
Floyd – Rome Urban Transportation Study

**2018-2021 Transportation Improvement Program
(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 2017

Adopting Resolution

RESOLUTION TO ADOPT 2018-2021 TRANSPORTATION IMPROVEMENT PLAN

WHEREAS, federal regulations for metropolitan transportation planning issued in October, 1993, require that the Metropolitan Planning Organization, in cooperation with the State 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 Commission 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 urban transportation planning regulations provide for the joint self-certification of the process by the Metropolitan Planning Organization and the State; and

WHEREAS, the Metropolitan Planning Organization and the Georgia Department of Transportation have reviewed the organization and activities of the planning process and found them to be in conformance with the requirements of law and regulation; and

WHEREAS, the State of Georgia has developed and the U.S. Environmental Protection Agency has approved the State of Georgia Implementation Plan for Attainment of State and National Ambient Air Standards (SIP); and

WHEREAS, the Rome Urbanized Area is in compliance with the SIP; and

WHEREAS, the locally developed and adopted process for private sector participation has been followed in the development of the fiscal year 2018-2021 Transportation Improvement Program; and

WHEREAS, In October of 2016, the United States Environmental Protection Agency designated Floyd County as an attainment area for fine particulate matter (PM_{2.5}) based on attainment of fine particulate matter standards, and revocation of the same standards; and

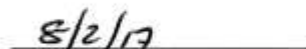
WHEREAS, As a result of the new air quality designations, an air quality conformity determination analysis is not required as part of the Transportation Improvement Program process; and

WHEREAS, the FY 2018-2021 Transportation Improvement Program is in conformance with the state air quality goals for Floyd County

NOW, THEREFORE BE IT RESOLVED that the Rome-Floyd County Metropolitan Planning Organization Transportation Policy Committee adopts the 2018-2021 Transportation Improvement Program, as set forth in the document attached to this resolution.

BE IT FURTHER RESOLVED that the Transportation Policy Committee finds that the requirements of applicable law and regulation regarding urban transportation planning have been met and authorizes the Planning Director of the Rome-Floyd County Planning Department to execute a joint certification to this effect with the Georgia Department of Transportation.


Dennis Shoaf, Chairman,
Transportation Policy Committee


8/2/17
Date

MPO Certification

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 Fixing America's Surface Transportation (FAST-Act) planning factors were considered in the planning process.

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

TIP

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

Participation Plan

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

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

List of Obligated Projects

- The MPO provides a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities.
- The annual listing is made available to the public via the TIP or the LRTP.

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

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

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

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

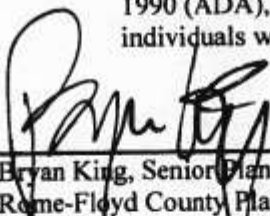
- As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or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

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

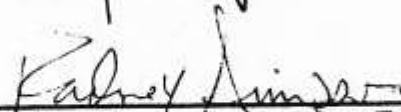
- The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
- The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination;

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

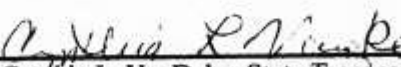
- The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments


Bryan King, Senior Planner
Rome-Floyd County Planning Department

5/16/17
Date


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

5/24/17
Date


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

5-30-17
Date

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Introduction

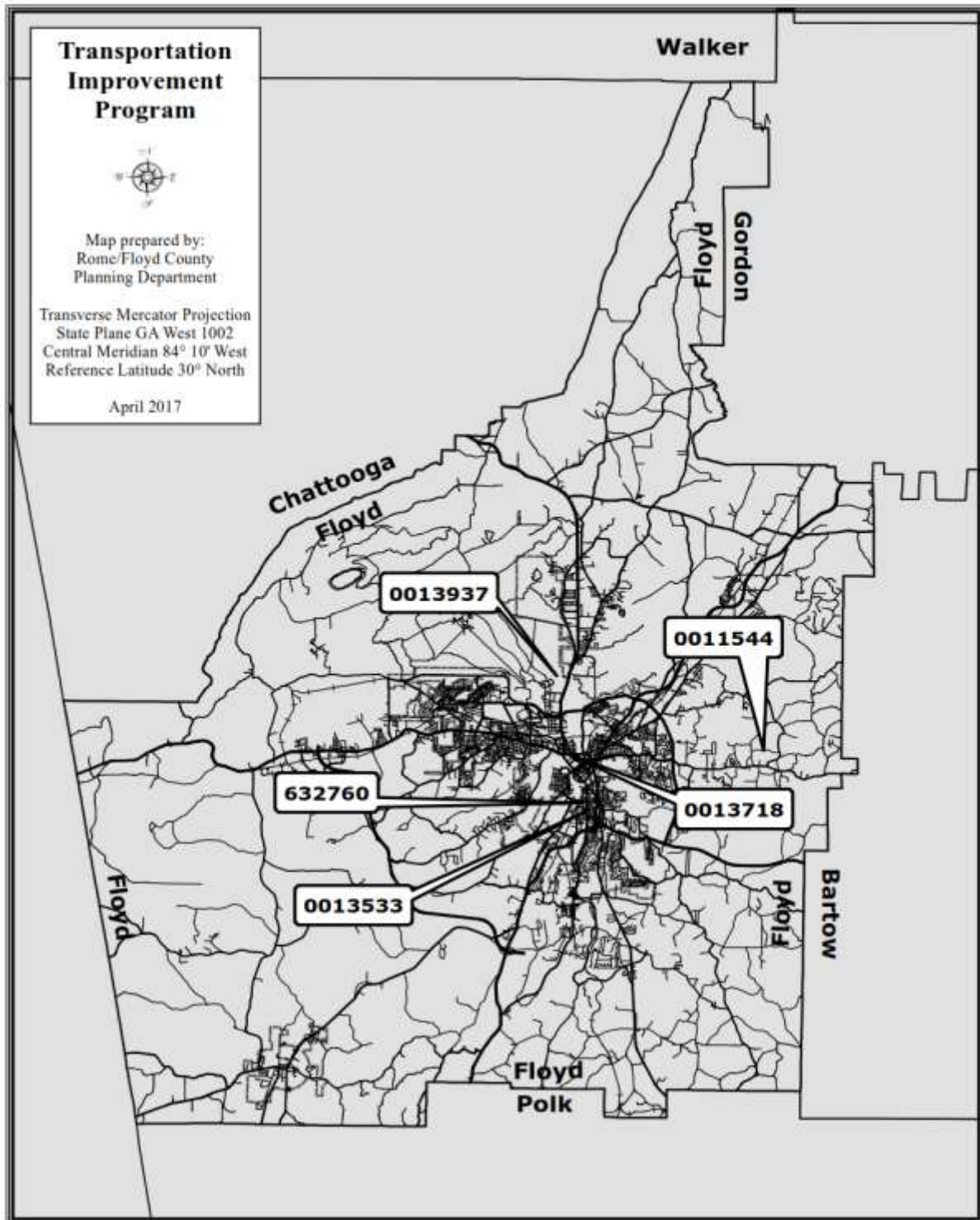
The Transportation Improvement Program (TIP) is a four year capital improvement program drawn from the 2016 Long Range Transportation Plan (LRTP) for 2040. The TIP outlines the roadway and transit projects planned for Floyd County during state fiscal years 2018 through 2021. The state fiscal year begins July 1 and ends June 30. Therefore state fiscal year 2018 begins July 1, 2017 and ends June 30, 2018.

