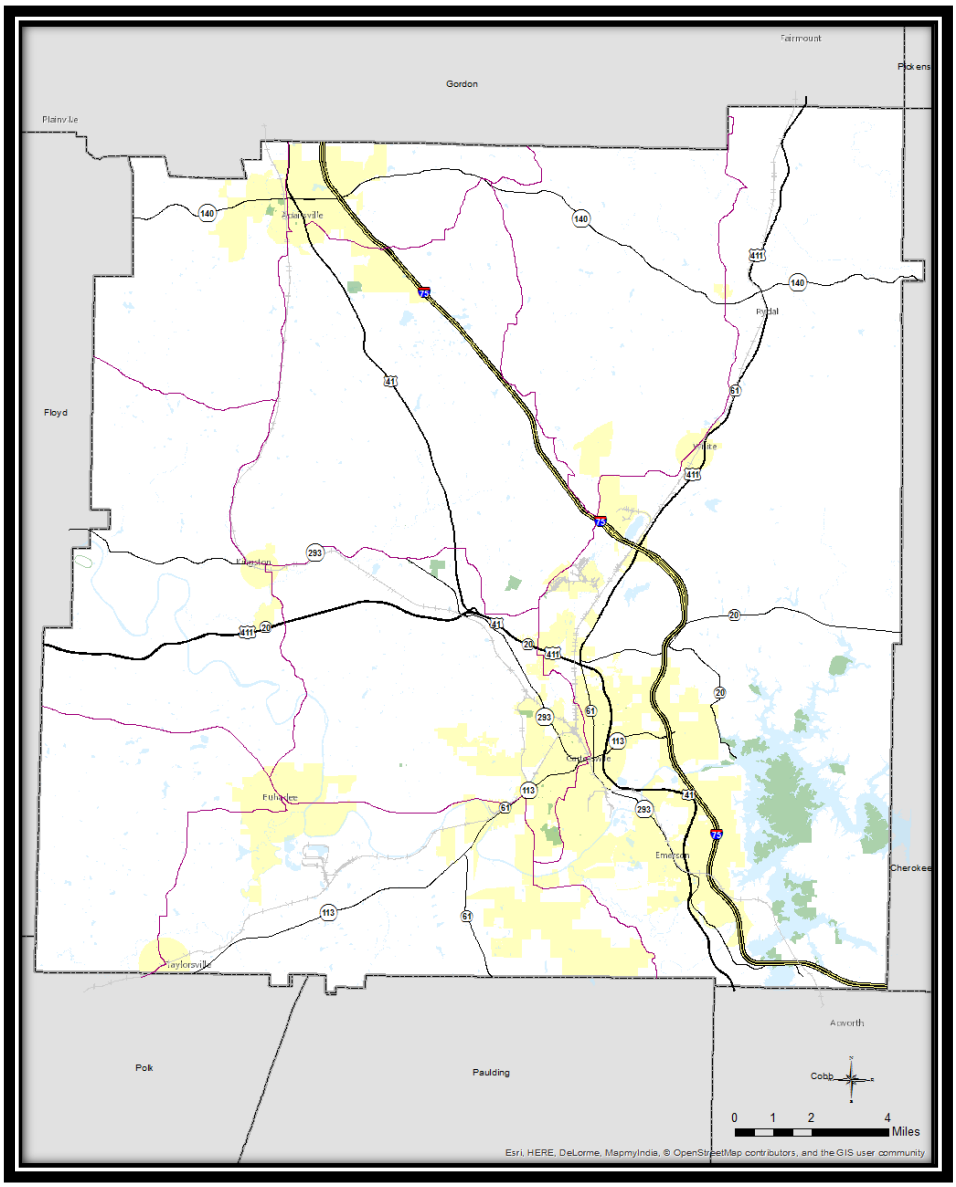
Bartow on the Move

CBMPO Long-Range Transportation Plan

Covering Bartow County and the cities of
Adairsville, Cartersville, Emerson, Euharlee, Kingston, Taylorsville and White



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As approved by the CBMPO Policy Committee on February 2, 2016.

RESOLUTION BY THE CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

WHEREAS, as a result of the 2010 Census Bartow County met the definition of an urbanized area large enough to be designated as a Metropolitan Planning Organization, and

WHEREAS, the Cartersville-Bartow Metropolitan Planning Organization (CBMPO) was designated by the Governor of the State of Georgia on February 11, 2013, and

WHEREAS, the CBMPO, working with the local governments situated within Bartow County, agreed to have Bartow County serve as the boundary for its jurisdiction,

WHEREAS, federal regulations require the CBMPO develop a Long-Range Transportation Plan which maintain a twenty-five year planning horizon and,

WHEREAS, the CBMPO Technical Coordinating Committee in coordination with the Federal Highway Administration, Federal Transit Administration, and the Georgia Department of Transportation has prepared and reviewed the 2040 Long-Range Transportation Plan for the years 2016-2040,

WHEREAS, the Technical Coordinating Committee at its January 20, 2016 meeting recommends the approval of the CBMPO 2040 Long-Range Transportation Plan;

NOW, THEREFORE, BE IT RESOLVED that the CBMPO Policy Committee concurs with the recommendation of the Technical Coordinating Committee that the 2040 Long-Range Transportation Plan be approved, this Second day of February, 2016.

CERTIFICATION

Peter Olson, Chairman

ATTEST:

Lamont Kiser, P.E., MPO Director

TABLE OF CONTENTS

Section I. Introduction I-1

Section II. Existing Conditions II-1

Section III. LRTP Goals and Objectives III-1

Section IV. Evaluation Framework IV-1

Section V. Needs Assessment V-1

Section VI. Project List VI-1

Section VII. Financial Element VII-1

APPENDICES

Section VIII. Air Quality Conformity Determination VIII-1

Section IX. Title VI and Environmental Justice IX-1

Section X. Definitions and Acronyms X-1

Section XI. Committee Membership XI-1

Section XII. Public Involvement XII-1

INTRODUCTION

Section I.

On February 11th, 2013, Governor Deal officially designated the Bartow County Community Development to serve as the Metropolitan Planning Organization (MPO) for the Cartersville Bartow Urbanized Area. The CBMPO is the newest such organization in the State and joins the ranks of 15 others already established under federal guidelines in Georgia.

Federal law requires that an urbanized area with a population greater than 50,000 people establish an MPO to oversee the expenditure of federal funds for transportation projects and programs within its designated boundaries. The map below shows the area within Bartow that meets this definition as of the 2010 Census.

The CBMPO operates under the requirements of the Fixing America's Surface Transportation (FAST) Act adopted into law in December 2015. The law continues the regulatory framework established in the Moving Ahead for Progress in the 21st Century (MAP-21) federal legislation signed into law on July 6, 2012. MAP-21 requires the MPO to establish long-range and short-term plans and work programs. The law seeks to ensure that funding on transportation projects within Bartow County occurs through a **3-C (comprehensive, cooperative and continuing) process** that engages the public and interested local, state and federal agencies. Transportation projects within Bartow County receiving federal funding must be approved by the MPO before these funds can be obligated and the project commence. The primary functions of the CBMPO are as follows:

1. Establish a forum for transportation discussions
2. Evaluate transportation alternatives
3. Develop a Long Range Transportation Plan (LRTP)
4. Develop a Transportation Improvement Program (TIP)
5. Involve the public through its Public Participation Plan
6. Develop a Unified Planning Work Program (UPWP)

Two new committees were established with the creation of the Cartersville Bartow MPO: the CBMPO Policy Committee and the Technical Coordinating Committee (TCC). The Policy Committee generally meets quarterly during the year and the TCC meets monthly. These committees were established by a Memorandum of Agreement signed by the local governments operating within Bartow County and dated December 5, 2012. These committees are served by a staff Transportation Planner that is assigned to the Community Development Division of Bartow County government.

The work of developing the 2040 LRTP, the FY 2016-2019 TIP, and the annual UPWP includes the public, local government officials, business and industry, and nonprofits that contribute to the creation and validation of future growth patterns. Addressing these growth patterns, which are reflected in the local government comprehensive plans, helps to determine the necessary transportation investments. These investments are prioritized through the LRTP, the TIP, and the UPWP based on the vision and adopted goals of the MPO. The overall vision and goals for the operation of the MPO was developed after considering the plans that had been in place for the community from a variety of sources including previous short-term transportation plans, comprehensive land use plans, urban redevelopment plans, parking studies and downtown marketing strategies. In addition to these local inputs, the GDOT Statewide Strategic Transportation Plan and federal mandates were considered and reviewed for application to the local situation. These plans and policies were synthesized into five overall goals with a number of objectives provided under each. These goals and objectives were presented to the public via the MPO committee meetings, the MPO website, and notice in the local newspaper. The following goals were formally adopted by the MPO Policy Committee at their meeting on February 4, 2015. A more detailed description of the goals, including their objectives, can be found in Section III of this Plan.

1) Develop a multimodal transportation system that is safe, secure, efficient and effective at moving people and commerce in and around Cartersville-Bartow communities.

2) Develop and maintain infrastructure to complement planned, affordable and sustainable growth while minimizing impacts on the environment.

3) Embrace innovative technologies that allow for ease of operation and use of the transportation system and encourage economic development.

4) Recognize the interdependency among the Cartersville-Bartow communities and with surrounding jurisdictions and work for mutually beneficial solutions to improve quality of life and promote economic vitality.

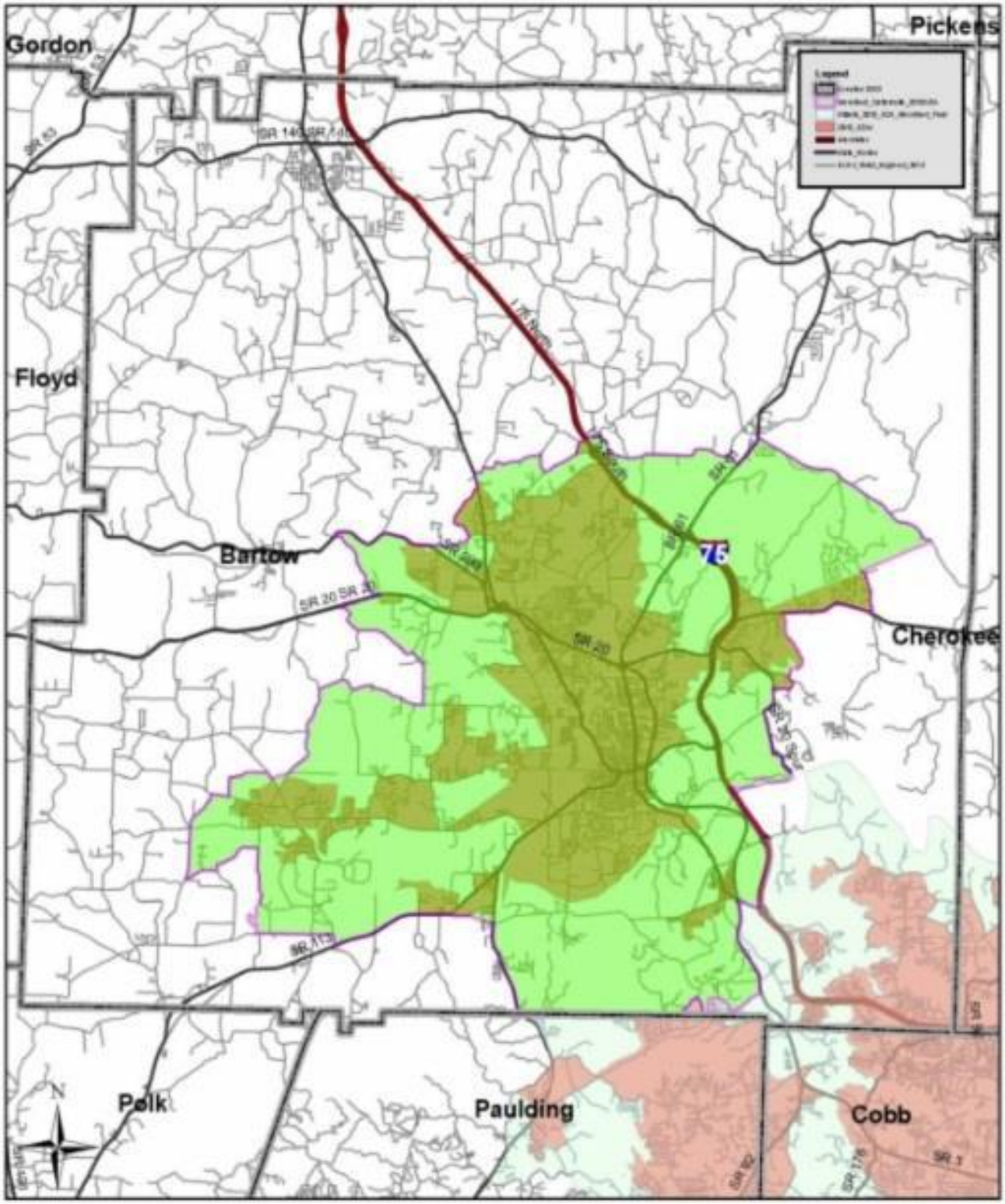
5) Develop a financially feasible plan that maximizes benefits and is based on engagement with the Cartersville-Bartow communities, citizenry, and stakeholders.

The Cartersville Bartow MPO is eligible for Federal “PL” funds for each state fiscal year. The PL funds, which are provided through Federal Highway Administration (FHWA) and administered by Georgia Department of Transportation (GDOT), are used by the MPO to set-up, operate, and plan for transportation. PL funds will reimburse the MPO for 80% of its eligible expenses; the MPO will fund the remaining 20% of the total eligible expenses. The MPO is also eligible for planning funds through the Federal Transit Administration 5303 program to plan for transit services within the

urbanized area of the community. These funds are provided at 80% with a 10% match from the local government and 10% coming from the State of Georgia.

Continuing public involvement is invited through interaction with the MPO committees and via the MPO website. Amendments to these documents may be suggested to the MPO committees by anyone or any group at any time during the year, but formal adoption of these suggestions will likely take place only twice per year due to the constraints of coordinating any changes with the two other MPOs currently impacted by the same air quality nonattainment area surrounding the greater Atlanta metropolitan area (Greater Hall MPO and Atlanta Regional Commission). Changes to the project mix require a new air quality analysis and Conformity Determination Record to comply with federal air quality standards. Initial attempts to schedule air quality conformity analyses with GHMPO and ARC staffs seem to suggest a bi-annual review and update of the conformity analyses.

Cartersville Smoothed UZA Boundary



SECTION II. Existing Conditions Technical Memo

Contents

Introduction 3
General Area Characteristics 3
Air Quality Consideration 6
Data 6
Past Studies & Plans 6
Joint County-City Comprehensive Plan 2007-2027 6
City of Cartersville-Bartow County Short-Term Transportation Study, 2007 7
Cartersville Downtown Master Plan 2024 8
City of Cartersville Comprehensive Master Plan, 2030 8
Socio-Economic Data and Demographics 9
Population 9
Age 12
Race 12
Households 12
Employment 13
Labor Force 14
Education 14
Development Patterns 15
Existing Land Use/Zoning 15
Future Land Use 20
Commuting Patterns 22
Roadways 23
National Highway System 23
Road Network Functional Classification 23
Bridges 26

Freight System 29
Truck Transportation 29
Rail Transportation 29
Crashes 31
Public Transportation Services 33
Demand Response Service 33
Ridership and Operations 34
Human Services Transportation Providers 35
Total Care Transportation 35
Atlanta Veterans Administration Medical Center 35
Commuter Facilities & Services 35
Georgia Commute Options 35
Park and Ride Lots 35
Airports 36
Bicycle & Pedestrian Systems 36
Complete Streets 39
Other Transportation Service Providers 40
Funding 40
Federal 40
State 40
Local 40
SPLOST 40
Red Top CID 41

Introduction

Federal law requires the establishment of a formal transportation planning and coordinating body when the urban population of an area becomes larger than 50,000. In February, 2013 Governor Deal designated Bartow County Community Development to serve as the Metropolitan Planning Organization for the Cartersville Bartow Urbanized Area based upon 2010 Census population data. The Cartersville Bartow MPO (CBMPO) is the newest such organization in the State and joins the ranks of 15 others already established under federal guidelines in Georgia. This document provides a summary of the current MPO planning area and transportation conditions as the MPO undertakes its' first long-range transportation plan.

General Area Characteristics

Bartow County is located in the State of Georgia, about 30 miles, or a 45 minute drive, northwest of Atlanta. The county has an area of 470 square miles, ranking it the 36th largest in the state. It is nestled between seven other Georgia counties: Gordon County to the north, Pickens County to the northeast, Cherokee County to the east, Cobb County to the southeast, Paulding County to the south, Polk County to the southwest and Floyd County to the west.

Bartow County contains seven cities. Cartersville is the largest city within Bartow County in both size and population and serves as the county seat. The city is located in the southeast portion of the county, adjacent to Paulding and Cobb Counties at the edge of the Atlanta metropolitan area. Cartersville is the main hub for transportation corridors in the county. It is serviced by I-75, US 41/SR 3 (Joe Frank Harris Parkway), US 411, SR 61 (North Tennessee Street), SR 113 (East Main Street), SR 293 (Cassville Road), and SR 120 (Canton Highway).

Adairsville is the second largest city in population in Bartow County. It is located in the northwestern corner of the county. The city is intersected by I-75. Other routes bisecting the city include US 41/SR 3 (Joe Frank Harris Parkway), and SR 140 (Adairsville Highway).

Euharlee is a city located in the southwest portion of Bartow County. It is the third most populated city in the county. The city is located three miles south of US 411, and a mile north of SR 113 (Rockmart Highway).

Located to the southeast of Cartersville is the City of Emerson, the fourth most populated city in the county. I-75, US 41/SR 3 (Joe Frank Harris Parkway) and SR 293 (Main Street) all run through Emerson. The city also acts as a gateway to Red Top Mountain State Park and Lake Allatoona, a popular tourist destination in Bartow County. LakePoint Sporting Community is also located in the City of Emerson. LakePoint is currently under construction but when completed it will feature sports venues, hotels, restaurants, themed retail, water parks and more on approximately 1,300 acres off of I-75.

The City of White is located two miles northeast of Cartersville on US 411. It is the fifth largest city in population. The city sits east of the Pine Log Wildlife Management Area, a popular hunting destination in Bartow and Cherokee County.

The City of Kingston is located in western Bartow along US 411. Kingston is the second smallest city in population. SR 293 (Kingston Highway) also passes through the city leading to Rome, Georgia to the west and Cartersville to the east.

Taylorsville is a city located in both Bartow County and Polk County and is the smallest in population. The city is accessible via SR 113 (Cartersville Highway), which leads northeast to Cartersville and southwest to the City of Rockmart in Polk County.

Other unincorporated communities within the county include: Allatoona, Atco, Cassville, Center, Folsom, Funkhouser, Pine Log, Rowland Springs, Rydal, and Stilesboro. The unincorporated areas include 416 square miles; represent ninety percent of the County's land and seventy percent of its population. It is important to consider these areas during the planning process in anticipation for population growth and maintaining land uses and development.

Figure 1 shows the locations of these cities and the CBMPO planning boundary.

Figure 1: Cartersville-Bartow MPO Map

Air Quality Consideration

While the CBMPO is responsible for coordinating transportation planning activities for the urbanized area, the CBMPO must also coordinate with the Atlanta Regional Commission (ARC) to ensure air quality conformity. This is because Bartow County is located within the Atlanta non-attainment area, which is required to have and implement a plan to meet quality standards, or some forms of federal funding may be lost.

A non-attainment area does not meet the national primary or secondary ambient air quality standards for pollutants. The Atlanta region is in non-attainment for ground level ozone and fine particulate matter (PM 2.5), two of the six pollutants regulated under the Clean Air Act.

The Atlanta region has three non-attainment boundaries: 13-County 1 Hour Ozone NA Area, 20-County 8 Hour Ozone NA Area, and 20+ County PM2.5 NA Area. Bartow County falls within two of the boundaries: 20-County 8 Hour Ozone NA Area, and 20+ County PM 2.5 NA Area. Since Bartow is located within these non-attainment areas, a positive conformity determination must be made for transportation plans and programs developed by the CBMPO in order to receive federal transportation funding.

Data

Data used in this report came from various sources including past studies and plans as well as Census data. Past studies included: Joint County-City Comprehensive Plan 2007-2027, City of Cartersville-Bartow County Short-term Transportation Study, Cartersville Downtown Master Plan 2024, and the City of Cartersville Comprehensive Master Plan 2030. The census data used included the 2000 and 2010 data and 2008-2012 American Community Survey (ACS) 5-year estimates data. The ACS is a mandatory ongoing statistical survey that samples a small percentage of the population every year. ACS data was used to gather information on employment, education and commuting patterns in Bartow County. The 5-year estimates were used because they are the largest sample size, which makes them the most reliable.

Past Studies & Plans

Joint County-City Comprehensive Plan 2007-2027

The Joint County-City Comprehensive Plan Community Agenda, compiled in February, 2008, includes Bartow County and the cities of Adairsville, Emerson, Euharlee, Kingston, Taylorsville, and White.

The County and each municipality developed a vision and mission statement with the themes of community, quality services, economic development and supportive infrastructure. The Comprehensive Plan then developed Character Areas to be the basis of their future development plan. The Character Areas were created using their Existing and Future Land Use Maps, input from the public, and assistance from the Burruss Institute of Public Service and Research at Kennesaw State University and the Coosa Valley Regional Development Center.

The Comprehensive Plan includes 12 Character Areas. The Character Areas include:

- Historic Area;
- Barnsley Gardens Resort;
- Major Highway Corridors;
- Residential Suburban Area-Developing;
- Scenic Corridors;
- Conservation;
- Residential Suburban-Built Out
- Rural Residential
- Agricultural
- Crossroad Communities
- Residential Traditional Neighborhood-Declining
- Rural Village

The plan includes a description, community objectives, land uses, and implementation measures for each of the Character Areas based on jurisdiction.

Important issues, opportunities, and policies that arose for Bartow County through the Comprehensive Plan planning include discouraging sprawl, addressing congestion, studying alternative transportation, and considering bike/pedestrian traffic on future major transportation projects. More issues and opportunities are discussed within the plan for the County and each jurisdiction.

The Comprehensive Plan also includes a Short-term Work Program, Short-term Work Program Update, and Long-term goals. Transportation projects are included in the Short-term Work Program and Long-term goals. These projects will be discussed more in the Existing Plus Committed Projects section of the report.

