



Rome-Floyd Metropolitan Planning Organization

Transportation Improvement Program

Fiscal Year 2024-2027

Prepared By:

Rome-Floyd MPO

In Cooperation with:

Georgia Department of Transportation

Federal Highway Administration Federal

Transit Administration

US Department of Transportation

Approved by TPC: July 19, 2023

This publication was prepared in cooperation with the Department of Transportation, State of Georgia, Federal Transit Administration, and Federal Highway Administration. The opinions, findings, and conclusions in these publications are those of the author(s) and not necessarily those of the Department of Transportation, State of Georgia, or the Federal Highway Administration.

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Visit our website for the most up-to-date information and downloadable documents at:

<https://ga-rome.civicplus.com/207/Transportation-Planning>

The Rome-Floyd MPO is committed to the principle of affirmative action and prohibit discrimination against otherwise qualified persons on the basis of race, color, religion, national origin, age, physical or mental handicap, or disability, and where applicable, sex (including gender identity and expression), marital status, familial status, parental status, religion, sexual orientation, political beliefs, genetic information, reprisal, or because all or part of an individual's income is derived from any public assistance program in its recruitment, employment, facility and program accessibility or services.

The Rome-Floyd MPO is committed to enforcing the provisions of the Civil Rights Act, Title VI, and all the related requirements mentioned above. The Rome-Floyd MPO is also committed to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its plans and programs.

The opinions, findings, and conclusions in this publication are those of the author(s) and not necessarily those of the Department of Transportation, State of Georgia, Federal Transit Administration, or the Federal Highway Administration.

Prepared in cooperation with the Georgia Department of Transportation and the Federal Highway Administration.



**A RESOLUTION OF THE ROME-FLOYD COUNTY METROPOLITAN
PLANNING ORGANIZATION AMENDING THE 2024 UNIFIED
PLANNING WORK PROGRAM,**

WHEREAS, the Rome-Floyd County Metropolitan Planning Organization (MPO) is the designated Metropolitan Planning Organization for transportation planning within the Rome-Floyd Area Boundary which includes all of the City of Rome and Floyd County following the 2020 census; and

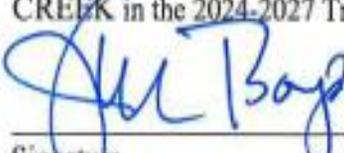
WHEREAS, the Transportation Policy Committee (TPC) is the recognized decision-making body for transportation planning with the Rome-Floyd MPO; and

WHEREAS, the Infrastructure and Investment and Jobs Act (IIJA) requires the Metropolitan Planning Organization to develop and adopt a Unified Planning Work Program; and

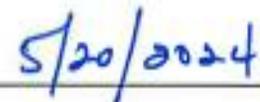
WHEREAS, the Unified Planning Work Program is consistent with all plans, goals and objectives of the Rome-Floyd Metropolitan Planning Organization.

WHEREAS, The Technical Coordinating Committee reviewed the draft UPWP and recommend its adoption; and

NOW, THERE, BE IT RESOLVED that the Rome-Floyd MPO approves amending the FY 2024 Unified Planning Work Program to include the 2055 Metropolitan Transportation Update Special Study and to amend GDOT PI 0017775 CR 10/REHOBOTH ROAD @ SPRING CREEK in the 2024-2027 Transportation Improvement Plan.



Signature



Date

Print Name Jim Bojo TPC Chair

Rome-Floyd County Transportation Policy Committee

RESOLUTION OF ADOPTION



Rome-Floyd County Metropolitan Planning Organization RESOLUTION TO ADOPT 2024-2027 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 2024-2027 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 (PM2.5) 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 2024-2027 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 2024-2027 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.

A handwritten signature in blue ink, appearing to read "Rhonda Wallace".

Rhonda Wallace, Vice-Chair
Transportation Policy Committee

A handwritten date in blue ink, "07/19/2023", written over a horizontal line.

Date

The Rome/Floyd County area was designated in 1983 as an “Urbanized Area” by the United States Bureau of the Census. At that time the area came under the provisions of the Federal-Aid Highway Act and the Urban Mass Transportation Act of 1964, as amended, which require a “continuing, comprehensive, and cooperative (3-C)” planning process in all urban areas with more than 50,000 in population. The Rome-Floyd County Planning Department was designated as the Metropolitan Planning Organization (MPO) for the area. The lead planning agency is the Rome-Floyd Planning Department. In addition, the Georgia Department of Transportation (GDOT) provides technical support to, and coordinates with, the MPO throughout the transportation planning process.

In accordance with 23 CFR 450.316, the Rome/Floyd County Metropolitan Planning Organization is required to engage in a metropolitan planning process that creates opportunities for public involvement, participation, and consultation throughout the development of planning projects.

Title VI

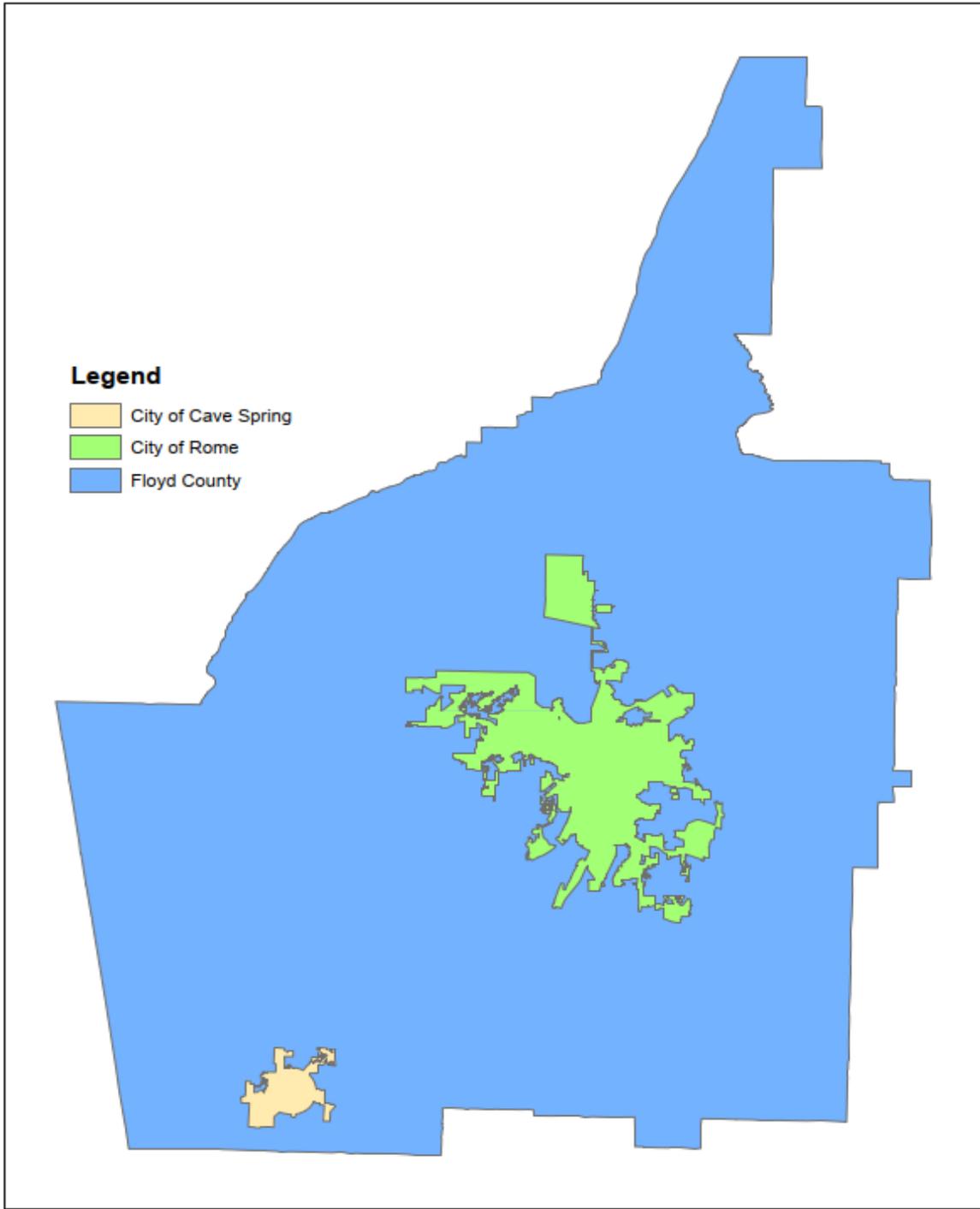
The Rome-Floyd County Planning Department (Metropolitan Planning Organization) fully complies with Title VI of the Civil Rights Act of 1964 and its related statutes and regulations in all programs and activities.

As set forth in Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq., no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity that receives Federal financial assistance. To that end, the City of Rome and Floyd County will make a reasonable effort to find translators, given proper notice (seven working days).

