 @ SR 201	AUTHORIZED	PE	2023	\$772,727.00	100	\$772,727.00
M005955			SR 2 @ 2 LOCS & SR 52 @ 2 LOCS IN DISTRICT 6 - BRIDGE REHAB	AUTHORIZED	MCST	2023	\$6,848,845.33	45	\$3,081,980.40
M006013			I-75 @ SWAMP CREEK - BRIDGE REHABILITATION	AUTHORIZED	MCST	2021	\$2,494,423.49	100	\$2,494,423.49
M006077			SR 3/US 41 @ CS 874/CORONET DR & NS #904117G - BRIDGE REHAB	AUTHORIZED	MCST	2021	\$799,259.06	100	\$799,259.06
S015433			LANDSLIDE REPAIRS ON DUG GAP BATTLE ROAD	AUTHORIZED	PR	2021	\$400,000.00	100	\$400,000.00
S015448			realign lanes on SR52 at Thornton Road intersection	AUTHORIZED	TSA	2021	\$140,774.72	100	\$140,774.72
S015594			add WB turn lane on SR 3 at Shugart Road	AUTHORIZED	TSA	2022	\$103,927.25	100	\$103,927.25
S015671			Installation of EB right-turn lane on SR 52 @ Market St	AUTHORIZED	TSA	2022	\$73,295.50	100	\$73,295.50

Appendices

**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;

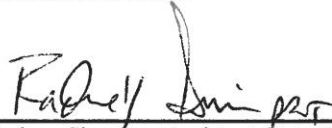
X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

- 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


Date



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


Date



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


Date

Greater Dalton Metropolitan Planning Organization Metropolitan Transportation Plan (MTP)/Transportation Improvement Program (TIP)

System Performance Report (Updated May 2023)

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 (TPM) 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.

To help transportation agencies take the necessary steps toward achieving the national goals, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) promulgated a series of rulemakings between 2016 and 2019 that established performance measures (PM) for the federal-aid highway and public transportation programs. Part of that series of rulemakings was the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule)¹ issued on May 27, 2016, that implemented the transportation planning and TPM provisions of MAP-21 and the FAST Act.

On November 15, 2021, President Joe Biden signed into law The Infrastructure Investment and Jobs Act (IIJA), also known as the [Bipartisan Infrastructure Law \(BIL\)](#). The BIL (or IIJA) delivers generational investments in our roads and bridges, promotes safety for all road users, helps combat the climate crisis, and advances equitable access to transportation. The TPM approach from MAP-21 and the FAST Act is carried forward to this current law.

In accordance with National Performance Management Measures², the Planning Rule, as well as 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 (SPR) for applicable performance targets in their respective statewide and metropolitan transportation plans and programs.

- A System Performance Report (SPR) and subsequent updates is a federal requirement as part of any Metropolitan Transportation Plan (MTP) to evaluate the condition and performance of the transportation system with respect to the established performance targets;
- While the implemented Transportation Improvement Program (TIP) shows progress towards meeting the established performance targets.

¹ [23 CFR Part 450, Subpart B and Subpart C](#)

² [23 CFR 490.107](#)

The SPR 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 2045 Metropolitan Transportation Plan (MTP) was adopted on June 15, 2020. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the Greater Dalton MPO 2045 MTP is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, and Freight.

Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures³ 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.

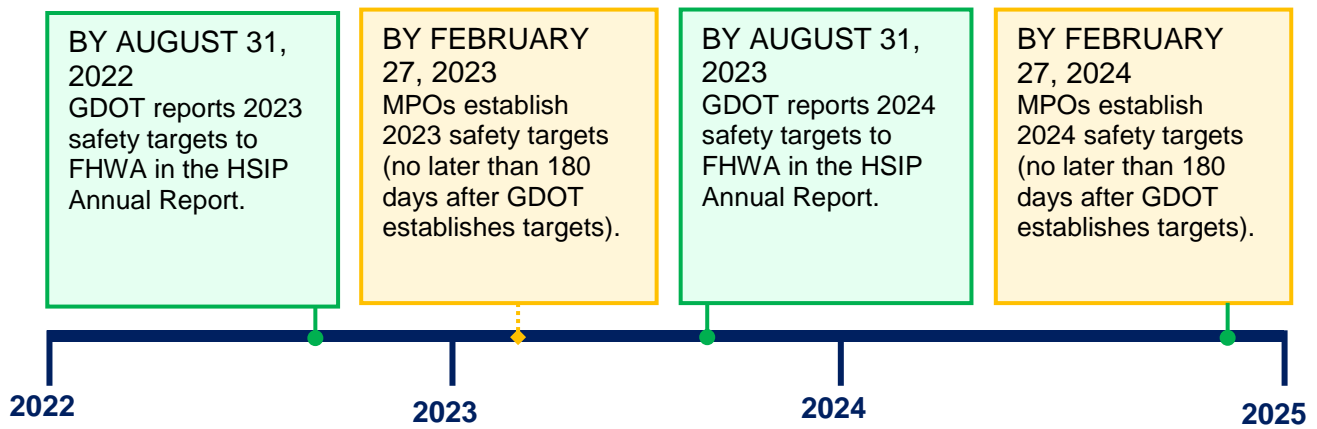
Safety performance targets are provided annually by the States to FHWA for each safety performance measure. GDOT submits the HSIP report annually to FHWA. The HSIP 2022 annual report was submitted to FHWA by August 31, 2022 and established the statewide safety targets for year 2023 based on an anticipated five-year rolling average (2019-2023). Georgia statewide safety performance targets for 2023 are included in Table 1, along with statewide safety performance for the two most recent reporting periods⁴. MPOs have 180 days after the states (GDOT) submit their targets to FHWA to either adopt the state targets or set their own PM1 targets; The 2023 MPO PM1 targets must be set by February 27, 2023.⁵ The Greater Dalton MPO adopted/approved the Georgia statewide safety performance targets on January 31, 2023.