City of Cartersville-Bartow County Short-Term Transportation Study, 2007

The 2007 City of Cartersville-Bartow County Short-Term Transportation Study provides an update to the 2001 Cartersville-Bartow County Short-term Transportation Study. The report identifies transportation projects needed through 2012. The total cost for short-term projects is estimated to be $110 million with $74 million for safety related projects. Below is a breakdown of the costs by project type for the short-term projects:

- $17 million for realignments,
- $23 million for shoulder and drainage improvements (including bicycle and pedestrian projects) ,
- S11 million in intersection improvements,
- $29 million in road widening
- $25 million in new roads or extensions.

The remainder will be spent on studies and other projects. The report estimates that $62.8 million will be needed for the local match; $13.5 million from Cartersville, $20.4 million from Bartow County, and $28.9 million shared between Cartersville and Bartow for projects located within both jurisdictions.

The plan also includes existing conditions, a project list, identified needs, and a recommended project list. The plan lists twelve projects that GDOT is currently designing, acquiring right-of-way, or constructing within Bartow County. The plan also lists 21 projects within the City of Cartersville and Bartow County that are being constructed or have recently been completed. The project recommendations list includes 42 more projects to be implemented in the short-term or long-term, 32 of which are in the short-term.

Cartersville Downtown Master Plan 2024

The Downtown Master Plan, adopted in November 2013, was developed for the City Council and Downtown Development Authority (DDA) leaders to enhance downtown and encourage private investment. The plan was created through community based processes involving residents, downtown merchants and property owners. The plan compiled a recommendations list based on survey results, stakeholder comments, and input from DDA representatives. The recommendations are broken down into primary and secondary categories. Notable primary recommendations include:

- Review existing codes for changes that will encourage downtown to become a dynamic district for restaurants, retail, and nightlife.
- Encourage commercial trucks to use routes around downtown
- Install directory signs and wayfinding signs directing visitors to local landmarks and parking
- Design a new landscape design and promote small-scale streetscape additions for businesses
- Improve Church Street Bridge and Under-the-Bridge areas

The plan further breaks down each of the primary and secondary recommendations into more detail.

City of Cartersville Comprehensive Master Plan, 2030

Adopted in 2007, the City of Cartersville Comprehensive Master Plan's purpose is to design a roadmap for the community's future. The main goal of the plan is to accommodate growth in a timely, orderly and efficient arrangement of land uses, public facilities, infrastructure and services that meet the needs of the present and future residents and businesses of the City. The plan includes the "Community Vision," the theme of the plan, which states, "Our Vision of the future for the City of Cartersville is a progressive, attractive community providing opportunity to work, learn, live and play in connection with one another." The plan also contains "Guiding Principles" which include:

- Accommodate projected growth while creating a sustainable community, preserving our quality of life and implementing the Vision;
- Preserve our sense of community and small town feel.
- Maintain and enhance the quality of life;
- Promote a spirit of inclusiveness, opportunities and choice;

- The need for a balance between the built and natural environment;
- Provide increased mobility and connectivity;
- Create a wide range of economic development opportunities.

In the "Maintain and enhance quality of life" guiding principle, the plan includes discussion on transportation policies, programs and facilities. Policies include:

- Growth and land use patterns need to be closely tied in line with the City's ability to provide infrastructure: water & sewer, schools, parks, transportation, connectivity and services;
- A major portion of the City's land use and transportation facilities should be designed to promote a high standard of safety, functionality and attractiveness.

Transportation facility goals include: context sensitive roadway design, and traffic calming.

The plan also contains Cartersville's "Future Development Map." The map was developed through analysis of current and future systems and patterns and consists of 19 character areas, each of which include descriptions, considerations for new development, and design guidelines.

The plan also includes a Short Term Work Program (STWP). Project categories include economic development, land use, natural and historic resources, and several others. There are transportation related projects within the STWP. Some of those projects are:

- Develop a long-range comprehensive transportation plan, including adopting a street connectivity ordinance and a pedestrian and bikeway plan;
- Conduct a feasibility study to determine potential for a City/County mass transit system or to tie into MARTA system;
- Investigate potential of a downtown people mover or trolley service, and commuter rail service.

Socio-Economic Data and Demographics

Population

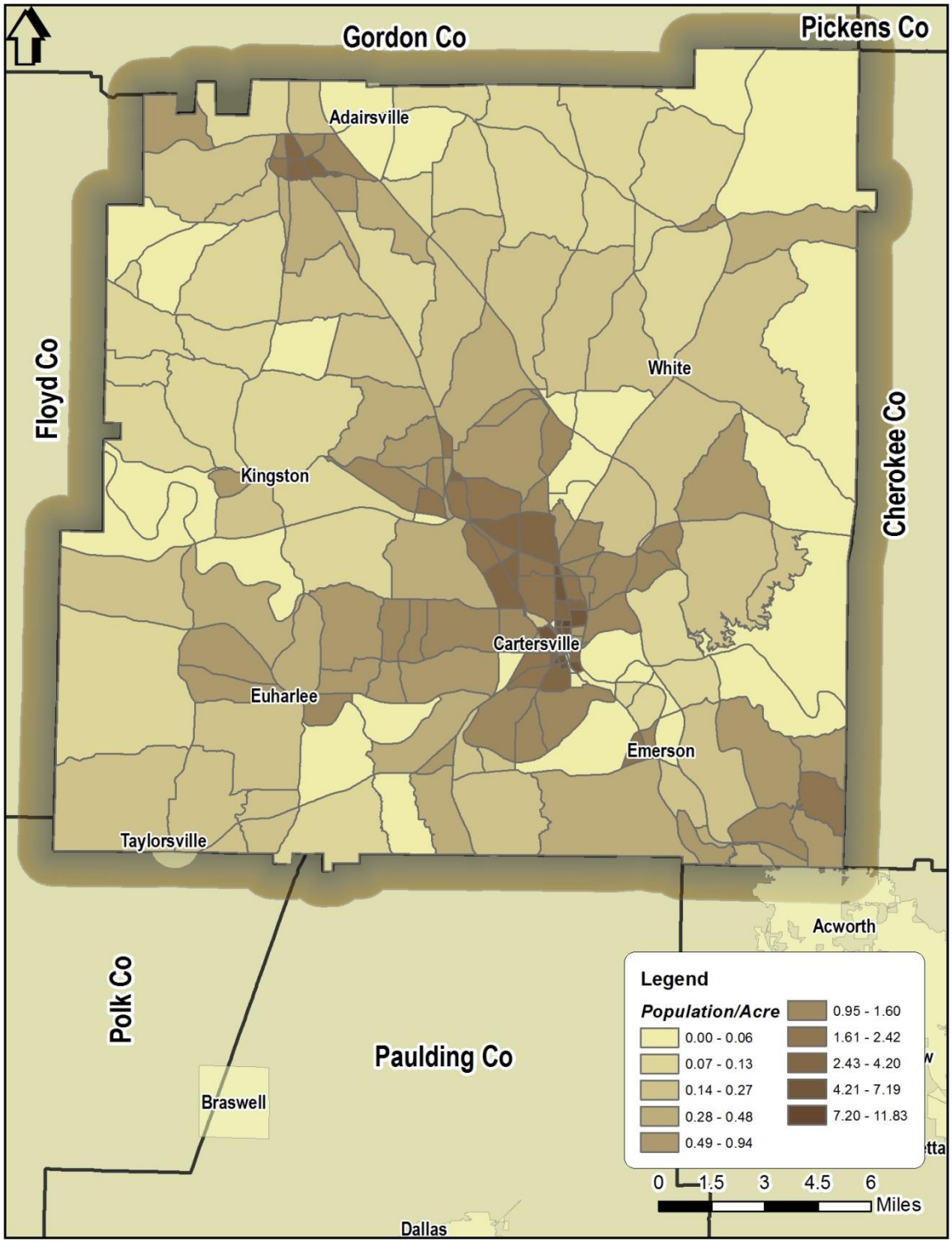
Table 1 shows the 2000 and 2010 population of Bartow County and each municipality, as well as the percent change of population. The findings show that the county and larger cities were growing at a fast rate from 2000 to 2010 while several of the smaller municipalities decreased in population.

Figure 2 shows the existing population densities by Traffic Analysis Zone (TAZ). The highest population densities are in and around the City of Cartersville, City of Adairsville, and the southwest corner of the county.

Table 1: Past and Current Population

Jurisdiction	2000 Population	2010 Population	2000-2010 Percent Change
Bartow County	76,019	100,157	31.75
Cartersville	15,925	19,731	23.90
Adairsville	2,542	4,648	82.85
Emerson	1,092	1,470	34.62
Euharlee	3,208	4,136	28.93
Taylorsville	229	210	-8.30
Kingston	659	637	-3.34
White	693	670	-3.32
Unincorporated	51,671	68,655	32.87

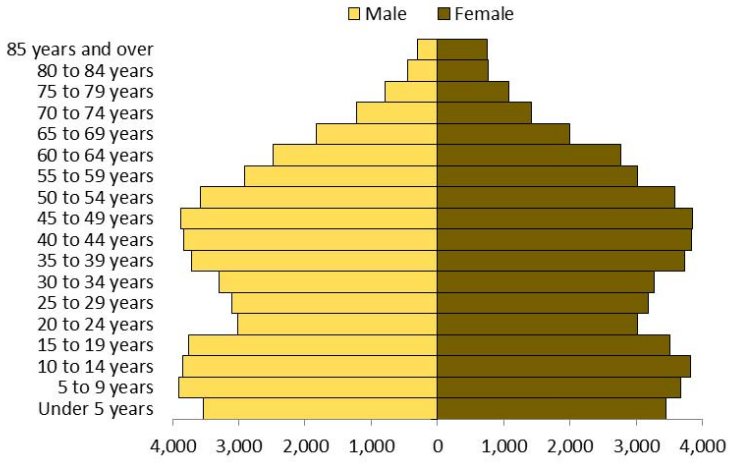
Figure 2: Existing Population (2010) Densities by TAZ



Age

The population pyramid shown in **Figure 3** represents Bartow County's male and female population from the year 2010. The Bartow County population pyramid is a stationary pyramid because of the almost equal numbers for almost all of the age groups (smaller figures are expected for the oldest age groups). Stationary pyramids reflect that the county has low fertility and low mortality rates.

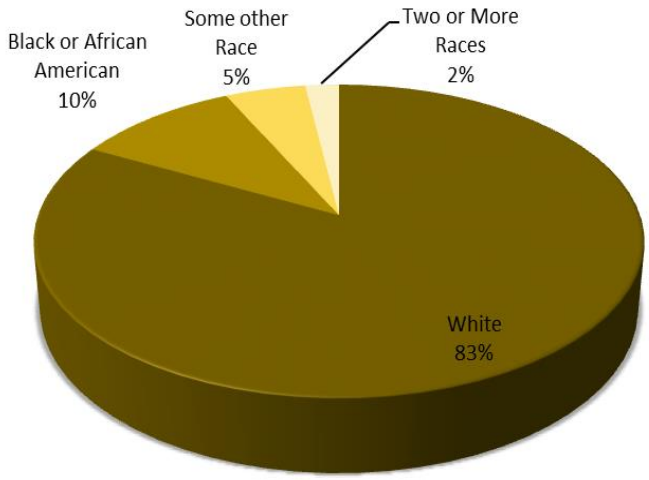
Figure 3: Bartow County Population Pyramid



Race

The pie graph shown in **Figure 4** represents the racial makeup of Bartow County in 2010. The white population is the largest in the county, accounting for 82.7 percent of the population. The second largest racial demographic is black or African American, making up 10.2 percent of the population. The remaining races make up very little of the Bartow population. Not shown on the pie graph is Hispanic or Latino ethnicity. This demographic makes up 7.7 percent of the population in the County. Hispanic and Latino ethnicity is not shown on the pie chart because it is an ethnicity and the pie chart is broken down by race.

Figure 4: Bartow County Racial Demographic



Households

Table 2 shows the breakdown of households in Bartow County in 2010. Almost 75 percent are family households with 50 percent of them having a male householder. For non-family households, male and female householders are split almost evenly at 12.7 and 13.1, respectively. An understanding of household characteristics and locations is important to transportation planning because trips originate and end at households.

Table 2: Household Type

Household Type (2010)	Number	Percent
Total households	35,782	100
Family households	26,529	74.1
Male householder	18,383	51.4
Female householder	8,146	22.8
Nonfamily households	9,253	25.9
Male householder	4,552	12.7
Living alone	3,488	9.7
Female householder	4,701	13.1
Living alone	4,010	11

Employment

Table 3 shows the change in population labor force and the change in the total number of employed persons in Bartow County and each of its municipalities. While both population in labor force and population employed have increased between 2000 and the 2008 to 2012 period, the gap between population in labor force and population employed has also increased. **Figure 5** shows the unemployment rate for the County and municipalities. Over the past eight to twelve years, unemployment has increased significantly. Employment characteristics are important to transportation planning because employment is the driver of transportation demand. People have to travel to work.

Figure 5: Bartow County Unemployment Rate

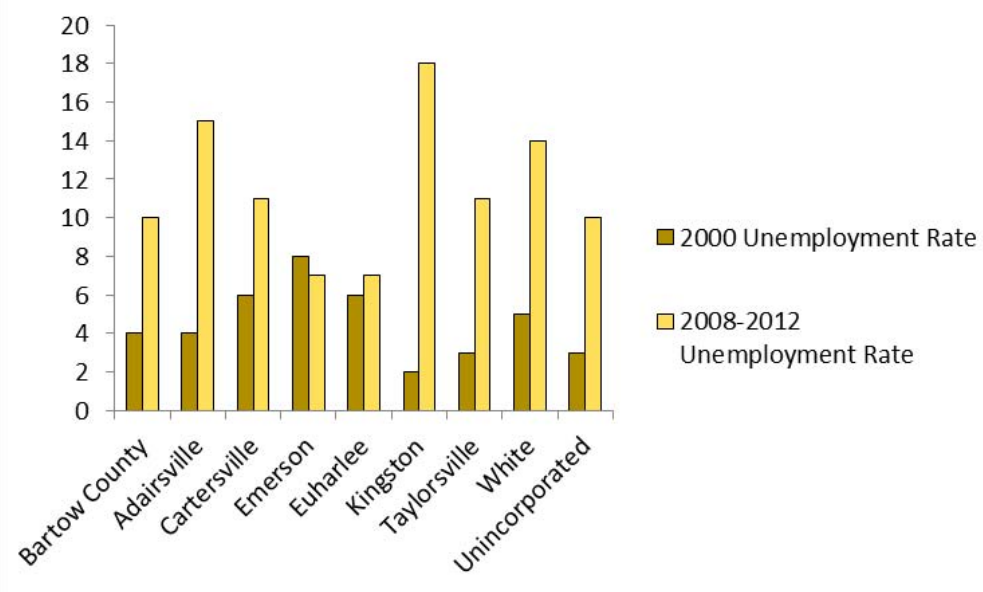


Table 3: Bartow County Employed Persons

Jurisdiction	2000 Population in Labor Force	2008-2012 Population in Labor Force	2000 Employed	2008-2012 Employed
Bartow County	38,215	47,917	36,637	42,981
Adairsville	1,197	2,008	1,148	1,709
Cartersville	7,538	8,814	7,097	7,863
Emerson	533	892	492	829
Euharlee	1,635	1,972	1,539	1,825
Kingston	283	242	278	199
Taylorsville	117	139	114	124
White	296	390	282	335
Unincorporated	26,616	47,917	25,687	30,096

Labor Force

Table 4 below shows the occupation of employed persons in Bartow County.

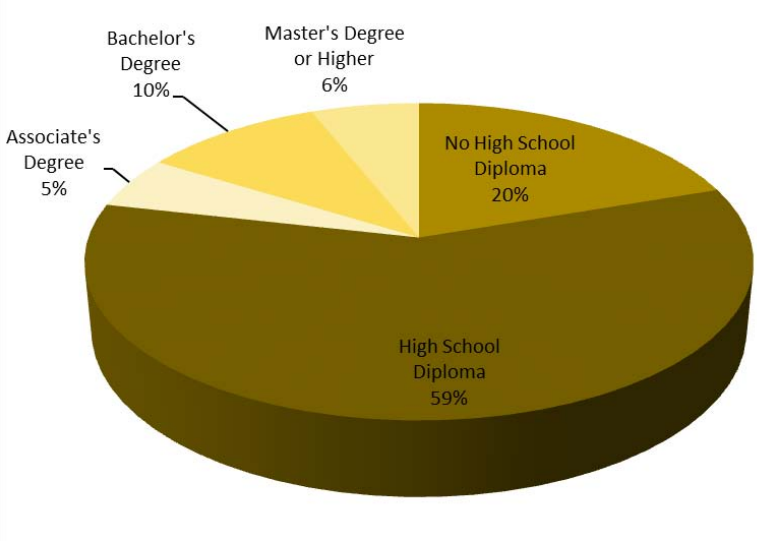
Table 4: Bartow County Occupation

Subject	Population Estimate
Civilian employed population 16 years and over	42,991
Management, business, science, and arts occupations:	12,760
Service occupations:	6,853
Sales and office occupations:	10,587
Natural resources, construction, and maintenance occupations:	5,662
Production, transportation, and material moving occupations:	7,129

Education

Figure 6 shows educational attainment for population 25 years or older between 2008 and 2012 in Bartow County. The chart shows that 80 percent of the specified population has graduated from high school and that 21 percent have gotten a degree in post-secondary education.

Figure 6: Bartow County Educational Attainment



Development Patterns

Existing Land Use/Zoning

Figure 7 shows Bartow County's existing land use. The existing land use map breaks down land use into ten categories. The primary land uses in unincorporated Bartow County are Agriculture Forestry, Residential and Parks Rec Conserv.

A current zoning map is featured later in the report which includes a more detailed view of existing land use. The area shown on the maps only includes unincorporated areas of the county.

Figure 7: Unincorporated Bartow County Existing Land Use

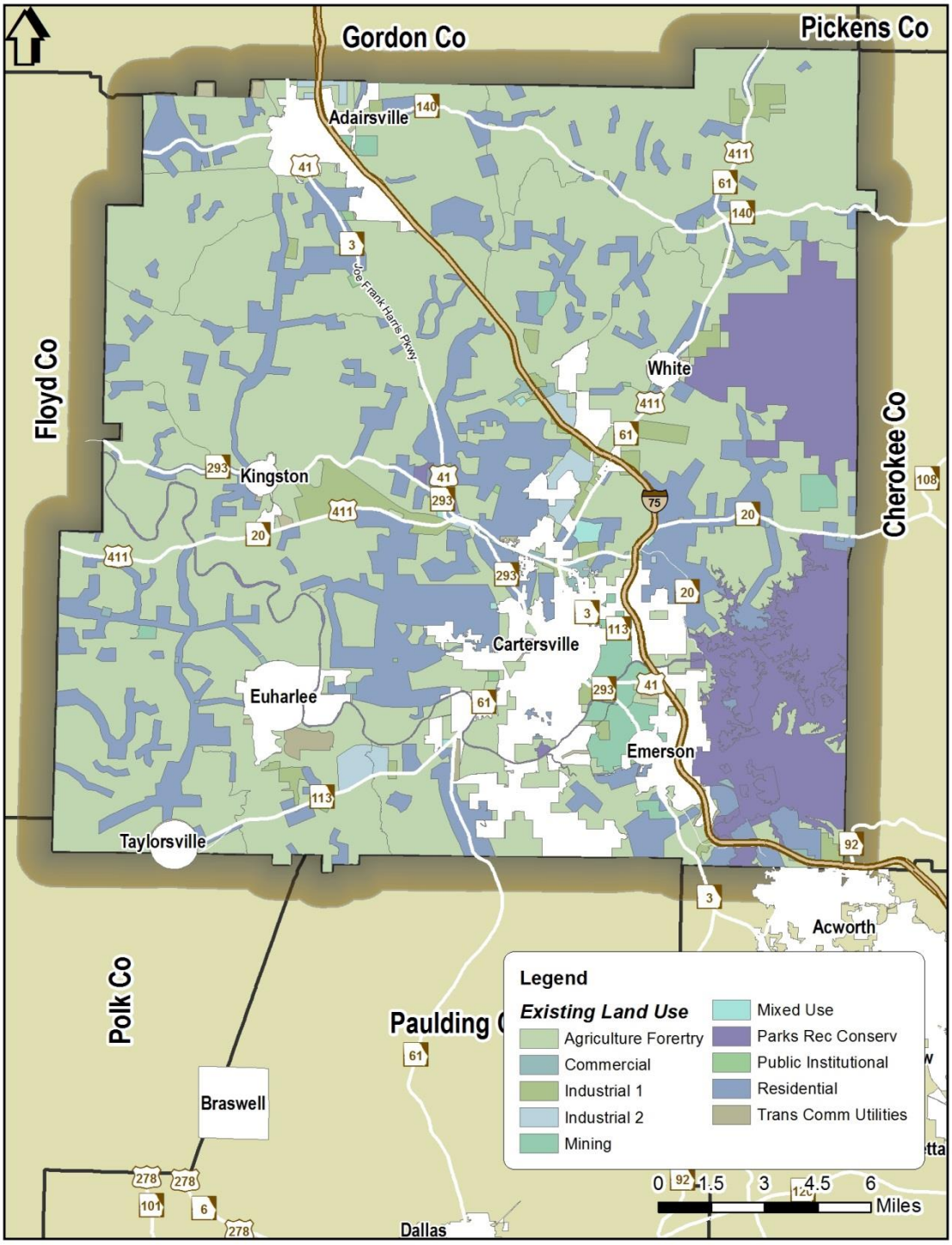


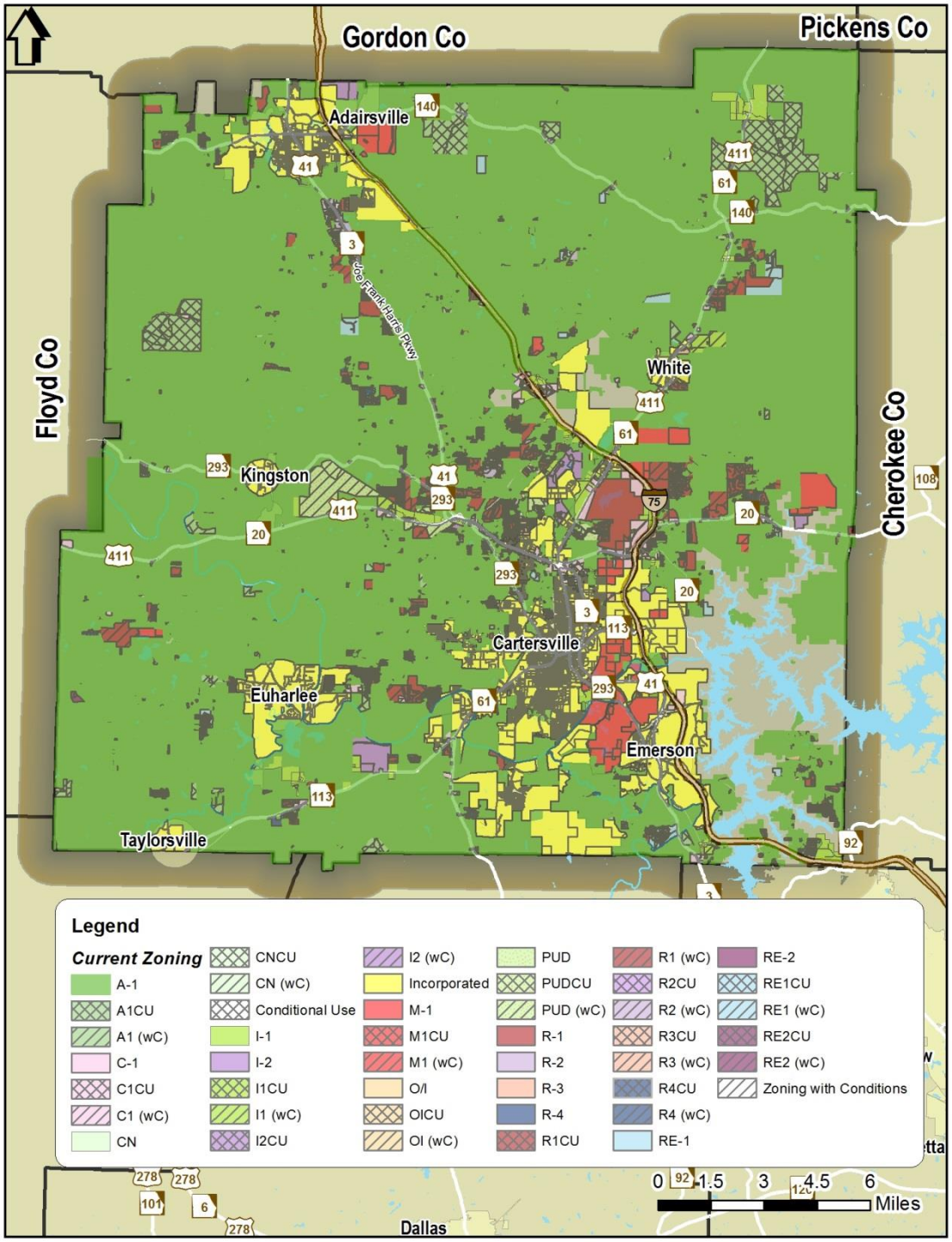
Figure 8 shows current zoning for Bartow County not including incorporated areas. The map includes 17 zoning districts and two special districts. All of the zoning districts for the County are listed below along with several of their permitted uses[1]. As the map indicates, the majority of unincorporated Bartow County is zoned A-1.