As set forth in the Americans with Disabilities Act of 1992, the Rome City Government and the Floyd County Government do not discriminate based on disability and will assist citizens with special needs given proper notice (seven working days).

As the designated MPO for the City of Rome and Floyd County, the Rome-Floyd MPO is responsible for overseeing long range transportation planning within the MPO planning area to ensure continued accessibility, connectivity, efficiency, mobility, and safety for the movement of people and goods. The MPO works collaboratively with partner agencies to address transportation needs by leading planning efforts and directing the flow of federal transportation funds. The following map demonstrates the MPO area for Rome-Floyd County:

ROME-FLOYD COUNTY MPO BOUNDARY



The Transportation Improvement Program (TIP) is a four-year capital improvement program drawn from the 2050 Long Range Transportation Plan (MTP) for 2050. The TIP outlines the roadway and transit projects planned for Floyd County during state fiscal years 2024 through 2027. The state fiscal year begins July 1 and ends June 30. Therefore, state fiscal year 2024 begins July 1, 2022 and ends June 30, 2023.

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 MTP. 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 2024-2027 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 Transportation Improvement Program (TIP) is a comprehensive transportation planning document which lists all Federal, State and locally funded transportation projects in the City of Rome and Floyd County.

Consistent with Federal requirements and updated at a minimum of every four years, the TIP is known as a short-range plan because it allocates resources and dollars over each upcoming 4-year period by project phase. Project phases, from inception to completion, cover many and sometimes all the following: Planning, Project Development and Environmental Study, Right-of-Way Acquisition, Preliminary Engineering, Construction, and Inspection. Maintenance phases appear in the TIP for facilities such as bridges and roadways that eventually require work such as resurfacing and restoration. The purpose of creating a TIP is to develop a staged, multi-year, intermodal program of transportation projects that is consistent with the Metropolitan Transportation Plan (MTP).

The MTP is known as a long-range plan because it covers a 25-year time span. Major projects that get programmed into the TIP generally begin as ideas many years, and sometimes decades, earlier. As the years pass, projects listed that remain viable, move gradually closer to TIP programming through the MTP's financially constrained prioritization process. Project programmed in the TIP are focused on meeting the adopted goals and priorities in the MTP which include supporting economic vitality of the area; increasing safety and security of the transportation network; enhancing accessibility, mobility, and connectivity of all modes; protecting the environment and promoting energy conservation; providing efficient system operation; and managing and preserving the sustainability of the transportation system.

The TIP abounds with data that is used by planners and engineers such as total funding by funding source; lane and centerline mileage completed by type of work; major projects that are completed, underway, and or delayed and current adopted priority lists of unfunded projects. The Rome-Floyd Metropolitan Planning Organization normally adopts a fully updated TIP late spring or summer every 3 years. Projects listed in the TIP must have all funding in place and be ready for authorization in the corresponding Fiscal Year (FY). As such, the TIP provides the financial plan for implementation.

Having the projects authorized with the funding in place allows the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Georgia Department of Transportation (GDOT) and local governments to plan and allocate staff time and funds to projects. There are three review committees that make up the Rome-Floyd MPO: the Citizens Advisory Committee, the Technical Coordinating Committee, and the Transportation Policy Committee. These committees are involved in the development of both short (the TIP) and long (the MTP) range plans for the urbanized area.

roles, and responsibilities of those committees, as well as other planning bodies that contribute to the transportation planning efforts in Rome-Floyd and the region.

Rome-Floyd MPO TRANSPORTATION COMMITTEES:

The Technical Coordinating Committee (TCC) consists of federal, state, city and county staff members and representatives of local organizations. The members of this committee provide technical input for the transportation planning process. Both the CAC and the TCC normally meet four times a year, usually about ten days before the Policy Committee (PC) meets.

Technical Coordinating Committee Members:

Assistant City Manager

City and County Engineer

Director, Rome Transit Department

Public Works or Council Member, Cave Spring

City and County Public Works Directors

Rome-Floyd Chamber

GDOT Transportation Planner

GDOT District 6 Planning and Programming Engineer

GDOT Area Engineer

Planning Director, NWGRC

The Transportation Policy Committee (TPC) is the decision-making body for the MPO, comprised of elected officials, managers from the county and city, appointees from planning commissions, and representatives from GDOT. Decisions made by the TPC are informed by technical input provided by professional transportation staff, and local input provided by concerned citizens. Significant tasks of the Committee include: Setting priorities for maintenance, improvement, and expansion of the overall, multi-modal network; adoption of various plans and programs; and coordination with the FHWA and GDOT, in order to efficiently and effectively carry out transportation planning responsibilities. The TPC is the committee that approves the Transportation Improvement Program. This committee is comprised of county and city officials and administrators, this committee also meets approximately four times a year.

Transportation Policy Committee Members:

Rome City Commissioners (2)

Floyd County Commissioners (2)

City and County Managers

City and County Assistant Managers
GDOT Commissioner
GDOT District 6 Engineer
Cave Spring Mayor
City and County Planning Commission Chair
City and County Engineers
Cave Spring Council Member
Assistant City Manager
City and County Public Works Directors
GDOT Planner
NWGRC Transportation Planner
Rome-Floyd Planning Department Director
FHWA Representative
District 11, 13, 14, 16 State Representatives
District 52 State Senator

The TIP is an expression of intent to implement the identified projects and not a final commitment of funds from any agency. It is a flexible program which may be modified at any time by resolution of the Rome-Floyd Policy Committee if priorities, area goals or funding levels change. All major transportation projects must appear on the endorsed TIP before they may receive Federal funds for implementation. The project costs listed in the TIP are based on reasonable estimates of the amount of funds expected to be available to the Rome-Floyd County area in the next four years.

As part of the ongoing metropolitan transportation planning process, the MPO has developed the FY 2024-2027 Transportation Improvement Program. Development of the FY 2024-2027 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 2024-2027 TIP is a subset of the currently conforming 2016 Long Range Transportation Plan (MTP) for 2040 and its projects are consistent with the project descriptions and timing reflected in the MTP. Project identification numbers (PI#s) serve as the cross reference between projects included in the MTP and those included in the FY 2024-2027 TIP. The MTP and the FY 2024-2027 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 because 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, 2023.

Federal regulations (23 CFR 450.326(d)) stipulates that "the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets."

The Rome-Floyd MPO TIP includes Authorized Projects, Lump Sum Projects, and Programmed Projects that

collectively work to implement infrastructure improvements that will enhance the safety of the transportation users, helping the state and the MPO to achieve the safety targets within Rome and Floyd County. These projects are detailed in the following pages of the report.

Lump Sum Funding

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

Group: Transportation Alternative Program (TAP)

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

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

Group: Maintenance

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

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

Group: Lighting

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

Group: Rights of Way Protective Buying and Hardship Acquisitions

This group is for the acquisition of parcel(s) of rights-of-way (ROW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that have preliminary engineering (PE) underway or have a PE, ROW or construction phase in the STIP.

Group: Safety

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

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

Group: Operations

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

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

Group: Low Impact Bridges

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

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

Georgia Metropolitan Planning Organization Metropolitan Transportation Plan (MTP)/Transportation Improvement Program (TIP) System Performance Report (Updated May 2023)

Background

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

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

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

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

The SPR presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This is required for the following:

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

The Rome-Floyd MPO 2050 Metropolitan Transportation Plan (MTP) was adopted on April 19, 2021. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the Rome-Floyd MPO_ 2050 MTP is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, Freight, Congestion Mitigation and Air Quality/PM3 measures.

Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures² to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

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

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. GDOT submits the HSIP report annually to FHWA. The HSIP 2022 annual report was submitted to FHWA by August 31, 2022 and established the statewide safety targets for year 2023 based on an anticipated five-year rolling average (2019-2023). Georgia statewide safety performance targets for 2023 are included in Table 1, along with statewide safety performance for the two most recent reporting periods³. MPOs have 180 days after the states (GDOT) submit their targets to FHWA to either adopt the state targets or set their own PM1 targets; The 2023 MPO PM1 targets must be set by February 27, 2023.⁴ The Rome-Floyd MPO adopted/approved the Georgia statewide safety performance targets on May 2 2023.

² [23 CFR Part 490, Subpart B](#)

³ https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

⁴ <https://safety.fhwa.dot.gov/hsip/spm/timeline.cfm>

Safety Performance Targets Timeline (2022-2024)



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

Table 1 shows the Georgia statewide safety performance and targets and five-year rolling averages over the last three years.

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

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

Source: GDOT's HSIP reports.

The Rome-Floyd MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2050 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and

public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), and the Georgia 2050 Statewide Transportation Improvement Plan (SWTP)/2021 Statewide Strategic Transportation Plan (SSTP).

tended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.

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□ The GDOT HSIP annual report provide for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.

□ The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.⁵

□ The Rome-Floyd MPO MTP increases the safety of the transportation system for the metropolitan planning area and provides funding for targeted safety improvements.

