

Greater Dalton

Metropolitan Planning Organization



UNIFIED PLANNING WORK PROGRAM



FY 2024

Greater Dalton

Metropolitan Planning Organization

Resolution By The Greater Dalton Metropolitan Planning Organization Policy Committee

Resolution: UPWP – 06-27-2023

WHEREAS, in accordance with the U.S. Bureau of the Census officially designated Urbanized Area Boundaries established on May 1, 2002; and

WHEREAS, the Greater Dalton Metropolitan Planning Organization (MPO) has been designated by the Governor of Georgia as the MPO for the Greater Dalton Urbanized Area in accordance with Federal requirements of Title 23, Section 134 of the United States Code to have a Cooperative, Comprehensive, and Continuous transportation planning process; and

WHEREAS, the Policy Committee (PC) is the recognized decision making body for transportation planning with the Greater Dalton MPO; and

WHEREAS, the Greater Dalton MPO will conduct federally-required transportation planning activities that will improve the transportation system and help coordinate the area's future growth within the area bounded, at minimum, by the existing Urbanized Area; and

NOW, THEREFORE, BE IT RESOLVED that the Greater Dalton MPO PC has adopts the FY 2024 Unified Planning Work Program for the period July 1, 2023 through June 30, 2024:

A motion was made by PC member Bob Sivick and seconded by PC member Chad Townsend and approved this the 27th of June, 2023.



Kent Benson, Chair
Policy Committee

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Chapter 1

Introduction

Purpose of the UPWP

The FY 2024 Unified Planning Work Program (UPWP) for transportation planning in the Greater Dalton Planning Region incorporates all federally assisted transportation activities proposed to be undertaken in the planning area from July 1, 2023 through June 30, 2024. The UPWP provides an outline for the coordination of transportation planning activities in the area, and is required as a condition for all federal funding assistance for transportation planning by the planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). This UPWP describes all transportation planning activities utilizing federal funding, and identifies state and local matching dollars for the planning projects.

Planning Emphasis Areas

On December 30, 2021, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly issued the 2021 Planning Emphasis Areas (PEAs), which include transition to performance based planning and programming as per MAP-21, cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning, and access to essential services in which the transportation planning process identifies transportation connectivity gaps and solutions to address those gaps. The PEAs are listed in Appendix I.

The Greater Dalton MPO began to implement performance-based planning and programming in FY 2022 to achieve desired performance outcomes. Performance based planning and programming refers to the inclusion of performance management within the planning process. The goal is to ensure all transportation investment decisions are made based on their ability to meet established goals set forth in planning documents. Goals will include, but are not limited to, the following:

- Host a minimum of eight (8) meetings through which the public will be invited to add input.
- Update all planning documents in a timely manner.
- Attend training offered by governing agencies to remain up to date on all federal and state regulations and guidelines.
- Begin to update project information for the 2050 MTP update.
- Host an annual Title VI Public Hearing in conjunction with Whitfield County Transit Service.



Planning Priorities

The Greater Dalton Metropolitan Planning Organization (GDMPO) is the transportation planning body for Whitfield County and a portion of Murray County.

The GDMPO will work towards the following in FY 2024:

- 1) Complete the update of the Transportation Improvement Program, if needed, by July 30, 2023.
- 2) Implement procedures to develop the 2050 Metropolitan Transportation Plan for the area.
- 3) Take steps to monitor and maintain the transportation system.
- 4) Provide a transportation planning system that promotes the movement of people and goods safely and efficiently and advances the planning area's economic growth.
- 5) Develop a planning process that efficiently integrates transportation planning with all planning resources available and land use decisions.

Planning Requirements

IIJA & FAST Act

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, listed below:

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

Increase the safety of the transportation system for motorized and non-motorized users;

Increase the security of the surface transportation system for motorized and non-motorized users;

Increase the accessibility and mobility options available to people and for freight;

Protect and enhance the environment, promote energy conservation, and improve quality of life;

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

Promote efficient system management and operation; 8. Emphasize the preservation of the existing transportation system;

Improve transportation system resiliency and reliability;

Reduce (or mitigate) the storm water impacts of the surface transportation; and

Enhance travel and tourism.

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.



In consideration of MAP-21 Performance-Based Planning and Programming, the six core functions of the MPO include:

- 1) Establish a setting for effective decision-making: Establish and manage a fair and impartial setting for effective regional decision-making in the metropolitan area.
- 2) Identify and evaluate transportation improvement options: Develop transportation improvement options and use data and planning methods to evaluate whether those options support criteria and system performance targets. Planning studies and evaluations are included in the Unified Planning Work Program (UPWP).
- 3) Prepare and maintain a Metropolitan Transportation Plan: Develop and update an MTP for the metropolitan area covering a planning horizon of at least 20 years. MPOs prepare MTPs using performance measures and targets. These are the planning factors that MPOs and departments of transportation consider to guide their planning processes:
 - Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - Increase the safety of the transportation system for motorized and non-motorized users.
 - Increase the security of the transportation system for motorized and non-motorized users.
 - Increase accessibility and mobility for people and freight.
 - Protect and enhance the environment.
 - Promote energy conservation.
 - Improve quality of life for the community.
 - Promote consistency between transportation improvements and planned State and local growth and economic development patterns.
 - Enhance the integration and connectivity of the transportation system for all modes.
 - Promote efficient system management and operation.
 - Emphasize the preservation of the existing transportation system.
- 4) Develop a Transportation Improvement Program (TIP): Develop a short-range, four-year program of priority transportation improvements drawn from the long-range transportation plan. The MPO creates the TIP with spending, regulating, operating, management, and financial tools. The TIP represents immediate priority actions to achieve the area's goals and associated system performance targets.
- 5) Identify performance measure targets and monitor whether implemented projects are achieving targets: MPOs coordinate with State and public transportation operators to establish performance targets that address performance measures, as set forth in Federal law, related to surface transportation and public transportation. MPOs prepare plans that include performance targets addressing performance measures and standards. When updating the plan, MPOs also prepare a System Performance Report that tracks progress in meeting performance targets. In addition to Federally required performance measures, MPOs may identify additional, locally significant performance indicators that support decision-making.
- 6) Involve the public: Involve the general public and other affected constituencies related to the essential decision-making elements listed above.



FAST Act

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act" - the first Federal law in over ten years to provide long-term funding certainty for surface transportation. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for the Department's highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs. With its enactment, States and local governments may now move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a Federal partner over the long term.

The FAST Act continues the Metropolitan Planning program and establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint FHWA/FTA responsibility. The Act continues the MAP-21 approach to formula program funding, authorizing a lump sum total instead of individual authorizations. The FAST Act has the following program features:

1) Selection of MPO Officials:

The FAST Act clarifies that metropolitan planning organization (MPO) representation is selected by an MPO according to its bylaws/enabling statute. It also changes the selection criteria for MPO officials to:

- grant a representative of a transit provider authority equal to that of other MPO officials; and
- allow a representative of a transit provider to also represent a local community.

2) Consultation with other Planning Officials:

The FAST Act continues to encourage MPOs to consult with officials responsible for other types of planning activities. It adds to the list of such activities, tourism and the reduction of risk of natural disasters.

3) Scope of Planning Process

The FAST Act expands the scope of consideration of the metropolitan planning process to include:

- improving transportation system resiliency and reliability;
- reducing (or mitigating) the stormwater impacts of surface transportation; and
- enhancing travel and tourism.

4) Capital Investment and other Strategies:

The FAST Act continues to require a metropolitan transportation plan to include strategies to meet current and projected transportation infrastructure needs.

5) Resilience and Environmental Mitigation Activities:

The FAST Act expands the focus on the resiliency of the transportation system as well as activities to reduce stormwater runoff from transportation infrastructure. In addition, it newly requires strategies to reduce the vulnerability of existing transportation infrastructure to natural disasters.



6) Transportation and Transit Enhancement Activities:

The FAST Act continues to require a metropolitan transportation plan to include transportation and transit enhancement activities. When proposing these activities, the plan must now include:

- consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner; and
- strategies and investments that preserve and enhance intercity bus systems (including those that are privately owned and operated).