³ [23 CFR Part 490, Subpart B](#)

⁴ https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

⁵ <https://safety.fhwa.dot.gov/hsip/spm/timeline.cfm>

Safety Performance Targets Timeline (2022-2024)



The latest safety conditions will be updated annually over 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 shows the Georgia statewide safety performance and targets and five-year rolling averages over the last three years.

Table 1. Statewide Highway Safety/PM1, System Conditions and Performance Targets (Due August each year to FHWA)

Performance Measures	2021 Georgia Statewide Performance Target (Five-Year Rolling Average 2017-2021)	2022 Georgia Statewide Performance Target (Five-Year Rolling Average 2018-2022)	2023 Georgia Statewide Performance Target (Five-Year Rolling Average 2019-2023)
Number of Fatalities	1,715	1,671	1,680
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.23	1.21	1.36
Number of Serious Injuries	6,407	8,443	8,966
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	4.422	4.610	7.679
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	686.5	793.0	802

Source: GDOT's HSIP reports.

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 2045 MTP 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), and the Georgia 2050 Statewide Transportation Improvement Plan (SWTP)/2021 Statewide Strategic Transportation Plan (SSTP).

- 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 2021 SSTP/2050 SWTP combines GDOT’s strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.⁶
- The Greater Dalton MPO 2045 MTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The MTP 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 2024-2027 TIP includes a number of key safety investments. The graphic below illustrates those projects and the related improvements. **Please click on the Project Identification Number (PI #) for more information.**

Table 1: Greater Dalton MPO TIP Projects, 2024-2027

PI#	Cost	Work Type	PM1	PM2		PM3		
			Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ *
0019358	\$11,870,000	Drainage	✓		✓			
0017233	\$98,000	Bridges	✓	✓				
0017234	\$225,000	Bridges	✓	✓				

⁶ [2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

Pavement and Bridge Condition/PM2

Effective May 20, 2017, FHWA established performance measures to assess pavement condition⁷ and bridge condition⁸ 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.

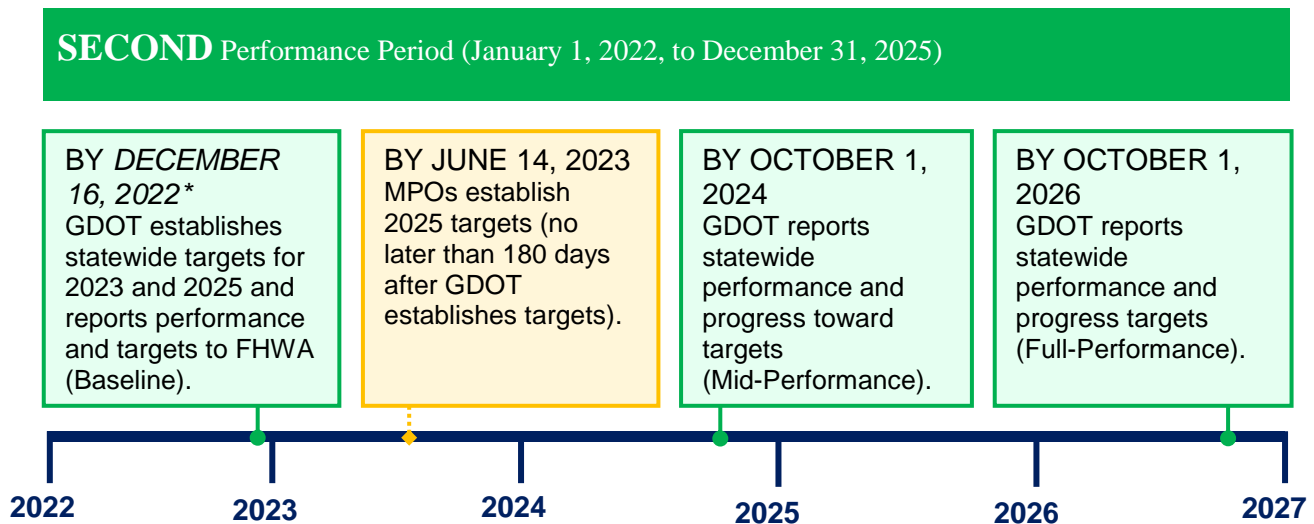
To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests 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.