Rome and Floyd County is committed to supporting multi-modal transportation efforts, maintaining Existing road networks and facilities and keeping them in good working order including streets, side Walks, bridges, trails and highways to promote an efficient transportation system.

motorized and non-motorized users as required by the Planning Rule. The MTP identifies safety needs within

Pavement and Bridge Condition/PM2

Effective May 20, 2017, FHWA established performance measures to assess pavement condition⁶ and bridge condition⁷ for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

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

Pavement Condition Measures

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-

⁵ [2021 Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

⁶ [23 CFR Part 490, Subpart C](#)

⁷ [23 CFR Part 490, Subpart D](#)

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

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

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

Bridge Condition Measures

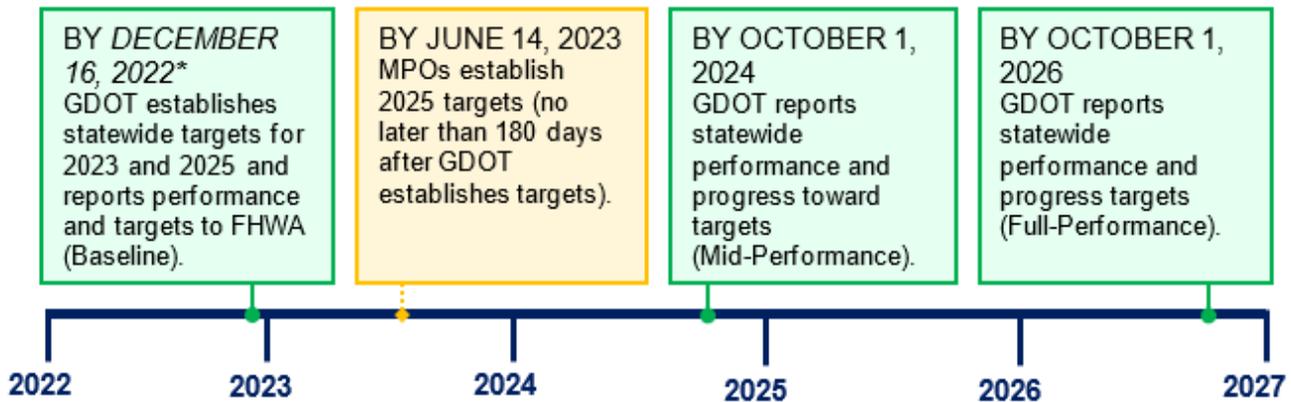
The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold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

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

Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and runs through December 31, 2021. GDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period covers January 1, 2022, to December 31, 2025, with additional performance periods following every four years. The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets under the second four-year performance period represent expected pavement and bridge condition at the end of calendar year 2023, while the current four-year targets represent expected condition at the end of calendar year 2025.

SECOND Performance Period (January 1, 2022, to December 31, 2025)



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

States establish targets as follows:

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

MPOs have 180 days after the states (GDOT) submit their targets to FHWA to establish four-year targets for each measure by either agreeing to the statewide targets or setting quantifiable targets for the MPO’s planning area that differ from the state targets.

GDOT established current statewide two-year and four-year PM2 targets on December 16, 2022. MPOs have 180 days from December 16, 2022 to adopt the state PM2 targets or set their own PM2 targets;

The MPO second performance period PM2 targets must be set by June 14, 2023. The Rome-Floyd MPO approved the Georgia statewide PM2 targets on April 19, 2023. Table 2 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT.

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

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

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

The Rome-Floyd MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2040 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, Georgia's Transportation Asset Management Plan (TAMP), the Georgia Interstate Preservation Plan, and the current SSTP/2050 SWTP.

- MAP-21 initially required GDOT to develop a TAMP for all NHS pavements and bridges within the state. In addition, BIL requires considering extreme weather and resilience as part of the life-cycle planning and risk management analyses within a State TAMP process and evaluation. GDOT's TAMP describes Georgia's current bridge (bridge culverts) and pavement asset management processes for improving and preserving the condition of the National Highway System (NHS), which comprised of approximately 7,200 miles of roadway within the State which includes interstates, state routes and local roads as well as 4,300 structures of both bridges and bridge culverts. GDOT has recently developed TAMP for FY 2022-2031, which uses life-cycle planning and outlines the priorities and investment strategies leading to a program of projects that would make progress toward achievement of GDOT's statewide pavement and bridge condition targets and cost effectively manage and preserve these assets over the next 10 years.
- The Georgia Interstate Preservation Plan applied a risk profile to identify and communicate Interstate preservation priorities; this process leveraged a combination of asset management techniques with risk management concepts to prioritize specific investment strategies for the Interstate system in Georgia.
- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.⁸

The Rome-Floyd 2050 MTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements.

System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program/PM3

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System⁹, freight movement on the Interstate system¹⁰, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program¹¹. This third FHWA performance measure rule (PM3) established six performance measures, described below.

National Highway System Performance:

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

Freight Movement on the Interstate:

3. Truck Travel Time Reliability Index (TTTR);

Congestion Mitigation and Air Quality Improvement (CMAQ) Program:

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

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

System Performance Measures

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

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

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

Freight Movement Performance Measure

The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate.

⁹ [23 CFR Part 490, Subpart E](#)

¹⁰ [23 CFR Part 490, Subpart F](#)

¹¹ [23 CFR Part 490, Subparts G and H](#)

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

CMAQ Performance Measures

The PHED measure assesses the hours of delay resulting from traffic congestion on the NHS during morning and afternoon weekday peak travel times. Peak travel hours are defined as 6 AM to 10 AM on weekday mornings, and either 3 PM to 7 PM or 4 PM to 8 PM on weekday afternoons. The threshold for excessive delay is based on the travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and is measured in 15-minute intervals.

Total excessive delay is weighted by vehicle volumes and occupancy, and is expressed as the annual hours of excessive delay during the peak hours on a per capita basis. Thus, PHED is a measure of person-hours of delay, rather than vehicle-hours.

The Non-SOV measure assesses the percent of vehicle travel that occurs with more than one occupant in the vehicle. This measure is based on person travel within the region, and non-SOV travel includes travel via carpool, van, public transportation, commuter rail, walking, or bicycling as well as telecommuting.

The CMAQ Emission Reduction measure assesses performance of the CMAQ Program through measurement of total emission reductions of on-road mobile source emissions. Total emissions reduction is calculated by summing two year and four year totals of emission reductions of applicable pollutants, in kilograms per day, resulting from all CMAQ funded projects.

Applicability of the CMAQ Measures

The PHED and Non-SOV measures apply only within the boundaries of each U.S. Census Bureau-designated urbanized area (UZA) that contains a NHS road, has a population of more than 200 thousand, and contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. States and MPOs within an applicable UZA must coordinate to set a single, unified four-year target for the entire UZA for PHED, and single, unified two- and four-year targets for Non-SOV travel.¹²

In Georgia, the PHED and Non-SOV measures currently apply only to the Atlanta, GA UZA. The Atlanta Regional Commission (ARC) and the Cartersville-Bartow MPO (CBMPO) have planning area boundaries that overlap with the UZA, thus GDOT and the two MPOs coordinate to establish single, unified PHED and Non-SOV Travel performance targets.

The CMAQ Emission Reduction measure is applicable to any state and MPO with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. In Georgia, the CMAQ Emission reduction measure applies statewide for GDOT as well as individually for ARC and CBMPO.

PM3 Performance Targets

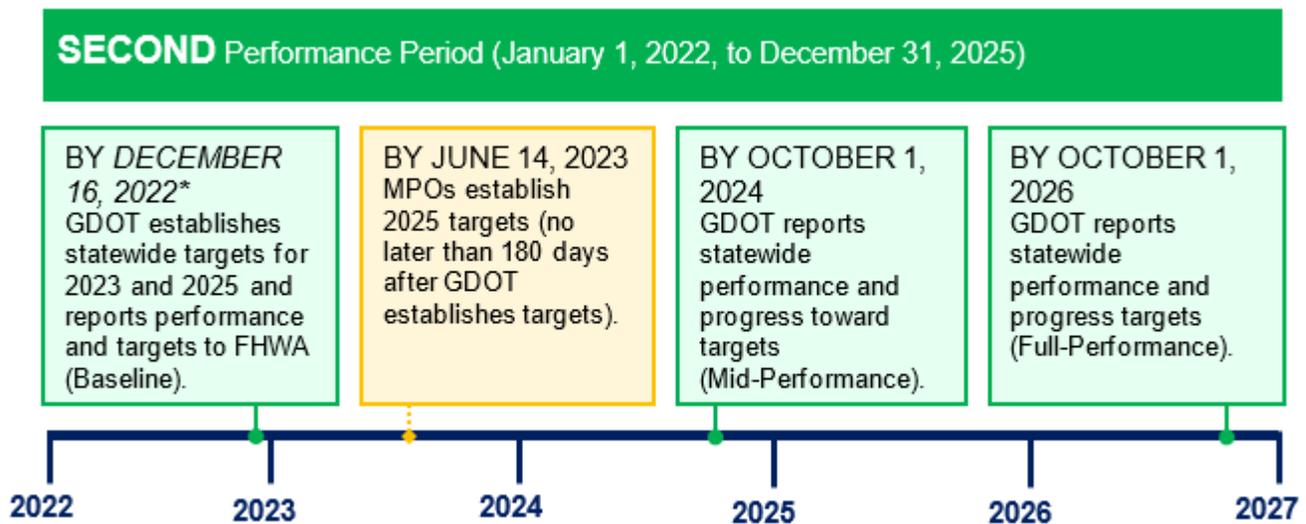
Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures except the CMAQ Emission Reduction measure, the first performance period began on January 1, 2018, and will end on December 31, 2021. For the CMAQ Emission Reduction measure, the first performance period began on October 1, 2017, and will end on September 30, 2021. GDOT reported baseline PM3 performance and targets (for First Performance Period) to FHWA on October 1,

¹² Beginning January 1, 2022, the UZA population threshold for this measure changes from one million to 200,000, and two-year and four-year targets must be set for both measures.