7) Participation by Interested Parties in the Planning Process:

The FAST Act explicitly adds public ports and certain private providers of transportation, including intercity bus operators and employer-based commuting programs to the list of interested parties that an MPO must provide with reasonable opportunity to comment on the transportation plan.

8) Congestion Management:

The FAST Act adds examples of travel demand reduction strategies for congestion management in a transportation management area (TMA). While retaining the requirement for a congestion management process for MPOs that serve a TMA, the law also allows an MPO that serves a TMA to develop a congestion management plan (distinct from the congestion management process) that will be considered in the MPO's transportation improvement program. Any such plan must include regional goals for reducing peak hour vehicle miles traveled and improving transportation connections must identify existing services and programs that support access to jobs in the region, and must identify proposed projects and programs to reduce congestion and increase job access opportunities. The FAST Act specifies certain consultation requirements MPOs must use in developing the plan.

Budget Allocation Methodology

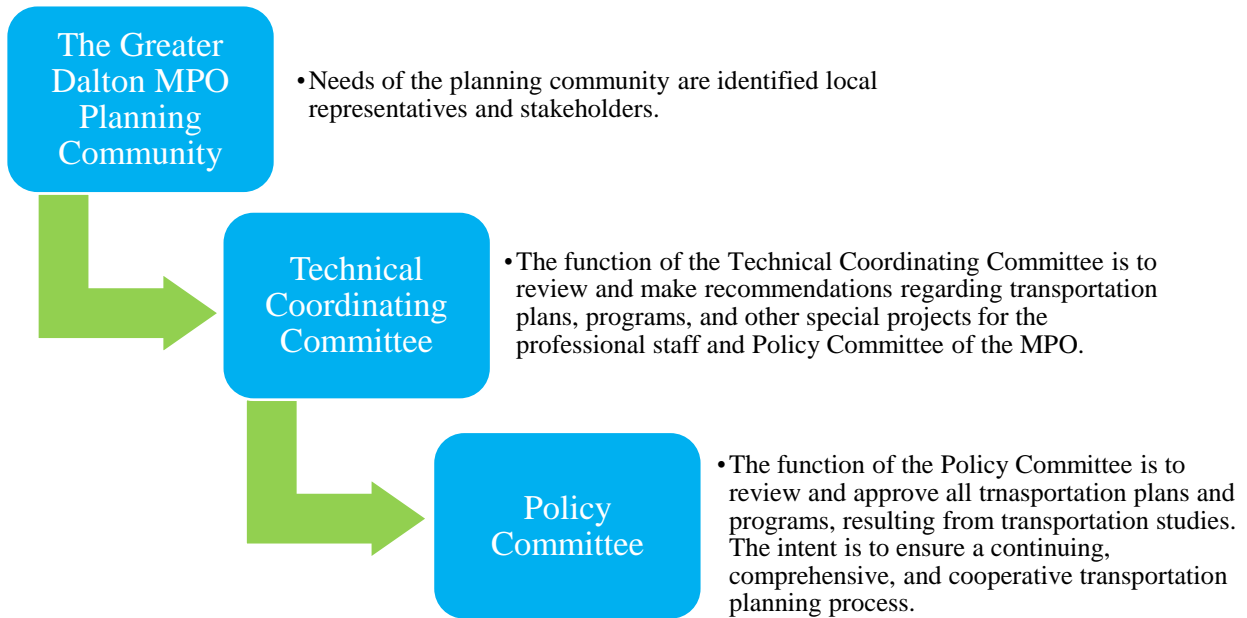
The FHWA provides 80% of GDMPO Planning (PL) funds for transportation planning to ensure a 3C transportation planning process is utilized. Whitfield County provides the remaining 20% local match. The MPO will request reimbursement for 80% of transportation planning expenses. The MPO received Federal Transit Administration (FTA) Section 5303 Program funds, which support planning activities supported by the FHWA (PL) funds, typically used for transit planning activities. The FTA provides 80% of the 5303 Program funds, the Georgia Department of Transportation (GDOT) provides 10% of the 5303 Program funds and Whitfield County provides the remaining 10% local match. The MPO will request reimbursement for 90% of the 5303 Program funds.



Chapter 2

Organizational Structure

Organizational Process



Members List

**Whitfield County, Georgia
Greater Dalton Metropolitan Planning Organization**

Policy Committee

Name	Appointment	Company
Kent Benson	Chairman	Engineer, Whitfield County
Jevin Jensen	Member	Chair, Whitfield County Borad of Comm.
Bob Sivick	Member	Administrator, Whitfield County
Tom Dickson	Vice - Chairman	Mayor, City of Varnell
David Pennington	Member	Mayor, City of Dalton
Ken Gowin	Member	Mayor, City of Tunnel Hill
TBD	Member	Assistant State Planner, GDOT
Greg Hogan	Member	Murray County
Ron Shinnick	Member	Mayor, City of Cohutta
Andrew Parker	Member	Administrator, City of Dalton
Dennis Mock	Member	Council, City of Dalton

Technical Coordinating Committee

Name	Appointment	Company
Chad Townsend	Member	Dalton Public Works
Casey Langford	Member	Planner, GDOT-Alternate PC/TCC Member
Charlie Morrow	Member	Dalton Utilities
Jared Lombard	Member	FHWA
Mark Gibson	Member	Whitfield County Schools
Rusty Lount	Member	Dalton City Schools
Steve Bratton	Member	Superintendent, Whitfield County Public Works
Kayla Husted	Member	Transportation Planner, GDOT
Samantha Henry	Member	District Planning & Programming Engineer

Advisory Committee

Name	Appointment	Company
Ethan Calhoun	Member	Whitfield County Community Planner

Staff

Name	Title	Company
Jacob Bearden	GDMPO Coordinator	Whitfield County



Process Overview

The PC is the forum for cooperative decision making by elected and appointed officials of the representative local governments and inter-modal transportation providers in the GDMPO area. The PC is also responsible for taking into consideration the recommendations from the TCC when adopting plans or setting policy. The PC is responsible for recommending planning projects to the TCC as well as developing policy and adoption of plans and actions related to the GDMPO program.

The TCC membership includes representatives from federal, state and local agencies who have technical knowledge of transportation or transportation related planning, programming and/or implementation. The TCC assures involvement of all operation departments, advisory agencies and multi-modal transportation providers in the planning process and implementation of plans. The TCC evaluates transportation plans and projects based on whether or not they are technically warranted and financially feasible.

The PC, with input from the TCC, annually revises and adopts the UPWP document which outlines the budgets and describes the transportation planning activities to be conducted by the GDMPO during fiscal year 2023, beginning July 1, 2023 through June 30, 2024.

Community Involvement

The Policy Committee adopted the GDMPO's current Participation Plan on June 5, 2014 and has subsequently voted to adopt this document annually. The Participation Plan document describes public outreach opportunities and document approval procedures as established by the MPO and it can be viewed at the GDMPO offices in Dalton, Georgia and on the Internet at <http://www.whitfieldcountyga.com/engineer/mpo.htm>. In order to measure the effectiveness of public participation the MPO has a sign-in sheet with sections left blank for the public to sign. Additionally, through the use of Google Analytics, the MPO records page views, unique page views, average time spent on the page, exit rate, and total number of current viewers on the MPO webpage. The UPWP approval procedure outlined in the Participation Plan states GDMPO committees must review proposed planning activities for inclusion to the UPWP. The Draft UPWP will be presented to the PC, TCC and GDOT and placed for public comment no less than thirty (30) days, before it is officially voted or adopted by the GDMPO. In February 2014, the PC approved by vote to amend this document to include meeting attendance via phone and proxy voting electronically by submitting a signed proxy form.



Chapter 3

Task 1: Administration

Program Objective

To coordinate and conduct the transportation planning activities of the Metropolitan Planning Organization (MPO) in compliance with all federal, state, and local laws, regulations, and requirements. This includes identifying transportation planning work tasks and sub-elements, prepare descriptive narrative and cost estimate for each sub-element, and coordinate input for the FY 2024 UPWP.

