
Floyd – Rome Urban Transportation Study

**2014-2017 Transportation Improvement Program
(TIP) and Conformity Determination (this is an
amended new TIP)**

Prepared by the

**Rome/Floyd County MPO
And The
Rome Transit Department**

In Cooperation With The

**Georgia Department of Transportation
Federal Highway Administration
Federal Transit Administration**

Adopted August 2013
**ADMINISTRATIVELY MODIFIED AUGUST 2014
AMENDED OCTOBER 2015
ADMINISTRATIVELY MODIFIED OCTOBER 2015
AND AMENDED APRIL 2016**

Adopting Resolution

RESOLUTION TO AMEND

2014-2017 TRANSPORTATION IMPROVEMENT PLAN

WHEREAS, federal regulations for metropolitan transportation planning require that the Metropolitan Planning Organization, in cooperation with State and Federal Agencies and with operators of publicly owned transit services, develop a planning process which results in a Long-Range Transportation Plan, a Transportation Improvement Program, and a Unified Planning Work Program; and

WHEREAS, the Rome-Floyd County Planning Department is the Metropolitan Planning Organization for the Rome Urbanized Area and the funding recipient for transportation planning; and

WHEREAS, the urban transportation planning regulations require that the Transportation Improvement Program be a product of a planning process certified as in conformance with all applicable requirements of law and regulation; and

WHEREAS, the Rome-Floyd County Metropolitan Planning Organization Transportation Policy Committee adopted the 2014-2017 Transportation Improvement Program in August of 2013; and

WHEREAS, addition of an exempt project and amendments to funding for non-exempt highway projects must be reflected in the adopted 2014-2017 Transportation Improvement Program by means of an Amendment ; and

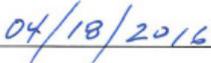
WHEREAS, the locally developed and adopted process for private sector participation has been followed in the development of said amendment; and

WHEREAS, the requirements of applicable law and regulation regarding urban transportation planning have been met

NOW, THEREFORE BE IT RESOLVED that the Rome-Floyd County Metropolitan Planning Organization Transportation Policy Committee adopts the April 2016 Amended 2014-2017 Transportation Improvement Program as set forth in the document attached to this resolution.



Bill Irmscher, City Commissioner and Chair,
Transportation Policy Committee



Date

MPO Certification

Keith Golden, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

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

June 17, 2013

Sue Hiller, Director
Rome-Floyd County Planning Department
PO Box 1433
Rome, Georgia 30162-1433

Dear Ms. Hiller:

Subject: Certification of Metropolitan Planning Process

Enclosed is a signed copy of the joint self-certification statement required by §450.334(a) of the Metropolitan Planning Regulations. The statement certifies to the FHWA and FTA that the MPO's planning process is meeting all applicable federal requirements.

The Department has reviewed the statements and concurs in self-certifying the planning process. We will forward a copy of the Certification Statement to the FHWA and FTA.

If you have any questions, please feel free to call Mr. Matthew Fowler, Assistant Planning Administrator, at 404-631-1777.

Sincerely,

A handwritten signature in cursive script that reads "Matthew Fowler".

for Cynthia L. VanDyke
State Transportation Planning Administrator

CLV:MF

Enclosure

**CERTIFICATION
OF THE
FLOYD-ROME URBAN TRANSPORTATION STUDY**

Be it known to all, the below signees do hereby endorse and certify the Metropolitan Planning Process for the Floyd-Rome Urban Transportation Study (FRUTS), 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 Moving Ahead for Progress in the 21st Century Act (MAP-21) 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 MAP-21 (Pub. L. 112-141) 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;

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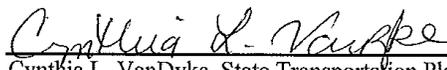
- The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments


Sue Hiller, Director
Rome-Floyd County Planning Department

23 May 2013
Date


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

5/30/13
Date


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

5-31-13
Date


Toby Carr, Director of Planning
Georgia Department of Transportation, Division of Planning

6-4-13
Date

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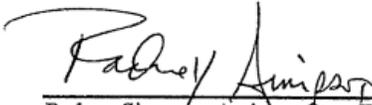
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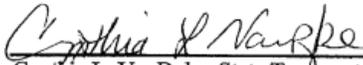
Sue Hiller, Director
Rome-Floyd County Planning Department

17 November 2015
Date



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

11/23/15
Date



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

11-23-15
Date



Jay Roberts, Director of Planning
Georgia Department of Transportation, Division of Planning

12/7/15
Date

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Introduction

The Transportation Improvement Program (TIP) is a four year capital improvement program drawn from the 2040 Transportation Plan. The TIP outlines the roadway and transit projects planned for Floyd County during state fiscal years 2014 through 2017. The state fiscal year begins July 1 and ends June 30. Therefore state fiscal year 2014 begins July 1, 2013 and ends June 30, 2014.

The TIP is the result of comprehensive transportation planning at the local level, combined with cooperation and assistance from state and federal officials. The TIP is updated each year and may be amended during the year if the amendments are consistent with the adopted Transportation Plan. Development of the Plan and TIP are guided by the FHWA/FTA Metropolitan Planning Regulations, 23 CFR Part 450. These regulations require that the FY 2014-2017 TIP demonstrate financial constraint. The Financial Plan section of the TIP addresses this requirement by depicting both project costs and anticipated available funding, grouped by federal funding codes.

The Clean Air Act requires the United States Environmental Protection Agency (USEPA) to designate areas throughout the Country as attainment or nonattainment of an air quality standard. On December 17, 2004 the USEPA designated Floyd County as nonattainment for the annual PM 2.5 standard. This designation added a new set of federal regulations that the Transportation Plan and TIP must address. This is called the transportation conformity process. In March of 2012 the MPO prepared and adopted the 2040 Long Range Transportation Plan and in April the 2012 Conformity Determination Report was adopted. On 8 June, 2012, the Federal Highway Administration and Federal Transit Administration in coordination with the Environmental Protection Agency issued a formal finding that the 2040 Long Range Transportation Plan and the 2012-2015 TIP conform to the transportation conformity requirements of the Clean Air Act as set forth in Title 40 CFR Part 93.

In April of 2011, the USEPA determined that the Rome and Floyd County PM2.5 non-attainment area had achieved clean data (that is, met the standard) for the three year period 2007-2009. On 21 June, 2012 Georgia EPD submitted to USEPA a request for re-designation to attainment as well as a plan to maintain attainment of the annual average PM2.5 standard. The MPO must now demonstrate conformity for two, ten year maintenance periods for the 1997 PM2.5 standard.

As part of the ongoing metropolitan transportation planning process, the MPO has developed the FY 2014-2017 Transportation Improvement Program. Development of the FY 2014-2017 TIP has followed both the FHWA/FTA Metropolitan Planning Regulations (23 CFR Part 450) and the Transportation Conformity Rules (40 CFR Part 93). The FY 2014-2017 TIP is a subset of the currently conforming 2040 Long Range Transportation Plan and its projects are consistent with the project descriptions and timing reflected in the conforming Transportation Plan's emissions analyses. Project identification numbers (PI#s) serve as the cross reference between projects included in the conforming Transportation Plan and those included in the FY 2014-2017 TIP. The 2040 LRTP, the August 2013 Addendum to the 2040 LRTP, the 2012 Conformity Determination Report (as amended in August of 2013) and the FY 2014-2017 TIP

reflect review and comment through the MPO’s interagency consultation and public involvement processes. The MPO’s public involvement activities are guided by the adopted Participation Plan. Comments received as a result of these activities are considered through the Rome-Floyd County MPO’s planning process. A copy of the adopted Participation Plan is included in the 2012 Conformity Determination Report and also is available from the MPO. As outlined in the Participation Plan, this TIP underwent a 30 day public comment period from [26 July to 24 August, 2013](#). For more information about the process and comments, please see the applicable section of the TIP.

In August of 2014 this document was administratively modified to reflect the following changes in funding that would not adversely impact financial constraint or year of construction – therefore a conformity determination and an addendum to the 2040 LRTP were not required.

Funding was increased for the Year of Expenditure for one non-exempt project’s PE phase, and funding was increased for one non-exempt project’s CST phase. An exempt project was added with funding for PE, ROW, and CST phases. The YOE for ROW phase was changed for one non-exempt project. Network years have not changed for any projects as a result of the October 2015 Amendment to the 2014-2017 Transportation Improvement Plan. The 2015 changes are as follows:

| GDOT PI NUMBER | Revised GDOT PI Number | Project Title | Programming Changes | Explanation of Need for Amendment | Requested by |
|----------------|------------------------|---|--|-----------------------------------|--------------|
| 0004915 | No change | SR140 From SR53/Floyd to 0.3 miles west of Oothkalooga Creek/Bartow | Change FY2016 CST M240 from \$9,702,067 to \$13,793,526; change FY 2016 UTL M240 from \$2,949,256 to \$3,808,900 | Updating CST and UTL costs | GDOT |
| 0013533 | No change | SR101 at SR20 0.22 miles north of CS1488/Lombardy Way in Rome | Add FY2016 PE M231 \$900,000 | Add PE Phase | GDOT |

| Project | PE | ROW | CST | Mileage |
|---|------------------------------|------------------------------|--------------------------------|-----------|
| PI # 0013718: SR 1/SR 20/US 27 @ ETOWAH RIVER & NS #719103R IN ROME | 2016: \$500,000 (M001) | 2018: \$250,000 (M001) | 2020: \$7,622,154 (M001) | 0.4 miles |

| June 2015 Transit TIP Administrative Modification | | | |
|--|----------------------|------------------|------------------|
| Element | Activities | Original Funding | Modified Funding |
| 5307 Capital | Capital Total, 2016 | \$1,615,000 | \$595,107 |
| | Capital Total, 2017 | \$950,000 | \$1,875,000 |
| 5307 Operating | Operating Total 2016 | \$3,379,733 | \$3,077,964 |
| | Operating Total 2017 | \$3,548,720 | \$3,231,862 |

| Project | PE | ROW | CST |
|--------------------------------------|-----------|---|-----------|
| PI # 662420 SE Rome Bypass | No Change | Change YOE from FY2015 to FY2016 Change M231 funding from \$20,375,641 to \$20,711,318.84; HY20 funding from \$213,868 to 218,145.38; LY20 funding from \$911,007 to \$929,227.07; LY30 funding from \$4,713,735 to \$4,621,308.71 for a total change of funding from \$26,214,251 to \$26,480,000 | No Change |

In April of 2016 an exempt project was added with funding for PE, ROW, and CST phases as shown below:

| Project | PE | ROW | CST | Mileage |
|--|------------------------------|------------------------------|--------------------------------|-----------|
| PI # 0013937: SR 1/US 27 @ BIG DRY CREEK IN ROME | 2017: \$500,000 (M231) | 2019: \$250,000 (M231) | 2020: \$3,500,000 (M231) | 0.4 miles |

In addition, a new federal funding phase was added for a non-exempt project:

| 621600- Phases | Old | New |
|----------------|---------------------|---|
| CST (2017) | \$47,762,144 (M001) | \$46,664,796.39 (M001) |
| UTL (2017) | \$3,626,420 (LOC) | \$3,555,125.34 (M001), New federal funding phase |

The 2014-2017 TIP was also updated with the most recent funding information for Rome Transit Department.

The April 2016 Amended 2014-2017 TIP was prepared in response to these changes. The changes are included in the 2016 Long Range Transportation Plan for 2040, and in the 2016 Conformity Determination Report. Therefore, the April 2016 Amended 2014-2017 TIP is a subset of the 2016 Long Range Transportation Plan for 2040.

Rome-Floyd County MPO
Boundaries

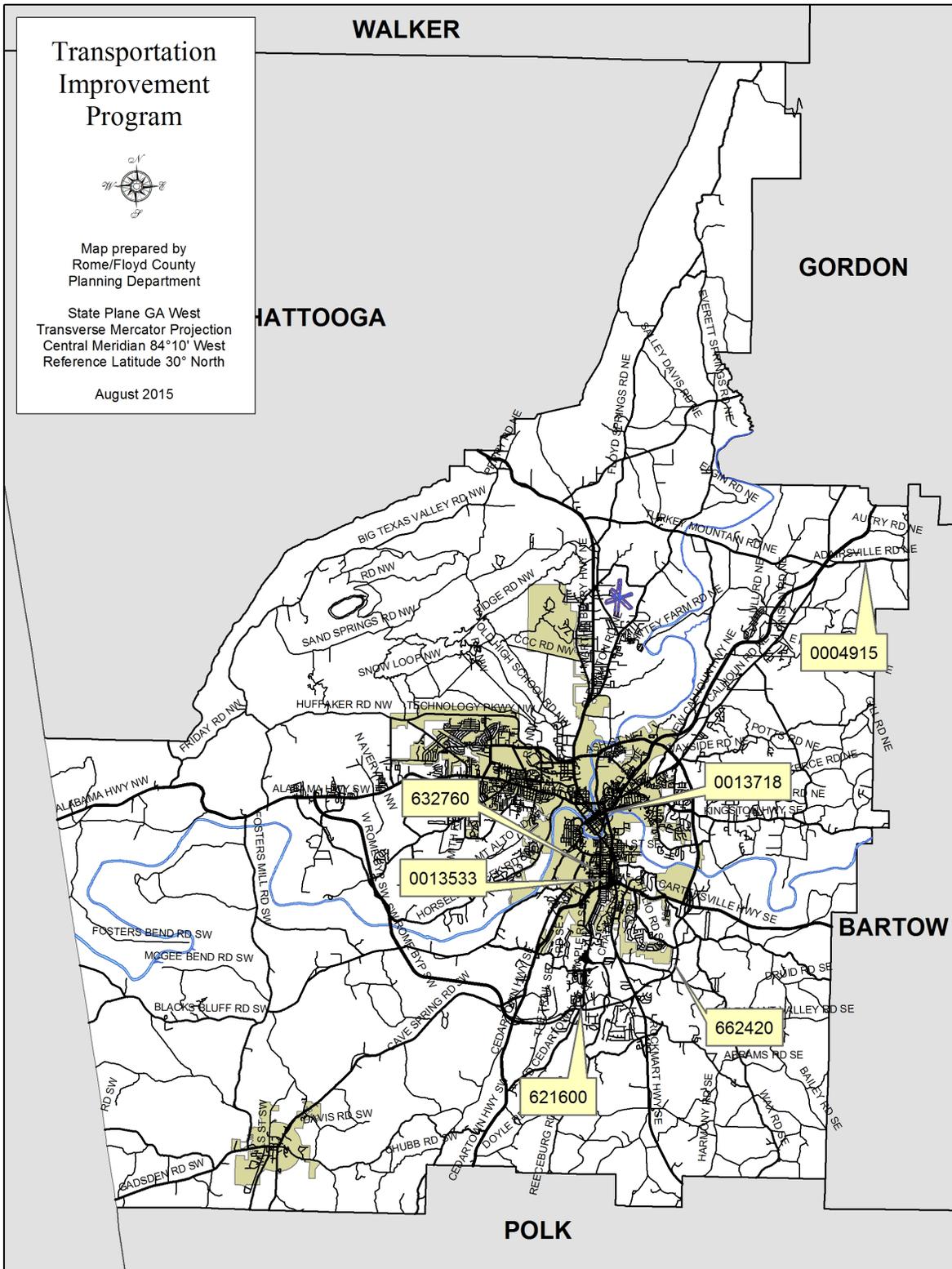
Transportation Improvement Program



Map prepared by
Rome/Floyd County
Planning Department

State Plane GA West
Transverse Mercator Projection
Central Meridian 84°10' West
Reference Latitude 30° North

August 2015



Transportation Committee Membership

2014-2017 TIP

TRANSPORTATION POLICY COMMITTEE

Voting Members:

Citizens' Advisory Committee Chair
Rome City Commissioner (2)
Cave Spring Councilperson
Floyd County Manager
Commissioner, GDOT

Floyd County Commissioner (2)
Cave Spring Mayor
Rome/Floyd Co. Planning Commission Chair
Rome City Manager
District VI Engineer, GDOT

Non-Voting Participants:

Assistant City Manager, City of Rome
Public Works Director, Floyd County
City of Rome Engineer
NWGeorgia Regional Commission Director
Rome Area Chamber of Commerce, Trans. Comm.
GDOT District VI Pre-Construction Engineer**
GDOT-Atlanta Office-Intermodal Programs (2)
GDOT-Atlanta Office-Planning (2)
Rome-Floyd Co. Planning Dept-Trans. Planner
Federal Highway Administration District IV – Atlanta
District 13 State Representative
District 16 State Representative

Assistant County Manager, Floyd County
Public Works Director, City of Rome
Floyd County Engineer
Rome/Floyd County Planning Director
Rome Area Engineer, Ga. Dept. of Transportation
GDOT District VI Program Engineer*
GDOT-Atlanta Office-Planning Administrator
GDOT-Atlanta Office-Planner for Rome-Floyd MPO
Citizens' Advisory Committee Vice-Chair
District 11 State Representatives
District 14 State Representative
District 52 State Senator

TECHNICAL COORDINATING COMMITTEE

Voting Members:

GDOT-Rome-Operations Office
Floyd County Public Works Director
City of Rome Engineer
Assistant City Manager, City of Rome
Rome-Floyd Co. Planning Dept-Transportation Planner
GDOT-District VI, Cartersville-Intermodal Programs
Rome Transit Department Assistant Director
Northwest Georgia Regional Commission Representative

Rome Transit Department Director
Public Works Director, City of Rome
Floyd County Engineer
Assistant County Manager, Floyd County
GDOT-Atlanta Office of Planning
GDOT-Dist VI, Cartersville-Scheduling Engineer
GDOT-Atlanta Office-Intermodal Programs

Non-Voting Participants:

Citizens' Advisory Committee Vice-Chair
Rome Area Chamber of Commerce Representative

FHWA, Georgia Division
Citizens' Advisory Committee

CITIZENS' ADVISORY COMMITTEE

Voting Members:

Christina Holzclaw
Ken Wright
Tanya Clayton
Julie Smith

Dawn Hampton
Steven Turner
Robert Darville
Jim Howell

Charlie Jones
Bobby Payne
Terry Jones

Non-Voting Participants:

Rome/Floyd County Planning Director
Rome Transit Department Director

Rome/Floyd County Transportation Planner
Rome Transit Department Assistant Director

Public Comment

The 2014-2017 Transportation Improvement Program (TIP) was put out for public comment. The document was made available at five (5) physical locations, and one (1) virtual one. The five (5) physical locations were 1) the Rome – Floyd County Planning Department’s main office at 607 Broad Street in Rome, GA, 2) the Floyd County Clerk’s Office at 12 E. Fourth Ave. in Rome, GA, 3) the Rome City Clerk’s Office at 601 Broad Street in Rome, GA, 4) the Cave Spring City Clerk’s Office at 10 Georgia Ave. SW in Cave Spring, GA, and 5) the Rome – Floyd County Public Library at 205 Riverside Pkwy in Rome, GA. The document was also available at the Rome-Floyd County Planning Department’s webpage located at www.romefloyd.com.