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 LRTP. 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 2018-2021 TIP demonstrates 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 1997 annual PM 2.5 standard. On May 14, 2013, Floyd County was designated as attainment and entered two, ten year periods where maintenance had to be demonstrated (effective date June 12, 2014). On 24 October 2016, the 1997 standard was revoked. Therefore, there is no longer a requirement to demonstrate conformity.

As part of the ongoing metropolitan transportation planning process, the MPO has developed the FY 2018-2021 Transportation Improvement Program. Development of the FY 2018-2021 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 2018-2021 TIP is a subset of the currently conforming 2016 Long Range Transportation Plan (LRTP) for 2040 and its projects are consistent with the project descriptions and timing reflected in the LRTP. Project identification numbers (PI#s) serve as the cross reference between projects included in the LRTP and those included in the FY 2018-2021 TIP. The LRTP and the FY 2018-2021 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 available from the MPO. As outlined in the Participation Plan, this TIP underwent a 30 day public comment period from June 13 to July 13, 2017. For more information about the process and comments, please see the applicable section of the TIP.

Rome-Floyd County MPO Boundaries



Transportation Committee Membership

TRANSPORTATION POLICY COMMITTEE

Voting Members:

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

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
Tanya Clayton

Dawn Hampton
Robert Darville

Julianne Meadows
Terry Jones

Ken Wright
Julie Smith

Steven Turner
Jim Howell

Bobby Payne
Brad Doyle

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 2018-2021 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 (June 13 to July 13, 2017). 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.

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.

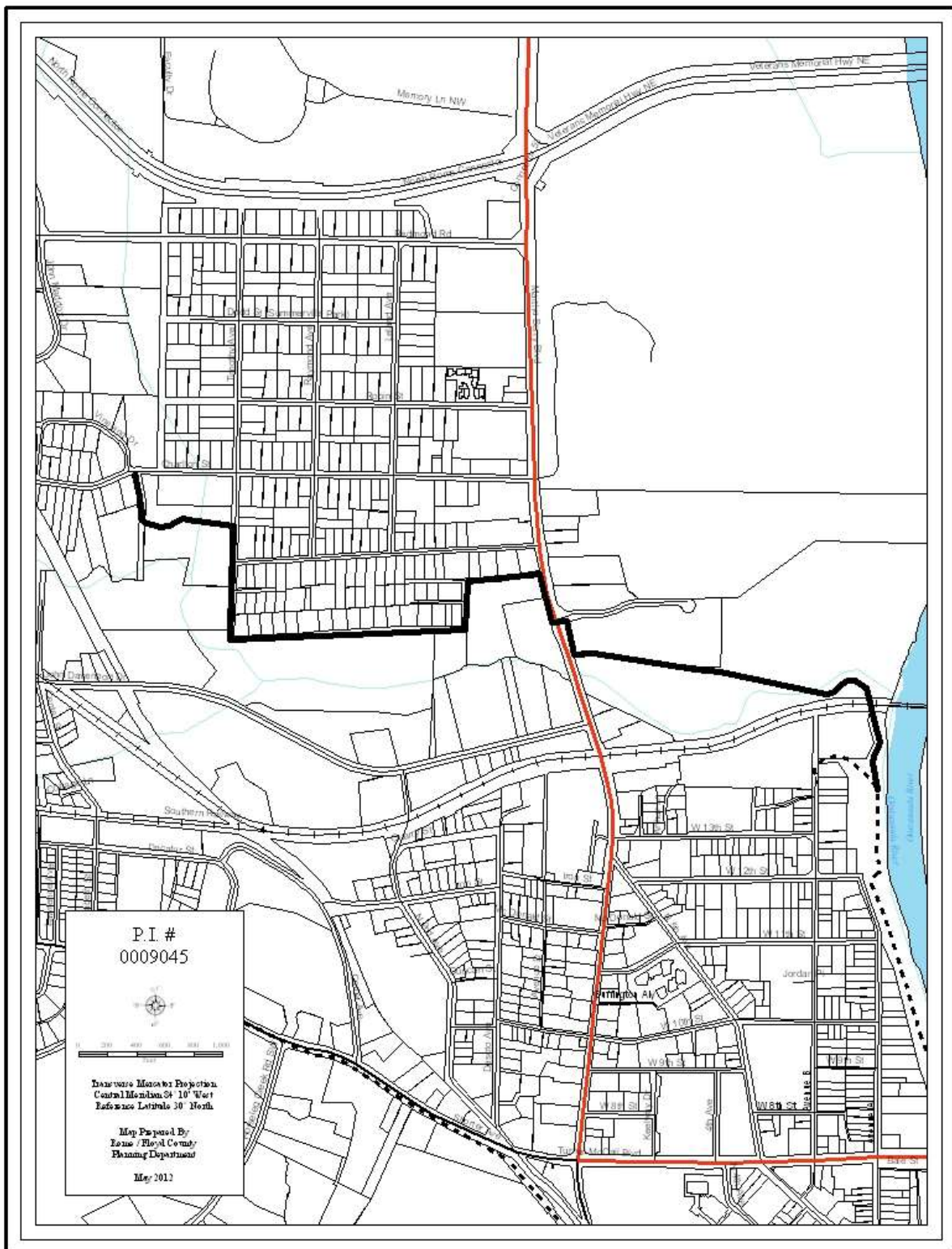
CONSTRUCTION refers to the actual construction of a project.

PROJECT COST is listed by funding source and fiscal year.