1.1 – Program Coordination – ALI 44.21.00

Objective:

The element objective is to coordinate and conduct the transportation planning process of the MPO and ensure conformity with all federal, state, and local laws, regulations and requirements.

Previous Work:

- 1) In FY 2023, the GDMPO held eight (8) Joint Committee Meetings. Meeting minutes were prepared and archived on the GDMPO website.
- 2) Quarterly reports, reimbursement forms, and annual reports were prepared and submitted to the appropriate GDOT Offices.
- 3) Attended project specific meetings with District 6 GDOT Officials and other consulting agencies.
- 4) Updated all GDMPO documents to reflect current census data, and updated regulations.

Activities:

- 1) Provide opportunities for an open process to include continuing, comprehensive, and cooperative decision making within all jurisdictions in the GDMPO planning area.
- 2) Prepare records for the development of progress reports, certifications, and reimbursement requests.
- 3) Coordinate activities for the GDMPO committees, including but not limited to, arranging meetings and preparing meeting minutes.
- 4) Participate with other agencies, at all governmental levels, to remain current with regulations and project specific activities.



FY 2024 Products:

- 1) GDMPO Committee meetings and minutes.
- 2) Quarterly reports and annual report for FY 2024.
- 3) Accounting summaries and invoices.
- 4) Updating all GDMPO planning documents.

Target Start and End Dates: July 1, 2023 through June 30, 2024

Lead Agency: GDMPO

Funding Source	Amount
FHWA PL	\$ 99,200.00
GDOT PL Match	\$ -
Local Match	\$ 24,800.00
Total	\$ 124,000.00



1.2 – Staff Training and Employee Education – ALI 44.21.00

Objective:

The objective of this element is to develop staff knowledge of the transportation planning process through the participation in workshops, seminars, and conferences.

Previous Work:

- 1) GDMPO staff attended GDOT District Meetings.
- 2) Attended PIOH meetings for various project specific activities.
- 3) Participated in FTA and FHWA conference calls and webinars.
- 4) Participated in ADA, Title VI, and other Nondiscrimination training.
- 5) Participated in GAMPO Meetings.
- 6) Title VI Training was completed in October 2018.

Activities:

- 1) Staff will attend/participate in transportation planning related conferences, seminars, workshops, and other training opportunities provided by all agencies.

FY 2024 Products:

- 1) Staff will continue to improve education to ensure a complete planning process.

Target Start and End Dates: July 1, 2023 through June 30, 2024

Lead Agency: GDMPO

Funding Source	Amount
FHWA PL	\$ 2,000.00
GDOT PL Match	\$ -
Local Match	\$ 500.00
Total	\$ 2,500.00



1.3 – Equipment and Supplies – ALI 44.21.00

Objective:

To maintain computer systems utilized by the GDMPO for relevant transportation planning activities. Acquire any necessary software or hardware to maintain GDMPO’s transportation planning process. Update Geographic Information System (GIS) software, as necessary. Purchase office equipment to promote an efficient planning process.

Previous Work:

- 1) Office supplies were acquired, as needed.

Activities:

- 1) The GDMPO will replace office supplies (i.e. paper and ink cartridges) on an as needed basis.

FY 2024 Products:

- 1) Necessary technology and office equipment to operate the GDMPO.

Target Start and End Dates: July 1, 2023 through June 30, 2024

Lead Agency: GDMPO

Funding Source	Amount
FHWA PL	\$ 6,821.50
GDOT PL Match	
Local Match	\$ 1,705.38
Total	\$ 8,526.88



1.4 – Contracts and Grants – ALI 44.21.00

Objective:

Preparation and responsibility of contracts and coordination of grants for all GDMPO related programs and studies. Prepare and track the progress of projects related to the planning process, in cooperation with funding agencies and consultants.

Previous Work:

- 1) Prepared invoices and progress reports for funding agencies.
- 2) Developed PL budgetary alignment for the PL Grant and closed out grants once exhausted.
- 3) Maintained existing contract for office printing purposes.

Activities:

- 1) Maintain all contracts related to the transportation planning process.
- 2) Prepare progress reports and invoices for all funding agencies and their respective grants.
- 3) Prepare annual reports and close out letters for funding agencies and their respective grants.

FY 2024 Products:

- 1) Effective contracts, executed to benefit the GDMPO planning area.
- 2) Contract files to represent all work performed by the GDMPO for FY 2024.
- 3) Preparation and maintenance of potential contract for horizon year 2050 MTP.

Target Start and End Dates: July 1, 2023 through June 30, 2024

Lead Agency: GDMPO

Funding Source	Amount
FHWA PL	\$ 1,920.00
GDOT PL Match	\$ -
Local Match	\$ 480.00
Total	\$ 2,400.00



1.5 – Unified Planning Work Program – ALI 44.21.00

Objective:

The objective is to identify work tasks undertaken by the GDMPO staff to address the planning needs for the serviced area. Collect public and committee input on the FY 2024 UPWP. Develop FY 2024 UPWP, with consideration to the progress made on the FY 2024 UPWP.

Previous Work:

- 1) Development of the FY 2023 UPWP and annual budget.
- 2) Committees approved planning documents essential to FY 2023.
- 3) Submitted the GDMPO’s Annual Performance Report to GDOT.
- 4) Previous program was reviewed and approved by the Policy Committee.

Activities:

- 1) Identify and prioritize transportation planning work tasks.
- 2) Prepare a descriptive narrative and cost estimate for each task, obtain input from governing agencies, and draft the final FY 2025 UPWP.

FY 2024 Products:

- 1) FY 2025 UPWP

Target Start and End Dates: July 1, 2023 through June 30, 2024

Lead Agency: GDMPO

Funding Source	Amount
FHWA PL	\$ 2,765.50
GDOT PL Match	\$ -
Local Match	\$ 691.38
Total	\$ 3,456.88



Chapter 4

Task 2: Public Involvement

Program Objective

To obtain input from the general public in the transportation planning process, to comply with all federal, state, and local public participation requirements, and to provide opportunities for public access to review and provide comment on the GDMPO planning documents.

2.1 – Community Outreach and Education – ALI 44.27.00

Objective:

To identify and involve stakeholders and all communities in the serviced area with the transportation planning process.

Previous Work:

- 1) Maintained and updated GDMPO's website to provide the public with an opportunity to review and comment on all relevant MPO activities.
- 2) Updated the Nondiscrimination / Title VI Program for the GDMPO.
- 3) Conducted Joint Committee Meetings and invited the public to participate.

Activities:

- 1) Review, revise and update the GDMPO Public Participation Plan as needed.
- 2) Provide the serviced area with an opportunity to review and comment on the various MPO planning documents.
- 3) Maintain records of documents of official actions, with respect to the transportation planning process.
- 4) Advertise the availability of draft documents to the public.
- 5) Advertise meeting dates and times to the public.
- 6) Continue to maintain and update the GDMPO website.
- 7) Community engagement techniques for horizon year 2050 MTP update

FY 2024 Products:

- 1) Continuance of community outreach and education.



Target Start and End Dates: July 1, 2023 through June 30, 2024
Lead Agency: GDMPO

Funding Source	Amount
FHWA PL	\$ 4,560.00
GDOT PL Match	\$ -
Local Match	\$ 1,140.00
Total	\$ 5,700.00



2.2 – Environmental Justice / Title VI – ALI 44.27.00

Objective:

Engage the underserved communities to be involved in the transportation planning process. Continue to maintain and update the Nondiscrimination/Title VI Plan to ensure an effective Nondiscrimination/Title VI Program.

Previous Work:

- 1) Updated the Title VI Program for the GDMPO.
- 2) Updated the Language Assistance Plan to reflect the most current census data.
- 3) Provided the public with an opportunity to review and comment on all planning documents by distributing them to central locations throughout the planning area.

Activities:

- 1) Continue to advertise meetings and documents to the Limited English Proficient population.
- 2) Update Title VI Program, as needed, to ensure all underserved communities are captured.
- 3) Continue to monitor the census website for any new data that could be used to better serve the planning area.
- 4) Continue to distribute planning documents at central locations for public review and comment.