2018, the baseline PM3 performance and targets (for Second Performance Period) to FHWA on December 16, 2022, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025 (October 1, 2021, to September 30, 2025, for the CMAQ Emission Reduction Measure), with additional performance periods following every four years.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. The performance periods for the CMAQ emissions reduction measure are on a federal fiscal year basis and the performance periods for all other measures are on a calendar year basis. For all targets except CMAQ Emission Reductions, the current two-year and four-year targets represent under the second four-year performance period expected performance at the end of calendar years 2023 and 2025, respectively. For the current CMAQ Emission Reduction measure the two-year and four-year targets represent cumulative VOC and NOx emission reductions from CMAQ-funded projects during the periods of October 1, 2022, to September 30, 2023 (for the two-year target) and October 1, 2022, to September 30, 2025 (for the four-year target).

SECOND Performance Period (January 1, 2022, to December 31, 2025)



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

States establish targets as follows:

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

MPOs establish four-year targets for the System Performance, Freight Movement, and PHED measures, and two-year and four-year targets for the Non-SOV and CMAQ Emission Reduction

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

GDOT established statewide PM3 targets and submitted to FHWA by December 16, 2022. The Rome-Floyd MPO adopted/approved the Georgia statewide PM3 targets on April 19, 2023. Table 6 presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2024, GDOT will provide FHWA with a detailed mid-performance report of PM3 performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and the Rome-Floyd MPO will have the opportunity at that time to revisit the four-year PM3 targets.

Table 3. System Performance/Freight Movement/CMAQ (PM3) Performance and Targets

Performance Measure	Georgia Performance (Baseline 2021)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
Percent of person-miles on the Interstate system that are reliable	82.8%	73.9%	68.4%
Percent of person-miles on the non-Interstate NHS that are reliable	91.9%	87.3%	85.3%
Truck Travel Time Reliability Index	1.47	1.62	1.65
Annual hours of peak hour excessive delay per capita (PHED)	14.4 hours	23.7 hours	27.2 hours
Percent Non-SOV travel	25.7%	22.7%	22.7%
CMAQ VOC Cumulative Emission Reductions	365.006 kg/day*	157.200 kg/day	257.100 kg/day
CMAQ NOx Cumulative Emission Reductions	1,184.582 kg/day*	510.900 kg/day	904.200 kg/day

**4-year Cumulative Emission Reductions from 2018-2021*

The Rome-Floyd MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2050 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Statewide Freight and Logistics Action Plan, and the current 2021 SSTP/2050 SWTP.

- The 2023 Georgia Freight Plan documents freight planning activities and investments in the state, identifies and assesses current and future freight needs and challenges incorporating both technical analysis and stakeholder engagement, and guides freight-related transportation decisions and investments. The plan integrates policy positions and strategies from existing documents to

help identify and prioritize freight investments critical to the state's economic growth and global

competitiveness. The Georgia Freight Plan establishes specific goals for freight transportation and addresses freight issues that are not covered in other statewide planning documents.¹³

- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.¹⁴

The Rome-Floyd 2050 MTP addresses reliability, freight movement, congestion, [and emissions] and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements.

¹³ <https://www.dot.ga.gov/GDOT/Pages/Freight.aspx>

¹⁴ [2021 Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

**CERTIFICATION
OF THE
ROME-FLOYD COUNTY METROPOLITAN PLANNING ORGANIZATION**

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

- I. **23 U.S.C. 134, 49 U.S.C. 5305, and this subpart**
 - a) 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).
 - b) All major modes of transportation are members of the MPO
 - c) Any changes to the MPA boundaries were reflected in the Policy Board representation.
 - d) 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.
 - e) Roles and responsibilities are defined for the development of the Long Range Transportation Plan (LRTP) / Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.
 - f) All MPO required planning products per 23 CFR Part 450, meeting minutes and agenda items are current and available on the MPO's website.
 - g) The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c).
1. **UPWP (23 CFR Part 450.308)**
 - a) The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
 - b) The UPWP activities are developed, selected and prioritized with input from the State, MPO committees and public transit agency(ies).
 - c) The final UPWP is submitted in a timely manner to GDOT with authorization occurring before the MPO's fiscal year begins.
 - d) Initial Adoption and Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
 - e) Planning activities and status reports are submitted quarterly by the MPO to GDOT and FHWA.
2. **LRTP/MTP (23 CFR Part 450.324)**
 - a) The LRTP/MTP incorporates a minimum 20-year planning horizon.
 - b) The LRTP/MTP identifies both long-range and short-range strategies and actions

- leading to the development of an intermodal transportation system.
- c) The LRTP/MTP is fiscally constrained.
 - d) The development of the LRTP/MTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators).
 - e) All of the Fixing America's Surface Transportation (FAST) Act planning factors were considered in the planning process.
 - f) The LRTP/MTP 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.
 - g) The MPO approves the LRTP/MTP in a timely manner without entering into a planning lapse.
 - h) Initial Adoption and Amendments to the LRTP/MTP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
 - i) The transit authority's planning process is coordinated with the MPO's planning process.
 - j) 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/MTP in accordance with 40 CFR Part 93.
3. **TIP 23 CFR Part 450.326)**
- a) The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
 - b) Each project included in the TIP is consistent with the LRTP/MTP.
 - c) The MPO, GDOT and the transit operator collaborate on the development of the TIP.
 - d) The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
 - e) The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.
 - f) The MPO TIP is included in the STIP by reference, without modification.
 - g) Initial Adoption and Amendments to the TIP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
 - h) 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.

4. **Participation Plan (23 CFR Part 450.316)**
 - a) A 45-day comment period was provided before the Participation Plan was adopted/revised.
 - b) Transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected.
 - c) Opportunities are provided for participation by local, State, and federal environmental resource and permit agencies where appropriate.
 - d) The public involvement process demonstrates explicit consideration and responsiveness to public input received during the planning and program development process.
 - e) The transportation planning process identifies and addresses the needs of those traditionally underserved, including low-income and minority households.
 - f) The disposition of comments and changes in the final LRTP/MTP/TIP are documented and reported when significant comments are submitted.
 - g) Additional time is provided if the “final” document is significantly different from the draft originally made available for public review.
 - h) 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.
 5. **List of Obligated Projects (23 CFR Part 450.334)**
 - a) The MPO provides a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities.
 - b) The annual listing is made available to the public via the TIP or the LRTP/MTP.
- 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**
- a) 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.
 - b) Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.
 - c) The MPO coordinates the development of the LRTP/MTP with SIP development and the development of Transportation Control Measures (TCM) if applicable.
 - d) The LRTP/MTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.
 - e) The MPO’s TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.
 - f) 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**

 - a) The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.
 - b) 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.
 - c) The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
 - d) The MPO has a documented policy on how Title VI complaints will be handled.
 - e) The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.
 - f) 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**

 - a) 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 U.S. DOT funded projects**

 - a) 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**

 - a) 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**

 - a) 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.

- I. **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**
 - a) The MPO has identified strategies and services to meet the needs of older persons’ needs for transportation planning and programming.