The public comment period was advertised in the MPO’s legal organ (Rome News-Tribune), and consisted of a period of not less than thirty (30) days (26 July to 24 August, 2013). At the end of the comment period the documents were collected from each respective location to see if any comments were received. There were none.

The public comment period for the October 2015 Amended TIP was also advertised in the MPO’s legal organ (Rome News-Tribune), and consisted of a period of not less than thirty (30) days (21 September until 20 October 2015). At the end of the comment period, the documents were collected from each respective location to see if any comments were received. There were none.

The Interagency Committee was instrumental in the evaluation of the Transportation Improvement Program (TIP). The committee met on June 18th, July 9th, August 20th, and September 17th, 2015.

The public comment period for the April 2016 Amended TIP was also advertised in the MPO’s legal organ (Rome News-Tribune), and consisted of a period of not less than thirty (30) days (17 March until 139 April 2016). At the end of the comment period, the documents were collected from each respective location to see if any comments were received. There were none.

The Interagency Committee was instrumental in the evaluation of the Transportation Improvement Program (TIP). The committee met on 18 February, 17 March, and 21 April, 2016.

Project Sheet Definitions

PROJECT NAME refers to the project such as a road or bridge project.

PROJECT DESCRIPTION describes what will be done to the project referred to in the project title. This includes what specific action will be taken on the project (2 to 4 lanes, upgrade to a standard roadway), and, if applicable, beginning and ending points of the project.

PROJECT IMPLEMENTATION NUMBERS (P.I. NOS) refers to the six or seven digit construction work program number. This number is used by the Georgia Department of Transportation to identify projects currently in some stage of development. If a project does not have one of these numbers, it is either a totally locally funded project, or a project not yet made active by the DOT.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) NUMBER is the number assigned to projects for local reference as opposed to a State P.I. number. "F" refers to Federal, "S" refers to State, and "L" refers to Local.

LENGTH (MI) refers to the length of a project in miles and tenths of miles.

NUMBER OF LANES – EXISTING, PLANNED identifies the number of lanes on the roadway presently; lanes planned indicates number of lanes upon completion of the project.

TRAFFIC VOLUMES (AVERAGE DAILY TRAFFIC or ADT) refers to the estimated average number of vehicles per day on a particular road, based on computer analysis and projections of population growth. Traffic volumes are shown for the years 2004 (measured) and 2040 (projected).

LOCAL ROAD NUMBER refers to the number assigned to a local road. County roads are designated as C.F.__.

S.R./U.S. NUMBER refers to the number assigned to a road that has a state or U.S. road designation. A single road can have several designations.

FUNDING. This section indicates type of funding applied to the project. National Highway System (NHS) projects are funded by National Highway funds. NHS is composed of the National System of Interstate and Defense Highways and principal arterial roads which are essential for interstate and regional commerce and travel, national defense, and intermodal transfer facilities and international commerce and border crossings. Surface Transportation Program (STP) funds are applied to interstates, capital costs for transit projects, carpool, parking, bicycle, and pedestrian projects, highway and transit safety improvements and programs, hazard eliminations caused by wildlife and railway-highway grade crossings, highway and transit research, traffic monitoring and control facilities, surface transportation planning programs, transportation enhancement activities, transportation control measures, development and establishment of management systems, and wetland mitigation efforts. STP funds are available for any roads not functionally classified as local or rural minor collectors. Transportation Enhancement (TE) funds represent 10% of the total state STP funding level, and are applied to projects such as bicycle and pedestrian facilities, rehabilitation and operation of historic transportation facilities, preservation of abandoned/railway corridors, and mitigation of water pollution due to highway runoff. BHN or Bridge Funding is applied to the Economic Development Highway System. EDS funds are State funds applied to the Economic Development Highway System. DPS funds are set aside by the State to be dedicated to high priority projects that are part of the National Highway System. Local funding consists of Special Purpose Local Option Sales Tax (SPLOST) and general funds.

PROJECT PHASE. This section is broken down by the fiscal year, showing the year in which work will be done or will begin. Fiscal Year 2012 begins on July 1, 2012 and ends on June 30, 2012. This section also indicates the various project phases and the allocated funds in thousands. AUTH. refers to funds which the State has authorized, or committed, to be used for those projects. NOTE: The Rome/Floyd County MPO operates on a calendar year.

PRELIMINARY ENGINEERING includes the cost of all work done in development of plans for a particular project.

RIGHT-OF-WAY refers to purchase of right-of-way.

UTILITIES covers the cost of relocation of utility infrastructure.

CONSTRUCTION refers to the actual construction of a project.

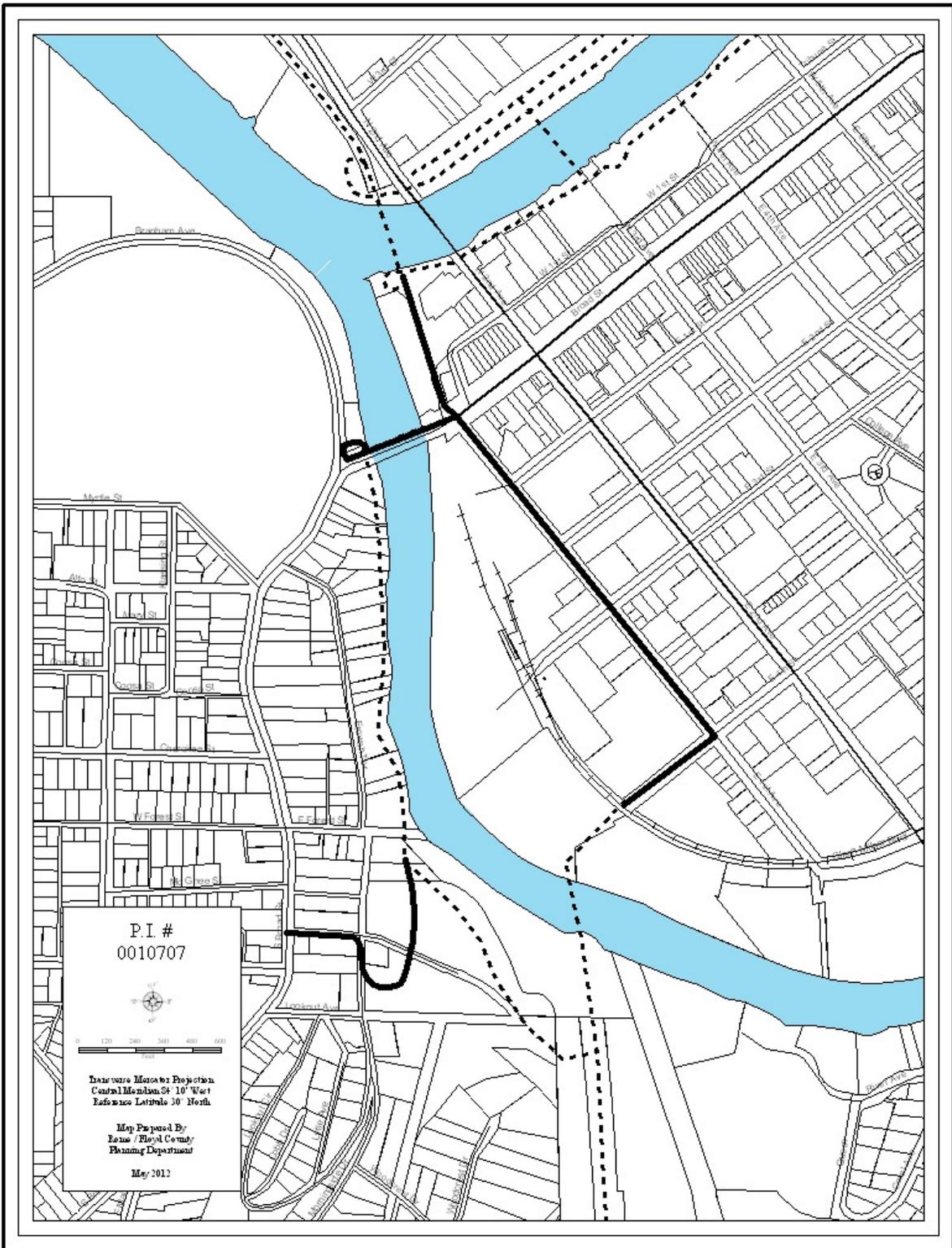
PROJECT COST is listed by funding source and fiscal year.

Project Sheets

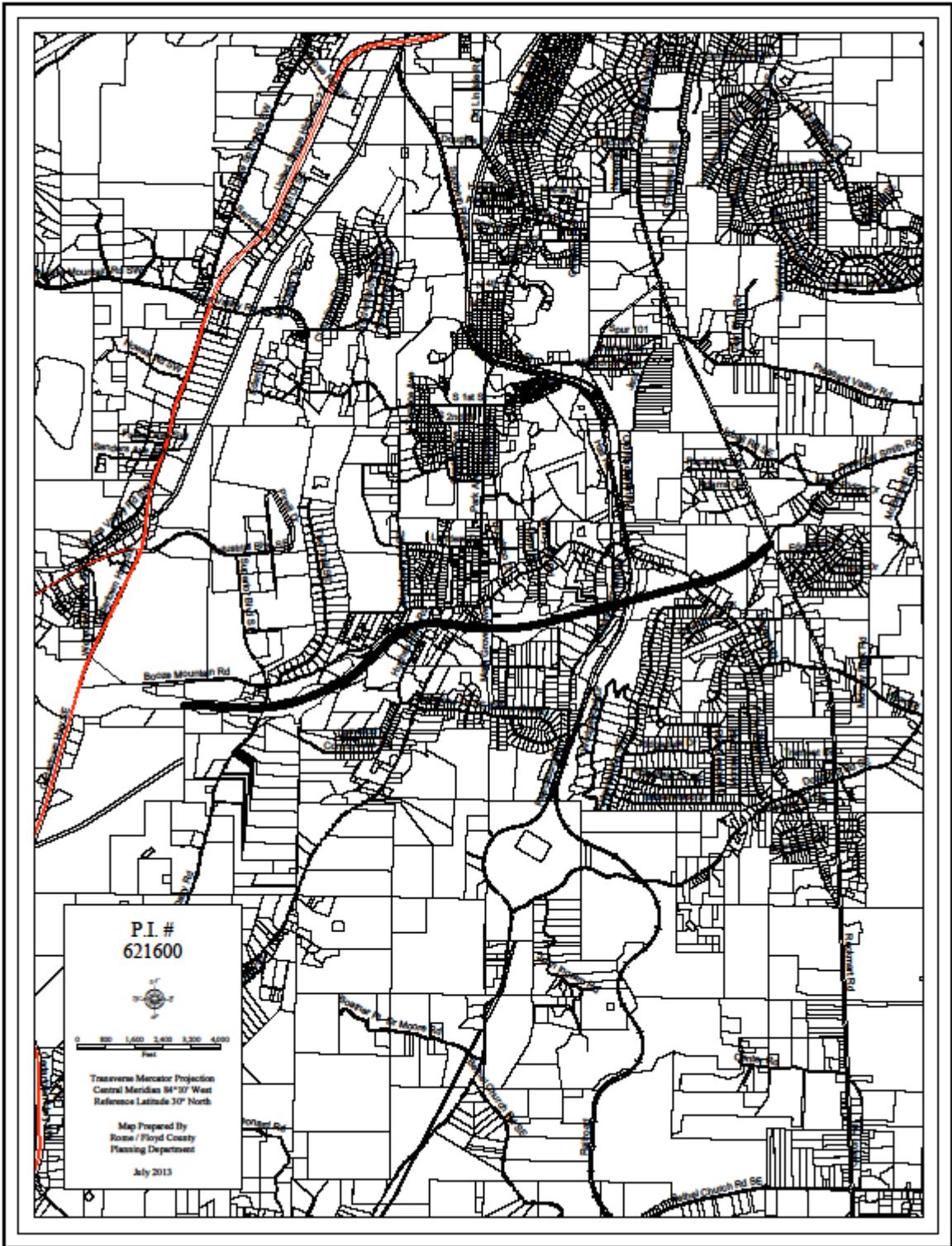
2014-2017 TIP

| 2014-2017 TIP | | | | |
|-----------------------------|---|--|--|--|
| General Information | | | | |
| Project Name | Redmond Trail Phase I | | | |
| Local Road Name | | | | |
| US/State Road Name | | | | |
| PI Number | PI#0009045 | | | |
| Local Number | - | | | |
| City | Rome | | | |
| County | Floyd | | | |
| Map Number | - | | | |
| GDOT District | 6 | | | |
| Congressional District | 14 | | | |
| RC | North West Georgia Regional Commission | | | |
| Considerations | | | | |
| Planning Measure & Need | Bike/Ped facility | | | |
| Relation to CMS | - | | | |
| Funding | | | | |
| Year | None* | | | |
| Federal Contribution | \$400,000 | | | |
| State Contribution | | | | |
| Local Contribution | \$100,000 | | | |
| Total Contribution | \$500,000 | | | |
| Project Phase | | | | |
| Funding Sources | L220 | | | |
| Project Details | | | | |
| Description | Construct paved bike/ped facility and on road paths to connect existing trails in downtown and in residential neighborhoods | | | |
| Length in Miles | Varies | | | |
| Number of Current Lanes | - | | | |
| Number of Planned Lanes | - | | | |
| Current Volumes AADT | - | | | |
| Future Volumes AADT | - | | | |
| Bike/Pedestrian Additions | - | | | |
| Logical Termini Locations | - | | | |
| Functional Classification | - | | | |
| Purpose and Need | - | | | |
| Connectivity to Other Proj. | Connect residential areas with downtown trail system | | | |
| Comments/Remarks | Construct paved bike/ped facility and on road paths to connect existing trails in downtown and in residential neighborhoods *No YOE has been assigned. | | | |