FY 2024 Products:

- 1) Represented underserved communities that have been encouraged to participate in the transportation planning process.

Target Start and End Dates: July 1, 2023 through June 30, 2024

Lead Agency: GDMPO

Funding Source	Amount
FHWA PL	\$ 2,400.00
GDOT PL Match	\$ -
Local Match	\$ 600.00
Total	\$ 3,000.00



Chapter 5

Task 3: Data Collection

Program Objective

To maintain technical transportation data for transportation planning efforts, such as, GIS mapping data to provide aid in the development of essential planning documents.

3.1 – Socio-Economic Data – ALI 44.22.00

Objective:

To compile and analyze demographic and socio-economic data by Traffic Analysis Zones (TAZs) to be used in traffic forecast models for future scenarios. The data will represent optimal traffic flow in the short- and long-range planning process.

Previous Work:

- 1) Maintained GIS Mapping Software to aid in the planning updates.

Activities:

- 1) Use updated MTP information to move project priorities forward.
- 2) Consultant gathered information to be updated for 2050 MTP update.

FY 2024 Products:

- 1) Updated planning area that reflects 2020 Census information.

Target Start and End Dates: July 1, 2023 through June 30, 2024

Lead Agency: GDMPO

Funding Source	Amount
FHWA PL	\$ 2,500.00
GDOT PL Match	\$ -
Local Match	\$ 625.00
Total	\$ 3,125.00



3.2 – Land Use Monitoring – ALI 44.22.00

Objective:

To order and regulate land use in an ethical manner and prevent land use conflict by planning for the needs of the community, while safeguarding natural resources.

Previous Work:

- 1) Roadway information was collected using GPS and GIS technology and in cooperation with state agencies with readily available data.

Activities:

- 1) GDMPO will maintain a current database with shape files and centerline mileage for all functional classified urban and rural roads within the planning area.
- 2) GDMPO will cooperate with Murray County to collect data on infrastructure pertaining to transportation corridor studies.

FY 2024 Products:

- 1) Digital roadway network files for Whitfield and Murray County.
- 2) Land use files for transportation planning in the planning boundary for regional connectivity.

Target Start and End Dates: July 1, 2023 through June 30, 2024

Lead Agency: GDMPO

Funding Source	Amount
FHWA PL	\$ 6,400.00
GDOT PL Match	\$ -
Local Match	\$ 1,600.00
Total	\$ 8,000.00



3.3 – Transportation Surveys and Analysis – ALI 44.22.00

Objective:

To maintain a current database of the Whitfield and Murray County road systems using Global Positioning System (GPS) to provide accurate and current transportation network data for the GIS database.

Previous Work:

- 1) Began to review projects and studies based on the 2045 Horizon Metropolitan Transportation Plan update.

Activities:

- 1) GDMPO will continue to maintain a current GIS database for all functional urban and rural roads within the planning area.
- 2) GDMPO will collect data from Murray County to reflect studies conducted, with respect to transportation planning.

FY 2024 Products:

- 1) Surveys of roadways will be stored digitally.
- 2) Land use shape files will be used in the transportation planning process.

Target Start and End Dates: July 1, 2023 through June 30, 2024

Lead Agency: GDMPO

Funding Source	Amount
FHWA PL	\$ 4,400.00
GDOT PL Match	\$ -
Local Match	\$ 1,100.00
Total	\$ 5,500.00



3.4 – System Monitoring – ALI 44.22.00

Objective:

To compile traffic data, collected by local and state agencies, to create GIS shape files and analyze trends to develop the transportation plan.

Previous Work:

- 1) Prioritized projects based on information gathered from the 2045 MTP update.

Activities:

- 1) Review potential transportation studies with MPO committees
- 2) Use the data to draft an update to the TIP.

FY 2024 Products:

- 1) A complete and current database with traffic and road network data to be used in the GIS software.
- 2) An accurate forecast model of future transportation needs within the planning area.
- 3) Prioritization of projects based on future needs to the serviced area.

Target Start and End Dates: July 1, 2023 through June 30, 2024

Lead Agency: GDMPO

Funding Source	Amount
FHWA PL	\$ 2,000.00
GDOT PL Match	\$ -
Local Match	\$ 500.00
Total	\$ 2,500.00



Chapter 6

Task 4: System Planning

Program Objective

To undertake transportation planning activities leading to the updating and implementation of short-range (five-year) elements of the 20-year plan; to develop capabilities which can be applied to short-range transportation planning; and to identify transportation projects which can be implemented in a cost-effective manner to improve the transportation experience in our community.

Furthermore, the GDMPO will monitor the 2020 Census results dedicate funding as needed to adjust for in adequate level of service. Studies will be brought before cooperating agencies, should new data arise that indicates growing populations in previously unstudied areas.

4.1 – Transit Study – ALI 46.26.14 & 44.24.00

Objective:

To integrate land use planning activities with transportation planning. To provide information and recommendations to the committees.

Previous Work:

- 1) No studies have been conducted since the findings from the Transit Feasibility Study were published, in 2011.

Activities:

- 1) GDMPO will be pursuing opportunities in establishing the areas first Regional Freight Network Plan.

FY 2024 Products:

- 1) To begin work on the Greater Dalton MPO's 2050 Metropolitan Transportation Plan.



Target Start and End Dates: July 1, 2023 through June 30, 2024
Lead Agency: GDMPO

Funding Source	Amount
FHWA PL	\$ 2,560.00
GDOT PL Match	\$ -
Local Match	\$ 640.00
Total	\$ 3,200.00



4.2 – Metropolitan Transportation Plan – ALI 46.26.14

Objective:

The Metropolitan Transportation Plan (MTP) provides the basis for viable transportation investment of regionally significant projects and programs within the planning boundary. The MTP addresses various modes of transportation as well as the efficiency of the region’s transportation system. The 2045 MTP was completed in FY 2020.

Previous Work:

- 1) Projects identified in the 2045 MTP updated were prioritized and contact was made with GDOT to initiate project-oriented plans.

Activities:

- 1) Continue to monitor regionally significant projects and programs within the planning area to ensure a current information system will available for the projects reflected in the 2045 MTP.
- 2) MPO to engage consultants for full update of the 2045 MTP to horizon year 2050.

FY 2024 Products:

- 1) Begin collecting data and updating the 2045 MTP to horizon year 2050.

Target Start and End Dates: July 1, 2023 through June 30, 2024

Lead Agency: GDMPO

Funding Source	Amount
FHWA PL	\$ 5,506.50
GDOT PL Match	\$ -
Local Match	\$ 1,376.62
Total	\$ 6,883.12



4.3 – Special Transportation Studies – ALI 46.26.14

Objective:

To develop recommendations to increase effectiveness and efficiency of transportation planning process through improved safety and maintenance of bridges, rail, bike, pedestrian, and other transportation related issues.

Previous Work:

- 1) No studies have been conducted to date, in FY 2023, as the MTP update took place at the end of FY 2020.

Activities:

- 1) Evaluate opportunities to coordinate with other agencies on transportation planning needs.
- 2) Continue to partner with GDOT on any relevant study conducted in the planning area.

FY 2024 Products:

- 1) Relevant transportation studies.

Target Start and End Dates: July 1, 2023 through June 30, 2024
Lead Agency: GDMPO

Funding Source	Amount
FHWA PL	\$ 11,600.00
GDOT PL Match	\$ -
Local Match	\$ 2,900.00
Total	\$ 14,500.00



4.4 – Transportation Improvement Program – ALI 44.23.01

Objective:

The development and adoption of a TIP with a four-year element for project programming. The TIP is a process for selecting and scheduling all federally funded and regionally significant projects in a manner consistent with the MTP. The TIP will be updated and amended as needed.

Previous Work:

- 1) Attended project status meetings at the GDOT District 6 Office.
- 2) Coordinated with GDOT on project statuses and corresponding dollar amounts.
- 3) Policy Committee amended, as needed, the 2021-2024 TIP.