Project Sheets

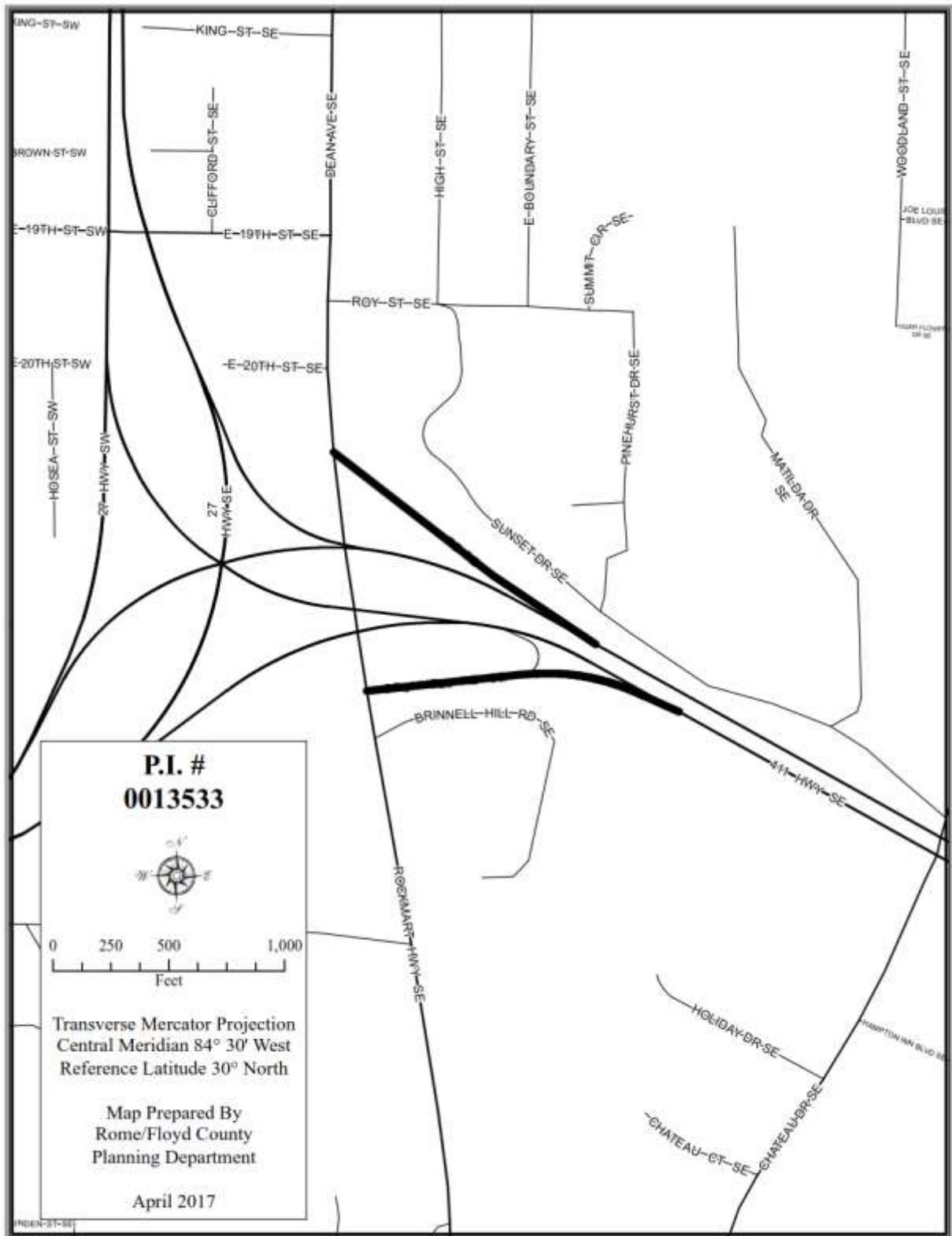
2018-2021 TIP

2018-2021 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.			

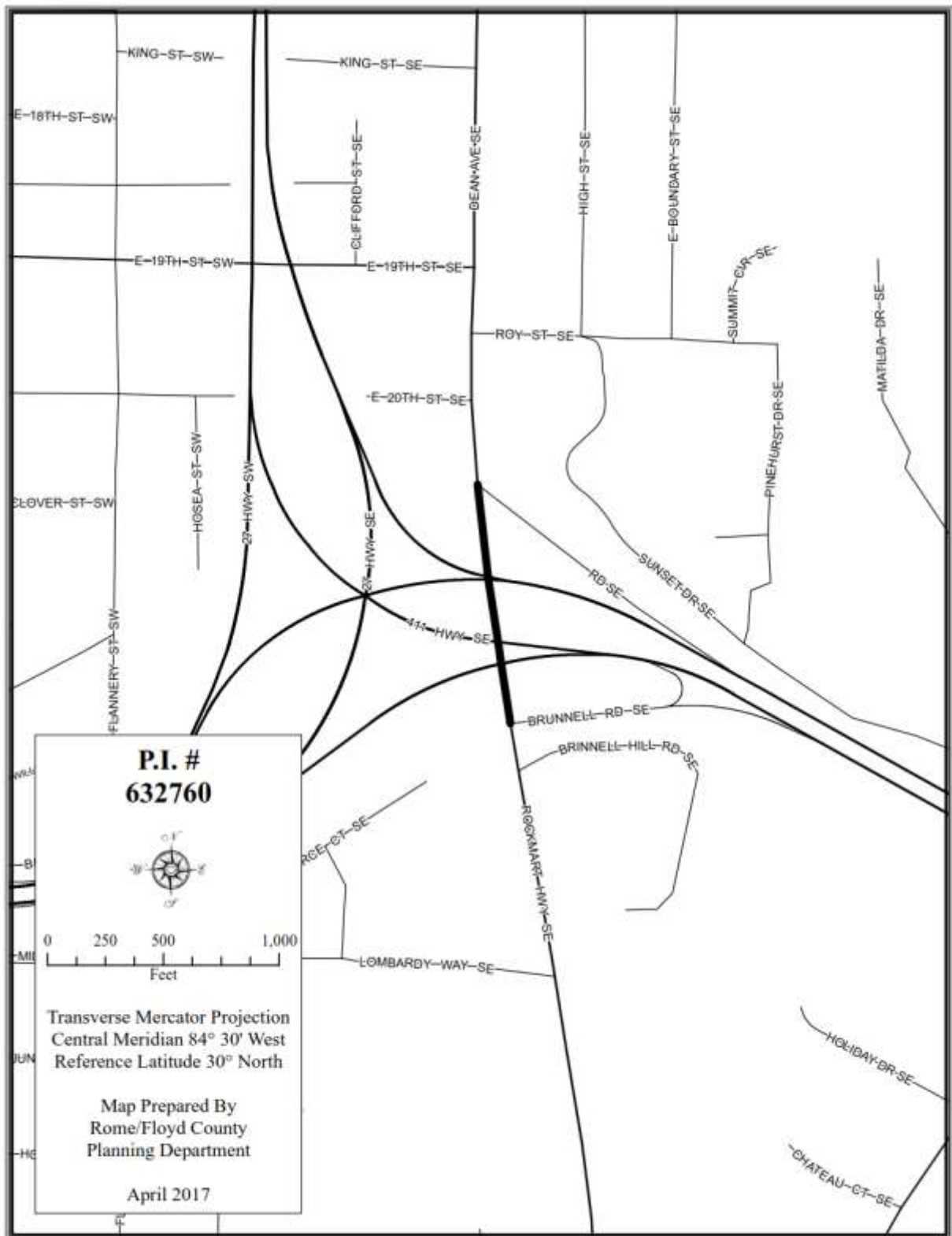


2018-2021 TIP				
General Information				
Project Name	Trails Connectivity and Accessibility Project			
Local Road Name				
US/State Road Name				
PI Number	#0010707			
Local Number	-			
City	Rome			
County	Floyd			
Map Number	-			
GDOT District	6			
Congressional District	14			
RC	Northwest Georgia 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			