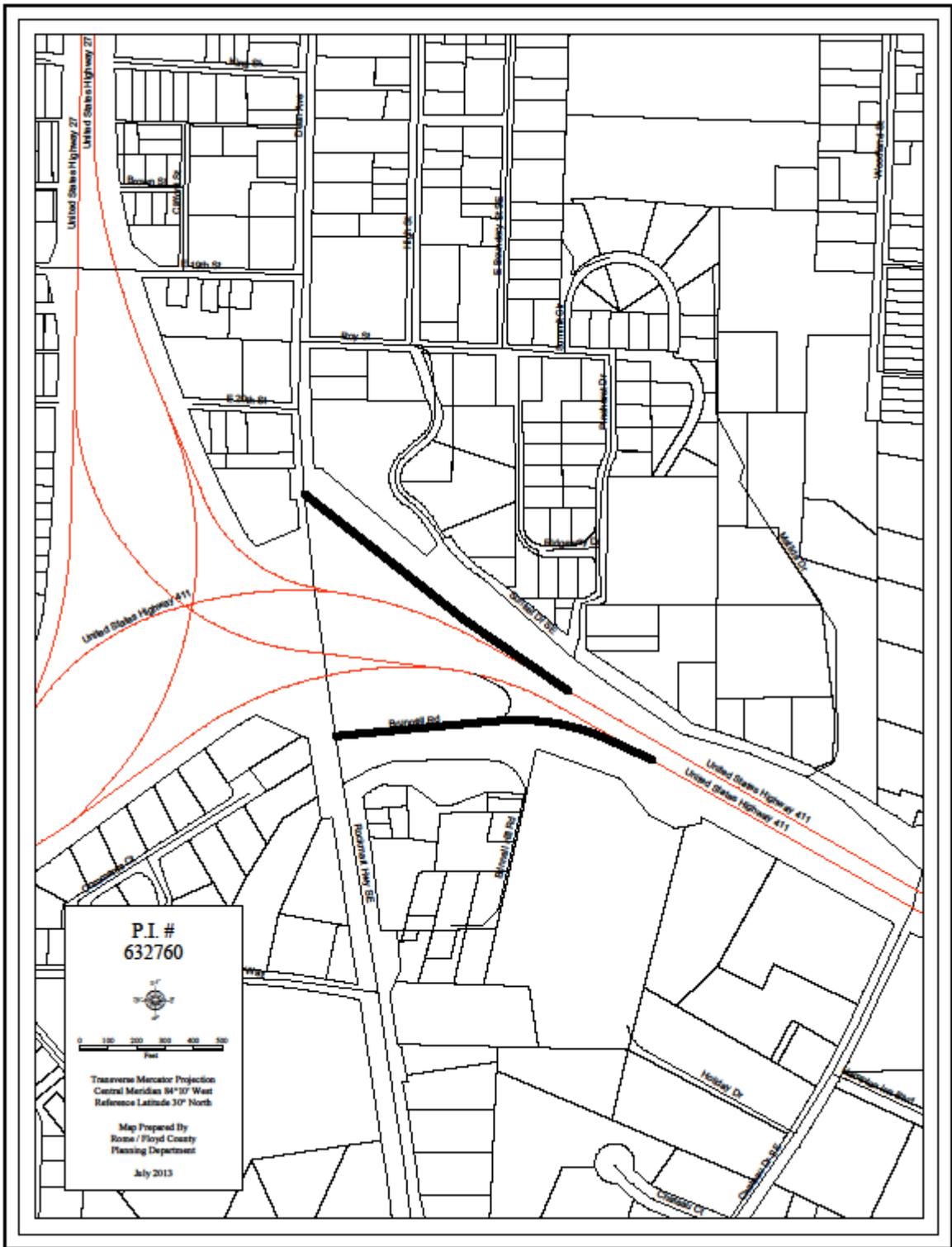
| 2014-2017 TIP | | | | |
|-----------------------------|---|--|--|--|
| General Information | | | | |
| Project Name | Trails Connectivity and Accessibility Project | | | |
| Local Road Name | | | | |
| US/State Road Name | | | | |
| PI Number | #0010707 | | | |
| Local Number | - | | | |
| City | Rome | | | |
| County | Floyd | | | |
| Map Number | - | | | |
| GDOT District | 6 | | | |
| Congressional District | 14 | | | |
| RC | Northwest Georgia Regional Commission | | | |
| Considerations | | | | |
| Planning Measure & Need | Bike/Ped facility | | | |
| Relation to CMS | - | | | |
| Funding | | | | |
| Year | None* | | | |
| Federal Contribution | \$156,800 | | | |
| State Contribution | | | | |
| Local Contribution | \$39,200 | | | |
| Total Contribution | \$195,000 | | | |
| Project Phase | | | | |
| Funding Sources | L220 | | | |
| Project Details | | | | |
| Description | Construct paved bike/ped facility and on road paths to connect existing trails in downtown and in residential neighborhoods | | | |
| Length in Miles | 0.69 | | | |
| Number of Current Lanes | - | | | |
| Number of Planned Lanes | - | | | |
| Current Volumes AADT | - | | | |
| Future Volumes AADT | - | | | |
| Bike/Pedestrian Additions | - | | | |
| Logical Termini Locations | - | | | |
| Functional Classification | - | | | |
| Purpose and Need | - | | | |
| Connectivity to Other Proj. | Connect residential areas with downtown trail system | | | |
| Comments/Remarks | *No YOE has been assigned | | | |



| 2014-2017 TIP | | | | |
|-----------------------------|---|------|------|-------------------------------|
| General Information | | | | |
| Project Name | South Rome Bypass | | | |
| Local Road Name | South Rome Bypass | | | |
| US/State Road Name | SR1 Loop/US27 | | | |
| PI Number | PI#621600- | | | |
| Local Number | S89-21 | | | |
| City | Rome | | | |
| County | Floyd | | | |
| Map Number | | | | |
| GDOT District | 6 | | | |
| Congressional District | 14 | | | |
| RC | North West Georgia Regional Commission | | | |
| Considerations | | | | |
| Planning Measure & Need | This project is part of the bypass that will eventually provide a means for heavy truck traffic and through traffic to bypass the congestion in downtown Rome | | | |
| Relation to CMS | To be determined | | | |
| Funding | | | | |
| Year | 2014 | 2015 | 2016 | 2017 |
| Federal Contribution | | | | \$3,555,125 / \$46,664,796 |
| State Contribution | | | | |
| Local Contribution | | | | |
| Total Contribution | | | | \$3,555,125 / \$46,664,796 |
| Project Phase | | | | UTL / CST |
| Funding Sources | | | | M001 / M001 |
| Project Details | | | | |
| Description | Construct South Rome Bypass from US27/SR1 at Booze Mountain Road east to SR101 at CR 96/Preacher Smith Road | | | |
| Length in Miles | 3.33 | | | |
| Number of Current Lanes | 0/2 | | | |
| Number of Planned Lanes | 4 | | | |
| Current Volumes AADT | - | | | |
| Future Volumes AADT | - | | | |
| Bike/Pedestrian Additions | No | | | |
| Logical Termini Locations | US27@ Booze Mountain Road to SR101 @ Preacher Smith Road | | | |
| Functional Classification | Rural Principal Arterial | | | |
| Purpose and Need | Relieve congestion and increase safety | | | |
| Connectivity to Other Proj. | Southwest Bypass and Southeast Bypass | | | |
| Comments/Remarks | - | | | |

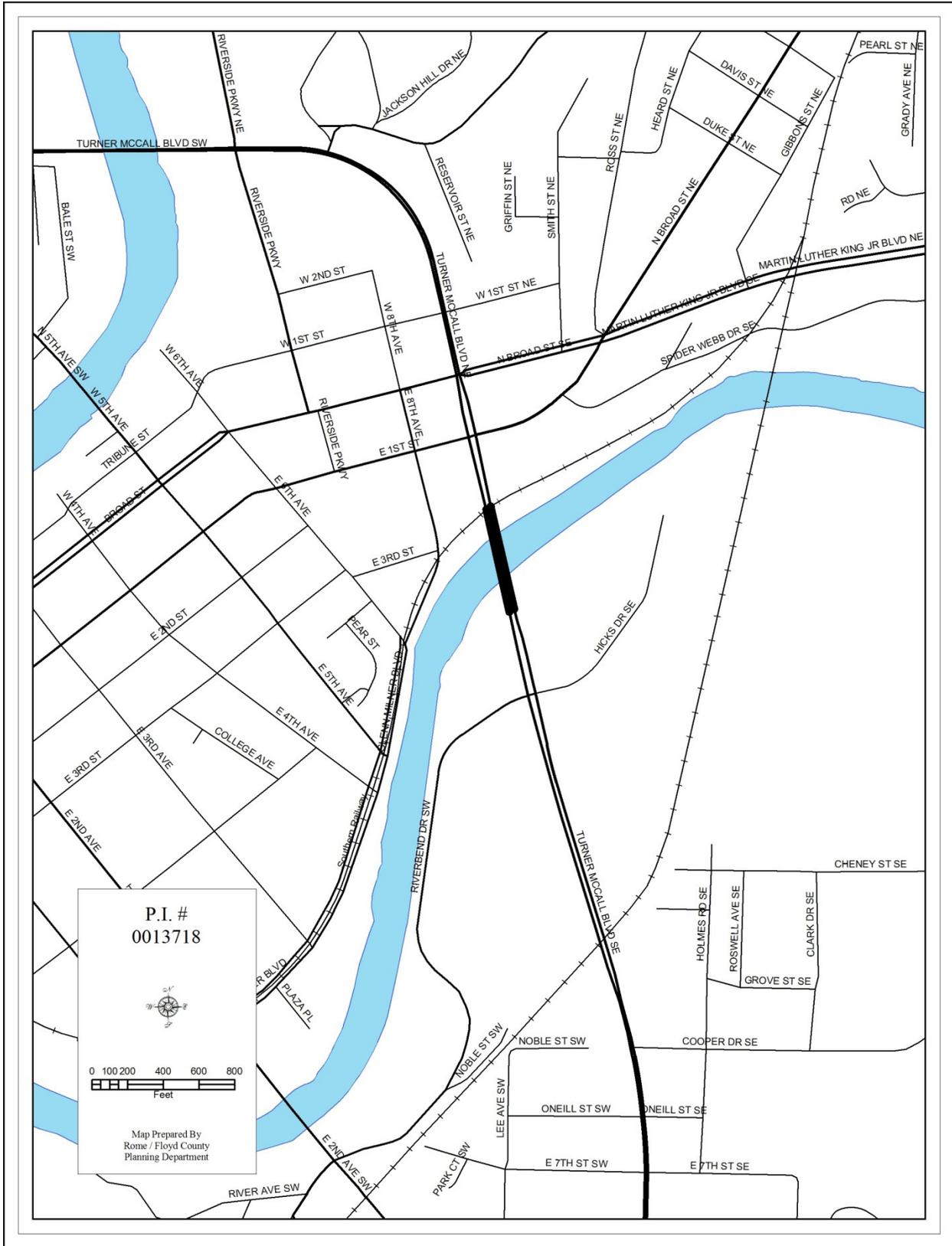


| 2014-2017 TIP | | | | |
|-----------------------------|--|------|-----------|-------------------------|
| General Information | | | | |
| Project Name | SR101 Interchange with SR1/SR20/SR53/US411 in Rome | | | |
| Local Road Name | Rockmart Highway/Dean Avenue | | | |
| US/State Road Name | SR101 | | | |
| PI Number | PI#0013533- | | | |
| Local Number | - | | | |
| City | Rome | | | |
| County | Floyd | | | |
| Map Number | | | | |
| GDOT District | 6 | | | |
| Congressional District | 14 | | | |
| RC | North West Georgia Regional Commission | | | |
| Considerations | | | | |
| Planning Measure & Need | Improved access between SR101/Dean Avenue and SR20/US411 | | | |
| Relation to CMS | - | | | |
| Funding | | | | |
| Year | 2014 | 2015 | 2016 | 2017 |
| Federal Contribution | | | | |
| State Contribution | | | | |
| Local Contribution | | | | \$689,037 / \$1,580,715 |
| Total Contribution | | | \$900,000 | \$689,037 / \$1,580,715 |
| Project Phase | | | PE | ROW / UTL |
| Funding Sources | | | M231 | LOC / LOC |
| Project Details | | | | |
| Description | Improve the interchange between SR101 and SR20/US411 | | | |
| Length in Miles | 1.16 | | | |
| Number of Current Lanes | 2 | | | |
| Number of Planned Lanes | 4 | | | |
| Current Volumes AADT | - | | | |
| Future Volumes AADT | - | | | |
| Bike/Pedestrian Additions | Yes | | | |
| Logical Termini Locations | - | | | |
| Functional Classification | Urban Minor Arterial | | | |
| Purpose and Need | Relieve congestion and increase safety | | | |
| Connectivity to Other Proj. | SR101 widening PI#621690 | | | |
| Comments/Remarks | - | | | |

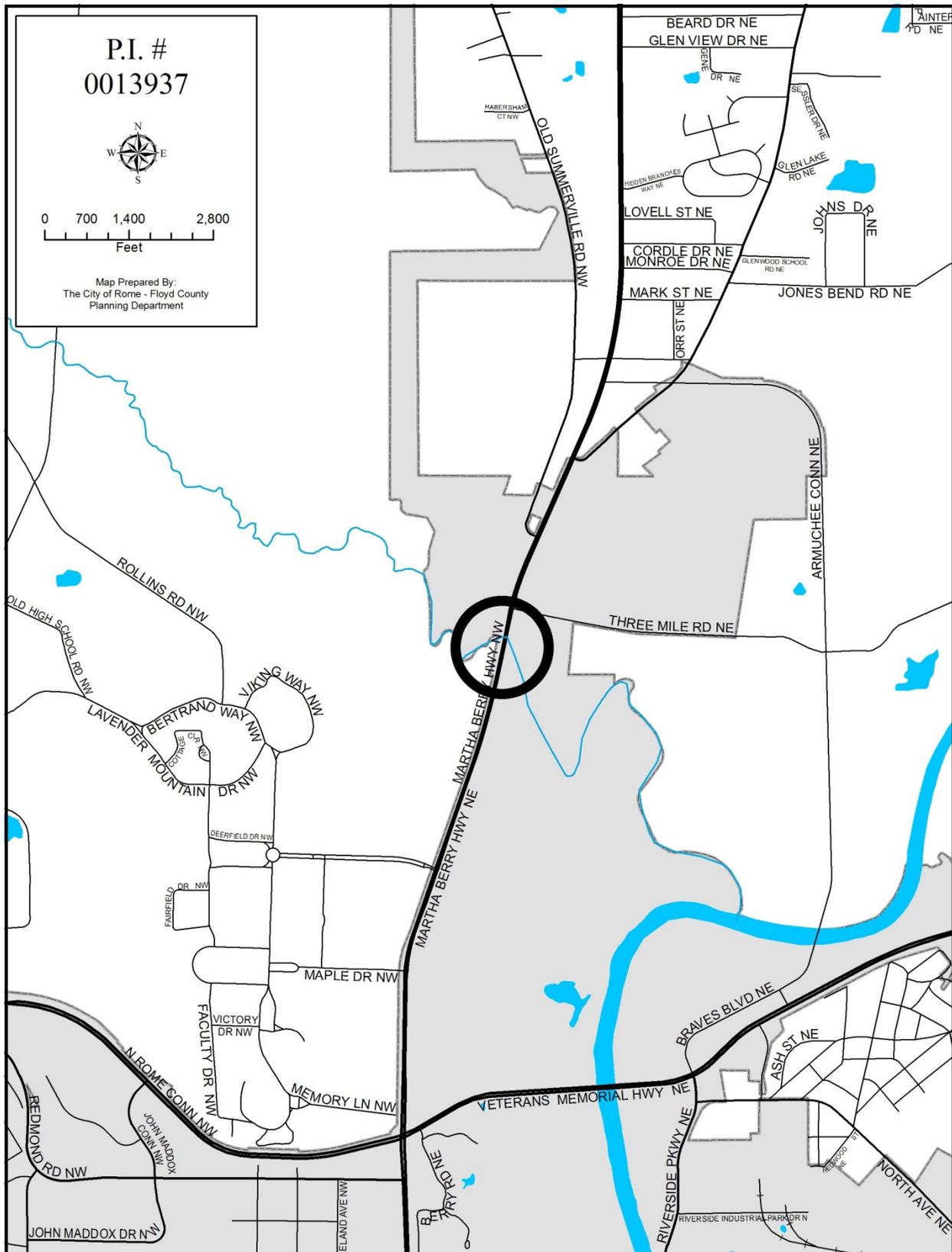


| 2014-2017 TIP | | | | |
|-----------------------------|--|------|---|------|
| General Information | | | | |
| Project Name | Southeast Rome Bypass | | | |
| Local Road Name | SR1 Loop | | | |
| US/State Road Name | Southeast Rome Bypass | | | |
| PI Number | PI#662420- | | | |
| Local Number | - | | | |
| City | Rome | | | |
| County | Floyd | | | |
| Map Number | | | | |
| GDOT District | 6 | | | |
| Congressional District | 14 | | | |
| RC | North West Georgia Regional Commission | | | |
| Considerations | | | | |
| Planning Measure & Need | This project is part of the bypass that will eventually provide a means for heavy truck traffic and through traffic to bypass the congestion in downtown Rome. | | | |
| Relation to CMS | | | | |
| Funding | | | | |
| Year | 2014 | 2015 | 2016 | 2017 |
| Federal Contribution | | | | |
| State Contribution | | | | |
| Local Contribution | | | | |
| Total Contribution | | | \$20,711,319 / \$218,145 / \$929,227 / \$4,621,309 | |
| Project Phase | | | ROW | |
| Funding Sources | | | M231 / HY20 / LY20 / LY30 | |
| Project Details | | | | |
| Description | Construct Southeast Rome Bypass from SR101 northeast on new location to US411; including interchange | | | |
| Length in Miles | 4.6 | | | |
| Number of Current Lanes | 0 | | | |
| Number of Planned Lanes | 4 | | | |
| Current Volumes AADT | - | | | |
| Future Volumes AADT | 12,900 projected for 2025 | | | |
| Bike/Pedestrian Additions | Yes | | | |
| Logical Termini Locations | US411 at intersection with Veteran's Memorial Highway; SR101 at Midway School Road | | | |
| Functional Classification | Principal Arterial | | | |
| Purpose and Need | Relieve congestion and increase safety | | | |
| Connectivity to Other Proj. | This project will connect with the South Rome Bypass | | | |
| Comments/Remarks | | | | |