Activities:

- 1) Update the 2021-2024 TIP to 2024-2027 plan years.
- 2) Coordinate with GDOT for project statuses and corresponding dollar amounts.
- 3) Coordinate with all committees on projects to be included in the TIP as they progress.
- 4) Incorporate the public participation process in the development of the TIP.

FY 2024 Products:

- 1) Completed 2024-2027 TIP.

Target Start and End Dates: July 1, 2023 through June 30, 2024

Lead Agency: GDMPO

Funding Source	Amount
FHWA PL	\$ 6,000.00
GDOT PL Match	\$ -
Local Match	\$ 1,500.00
Total	\$ 7,500.00



Chapter 7

Task 5: Safe & Accessible Transportation Options and Complete Streets

Program Objective

To undertake transportation planning activities leading to safe and accessible transportation options.

5.1 – Complete Streets (Y410)

Objective:

Work to establish a vision, principles, and strategies to develop a GDMPO Complete Streets Policy.

Previous Work:

- 1) Consulted with Whitfield County Engineer and Public Works Director to identify potential needs and projects for a comprehensive project list that will be created during FY 2024.

Activities:

- 1) Work to establish a Complete Streets Policy and maintain Complete Streets project list.

FY 2024 Products:

- 1) Complete Streets Policy and maintained Complete Streets project list.



Target Start and End Dates: July 1, 2023 through June 30, 2024
Lead Agency: GDMPO

Funding Source	Amount
FHWA PL	\$ 4,786.79
GDOT PL Match	\$ -
Local Match	\$ 162.82
Total	\$ 4,949.61



Chapter 8

GAMPO PL Funding PI # 0020071-PLN

Program Overview

The purpose of this task is to contract with a Consultant to develop the 2050 MTP and the preparation of the documentation. The consultant is responsible for every document that is involved with the update of the MTP in its entirety. Special consideration will be given to performance-based planning and how they address PEAs. While it is clearly understood that the highway component of the MTP will comprise the major element of the plan, other components of the transportation system will require appropriate consideration and evaluation as part of the MTP process, including:

- Transit Systems and Services
- Park and Ride Facilities
- Pedestrian and Bicycle Facilities
- Freight Facilities both Rail and Truck
- Airport Facilities (General Aviation and Commercial)
- Traffic Signal System
- Environmental Sections
- Title VI and Environmental Justice
- Operations and Maintenance
- Safety
- Security
- Unfunded projects

Target Start and End Dates: October 1, 2023 through June 30, 2025
Lead Agency: GDMPO

Funding Source	Amount
PI#	\$240,000.00
Local Match	\$60,000.00
Total	\$300,000.00



FY 2024 Budget Summary

FY 2024 Budget Summary Funding Table

Task Number	Description	PL - FHWA			Y410 Funding			PI# 0020071-PLN			PL Funds		
		Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total
1.1	Program Administration / Coordination	\$ 99,200.00	\$ 24,800.00	\$ 124,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.2	Training / Education	\$ 2,000.00	\$ 500.00	\$ 2,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.3	Equipment / Supplies	\$ 6,821.50	\$ 1,705.37	\$ 8,526.87	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.4	Contract / Grants	\$ 1,920.00	\$ 480.00	\$ 2,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.5	UPWP 2024	\$ 2,765.50	\$ 691.38	\$ 3,456.88	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total		\$ 112,707.00	\$ 28,176.75	\$ 140,883.75	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2.1	Community Outreach	\$ 4,560.00	\$ 1,140.00	\$ 5,700.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2.2	Environmental Justice / Title VI	\$ 2,400.00	\$ 600.00	\$ 3,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total		\$ 6,960.00	\$ 1,740.00	\$ 8,700.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3.1	Socio-Economic	\$ 2,500.00	\$ 625.00	\$ 3,125.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3.2	Land Use Monitoring	\$ 6,400.00	\$ 1,600.00	\$ 8,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3.3	Transportation Analysis / Surveys	\$ 4,400.00	\$ 1,100.00	\$ 5,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3.4	System Monitoring	\$ 2,000.00	\$ 500.00	\$ 2,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total		\$ 15,300.00	\$ 3,825.00	\$ 19,125.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.1	Transit Plan / Study Administration	\$ 2,560.00	\$ 640.00	\$ 3,200.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.2	MTP	\$ 11,506.50	\$ 2,876.63	\$ 14,383.13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.3	Special Transportation Studies	\$ 5,600.00	\$ 1,400.00	\$ 7,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.4	Transportation Improvement Plan	\$ 6,000.00	\$ 1,500.00	\$ 7,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total		\$ 25,666.50	\$ 6,416.63	\$ 32,083.13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5.1	Increasing Safe & Accessible Transportation Options (Y410)	\$ -	\$ -	\$ -	\$ 4,786.79	\$ 162.82	\$ 4,949.61	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total		\$ -	\$ -	\$ -	\$ 4,786.79	\$ 162.82	\$ 4,949.61	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5.2	2050 Metropolitan Transportation Plan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240,000.00	\$ 60,000.00	\$ 300,000.00	\$ -	\$ -	\$ -
Sub Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240,000.00	\$ 60,000.00	\$ 300,000.00	\$ -	\$ -	\$ -
Projected FY 2024 Funding		\$ 160,633.50	\$ 40,158.38	\$ 200,791.88	\$ 4,786.79	\$ 162.82	\$ 4,949.61	\$ 240,000.00	\$ 60,000.00	\$ 300,000.00	\$ -	\$ -	\$ -