2018-2021 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	2018	2019	2020	2021
Federal Contribution				
State Contribution				
Local Contribution		\$624,000		
Total Contribution		\$624,000		
Project Phase		ROW		
Funding Sources		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	-			

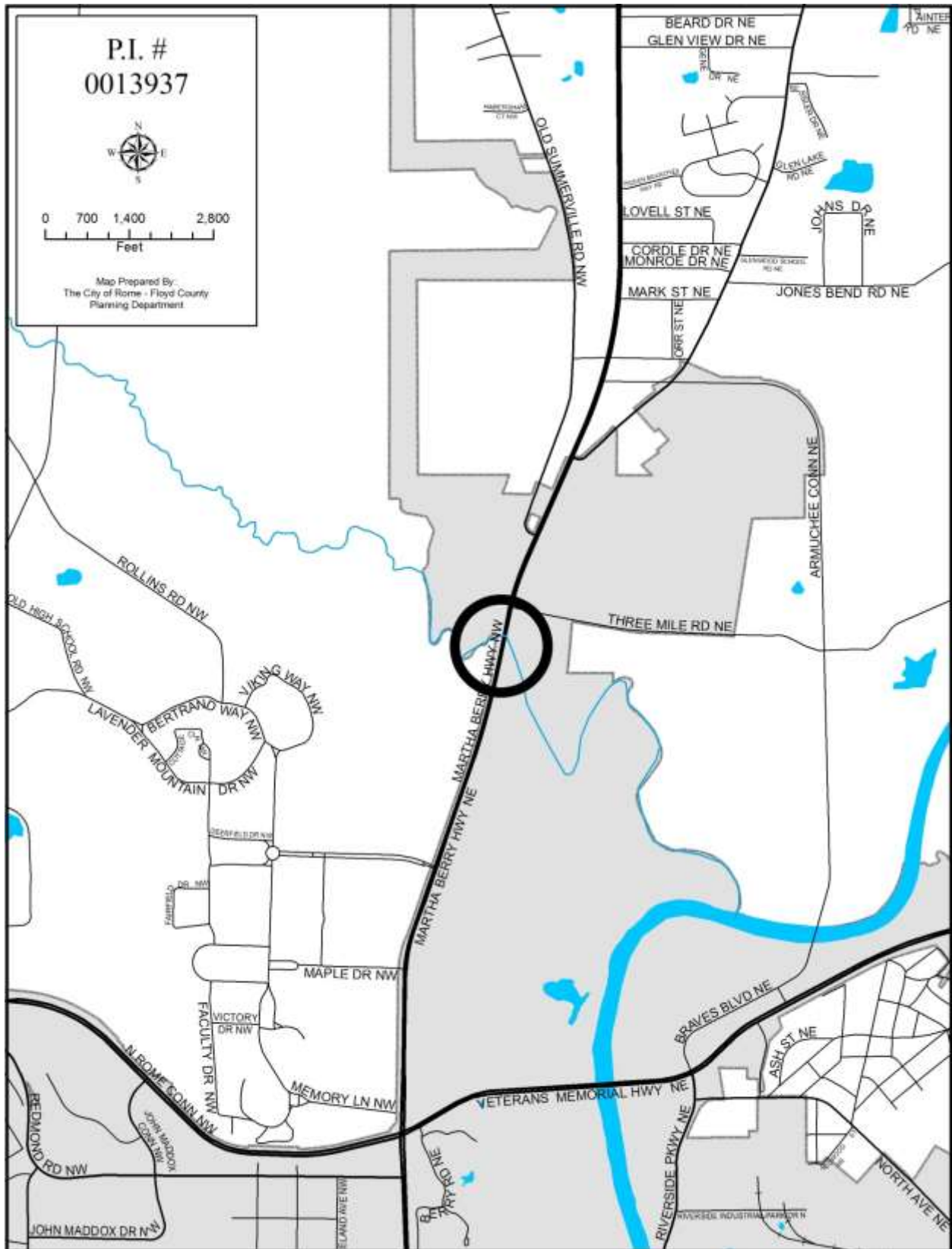


2018-2021 TIP				
General Information				
Project Name	SR 101/Dean Avenue at SR1/SR20/SR53/US411 Interchange			
Local Road Name	Rockmart Highway/ Dean Avenue			
US/State Road Name	SR 101/Dean Avenue at SR1/SR20/SR53/US411			
PI Number	PI#632760			
Local Number	-			
City	Rome			
County	Floyd			
Map Number				
GDOT District	6			
Congressional District	14			
RC	North West Georgia Regional Commission			
Considerations				
Planning Measure & Need	The project would improve mobility and safety at an existing, multi-state and federal highway interchange			
Relation to CMS				
Funding				
Year	2018	2019	2020	2021
Federal Contribution				
State Contribution	\$2,501,000			
Local Contribution				
Total Contribution	\$2,501,000			
Project Phase	ROW			
Funding Sources	HB170			
Project Details				
Description	Improve/reconstruct existing interchange			
Length in Miles	1.159			
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 proposed improvements along the Rockmart Highway			
Comments/Remarks				