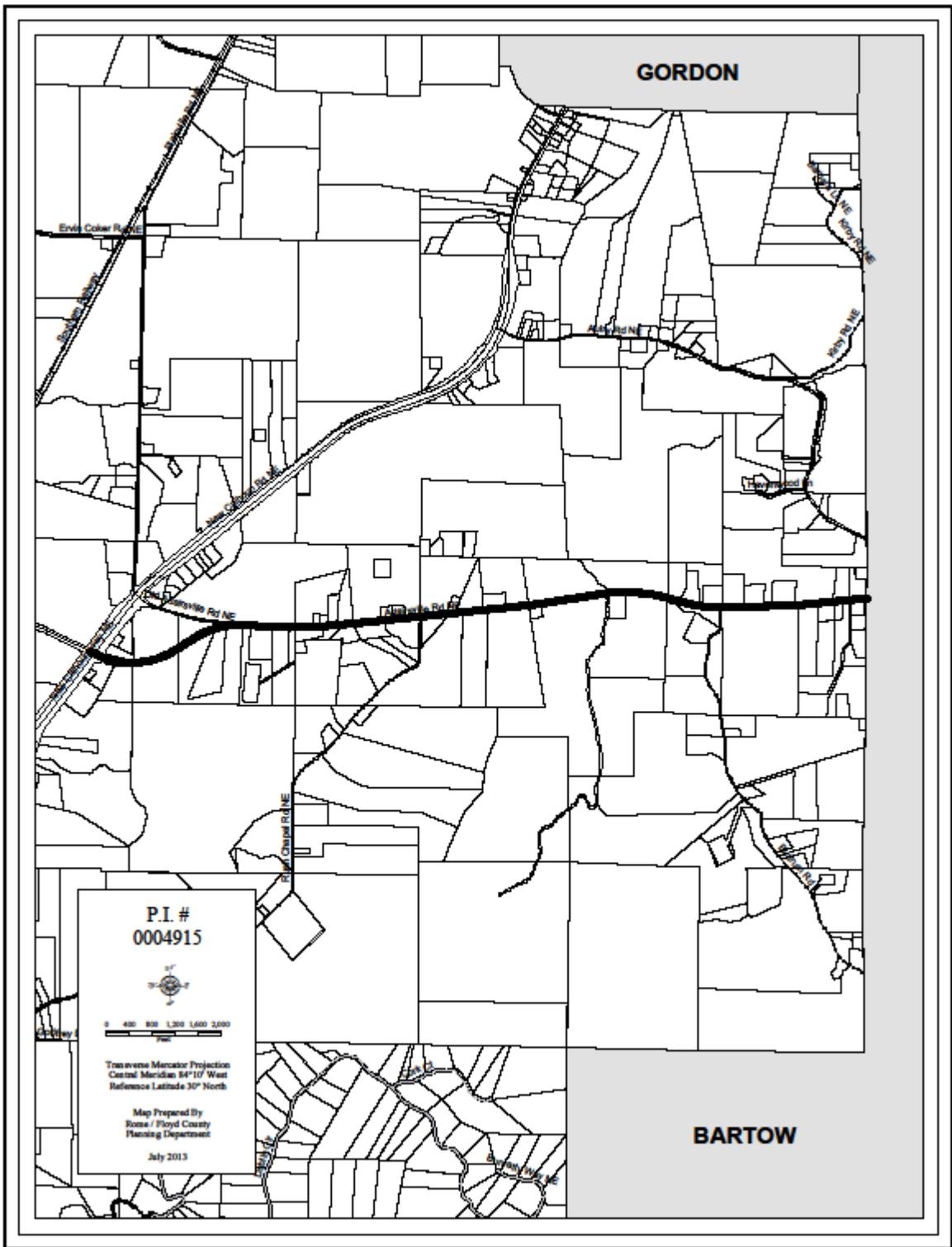
| 2014-2017 TIP | | | | |
|-----------------------------|---|--|--|--|
| General Information | | | | |
| Project Name | S.R.1/S.R.20/S.R.27 bridge over Etowah River and NS#719103R | | | |
| Local Road Name | | | | |
| US/State Road Name | | | | |
| PI Number | #0013718 | | | |
| Local Number | - | | | |
| City | Rome | | | |
| County | Floyd | | | |
| Map Number | - | | | |
| GDOT District | 6 | | | |
| Congressional District | 14 | | | |
| RC | Northwest Georgia Regional Commission | | | |
| Considerations | | | | |
| Planning Measure & Need | Bridge | | | |
| Relation to CMS | - | | | |
| Funding | | | | |
| Year | 2016 | | | |
| Federal Contribution | | | | |
| State Contribution | | | | |
| Local Contribution | | | | |
| Total Contribution | \$500,000 | | | |
| Project Phase | PE | | | |
| Funding Sources | M001 | | | |
| Project Details | | | | |
| Description | Replace bridge over Etowah River | | | |
| Length in Miles | 0.4 | | | |
| Number of Current Lanes | 4 | | | |
| Number of Planned Lanes | 4 | | | |
| Current Volumes AADT | - | | | |
| Future Volumes AADT | - | | | |
| Bike/Pedestrian Additions | - | | | |
| Logical Termini Locations | - | | | |
| Functional Classification | - | | | |
| Purpose and Need | - | | | |
| Connectivity to Other Proj. | | | | |
| Comments/Remarks | * | | | |



| 2014-2017 TIP | | | | |
|-----------------------------|---|--|--|--|
| General Information | | | | |
| Project Name | S.R. 1/S.R.20 bridge over Big Dry Creek | | | |
| Local Road Name | | | | |
| US/State Road Name | | | | |
| PI Number | #0013937 | | | |
| Local Number | - | | | |
| City | Rome | | | |
| County | Floyd | | | |
| Map Number | - | | | |
| GDOT District | 6 | | | |
| Congressional District | 14 | | | |
| RC | Northwest Georgia Regional Commission | | | |
| Considerations | | | | |
| Planning Measure & Need | Bridge | | | |
| Relation to CMS | - | | | |
| Funding | | | | |
| Year | 2017 | | | |
| Federal Contribution | | | | |
| State Contribution | | | | |
| Local Contribution | | | | |
| Total Contribution | \$500,000 | | | |
| Project Phase | PE | | | |
| Funding Sources | M231 | | | |
| Project Details | | | | |
| Description | Replace bridge over Big Dry Creek | | | |
| Length in Miles | 0.4 | | | |
| Number of Current Lanes | 4 | | | |
| Number of Planned Lanes | 4 | | | |
| Current Volumes AADT | - | | | |
| Future Volumes AADT | - | | | |
| Bike/Pedestrian Additions | - | | | |
| Logical Termini Locations | - | | | |
| Functional Classification | - | | | |
| Purpose and Need | - | | | |
| Connectivity to Other Proj. | | | | |
| Comments/Remarks | * | | | |



| 2014-2017 TIP | | | | |
|-----------------------------|---|------|-------------------------------|------|
| General Information | | | | |
| Project Name | SR140 Widening | | | |
| Local Road Name | Adairsville Highway/Turkey Mountain Road | | | |
| US/State Road Name | SR140 | | | |
| PI Number | PI#0004915 | | | |
| Local Number | BT 017 | | | |
| City | Rome | | | |
| County | Floyd | | | |
| Map Number | - | | | |
| GDOT District | 6 | | | |
| Congressional District | 14 | | | |
| RC | North West Georgia Regional Commission | | | |
| Considerations | | | | |
| Planning Measure & Need | Widen the roadway from northern Floyd County to I75 | | | |
| Relation to CMS | - | | | |
| Funding | | | | |
| Year | 2014 | 2015 | 2016 | 2017 |
| Federal Contribution | | | - | |
| State Contribution | | | - | |
| Local Contribution | | | - | |
| Total Contribution | | | \$3,808,900 / \$13,793,526 | |
| Project Phase | | | UTL / CST | |
| Funding Sources | | | M240 / M240 | |
| Project Details | | | | |
| Description | Widen existing two-lane roadway | | | |
| Length in Miles | 6.2 | | | |
| Number of Current Lanes | 2 | | | |
| Number of Planned Lanes | 4 | | | |
| Current Volumes AADT | - | | | |
| Future Volumes AADT | - | | | |
| Bike/Pedestrian Additions | Yes | | | |
| Logical Termini Locations | SR53/Calhoun Highway 0.3 miles west to Oothkalooga Creek in Bartow County | | | |
| Functional Classification | Minor Arterial | | | |
| Purpose and Need | SR140 is a route connecting northern Floyd County to I75 that is used by heavy trucks | | | |
| Connectivity to Other Proj. | - | | | |
| Comments/Remarks | - | | | |



2014-2017 Lump Sum Projects

ALL

| PROJ | PROJ NO. | TIP NO. | DESCRIPTION | PE | | ROW | | CST | | UTL | |
|---------|--------------------|---------|---|----|------|-----|--|-----|--------|-----|--|
| 0006294 | CSMSL-0006-00(294) | AR-118B | PEDESTRIAN IMPROVEMENTS @ 10 SR LOCATIONS IN DISTRICT 6 | PE | AUTH | | | CST | PRECST | | |
| 0006461 | CSSTP-0006-00(461) | | PEDESTRIAN UPGRADES @ 12 SR INTERSECTIONS IN DISTRICT 6 | PE | AUTH | | | CST | PRECST | | |

FLOYD

| PROJ | PROJ NO. | TIP NO. | DESCRIPTION | PE | | ROW | | CST | | UTL | |
|---------|--------------------|---------|--|----|--|-----|--------|-----|--------|-----|--|
| 0009045 | CSTEE-0009-00(045) | | REDMOND TRAIL ALONG NORFOLK SOUTHERN RAILROAD CORRIDOR | | | ROW | PRECST | CST | PRECST | | |
| 0010707 | | | TRAILS CONNECTIVITY & ACCESSIBILITY @ 4 LOCS IN ROME | | | ROW | PRECST | CST | PRECST | | |
| 0010923 | | | OFF-SYSTEM SAFETY IMPROVEMENTS @ 11 LOCS IN FLOYD COUNTY | | | | | CST | PRECST | | |
| 0011650 | | | OFF-SYSTEM SAFETY IMPROVEMENTS @ 14 LOCS IN FLOYD COUNTY | | | | | CST | PRECST | | |

2011-2013 Authorized Projects

| PI # | DESCRIPTION | PHASE | AUTHORIZATION YEAR |
|---------|---|-------|--------------------|
| 0000400 | SR101 Widening from South Rome Bypass to CR740/McCord Road | PE | 2013 |
| 0007399 | Oostanaula River at 3 rd Avenue in Rome – Downtown Urban Waterfront | | 2011 |
| 0008533 | SR1/US27 at SR140 | CST | 2012 |
| 0009044 | Cave Spring Tailway System | CST | 2012 |
| 0009566 | CR161 Pinson Road at NS #719757 | CST | 2012 |
| 0009666 | PL CY 2011 | | 2011 |
| 0010266 | PL CY 2012 | | 2012 |
| 0010308 | CR768/McFry Lane at NS #719758F | CST | 2013 |
| 0010750 | Off-system safety improvements at 32 locations in Floyd County | CST | 2013 |
| 0010810 | PL CY 2013 | | 2013 |
| 0010923 | Off-system safety improvements at 11 CR locations in Floyd County | CST | 2013 |
| 0013533 | SR101 South of Rome over SR20 | PE | 2012 |
| 621600 | South Rome Bypass/US27 from SR1 along Booze Mountain Road to SR101 at CR96 | PE | 2012 |
| 621660 | West Rome Bypass from 0.34 miles south of Coosa River to SR20 | CST | 2011 |
| 621690 | SR101 from CR740/Saddle Trail to CR335/Lombardy Way in Rome | PE | 2012 |
| 632760 | SR101/Dean Avenue at SR1/SR20/SR53/US411 in Rome | PE | 2012 |
| 642405 | SR100 Bridge over Coosa River 0.3 miles south of SR20 | CST | 2012 |
| 650540 | SR1/SR101/2 nd Avenue widening from Oostanaula River to north of SR20 | PE | 2013 |
| 650540 | SR1/SR101/2 nd Avenue widening from Oostanaula River to north of SR20 | ROW | 2011 |
| 662420 | Southeast Rome Bypass from SR101 northeast to US411 with interchange | PE | 2013 |
| 0004915 | SR140 from SR53 in Floyd County to 0.3 miles west of Oothkalooga Creek in Bartow County | PE | 2013 |
| 0004915 | SR140 from SR53 in Floyd County to 0.3 miles west of Oothkalooga Creek in Bartow County | ROW | 2011 |
| T003077 | Section 5317 Operating | TOPR | 2011, 2012 |
| T003078 | Section 5316 Operating | TOPR | 2011,2012 |
| T002897 | ARRA Section 5307 Capital for Rome | CST | 2011, 2012 |
| T002086 | Section 5307 Operating for Rome | CST | 2011, 2012 |

Lump Sum Funding

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

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

To provide the readers of the TIP/STIP with as much information as possible, individual projects to be funded from the Lump Sum Bank in the future may be shown in the TIP/STIP with a program year of 2014 and a preliminary estimated cost. These projects are also denoted with the words "Uses Lump Sum Bank PI # 000xxxx" in the lower left area of the project listing. To avoid double counting, these projects are not included in the county total at the end of the county.

Group: Maintenance

Criteria: existing system maintenance only

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

Group: Safety

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

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

Group: Preliminary Engineering

Criteria: planning, studies and management systems
This group is a single item

Group: Roadway/Interchange Lighting

Criteria: lighting
This group is a single item.

Group: Rights of Way - Protective Buying and Hardship Acquisitions

Criteria: purchase of parcel(s) of rights of way (RW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that have preliminary engineering (PE) underway or have a PE, RW or construction phase in the STIP. For counties that are not in conformance for air quality the only qualifying projects are those that have a RW phase in the STIP. This group is a single item.

Group: Transportation Enhancement

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

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

This group has two funding types.

Group: Livable Centers Initiative (LCI)

Criteria: projects qualifying for the LCI program and selected by the Atlanta Regional Commission (ARC)

LCI implementation projects are selected on a competitive basis and lump sum funding amounts are programmed according to reasonable schedules for engineering, right of way acquisitions and construction for projects comprising the overall program. Funding for individual phases of a project may be shifted between fiscal years as necessary if such shifts do not affect the implementation schedule of other projects or exceed the overall lump sum funding amount.

This group is a single item.

Group: Safe Routes to Schools

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

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

Group: High Risk Rural Roads

Criteria: States are required to identify these roadways (and expend the HRRR funds) according to the following definition:

Any roadway functionally classified as a rural major or minor collector or a rural local road and

- A. on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or
- B. that will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadway.

Group: Regional Traffic Signal Optimization

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

- A. Regional Traffic Operations Concepts
- B. Micro-Regional Traffic Operations
- C. Traffic Control Maintenance Contracts
- D. Signal Timing
- E. Identification of minor operational improvement projects to be submitted for Operational Projects under another Lump Sum category.

Projects will:

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

traffic volume that are likely to create an accident rate for fatalities and incapacitating injuries.

Group: Low Impact Bridges

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

- A. The safety of the travelling public is of paramount importance. It is the intent of this program to reduce risk associated with structurally deficient, scour critical, temporarily shored, or fracture critical structures.
- B. 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.
- C. The Program will result in accelerated, streamlined delivery of all phases of the bridge replacement including, planning, design, environmental approval and construction.