Chapter 10

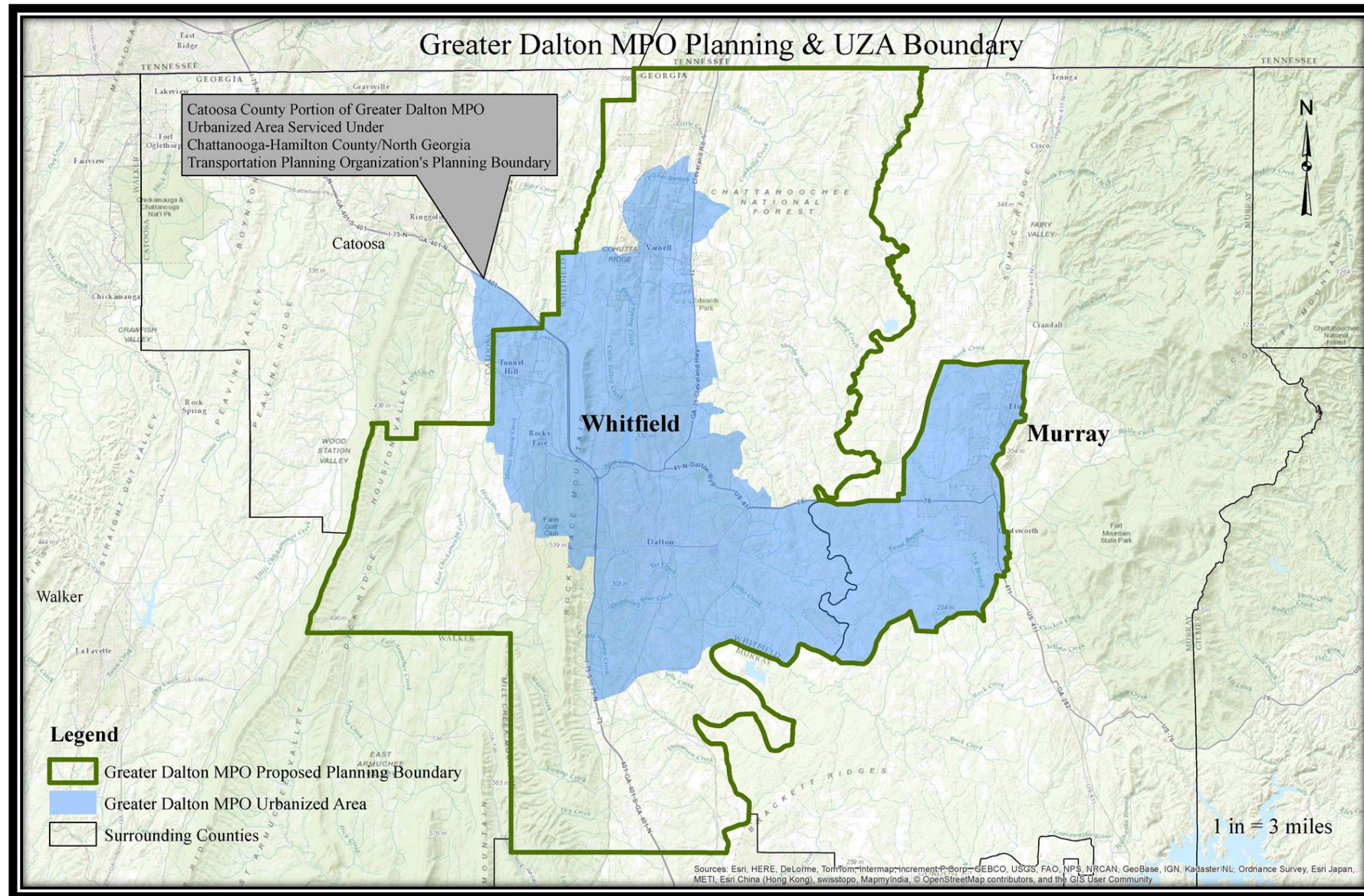
FY 2024 Project Matrix

Planning Factors	1.1 - Program Coordination	1.2 - Training Staff and Employee Education	1.3 - Equipment and Supplies	1.4 - Contacts and Grants	1.5 - Unified Planning Work Program	2.1 - Community Outreach and Education	2.2 - Environmental Outreach and Title VI	3.1 - Socio-Economic Data	3.2 - Land Use Monitoring and Analysis	3.3 - Transportation Surveys	4.1 - Transit Monitoring and Transit Planning	4.2 - Long Range Transportation Plan	4.3 - Special Transportation Studies	4.4 - Transportation Improvement Program	5.1 - Increasing Safe & Accessible Transportation Options (V 410)	5.2 - 2050 Metropolitan Transportation Plan
Economic Vitality	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Safety	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Security	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Accessibility and Mobility (ADA - Title VI)	✓		✓		✓		✓	✓		✓	✓	✓	✓	✓	✓	✓
Environment and Energy Conservation			✓		✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
Integration and Connectivity	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Management and Operation	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓
System Preservation			✓	✓				✓	✓	✓	✓	✓	✓	✓	✓	✓

✓ - Represents the Planning Factor is Present within the Sub-Element



GDMPO Planning Area



Chapter 12

FY 2023

Accomplishments

FY 2023 Accomplishments

- Updated the federally required Nondiscrimination / Title VI Program, as required on a triannual basis.
- Completed amendment of the Transportation Improvement Program.
- Updated planning documents to reflect new projects and regulations.
- Improve social media presence to better the local public involvement (i.e. online surveys and Whitfield County social media announcements).



Chapter 13

GDMPO MOUs



Russell R. McMurry, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

June 22, 2015

The Honorable Nathan Deal, Governor
State of Georgia
State Capitol, Room 203
Atlanta, Georgia 30334

Subject: Greater Dalton MPO, Revised Metropolitan Planning Area Boundary

Dear Governor Deal:

Attached is a Resolution passed by the Greater Dalton Metropolitan Planning Organization (GDMPO) amending the boundaries of their Metropolitan Planning Area that was received by the Department on June 16th, 2015. The boundary has been amended to include regions which were classified as "urbanized" under the 2010 Census and to include any regions which the GDMPO anticipates becoming "urbanized" over the next twenty years.

Attached to this letter you will find a map titled "Greater Dalton MPO Planning and UZA Boundary", which shows the proposed GDMPO boundary. The new proposed boundary would include the green outlined area. Also included is an updated Memorandum of Understanding between each county and jurisdiction covered by the MPO.

In accordance with CFR Title 23, Section 450.312(a) we respectfully request your approval of the proposed boundary change. If you have any questions, please feel free to call me or Mrs. Cynthia L. VanDyke, State Transportation Planning Administrator, at 404-631-1987.

Sincerely,

Jay Roberts
Director of Planning

Approved: Nathan Deal
Nathan Deal, Governor

JR:CLV:mjw
Enclosures





Greater Dalton Metropolitan Planning Organization

A Resolution by the Greater Dalton Metropolitan Planning Organization Policy Committee Adopting the Memorandum of Understanding between the Greater Dalton Metropolitan Planning Organization and Murray County

WHEREAS, the Greater Dalton Metropolitan Planning Organization (GDMPO) is the designated Metropolitan Planning Organization for the transportation planning within the Greater Dalton Metropolitan Planning Boundary following the 2010 Census; and

WHEREAS, the GDMPO boundary incorporates all of Whitfield County and a portion of Murray County; and

WHEREAS, Moving Ahead for Progress in the 21st Century (MAP-21) requires the Metropolitan Planning Organization to develop and adopt a Long Range Transportation Plan (LRTP) and a short-range Transportation Improvement Program (TIP) to conform with the applicable metropolitan planning requirements; and

WHEREAS, the GDMPO did develop the Memorandum of Understanding in conformance with GDMPO's Policy Committee Bylaws and through a technical review process; and

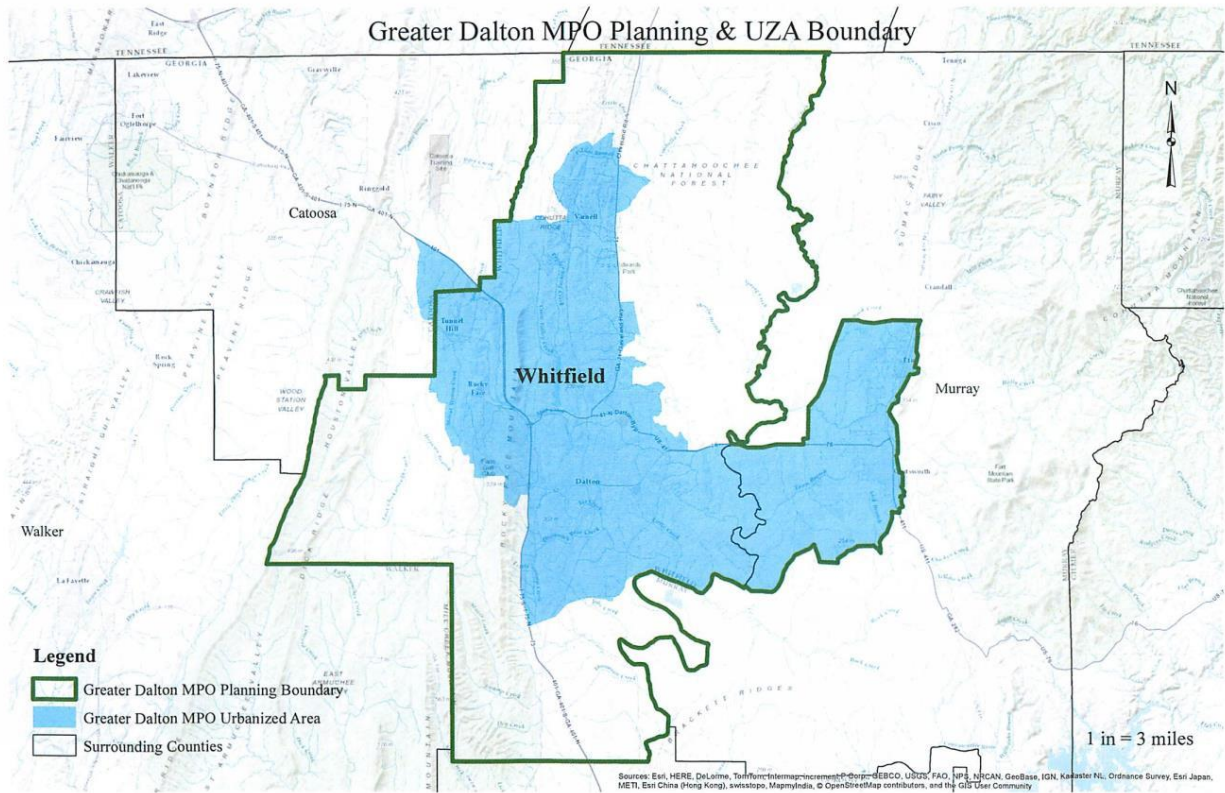
NOW, THERE, BE IT RESOLVED the Greater Dalton Metropolitan Planning Organization adopts the Memorandum of Understanding between the Greater Dalton Metropolitan Planning Organization and Murray County