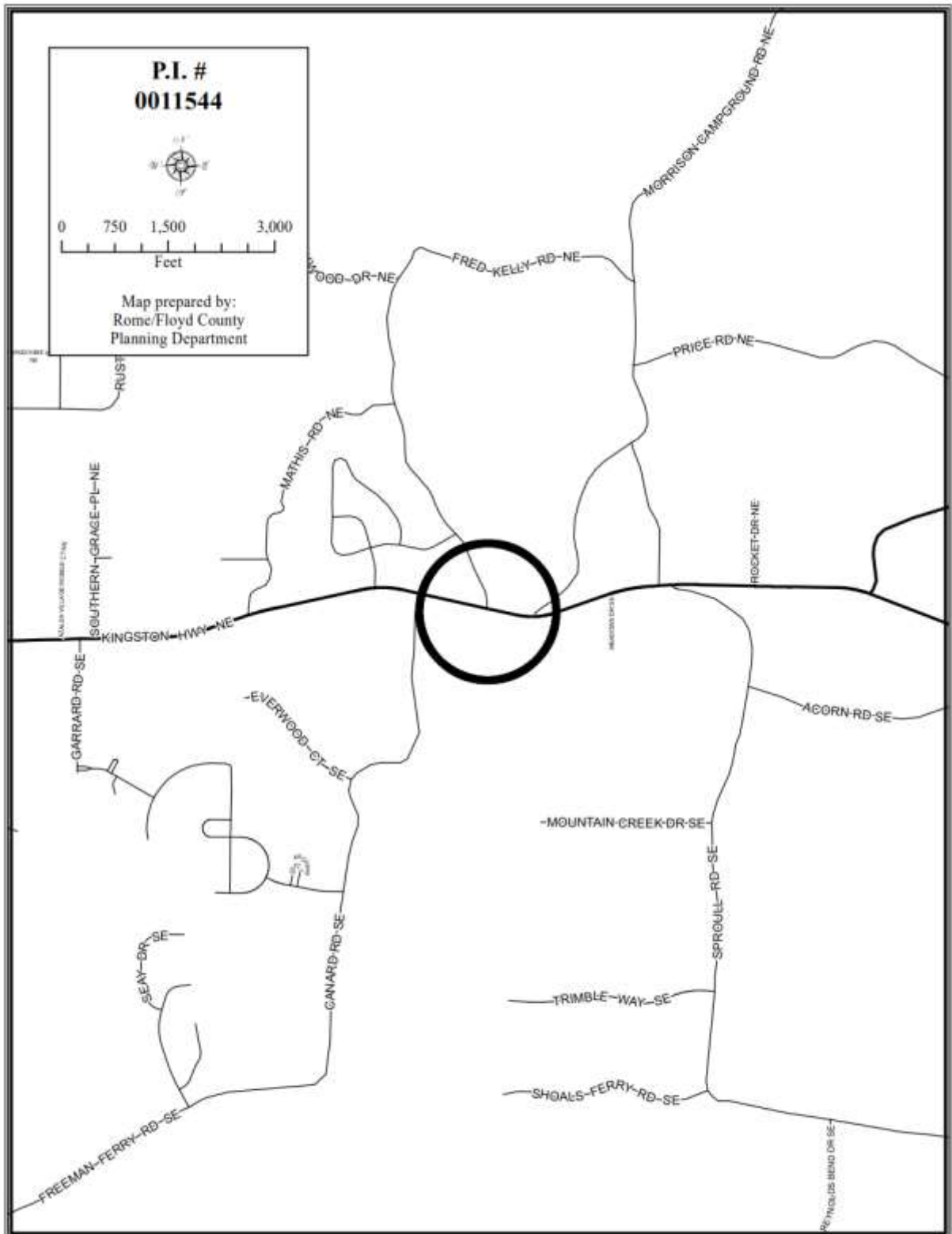


2018-2021 TIP				
General Information				
Project Name	S.R.1/S.R.20/S.R.27 bridge over Etowah River and NS#719103R			
Local Road Name				
US/State Road Name				
PI Number	#0013718			
Local Number	-			
City	Rome			
County	Floyd			
Map Number	-			
GDOT District	6			
Congressional District	14			
RC	Northwest Georgia Regional Commission			
Considerations				
Planning Measure & Need	Bridge			
Relation to CMS	-			
Funding				
Year	2018	2019	2020	2021
Federal Contribution	\$200,000		\$6,097,723	
State Contribution	\$50,000		\$1,524,431	
Local Contribution				
Total Contribution	\$250,000		\$7,622,154	
Project Phase	ROW		CST	
Funding Sources	Z001		Z001	
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	*			

2018-2021 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	2018	2019	2020	2021
Federal Contribution		\$200,000	\$2,800,000	
State Contribution		\$50,000	\$700,000	
Local Contribution				
Total Contribution		\$250,000	\$3,500,000	
Project Phase		ROW	CST	
Funding Sources		Z231	Z231	
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	*			



2018-2021 TIP				
General Information				
Project Name	S.R.293 bridge over Dykes Creek 5.4 M East of Rome			
Local Road Name				
US/State Road Name				
PI Number	#0015544			
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	2018	2019	2020	2021
Federal Contribution	\$480,000		\$200,000	
State Contribution	\$120,000		\$50,000	
Local Contribution				
Total Contribution	\$600,000		\$250,000	
Project Phase	PE		ROW	
Funding Sources	Z240		Z240	
Project Details				
Description	Replace bridge over Dykes Creek			
Length in Miles	0.4			
Number of Current Lanes	2			
Number of Planned Lanes	2			
Current Volumes AADT	-			
Future Volumes AADT	-			
Bike/Pedestrian Additions	-			
Logical Termini Locations	-			
Functional Classification	-			
Purpose and Need	-			
Connectivity to Other Proj.				
Comments/Remarks	*			



2016-2017 Authorized Projects

Bartow						
PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
0004915	STP00-0004-00(915)	BT 017	SR 140 FM SR 53/FLOYD TO 0.3 MI W OF OOTHKALOOGA CRK/BARTOW	CST	2016	\$41,816,501.45
Carroll						
PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
M005659			BRIDGE PRESERVATION @ SR 6 LOCS IN DISTRICT 6	MPE	2017	\$39,200.00
Floyd						
PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
0006294	CSMSL-0006-00(294)	GA-0006294	PEDESTRIAN IMPROVEMENTS @ 5 SR LOCATIONS IN DISTRICT 6	ROW	2016	\$1,775.74
0012936			PL ROME - FY 2015	PLN	2015	\$150,273.00
0013406			PL ROME - FY 2016	PLN	2016	\$150,170.06
0013533			SR 101 @ SR 20 0.22 MI N OF CS 1488/LOMBARDY WAY IN ROME	PE	2016	\$900,000.00
0013690			PEDESTRIAN UPGRADES @ 21 LOCS IN FLOYD COUNTY	PE	2016	\$630,000.00
0013718			SR 1/SR 20/US 27 @ ETOWAH RIVER & NS #719103R IN ROME	PE	2016	\$500,000.00
0013937			SR 1/US 27 @ BIG DRY CREEK IN ROME	PE	2017	\$500,000.00
0014112			PL ROME - FY 2017	PLN	2017	\$152,655.00
0015429			CR 536/BOOGER HOLLOW ROAD @ LAKE CREEK	PE	2017	\$250,000.00
621690-	STP00-0167-01(013)	S-92-25	SR 101 FM CR 740/SADDLE TR TO CR 335/LOMBARDY WAY IN ROME	PE	2017	\$200,000.00
662420-	EDS00-0027-00(127)	L-89-06	SE ROME BYP FM SR 101 NE ON NEW LOC TO US 411; INC INTCH	ROW	2016	\$25,047,111.79
M004907			SR 20 FROM ALABAMA STATE LINE TO SR 100	MCST	2016	\$835,041.03
M005072			SR 101 FROM N OF CR 507/HOLIDAY DR TO CR 313/SENEY POND RD	MCST	2016	\$2,158,270.80
M005231			SR 1 @ 6 LOCS; SR 20 @ 6 LOCS & SR 61 @ 1 LOC - BRIDGE REHAB	MCST	2016	\$4,936,589.10
M005452			SR 293 FM BARTOW CO LINE TO N OF CR 113/OLD FREEMAN FERRY RD	MCST	2017	\$1,170,087.20
M005647			SR 1 @ 3 LOCS - BRIDGE PRESERVATION	MPE	2017	\$40,000.00