The MPO Lump Sum Process (from the 2013-2016 STIP)

The types of projects that the Department programs with lump sum funding have always adhered to the Federal Regulations set forth in 23 CFR 450.216 (9) b, which states “(for STIP) projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classification under 23 CFR 771.117 (c) and (d) and/or 40 CFR part 51.” The Department’s lump sum projects also follow the guidelines set forth in 23 CFR 771.117 (c) and (d). The Lump Sum program is intended to give the Department and MPO the flexibility to address projects of an immediate need while fulfilling the requirements of the STIP.

Every year as the TIP development process begins, each MPO is provided with funding information for the Lump Sum “banks”. The Lump Sum banks identified for the MPOs are part of a larger series of Statewide Lump Sum banks. The purpose of showing these Lump Sum banks in the TIPs is to allow for projects that are more “routine” or “minor” to be shown in the TIPs therefore allowing for the funds to be authorized without the need for administrative actions by the MPO.

In an effort to allow for increased transparency in the Lump Sum Program for the MPO areas, several changes in the program will be implemented. These changes include the distribution of the Lump Sum Banks by a population-based formula, establishment of new procedures for revising the distributions levels, and timely and consistent reporting methods for identifying the projects programmed and let against the banks for each MPO. It is with the implementation of

these additional efforts we believe that a higher level of transparency will be achieved and maintained.

Beginning with the annual development of each MPO TIP, each MPO shall receive for each Lump Sum bank that they qualify for, the funding amounts as calculated by the most current census information available. The share will be calculated using the MPO's percentage of entire population of the state including the rural areas. Currently those distributions are as follows:

| <i>MPO</i> | <i>2010 Census</i> |
|--------------------|---------------------------|
| Albany | 1.24% |
| Athens | 1.57% |
| Atlanta | 49.74% |
| Augusta | 3.19% |
| Brunswick | 0.82% |
| Chattanooga | 1.03% |
| Columbus | 2.08% |
| Dalton | 1.06% |
| Gainesville | 1.85% |
| Hinesville | 0.73% |
| Macon | 1.73% |
| Rome | 0.99% |
| Savannah | 2.74% |
| Valdosta | 1.14% |
| Warner Robins | 1.53% |
| MPO Total | 71.44% |
| Rural Total | 28.56% |

In the event an MPO exhausts any one annual Lump Sum bank capacity and it becomes necessary to increase the Lump Sum bank, the MPO may move future years Lump Sum bank funding in the TIP of a like kind to the current year. Constraint will be maintained from the annual set aside of obligation authority for modifications.

Reporting of the projects that are programmed from these Lump Sum banks will consist of two delivery methods. The first method will consist of two Lump Sum Reports posted on the GDOT external website. The first report will list projects and financial information by Lump Sum bank.

The user may select the Lump Sum bank of interest and "real time" project information for all projects funded from that Lump Sum bank for the current fiscal year will be listed. The report shall also include the beginning balance for the Lump Sum bank and its current balance and at the end of the fiscal year, a complete report of the usage and shifts made to the Lump Sum bank will be posted on the webpage.

The second report will be by MPO where a user may select the MPO of interest and a "real time" MPO Lump Sum bank usage will be generated that will show project information for all projects programmed for all Lump Sum banks for the MPO in the current fiscal year. The Department will request that each MPO setup a link from their website to these reports to provide another access point to the reports as well.

The second delivery method will consist of the reviewing of the Lump Sum banks and projects authorized and let within the MPO area at the regularly scheduled Technical Coordinating Committee and Policy Committee meetings. The same versions of the reports as described earlier will be used to convey this information.

With these additional changes to the Lump Sum Program, the Department will be able to provide another level of transparency and at the same time provide each MPO with the most accurate and current information possible. The Department remains committed to providing a responsive Lump Sum program with a transparent, streamlined reporting process.

Financial Plan April 2016 Amendment
FY 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM
FINANCIAL PLAN TOTAL EXPECTED HIGHWAY STIP FUNDS (MATCHED)

| FUND | CODE | LUMP DESCRIPTION | 2014 | 2015 | 2016 | 2017 | TOTAL |
|--------------|------|-------------------------|---------------------|---------------------|----------------------|----------------------|-----------------------|
| NHPP | M001 | | \$ - | \$ - | \$ 500,000 | \$ 50,219,921 | \$ 50,719,921 |
| STP | M231 | | | | \$ 21,611,319 | \$ 500 | \$ 21,611,819 |
| STP | M240 | | \$ - | \$ - | \$ 17,602,426 | \$ - | \$ 17,602,426 |
| CMAQ | M400 | | \$ 1,743,938 | \$ 2,373,869 | \$ 813,992 | \$ 822,991 | \$ 5,754,790 |
| HPP | HY20 | | \$ - | | \$ 218,145 | \$ - | \$ 218,145 |
| HPP | LY20 | | \$ - | | \$ 929,227 | \$ - | \$ 929,227 |
| HPP | LY30 | | \$ - | | \$ 4,621,309 | \$ - | \$ 4,621,309 |
| Local | LOC | | \$ - | \$ - | \$ - | \$ 2,269,752 | \$ 2,269,752 |
| NHPP | M001 | ROAD MAINT - NAT'L HWY | \$ 221,000 | \$ 271,000 | \$ 214,000 | \$ 202,000 | \$ 908,000 |
| NHPP | M001 | ROADWAY LIGHTING | \$ - | \$ 6,000 | \$ 6,000 | \$ - | \$ 12,000 |
| NHPP | M002 | CST MGMT | \$ 180,000 | \$ 181,000 | \$ 183,000 | \$ 187,000 | \$ 731,000 |
| STP | L220 | ENHANCEMENT | \$ 120,000 | \$ 120,000 | \$ 120,000 | \$ 120,000 | \$ 480,000 |
| STP | M240 | OPERATIONAL | \$ 63,000 | \$ 85,000 | \$ 82,000 | \$ 76,000 | \$ 306,000 |
| STP | M240 | ROAD MAINT - ANY AREA | \$ 611,000 | \$ 464,000 | \$ 408,000 | \$ 355,000 | \$ 1,838,000 |
| STP | M240 | BRIDGE PAINTING | \$ 32,000 | \$ 44,000 | \$ 38,000 | \$ 44,000 | \$ 158,000 |
| STP | M240 | LOW IMPACT BRIDGES | \$ 32,000 | \$ 32,000 | \$ 22,000 | \$ 32,000 | \$ 118,000 |
| STP | M240 | TRAF CONTROL DEVICES | \$ 65,000 | \$ 95,000 | \$ 95,000 | \$ 82,000 | \$ 337,000 |
| STP | M240 | FORCE ACCT MAINT | \$ 113,000 | \$ - | \$ 113,000 | \$ 95,000 | \$ 321,000 |
| STP | M240 | TRAF&REV/D-B/STUDIES | \$ - | \$ 3,000 | \$ 5,000 | \$ 3,000 | \$ 11,000 |
| STP | M240 | RW PROTECTIVE BUY | \$ 6,000 | \$ 6,000 | \$ 3,000 | \$ 6,000 | \$ 21,000 |
| STP | M240 | WETLAND MITIGATION | | \$ 8,000 | \$ 8,000 | \$ 8,000 | \$ 24,000 |
| TAP | M940 | RECREATIONAL TRAILS | \$ 8,000 | \$ 8,000 | \$ 8,000 | \$ 8,000 | \$ 32,000 |
| HSIP | LS20 | HWY RISK RURAL ROADS | | \$ - | \$ 20,000 | \$ - | \$ 20,000 |
| HSIP | MS30 | SAFETY | \$ 296,000 | \$ 441,000 | \$ 472,000 | \$ 473,000 | \$ 1,682,000 |
| HSIP | MS40 | RRX HAZARD ELIM | \$ 22,000 | \$ 28,000 | \$ 28,000 | \$ 28,000 | \$ 106,000 |
| HSIP | MS50 | RRX PROTECTION DEV | \$ 22,000 | \$ 24,000 | \$ 24,000 | \$ 24,000 | \$ 94,000 |
| SRTS | LU10 | SAFE RT TO SCH NON-INFR | \$ 1,000 | \$ 5,000 | \$ 5,000 | \$ - | \$ 11,000 |
| SRTS | LU20 | SAFE RT TO SCH INFR | \$ 8,000 | \$ 8,000 | \$ - | \$ - | \$ 16,000 |
| SRTS | LU30 | SAFE RT TO SCH ANY PROJ | \$ 2,000 | \$ 3,000 | \$ - | \$ - | \$ 5,000 |
| TOTAL | | | \$ 3,545,938 | \$ 4,205,869 | \$ 48,150,418 | \$ 55,056,164 | \$ 110,958,389 |

Expenditures Table (\$ IN 000'S) 2014-2017TIP Apr2016 Amendment

PI=Project Identification PE=Preliminary Engineering RW=Right-of-Way CS=Construction

National Highway System (NHPP) – M001

| PI | PROJECT NAME | TIP | | | | | | | | | | | |
|---------|-------------------------|---------|----|-------|---------|----|-------|---------|----|-------|---------|----|--------|
| | | FY 2014 | | | FY 2015 | | | FY 2016 | | | FY 2017 | | |
| | | PE | RW | CS/UT |
| | ROAD MAINTENANCE | | | 221 | | | 271 | | | 214 | | | 202 |
| | ROADWAY LIGHT | | | | | | 6 | | | 6 | | | |
| 621600- | SOUTH ROME BYPASS | | | | | | | | | | | | 50,220 |
| 0013718 | OOSTANAULA RIVER BRIDGE | | | | | | | 500 | | | | | |
| | TOTAL | | | 221 | | | 277 | 500 | | 220 | | | 50,422 |

Surface Transportation Program (STP) – M231

| PI | PROJECT NAME | TIP | | | | | | | | | | | |
|---------|--|---------|----|-------|---------|----|-------|---------|--------|-------|---------|-----|----|
| | | FY 2014 | | | FY 2015 | | | FY 2016 | | | FY 2017 | | |
| | | PE | RW | CS/UT | PE | RW | CS/UT | PE | RW | CS/UT | PE | RW | CS |
| 0013533 | SR1/SR101@SR1/SR20/SR53/US4 1IINTERCHANGE | | | | | | | 900 | | | | | |
| 0013937 | SR1/SR20@BIG DRY CREEK | | | | | | | | | | | 500 | |
| 662420- | SOUTHEAST ROME BYPASS | | | | | | | | 20,711 | | | | |
| | TOTAL | | | | | | | 900 | 20,711 | | | 500 | |

Surface Transportation Program (STP) – M240

| PI | PROJECT NAME | TIP | | | | | | | | | | | |
|---------|---------------------------|---------|----|-------|---------|----|-------|---------|----|--------|---------|----|-------|
| | | FY 2014 | | | FY 2015 | | | FY 2016 | | | FY 2017 | | |
| | | PE | RW | CS/UT | PE | RW | CS/UT | PE | RW | CS/UT | PE | RW | CS/UT |
| 0004915 | | | | | | | | | | 17,602 | | | |
| | OPERATIONAL | | | 63 | | | 85 | | | 82 | | | 76 |
| | ROAD MAINTENANCE ANY AREA | | | 611 | | | 464 | | | 408 | | | 355 |
| | BRIDGE PAINTING | | | 32 | | | 44 | | | 38 | | | 44 |
| | LOW IMPACT BRIDGES | | | 32 | | | 32 | | | 22 | | | 32 |
| | TRAFFIC CONTROL DEVICES | | | 65 | | | 95 | | | 95 | | | 82 |
| | FORCE ACCT MAINTENANCE | | | 113 | | | | | | 113 | | | 95 |
| | TRAF&REV/D-B/STUDIES | | | | | | 3 | | | 5 | | | 3 |
| | RW PROTECTIVE BUY | | | 6 | | | 6 | | | 3 | | | 6 |
| | WETLANDS MITIGATION | | | | | | 8 | | | 8 | | | 8 |
| | TOTAL | | | 922 | | | 737 | | | 18,376 | | | 701 |

Congestion Mitigation Air Quality (CMAQ) – M400

| PI | PROJECT NAME | TIP | | | | | | | | | | | |
|----|--------------|---------|----|-------|---------|----|-------|---------|----|-------|---------|----|-------|
| | | FY 2014 | | | FY 2015 | | | FY 2016 | | | FY 2017 | | |
| | | PE | RW | CS/UT |
| | Other | | | 1,744 | | | 2,374 | | | 814 | | | 823 |
| | TOTAL | | | 1,744 | | | 2,374 | | | 814 | | | 823 |

HPP - HY20's

| PI | PROJECT NAME | TIP | | | | | | | | | | | |
|---------|-----------------------|---------|----|-------|---------|----|-------|---------|----|-------|---------|----|-------|
| | | FY 2014 | | | FY 2015 | | | FY 2016 | | | FY 2017 | | |
| | | PE | RW | CS/UT |
| 662420- | SOUTHEAST ROME BYPASS | | | | | | | | | 218 | | | |
| | TOTAL | | | | | | | | | 218 | | | |

HPP - LY20's

| PI | PROJECT NAME | TIP | | | | | | | | | | | |
|---------|-----------------------|---------|----|-------|---------|----|-------|---------|----|-------|---------|----|-------|
| | | FY 2014 | | | FY 2015 | | | FY 2016 | | | FY 2017 | | |
| | | PE | RW | CS/UT |
| 662420- | SOUTHEAST ROME BYPASS | | | | | | | | | 929 | | | |
| | TOTAL | | | | | | | | | 929 | | | |

HPP - LY30's

| PI | PROJECT NAME | TIP | | | | | | | | | | | |
|---------|-----------------------|---------|----|-------|---------|----|-------|---------|-------|-------|---------|----|-------|
| | | FY 2014 | | | FY 2015 | | | FY 2016 | | | FY 2017 | | |
| | | PE | RW | CS/UT | PE | RW | CS/UT | PE | RW | CS/UT | PE | RW | CS/UT |
| 662420- | SOUTHEAST ROME BYPASS | | | | | | | | 4,621 | | | | |
| | TOTAL | | | | | | | | 4,621 | | | | |

LOCAL - LOC

| PI | PROJECT NAME | TIP | | | | | | | | | | | |
|----------|-------------------|---------|----|-------|---------|----|-------|---------|----|-------|---------|-----|-------|
| | | FY 2014 | | | FY 2015 | | | FY 2016 | | | FY 2017 | | |
| | | PE | RW | CS/UT | PE | RW | CS/UT | PE | RW | CS/UT | PE | RW | CS/UT |
| 0013533- | SR101 INTERCHANGE | | | | | | | | | | | 689 | 1,581 |
| | TOTAL | | | | | | | | | | | 689 | 1,581 |

NHPP - M002

| PI | PROJECT NAME | TIP | | | | | | | | | | | |
|----|-------------------------|---------|----|-------|---------|----|-------|---------|----|-------|---------|----|-------|
| | | FY 2014 | | | FY 2015 | | | FY 2016 | | | FY 2017 | | |
| | | PE | RW | CS/UT |
| | CONSTRUCTION MANAGEMENT | | | 180 | | | 181 | | | 183 | | | 187 |
| | TOTAL | | | 180 | | | 181 | | | 183 | | | 187 |

STP - L220

| PI | PROJECT NAME | TIP | | | | | | | | | | | |
|----|--------------|---------|----|-------|---------|----|-------|---------|----|-------|---------|----|-------|
| | | FY 2014 | | | FY 2015 | | | FY 2016 | | | FY 2017 | | |
| | | PE | RW | CS/UT |
| | ENHANCE LUMP | | | 120 | | | 120 | | | 120 | | | 120 |
| | TOTAL | | | 120 | | | 120 | | | 120 | | | 120 |

TAP - M940

| PI | PROJECT NAME | TIP | | | | | | | | | | | |
|----|---------------------|---------|----|-------|---------|----|-------|---------|----|-------|---------|----|-------|
| | | FY 2014 | | | FY 2015 | | | FY 2016 | | | FY 2017 | | |
| | | PE | RW | CS/UT |
| | Recreational Trails | | | 8 | | | 8 | | | 8 | | | 8 |
| | TOTAL | | | 8 | | | 8 | | | 8 | | | 8 |

Highway Risk - Rural Roads - LS20

| PI | PROJECT NAME | TIP | | | | | | | | | | | |
|----|--------------|---------|----|-------|---------|----|-------|---------|----|-------|---------|----|-------|
| | | FY 2014 | | | FY 2015 | | | FY 2016 | | | FY 2017 | | |
| | | PE | RW | CS/UT |
| | Various | | | | | | | | | 20 | | | |
| | TOTAL | | | | | | | | | 20 | | | |