Ty Ross, Chair, GDMPO Policy Committee

Whitfield County Engineering Department
301 West Crawford Street ~ Dalton, Georgia 30720 ~ Phone: (706) 876-2592
www.whitfieldcountyga.com





**MEMORANDUM OF UNDERSTANDING
FOR THE
TRANSPORTATION PLANNING COORDINATION AND COOPERATION
BETWEEN
THE GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
AND
MURRAY COUNTY**

THIS MEMORANDUM OF UNDERSTANDING, shall be between The Greater Dalton Metropolitan Planning Organization (GDMPO), a federally designated Metropolitan Planning Organization for the Greater Dalton Metropolitan Transportation Planning Area, and Murray County, a political subdivision of the State of Georgia, formed and existing pursuant to the Constitution of the State of Georgia;

WHEREAS, Chapter Eight of Title Fifty, *Official Code of Georgia Annotated*, mandate The GDMPO be comprised of officials of political subdivisions and private citizens to represent the districts of approximately the same population within the Greater Dalton Metropolitan Area;

WHEREAS, Title Twenty-Three USC Section 134 and Section 5303, *Federal Transit Act*, mandate Moving Ahead for Progress in the 21st Century (MAP-21) guides the planning process and maintains continuous, comprehensive, and cooperative planning by the state and local governments;

WHEREAS, the eight SAFETEA-LU Planning Factors are retained in MAP-21, as the scope of the planning process, and yields plans and programs consistent with comprehensive planning development of the urbanized area;

WHEREAS, the parties hereto agree the Memorandum of Understanding entered by and between The GDMPO and Murray County, with respect to Transportation Planning Coordination and Cooperation within the Greater Dalton Metropolitan Planning Area, should be amended, updated, and replaced by this Memorandum of Understanding.

NOW, THEREFORE, we, the undersigned, being duly authorized to act on behalf of the above-named parties, in consideration of the mutual covenants and promises contained herein, agree as follows concerning Transportation Planning Coordination and Cooperation within the Greater Dalton Metropolitan Planning Area:



WITNESSETH

1. Description of Future Services to be Delivered With Respect to Transportation Planning Coordination and Cooperation.

A. The Greater Dalton Metropolitan Planning Organization, as the Metropolitan Planning Organization, shall be responsible for maintaining for the following required services:

- a. Develop and maintain a Long Range Transportation Plan (LRTP), a Transportation Improvement Program (TIP) and a Unified Planning Work Program (UPWP) for the Greater Dalton Metropolitan Planning Area pursuant to federal regulations.
 - i. Prepare and publish a fiscally balanced twenty year or more multimodal LRTP to lead to the development of an integrated intermodal transportation system, which will facilitate the efficient movement of people and goods. Furthermore, the LRTP shall conform with updated planning goals, objectives, policies, or developments in areas including, but not limited to, sub-area and intermodal studies, Intelligent Transportation System (ITS) planning, and bicycle and pedestrian planning.
 - ii. Prepare, publish, and maintain a financially balanced multimodal TIP for a three year or more period.
 - iii. Prepare, in cooperation, with Georgia Department of Transportation (GDOT), Federal Highway Administration (FHWA), The Federal Transit Administration (FTA), local governments, and local government transit providers, acting through Transportation Coordinating Committee, an annual Unified Planning Work Program to document planning activities, to be performed in the next fiscal year, in sufficient detail to indicate the entity to perform the work, the schedule for completion, the associated project's budget, and the product(s) to be produced.
- b. Development of the LRTP and the TIP for the expanded Greater Dalton Metropolitan Transportation Planning Area will be as follows:
 - i. For the member counties of the GDMPO (Whitfield and Murray), the GDMPO will work cooperatively with county staff to develop the LRTP and the TIP.



- c. Develop, implement, and maintain the Congestion Management System (CMS) for the Greater Dalton Metropolitan Transportation Planning Area, and ensure to the extent appropriate, the CMS be included in the metropolitan planning process, and the CMS shall be considered in the development of the LRTP and TIP. The GDMPO will coordinate all CMS activities with Murray County, in regards to the portion of the Greater Dalton Urbanized Area within Murray County.
- d. Publish and revise, as necessary, the Transportation Public Involvement Plan (TPIP). The TPIP governs how the Metropolitan Planning Organization will provide complete information, timely public notices, full public access to key decisions, and support early and continuing involvement of the public in the development of plans and TIPs and the Program-of-Projects. All publications and revisions shall meet the criteria established in 23 CFR 450.
- e. The GDMPO will, with respect to federally required transportation certifications:
 - i. Triennially participate in a leadership role in the Greater Dalton Transportation Management Area certification review.
 - ii. Annually certify, concurrently with GDOT to FHWA and FTA, the planning process is addressing the major issues facing the area and is being conducted in accordance with all federal regulations.
- f. The GDMPO will, with respect to transportation planning data:
 - i. Develop and maintain base and projected population, housing, employment, economic, vehicle, land use data and special trip generators by traffic zone; and provide information to planning process participants as requested.
 - ii. Periodically review traffic zone boundaries and make appropriate recommendations to the Transportation Coordinating Committee (TCC) and cooperate with GDOT in revision of said boundaries.
 - iii. Update and maintain maps showing existing and proposed land use, and make appraisals of actual land use development in comparison with projections.
 - iv. Coordinate with Murray County on the development of data necessary for the transportation planning process.
- g. Provide available maps, aerial photographs, charts, records, and directories to the extent possible.
- h. For the GDMPO planning area, provide technical assistance to local governments as they prepare, update and implement local comprehensive plans as required by the Georgia Planning Act of 1989. GDMPO will also review comprehensive



plans for internal consistency; opportunities for cooperation; conflicts with other local plans; and conflicts with regional plans.

- i. Annually receive available federal transportation planning funds allocated to the ten full and three limited counties totally within the planning boundary.
 - j. Provide other assistance as mutually agreed upon.
- B. Murray County**, shall be responsible for maintaining for the following required services:
- a. Participate in the Greater Dalton Metropolitan Transportation Planning Process, with a voting member on the Transportation Coordinating Committee and the Transportation & Air Quality committee.
 - b. Demonstrate technical analysis of LRTP and TIP updates and amendments, to demonstrate to United States Department of Transportation and United States Environmental Protection Agency of anticipated emissions of pollutant precursors fall below set limits, GDMPO will defer all compliance to Murray County. This shall include, if applicable:
 - i. Perform the technical analysis to demonstrate conformity standards in the Non-Attainment Area under the one hour standard.
 - ii. Coordinate with GDOT and the suburban counties in the Non-Attainment Area, under the eight hour standard, to perform the technical analysis to demonstrate conformity in a manner to be determined.
 - iii. Coordinate with GDOT and the suburban counties, as applicable, to address the issue of conformity in the PM 2.5 Non-Attainment Area, once designated.
 - c. Coordinate the development of plans and programs and related air quality conformity findings with transportation providers, GDOT, the Georgia Environmental Protection Division, citizens, affected parties, and local governments.
 - d. Participate in the Greater Dalton Metropolitan Transportation Planning process as described in Section 3. A. 4. The county will develop a county-wide transportation plan, prioritize proposed transportation projects and submit project applications to the GDMPO for consideration. In transportation planning activities, the county will coordinate with municipalities and will include a public outreach element.