- II. **Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender**
 - a) The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
 - b) 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;

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

Allison Waters

9-16-2020

Allison Waters, Policy Committee Chairman

Date Rome-Floyd County Me

Radney Simpson 

Digitally signed by Radney Simpson

DN: C=US,
E=rsimpson@dot.ga.gov, O=GDOT,
OU=Office of Planning, CN=Radney
Simpson Date:
2020.10.27 09:44:48-04'00'

Radney Simpson, Assistant State Transportation Planning Administrator

Date Georgia Department of

~~Matt Markham~~ 

Digitally signed by Matt

Markham Date: 2020.10.27

Matthew Markham,
Planning Deputy

Table 1: Rome-Floyd Lump Sum Projects (FY 2021-2023)

MPO Lump Sum Projects - Rome

Floyd

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0013690			PEDESTRIAN UPGRADES @ 21 LOCS IN FLOYD COUNTY - VRU	PE	AUTHORIZED	ROW	PRECST	CST	PRECST		
0017946			CR 761/HALL ROAD @ NS #719126X					CST	PRECST		
0018282			SR 101 @ CS 1053/12TH STREET	PE	AUTHORIZED			CST	PRECST	UTL	PRECST
0019285			SR 1 FM CEDAR AVE TO E 2ND AVE & SR 20 FM SR 1 TO CHATEAU DR	PE	AUTHORIZED			CST	PRECST		
M006377			SR 1 LOOP FROM SR 20 TO SR 1								
M006378			SR 1; SR 53 & SR 341 @ 8 LOCS IN FLOYD & WALKER COUNTY								
M006477			SR 156 FROM SR 1 TO GORDON COUNTY LINE								

Table 2: Rome_MPO Authorized Projects FY 2024-2027

Primary County: **Floyd**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	Latest Cost Estimated Total	% in MPO	Amount
0009045	CSTEE-0009-00(045)		REDMOND TRAIL ALONG NORFOLK SOUTHERN RAILROAD CORRIDOR	AUTHORIZED	CST	2021	\$838,153.00	100	\$838,153.00
0015544			SR 293 @ DYKES CREEK 5.4 MI E OF ROME	AUTHORIZED	CST	2023	\$6,738,486.40	100	\$6,738,486.40
					ROW	2021	\$1,060,000.00	100	\$1,060,000.00
0016611			CR 924/BELLS FERRY ROAD @ WOODWARD CREEK	AUTHORIZED	PE	2021	\$967,000.00	100	\$967,000.00
0016909			OFF-SYSTEM SAFETY IMPROVEMENTS @ 49 LOCS IN FLOYD COUNTY	AUTHORIZED	CST	2021	\$631,523.38	100	\$631,523.38
					PE	2021	\$0.00	100	\$0.00
0017162			PL ROME - CY 2021	AUTHORIZED	PLN	2021	\$135,167.38	100	\$135,167.38
0017775			CR 10/REHOBOTH ROAD @ SPRING CREEK	AUTHORIZED	PE	2021	\$200,000.00	100	\$200,000.00
					ROW	2023	\$160,000.00	100	\$160,000.00
0017902			PL ROME - CY 2022 UPWP	AUTHORIZED	PLN	2022	\$135,706.55	100	\$135,706.55
0018282			SR 101 @ CS 1053/12TH STREET	AUTHORIZED	PE	2023	\$650,000.00	100	\$650,000.00
0018368			SR 293 @ SR 53	AUTHORIZED	CST	2022	\$1,126,326.96	100	\$1,126,326.96
0018424			PL ROME - CY 2023	AUTHORIZED	PLN	2023	\$155,706.77	100	\$155,706.77
0019249			ROME REGIONAL FREIGHT PLAN UPDATE - FY 2023-2024	AUTHORIZED	PLN	2023	\$200,000.00	100	\$200,000.00
0019285			SR 1 FM CEDAR AVE TO E 2ND AVE & SR 20 FM SR 1 TO CHATEAU DR	AUTHORIZED	PE	2023	\$15,000.00	100	\$15,000.00
0019308			PL ROME - SAFE & ACCESSIBLE TRANS OPTIONS - CY 2023	AUTHORIZED	PLN	2023	\$3,076.98	100	\$3,076.98
650540-	STP00-3711-00(009)	05-01	SR 1/SR 101 FROM OOSTANAULA RIVER TO N OF SR 20	AUTHORIZED	CST	2023	\$14,358,285.59	100	\$14,358,285.59
M005634			SR 20/US 411 FROM SR 1 TO BARTOW COUNTY LINE	AUTHORIZED	MCST	2021	\$3,821,784.46	100	\$3,821,784.46
M006009			SR 1 LOOP FROM SR 1 TO SR 20	AUTHORIZED	MCST	2021	\$1,882,253.51	100	\$1,882,253.51
M006114			SR 1/US 27 FROM SR 1 LOOP TO SR 156	AUTHORIZED	MCST	2021	\$4,131,280.87	100	\$4,131,280.87
M006223			SR 1/US 27 FROM S OF CR 633/BOOZE MTN ROAD TO CSX #719104X	AUTHORIZED	MCST	2022	\$6,731,715.65	100	\$6,731,715.65
M006253			SR 1/US 27 FROM CR 12/STEPHENS ROAD/POLK TO SR 746/FLOYD	AUTHORIZED	MCST	2023	\$7,499,099.72	56	\$4,199,495.84
M006258			SR 20 FROM SR 100 TO SR 1	AUTHORIZED	MCST	2023	\$6,540,265.58	100	\$6,540,265.58
S015457			PAVEMENT EXTENSION OF CHUBBS ROAD TO BOOGER HOLLOW ROAD	AUTHORIZED	PR	2021	\$262,900.00	100	\$262,900.00
S015644			extend 5 rht turn lanes on SR1 @ Scenic,Depot, SR140,SR156	AUTHORIZED	TSA	2022	\$142,663.60	100	\$142,663.60
S015669			EEE ADDL Culvert Repairs on Black Bluff Rd near Old Bluff Rd	AUTHORIZED	PR	2022	\$253,520.00	100	\$253,520.00
S015685			Extend Left & Right Turn Lanes on SR 1 @ Sanders Dr	AUTHORIZED	TSA	2022	\$183,946.00	100	\$183,946.00
S015708			Add Right Turn Decel Lane on SR 100 at Blacks Bluff Rd	AUTHORIZED	TSA	2023	\$140,958.00	100	\$140,958.00
S015735			Extend Right Turn Decel Lane on SR 1 @ Armuchee Elementry Sc	AUTHORIZED	TSA	2022	\$179,266.00	100	\$179,266.00
S015817			Signal project on SR 20/US 411 & Donald Evans Way	AUTHORIZED	PR	2023	\$250,000.00	100	\$250,000.00

Table 3: Total Expected Highway STIP Funds (FY 2024-2027)

ROME				
TOTAL EXPECTED HIGHWAY				
STIP FUNDS (MATCHED)				
FY 2026				
FUND	CODE	LUMP DESCRIPTION	2026	TOTAL
CMAQ	Y400		\$ 520,298	\$ 520,298
Carbon	Y606		\$ 201,009	\$ 201,009
NHPP	Y001	LIGHTING	\$ 6,000	\$ 6,000
NHPP/STBG	Various	BRIDGE MAINTENANCE	\$ 254,000	\$ 254,000
NHPP/STBG	Various	ROAD MAINTENANCE	\$ 1,410,000	\$ 1,410,000
STBG	Y240	LOW IMPACT BRIDGES	\$ 118,000	\$ 118,000
STBG	Y240	OPERATIONS	\$ 93,000	\$ 93,000
STBG	Y240	TRAF CONTROL DEVICES	\$ 169,000	\$ 169,000
STBG	Y240	RW PROTECTIVE BUY	\$ 8,000	\$ 8,000
HSIP	YS30	SAFETY	\$ 564,000	\$ 564,000
RRX	YS40	RAILROAD CROSSINGS	\$ 49,000	\$ 49,000
TOTAL			\$ 3,392,307	\$ 3,392,307

Table 4: Rome Project Cost Detail

Rome Project Cost Detail										
FY 2024 thru FY 2027										
PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
0016611		CR 924/BELLS FERRY ROAD @ WOODWARD CREEK	Bridges	2024	ROW	LOC	\$0	\$0	\$75,000	\$75,000
0016611		CR 924/BELLS FERRY ROAD @ WOODWARD CREEK	Bridges	2024	ROW	Y236	\$22,473	\$5,618	\$0	\$28,091
T007058		FY 2024-ROME-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2024	TOPR	5307	\$3,616,050	\$204,200	\$2,186,650	\$6,006,900
T007070		FY 2024-ROME MPO-SEC. 5303-PLANNING	MPO/Region Transit	2024	TPLN	5303	\$61,870	\$7,734	\$7,734	\$77,338
FY 2024 Totals:							\$3,700,393	\$217,552	\$2,269,384	\$6,187,328
0016611		CR 924/BELLS FERRY ROAD @ WOODWARD CREEK	Bridges	2025	CST	Y236	\$1,681,015	\$420,254	\$0	\$2,101,269
0016611		CR 924/BELLS FERRY ROAD @ WOODWARD CREEK	Bridges	2025	UTL	Y236	\$848,966	\$212,242	\$0	\$1,061,208
T008058		FY 2025-ROME MPO-SEC. 5303-PLANNING	MPO/Region Transit	2025	TPLN	5303	\$61,870	\$7,734	\$7,734	\$77,338
T008418		FY 2025-ROME-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2025	TOPR	5307	\$3,616,050	\$204,200	\$2,186,650	\$6,006,900
FY 2025 Totals:							\$6,207,902	\$844,429	\$2,194,384	\$9,246,715
T008059		FY 2026-ROME MPO-SEC. 5303-PLANNING	MPO/Region Transit	2026	TPLN	5303	\$61,870	\$7,734	\$7,734	\$77,338
T008417		FY 2026-ROME-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2026	TOPR	5307	\$3,616,050	\$204,200	\$2,186,650	\$6,006,900
FY 2026 Totals:							\$3,677,920	\$211,934	\$2,194,384	\$6,084,238
Page 1 of 2										
<i>Rome: FY 2024 - FY 2027</i>										
PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
T008060		FY 2027-ROME MPO-SEC. 5303-PLANNING	MPO/Region Transit	2027	TPLN	5303	\$61,870	\$7,734	\$7,734	\$77,338
T008418		FY 2027-ROME-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2027	TOPR	5307	\$3,616,050	\$204,200	\$2,186,650	\$6,006,900
FY 2027 Totals:							\$3,677,920	\$211,934	\$2,194,384	\$6,084,238
Rome Totals:							\$17,264,134	\$1,485,849	\$8,852,535	\$27,602,518