Safety - MS30

| PI | PROJECT NAME | TIP | | | | | | | | | | | |
|----|--------------|---------|----|-------|---------|----|-------|---------|----|-------|---------|----|-------|
| | | FY 2014 | | | FY 2015 | | | FY 2016 | | | FY 2017 | | |
| | | PE | RW | CS/UT |
| | Various | | | 296 | | | 441 | | | 472 | | | 473 |
| | TOTAL | | | 296 | | | 441 | | | 472 | | | 473 |

Railroad Hazard Elimination – MS40

| PI | PROJECT NAME | TIP | | | | | | | | | | | |
|----|--------------|---------|----|-------|---------|----|-------|---------|----|-------|---------|----|-------|
| | | FY 2014 | | | FY 2015 | | | FY 2016 | | | FY 2017 | | |
| | | PE | RW | CS/UT |
| | Various | | | 22 | | | 28 | | | 28 | | | 28 |
| | TOTAL | | | 22 | | | 28 | | | 28 | | | 28 |

Railroad Protection Devices – MS50

| PI | PROJECT NAME | TIP | | | | | | | | | | | |
|----|--------------|---------|----|-------|---------|----|-------|---------|----|-------|---------|----|-------|
| | | FY 2014 | | | FY 2015 | | | FY 2016 | | | FY 2017 | | |
| | | PE | RW | CS/UT |
| | Various | | | 22 | | | 24 | | | 24 | | | 24 |
| | TOTAL | | | 22 | | | 24 | | | 24 | | | 24 |

Safe Routes to School (SRS) – LU10

| PI | PROJECT NAME | TIP | | | | | | | | | | | |
|----|-----------------------------------|---------|----|-------|---------|----|-------|---------|----|-------|---------|----|-------|
| | | FY 2014 | | | FY 2015 | | | FY 2016 | | | FY 2017 | | |
| | | PE | RW | CS/UT |
| | SAFE ROUTES TO SCHOOL INFORMATION | | | 1 | | | 5 | | | 5 | | | |
| | TOTAL | | | 1 | | | 5 | | | 5 | | | |

Safe Routes to School (SRS) – LU20

| PI | PROJECT NAME | TIP | | | | | | | | | | | |
|----|-----------------------------------|---------|----|-------|---------|----|-------|---------|----|-------|---------|----|-------|
| | | FY 2014 | | | FY 2015 | | | FY 2016 | | | FY 2017 | | |
| | | PE | RW | CS/UT |
| | SAFE ROUTES TO SCHOOL INFORMATION | | | 8 | | | 8 | | | | | | |
| | TOTAL | | | 8 | | | 8 | | | | | | |

Safe Routes to School (SRS) – LU30

| PI | PROJECT NAME | TIP | | | | | | | | | | | |
|----|-----------------------------------|---------|----|-------|---------|----|-------|---------|----|-------|---------|----|-------|
| | | FY 2014 | | | FY 2015 | | | FY 2016 | | | FY 2017 | | |
| | | PE | RW | CS/UT |
| | SAFE ROUTES TO SCHOOL INFORMATION | | | 2 | | | 3 | | | | | | |
| | TOTAL | | | 2 | | | 3 | | | | | | |

| | FY 2014 | FY 2015 | FY 2016 | FY 2017 | Total |
|-------|---------|---------|----------|----------|------------|
| TOTAL | \$3,546 | \$4,206 | \$48,150 | \$55,056 | \$ 110,958 |

Transit Plan

OPERATING ASSISTANCE SCHEDULE FOR ROME TRANSIT DEPARTMENT

SECTION 5307

| STIP # | | | | | |
|------------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| OPERATING PERIOD | FY14 | FY15 | FY16 | FY17 | TOTAL |
| FISCAL YEAR 2014 | | | | | |
| Jan. 1, 2014 - Dec. 31, 2014 | \$3,179,695 | | | | \$3,179,695 |
| FISCAL YEAR 2015 | | | | | |
| Jan. 1, 2015 - Dec. 31, 2015 | | \$3,218,793 | | | \$3,218,793 |
| FISCAL YEAR 2016 | | | | | |
| Jan. 1 2016 - Dec. 31, 2016 | | | \$3,379,733 | | \$3,379,733 |
| FISCAL YEAR 2017 | | | | | |
| Jan. 1, 2017- Dec. 31, 2017 | | | | \$3,548,720 | \$3,548,720 |
| | | | | | |
| PROJECT COST | \$3,179,695 | \$3,218,793 | \$3,379,733 | \$3,548,720 | \$13,326,941 |
| <i>FEDERAL COST</i> | \$800,000 | \$800,000 | \$800,000 | \$800,000 | \$3,200,000 |
| <i>LOCAL COST</i> | \$2,379,695 | \$2,418,793 | \$2,579,733 | \$2,748,720 | \$10,126,941 |
| | | | | | |
| <i>DOT DISTRICT # 6</i> | CONG. DIST. | 14 | | RDC | MG |

OPERATING ASSISTANCE SCHEDULE FOR ROME TRANSIT DEPARTMENT

SECTION 5307 (Updated in June 2015 for 2016 and 2017)

| STIP # | | | | | |
|------------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| OPERATING PERIOD | FY16 | FY17 | FY18 | FY19 | TOTAL |
| FISCAL YEAR 2016 | | | | | |
| Jan. 1, 2016 - Dec. 31, 2016 | \$3,077,964 | | | | \$3,077,964 |
| FISCAL YEAR 2017 | | | | | |
| Jan. 1, 2017 - Dec. 31, 2017 | | \$3,231,862 | | | \$3,231,862 |
| FISCAL YEAR 2018 | | | | | |
| Jan. 1 2018 - Dec. 31, 2018 | | | \$3,393,455 | | \$3,393,455 |
| FISCAL YEAR 2019 | | | | | |
| Jan. 1, 2019- Dec. 31, 2019 | | | | \$3,563,128 | \$3,563,128 |
| | | | | | |
| PROJECT COST | \$3,077,964 | \$3,231,862 | \$3,393,455 | \$3,563,128 | \$13,266,409 |
| <i>FEDERAL COST</i> | \$875,000 | \$875,000 | \$875,000 | \$875,000 | \$3,500,000 |
| <i>LOCAL COST</i> | \$2,202,964 | \$2,356,862 | \$2,518,455 | \$2,688,128 | \$9,766,409 |
| | | | | | |
| <i>DOT DISTRICT # 6</i> | CONG. DIST. | | 14 | RDC | MG |

OPERATING ASSISTANCE SCHEDULE FOR ROME TRANSIT DEPARTMENT

SECTION 5307 (Updated in April 2016)

| STIP # | | | | | |
|------------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| OPERATING PERIOD | FY17 | FY18 | FY19 | FY20 | TOTAL |
| FISCAL YEAR 2017 | | | | | |
| Jan. 1, 2017 - Dec. 31, 2017 | \$3,170,305 | | | | \$3,170,305 |
| FISCAL YEAR 2018 | | | | | |
| Jan. 1, 2018 - Dec. 31, 2018 | | \$3,231,862 | | | \$3,231,862 |
| FISCAL YEAR 2019 | | | | | |
| Jan. 1 2019 - Dec. 31, 2019 | | | \$3,393,455 | | \$3,393,455 |
| FISCAL YEAR 2020 | | | | | |
| Jan. 1, 2020- Dec. 31, 2020 | | | | \$3,563,128 | \$3,563,128 |
| | | | | | |
| PROJECT COST | \$3,170,305 | \$3,231,862 | \$3,393,455 | \$3,563,128 | \$13,358,750 |
| <i>FEDERAL COST</i> | \$875,000 | \$875,000 | \$875,000 | \$875,000 | \$3,500,000 |
| <i>LOCAL COST</i> | \$2,295,305 | \$2,356,862 | \$2,518,455 | \$2,688,128 | \$9,858,750 |
| | | | | | |
| <i>DOT DISTRICT # 6</i> | CONG. DIST. | | 14 | RDC | MG |

| SECTION 5307 CAPITAL | | | | | | |
|----------------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------|
| FY 2014 - FY 2017 | | | | | | |
| STIP # | | | | | | |
| DESCRIPTION 80/10/10 | UNIT COST | FY 2014 | FY 2015 | FY 2016 | FY 2017 | TOTAL |
| Transit Buses Two (2) <32" Buses | Varies | \$ 435,794 | \$ 665,000 | \$ 665,000 | \$ - | \$1,765,794 |
| Transit Bus One (1) 30' Bus | Varies | \$ 120,000 | | | | \$ 120,000 |
| Employee Education/Training | Varies | \$ 35,000 | \$ 35,000 | \$ 35,000 | \$ 20,000 | \$ 95,000 |
| Fuel Provision | Varies | | | | | \$ - |
| Security-Radios, Camera, Fac | Varies | \$ 30,000 | \$ 30,000 | \$ 35,000 | \$ 35,000 | \$ 135,000 |
| Fare Boxes & Related Equipment | Varies | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 200,000 |
| Route Signage | Varies | \$ - | \$ 25,000 | \$ 25,000 | \$ 25,000 | \$ 75,000 |
| Miscellaneous Bus Stop Amenities | Varies | \$ - | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 60,000 |
| Office Equipment & Furniture | Varies | \$ 10,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 70,000 |
| ADA Expenses | Varies | \$ - | \$ 75,000 | \$ 80,000 | \$ 80,000 | \$ 235,000 |
| Maintenance Tools & Equipment | Varies | \$ 50,000 | \$ 75,000 | \$ 80,000 | \$ 80,000 | \$ 285,000 |
| Preventative Maintenance | Varies | \$ - | \$ 400,000 | \$ 440,000 | \$ 450,000 | \$ 1,340,000 |
| Maintenance Items (Capt. Parts) | Varies | \$ 60,000 | \$ 140,000 | \$ 150,000 | \$ 150,000 | \$ 500,000 |
| Bus Stop Amenities/Shelters | Varies | \$ - | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 60,000 |
| PROJECT COST | | \$ 790,794 | \$ 1,585,000 | \$ 1,615,000 | \$ 950,000 | \$ 4,940,794 |
| FEDERAL COST - 80% | | \$ 632,635 | \$ 1,268,000 | \$ 1,292,000 | \$ 760,000 | \$ 3,952,635 |
| STATE COST - 10% | | \$ 79,079 | \$ 158,500 | \$ 161,500 | \$ 95,000 | \$ 494,079 |
| LOCAL COST - 10% | | \$ 79,080 | \$ 158,500 | \$ 161,500 | \$ 95,000 | \$ 494,080 |

CITY OF ROME TRANSIT DEPARTMENT

SECTION 5307 CAPITAL

FY 2016 - FY 2019 (Updated in June 2015 for 2016 and 2017)

| STIP # | | | | | | |
|---|--------------|------------|--------------|--------------|--------------|--------------|
| DESCRIPTION 80/10/10 | UNIT COST | FY 2016 | FY 2017 | FY 2018 | FY 2019 | TOTAL |
| Transit Buses - <30'/ 30'/32'-40' | Varies | \$ 330,000 | \$ 665,000 | \$ 665,000 | \$ 665,000 | \$ 2,325,000 |
| Transit Bus <30' Bus | Varies | \$ - | \$ 140,000 | \$ 140,000 | \$ 140,000 | \$ 420,000 |
| 15 Passenger Van with wheelchair lift | \$ 50,000 | \$ 50,000 | \$ - | \$ - | \$ - | \$ 50,000 |
| Administrative Support Vehicles (3) | Varies | \$ 105,000 | \$ - | \$ - | \$ - | \$ 105,000 |
| Ticket Vending Machine for Bus Tickets | \$ 75,000 | \$ 75,000 | \$ - | \$ - | \$ - | \$ 75,000 |
| Employee Education/Training | Varies | \$ 35,107 | \$ 35,000 | \$ 20,000 | \$ 20,000 | \$ 110,107 |
| Fuel Provision | Varies | \$ - | \$ 135,000 | \$ 135,000 | \$ 135,000 | \$ 405,000 |
| Security & Surveillance Equipment | Varies | \$ - | \$ 35,000 | \$ 35,000 | \$ 35,000 | \$ 105,000 |
| Fare Boxes & Related Equipment | Varies | \$ - | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 150,000 |
| Route Signage | Varies | \$ - | \$ 25,000 | \$ 25,000 | \$ 25,000 | \$ 75,000 |
| Miscellaneous Bus Stop Amenities | Varies | \$ - | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 60,000 |
| Office Equipment & Furniture | Varies | \$ - | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 60,000 |
| ADA Expenses | Varies | \$ - | \$ 75,000 | \$ 80,000 | \$ 80,000 | \$ 235,000 |
| Maintenance Tools & Equipment | Varies | \$ - | \$ 75,000 | \$ 80,000 | \$ 80,000 | \$ 235,000 |
| Preventative Maintenance | Varies | \$ - | \$ 440,000 | \$ 450,000 | \$ 450,000 | \$ 1,340,000 |
| Maintenance Items (Capt. Parts) | Varies | \$ - | \$ 140,000 | \$ 150,000 | \$ 150,000 | \$ 440,000 |
| Bus Stop Amenities/Shelters | Varies | \$ - | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 60,000 |
| PROJECT COST | | \$ 595,107 | \$ 1,875,000 | \$ 1,890,000 | \$ 1,890,000 | \$ 6,250,107 |
| FEDERAL COST - 80% | | \$ 476,086 | \$ 1,500,000 | \$ 1,512,000 | \$ 1,512,000 | \$ 5,000,086 |
| STATE COST - 10% | | \$ 59,510 | \$ 187,500 | \$ 189,000 | \$ 189,000 | \$ 625,010 |
| LOCAL COST - 10% | | \$ 59,511 | \$ 187,500 | \$ 189,000 | \$ 189,000 | \$ 625,011 |
| DOT DISTRICT #6 | | 11 | RDC | | | MG |

Rome Transit Department
5307 Capital Program (Updated April 2016)

| STIP # | | | | | | |
|-----------------------------------|--------------|---------------------|--------------------|--------------------|---------------------|---------------------|
| DESCRIPTION 80/10/10 | UNIT COST | FY 2017 | FY 2018 | FY 2019 | FY 2020 | TOTAL |
| Transit Buses - <30'/ 30'/32'-40' | Varies | \$ 430,000 | \$ 665,000 | \$ 665,000 | \$ 665,000 | \$ 2,425,000 |
| Transit Bus 30' Bus | Varies | \$ 120,000 | \$ 140,000 | \$ 140,000 | \$ 140,000 | \$ 540,000 |
| Employee Education/Training | Varies | \$ 20,000 | \$ 35,000 | \$ 20,000 | \$ 20,000 | \$ 95,000 |
| Fuel Provision | Varies | \$ - | \$ 135,000 | \$ 135,000 | \$ 135,000 | \$ 405,000 |
| Security & Surveillance Equipment | Varies | \$ 30,000 | \$ 35,000 | \$ 35,000 | \$ 35,000 | \$ 135,000 |
| Fare Boxes & Related Equipment | Varies | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 200,000 |
| Route Signage | Varies | \$ - | \$ 25,000 | \$ 25,000 | \$ 25,000 | \$ 75,000 |
| Miscellaneous Bus Stop Amenities | Varies | \$ - | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 60,000 |
| Office Equipment & Furniture | Varies | \$ 10,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 70,000 |
| ADA Expenses | Varies | \$ - | \$ 75,000 | \$ 80,000 | \$ 80,000 | \$ 235,000 |
| Maintenance Tools & Equipment | Varies | \$ 25,000 | \$ 75,000 | \$ 80,000 | \$ 80,000 | \$ 260,000 |
| Preventative Maintenance | Varies | \$ 400,000 | \$ 440,000 | \$ 450,000 | \$ 450,000 | \$ 1,740,000 |
| Maintenance Items (Capt. Parts) | Varies | \$ 50,000 | \$ 140,000 | \$ 150,000 | \$ 150,000 | \$ 490,000 |
| Bus Stop Amenities/Shelters | Varies | \$ - | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 60,000 |
| Tablets for Buses | Varies | \$ 8,000 | \$ 10,000 | \$ 10,000 | \$ 10,000 | \$ 38,000 |
| Automated Passenger Counters | Varies | \$ 50,000 | \$ - | \$ - | \$ - | \$ 50,000 |
| PROJECT COST | | \$ 1,193,000 | \$,875,000 | \$,890,000 | \$ 1,890,000 | \$ 6,848,000 |
| FEDERAL COST - 80% | | \$ 954,400 | \$,500,000 | \$,512,000 | \$ 1,512,000 | \$ 5,478,400 |
| STATE COST - 10% | | \$ 119,300 | \$ 187,500 | \$ 189,000 | \$ 189,000 | \$ 684,800 |
| LOCAL COST - 10% | | \$ 119,300 | \$ 187,500 | \$ 189,000 | \$ 189,000 | \$ 684,800 |
| DOT DISTRICT #6 | | 11 | RDC | | | MG |