- e. Participate and provide required input in the development of the annual Unified Planning Work Program (UPWP) to document planning activities to be performed in the next fiscal year, in sufficient detail to indicate who will perform the work, the schedule for completion, associated budget and the projected outcomes.
- f. Participate in the triennial certification review of the Greater Dalton Transportation Management Area.
- g. Provide an annual monetary contribution equal to 10 percent of the match for the federal transportation planning funds attributable to the Greater Dalton urbanized area. Provide 10 percent of the required matching funds for any transportation study or project performed by the GDMPO at the request of Murray County.
- h. Coordinate with the GDMPO and GDOT to develop planning data.
- i. Provide other assistance as mutually agreed upon.

2. Compliance with Applicable Laws and Regulations.

All parties shall comply with all applicable local, state, and federal laws and regulations. Nothing in this Memorandum of Understanding alters, or seeks to alter, the existing statutory authority of any party under state or federal law. If any of the provisions of this Memorandum of Understanding are held to be illegal, invalid or unenforceable, the remaining provisions shall remain in full force and effect.

3. Amendments and Modifications.

Any party may request changes to this Memorandum of Understanding at any time by written notice to the other party's signatory of this agreement. Such changes as are mutually agreed upon by and between the parties shall be incorporated in written amendments to this Memorandum of Understanding executed in the same manner as the original Memorandum of Understanding approval.

4. Notification.

IN WITNESS WHEREOF, each of the undersigned has executed this Memorandum of Understanding on behalf of the respective party set forth below, pursuant to the authority granted to each of the undersigned in the resolution by which each party approved and adopted this Memorandum of Understanding.

In witness whereof, the parties hereto have executed this Memorandum of Understanding, this 22nd day of June, 2015.



APPROVED:

WHITFIELD COUNTY BOARD OF COMMISSIONERS

X Mike Babb

Mike Babb, Chairman, for the Board

Attest:

X Kent Benson

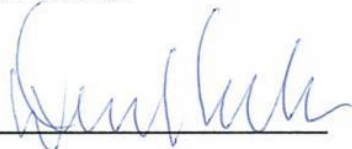
Witness

X Blanca Cardona

Notary Public



CITY OF DALTON

X 

Mayor

Attest:

X 

Witness

X 

Notary Public



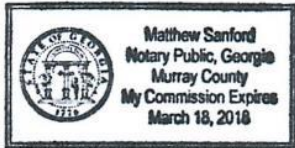
MURRAY COUNTY

X *Brittany D. Johnson*
Sole County Commissioner

Attest:

X *Hannah Stanley*
Witness

X *Matthew Sanford*
Notary Public



CITY OF CHATSWORTH

X Don Penland
Mayor

Attest:

X Wesley Nolan
Witness

X Jan Wilbanks
Notary Public



CITY OF TUNNEL HILL

X *Kenneth J. Lewis*
Mayor

Attest:

X *Zela H. ...*
Witness

X *Donna Crawley*
Notary Public



CITY OF VARNELL

X 

Mayor

Attest:

X 

Witness

X 

Notary Public





Raymond H. Grossman
05/11/15

CITY OF COHUTTA

X *[Signature]*
Mayor

Attest:

X *[Signature]*
Witness



Raymond H. Grossman

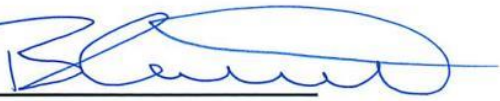
CITY OF ETON

X
Mayor

Attest:



CITY OF ETON

X 

Mayor

Attest:

X 

Witness

X 

Notary Public





RECOMMENDED BY:

GEORGIA DEPARTMENT OF TRANSPORTATION

X 

Director of Planning

Attest:

X 

Witness

X 

Notary Public



THE GREATER DALTON METROPOLITAN PLANNING ORGANIZATION

X 

Director

Attest:

X 

Witness

X 

Notary Public



APPENDIX I



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.

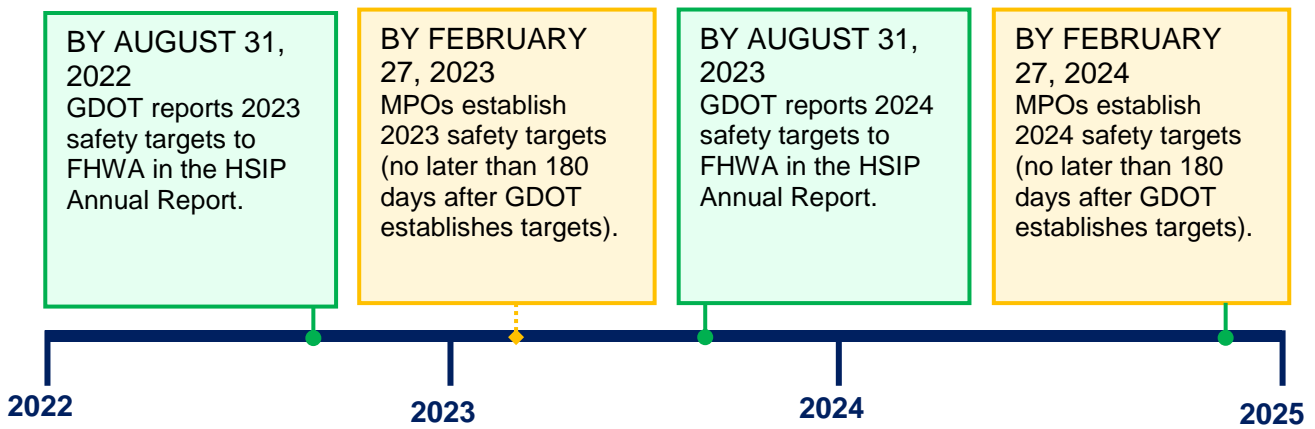
Safety performance targets are provided annually by the States to FHWA for each safety performance measure. GDOT submits the HSIP report annually to FHWA. The HSIP 2022 annual report was submitted to FHWA by August 31, 2022 and established the statewide safety targets for year 2023 based on an anticipated 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.

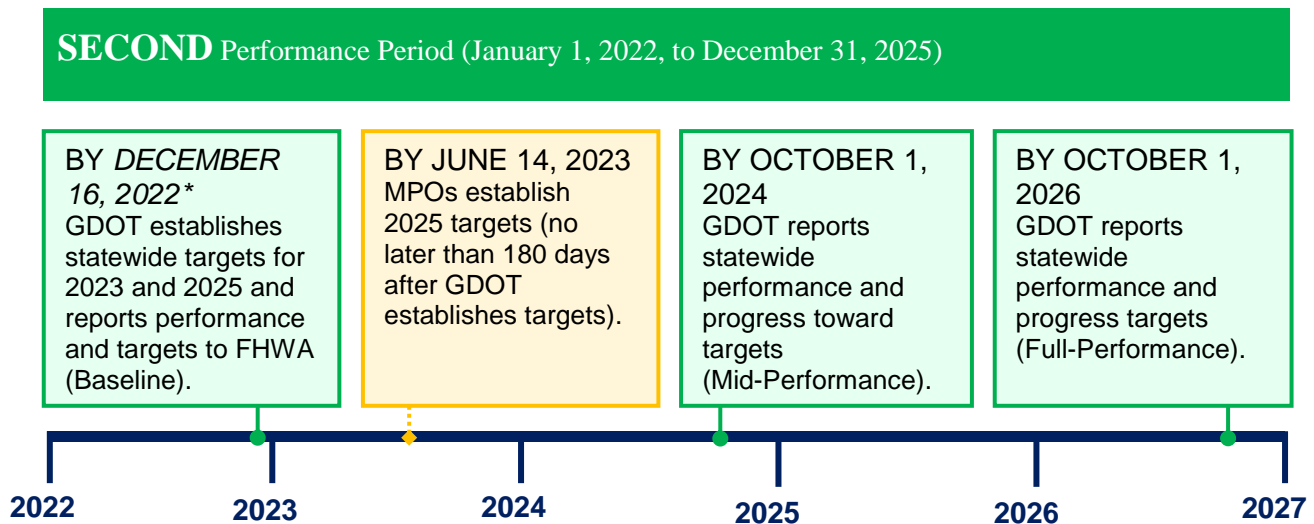
To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests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

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