Table 5: Rome-Floyd Project Cost Summary

**Rome Project Cost Summary
FY 2024 thru FY 2027**

PI #	Year	Fund Code	Federal	State	Other	Total
0018611	2024	Y236	\$22,473	\$5,618	\$0	\$28,091
		Y236 Totals:	\$22,473	\$5,618	\$0	\$28,091
0018611	2024	LOC	\$0	\$0	\$75,000	\$75,000
		LOC Totals:	\$0	\$0	\$75,000	\$75,000
T007070	2024	5303	\$61,870	\$7,734	\$7,734	\$77,338
		5303 Totals:	\$61,870	\$7,734	\$7,734	\$77,338
T007058	2024	5307	\$3,616,050	\$204,200	\$2,186,650	\$6,006,900
		5307 Totals:	\$3,616,050	\$204,200	\$2,186,650	\$6,006,900
FY 2024 Totals:			\$3,700,393	\$217,552	\$2,269,384	\$6,187,328
0018611	2025	Y236	\$2,529,982	\$632,495	\$0	\$3,162,477
		Y236 Totals:	\$2,529,982	\$632,495	\$0	\$3,162,477
T008058	2025	5303	\$61,870	\$7,734	\$7,734	\$77,338
		5303 Totals:	\$61,870	\$7,734	\$7,734	\$77,338
T008416	2025	5307	\$3,616,050	\$204,200	\$2,186,650	\$6,006,900
		5307 Totals:	\$3,616,050	\$204,200	\$2,186,650	\$6,006,900
FY 2025 Totals:			\$6,207,902	\$844,429	\$2,194,384	\$9,246,715
T008059	2026	5303	\$61,870	\$7,734	\$7,734	\$77,338
		5303 Totals:	\$61,870	\$7,734	\$7,734	\$77,338
T008417	2026	5307	\$3,616,050	\$204,200	\$2,186,650	\$6,006,900
		5307 Totals:	\$3,616,050	\$204,200	\$2,186,650	\$6,006,900
FY 2026 Totals:			\$3,677,920	\$211,934	\$2,194,384	\$6,084,238
T008060	2027	5303	\$61,870	\$7,734	\$7,734	\$77,338
		5303 Totals:	\$61,870	\$7,734	\$7,734	\$77,338
T008418	2027	5307	\$3,616,050	\$204,200	\$2,186,650	\$6,006,900
		5307 Totals:	\$3,616,050	\$204,200	\$2,186,650	\$6,006,900
FY 2027 Totals:			\$3,677,920	\$211,934	\$2,194,384	\$6,084,238
Rome Totals:			\$17,264,134	\$1,485,849	\$8,852,535	\$27,602,518

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 Fixing America's Surface Transportation Act (FAST). 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 Plan (TIP), or Statewide Transportation Program (STIP) that includes major 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 (in nonattainment and maintenance areas).”
- Amendment “means a revision to a long-range statewide or transportation plan, TIP, or STIP that involves a major change to a project included in an MTP, TIP or STIP, including the addition or deletion of a project or major change in project cost, project phase initiation dates, or a major change in design concept or design scope (IE, changing project termini or the number of 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, redemonstration of fiscal constraint, or a conformity determination (for MTP's and TIP'S involving nonexempt projects in nonattainment and maintenance areas). In the context of a long range statewide transportation plan, an amendment is a revision approved by the state in accordance with its public involvement process.”

The following procedures have been developed for processing administrative modifications and amendments to the STIP and MPO's, TIPS and the Long-Range Transportation Plans. Processes described below detail procedures that are to be used to update an existing approved STIP or Tip plan. A key element of the amendment process is to assure that funding balances are maintained process is to assure that funding balances are maintained.

ADMINISTRATIVE MODIFICATIONS FOR INITIAL AUTHORIZATIONS

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

- A. Revise a project description without changing the project scope, conflicting with the environmental document, or changing the conformity finding in nonattainment and maintenance areas (less than 10% change in project termini). This change would not alter the original project intent.
- 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 up to \$2,000,000 or 20% of the amount to be authorized.
 - If the STIP amount is \$10,000,000 or less, the cost may be increased up to \$2,000,000.
 - If the STIP amount is greater than \$10,000,000, the cost may be increased by a maximum of 20%.
- 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.

AMENDMENTS FOR INITIAL AUTHORIZATIONS

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

- 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

Amendments to the STIP/TIP/MTP 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:

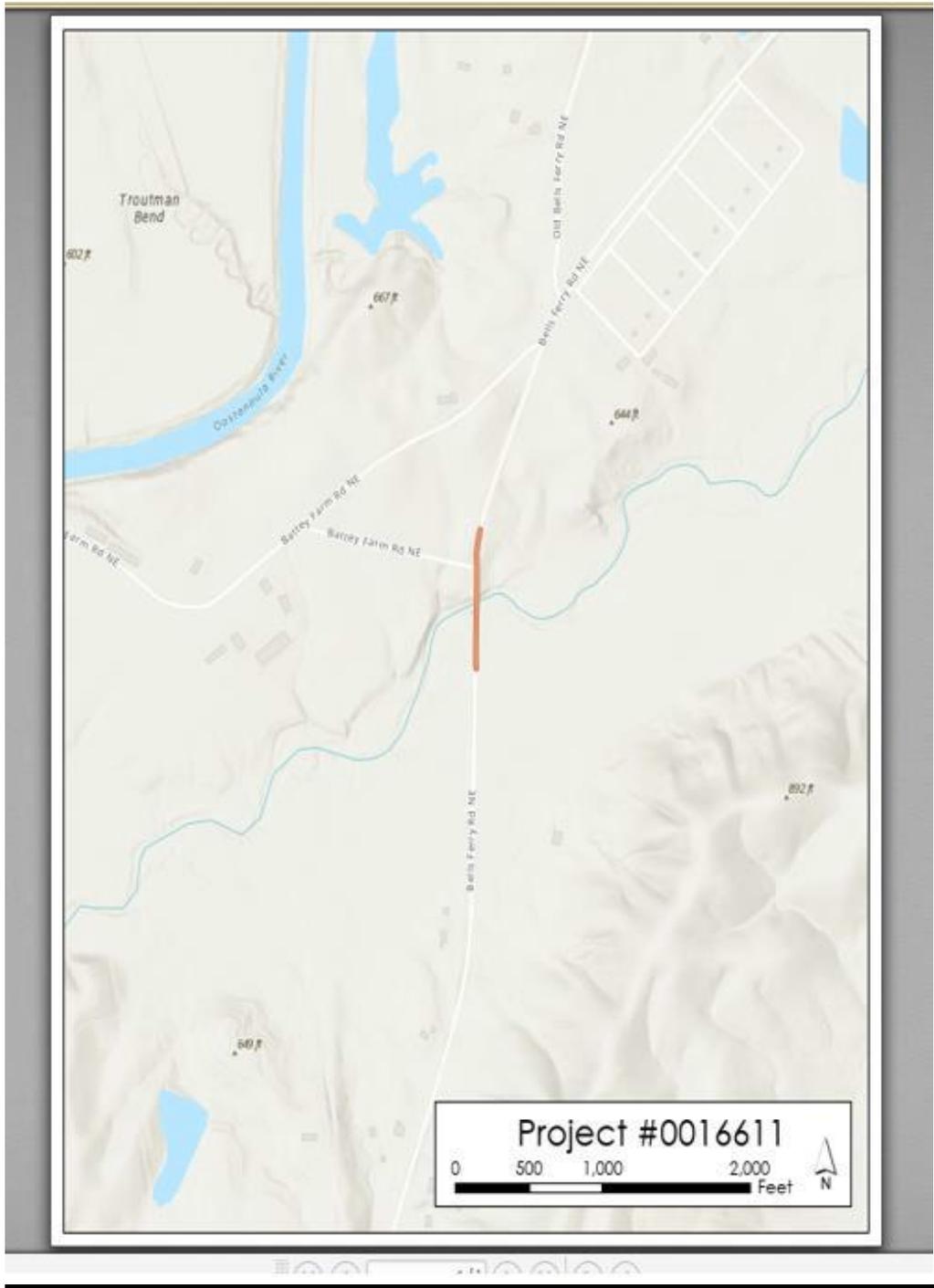
1. The date a TIP becomes effective is when the Governor or his designee approves it. For nonattainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.
2. The date the STIP becomes effective is when FHWA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

ADDITIONAL FUNDING REQUEST AFTER THE INITIAL AUTHORIZATION

Additional funding requests for all phases after the receiving initial authorization for those phases shall be a modification and be reported at each month's end except under the following conditions:

- A. The Initial Work Authorization for the phase is older than 10 years.
- B. The additional funding request exceeds the Initial Work Authorization by greater than \$10 million.