| CAPITAL SCHEDULE IN ROME FOR ELDERLY AND DISABLED | | | | | |
|---|-----------------|-----------------|-----------------|-----------------|------------------|
| Section 5310 | | | | | |
| STIP # | | | | | |
| DESCRIPTION | FY 14 | FY 15 | FY 16 | FY 17 | TOTAL |
| Purchase of Service | 74,608 | | | | \$74,608 |
| Purchase of Service | | \$78,338 | | | \$78,338 |
| Purchase of Service | | | \$82,255 | | \$82,255 |
| Purchase of Service | | | | \$86,368 | \$86,368 |
| PROJECT COST | \$74,608 | \$78,338 | \$82,255 | \$86,368 | \$321,569 |
| FEDERAL COST | \$59,686 | \$62,670 | \$65,804 | \$69,094 | \$257,255 |
| STATE COST | \$14,922 | \$15,668 | \$16,451 | \$17,274 | \$64,314 |
| DOT DISTRICT # 6 | | CONG. DIST. | 11 | RDC | MG |

| CITY OF ROME TRANSIT JOB ACCESS AND REVERSE COMMUTE (JARC) | | | | | |
|---|------------------|--------------|--------------|------------------|------------------|
| SECTION 5316 | | | | | |
| STIP # | | | | | |
| DESCRIPTION | FY14 | FY 15 | FY 16 | FY 17 | TOTAL |
| Access to Jobs/Reverse Commute | \$225,000 | \$0 | \$0 | \$225,000 | \$900,000 |
| PROJECT COST | \$225,000 | \$0 | \$0 | \$225,000 | \$900,000 |
| FEDERAL COST | \$112,500 | \$0 | \$0 | \$112,500 | \$450,000 |
| LOCAL COST | \$112,500 | \$0 | \$0 | \$112,500 | \$450,000 |
| <i>DOT DISTRICT # 6</i> | CONG. DIST. | 11 | | RDC | MG |

| CITY OF ROME TRANSIT NEW FREEDOM | | | | | |
|---|-----------------|--------------|--------------|------------------|------------------|
| Section 5317 | | | | | |
| STIP # | | | | | |
| DESCRIPTION | FY14 | FY 15 | FY 16 | FY 176 | TOTAL |
| Operating Assistance | \$95,000 | \$0 | \$0 | \$100,000 | \$395,000 |
| PROJECT COST | \$95,000 | \$0 | \$0 | \$100,000 | \$395,000 |
| FEDERAL COST | \$47,500 | \$0 | \$0 | \$50,000 | \$197,500 |
| LOCAL COST | \$47,500 | \$0 | \$0 | \$50,000 | \$197,500 |
| <i>DOT DISTRICT # 6</i> | CONG. DIST. | 11 | | RDC | MG |

| CAPITAL SCHEDULE FOR CITY OF ROME TRANSIT DEPARTMENT | | | | | |
|---|----------------|--------------------------|------------------|------------------|--------------------|
| SECTION 5309 - STATEWIDE BUS | | | | | |
| | | FY 2016 - FY 2019 | | | |
| STIP # | | | | | |
| DESCRIPTION | FY 16 | FY 17 | FY 18 | FY 19 | TOTAL |
| Transit Buses 25ft - 40ft. | \$0 | \$500,000 | \$500,000 | \$500,000 | \$1,500,000 |
| PROJECT COST | \$0 | \$500,000 | \$500,000 | \$500,000 | \$1,500,000 |
| FEDERAL COST | \$0 | \$400,000 | \$400,000 | \$400,000 | \$1,200,000 |
| STATE COST | \$0 | \$50,000 | \$50,000 | \$50,000 | \$150,000 |
| LOCAL COST | \$0 | \$50,000 | \$50,000 | \$50,000 | \$150,000 |
| <i>DOT DISTRICT # 6</i> | CONG. DIST. | 11 | | RDC | MG |

| CAPITAL SCHEDULE FOR CITY OF ROME TRANSIT DEPARTMENT | | | | | |
|---|----------------|---|------------------|------------------|--------------------|
| SECTION 5309 - STATEWIDE BUS | | | | | |
| | | FY 2016 - FY 2019 (Updated June 2015 for 2016 and 2017) | | | |
| STIP # | | | | | |
| DESCRIPTION | FY 16 | FY 17 | FY 18 | FY 19 | TOTAL |
| Transit Buses 25ft - 40ft. | \$0 | \$500,000 | \$500,000 | \$500,000 | \$1,500,000 |
| PROJECT COST | \$0 | \$500,000 | \$500,000 | \$500,000 | \$1,500,000 |
| FEDERAL COST | \$0 | \$400,000 | \$400,000 | \$400,000 | \$1,200,000 |
| STATE COST | \$0 | \$50,000 | \$50,000 | \$50,000 | \$150,000 |
| LOCAL COST | \$0 | \$50,000 | \$50,000 | \$50,000 | \$150,000 |
| <i>DOT DISTRICT # 6</i> | CONG. DIST. | 11 | | RDC | MG |

| CAPITAL SCHEDULE FOR CITY OF ROME TRANSIT DEPARTMENT | | | | | |
|---|----------------|------------------------------|------------------|------------------|--------------------|
| SECTION 5339 - STATEWIDE BUS (Updated April 2016) | | | | | |
| | | FY 2017 - FY 2020 | | | |
| STIP # | | | | | |
| DESCRIPTION | FY 17 | FY 18 | FY 19 | FY 20 | TOTAL |
| Transit Buses 25ft - 40ft. | \$0 | \$500,000 | \$500,000 | \$500,000 | \$1,500,000 |
| PROJECT COST | \$0 | \$500,000 | \$500,000 | \$500,000 | \$1,500,000 |
| FEDERAL COST | \$0 | \$400,000 | \$400,000 | \$400,000 | \$1,200,000 |
| STATE COST | \$0 | \$50,000 | \$50,000 | \$50,000 | \$150,000 |
| LOCAL COST | \$0 | \$50,000 | \$50,000 | \$50,000 | \$150,000 |
| <i>DOT DISTRICT # 6</i> | CONG. DIST. | 11 | | RDC | MG |

BUS REPLACEMENT SCHEDULE FOR ROME TRANSIT DEPARTMENT

| BUS MODEL | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 1982 | | | | | | | | | | | | |
| 1987 | | | | | | | | | | | | |
| 1988 | | | | | | | | | | | | |
| 1997 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1998 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1999 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 4 | 4 | 6 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2001 | 3 | 3 | 3 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2002 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 1 | 0 | 0 | 0 | 0 |
| 2003 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| 2004 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2005 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2006 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 1 | 1 | 1 |
| 2007 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 2008 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 2009 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| 2010 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 2011 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2012 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 |
| 2013 | | | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 2014 | | | | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 2015 | | | | | | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 2016 | | | | | | | 3 | 3 | 3 | 3 | 3 | 3 |
| 2017 | | | | | | | | 3 | 3 | 3 | 3 | 3 |
| 2018 | | | | | | | | | 3 | 3 | 3 | 3 |
| 2019 | | | | | | | | | | 3 | 3 | 3 |
| 2020 | | | | | | | | | | 3 | 3 | 3 |
| 2021 | | | | | | | | | | 3 | 3 | 3 |
| TOTAL VEH. | 48 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| PEAK USUAGE | 33 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| SPARES | 15 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| SPARE RATIO | 45% | 37% | 37% | 37% | 37% | 37% | 37% | 37% | 37% | 37% | 37% | 37% |
| VEH. RETIRED | 5 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| VEH. PURCH. | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |

FINANCIAL CAPABILITY STATEMENT
for
ROME TRANSIT DEPARTMENT

Purpose:

This Financial Capability Statement is given herewith as required by the Federal Transit Administration. It is understood that this statement is made to ensure The City of Rome, Georgia's financial capacity to implement and complete the TIP projects as outlined in this document.

Scope:

The requirement of FTA Circular 7008.1, that this financial assessment address two specific aspects of a transit system's financial capacity, is met by this document. These two aspects are: (1) the current financial condition of the City of Rome, Georgia; and (2) the future financial capacity of the City of Rome, at least for the three-year TIP period.

Assessments include the funding source(s) which support Rome Transit Department.

System Overview:

The City of Rome has been operating transit services since 1961. Until then, private companies or public utilities had provided transit in the city since 1885. Rome Transit Department operates in a similar manner as other city departments, with administration functioning through the Rome City Commission/Transit Committee/City Manager /Assistant City Manager/Public Services Manager/Transit Director. The Transit Director supervises activities in the department and answers directly to the Public Services Manager.

RTD presently owns 45 buses; it operates five (5) mainline routes; twenty-one (21) tripper routes; and four (4) to six (6) paratransit buses daily. Despite cutbacks in recent years, the system continues to serve the same approximate areas as it has for the past 10 + years.

Financial Analysis and Capability

Rome Transit Department has received financial assistance from FTA (then UMTA) since 1979, and has prepared annual certified audits to document the overall cost and amount of support for the operation of transit services during every subsequent year.

The local share of capital and operating projects of RTD has always been provided from revenues from operation (mainly farebox), and from general funds of the City of Rome. A verbal commitment by the Rome City Commission was made many years ago and re-established annually to provide support of the system up to one mill of taxes. A few years ago,

the actual support by the City began to surpass the one mill, showing that the City has continued to provide support. The City of Rome is in good financial shape, and as long as the Rome City Commission displays a willingness to support transit operation, the necessary local share will be provided. Thus far, as already indicated, there has been a continuous history of such willingness.

A distribution of the projected FY 2013 local share, along with other non-Federal funds, follows:

Non-Federal Operating Funds, FY 2013

| ENTITY | AMOUNT |
|--------------------|------------------|
| State of Georgia | -0- |
| Local Contribution | 2,379,695 |
| System Revenues | 691,000 |
| TOTAL | 3,070,695 |

Non-Federal Capital Funds, FY 2013

| ENTITY | AMOUNT |
|--------------------|----------------|
| State of Georgia | 65,579 |
| Local Contribution | 65,580 |
| System Revenues | -0- |
| TOTAL | 131,159 |

Summary

Rome Transit Department will continue to operate as long as there is a commitment by the Rome City Commission to provide public transportation and as long as total revenues received will provide the necessary and proportional share of operating costs. The City of Rome will continue to have the financial resources necessary to provide public transportation for the citizens of Rome.

PRIVATIZATION DOCUMENTATION
for
ROME TRANSIT DEPARTMENT

The following is a description of RTD's methodology and development of private-sector involvement in transit planning as is pertinent to the requirements of Circular 7005.

A. Notice to and early consultation with private providers in plans involving new or restructured service as well as the periodic re-examination of existing service.

The obligations of Rome Transit Department to receive input from the private sector in transit operations have continued with the on-going attempt at the placement of private-sector participants in the MPO's Citizens Advisory Committee. Committee and subcommittee restructuring took place first in 1986, in order to provide such opportunity for the private sector. The first private-sector provider to serve on the CAC still serves on the Committee, but he sold his transportation business several years ago. Although several private-sector operators have served on this body during the last ten years, interest among private operators began to wane about five years ago, and presently, there are no private-sector operators left on the committee, because of resignations of former private-sector members (the last being a taxi operator). Efforts are continuing to be made, however, to replace these representatives, and to provide opportunity for private-sector representation in transit planning in Rome. Throughout the aforementioned years, the CAC has provided a medium for liaison with local private providers who have shown interest in and respond to announcements and activities of Rome Transit Department. In these meetings, TIP projects, along with other transit matters of significance, are discussed. This committee has thus served as the primary mechanism for private providers to provide input for the local planning process.

There *never* has been interest by the private sector in any of RTD's fixed route or paratransit service. Charter service is the only type in which private-sector interest has been shown. The private sector has operated local-origin charter service where destinations have been outside of Floyd County in recent years. No private operator has desired service *contained within the county*, so RTD has operated incidental charter service of this limited scope. RTD buses have been subcontracted to private operators for charter service whenever it has been feasible. Outside of such operations, private operators have not shown interest in transit-related functions in Rome.

B. Periodic examination of each route, at least every three years, to determine if any could be operated more efficiently by a private operator.

The City of Rome's Transit Committee took the option of extending the whole system out for bids, the last time in June of 1998, instead of examining individual routes periodically. The size of the system (small), having only minor differences between any of its individual routes, demanded this approach toward such private-sector activity.

C. Description of how new and restructured services will be evaluated to determine if they could be more efficiently provided by private sector operators pursuant to a competitive bid process.

There have been no new or re-structured services since (or during the period of the notice) the last public notice offering to extend the whole system out for bids (summer of 1998). Based on past experience with private sector contacts, it seems very obvious that the private sector is not interested in bidding on RTD's mainline services, and that this will continue to be the case until ridership increases dramatically.

D. The use of costs as a factor in the private/public decision.

The City of Rome Finance Department and the Transit Department have determined what they consider to be the fully-allocated costs of operating RTD. If ever any private-sector interest is shown in any part of the system, or the whole system, these costs will be a decision-making factor.

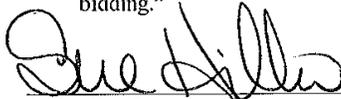
E. A dispute-resolution process affording all interested parties an opportunity to object to the initial decision.

The MPO (Rome-Floyd County Planning Commission) will become the local arbitrator in possible disputes. The Federal Transit Administration, according to Circular 7005.1, would accept appeals of this local body's decisions. Up to the present time, there have been *no* complaints (not even the slightest interest shown by the private sector) concerning RTD operations (other than charter services, as mentioned previously) by private operators. Charter regulations allow this segment of the service to be managed and reported separately.

POLICY STATEMENT
for
PRIVATE ENTERPRISE PARTICIPATION
in
TRANSIT PLANNING

Rome Transit Department, the Transit Committee of the City of Rome, Georgia, and the undersigned officials of the Rome/Floyd County Metropolitan Planning Organization endorse the following statement regarding the participation of private enterprise in transit planning for the local area:

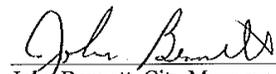
1. The MPO shall continue in its attempt to involve private enterprise participation in transit planning with invitations for comments and other involvement from early stage of the planning process. The MPO and other parties listed above believe that timely and fair consideration should be given to the proposals and comments of interested private enterprise entities.
2. The MPO shall afford the opportunity to give private providers consideration of their views in the development of the transit portions of the TIP before MPO endorsements.
3. RTD's existing transit services shall be periodically reviewed (every three years) to determine if the services can be more efficiently provided by the private sector.
4. The MPO shall make provisions for representation of private providers on its Policy Committee.
5. The MPO shall make provisions for active participation of the private sector in the development of projects involving new or restructured services.
6. The Rome Transit Department shall currently utilize plans, and shall implement plans and processes, to expand the procedures, where feasible, of operating pertinent transit services under "competitive bidding."



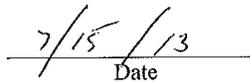
Sue Hiller, Planning Director
Rome/Floyd County Planning Commission



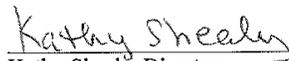
Date



John Bennett, City Manager
City of Rome



Date



Kathy Shealy, Director
Rome Transit Department



Date

2014-2017 TIP

Conformity Determination Report

The Clean Air Act requires the United States Environmental Protection Agency (USEPA) to designate areas throughout the country as attainment or nonattainment of an air quality standard. On December 17, 2004 the USEPA designated Floyd County as nonattainment for the annual PM 2.5 Standard. In March of 2012 the MPO prepared and adopted the 2040 Long Range Transportation Plan and in April the 2012 Conformity Determination was adopted. On 8 June, 2012, the Federal Highway Administration and Federal Transit Administration in coordination with the Environmental Protection Agency issued a formal finding that the 2040 Long Range Transportation Plan and any subsequent TIPs (including this revision of the 2014-2017 TIP) conform to the transportation conformity requirements of the Clean Air Act as set forth in Title 40 CFR Part 93.