- Agricultural District (A-1): uses include single-family dwellings, agricultural uses, group homes, and public uses. Minimum lot size is two acres.
- General Business District (C-1): uses include retail and service businesses, offices, hotels, and condos. Minimum lot size is 15,000 square feet on sewer; if on septic, 26,000 square feet or greater as required by county health department; or larger if required to meet buffers.
- Neighborhood Business District (C-N): uses include strip shopping (no more than 20,000 feet), retail stores, and banks. Minimum lot size is 15,000 square feet on sewer; if on septic, 26,000 square feet or greater as required by county health department; or larger if required to meet buffers.
- General Industrial District (I-1): uses include general industry, plants and facilities, assembly plant, and feed processing plant. Minimum lot size is one acre, or as required to meet buffers.
- Heavy Industrial District (I-2): uses include heavy industry, plants, facilities, asphalt plant, chemical plants, and petroleum refinery. Minimum lot size is one acre, or as required to meet buffers.
- Mining District (M-1): uses include mining and quarrying, public utility structures, concrete plant, and fertilizer plant. Minimum lot size is one acre, or as required to meet buffers.
- Office and Institutional District (O/I): uses include offices, cultural facilities, health service clinics and several others. Minimum lot size is 15,000 square feet on sewer; if on septic, 26,000 square feet or greater as required by county health department.
- Planned Unit Development District (PUD): The PUD district is established primarily to encourage the development of mixed use developments, containing both residential and commercial property. Minimum PUD size is 20 acres.
- Residential District (R-1): conventional or industrialized single-family
- Residential District (R-2): conventional, manufactured or industrialized duplexes, triplexes, or quadraplexes
- Residential District (R-3): multi-family conventional, manufactured, or industrialized housing
- Residential District (R-4): conventional, manufactured or industrialized single-family
- Manufactured Housing Parks District (R-6)
- Residential District (R-7): high-density multi-family housing
- Rural Estate District (RE-1): conventional or industrialized single-family
- Rural Estate District (RE-2): conventional, manufactured or industrialized single-family
- Business Park District (BP): uses include business offices, call center, data center and distribution facilities. Minimum lot size is one acre.

[1] Each district includes more permitted uses than listed above.

- Special Districts: Conservation Subdivision, Etowah Valley Historic District
    - Conservation subdivision: the purpose of this district is to provide for increased greenspace in Bartow County, and to preserve open land in perpetuity for future generations, while not increasing the overall development levels for the county.
    - Etowah Valley Historic District: the purpose of this district is to provide for the identification of and protection of historical and cultural artifacts and sacred locations of the Muscogee (Creek) Nation and the Eastern Band of the Cherokee Nation, which are two Native American Nations that are historically connected to the Etowah River Valley (referred to collectively as "Native American Nations").

Figure 8: Unincorporated Bartow County Current Zoning



Future Land Use

The future land use map, shown in **Figure 9**, does not alter or affect the existing zoning but it is county policy to make every effort to keep zoning districts consistent with the future land use map classifications. Future transportation plans should seek to complement this vision of future land uses.

The main nodal areas within Bartow County surround the big cities with industrial and mining located heavily around southern and northern Cartersville.

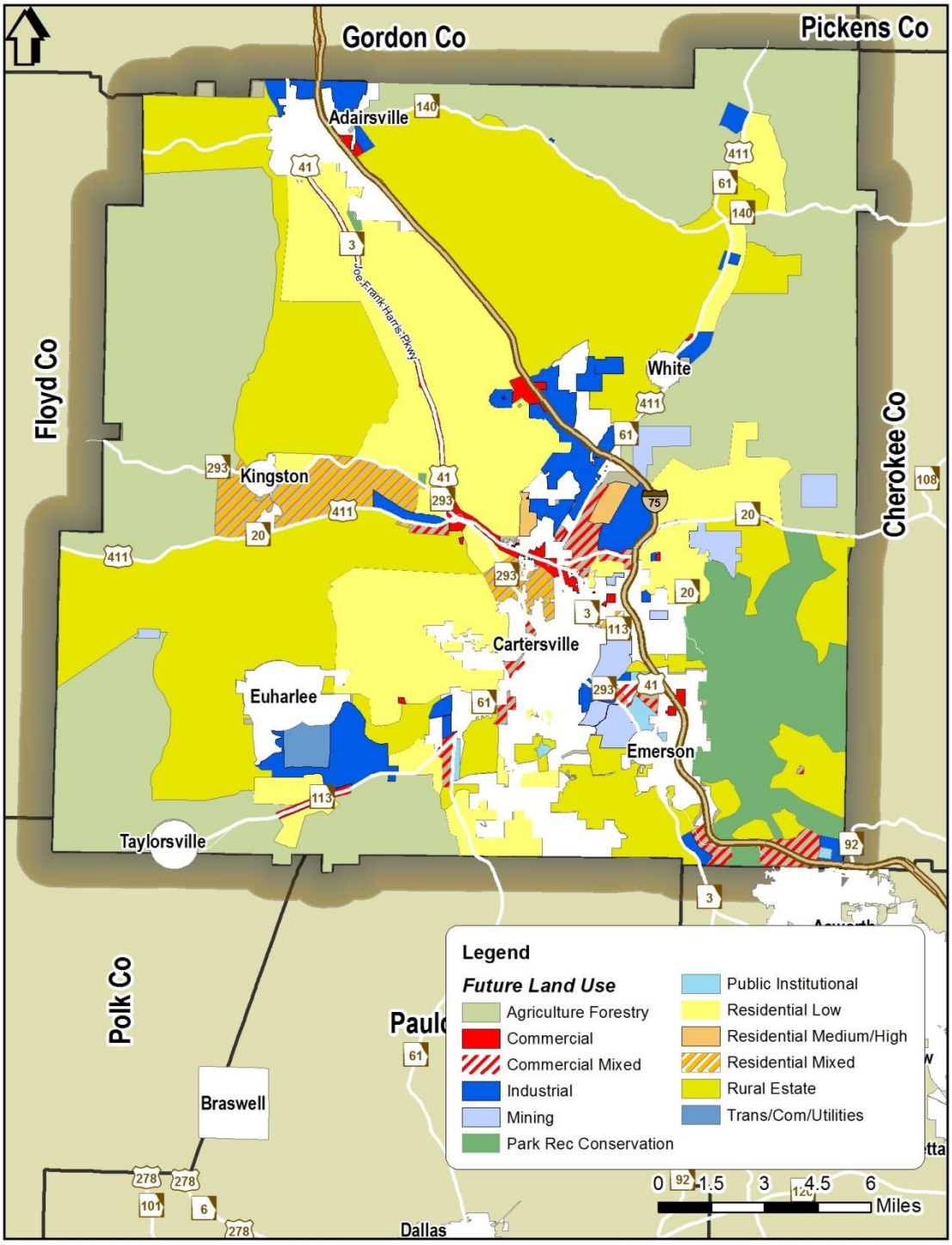
Commercial zoning exists along the major transportation corridors including US 41/SR 3 (Joe Frank Harris Parkway) from Cartersville to Adairsville. Other stretches of commercial zoning include a stretch of SR 113 (Rockmart Highway) south of Euharlee and east of Taylorsville and a small stretch along US 411 from Cartersville to White City.

Low density residential land use is placed outside of Cartersville and along main transportation corridors including US 41/SR 3 (Joe Frank Harris Parkway) and US 411. Rural estate and agriculture and forestry include areas outside of industrial, mining, commercial, and low density residential.

The land use categories established by the future land use map are to be implemented by the establishment of appropriate zoning districts within each category. The following zoning districts are considered most compatible with the listed land use district:

- (A)Low density residential: R-1, R-2, R-4, RE-1, and RE-2.
- (B) Medium/high density residential: R-3, R-6.
- (C) Rural Estate: RE-1, RE-2; also R-1 and R-4, excluding R-1 or R-4 subdivisions of three or more lots.
- (D) Residential/mixed use: Predominantly R-1, R-2, R-3, R-4, R-6, PUD; also allows C-1, C-N, O/I.
- (E) Commercial: C-1, C-N, O/I.
- (F) Commercial/mixed use: Predominantly C-1, C-N, O/I; also allows R-1, R-2, R-3, R-4, R-6, PUD.
- (G) Industrial: I-1, I-2, BP.
- (H) Mining: M-1.
- (I) Agriculture: A-1; also R-1, R-4, RE-1, RE-2, excluding any R-1, R-4, or RE subdivisions of three or more lots.
- (J) Public/institutional: A-1, RE-1, RE-2, R-1, R-2, R-3, R-4, R-6, O/I, C-N, C-1, I-1, I-2, M-1.
- (K) Park/recreation/conservation: A-1, RE-1, RE-2, R-1, R-2, R-3, R-4, R-6.
- (L) Forestry: A-1; also R-1, R-4, RE-1, RE-2, excluding R-1, R-4 or RE subdivisions of three or more lots.

Figure 9: Unincorporated Bartow County Future Land Use



Commuting Patterns

Tables 5 and **6** show commuting patterns for Bartow County compared to the State of Georgia. The primary mode of transportation is the single-occupant vehicle (SOV) at 85 percent, followed by the 2-person carpool at 8 percent. Three percent of Bartow County residents work from home.

Table 5: Mode of Transportation to Work

Type	Georgia		Bartow County, Georgia	
	Estimate	Percent	Estimate	Percent
Total:	4,234,475	100	42,255	100
Car, truck, or van:	3,808,835	90	39,987	95
Drove alone	3,343,739	79	35,869	85
Carpooled:	465,096	11	4,118	10
In 2-person carpool	347,008	8	3,493	8
In 3-person carpool	67,043	2	340	1
In 4-or-more-person carpool	51,045	1	285	1
Public transportation (excluding taxicab):	92,062	2	199	0
Bus or trolley bus	70,957	2	130	0
Streetcar or trolley car (carro publico in Puerto Rico)	1,285	0	69	0
Subway or elevated	16,374	0	0	0
Railroad	3,311	0	0	0
Ferryboat	135	0	0	0
Bicycle	9,329	0	18	0
Walked	65,828	2	107	0
Taxicab, motorcycle, or other means	61,271	1	716	2
Worked at home	197,150	5	1,228	3

The trends for Bartow County compare similarly with Georgia. The majority drive alone and commute more than thirty minutes to work.

Table 6: Travel Time to Work

Type	Georgia		Bartow County, Georgia	
	Estimate	Percent	Estimate	Percent
Total:	4,037,325	100	41,027	100
Less than 5 minutes	104,382	3	890	2
5 to 9 minutes	341,041	8	2,666	6
10 to 14 minutes	537,671	13	6,082	15
15 to 19 minutes	632,740	16	6,558	16
20 to 24 minutes	588,313	15	6,457	16
25 to 29 minutes	242,827	6	2,984	7
30 to 34 minutes	577,189	14	4,818	12
35 to 39 minutes	123,556	3	1,099	3
40 to 44 minutes	154,388	4	1,290	3
45 to 59 minutes	370,476	9	3,699	9
60 to 89 minutes	261,904	6	3,055	7
90 or more minutes	102,838	3	1,429	3
30 or more minutes	1,590,351	39	15,427	38

Roadways

National Highway System

The National Highway System consists of roadways important to the nation's economy, defense, and mobility. It includes the following subsystems of roadways: Interstate, Other Principal Arterials, Strategic Highway Network (STRAHNET) and Intermodal Connectors. A specific highway route may be more than one of the listed subsystems.

In Bartow County there are seven corridors that are part of the NHS:

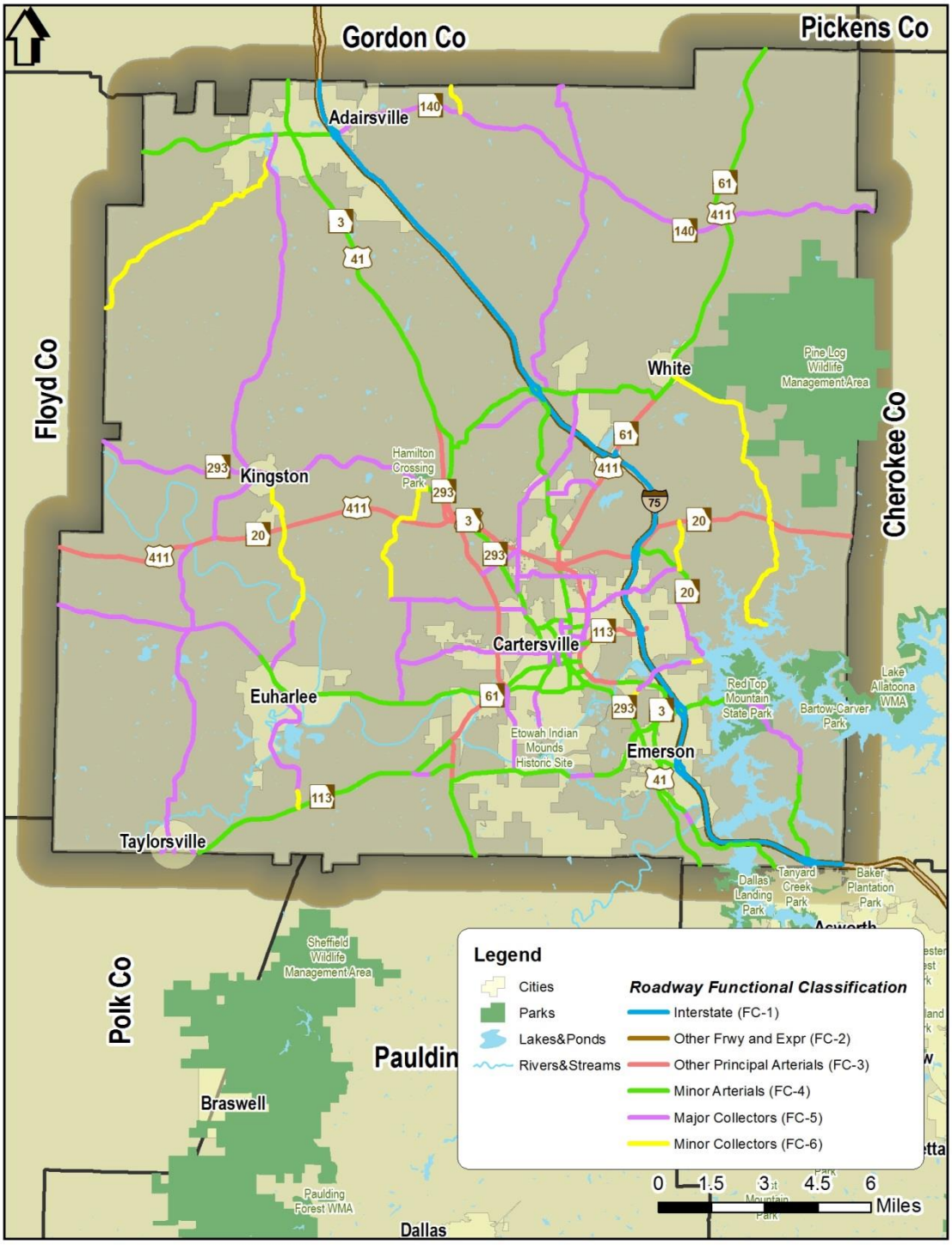
- US 411 extending from Floyd County and ending at the City of White
- US 41/SR 3 (Joe Frank Harris Parkway) from the Emerson City Limits to Gladdis Road
- Burnt Hickory Road from SR 293 (Cassville Road) to SR 61
- SR 61 (Cartersville Highway) from Burnt Hickory Road to Cartersville City Limits
- SR 113 from SR 61 (Cartersville Highway) to I-75
- SR 120 (Canton Highway) from US 41/SR 3 (Joe Frank Harris Parkway) to Bartow County Limits
- I-75 throughout the entire county

Road Network Functional Classification

Functional classification of the road network establishes the functional role of a roadway in serving local trips versus longer distance travel and accounts for the volume of traffic the road can accommodate. The functional classification can also influence roadway design characteristics as it relates to degree of access to adjacent land and the development patterns/growth patterns along a corridor.

A review of Bartow County's roadway functional classification shows seven percent, 51 miles, of the roadway network is principal arterial. Twenty percent, 109 miles, of the network is minor arterials and collectors, and 73 percent, 931 miles, is local roads. **Figure 10** shows Bartow County's current roadway functional classification. Currently, GDOT is working with MPOs and local jurisdictions to update the functional classifications.

Figure 10: Bartow County Roadway Functional Classification



Bridges

Bridge data was collected from the 2013 National Bridge Inventory (NBI), a database prepared by the Federal Highway Administration that includes data on all bridges and tunnels in the US. Some of the data included within the database is location, type, functional class of inventory route, average daily traffic (ADT), sufficiency rating, and status. The status field places bridges into one of four categories: not deficient (0), structurally deficient (1), functionally obsolete (2), and not applicable (N). Structurally deficient bridges are characterized by a significant defect which means speed and weight restrictions must be put on the bridge to ensure safety. Bridges that are labeled 'Functionally Obsolete' are not suitable for the current use.

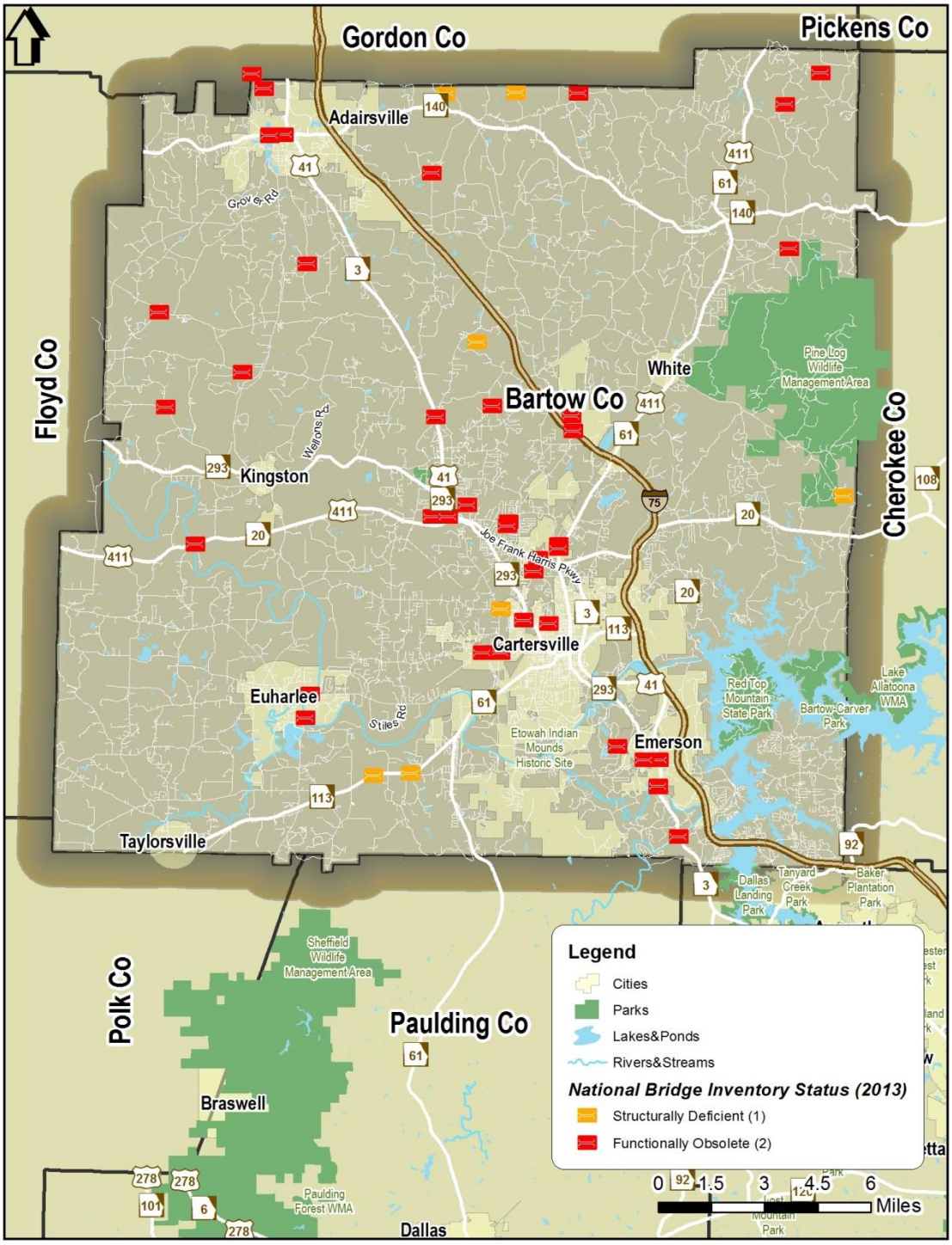
Bartow County currently has 215 bridges. Eight bridges are classified as structurally deficient and 42 bridges are classified as functionally obsolete. **Table 7** lists those bridges in order of lowest sufficiency rating to highest. **Figure 11** shows the locations of bridges classified as structurally deficient or functionally obsolete within the County.