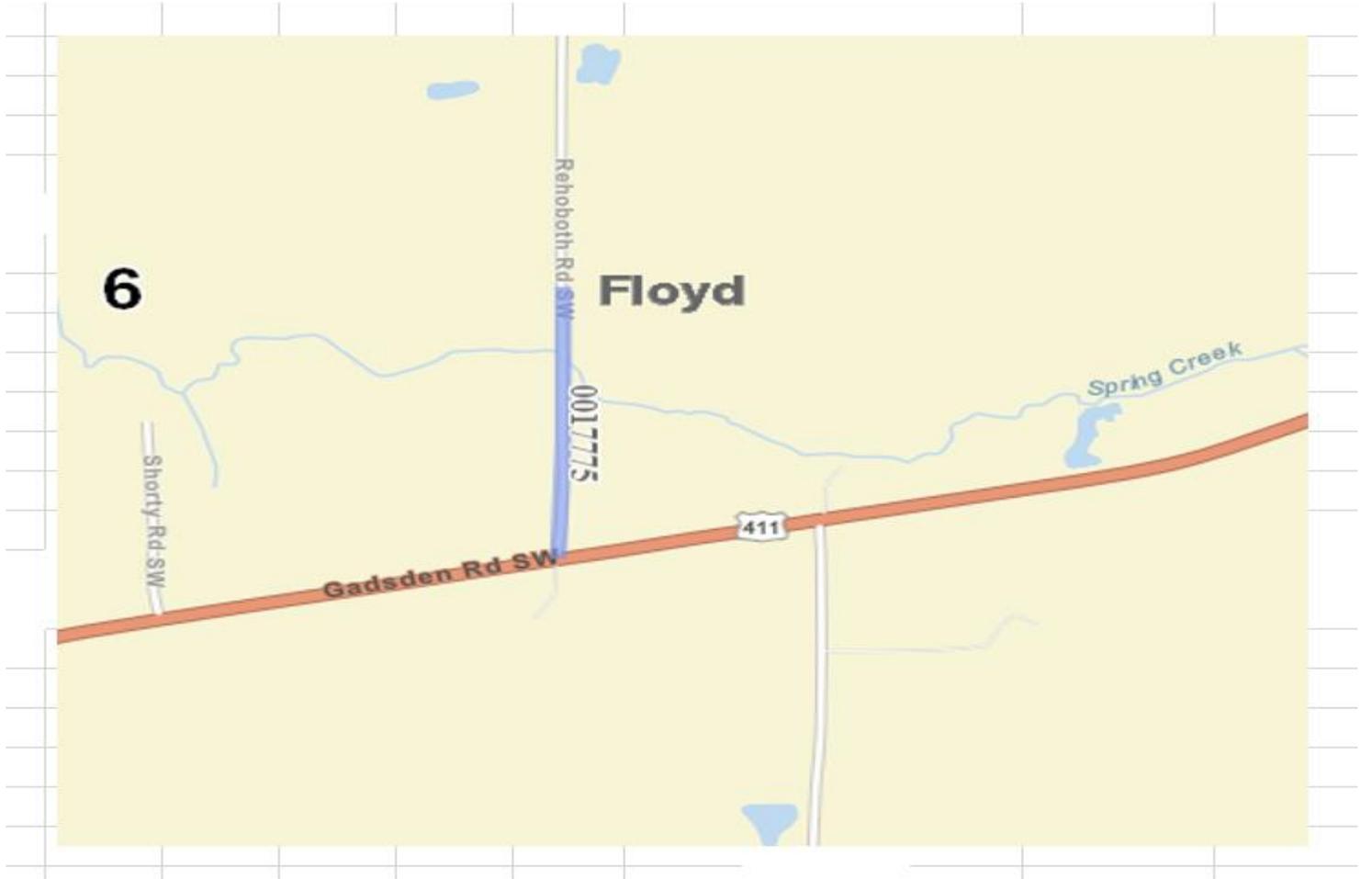
2024-2027 TIP						
General Information						
Project Name	CR 924/Bells Ferry Rd @ Woodward Creek					
Local Road Name						
US/State Road Name	CR924/Bells Ferry Road					
PI Number	0016611					
Local Number	~					
City	Rome					
County	Floyd					
Map Number						
GDOT District	6					
Congressional District	14					
RC	North West Georgia Regional Commission					
Considerations						
Planning Measure & Need	Bridge Replacement					
Relation to CMS	~					
Funding						
Phase Code	Program Year	Fund Code	Federal Amount	State Amount	Local Amount	Total
ROW	2024	Y236	\$44,000.00	\$11,000.00		\$55,000.00
		Local			\$75,000.00	\$75,000.00
CST	2025	Y236	\$2,709,231.00	\$677,308.00	\$0	\$3,386,538.00
UTL	2025	Y236	\$816,000.00	\$204,000.00	\$0	\$1,020,000.00
Total Amounts			\$3,569,231.00	\$892,308.00	\$75,000.00	\$4,536,358.00
Project Details						
Description	This project will replace the existing CR924/Bells Ferry R @ Woodward Creek					
Length in Miles						
Number of Current Lanes						
Number of Planned Lanes						
Current Volumnes AADT						
Future Volumnes AADT	~					
Bike/Pedestrian Additions	~					
Logical Termini Locations	~					
Functional Classification	~					
Purpose and Need	~					
Connectivity to Other Proj.	~					
Comments/Remarks						





Regional Transportation Plan

PROJECT NAME:					Fund Code: HB170	GDOT No: PI0017775
PROJECT DESCRIPTION:		CR 10/Rehobeth Road@Spring Creek				
Connectivity:			Rome		County: Floyd	
Local Road Name:			GDOT District: 6		Cong. District: 14	
US/ST Road Name:			Existing Volume:		Design Volume (2050):	
Project Type:	Bridge		Regionally Significant:		Capacity Adding:	
Project Termini	From:		Project Length (Mi):		RC: NWGRC	
	To:		Exist Lanes:		Future Lanes:	
Open to Traffic Date:			Multimodal:			
Program Year: 2025		RTP Project Band:				
Status	Phase	Fund Source	Federal	State	Local	Total
	PE			\$0	\$0	\$0
	ROW			\$0	\$0	\$0
	UTL			\$76,261	\$0	\$76,261
Authorized	PRECS			\$2,082,736	\$0	\$2,082,736
	TOTAL			\$2,158,997	\$0	\$2,158,997





Regional Transportation Plan

PROJECT NAME:					Fund Code: Y134		GDOT No: PI 0020350	
PROJECT DESCRIPTION:		SR1/US 27 FROM OLD DALTON ROAD TO WALKER MOUNTAIN ROAD						
Connectivity:				Rome			County: Floyd	
Local Road Name:				GDOT District: 6			Cong. District: 14	
US/ST Road Name:				Existing Volume:			Design Volume (2050):	
Project Type:		NEVI CHARGING STATION			Regionally Significant:		N/A	
Project Termini		From:			Project Length (Mi): 9.79 MILES			RC: NWGRC
		To:			Exist Lanes:			Future L: N/A
Open to Traffic Date:					Multimodal: N/A			
Program Year: 2025			RTP Project Band:					
Status	Phase	Program Year	Fund Source	Federal	State	Local	Total	
PRECST	PE	2026	Y134	\$24,000	\$6,000	\$0	\$30,000	
PRECST	CST	2026	Y134	\$1,000,000	\$0	\$250,000		
						\$0	\$0	
						\$0	\$0	
	TOTAL						\$1,250,000.00	



PI 0021162 Deployment of EV Charging Stations in Downtown Rome

Project ID	Short Description	Phase	Fiscal Year	Fund Code	Federal Amount	State Amount	Local Amount	Total Amount	Status
0021162	Electric Vehicle Charging Stations at various locations in Rome	PE	2025	Y606	\$ 24,000.00	\$ -	\$ 6,000.00	\$ 30,000.00	PRECST
		CST	2028	Y606	\$ 464,845.00	\$ -	\$ 116,211.25	\$ 581,056.25	PRECST
Grand Total								\$ 611,056.25	



**A RESOLUTION OF THE ROME-FLOYD COUNTY METROPOLITAN
PLANNING ORGANIZATION AMENDING THE 2024 UNIFIED
PLANNING WORK PROGRAM,**

WHEREAS, the Rome-Floyd County Metropolitan Planning Organization (MPO) is the designated Metropolitan Planning Organization for transportation planning within the Rome-Floyd Area Boundary which includes all of the City of Rome and Floyd County following the 2020 census; and

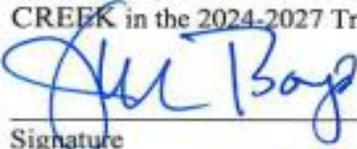
WHEREAS, the Transportation Policy Committee (TPC) is the recognized decision-making body for transportation planning with the Rome-Floyd MPO; and

WHEREAS, the Infrastructure and Investment and Jobs Act (IIJA) requires the Metropolitan Planning Organization to develop and adopt a Unified Planning Work Program; and

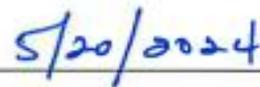
WHEREAS, the Unified Planning Work Program is consistent with all plans, goals and objectives of the Rome-Floyd Metropolitan Planning Organization.