⁷ [23 CFR Part 490, Subpart C](#)

⁸ [23 CFR Part 490, Subpart D](#)

Pavement and Bridge Targets

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 covers 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 under the second four-year performance period represent expected pavement and bridge condition at the end of calendar year 2023, while the current four-year targets represent expected condition at the end of calendar year 2025.



* FHWA changed the due date from October 1, 2022, due to a technical issue with the reporting system.

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 have 180 days after the states (GDOT) submit their targets to FHWA to establish four-year targets for each measure by either agreeing to 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 December 16, 2022. MPOs have 180 days from December 16, 2022 to adopt the state PM2 targets or set their own PM2 targets; The MPO second performance period PM2 targets must be set by June 14, 2023. The Greater Dalton MPO adopted/approved the Georgia statewide PM2 targets on April 27, 2023.

Table 2 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, 2024, GDOT will provide FHWA with a detailed mid-performance report of pavement and bridge condition performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and the Greater Dalton MPO will have the opportunity at that time to revisit the four-year PM2 targets.

Table 2. Pavement and Bridge Condition/PM2 Performance and Targets

Performance Measures	Georgia Performance (Baseline 2021)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
Percent of Interstate pavements in good condition	67.4%	50.0%	50.0%
Percent of Interstate pavements in poor condition	0.1%	5.0%	5.0%
Percent of non-Interstate NHS pavements in good condition	49.2%	40.0%	40.0%
Percent of non-Interstate NHS pavements in poor condition	0.6%	12.0%	12.0%
Percent of NHS bridges (by deck area) in good condition	79.1%	50.0%	60.0%
Percent of NHS bridges (by deck area) in poor condition	0.5%	10.0%	10.0%

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 2045 MTP 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, and the current SSTP/2050 SWTP.

- MAP-21 initially required GDOT to develop a TAMP for all NHS pavements and bridges within the state. In addition, BIL requires considering extreme weather and resilience as part of the life-cycle planning and risk management analyses within a State TAMP process and evaluation. GDOT’s TAMP describes Georgia’s current bridge (bridge culverts) and pavement asset management processes for improving and preserving the condition of the National Highway System (NHS), which comprised of approximately 7,200 miles of roadway within the State which includes interstates, state routes and local roads as well as 4,300 structures of both bridges and bridge culverts. GDOT has recently developed TAMP for FY 2022-2031, which uses life-cycle planning and outlines the priorities and investment strategies leading to a program of projects that would make progress toward achievement of GDOT’s statewide pavement and bridge condition targets and cost effectively manage and preserve these assets over the next 10 years.
- 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 2021 SSTP/2050 SWTP combines GDOT’s strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people

mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.⁹

- The Greater Dalton MPO 2045 MTP 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 approved highway safety targets, the FY 2024-2027 TIP includes a number of key safety investments. The graphic below illustrates those projects and the related improvements. **Please click on the Project Identification Number (PI #) for more information.** Table 3 is indicative of the projected improvements, based on project types.

Table 2: Greater Dalton MPO TIP Projects, 2024-2027

			PM1	PM2		PM3		
PI#	Cost	Work Type	Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ *
0019358	\$11,870,000	Drainage			✓			
0017233	\$98,000	Bridges		✓				
0017234	\$225,000	Bridges		✓				

⁹ [2021 Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

Table 3: Projects/Work Types That Support Each Performance Measure Targets

Work Type	PM1	PM2		PM3				
	Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ*		
						PHED	Non-SOV	Emissions Reduction
Bicycle / Pedestrian Facilities								
Bridges	✓	✓		✓				
Drainage Improvements	✓		✓	✓				
Grade Separation								
Interchange								
Intersection Improvement								
ITS								
Lighting								
Managed Lanes								
Operational Improvement								
Pavement Rehabilitation								
Railroad Crossing								
Transit								
Truck Lanes								
Widening								

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 System¹⁰, freight movement on the Interstate system¹¹, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program¹². 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

¹⁰ [23 CFR Part 490, Subpart E](#)

¹¹ [23 CFR Part 490, Subpart F](#)

¹² [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.

Greater Dalton

Metropolitan Planning Organization