Table 7: Bartow County National Bridge Inventory Status and Sufficiency Ratings (2013)

STRUCTURE ID	DESCRIPTION	SUFFICIENCY RATING	FUNCTIONALLY OBSOLETE = 2 STRUCTURALLY DEFICIENT = 1
1500440	SR 113 at Richland Creek	21.5	1
1550470	Stamp Creek Road at Boston Creek	23.8	1
1500430	SR 113 at Raccoon Creek	25.9	1
1550400	Old Mill Road at Cedar Creek	28.4	1
1501180	Gilliam Spring Road at Nancy Creek	30.3	1
1550410	Littlefield Road at Cedar Creek	33	1
1550300	Brown Loop Road at Two Run Creek	36	1
1550170	Connesena Road at Connesena Creek	48.8	2
1550850	Milam Bridge Road SW at Etowah River Trib.	48.9	2
1550140	Norton Road at Toms Creek	50	2
1550560	Old Dixie Highway at Chamlee Creek	51.4	2
1500030	SR 3/US 41 (NBL) at Pumpkinvine Creek	51.9	2
1550280	Mac Johnson Road at Nancy Creek	53.6	2
1500180	US 41 at Two Run Creek	55.6	2
1501150	Euharlee Road at Etowah River	55.6	2
1500060	SR 3/US 41 (SBL) at SR 293/CSX RR	57.5	2
1500480	SR 140 at Oothkalooga Creek	57.6	2
1500240	SR 20/US 411 at Etowah River	57.9	2
1500250	SR 20/US 411 at Etowah River	57.9	2
1501130	Hall Station Road at Oothkalooga Creek	58.3	2

1550240	White Road at Oothkalooga Creek Trib.	59.5	2
1500160	SR 3/US 41 (NBL) at SR 20/US 411	60.9	2
1550740	Mayes Road at Pettit Creek	61	2
1500130	SR 3/US 41 (NBL) at Pettit Creek	61.2	2
1501200	Mission Road at Pettit Creek	62.6	2
1500040	SR 3/US 41 (SBL) at Pumpkinvine Creek	63.8	2
1550440	Jones Mill Road at Pettit Creek	63.8	2
1550520	Salacoa Road at Salacoa Creek	63.9	2
1500140	SR 3/US 41 (SBL) at Pettit Creek	64.4	2
1500020	SR 3/US 41 (SBL) at Pumpkinvine Creek	65.3	2
1500490	SR 140 at CSX RR	65.7	2
1501250	White-Cassville Road at South Fork Creek	66.2	2
1550500	East Valley Road at Sugar Hill Creek	66.3	2
1501190	Mission Road at Nancy Creek	66.9	2
1500050	SR 3/US 41 (NBL) at SR 293/CSX RR	67.6	2
1500170	SR 3/US 41 (NBL) at SR 20/US 411	68	2
1500570	Old Grassdale Road at I-75	68.2	2
1550550	Old Dixie Highway at Oothkalooga Creek Trib.	69.2	2
1551130	Puckett Road at Pumpkinvine Creek	69.6	2
1500110	SR 3/US 41 (NBL) at CSX RR	70.1	2
1550160	Barnsley Ch Road at Dry Creek	71.4	2
1550250	Mostellers Mill Road at Dry Creek	71.5	2
1500010	SR 3/US 41 (NBL) at Pumpkinvine Creek	72.9	1
1551300	Perry Road at Little Pine Log Creek	73	2
1550780	Porter Street at CSX RR	73.1	2
1551410	Johnson Mtn. Road at Salacoa Creek	73.5	2
1500090	SR 3/US 41 (NBL) at SR 61/US 411	74.2	2
1500120	SR 3/US 41 (SBL) at CSX RR	76.5	2
1550600	Porter Street at CSX RR	76.7	2
1500100	SR 3/US 41 (SBL) at SR 61/US 411	77.4	2

Figure 11: Bartow County National Bridge Inventory Status (2013)



Freight System

Truck Transportation

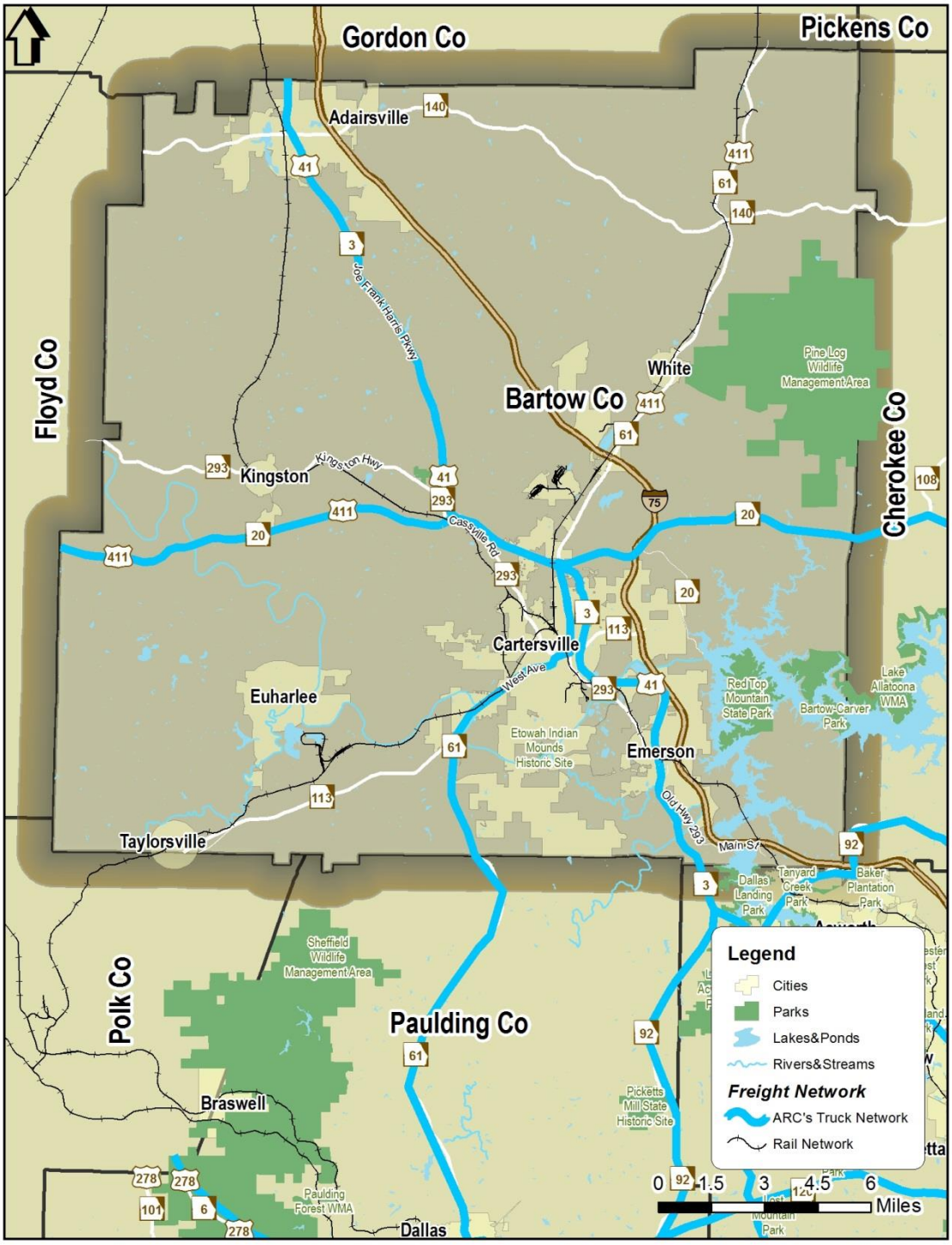
Road freight in Bartow is an important economic factor for the county. The major roadways for freight movement in the County include: I-75, SR 61, SR 120, US 411, and SR 140. The Statewide Travel Demand Model in the Georgia Statewide Freight Plan indicates that portions of I-75 traversing Bartow County have some of the highest truck volumes in the State[i]. In 2007, Bartow County ranked within the top 20 counties in terms of truck freight[ii]. There were almost 1.2 tons of inbound freight that originated outside the State of Georgia arriving in Bartow that year. There was also 1.3 million tons of out-bound truck freight leaving the County. This section of I-75 is also expected to see much of the increase in Truck AADT forecast to occur within the State of Georgia before the Year 2050[iii]. Of interest is **Figure 12** which shows the ARC truck route network. When Bartow County was included in the ARC MPO area it was included the Regional Thoroughfare Network, which includes the truck route network. It is expected that the truck route network will be modified to add US 411 north of I-75 with the development of the Inland Port facility located in Murray County.

Rail Transportation

Rail freight is another important economic feature for Bartow County. GDOT reports that Bartow County is ranked second in rail tonnage destinations in the State of Georgia[3] (GDOT Georgia Freight Modal Profile). This accounts for 10.6 million tons a year. The freight is mostly coal from Tennessee used to supply coal-fired power plants in the County. The County's only rail services are CSX mainline which creates an X across the county that meets in Cartersville and spreads out to each of the four corners and into Gordon, Cobb and Polk counties. **Figure 12** also shows the rail network in the CBMPO. What is not shown is the dominance of the rail connection within the nation. The CSX route through Bartow County and the Norfolk Southern route that parallels it in Floyd County carry the highest volumes of domestic rail tonnage of any tracks within the country[iv]. This is especially important as the main line through Bartow County traverses the county seat of Cartersville which has the highest population densities within the MPO. This fact raises concerns due to the constant conflicts with roadway traffic flows as well as safety concerns in the event of a rail accident.

[1] Georgia Department of Transportation, Office of Planning. Georgia Statewide Freight and Logistics Plan, 2010-2050. *Detailed Truck Modal Profile*. P. 5-47. May 2011.
[1] Georgia Department of Transportation, Office of Planning. Georgia Statewide Freight and Logistics Plan, 2010-2050. *Detailed Truck Modal Profile*. Table 5.6. P. 5-13. May 2011.
[1] Georgia Department of Transportation, Office of Planning. Georgia Statewide Freight and Logistics Plan, 2010-2050. *Detailed Truck Modal Profile*. P. 6-7. May 2011.
[1] Georgia Department of Transportation, Office of Planning. Georgia Statewide Freight and Logistics Plan, 2010-2050. *Detailed Truck Modal Profile*. Figure 4.33. P. 4-2. May 2011.

Figure 12: Bartow County Freight Network



Crashes

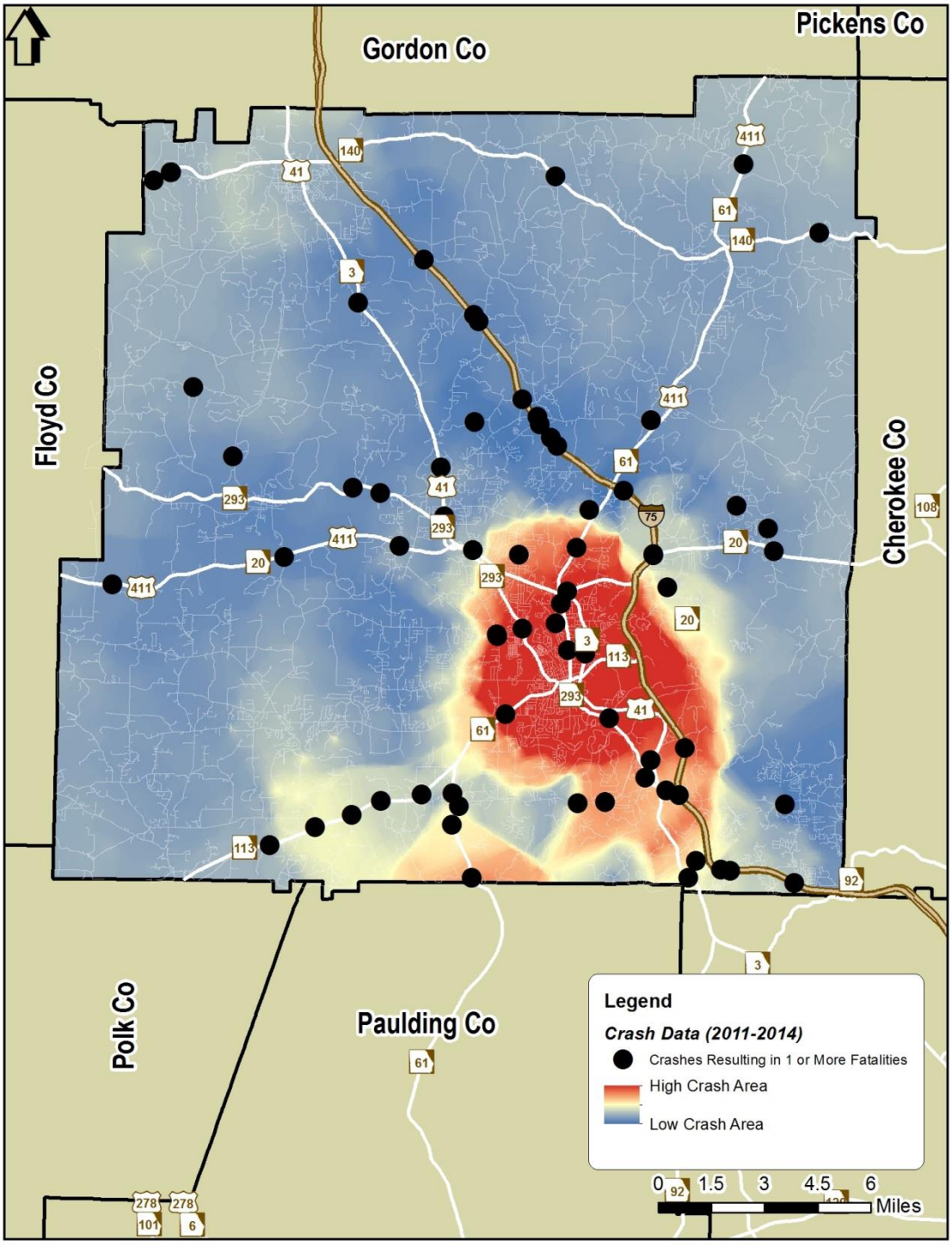
Figure 13 is a crash hot spots map of Bartow County as well as crash locations where there was at least one or more fatalities for the years 2011 through 2014. The data shows that the most concentrated area for crashes is the City of Cartersville and the immediate surrounding areas. Other locations with a high concentration of crashes include SR 113, SR 61, Euharlee Road and Covered Bridge Road connecting SR 20/US 411 to SR 113 in southwest Bartow, and Adairsville and areas southwest of Adairsville. **Table 8** shows the total fatalities and injuries resulting from crashes from 2011-2014.

Table 8: 2011-2014 Crash Data

Year	Fatalities	Injuries	Total Crashes
2011	24	1,250	2,894
2012	27	1,327	3,164
2013	18	1,381	3,467
2014[2]	15	822	2,623
Total	**84**	**4,780**	**12,149**

[2] *Note: September is the latest month crash data has been processed for 2014.

Figure 13: Bartow County Crash Hotspots (2011-2014)



Public Transportation Services

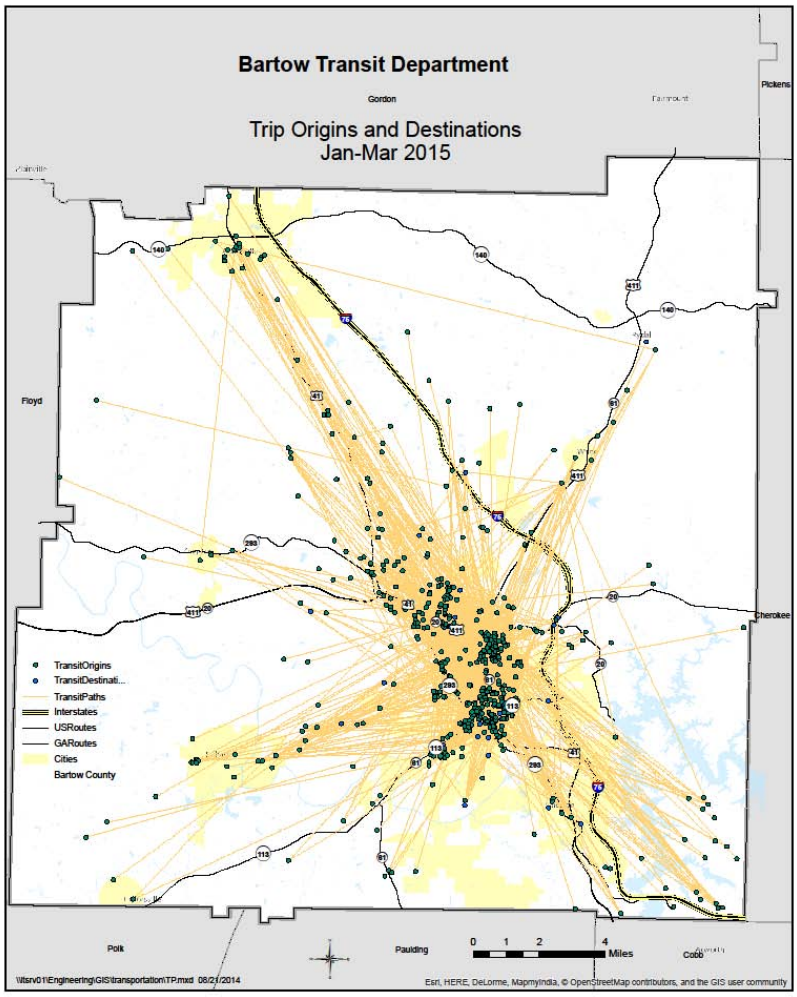
Demand Response Service

Bartow County Transit is the lead agency of general public transportation services in Bartow County. They offer a demand-response service, which is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer. These include services provided by public entities, nonprofits and private providers. The Bartow County Transit service is open to the public for non-emergency transportation.

The cost is currently $1 per trip for ages six and above. It is $5 per trip to Rome, Georgia and $2.50 per trip from Acworth to Adairsville. The service is open Monday through Friday.

Four vehicles are handicapped accessible. Some areas of Bartow County are not served by the transit service. **Figure 14** shows the current pattern of transit trips provided by the Bartow Transit Department.

Figure 14: Bartow Transit Department Trip Origins and Destinations



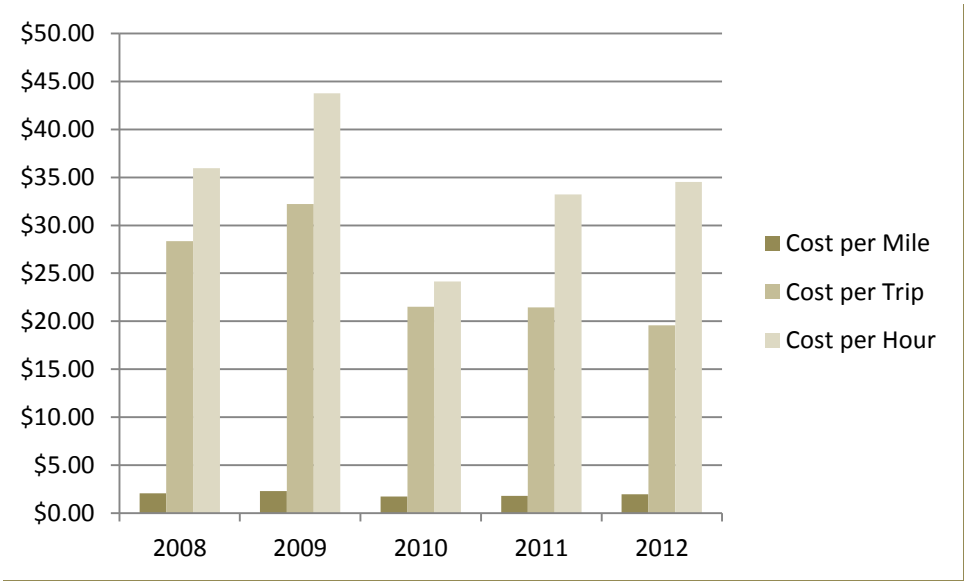
Ridership and Operations

Table 9 shows annual trips, miles, and hours for the Bartow County Transit service for the years 2008 to 2012. **Figure 15** shows the cost per hour, cost per mile, and cost per passenger trip.

Table 9: Bartow County Transit Service Data

Year	Revenue Miles	Regular Trips	Coordinated Trips	Revenue Hours
2012	213,316	21,484	11,972	12,189
2011	238,193	19,942	16,833	12,870
2010	222,042	17,670	15,555	15,735
2009	196,607	13,895	14,175	10,233
2008	208,604	15,123	13,316	11,929

Figure 145: Bartow County Transit Cost Efficiency



Human Services Transportation Providers

Listed below are Human Services Transportation Providers in Bartow County. In addition to the services below, state wide services including Medicaid and the Department of Human Services transportation system are also available. These are secondary services which provide trips for people already in the DHS/Medicaid system.

Total Care Transportation

Total Care Transportation provides transportation to non-emergency medical appointments, social events, and other trips. They offer personalized services, door to door assistance, 24/7 transportation services, a Ride 4 Free Program, and interpretation services. Other accommodations include folding wheelchair accessibility, door-to-door service, and curb-to-curb service. There is no restriction on eligibility.

Atlanta Veterans Administration Medical Center

The Atlanta Veterans Administration Medical Center offers transportation to medical appointments for veterans with disabilities in Bartow County. The service does not require advance notice to book a trip. Accommodations include folding wheelchair accessibility, motorized wheelchair accessibility, stretcher accessibility, wheelchair lift, door-to-door service, curb-to-curb service.

Commuter Facilities & Services

Georgia Commute Options

The Georgia Commute Options is transportation demand management (TDM) program of the Georgia Department of Transportation that offers free commute options services to individuals and workplaces. Some of these commute options are help finding a carpool partner, guaranteed ride home, and offers cash and prizes for those who start and have been using a commute alternative. Bartow County is currently eligible for the program.