2018-2021 Lump Sum Projects

Carroll											
				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
M005659			BRIDGE PRESERVATION @ SR 6 LOCS IN DISTRICT 6								
Floyd											
				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0006294	CSMSL- 0006- 00(294)	GA- 0006294	PEDESTRIAN IMPROVEMENTS @ 5 SR LOCATIONS IN DISTRICT 6	PE	AUTH	ROW	AUTH	CST	PRECST	UTL	PRECST
0009045	CSTEE- 0009- 00(045)		REDMOND TRAIL ALONG NORFOLK SOUTHERN RAILROAD CORRIDOR			ROW	AUTH	CST	PRECST		
0010707			TRAILS CONNECTIVITY & ACCESSIBILITY @ 4 LOCS IN ROME			ROW	PRECST	CST	PRECST		
0011650			OFF-SYSTEM SAFETY IMPROVEMENTS @ 14 CR LOCS IN FLOYD COUNTY					CST	AUTH		
0013690			PEDESTRIAN UPGRADES @ 21 LOCS IN FLOYD COUNTY	PE	AUTH	ROW	PRECST	CST	PRECST		
0015168			OFF-SYSTEM SAFETY IMPROVEMENTS @ 35 LOCS IN FLOYD COUNTY					CST	PRECST		
0015171			OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN ROME					CST	PRECST		
0015429			CR 536/BOOGER HOLLOW ROAD @ LAKE CREEK	PE	AUTH			CST	PRECST	UTL	PRECST
M005439			SR 53 FROM CSX #719091Y TO 0.08 MI N OF SR 140								
M005631			SR 1/US 27 FROM NS #719104X TO SR								

			1 LOOP IN ROME								
M005634			SR 20/US 411 FROM SR 1 TO BARTOW COUNTY LINE								
M005647			SR 1 @ 3 LOCS - BRIDGE PRESERVATION								
Polk											
				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
M005632			SR 100 FROM SR 6/POLK TO SR 53/FLOYD								

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

FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN TOTAL EXPECTED HIGHWAY STIP FUNDS (MATCHED)

FUND	CODE	LUMP DESCRIPTION	2018	2019	2020	2021	TOTAL
NHPP	Z001		\$ -	\$ 250,000	\$ -	\$7,622,154	\$ 7,872,154
STP	Z231		\$ -	\$ 250,000	\$3,500,000	\$ -	\$ 3,750,000
STP	Z240		\$ 600,000	\$ -	\$ 250,000	\$ -	\$ 850,000
CMAQ	Z400		\$ 348,978	\$ 669,217	\$ 675,094	\$ 680,972	\$ 2,374,261
State	HB170		\$ 2,501,000	\$ -	\$ -	\$ -	\$ 2,501,000
Local	LOC		\$ -	\$ 624,000	\$ -	\$ -	\$ 624,000
Transit	307C		\$ 1,225,000	\$ 1,225,000	\$ -	\$ -	\$ 2,450,000
Transit	307O		\$ 3,726,156	\$ 3,726,156	\$ -	\$ -	\$ 7,452,312
Transit	5303		\$ 61,464	\$ 61,464	\$ 61,464	\$ 61,464	\$ 245,856
Transit	5304		\$ 3,799	\$ 3,799	\$ 3,799	\$ 3,799	\$ 15,196
Transit	5307		\$ 3,549,520	\$ 1,549,135	\$1,549,135	\$ 1,549,135	\$ 8,196,925
Transit	5339		\$ 225,000	\$ -	\$ -	\$ -	\$ 225,000
NHPP	Z001	ROAD MAINT - NAT'L HWY	\$ 1,124,000	\$ 1,124,000	\$ 691,000	\$ 691,000	\$ 3,630,000
NHPP	Z001	ROADWAY LIGHTING	\$ 10,000	\$ 6,000	\$ 6,000	\$ 6,000	\$ 28,000
NHPP	Z001	TRAF CONTROL DEV - NHS	\$ 28,000	\$ 31,000	\$ 151,000	\$ 151,000	\$ 361,000
STP	L220	ENHANCEMENT	\$ 119,000	\$ 119,000	\$ 119,000	\$ 119,000	\$ 476,000
STP	Z240	CST MGMT	\$ 251,000	\$ 188,000	\$ 188,000	\$ 188,000	\$ 815,000
STP	Z240	OPERATIONS	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 300,000
STP	Z240	ROAD MAINT - ANY AREA	\$ 1,005,000	\$ 1,005,000	\$ 848,000	\$ 848,000	\$ 3,706,000
STP	Z240	BRIDGE PAINTING	\$ 94,000	\$ 94,000	\$ 94,000	\$ 94,000	\$ 376,000
STP	Z240	LOW IMPACT BRIDGES	\$ 163,000	\$ 163,000	\$ 163,000	\$ 163,000	\$ 652,000
STP	Z240	TRAF CONTROL DEVICES	\$ 192,000	\$ 188,000	\$ 38,000	\$ 38,000	\$ 456,000
STP	Z240	RW PROTECTIVE BUY	\$ 9,000	\$ 9,000	\$ 9,000	\$ 9,000	\$ 36,000
STP	Z240	WETLAND MITIGATION	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 32,000
Trails	Z940	RECREATIONAL TRAILS	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 32,000
HSIP	ZS30	SAFETY	\$ 597,000	\$ 628,000	\$ 628,000	\$ 628,000	\$ 2,481,000
HSIP	ZS40	RRX HAZARD ELIM	\$ 31,000	\$ 31,000	\$ 31,000	\$ 31,000	\$ 124,000
HSIP	ZS50	RRX PROTECTION DEV	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 100,000
TOTAL			\$15,979,917	\$12,060,771	\$9,121,492	\$12,999,524	\$ 50,161,704

Expenditure Table_(\$ IN 000'S) 2018-2021 TIP

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

National Highway System (NHPP) – Z001 11,891

PI #	PROJECT NAME	TIP											
		FY 2018			FY 2019			FY 2020			FY 2021		
		PE	RW	CS/UT	PE	RW	CS/UT	PE	RW	CS/UT	PE	RW	CS/UT
	Road Maintenance National HWY			1,124			1,124			691			691
	Roadway Lighting			10			6			6			6
	Traffic Control Devices - NHS			28			31			151			151
0013718	SR1/SR20/US27 @ Etowah River					250							7,622
TOTAL				1,162		250	1,161			848			8,470