WHEREAS, The Technical Coordinating Committee reviewed the draft UPWP and recommend its adoption; and

NOW, THERE, BE IT RESOLVED that the Rome-Floyd MPO approves amending the FY 2024 Unified Planning Work Program to include the 2055 Metropolitan Transportation Update Special Study and to amend GDOT PI 0017775 CR 10/REHOBOTH ROAD @ SPRING CREEK in the 2024-2027 Transportation Improvement Plan.



Signature


Date

Print Name



TPC Chair

Rome-Floyd County Transportation Policy Committee

**SECTION 5307: URBAN TRANSIT AND ROME TRANSIT
DEPARTMENT**

On October 1, 1961, the Georgia Power Company gave the City of Rome all its buses, and any spare parts and equipment that they had on hand. They also paid the City of Rome \$300,000 that the City agreed to use specifically for the transportation system. With this, the City of Rome established the Rome Transit Department (RTD) to take over bus operations.

Today, RTD provides public transportation within the city limits of Rome, Georgia with 2 different services. RTD operates a Mainline Fixed Route Service and an on demand, curb to curb Para Transit Service.

Rome Transit Department Services:

-Main Line Fixed Route - Operates 6 routes on a one-hour headway throughout the city. (Maps and guides can be found in the document section below.)

-Para-Transit Service - This is a Curb-to-Curb service for the Disabled and Elderly and operates up to 3/4 of a mile outside of our Fixed Route Services with the same operating hours. This service is available to all ADA eligible riders but requires submission and approval of a Para-Transit application.

OPERATING ASSISTANCE SCHEDULE FOR ROME TRANSIT DEPARTMENT

SECTION 5307

STIP #					
OPERATING PERIOD	FY24	FY25	FY26	FY27	TOTAL
FISCAL YEAR 2024					
Jan. 1, 2024- Dec. 31, 2024	\$3,636,764				\$3,636,764
FISCAL YEAR 2025					
Jan. 1, 2025 - Dec. 31, 2025		\$3,600,000			\$3,600,000
FISCAL YEAR 2026					
Jan. 1, 2026 - Dec. 31, 2026			\$3,200,000		\$3,200,000
FISCAL YEAR 2027					
Jan. 1 2027 - Dec. 31, 2027				\$2,600,000	\$2,600,000
PROJECT COST	\$3,636,764	\$3,600,000	\$3,200,000	\$2,600,000	\$9,400,000
<i>FEDERAL COST (50%)</i>	\$1,654,314	\$1,800,000	\$1,600,000	\$1,300,000	\$4,700,000
<i>FEDERAL COST (ARP/CARES Funds 100%)</i>	\$328,136	\$0	\$0	\$0	\$0
<i>LOCAL COST</i>	\$1,654,314	\$1,800,000	\$1,600,000	\$1,300,000	\$4,700,000
<i>DOT DISTRICT # 6</i>		CONG. DIST.	14		MG

CITY OF ROME TRANSIT DEPARTMENT
SECTION 5307 CAPITAL
FY 2024 - FY 2027

STIP #	UNIT	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
80/10/10	COST					
Transit Buses - <30'/ 30'/32'/35'	Varies	\$625,000			\$ 260,000.00	\$ 885,000.00
Trolley Bus	Varies					\$ -
Bus Van for Svc Expansion	Varies	\$600,000	\$ 480,000.00			\$ 1,080,000.00
Training & Education	Varies		\$ 10,000.00		\$ 10,000.00	\$ 20,000.00
Acquire Misc. Bus Station Equipment	Varies				\$ 50,000.00	\$ 50,000.00
Rehab/Renovate Bus Station Shelter	Varies					\$ -
Bus Passenger Shelters	Varies		\$ 96,000.00		\$ 60,000.00	\$ 156,000.00
Miscellaneous Bus Stop Amenities	Varies		\$ 10,000.00			\$ 10,000.00
Assoc. Capital Maintenance Items	Varies					\$ -
Rehab/Renovate Admin/Maint. Facility	Varies					\$ -
Acquire Misc. Support Equipment	Varies	\$140,000	\$ 10,000.00			\$ 150,000.00
Acquire Surveillance/Security Equip.	Varies	\$15,000	\$ 14,000.00		\$ 24,000.00	\$ 53,000.00
Mobile Surv./Security Equipment	Varies	\$17,000				\$ 17,000.00
Fare Boxes & Related Equipment	Varies				\$ 10,000.00	\$ 10,000.00
Tablets for Buses	Varies					\$ -
Acquire Support Vehicles	Varies	\$45,000				\$ 45,000.00
Rehab/renovate Yards and Shops	Varies					\$ -
Preventative Maintenance	Varies	\$450,000	\$ 450,000.00	\$450,000.00	\$ 500,000.00	\$ 1,850,000.00
Maintenance Tools & Equipment	Varies					\$ -
Automated Passenger Counters	Varies					\$ -
Acquire ADP Software	Varies	\$150,000				\$ 150,000.00
Acquire Shop Equip	Varies		\$ 17,500.00			\$ 17,500.00
Lease/Acquire ADP Hardware	Varies		\$ 10,000.00		\$ 10,000.00	\$ 20,000.00
Lease ADP Software	Varies		\$ 220,000.00		\$ 70,000.00	\$ 290,000.00
Spare Parts	Varies				\$ 25,000.00	\$ 25,000.00
PROJECT COST			\$1,317,500.00	\$450,000.00	\$1,019,000.00	\$ 2,786,500.00
FEDERAL COST - 80%		\$ 1,633,600	\$1,054,000.00	\$360,000.00	\$ 815,200.00	\$ 3,862,800.00
STATE COST - 10%		\$ 204,200	\$ 131,750.00	\$ 45,000.00	\$ 101,900.00	\$ 482,850.00
LOCAL COST - 10%		\$ 204,200	\$ 131,750.00	\$ 45,000.00	\$ 101,900.00	\$ 482,850.00
DOT DISTRICT #6			11	RDC		MG

Transit Asset Management

ASSET CATEGORY/CLASS	TOTAL NUMBER	USEFUL LIFE BENCHMARK (ULB)	NUMBER EXCEEDING ULB or 3.0 TERM RATING *	% EXCEEDING ULB/ 3.0 TERM RATING*	PROPOSED REPLACEMENT TARGET % FOR FY24	PROPOSED REPLACEMENT/ADDT TARGET % FOR FY25	PROPOSED REPLACEMENT/ADDT TARGET % FOR FY26	PROPOSED REPLACEMENT/ADDT TARGET % FOR FY27
Rolling Stock- Transit Bus	21							
Small Heavy Duty Bus 30'	5	10	0	0%	0	0	0	0
Medium Duty Bus- 25'-30'	13	7	3	23%	0	0	0	2
Medium Light Duty Bus 25-30'	0	5	0	0%	0	0	0	0
Light Duty Vehicles (Vans, light duty bus, support veh. 15-19 Passenger, <30ft	3	4	2	67%	0	3	4	0
Equipment	6							
AO- Automobile	3	4	3	100%	0	0	0	0
Trucks and other Rubber Tire Vehicles	2	4	1	50%	0	0	0	0
Equip> \$50,000***	1	5	1	100%	0	0	0	0
Facilities	3							
Administration	1	N/A	N/A	N/A	0	0	0	0
Maintenance	1	N/A	N/A	N/A	0	0	0	0
Passenger/ Parking Facilities	1	N/A	N/A	N/A	0	0	0	0
*For facilities, number below 3.0 TERM rating is used								
***For equipment, FTA requires performance targets to only be set for non-revenue or service vehicles								
<i>Equipment List</i>								
Drive-thru bus wash (1987)	\$ 54,875.00							