Park and Ride Lots

Although Bartow County does not have any Park and Ride Lots, there is one nearby in neighboring Cobb County. The Acworth Park-N-Ride Lot is located just outside of the Bartow County off of I-75. The Lot is serviced by the CCT Route 480, which goes from Acworth to Downtown Atlanta, and the GRTA Xpress Route 102, which goes from Acworth to Midtown Atlanta. There is also a Park-N-Ride Lot in neighboring Cherokee County in the City of Canton (approximately 10 miles from Bartow County). The lot is serviced by the GRTA Xpress Route 490 which goes from Canton-Woodstock to Downton Atlanta.

Airports

There is one airport located in Bartow County. The Cartersville Airport is a public airport located three miles southwest of Cartersville. It is owned by the Cartersville Bartow Airport Authority.

The facility covers an area of 185 acres and has an elevation of 759 feet above sea level. It has one asphalt runway measuring 5,760 feet by 100 feet.

For the year ending June 8, 2012, the Cartersville Airport averaged 138 aircraft operations per day. Fifty percent of the operations were local general aviation, 40 percent were transient general aviation, 10 percent air taxi and one percent military.

Bicycle & Pedestrian Systems

Bicycle and pedestrian systems are important transportation modes for a transportation network. Much work needs to be done in the inventory of these significant contributors to this community. The last survey update was completed in 2005 and it found the following results:

Jurisdiction	Linear Miles
Bartow County	7.6
Adairsville	1.5
Cartersville	57.8
Emerson	0.19
Kingston	0.26

Currently, Cartersville and Adairsville are the municipalities with the largest concentration of sidewalk in the County. The City of Cartersville Downtown Development Authority and the Northwest Georgia Public Health offices have developed brochures highlighting sidewalk tours of interesting points within Cartersville. Other areas of the County have very limited if any sidewalk at all. The need exists for additional paved, non-road sidewalks and pedestrian paths in several areas of the community such as along Glade Road from Red Top Mountain State Park south to the campus of Chattahoochee Technical College and along Cassville and Grassdale Roads within Cartersville where there numerous multifamily apartment complexes.

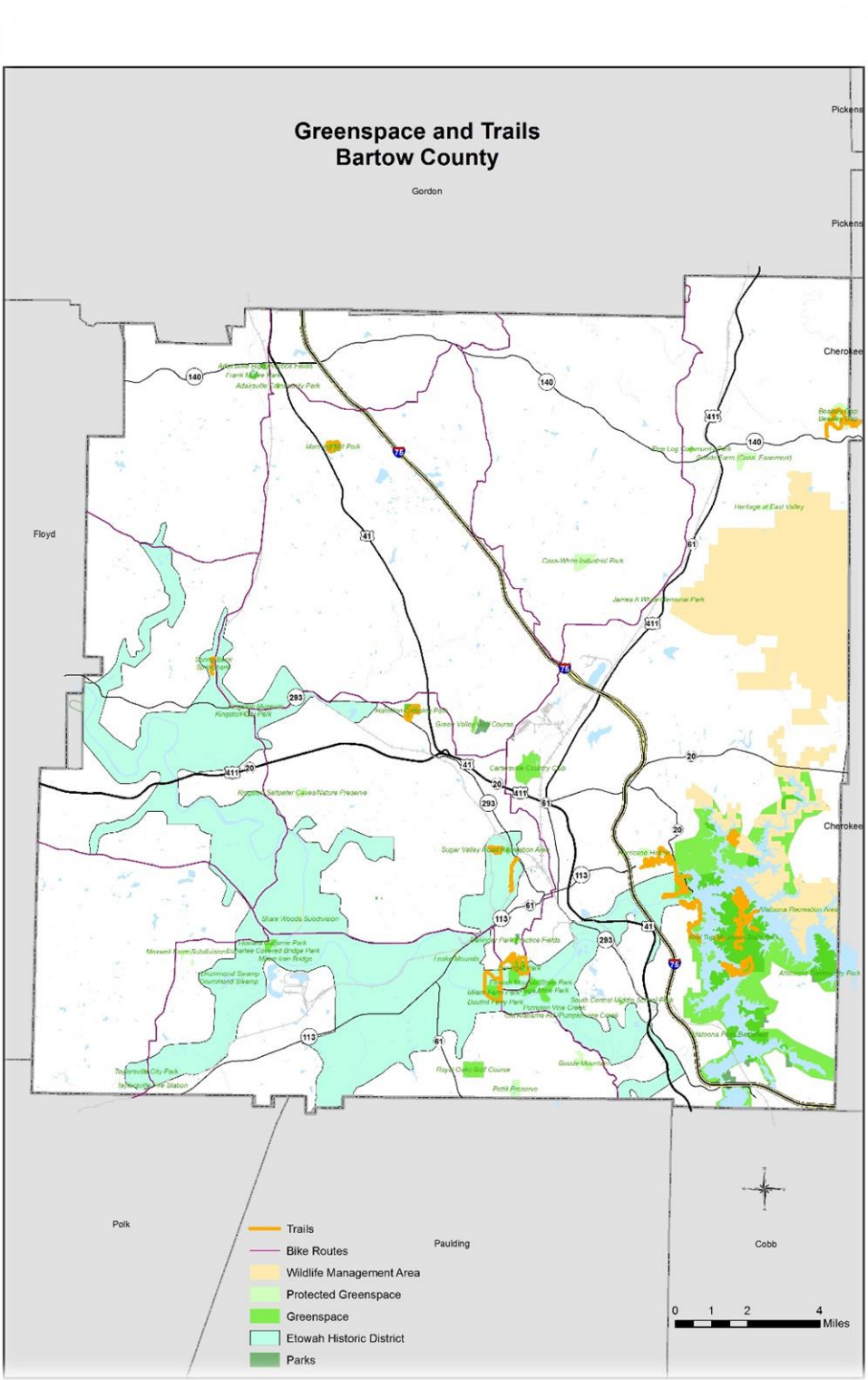
The only bicycle/multi-use trails serving transportation purposes within the community consist of the Pettit Creek and Leake Mounds trails. The 1.33 mile **Pettit Creek Trail** starts at the Atco Village, a former Goodyear mill village, and follows Cassville Road to cross Pettit Creek then turn southward following the Creek to Mission Road. Phase III of the project has been awarded $980,000 by the Georgia Department of Transportation to construct the trail 1.26 miles further south along Pettit Creek to the CSX railroad then along the railroad right-of-way to the railroad crossing of Burnt Hickory Road where it will then connect to the existing sidewalk network of the City of Cartersville. A little over a mile south of this point on SR 113 is where the **Leake Mounds Trail** system begins. This is the site of the Leake Indian Mounds which were heavily impacted by the construction of SR 113 at the south end of Cartersville. A 1.5 mile

system of paths and interpretive signage was developed by the Georgia Department of Transportation to acknowledge the importance of the site to previous inhabitants of this area. The City of Cartersville is presently developing a 1.89 mile extension to this trail network that will follow Pettit Creek from the SR 113 Bridge east and north to reach Walnut Grove Road and then follow that road southward to connect with the path network in Sam Smith Park. Four rest stops as well as a canoe/kayak launch are envisioned for this trail extension which carries a $1.075 million construction cost.

The County is also a popular destination for recreational bicycling due to having many low volume rural roads. Two facilities offer support to the cycling community within Bartow County. One is the privately operated **Sosebee Cycling Park** located off Simpson Road and the other is the **Anheuser-Busch brewery** on Busch Drive which opens its employee parking lots to the use of cyclists during the weekends. Portions of six different **State Bicycling Routes** designated by the Georgia Department of Transportation cross the county. Signage has been placed to mark these routes as they cross the County.

A more complete study of the bicycle and pedestrian network and opportunities for these networks to expand will take place in 2016 as part of the MPO work program.

Figure 16: Bike and Pedestrian Trails within Bartow County



Complete Streets

Complete Streets is a transportation concept that integrates people and place in the planning, design, construction, operation and maintenance of transportation networks. The plan encourages safe streets for all ages, a balance of different transportation modes, and supports local land uses, economies, cultures and natural environments.

Over 650 agencies at the local, regional, and state level have adopted Complete Streets policies, including the Georgia Department of Transportation. GDOT's policy states that they routinely incorporate bicycle, pedestrian, and transit accommodations into transportation infrastructure in order to improve mobility, access, and safety. The primary strategy for GDOT is to incorporate bicycle, pedestrian, and transit accommodations into roadway construction and reconstruction projects. GDOT's main principles for bicycle and pedestrian accommodations are:

- Design and construction of new facilities should anticipate demand for bicycling and pedestrian facilities within the design life of the facility;
- Design of intersections and interchanges should accommodate bicyclists and pedestrians. The design should address the need for bicyclists and pedestrian to cross and travel along roadways safely;
- Design of new and reconstructed roadways should not preclude the future accommodation of bicycle and pedestrian access along and across corridors
- Opportunities to provide or enhance safety for pedestrians and bicyclists should be considered during the programming phase of maintenance, resurfacing, restoration, and rehabilitation projects.

Principles for transit accommodations include:

- Accommodations for transit should be integrated into roadway new construction and reconstruction projects through design features appropriate for the context and function of the roadway, and the associated transit facility (e.g., transit stops/stations, or park-and-ride lots).
- The design of roadways and intersections near transit facilities should accommodate pedestrians in a manner that addresses the needs for pedestrians walking along or across roadways to safely access the transit facility.
- The design of new and reconstructed roadways should not preclude the accommodation of transit facilities (e.g., light rail, street cars, and bus rapid transit) planned and funded for construction within the design life of the roadway project.

Currently, Bartow County does not have a policy or specific design standards for complete street.

Other Transportation Service Providers

Bartow County does not include many other transportation service providers like Greyhound or Amtrak, but there are a number of taxi services located in Cartersville. The operators include: North Georgia Taxi, Bartow Cab, 1st Cartersville Cab, and A&C Limousine Services.

Funding

Transportation improvements and programs are traditionally funded from a combination of federal, state and local funding.

Federal

MAP-21, adopted in July 2012, reauthorized the collection and expenditure of federal funds for transportation program. Funding in the federal transportation bill comes from federal taxes on fuel, heavy-duty trucks and general funds. The federal motor fuel tax is 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel. Tax revenues are then paid into the Highway Trust Fund (which includes highway and transit accounts). In December 2015, the Congress passed the Fixing America's Surface Transportation (FAST) Act. The implications of this funding were not known at the time of plan adoption.

State

Before July 2015, the State of Georgia collected two types of taxes on motor fuels to help fund transportation investments – an excise tax and a sales tax. The Motor Fuel Excise Tax was based on the volume of fuel purchased (7.5 cents per gallon). The Prepaid Motor Fuel Sales Tax was established as a 4% sales tax on the average retail price of fuel. The revenue trends from this funding arrangement were used to project future funds available to meet local transportation needs. The State of Georgia legislature passed the Transportation Funding Act which went into effect in July 2015. This legislation modifies the assignment of motor fuel taxes to an excise tax of 26 cents per gallon indexed annually for inflation. The impact of this funding change was not ascertained as of the approval date of this plan.

Local

Local funding for transportation primarily comes from two sources – Special Purpose Local Option Sales Taxes (SPLOST) and local general fund expenditures. General fund expenditures for transportation must go through an annual budgeting process and compete against other uses.

SPLOST

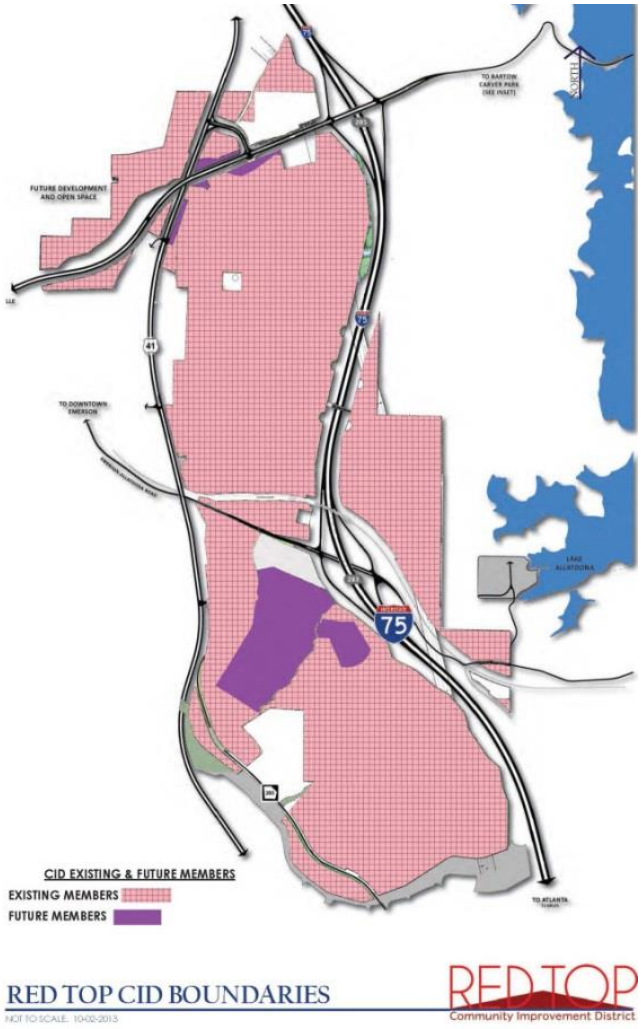
Since 1989, a one-cent SPLOST has allowed Bartow County to make significant infrastructure and facility improvements throughout the County. Once a SPLOST is approved by the voters, governments are required by law to complete the projects outlined on the referendum, unless circumstances make it unfeasible to complete the projects or there is a shortfall in SPLOST proceeds. Any surplus SPLOST funds after projects are completed may be used to reduce debt or be used to reduce property taxes.

To date, Bartow County has utilized six SPLOSTs – 1989, 1993, 1997, 2003, 2008 and 2014. The current 2014 SPLOST collections end in 2019 and is expected to generate approximately $220 million.

Red Top CID

The Red Top Community Improvement District (CID) was established in 2013 and encompasses areas within the City of Emerson. Red Top CID is a self-taxing district that was created to accelerate transportation and infrastructure improvement projects in their area and other community benefits. Red Top CID property owners tax themselves to provide funding for infrastructure projects that are prioritized by the Red Top CID Board. The Red Top CID then works to leverage their funding with other sources of partnership funding from local governments, state and federal agencies, and private business owners.

Figure 17: Red Top CID Boundary



LRTP Goals & Objectives

SECTION III.

The Cartersville-Bartow Metropolitan Planning Organization (CBMPO) will follow a performance-based planning approach in the development of its first Long Range Regional Transportation Plan (LRTP). The first step in a performance-based planning approach is to identify a vision for the future, rooted in citizen and stakeholder input. The vision sets a strategic direction used to shape decisions about policies and investments. From that vision, goals and objectives are formed. Goals address key desired outcomes and are supported by objectives which are specific, measureable statements that support achievement of goals.

Local Planning Context

The Joint County-City Comprehensive Plan 2007-2027 Community Agenda for Bartow County and the Cities of Adairsville, Emerson, Euharlee, Kingston, Taylorsville and White as well as the Comprehensive Master Plan 2030 Community Agenda for the City of Cartersville articulate similar, yet unique, visions for the CBMPO communities and drew from extensive public and stakeholder engagement.

Those visions have set the foundation for development of draft Goals and Objectives for the CBMPO's first LRTP. Additionally, there have been other planning studies and initiatives undertaken in CBMPO communities that were reviewed and provided further input into the development of Goals and Objectives. They include:

- City of Cartersville-Bartow County Short-Term Transportation Study, 2007
- City of Cartersville Parks and Recreation Master Plan, 2008
- The City of Cartersville Urban Redevelopment Plan, 2010
- Cartersville Downtown Master Plan 2024
- Cartersville Downtown Parking Management Report, 2014
- Cartersville-Bartow County Department of Economic Development: Mission, Core Strategy and Key Goals

State and Federal Planning Context

The CBMPO LRTP Goals and Objectives goals must be comprehensive by addressing local values and needs as well as meeting state and federal requirements. Those state and federal requirements are not prescriptive, allowing for some flexibility in how the MPO incorporates state and federal goals and planning factors.

Statewide Strategic Transportation Plan

In 2013, the Georgia Department of Transportation updated the Statewide Strategic Transportation Plan (SSTP), which articulates the state's transportation goals and objectives:

- Goal 1 - Supporting Georgia's economic growth and competitiveness
  - Improved access to jobs, encouraging growth in private-sector employment, workforce
  - Reduction in traffic congestion costs
  - Improved efficiency, reliability of commutes in major metropolitan areas
  - Efficiency and reliability of freight, cargo, and goods movement
  - Border to border and interregional connectivity
  - Support for local connectivity to statewide transportation network
- Goal 2 - Ensuring safety and security
  - Reduction in crashes resulting in injury and loss of life
- Goal 3 - Maximizing the value of Georgia's assets, getting the most out of the existing network
  - Optimized capital asset management
  - Optimized throughput of people and goods through network assets throughout the day
- Goal 4 - Minimize impact on the environment
  - Reduce emissions, improve air quality statewide, limit footprint

Federal Planning Requirements

On July 6, 2012, President Barack Obama signed the Moving Ahead for Progress in the 21st Century (MAP-21) federal funding bill into law. The federal transportation planning section of MAP-21 lists eight planning factors which must be considered as part of the transportation planning process for all metropolitan areas. They are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system

These eight planning factors have been retained in the Fixing America's Surface Transportation (FAST) Act enacted by Congress and signed into law on December 4, 2015. Two additional factors have been added as a result of the passage of this act concerning system sustainability and stormwater management. Further regulatory guidance is needed to determine how to address these factors.

CBMPO LRTP Goals and Objectives

Based on the visions set forth in the CBMPO communities' comprehensive plans and the state and federal transportation goals and planning factors, which all draw from extensive public and stakeholder engagement, the following Goals and Objectives are proposed for the CBMPO LRTP.

Develop a multimodal transportation system that is safe, secure, efficient and effective at moving people and commerce in and around Cartersville-Bartow communities.

- Create a transportation system that promotes reliability and minimizes peak period congestion
- Encourage use of non-motorized modes and transportation services for the transportation disadvantaged
- Strengthen the economy by increasing the efficiency and reliability of freight and goods movement by providing regional freight corridors
- Improve access to intermodal terminals and distribution facilities that are the connections to local, regional, and global markets
- Reduce crashes resulting in injury and loss of life

Develop and maintain infrastructure to complement planned, affordable and sustainable growth while minimizing impacts on the environment.

- Prioritize preservation and utilization of the existing transportation system

- Promote access to activity centers, jobs, health services, recreational facilities and other important community resources
- Protect natural and historic resources and neighborhoods
- Employ strategies that address congestion management and reduce emissions

Embrace innovative technologies that allow for ease of operation and use of the transportation system and encourage economic development.

- Maximize the efficiency of the transportation system
- Explore use of Intelligent Transportation Systems (ITS)
- Utilize strategies that increase public access to information on transportation options and issues

Recognize the interdependency among the Cartersville-Bartow communities and with surrounding jurisdictions and work for mutually beneficial solutions to improve quality of life and promote economic vitality.

- Strengthen existing businesses and attract new investment by maximizing regional population and employment mobility and accessibility.
- Support local and regional connectivity to the statewide transportation network
- Prioritize transportation projects that are consistent with economic development strategies and policies.
- Support the goals and objectives of Bartow County's Comprehensive and Economic Development Plans as well as those of the Statewide Strategic Transportation Plan while complementing those of adjacent regions.

Develop a financially feasible plan that maximizes benefits and is based on engagement with the Cartersville-Bartow communities, citizenry, and stakeholders.

- Create a funding plan to implement improvements within projected funding constraints
- Nurture opportunities for citizen, stakeholder, and private sector engagement and participation in the regional transportation planning process

The table below shows the draft CBMPO LRTP Goals and related federal planning factors they address.

CBMPO LRTP Goals	Related Federal Planning Factor
Develop a multimodal transportation system that is safe, secure, efficient and effective at moving people and commerce in and around CBMPO communities	Planning Factors 1, 2, 3, 4, 6, 7
Develop and maintain infrastructure to complement planned, affordable and sustainable growth while minimizing impacts on the environment	Planning Factors 5, 8
Embrace innovative technologies that allow for ease of operation and use of the transportation system	Planning Factors 1, 4, 6, 7, 8
Recognize the interdependency among the Cartersville-Bartow communities and with surrounding jurisdictions and work for mutually beneficial solutions to improve quality of life and promote economic vitality	Planning Factors 1, 5, 6
Develop a financially feasible plan that maximizes benefits and is based on engagement with the Cartersville-Bartow communities, citizenry, and stakeholders	Planning Factors 1, 5, 6

LRTP Project-Level Evaluation

SECTION IV.

The Cartersville-Bartow County Metropolitan Planning Organization (CBMPO) followed a performance-based planning approach in the development of its first Long Range Regional Transportation Plan (LRTP). This document outlines the process used for selecting projects that are closely aligned with the county's goals and objectives and which will ultimately provide the greatest benefits.

CBMPO Project-Level Evaluation Process

The following chart shows the steps taken to develop the recommended projects for the CBMPO LRTP based on a performance-based planning approach.

E+C
- Developed a base scenario travel demand model to evaluate the roadway network for potential deficiencies in the CBMPO area.
- The 2040 Existing plus Committed (E+C) network was used. It consists of projects with construction (CST) funded withing the years 2014 to 2019 in the GDOT STIP.

Collect
- Collected a list of all considered projects for the plan.
- Includes projects from previous plans, GDOT database, local jurisdictions and MPO nominations, and E+C deficiencies.

Clean Up
- Removed projects from list if there was overlap, already completed, or not feasible.
- Also edited for logical termini for some projects within the list.

Evaluate
- Evaluate projects based on quantitative and qualitative measures.
- Measures tied directly back to the CBMPO Goals and Objectives.

Constrain
- Lumped projects into 3 tiers of implementation: TIP (2016-2019), LR1 (2020-2029), LR2 (2030-2040).
- Implementation tiers based on project score, cost, and known support.

E+C

To evaluate the change and effect of various transportation projects, a Base Scenario was evaluated to understand what conditions would be without implementation of any new projects. The Base Scenario used was the 2040 Existing plus Committed (E+C) and is comprised of the existing transportation infrastructure and projects with construction (CST) funded through the years 2015 to 2019 in the GDOT STIP . This scenario is also used to identify deficiencies and need for new projects to be tested in the build scenario.

Collect

All projects that have been identified throughout the LRTP process will be included in this list. This includes projects that are currently in the GDOT Project Database, past studies and plans, feedback from the public involvement phases, nominations from MPO staff and local jurisdictions, or any projects identified from the assessment of needs as a result of the Base Scenario evaluation.