Surface Transportation Program (STP) – Z231 3,750

PI #	PROJECT NAME	TIP											
		FY 2018			FY 2019			FY 2020			FY 2021		
		PE	RW	CS/UT	PE	RW	CS/UT	PE	RW	CS/UT	PE	RW	CS/UT
0013937	SR1/US27 @ Big Dry Creek					250				3,500			
TOTAL						250				3,500			

Congestion Mitigation Air Quality (CMAQ) – Z400 2,374

PI #	PROJECT NAME	TIP											
		FY 2018			FY 2019			FY 2020			FY 2021		
		PE	RW	CS/UT	PE	RW	CS/UT	PE	RW	CS/UT	PE	RW	CS/UT
	CMAQ			349			669			675			681
TOTAL				349			669			675			681

State - HB 170 2,501

PI #	PROJECT NAME	TIP											
		FY 2018			FY 2019			FY 2020			FY 2021		
		PE	RW	CS/UT	PE	RW	CS/UT	PE	RW	CS/UT	PE	RW	CS/UT
632760	SR101/Dean Ave@ SR1/SR20/SR53/US411	2,501											
TOTAL		2,501											

Local – LOC 624

PI #	PROJECT NAME	TIP											
		FY 2018			FY 2019			FY 2020			FY 2021		
		PE	RW	CS/UT	PE	RW	CS/UT	PE	RW	CS/UT	PE	RW	CS/UT
0013533	SR101/Lombardy Way					624							
TOTAL						624							

Transit – 307C

PI	PROJECT NAME	TIP											
		FY 2018			FY 2019			FY 2020			FY 2021		
		CAP	OPR	PLN	CAP	OPR	PLN	CAP	COP	PLN	CAP	OPR	PLN
T005154	Transit Projects TCAP	1,225			1,225								
TOTAL		1,225			1,225								

Transit – 307O 7,452

PI	PROJECT NAME	TIP											
		FY 2018			FY 2019			FY 2020			FY 2021		
		CAP	OPR	PLN	CAP	OPR	PLN	CAP	COP	PLN	CAP	OPR	PLN
T005148	Transit Projects TOPR		3,726			3,726							
TOTAL			3,726			3,726							

Transit – 5303 246

PI	PROJECT NAME	TIP											
		FY 2018			FY 2019			FY 2020			FY 2021		
		CAP	OPR	PLN	CAP	OPR	PLN	CAP	COP	PLN	CAP	OPR	PLN
T005138	Transit Planning			61.5									
T005996	Transit Planning						61.5						
T006007	Transit Planning									61.5			
T006019	Transit Planning												61.5
TOTAL				61.5			61.5			61.5			61.5

Transit – 5304 15.2

PI	PROJECT NAME	TIP											
		FY 2018			FY 2019			FY 2020			FY 2021		
		CAP	OPR	PLN	CAP	OPR	PLN	CAP	COP	PLN	CAP	OPR	PLN
T006057	Sec. 5304 Planning TPLN			3.8									
T006070	Sec. 5304 Planning TPLN						3.8						
T006082	Sec. 5304 Planning TPLN									3.8			
T006093	Sec. 5304 Planning TOLN												3.8
TOTAL				3.8			3.8			3.8			3.8

Transit – 5307 8,197

PI	PROJECT NAME	TIP											
		FY 2018			FY 2019			FY 2020			FY 2021		
		CAP	OPR	PLN	CAP	OPR	PLN	CAP	COP	PLN	CAP	COP	PLN
T006046	Sec.5307 Capital	1,435											
		2,115											
T006107	Sec.5307 Capital				1,549								
T006118	Sec.5307 Capital							1,549					
T006129	Sec.5307 Capital										1,549		
TOTAL		1,435			1,549			1,549			1,549		

Transit – 5339 225

PI	PROJECT NAME	TIP											
		FY 2018			FY 2019			FY 2020			FY 2021		
		CAP	OPR	PLN	CAP	OPR	PLN	CAP	COP	PLN	CAP	COP	PLN
T006493	Sec. 5339 TCAP	225											
TOTAL		225											

Enhancement (STP) – L220 476

PI	PROJECT NAME	TIP											
		FY 2018			FY 2019			FY 2020			FY 2021		
		PE	RW	CS/UT	PE	RW	CS/UT	PE	RW	CS/UT	PE	RW	CS/UT
				119			119			119			119
TOTAL				119			119			119			119

STP – Z240 6,375

PI	PROJECT NAME	TIP											
		FY 2018			FY 2019			FY 2020			FY 2021		
		PE	RW	CS/UT	PE	RW	CS/UT	PE	RW	CS/UT	PE	RW	CS/UT
	CST Mgmt			251			188			188			188
	Operations			75			75			75			75
	Road Maint Any Area			1,005			1,005			848			848
	Bridge Painting			94			94			94			94
	Low Impact Bridges			163			163			163			163
	Traf Control Dev			192			188			38			38
	RW Protective Buy			9			9			9			9
	Wetlands Mitigation			8			8			8			8
0015544	SR293@ Dykes Creek	600							250				
TOTAL		600		1,797			1,730		250	1,423			1,423

Recreational Trails (Trails) – Z940 32

PI	PROJECT NAME	TIP											
		FY 2018			FY 2019			FY 2020			FY 2021		
		PE	RW	CS/UT	PE	RW	CS/UT	PE	RW	CS/UT	PE	RW	CS/UT
				8			8			8			8
TOTAL				8			8			8			8

Safety (HSIP) – ZS30 2,481

PI	PROJECT NAME	TIP											
		FY 2018			FY 2019			FY 2020			FY 2021		
		PE	RW	CS/UT	PE	RW	CS/UT	PE	RW	CS/UT	PE	RW	CS/UT
				597			628			628			628
TOTAL				597			628			628			628

Railroad Hazard Elimination – ZS40 124

PI	PROJECT NAME	TIP											
		FY 2018			FY 2019			FY 2020			FY 2021		
		PE	RW	CS/UT	PE	RW	CS/UT	PE	RW	CS/UT	PE	RW	CS/UT
				31			31			31			31
TOTAL				31			31			31			31

Railroad Protection Devices – ZS50 100

PI	PROJECT NAME	TIP											
		FY 2018			FY 2019			FY 2020			FY 2021		
		PE	RW	CS/UT	PE	RW	CS/UT	PE	RW	CS/UT	PE	RW	CS/UT
				25			25			25			25
TOTAL				25			25			25			25

	FY 2018	FY 2019	FY 2020	FY 2021	Total
TOTAL (in 000's)	\$15,980	\$12,061	\$ 9,121	\$13,000	\$50,162