In April of 2011, the USEPA determined that the Rome and Floyd County PM2.5 non-attainment area had achieved clean data (that is, met the standard) for the three year period 2007-2009. On 21 June, 2012 Georgia EPD submitted to USEPA a request for re-designation to attainment as well as a plan to maintain attainment of the annual average 1997 PM2.5 standard. The MPO must now demonstrate conformity for two, ten year maintenance periods for the 1997 PM2.5 standard

As part of the ongoing metropolitan transportation planning process, the MPO has developed the FY 2014-2017 Transportation Improvement Program. All projects in the 2014-2017 TIP are included in the LRTP. **The emissions model and planning assumptions used in the FY 2014-2017 TIP are included in the 2040 Long Range Transportation Plan. Changes in the funding of some project phases in the FY 2014-2017 TIP required revisions to the 2040 LRTP and these are found in the 2013 Addendum to Demonstrate Consistency. Although the Years of Expenditure for some Construction, ROW and PE phases have changed, and funding has been added to some Years of Expenditure for some ROW and PE phases, network years have not changed for any projects as a result of the 2014-2017 TIP. The changes are as follows: ROW funding for PI#662420 was moved from 2013 to 2014, UTL and CST funding for PI#0004915 was moved from 2017 to 2016. The conforming Plan's emissions analyses were performed on future network years: 2012, 2016, 2023, 2030, and 2040. The network years are based on Interagency consultation, and reflect the expected completion of projects in the plan. For example, network year 2023 includes the projects that will be open to traffic by July 1, 2023. All projects in the 2014-2017 TIP are included in the LRTP. Interagency consultation affirmed that the projects included in the FY 2014-2017 TIP and the August 2013 Addendum are consistent with the timing reflected in the 2040 LRTP's emissions analyses. Therefore the MPO has determined that no additional emissions analysis is required.**

The Transportation Conformity Rules (40 CFR Part 93) and FHWA/FTA Metropolitan Planning Regulation (23 CFR Part 450) have been followed in the preparation of this conformity analysis. The FY 2014-2017 TIP and Conformity Determination Report reflect review and comment through the MPO's interagency consultation and public involvement processes. Interagency members' suggestions are reflected throughout the TIP and CONFORMITY DETERMINATION REPORT and its checklists. Comments from the public on the TIP and CONFORMITY DETERMINATION REPORT are included in the final version of this document (None were received). The format of this report is consistent with the applicable portions of the FHWA

checklists guiding transportation conformity of plans and TIPs. The applicable portions of these checklists are included below, Exhibits 2 and 3, and indicate where or how the particular conformity requirement is met.

The Floyd-Rome Urban Transportation Study MPO hereby makes a determination that the FY 2014-2017 Transportation Improvement Program conforms to the SIP and complies with the Clean Air Act and associated requirements based on the 8 June, 2012 FHWA/FTA conformity finding for the 2040 Long Range Transportation Plan and the 2012 Conformity Determination Report; and the August 2013 Addendum to Demonstrate Consistency with the 2040 Long Range Transportation Plan and the 2012 Conformity Determination Report (as Revised in June 2012, October 2012, and August 2013).

The Floyd-Rome Urban Transportation Study MPO hereby determines that the Amended FY 2014-2017 Transportation Improvement Program is in conformity with the current Georgia State Implementation Plan. This positive conformity determination is based on the 8 June, 2012 FHWA/FTA conformity finding for the 2040 Long Range Transportation Plan and the 2012 Conformity Determination Report; and on the October 2012 Addendum to Demonstrate Consistency with the 2040 Long Range Transportation Plan and the 2012 Conformity Determination Report (as Revised in June 2012, October 2012, and August 2013).

As part of the ongoing metropolitan transportation planning process, the MPO has developed the October 2015 Amendment to the 2014-2017 TIP. Changes in the funding amount of two non-exempt projects listed in the 2014-2017 TIP and addition of one exempt project required preparation of the October 2015 Amendment to the 2014-2017 TIP, the October 2015 Addendum to Demonstrate Consistency with the 2040 Long Range Transportation Plan, and the October 2015 CONFORMITY DETERMINATION REPORT Addendum for Three GDOT Projects.

Although funding has increased for one project's PE phase, and one project's CST phase; and one exempt project has been added with PE, ROW, and CST phases; network years have not changed for any projects as a result of the October 2015 Amendment to the 2014-2017 TIP.

Typically, RTP/TIP amendments that only involve changes to the project cost and not the termini, number of lanes, or network year; or that involve exempt projects could be processed without a new regional emissions analysis. However, on May 14, 2014 the Environmental Protection Agency (EPA) re-designated Floyd County to attainment for the fine particulate (PM_{2.5}) air quality standard and approved the associated maintenance plan and motor vehicle emission budgets (MVEBs) for NO_x and PM_{2.5} for the year 2023.¹ The effective date of this re-designation was June 12, 2014.² Transportation conformity regulations require a new regional emissions analysis with a comparison to the newly approved budgets before project amendments can be processed. Therefore, a regional emissions analysis was conducted to re-calculate the annual regional emissions for PM_{2.5} and NO_x. Conformity is demonstrated using the less than 2002 base year test for years before 2023 and using the budget test for years 2023 and later.

¹ Approved 2023 MVEBs were 994.4 tpy NO_x; and 38.0 tpy PM_{2.5}.

² <https://www.federalregister.gov/articles/2014/05/14/2014-10960/approval-and-promulgation-of-implementation-plans-and-designation-of-areas-for-air-quality-planning>

To satisfy conformity requirements for the Rome/Floyd County nonattainment area, the forecast of emissions in the 2016 analysis year must be less than the base year (2002) emissions estimate and the forecast of emissions in the 2023, 2030, and 2040 analysis years must be less than the 2023 MVEBs. As demonstrated in the October 2015 CONFORMITY DETERMINATION REPORT Addendum for Three GDOT Projects, the less than base year test is passed for analysis year 2016 and the less than MVEB test is passed for analysis years 2023, 2030, and 2040.

The Transportation Conformity Rules (40 CFR Part 93) and FHWA/FTA Metropolitan Planning Regulation (23 CFR Part 450) have been followed in the preparation of this conformity analysis. The October 2015 Amendment to the 2014-2017 TIP, the October 2015 CONFORMITY DETERMINATION REPORT Addendum for Three GDOT Projects, and the October 2015 Addendum to the 2040 Long Range Transportation Plan reflect review and comment through the MPO's interagency consultation and public involvement processes. Interagency members' suggestions are reflected throughout the October 2015 Amendment to the 2014-2017 TIP, the October 2015 Conformity Short Form, and the October 2015 Addendum to the 2040 Long Range Transportation Plan and its checklists. Comments from the public on the documents are included in the final version of this document (None were received). The format of this report is consistent with the applicable portions of the FHWA checklists guiding transportation conformity of plans and TIPs.

The Floyd-Rome Metropolitan Planning Organization hereby makes a determination that the October 2015 Amendment to the 2014-2017 TIP, the October 2015 CONFORMITY DETERMINATION REPORT Addendum for Three GDOT Projects, and the October 2015 Addendum to the 2040 Long Range Transportation Plan conform to the SIP and comply with the Clean Air Act and associated requirements based on the 8 June, 2012 FHWA/FTA conformity finding for the 2040 Long Range Transportation Plan, the 2012 Conformity Determination Report, and the October 2015 CONFORMITY DETERMINATION REPORT Addendum for Three GDOT Projects.

April 2016: On December 17, 2004, the United States Environmental Protection Agency (EPA) designated Floyd County as nonattainment under the fine particulate (PM_{2.5}) air quality standard. The effective date of designation was April 5, 2005. On May 14, 2014 the EPA re-designated Floyd County to attainment for the fine particulate (PM_{2.5}) air quality standard and approved the associated maintenance plan and motor vehicle emission budgets (MVEBs) for NO_x and PM_{2.5} for the year 2023^[1]. The effective date of this re-designation was June 12, 2014.^[2] The Rome-Floyd County MPO completed a conformity analysis under the PM_{2.5} standard for their new 2040 Long Range Transportation Plan (LRTP) and the April 2016 Amended 2014-2017 Transportation Improvement Program (TIP).

The results of the 2016 LRTP for 2040 for all analysis years for the Rome PM_{2.5} attainment/maintenance area demonstrate that the emissions for each analysis year are no greater than the 2023 motor vehicle emissions budgets (MVEBs). Based upon the technical conformity analysis, it has been determined that the 2016 LRTP for 2040 demonstrates compliance with the Clean Air Act as amended in 1990, in accordance with all the conformity requirements detailed in 40 CFR Parts 51 and 93 (the Transportation Conformity Rule) and 23 CFR Part 450 (the Metropolitan Planning Regulations as established in SAFETEA-LU). The 2014-2017 TIP was prepared and

[1] Approved 2023 MVEBs were 994.4 tpy NO_x; and 38.0 tpy PM_{2.5}.

[2] <https://www.federalregister.gov/articles/2014/05/14/2014-10960/approval-and-promulgation-of-implementation-plans-and-designation-of-areas-for-air-quality-planning>

adopted under the 2012 LRTP for 2040. The April 2016 Amended 2014-2017 TIP is the first to be prepared and adopted under the 2016 LRTP for 2040. As a subset of the 2016 LRTP for 2040, the April 2016 Amended 2014-2017 TIP and any subsequent TIPs will be financially constrained and in conformance with air quality regulations as listed above.

The Floyd-Rome Metropolitan Planning Organization hereby makes a determination that the April 2016 Amended 2014-2017 TIP conforms to the SIP and complies with the Clean Air Act and associated requirements based on the ~~XXXXXXXXXXXX~~ FHWA/FTA conformity finding for the 2016 Long Range Transportation Plan for 2040, and the 2016 Conformity Determination Report.

2014 FHWA/FTA Approval of 2014-2017 Transportation Improvement Plan



U.S. Department
of Transportation
**Federal Highway
Administration**

Georgia Division

November 14, 2013

61 Forsyth Street SW
Suite 17T100
Atlanta, GA 30303
Phone 404-562-3630
Fax 404-562-3703
Georgia.fhwa@fhwa.dot.gov

In Reply Refer To:
HIP-GA

Ms. Sue Hiller, Planning Director
Rome-Floyd Urban Transportation Study
607 Broad Street
Rome, GA 30161

Dear Ms. Hiller:

The U.S. Department of Transportation, Federal Highway Administration (FHWA) in coordination with the U.S. Environmental Protection Agency (EPA) Region Four, has reviewed the Rome-Floyd County Metropolitan Planning Organization's Addendum, to the 2040 Long Range Transportation Plan and the amended FY 2014-2017 Transportation Improvement Program with associated Revised 2012 Conformity Determination Report (Revised June 2012, October 2012, and August 2013). The FHWA Georgia Division and EPA Region Four find that the FY 2014-2017 TIP conforms with the transportation requirements of the Clean Air Act set forth in 40 Code of Federal Regulations (CFR) Part 93 in the Rome-Floyd County PM2.5 nonattainment area. The EPA Region Four has indicated their satisfaction with this conformity analysis in their November 08, 2013 letter to the FHWA Georgia Division.

If you have any questions, please contact Olivia Lewis of FHWA at (404) 562-4282 or Amanetta Somerville at (404) 562-9025.

Sincerely,

Rodney N. Barry P.E.
Division Administrator

cc: Yvette Taylor, FTA Region IV
Robert Buckley, FTA Region IV
Amanetta Somerville
Keith M. Bentley, GA EPD
James Kelly, GA EPD
Dianna Smith, EPA
Kelly Gwin, GDOT

FHWA Checklist, Part 1

| Demonstration Requirements for Transportation Conformity of Metropolitan Long Range Plan Applicable to Transportation Improvement Programs | | |
|---|--|--|
| Item No. | Requirement | Response |
| 5 | The Report states that the Transportation Plan and Transportation Improvement Program (TIP) are fiscally constrained and a funding source for all the projects listed in Plan and TIP for the construction and operation (if applicable) of the project is identified. | The FY 2014-2017 TIP is fiscally constrained and funding sources identified. See TIP for applicable table. |
| 14 | If the Transportation Plan contains any SIP Transportation Control Measures (TCMs) the requirements in 40 CFR 93.110(e) and 93.113 are met; or the report states that the Transportation Plan contains no SIP TCMs. | There are no TCMs in Plan or TIP. |

FHWA Checklist, Part 2

| Demonstration Requirements for Transportation Conformity of Metropolitan Transportation Improvement Programs | | |
|---|--|---|
| Item No. | Requirement | Response |
| 1 | The report documents that the TIP is in conformance with the State Implementation Plan (SIP) and complies with the Clean Air Act, the Transportation Conformity Regulation, the Statewide and Metropolitan Planning Regulation, and other applicable federal and state requirements. | This requirement is met in the appropriate section of the TIP and the TIP's Conformity Determination Report (CDR). |
| 2 | The report states that the TIP is a subset of the latest conforming Transportation Plan and the conformity determination made for the Transportation Plan also applies to the TIP. | This requirement is met in the TIP's Conformity Determination Report. |
| 3 | The report explains how the requirements of 40 CFR 93.122 (g) are met. | This requirement is met in the TIP's Conformity Determination Report. |
| 4 | The report supplies a copy of the Metropolitan Planning Organization's (MPO's) and FHWA/FTA's finding of conformity on the current Transportation Plan. | This requirement is met in the TIP's Conformity Determination Report. See Exhibit 1 of the CONFORMITY DETERMINATION REPORT. |
| 5 | The report contains a copy of the Adopting Resolution by the MPO of the TIP, and the Conformity Determination for the TIP. | This requirement is met. See the appropriate section of the TIP. |
| 6 | The report contains a cross reference of projects sufficiently described in terms of design concept and design scope for comparison to the Transportation Plan. | Project consistency with the conforming 2040 Long Range Transportation Plan is addressed in the TIP and the TIP's Conformity Determination Report. |
| 7 | The report documents comments raised verbally or in writing by an interagency consultation partner and how the MPO addressed such concerns; or, the report states that no significant comments were received. | This requirement is met in the TIP's Conformity Determination Report. |
| 8 | The report documents the public participation process of the TIP including any comments raised verbally or in writing and how the MPO addressed such concerns; or, the report states that no significant comments were received. | This requirement is addressed as a minor amendment according to the Public Involvement Plan. Comments and responses are listed in Exhibit 4 of the TIP. |
| 9 | The report explains how the TIP was developed according to the consultation procedures outlined in 40 CFR93.105 and 40 CFR93.112 | The TIP development process was consistent with the MPO's adopted Participation Plan and meets the requirements of 40 CFR93.105 and 40 CFR93.112 for interagency consultation and public involvement. |

Disclaimer: This checklist is intended solely as an informal guideline to be used in reviewing Transportation Plans and TIPs for adequacy of their documentation. It is in no way intended to replace or supersede the Transportation Conformity Regulations 40 CFR Part 93, Statewide and Metropolitan Planning Regulations 23 CFR Part 450, or any EPA, FHWA and FTA guidance pertaining to Transportation Conformity or Statewide and Metropolitan Planning.

STIP Amendment Process

Statewide Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) Amendment Process

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the Final Rule to revise the Statewide and Metropolitan Transportation Planning regulations incorporating changes from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users on February 14, 2007 with an effective date of March 16, 2007. The revised regulations clearly define administrative modifications and amendments as actions to update plans and programs. 23 Code of Federal Regulations (CFR) Part 450.104 defines administrative modifications and amendments as follows:

Administrative modification “means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. Administrative Modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (as nonattainment and maintenance areas).”

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

The following procedures have been developed for processing administrative modifications and amendments to the STIP and Metropolitan Planning Organizations (MPOs) TIPs and Long Range Transportation Plans (LRTPs). Processes described below detail procedures that are to be used to update an existing approved STIP or TIP and associated plan, if applicable. A key element of the amendment process is to assure that funding balances are maintained.

Administrative Modification

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

- A. Revise a project description without changing the project scope, conflicting with the environmental document or changing the conformity finding as nonattainment and maintenance areas (less than 10% change in project termini). This change would not alter the original project intent.
- B. Splitting or combining projects.
- C. Federal funding category change.
- D. Minor changes in expenditures for transit projects.

- E. Roadway project phases may have a cost increase less than \$2,000,000 or 20% of the amount to be authorized.
- F. Shifting projects within the 4-year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.
- G. Projects may be funded from lump sum banks as long as they are consistent with category definitions.

An administrative modification can be processed in accordance with these procedures provided that:

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

The administrative modification process consists of a monthly list of notifications from GDOT to all involved parties, with change summaries sent on a monthly basis to the FHWA and FTA by the GDOT.

The GDOT will submit quarterly reports detailing projects drawn from each lump sum bank with remaining balance to the FHWA.

Amendment

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

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

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

Notes:

1. The date a TIP becomes effective is when the Governor or his designee approves it. For nonattainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.
2. The date the STIP becomes effective is when FHWA and FTA approve it.

3. The STIP is developed on the state fiscal year which is July 1-June 30.

4. Funds for cost increases will come from those set aside in the STIP financial plan by the GDOT for modifications and cost increases. Fiscal Constraint will be maintained in the STIP at all times.

Special Administrative Modification (SAM)

Administrative modifications may be deemed time-sensitive or urgent for other reasons and thus would be considered for processing as a SAM. At the request of the project sponsor, MPO staff will review the proposed project change for distribution as a SAM. Once the SAM has been reviewed, it is distributed, by email describing the change, to partner agencies and the project sponsor, including a copy of the updated TIP page. The SAM and updated TIP page will be posted to the MPO website after distribution. FHWA has the final rejection or acceptance for a project to be processed in this manner and should be consulted with before distribution of the SAM.