Clean Up

It is necessary to identify projects that are not necessary to carry forward to the evaluation steps. These include projects that have already been built, are not feasible due to policy or physical constraint, or have been removed based on discussions with the MPO or local jurisdictions. Projects were also cleaned up to remove overlapping project and adjustments for logical termini.

CBMPO Project-Level Performance Measures

The purpose of the Performance Measure Evaluation is to objectively score the LRTP projects based on measureable data that can be related back to the CBMPO's LRTP Goals and Objectives. Measures were provided for three categories of transportation projects: Roadway Capacity, Safety and Operations, and Bicycle and Pedestrian.

Data used in the evaluation included GIS layers, travel demand model outputs, and past studies and plans.

Total technical evaluation scores were calculated for each project and then organized into high, medium, and low tiers. Each project category (Roadway Capacity, Safety and Operations, and Bicycle and Pedestrian) was evaluated, scored, and tiered separately.

The following tables show the methods and criteria used to score each project type:

Table 1: Roadway Capacity Measures

Performance Measure	Description	Scoring
LOS	Prioritizes projects with a greater difference in V/C ratio from 2040 No Build Network and Unconstrained Transportation Plan Network.	Top 1/3rd = 3 Middle 1/3rd = 2 Lowest 1/3rd = 1
Vehicle Hours of Delay (VHD).	Prioritizes projects with a greater difference in VHD ratio from 2040 No Build Network and Unconstrained Transportation Plan Network.	Top 1/3rd = 3, Middle 1/3rd = 2 Lowest 1/3rd = 1
Is the proposed project on a NHS highway or a freight corridor identified in previous plans?	Prioritizes projects that are on the NHS or freight corridors.	Proposed project is on an NHS highway and freight corridor = 3 On the NHS or a freight corridor = 2 Neither = 1
Is the proposed project on a segment or an intersection with a high number of crashes?	Prioritizes projects that are at or intersect high crash locations.	Yes = 3 No = 1
Does the proposed project improve existing facilities between community resources?	Project is within a half mile of a city, Cartersville Medical Center, LakePoint, Avatron, Schools, Allatoona Resource Center, or North Bartow Community Services Center	3 or more = 3 2 = 2 1 or less= 1
Does the proposed project impact streams, historic facilities/areas, or state parks?	Prioritizes projects that have limited potential environmental or historical resource impacts.	No potential impacts identified, 3 points, limited potential impacts (1), 2 points, significant potential impacts (>=2), 1 point.
Population served by the proposed project.	Prioritizes projects that will affect the most amount of people.	Top 1/3rd = 3, Middle 1/3rd = 2 Lowest 1/3rd = 1
Does the project connect to a state or national highway either directly or indirectly?	Prioritizes projects that connect directly to a state or the national highway system.	On a state or national highway = 3 Connects with a state or national highway = 2, Connection to facility that connects to state or national highway = 1
Does the project match the goals and objectives of Community and Statewide Plans?	Prioritizes projects that support the goals and objectives of Bartow County's Comprehensive and Economic Development Plans as well as those of the Statewide Strategic Transportation Plan while complementing those of adjacent regions	Mostly = 3 Somewhat = 2 Not at all = 1

Table 2: Safety and Operations Measures

Performance Measure	Description	Scoring
LOS	Prioritizes that are on or adjacent to a facility with a high LOS.	LOS of F = 3 LOS E or D = 2 LOS C or better = 1
Ratio of congested travel time to free flow travel time	Prioritizes projects that have a high ratio of congested travel time to free flow travel time.	Ratio of 3 or more = 3, Between 2 and 3 = 2 1 or less = 1
Is the proposed project on a NHS highway or a freight corridor identified in previous plans?	Prioritizes projects that are on the NHS or freight corridors.	Proposed project is on an NHS highway and freight corridor = 3 On the NHS or a freight corridor = 2 Neither = 1
Is the proposed project on a segment or an intersection with a high number of crashes?	Prioritizes projects that are at or intersect high crash locations.	Yes = 3 No = 1
Does the proposed project come within 200 feet of national hydrography dataset, historic facilities/areas, or state parks?	Prioritizes projects that have limited potential environmental or historical resource impacts.	No potential impacts identified, 3 points, limited potential impacts (1), 2 points, significant potential impacts (>=2), 1 point.
Population served by the proposed project.	Prioritizes projects that will affect the most amount of people.	Top 1/3rd = 3, Middle 1/3rd = 2 Lowest 1/3rd = 1
Does the project match the goals and objectives of Community and Statewide Plans?	Prioritizes projects that support the goals and objectives of Bartow County"s Comprehensive and Economic Development Plans as well as those of the Statewide Strategic Transportation Plan while complementing those of adjacent regions	Mostly = 3 Somewhat = 2 Not at all = 1

Table 3: Bicycle and Pedestrian Measures

Measure	Description	Scoring
Does the proposed project connect with any existing bike/pedestrian trails or schools?	Prioritizes projects that connect to more existing bike/pedestrian facilities, and schools.	2 or more = 3 1 = 2 0 = 1
Is the proposed project on a segment or an intersection with a high number of crashes?	Prioritizes projects that are at or intersect high crash locations.	Yes = 3 No = 1
Does the proposed project improve existing facilities between community resources?	Project is within a half mile of a city, Cartersville Medical Center, LakePoint, Avatron, Schools, Allatoona Resource Center, or North Bartow Community Services Center	3 or more = 3 2 = 2 1 or less= 1
Does the proposed project come within 200 feet of national hydrography dataset, historic facilities/areas, or state parks?	Prioritizes projects that have limited potential environmental or historical resource impacts.	No potential impacts identified, 3 points, limited potential impacts (1), 2 points, significant potential impacts (>=2), 1 point.
Population served by the proposed project.	Prioritizes projects that will affect the most amount of people.	Top 1/3rd = 3, Middle 1/3rd = 2 Lowest 1/3rd = 1
Does the project match the goals and objectives of Community and Statewide Plans?	Prioritizes projects that support the goals and objectives of Bartow County's Comprehensive and Economic Development Plans as well as those of the Statewide Strategic Transportation Plan while complementing those of adjacent regions.	Mostly = 3 Somewhat = 2 Not at all = 1

Constrained Project List

The final process was to develop a constrained project list that fits within three implementation tiers: the TIP (2016-2019), Long-Range 1 (2020-2029), and Long-Range 2 (2030-2040). Three inputs were used to generate the projects and their implementation tier: the technical score based on measurable criteria, the cost, and known support from local jurisdictions and the MPO.

Needs Assessment Technical Memo

Section V.

Contents

Introduction 2
Purpose 2
SWOT Approach to Frame Needs 2
Review of Existing Conditions 3
Public Involvement 5
CBMPO Technical Coordinating Committee (TCC) 6
Traffic Modeling 6
Modeling Outputs 10
Needs Summary 11

Introduction

This document provides an assessment of the transportation needs for the current MPO planning area. This needs assessment is a required document and an integral part of the process of determining a financially consolidated long-range transportation plan to meet the needs of the citizens and MPO in the future. It follows and builds upon the existing conditions technical memo as well as outreach to the community and stakeholders.

Purpose

The purpose of the transportation needs assessment is to highlight the major deficiencies and opportunities within the existing transportation system of the Cartersville-Bartow Metropolitan Planning Organization (CBMPO). This needs assessment is organized in the form of a Strength Weakness Opportunity Threat (SWOT) analysis. The needs were determined through a variety of methods including:

- Review of the existing conditions
- Public Input received at the public meeting
- Input from the CBMPO Technical Coordinating Committee
- Output from transportation modeling exercises

Needs from each of these sources are described in greater detail in the sections below.

Once all the needs are determined, the next steps will involve evaluating projects and programs that address those needs with performance measures. This will help the MPO prioritize which projects and programs to implement in the future to best address their needs.

SWOT Approach to Frame Needs

A SWOT analysis is a structured planning method to evaluate the strengths, weaknesses, opportunities, and threats involved in a project or in this case, a transportation system. The SWOT analysis was done in the context of achieving the goals of this study and thus the federal planning factors. The strengths and opportunities are those existing conditions or ideas that are helpful to achieving the goals, whereas the weaknesses and threats are the existing conditions or potential future conditions that are harmful to achieving the goals. The strengths and weaknesses are both attributes internal to the transportation system and are thus more likely to be directly addressed through transportation programs and projects. Opportunities and threats are attributes external to the transportation system that impact the transportation system; it may take more creativity or collaboration across government departments to address opportunities and threats.

Figure 1: SWOT diagram

Review of Existing Conditions

A careful review of all the existing transportation and demographic conditions in the CBMPO led to the following strengths, weaknesses, opportunities, and threats. This review addresses all modes. It is possible for something to be both a strength and weakness, or both a strength and opportunity depending how the issue is analyzed. All major issues will need to be addressed from all the categories in the recommendations.

Strengths

- Generally low levels of congestion on most roadways
- Many state routes
- I-75 and its access points
- Low volume rural roads
- SPLOST
- March to the Sea State Bicycle Route passes through the CBMPO

- Red Top Community Improvement District (CID)
- Existing rural transit service
- County is desired location for recreational cycling
- Quality scenery, viewsheds, and rural character throughout much of county
- Appears roads are adequately maintained

Weaknesses

- Facilities for walking and biking are inconsistent (currently limited to Cartersville)
- Bridge conditions (42 out of 215 are functionally obsolete)
- I-75 and lack of access points (between Cartersville and Adairsville)
- 85% single occupancy vehicle (SOV) commuting (state of Georgia is 79%)
- 38% of commuters travel 30 or more minutes to work (state of Georgia is 39%)
- 2011-2013 total crashes increased, injuries increased
- Cost per transit trip is high (due to service type)
- No coordinated signal system
- Steady increase for transit trips provided (demand)
- No current TDM programs (other than Georgia Commute Options)

Opportunities

- Continue the nodal development pattern
- Improvements to/from current/future employment centers
- Due to early phases of traffic congestion, CBMPO can prepare for predicted traffic conditions/ locations by implementing innovation intersections and interchanges, which includes buying right of way (ROW) now
- Include pedestrian friendly aspects to recommendations in cities/ towns (Complete Streets)
- No fixed route or express bus (County interested in improvements to existing transit via new modes and better coordination)
- Develop bike/ pedestrian friendly policy (Complete Streets, etc.)
- ARC has already developed truck network that can be further refined

Threats

- Lake Allatoona and I-75 create obstacles to mobility
- Higher travel demands on rural roads
- Air quality due to power plant
- Large county which can result in long trips
- Urbanization of county resulting in change in designation to FTA funding (portion of county rural)
- Immediate development in Emerson arising from LakePoint and potential Avatron Theme Park

- Immediate development (Cass-white) will have significant impacts to transportation network (freight accessibility/ maintenance)
- Rapid growth could outpace ability to serve growing travel demands
- Lack of vision
- Funding

Public Involvement

A public meeting open house was held on Tuesday, June 16, 2015 at Clarence Brown Conference Center in Cartersville. A diverse group of citizens attended and participated by sharing their thoughts on the strengths, weaknesses, opportunities, and threats facing their communities and county. Input received from the public included the following:

Strengths

- Good roadway maintenance
- Many historic resources

Weaknesses

- Congestion
- Street markings (centerlines) not visible
- Burnt Hickory Road- traffic
- Burnt Hickory Road - railroad crossings are problematic in the morning and back up traffic
- Burnt Hickory Road- turn lanes needed at Sugar Valley Road
- Old Alabama Road and Paga Mine Road- need widening
- SR 20 at US 41 and SR 20 at SR 61- intersections need improvement
- Pleasant Valley Road at SR 41- congested during school hours
- Main Street at Starbucks- red light needed at intersection
- Sidewalks are needed for those who do not have transportation
- Spanish translation/assistance needed for Bartow Transit and education on transportation for Hispanic community needed (Bartow Hispanic Center can help connect)

Opportunities

- Like existing transit and would like to see it have more availability
- Consider additional off ramp lanes at exits 283 and 285 to handle traffic volumes coming off I-75
- The Joint County-City Comprehensive Plan Community Agenda, compiled in February, 2008, includes Bartow County and the cities of Adairsville, Emerson, Euharlee, Kingston, Taylorsville, and White

Threats

- Impacts of LakePoint and Avatron developments
- Do not recreate Barrett Parkway in Bartow County

CBMPO Technical Coordinating Committee (TCC)

The CBMPO TCC met on June 17, 2015. A presentation on the LRTP development and the needs assessment was given at that time. The TCC was briefed on the input from the public meeting the evening before and agreed with the public's input. The status of the traffic modeling and the importance of the modeling results being used to determine transportation needs were addressed.

Traffic Modeling

Traffic modeling was used to assess the future vehicular traffic congestion and needs in the CBMPO. The 2040 "Do Nothing" model run shows the results of expected growth on the existing road network with no new improvements being made in the interim 25 years. The existing plus committed (E+C) transportation network reflects improvements in travel resulting from additional projects that are currently planned and committed to be built (see table below). The results of these models show segments of roadways with varying levels of service (LOS). The green segments on the map represent a LOS A-C, the yellow segments represent a LOS D, the orange segments represent a LOS E, and the red segments represent the most congested roadways, LOS F. The segments are modeled based on 24 hour average daily traffic, not peak traffic. The model also aggregates the traffic in both directions into one segment representing the traffic in both ways.

Projects that are included in the E+C network:

Project ID	Short Description	Primary Work Type	Existing Lane Cnt	Proposed Lane Cnt	Length Prop (Miles)	CST Proposed Program Year
Cass-White Road	Intersection improvement at U.S. 411	New alignment	2	2	0.7	2016
012599	Glade Road reconstruction from Dawns Way to Camp Trail	Safety	2	2	0.4	2017
13320	Repaving of Bartow-Carver Road and parking lot associated with Bartow-Carver Park	repaving	2	2	2.1	2016
Euharlee Road	Add turn lanes to subdivision entrances east of the schools along Euharlee Road	Intersection improvements	2	2		2015
Sugar Valley Road	Intersection improvement at Burnt Hickory Road	Intersection improvements	2	2	0.1	2017
Mission Road	Intersection improvement at #3 South Road	Intersection improvements	2	2	0.1	2016
8067	Extension of pedestrian trail from SR 61 / 113 north along Pettit Creek to existing Etowah Riverwalk at Cartersville Milam Park	Bike/Ped Facility	N/A	N/A	1.9	2015
10700	Pettit Creek Trail Ph 3 from SR 293 @ CS 890/N.Erwin St to Leake Mounds Trail	Bike/Ped Facility	N/A	N/A	1.8	2016
10701	Adairsville Bike-Ped improvements at Railroad St, Main St, and Chestnut St	Bike/Ped Facility	N/A	N/A	0.4	2016
009860	Replace bridge on SR 3 @ CR 122/Old Hwy 41 South of Adairsville	Replace bridge	4	4	0.4	2016
6294	Pedestrian improvements @ 3 locations Bartow County: SR 3 @ MacJohnson Road, SR 3 @ Felton Rd, and SR 3 @ Baker Road	Safety	N/A	N/A	N/A	2017
6461	Pedestrian Upgrades in District Six at 9 locations	Safety	N/A	N/A	N/A	2017
Iron Belt Road	Safety improvement at intersection with Burnt Hickory Road	Construction	2	2	0.1	2015
Big Pond Road	Safety improvement at intersection with Old Alabama Road	Construction	2	2	0.1	2016
004915	SR140 fm SR53/Floyd to 0.3 mi W of Oothkalooga Creek/Bartow	Widening	2	4	6.2	2016
621500	SR140 fm 0.3 m W of Oothkalooga Creek to SR3/US41	Widening	2	4	1.0	2015
621505	SR140 @ Oothkalooga Creek and CSX Railroad	Bridge	2	5	0.8	2015
7456	Pedestrian Crossings along SR3 @ 9 locations fm S. Bridge N to Medical Center	Safety	N/A	N/A	4.8	2017

The planning process results in a list of projects for which funds are considered likely available during the 25-year horizon. This list of "financially-constrained" projects recognizes that there are limited resources available to meet the needs identified in this report.

Below are the maps of these model outputs.