Transit Financial Detail

CITY OF ROME TRANSIT DEPARTMENT						
SECTION 5307 CAPITAL						
FY 2018 - FY 2021						
STIP #						
DESCRIPTION 80/10/10	UNIT COST	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Transit Buses - <30'/ 30'/32'/35'	Varies	\$ 825,000	\$ 665,000	\$ 665,000	\$ 665,000	\$,820,000
Transit Bus 40' Bus	Varies	\$ 190,000	\$ 140,000	\$ 140,000	\$ 140,000	\$ 610,000
Training & Education	Varies	\$ 20,000	\$ 35,000	\$ 20,000	\$ 20,000	\$ 95,000
Replacement In-Ground Bus Lift	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000
Route Visual Signs	Varies	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000
Bus Shelters	Varies	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 80,000
Miscellaneous Bus Stop Amenities	Varies	\$ 10,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 70,000
Maintenance Items (Capt. Parts)	Varies	\$ 50,000	\$ 140,000	\$ 150,000	\$ 150,000	\$ 490,000
Renovations/Rehab. Adm. Facility	Varies	\$ 35,000	\$ -	\$ -	\$ -	\$ 35,000
Office Equipment & Furniture	Varies	\$ 10,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 70,000
Security & Surveillance Equipment	Varies	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 140,000
Fare Boxes & Related Equipment	Varies	\$ 25,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 175,000
Tablets for Buses	Varies	\$ 5,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 35,000
Administrative Supervisor Vehicles Hybrid	Varies	\$ 60,000	\$ -	\$ -	\$ -	\$ 60,000
Paving/Repaving of Adm./Station Lots	Varies	\$ 15,000	\$ -	\$ -	\$ -	\$ 15,000
Bus Stop Amenities/Shelters/Cans,Etc.	Varies	\$ 15,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 75,000
Preventative Maintenance	Varies	\$ 400,000	\$ 440,000	\$ 450,000	\$ 450,000	\$,740,000
Fuel Provision	Varies	\$ -	\$ 135,000	\$ 135,000	\$ 135,000	\$ 405,000
ADA Expenses	Varies	\$ -	\$ 75,000	\$ 80,000	\$ 80,000	\$ 235,000
Maintenance Tools & Equipment	Varies	\$ -	\$ 75,000	\$ 80,000	\$ 80,000	\$ 235,000
Automated Passenger Counters	Varies	\$ -	\$ 5,000	\$ 5,000	\$ 5,000	\$ 15,000
PROJECT COST		\$ 1,825,000	\$ 1,885,000	\$ 1,900,000	\$ 1,900,000	\$ 7,510,000
FEDERAL COST - 80%		\$ 1,460,000	\$ 1,508,000	\$ 1,520,000	\$ 1,520,000	\$ 6,008,000
STATE COST - 10%		\$ 182,500	\$ 188,500	\$ 190,000	\$ 190,000	\$ 751,000
LOCAL COST - 10%		\$ 182,500	\$ 188,500	\$ 190,000	\$ 190,000	\$ 751,000
DOT DISTRICT #6		11	RDC			MG

OPERATING ASSISTANCE SCHEDULE FOR ROME TRANSIT DEPARTMENT

SECTION 5307

STIP #					
OPERATING PERIOD	FY18	FY19	FY20	FY21	TOTAL
FISCAL YEAR 2018					
Jan. 1, 2018 - Dec. 31, 2018	\$3,137,570				\$3,137,570
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
FISCAL YEAR 2021					
Jan. 1, 2021- Dec. 31, 2021				\$3,741,284	\$3,741,284
PROJECT COST	\$3,137,570	\$3,393,455	\$3,563,128	\$3,741,284	\$13,835,437
<i>FEDERAL COST</i>	\$875,000	\$875,000	\$875,000	\$875,000	\$3,500,000
<i>LOCAL COST</i>	\$2,262,570	\$2,518,455	\$2,688,128	\$2,866,284	\$10,335,437
<i>DOT DISTRICT # 6</i>	CONG. DIST.	14		RDC	MG

CAPITAL SCHEDULE FOR CITY OF ROME TRANSIT DEPARTMENT					
SECTION 5339 - STATEWIDE BUS					
		FY 2018 - FY 2021			
STIP #					
DESCRIPTION	FY 18	FY 19	FY 20	FY 21	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.	14		RDC	MG

BUS REPLACEMENT SCHEDULE FOR ROME TRANSIT DEPARTMENT

BUS MODEL	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
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	1	3	3	3	3	3	3	3	3	3	3
2008	3	1	3	3	3	3	3	3	3	3	3	3
2009	5	3	3	3	3	3	3	3	3	3	3	3
2010	5	5	5	5	5	5	5	5	5	5	5	5
2011	3	3	3	3	3	3	3	3	3	3	3	3
2012	16	3	3	3	3	3	3	3	3	3	3	3
2013				3	3	3	3	3	3	3	3	3
2014	3				3	3	3	3	3	3	3	3
2015						3	3	3	3	3	3	3
2016	1					3	3	3	3	3	3	3
2017		5			1	1	4	3	3	3	3	3
2018		5	5	5	2	2	2	2	2	2	2	3
2019		2	3	3	2	5	3	2	2	3	2	3
2020		3	3	3	3	3	3	3	3	3	3	3
2021					1		3	3	3	3	3	3
TOTAL VEH.	56	48	53	53	51	56	57	52	49	47	46	48
PEAK USUAGE	37	37	37	37	37	37	37	37	37	37	37	37
SPARES	19	11	16	16	14	19	20	15	12	10	9	11
SPARE RATIO	34%	23%	30%	30%	27%	34%	35%	29%	24%	21%	20%	23%
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
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-six (26) 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, but 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 2017

ENTITY	AMOUNT
State of Georgia	-0-
Local Contribution	2,357,305
System Revenues	1,003,000
TOTAL	3,360,305

Non-Federal Capital Funds, FY 2017

ENTITY	AMOUNT
State of Georgia	119,300
Local Contribution	119,300
System Revenues	-0-
TOTAL	238,600

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 Document
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 afore-mentioned 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
PUBLIC 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 comment and other involvement from an 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

17 April 2017
Date


Sammy Rich, City Manager
City of Rome

April 17, 2017
Date


Kathy Shealy, Director
Rome Transit Department

April 17, 2017
Date

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 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 entered into two, ten year maintenance periods for the 1997 PM2.5 standard.

24 October 2016, the 1997 standard was revoked. Therefore, there is no longer a requirement to demonstrate conformity. However, the MPO will continue to monitor air quality to ensure that there is not a lapse into non-conformity.

2014 FHWA/FTA Approval of
2018-2021 Transportation Improvement Plan

Paste letter here

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 2018-2021 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

December 2009

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.