Figure 2: Bartow County 2040 Do Nothing Level of Service

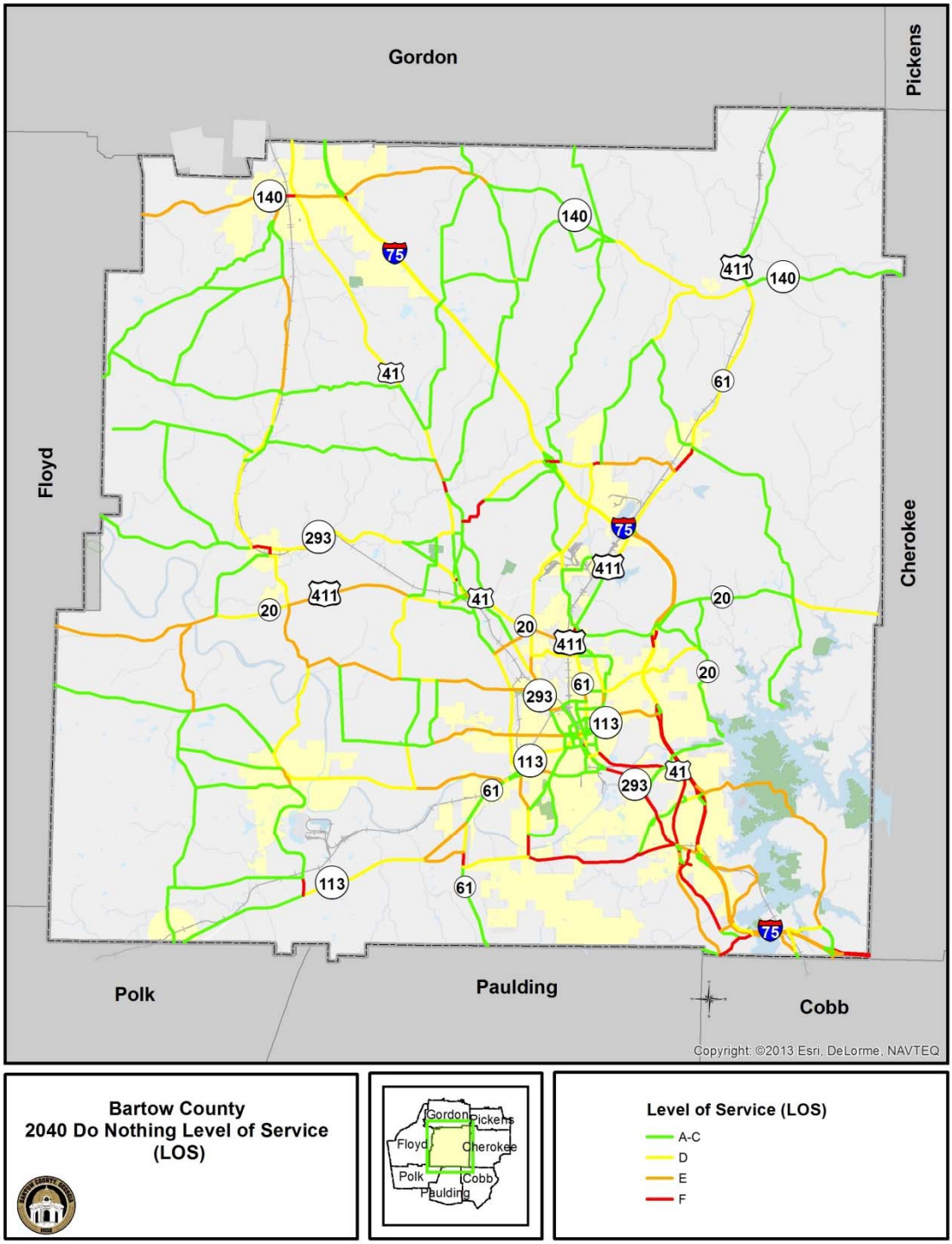


Figure 3: Bartow County 2040 E+ C Level of Service

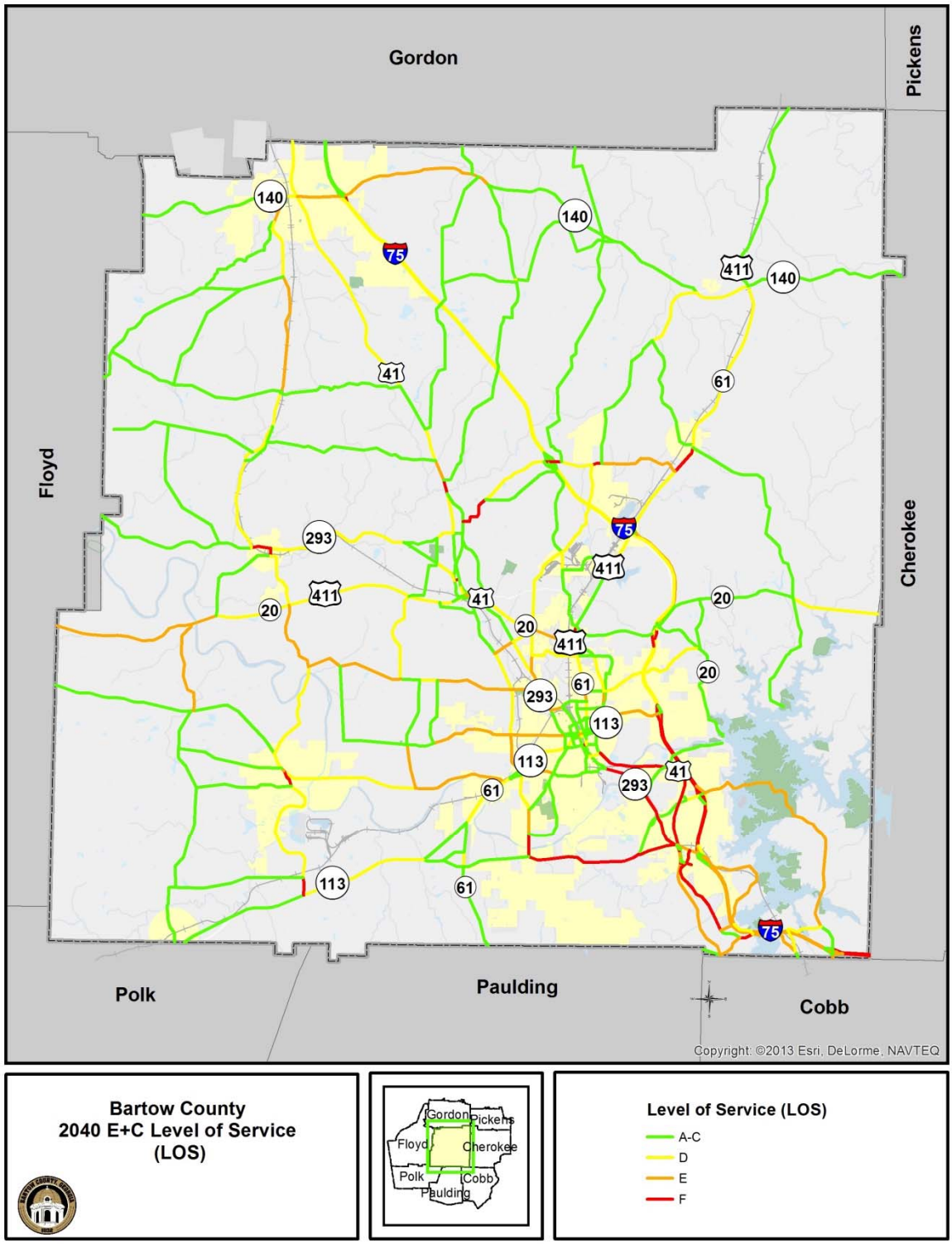
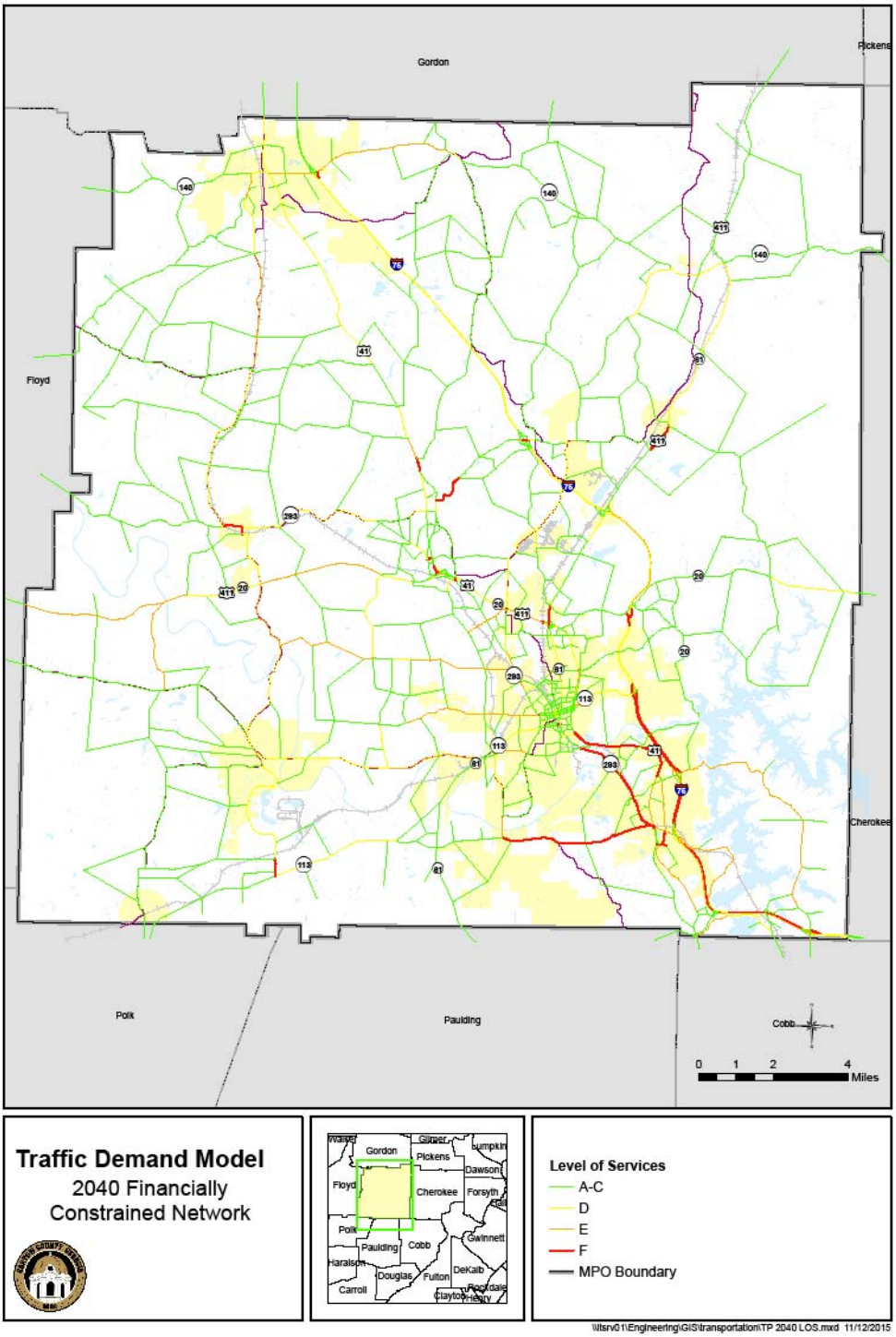


Figure 4: Bartow County 2040 Financially Constrained Level of Service



Modeling Outputs

The transportation model is very useful in determining future roadway needs. The model does not include pedestrian or bicycle LOS or use, therefore cannot be used to determine those needs. Roadway segments that are shown to be at a LOS F in 2040 will be very congested and failing. These roadways need to be improved to allow the citizens better mobility to their jobs and activities. The following roadway segments will be at LOS F in 2040 and thus are in need of improvements:

Road Name	From	To
I-75	Glade Rd	SE Bartow Co Line
I-75	Old Allatoona Rd	SR 113
I-75	SB On Ramp @ SR 20	
I-75	NB Off ramp @ SR 20	
I-75	NB Off ramp @ SR 140	
SR 293	Third Army Rd	Sandtown Rd
SR 293	Joe Stella Dr	Old Allatoona Rd
SR 293	US 41/SR 3	Old Mill Rd
SR 293	Church St	Hall Station Rd
US 41/SR 3	Old Allatoona Rd	South Bridge Dr
US 41/SR 3	Gaddis Rd	Cedar Creek
Old Alabama Rd	Douthit Ferry Rd	US 41/SR 3
Douthit Ferry Rd	Old Alabama Rd	Indian Mounds Rd
Cassville Rd	Erwin St	Sugar Valley Rd
US 411/SR 61	US 41/SR 3	SR 20
US 411/SR 61	Cassville-White Rd	Stamp Creek Rd
Cassville-White Rd	Old Grassdale Rd	Great Valley Pkwy
Cassville-White Rd	Carson Loop	Busch Dr
Cassville-White Rd	Old Cassville White Rd	Cassville Rd
Covered Bridge Rd	Euharlee Five Forks Rd	Euharlee Rd
Covered Bridge Rd	Old Alabama Rd	SR 113
Boyd Morris Dr	Cassville Rd	US 41/SR 3
MacJohnson Rd	US 41/SR 3	Cassville Rd

Needs Summary

Many sources and methods were compiled to determine the transportation needs of the CBMPO. The major deficiencies in the CBMPO transportation network include: I-75 and Lake Allatoona as barriers to travel, long commutes, high per trip transit costs, future congestion, unplanned growth, and a lack of vision or funding. The major opportunities include: desirable places, jobs, I-75, low congestion, existing SPLOST, Complete Streets, and expanding transit options. The major deficiencies and opportunities will be addressed in the next steps through the recommended projects, programs, and policies. The immediate needs to be addressed in the coming years include the existing manufacturing growth along the Cass-White Road corridor in north-central Bartow County, the continuing development in the Emerson area of southeast Bartow County, and the need for an enhanced transit system.

- The Cass-White Road corridor has seen over 1,000 new jobs created from the location of four manufacturing facilities in recent years: Voestalpine, Surya, Beaulieu International Group, and Constellium Industries. There is one speculative industrial building of 265,000 SF and an additional 1,000 acres ready for similar development along the roadway and located just west of I-75 eastward to the road's terminus on U.S. 411.
- The Emerson area has seen explosive growth from the development of the LakePoint Sports Complex. This development within the Red Top CID is home to numerous tournament-quality baseball, soccer, lacrosse, and beach volleyball fields as well as an indoor sport pavilion. Several hotels and eating establishments have been added in the past year to accommodate the influx of tournament guests to the site. Plans for the facility include expansion to the north to connect the complex with Red Top Mountain Road near its intersection with I-75. A separate proposal would develop a 200-acre site off Paga Mine Road into a Universal-style theme park specializing in 3-D and computer special effects. Proposed for the site are the park, a 400-unit resort hotel, a 260-unit multi-family apartment complex, 500,000 square feet of specialty retail, and a 10,000 seat amphitheater.
- The Bartow County Transit Department currently operates as a demand-response system wherein clients get door-to-door transit service with 24-hour advance notice to the dispatcher. Concerns have been raised within the community regarding the limited hours of operation for this service. These concerns are being raised at the same time that the funding for the operation is changing from rural to urban transit funding sources. A transit expansion feasibility study is being planned for 2016 to address these issues.

The transportation improvements proposed in this Long-Range Transportation Plan and incorporated into the Transportation Improvement Program address these issues in a manner that is fiscally constrained to the resources known at the time of this writing to be available.

PROJECT LIST

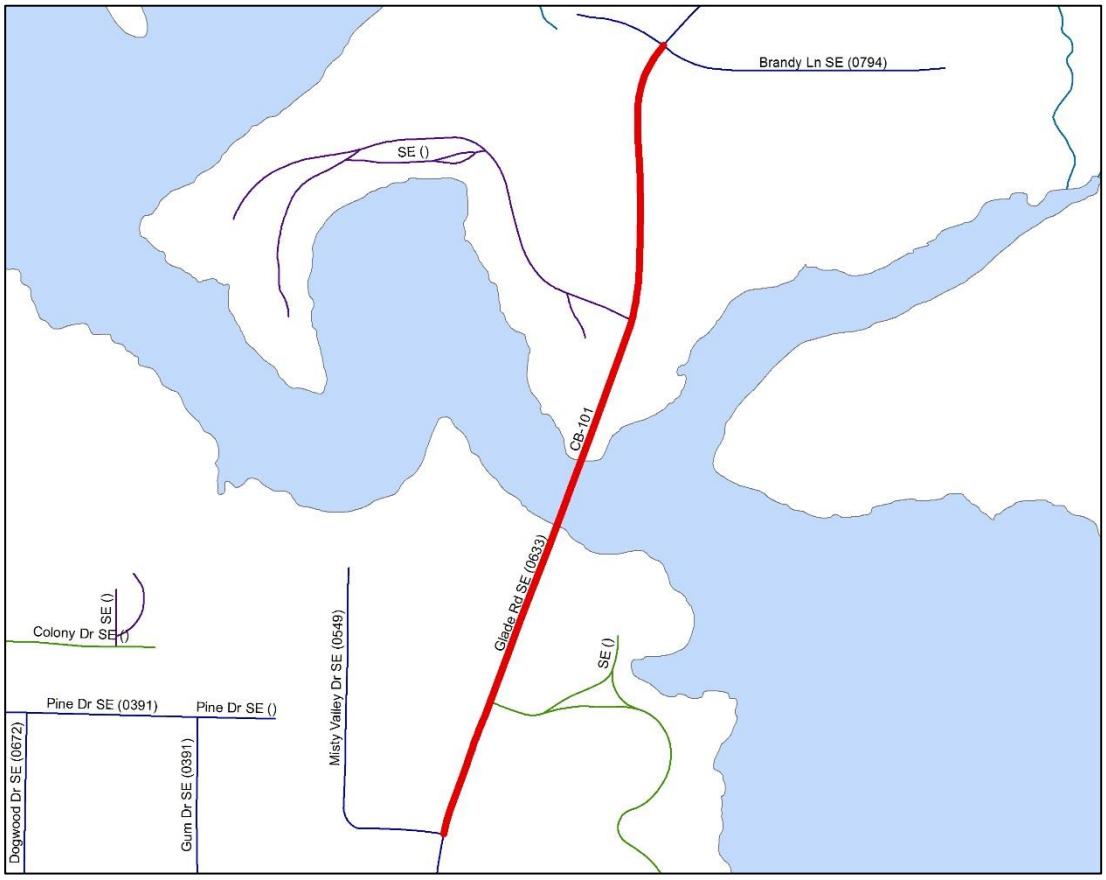
Section VI.

The list of projects that follow have been selected based upon the goals and needs identified in this plan and evaluated using the measures stated. Those project using federal STP funds are financially constrained as required by federal law.

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: Glade Road/Clark Creek Bridge				***PROJECT #:***		**CB-101**
PROJECT DESCRIPTION: Safety improvements of section of Glade Road from Misty Valley Drive to Brandy Lane including the relocation of the bridge over Clark Creek				*Estimated Cost:*		$ 7,670,000
				County:		Bartow
				P.I. #:		0013321
				Project Type:		Bridge
NEED AND PURPOSE: To improve road alignment in order to meet specifications for 35 mph routes. Network Year: 2024						
Length:	0.4	*# of Existing Lanes:*		2	*# of Lanes Planned:*	2
GDOT District:	6	*Congressional District*		11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014*	2,300			**M210**
PROJECT PHASE		FY 2016-2019 Median Cost		FY 2020-2029 Median Cost		FY 2030-2040 Median Cost
Preliminary Engineering ($)						
Right-of-Way ($)		1,925,250				
Utilities ($)						
Construction ($)		3,604,986				
PROJECT COST:						
Federal Cost ($):		1,510,000				
State Cost ($):						
Local Cost ($):		3,604,986				

PROJECT LOCATION MAP

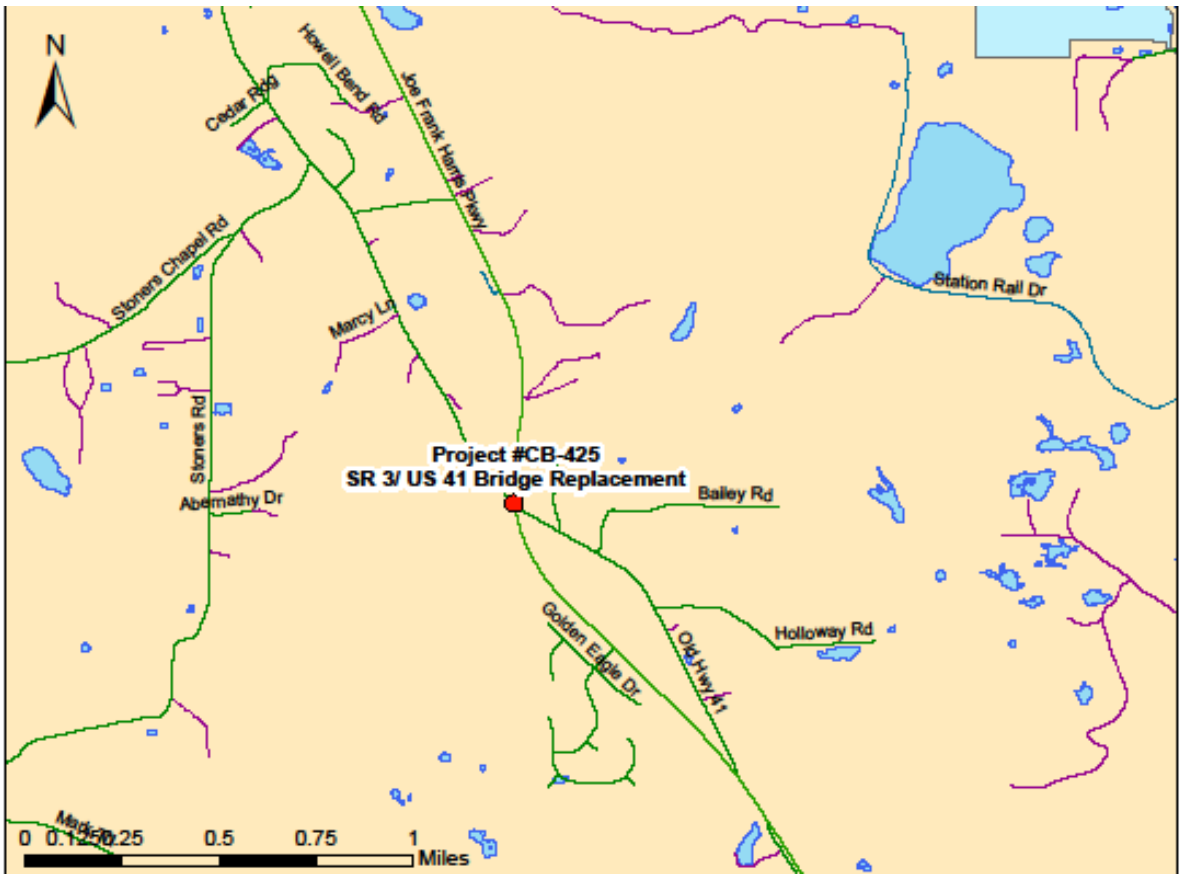


CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: SR 3/US 41 Bridge Replacement				***PROJECT #:***		**CB-102**
PROJECT DESCRIPTION: Replace existing bridge on SR 3/US 41 over Old Highway 41/CR 122 located south of Adairsville				*Estimated Cost:*		$ 3,452,652
				County:		Bartow
				P.I. #:		9860
				Project Type:		Bridge
NEED AND PURPOSE: Replacement of functionally obsolete bridge on major highway corrridor in Bartow County. Network: 2020						
Length: N/A		*# of Existing Lanes:*		2	*# of Lanes Planned:*	2
GDOT District:	6	*Congressional District*		11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014*	7780			**M240**

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)			
Right-of-Way ($)	$ 383,000		
Utilities:	$ 131,090		
Construction ($)	$ 2,898,722		
PROJECT COST:			
Federal Cost ($):	$ 2,730,249		
State Cost ($):	$ 682,563		
Local Cost ($):	$ -		

PROJECT LOCATION MAP



CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

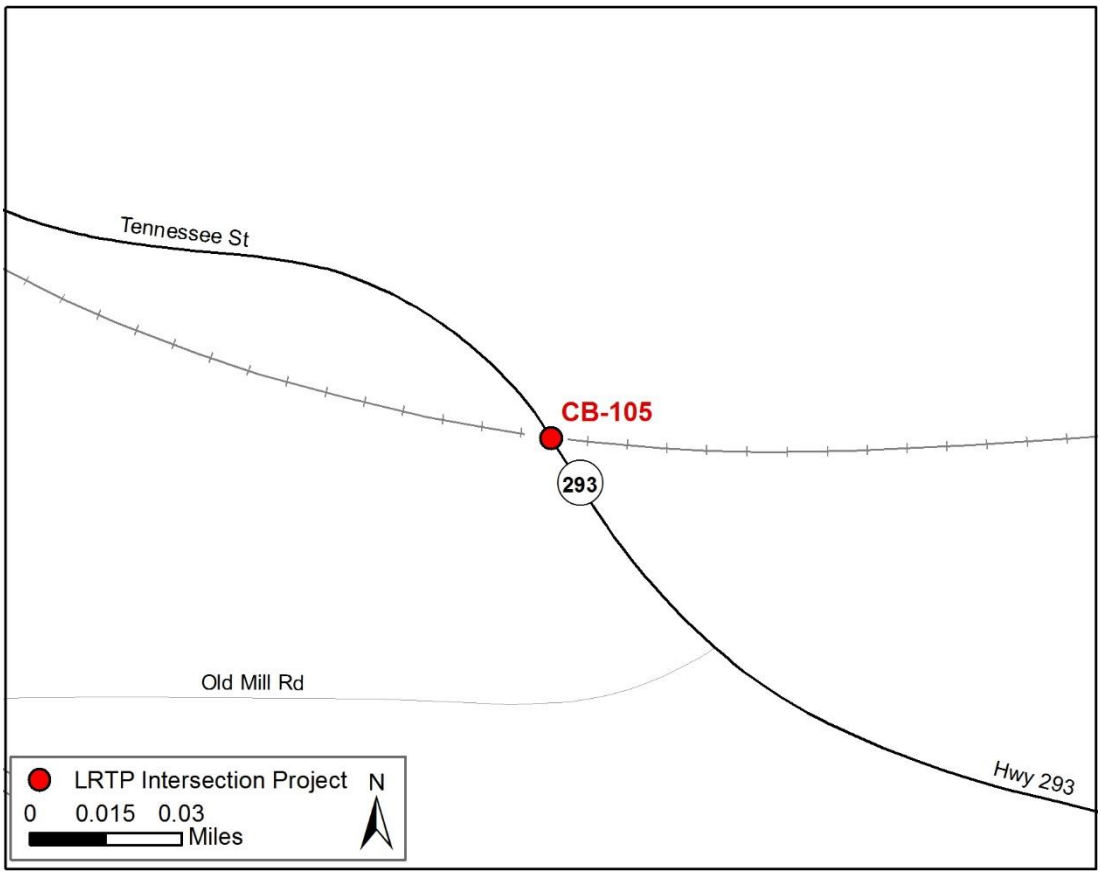
PROJECT NAME: SR 293/Cassville Rd RR underpass	***PROJECT #:***	**CB-105**
PROJECT DESCRIPTION: Relocate and widen CSX Railroad bridge over SR 293/Cassville Rd	*Estimated Cost:*	$10,000,000
	County:	Bartow
	P.I. #:	Not Auth
	Project Type:	RR Bridge

NEED AND PURPOSE: Improve vertical and horizontal vehicle clearance.

Length:	n/a	*# of Existing Lanes:*	2	*# of Lanes Planned:*	2
GDOT District:	6	*Congressional District*	11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2015* 0			

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)			1,000,000
Right-of-Way ($)			
Utilities ($)			
Construction ($)			9,000,000
PROJECT COST:			
Federal Cost ($):			800,000
State Cost ($):			100,000
Local Cost ($):			100,000

PROJECT LOCATION MAP



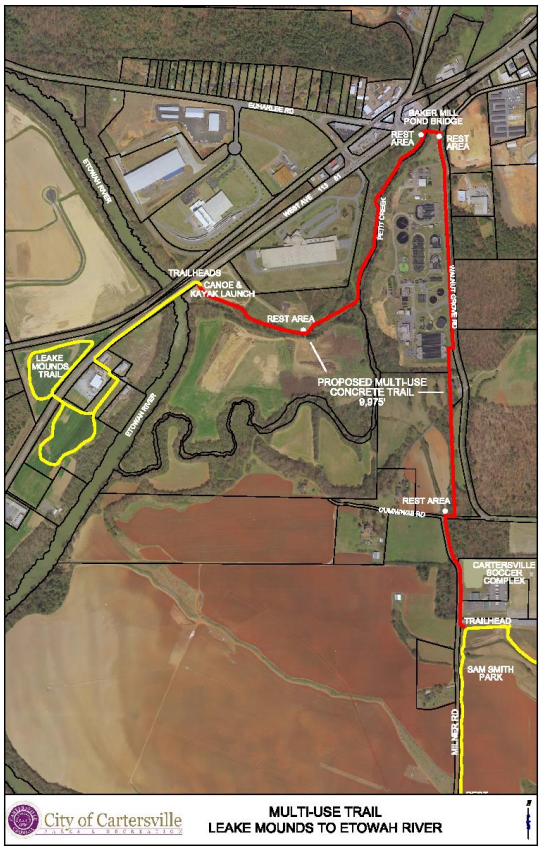
CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: Leake Mounds-Riverwalk Trail Link ***PROJECT #:*** **CB-203**

PROJECT DESCRIPTION: 1.85 mile trail connecting Leake Mounds site at SR 113 with Etowah Riverwalk system			*Estimated Cost:*	$	
			County:	Bartow	
			P.I. #:	8067	
			GDOT Project #		
NEED AND PURPOSE: To improve pedestrian access along SR 113 and add connectivity to the City of Cartersville sidewalk network					
Length:	1.85	*# of Existing Lanes:*	N/A	*# of Lanes Planned:*	N/A
GDOT District:	6	*Congressional District*	11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2013*			

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)			
Right-of-Way ($)			
Utilities ($)			
Construction ($)	938,000		
PROJECT COST:			
Federal Cost ($):	750,400		
State Cost ($):			
Local Cost ($):	187,600		

PROJECT LOCATION MAP

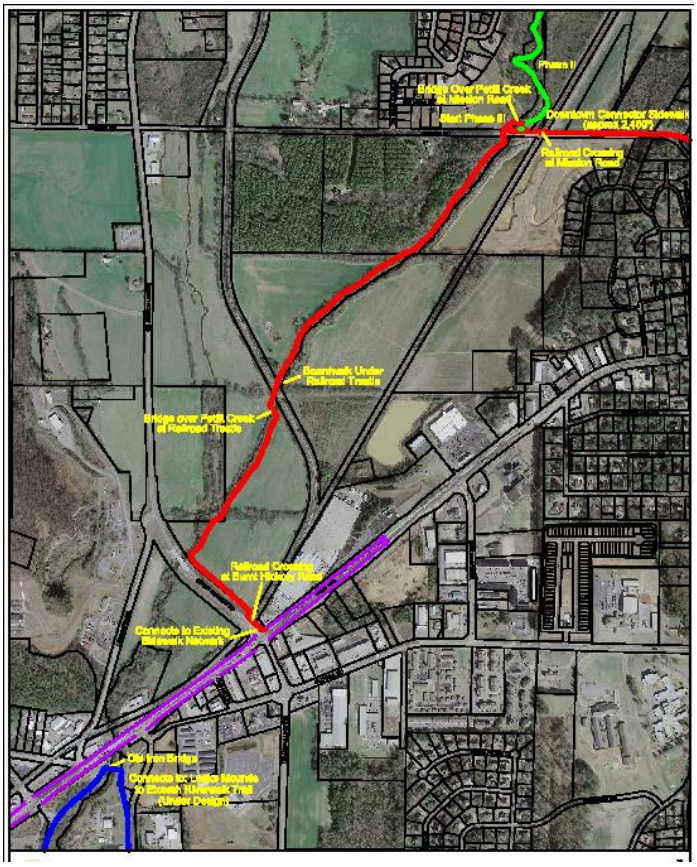


CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: Pettit Creek Trail - Phase III				***PROJECT #:***		**CB-204**
PROJECT DESCRIPTION: Extend the existing trail along Pettit Creek southward from Mission Road down to the railroad and SR 113. Includes extending sidewalk along Mission Road to trailhead.				*Estimated Cost:*		$ 1,075,000
				County:		Bartow
				P.I. #:		10700
				GDOT Project #		
NEED AND PURPOSE: Provide connectivity for pedestrians and cyclists from downtown Cartersville to suburbs and shopping districts.						
Length:	1.7	*# of Existing Lanes:*	0	*# of Lanes Planned:*		1
GDOT District:	6	*Congressional District*	11	*RC:*		NWGRC
Average Daily Traffic Volume:		*2013*				

PROJECT PHASE	d	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)	AUTH		
Right-of-Way ($)	AUTH		
Utilities ($)	AUTH		
Construction ($)	1,075,000		
PROJECT COST:			
Federal Cost ($):	860,000		
State Cost ($):			
Local Cost ($):	215,000		

PROJECT LOCATION MAP



CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: Transit Capital Funding				***PROJECT #:***	**CB-300**
PROJECT DESCRIPTION: Funding available for capital purchases (buses and equipment) necessary to operate the Bartow Transit Department.				*Estimated Cost:*	$
				County:	Bartow
				P.I. #:	
				Project Type:	Capital
NEED AND PURPOSE: To maintain and expand current levels of service.					
Length:	n/a	*# of Existing Lanes:*	n/a	*# of Lanes Planned:*	n/a
GDOT District:	6	*Congressional District*	11	*RC:*	NWGRC

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
FTA Lg Urban 5307	$ 226,627	$ 350,661	$ 1,188,246
FTA Sm Urban 5307	$ 544,334	$ 1,422,858	$ 1,737,666
FTA 5311	$ 123,783	$ 361,035	$ 360,871
Transportation Alliance	$ -	$ -	$ -
PROJECT COST:			
Federal Cost ($):	$ 738,067	$ -	$ -
State Cost ($):	$ 55,676	$ 1,902,250	$ 2,247,639
Local Cost ($):	$ 99,628	$ 232,304	$ 1,039,144

CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: Transit Operating Funding	***PROJECT #:***	**CB-300**
PROJECT DESCRIPTION: Funding available for operating expenses (personnel, supplies, etc.) necessary to operate the Bartow Transit Department.	*Estimated Cost:*	$
	County:	Bartow
	P.I. #:	
	Project Type:	Operating

NEED AND PURPOSE: To maintain and expand current levels of service.

Length:	n/a	*# of Existing Lanes:*	n/a	*# of Lanes Planned:*	n/a
GDOT District:	6	*Congressional District*	11	*RC:*	NWGRC

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
FTA Lg Urban 5307	$ -	$ -	$ -
FTA Sm Urban 5307	$ 951,816	$ 3,125,976	$ 3,816,800
FTA 5311	$ 1,068,684	$ 2,819,382	$ 2,793,892
Transportation Alliance	$ 495,369	$ 1,328,216	$ 1,622,085
PROJECT COST:			
Federal Cost ($):	$ 1,080,250	$ -	$ -
State Cost ($):	$ -	$ 2,972,679	$ 3,304,946
Local Cost ($):	$ 1,435,619	$ 4,300,895	$ 4,927,831

CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: Transit Feasibility Study				***PROJECT #:***	**CB-307**
PROJECT DESCRIPTION: Conduct a study of the Bartow Transit System to consider expansion of the services offered.				*Estimated Cost:*	$ 90,000
				County:	Bartow
				P.I. #:	Not Auth
				Project Type:	Study
NEED AND PURPOSE: To examine the feasibility of expanding current levels of service.					
Length:	n/a	*# of Existing Lanes:*	n/a	*# of Lanes Planned:*	n/a
GDOT District:	6	*Congressional District*	11	*RC:*	NWGRC

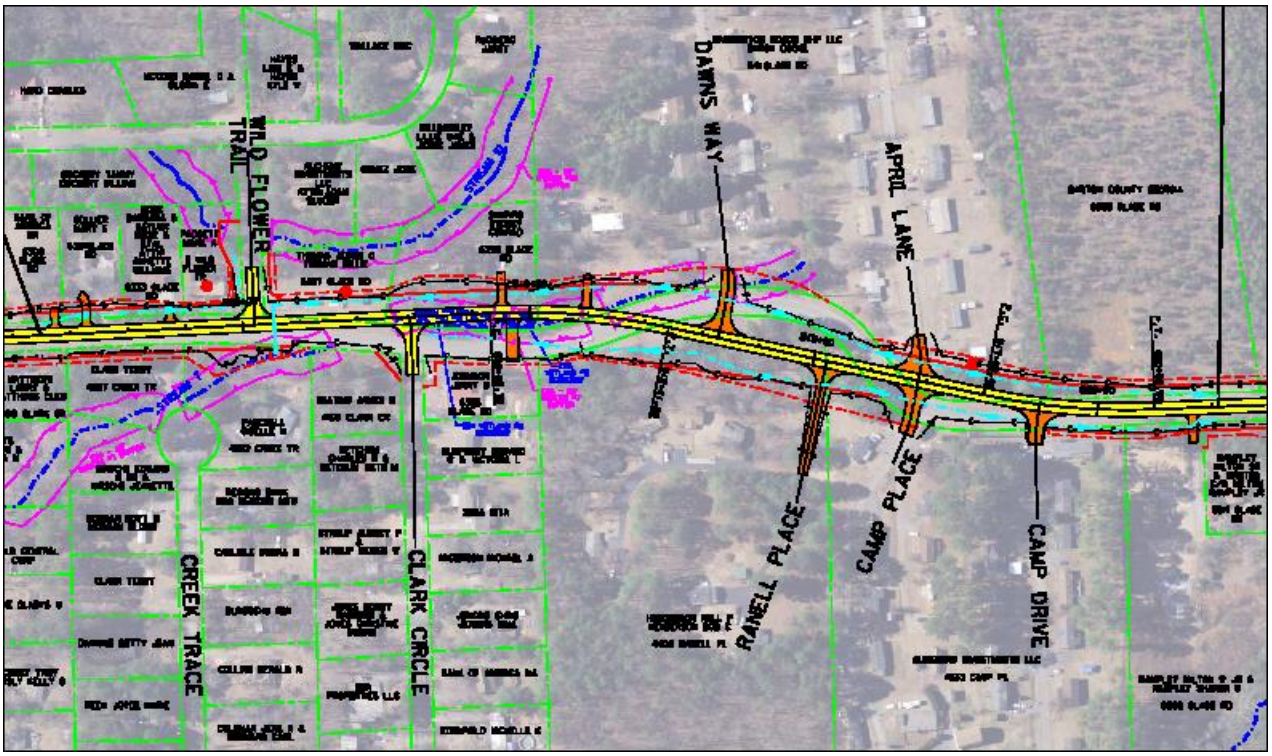
PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
FTA Lg Urban 5307			
FTA Sm Urban 5307	$ 90,000		
FTA 5311			
Transit Alliance			
PROJECT COST:			
Federal Cost ($):	$ 72,000		
State Cost ($):	$ 9,000		
Local Cost ($):	$ 9,000		

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: Glade Road realignment				***PROJECT #:***		**CB-401**
PROJECT DESCRIPTION: Realign portion of CR 633/Glade Road between Wildflower Trail and Camp Drive.				*Estimated Cost:*		$ 2,844,500
				County:		Bartow
				P.I. #:		12599
				Project Type:		Reconstruction
NEED AND PURPOSE: Improve horizontal and vertical alignments of this section of roadway to allow safe travel at posted speed of 35 mph. Network: 2020						
Length:	0.2	*# of Existing Lanes:*		2	*# of Lanes Planned:*	2
GDOT District:	6	*Congressional District*		11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014*	4300			**M230**

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)	AUTH		
Right-of-Way ($)	735,000		
Utilities ($)	125,000		
Construction ($)	1,984,500		
PROJECT COST:			
Federal Cost ($):	2,275,600		
State Cost ($):	568,900		
Local Cost ($):			

PROJECT LOCATION MAP



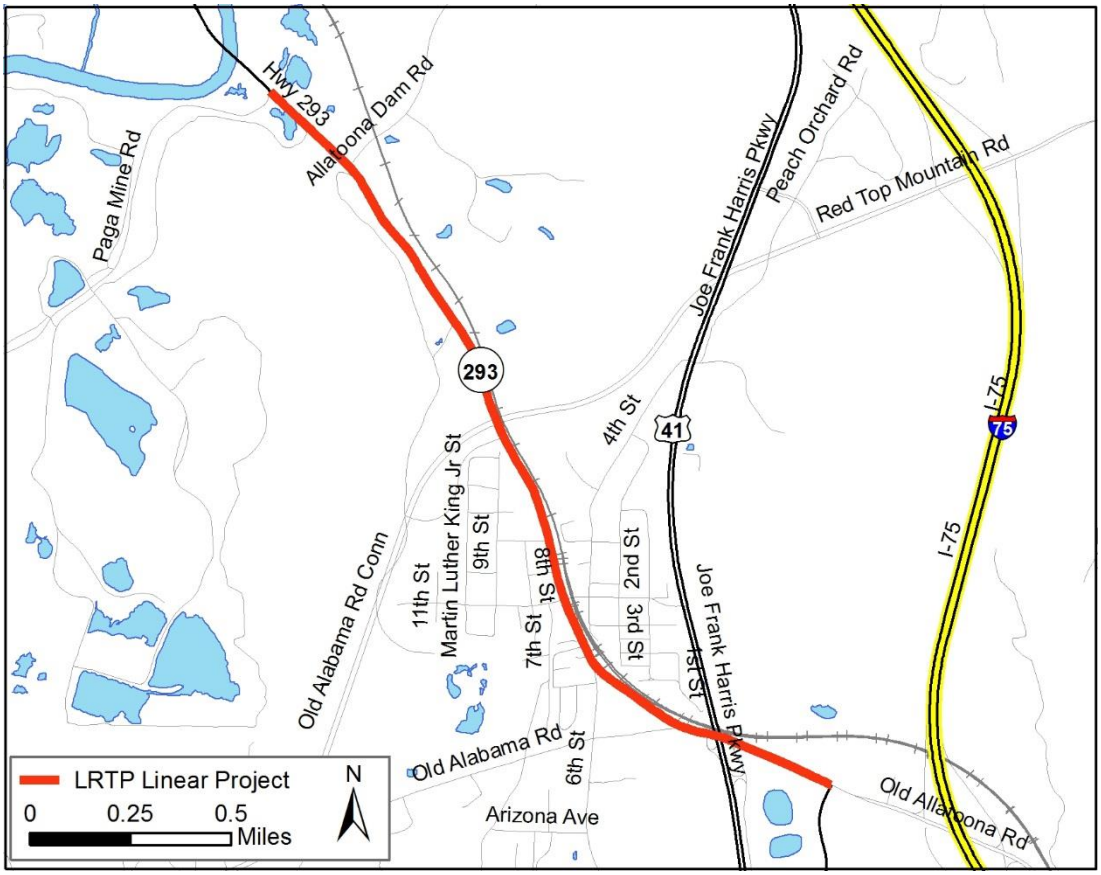
CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: SR 293 Multi-Modal Corridor Improve ***PROJECT #:*** **CB-402**

PROJECT DESCRIPTION: Multi-modal safety and operations project for the corridor including LakePoint Parkway and Paga Mine Road.				*Estimated Cost:*	$5,751,372
				County:	Bartow
				P.I. #:	Not Authorized
				Project Type:	Study
NEED AND PURPOSE: Consider transportation alternatives in the corridor connecting LakePoint Sports Complex with AVATRON theme park.					
Length:	2.3	*# of Existing Lanes:*	2	*# of Lanes Planned:*	4
GDOT District:	6	*Congressional District*	11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014* 5410			

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)		575,137	
Right-of-Way ($)			
Utilities ($)			
Construction ($)		5,176,235	
PROJECT COST:			
Federal Cost ($):		4,140,988	
State Cost ($):		977,733	
Local Cost ($):		632,651	

PROJECT LOCATION MAP



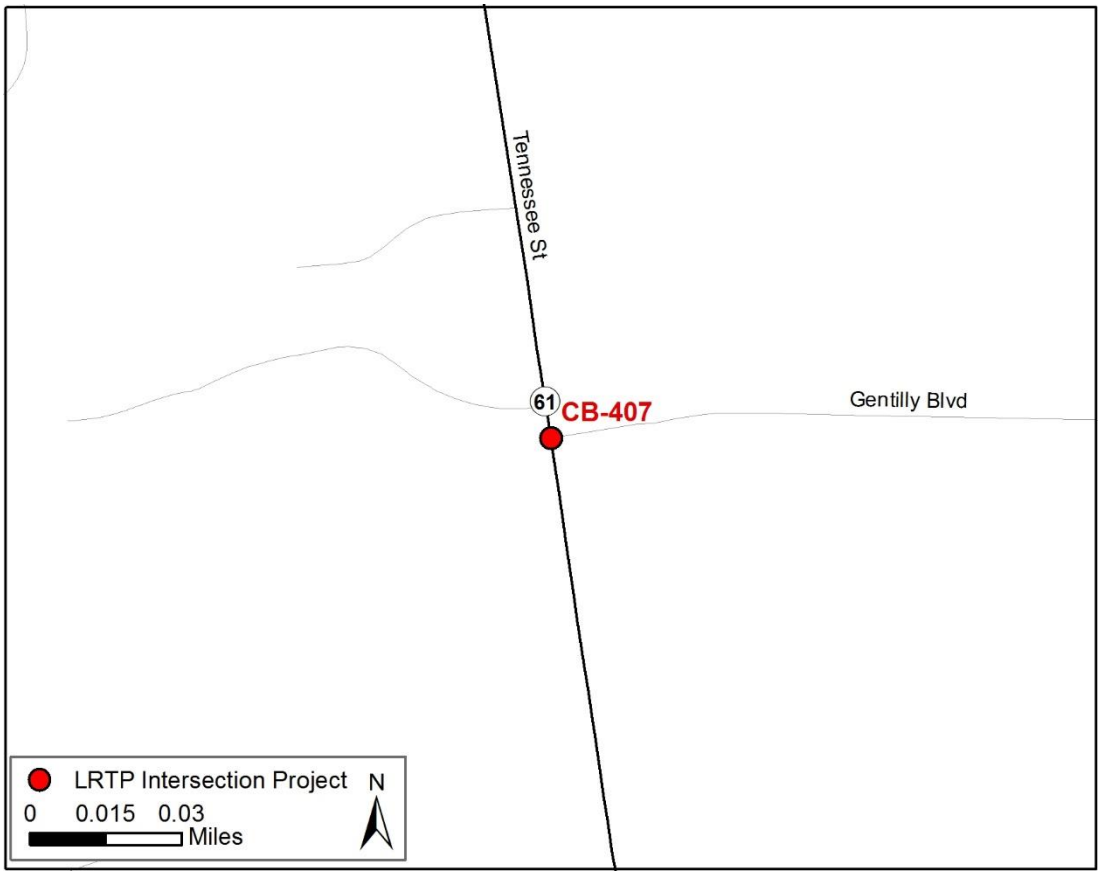
CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: SR 61/Tennessee St @ Gentilly Ave ***PROJECT #:*** **CB-407**

PROJECT DESCRIPTION: Improve intersection to enhance turn movements and traffic flows				*Estimated Cost:*	$200,000
				County:	Bartow
				P.I. #:	Not Authorized
				Project Type:	Intersection
NEED AND PURPOSE: Safety and traffic flows					
Length:	n/a	*# of Existing Lanes:*	n/a	*# of Lanes Planned:*	n/a
GDOT District:	6	*Congressional District*	11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2015*	N/A		

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)			20,000
Right-of-Way ($)			
Utilities ($)			
Construction ($)			180,000
PROJECT COST:			
Federal Cost ($):			160,000
State Cost ($):			40,000
Local Cost ($):			

PROJECT LOCATION MAP

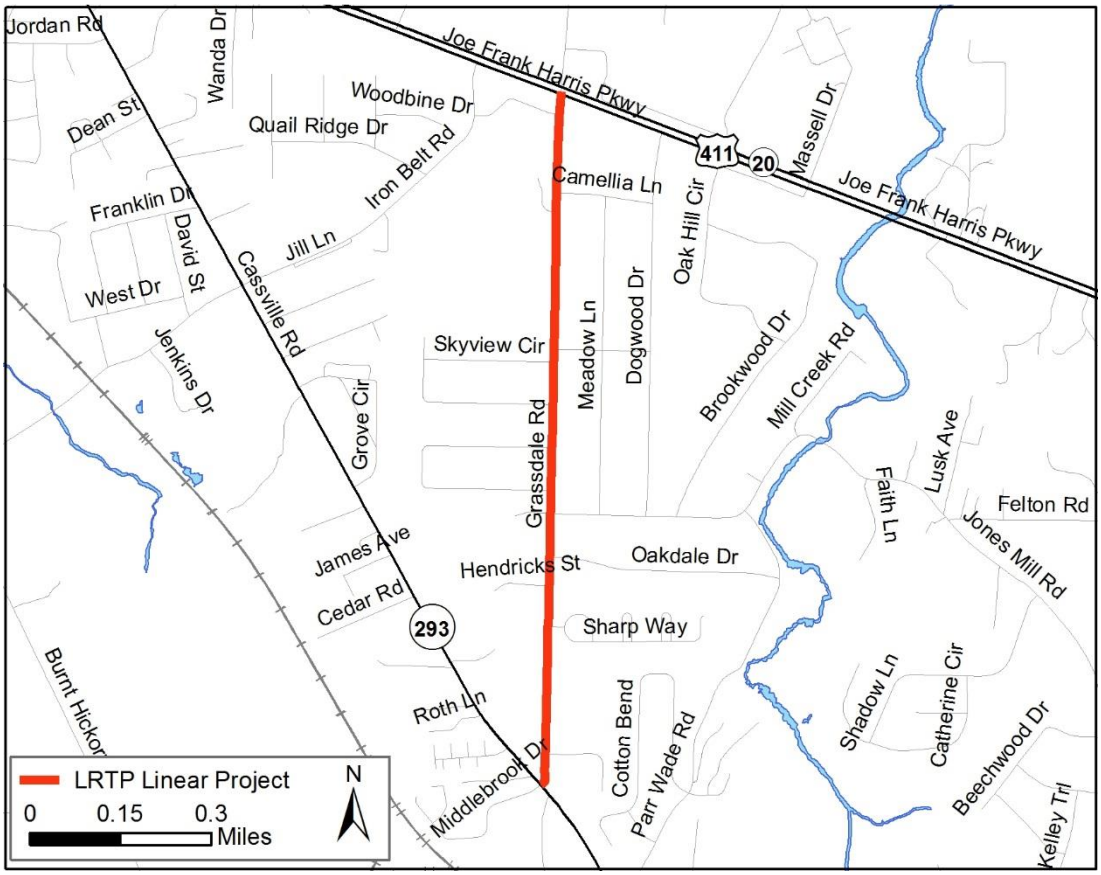


CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: Grassdale Road improvements					***PROJECT #:***	**CB-413**
PROJECT DESCRIPTION: Shoulder and safety improvements from SR 3/US 41 to SR 293					*Estimated Cost:*	$4,989,109
					County:	Bartow
					P.I. #:	Not Auth
					Project Type:	Maintenance
NEED AND PURPOSE: Improve shoulders along route.						
Length:	1.2	*# of Existing Lanes:*		2	*# of Lanes Planned:*	2
GDOT District:	6	*Congressional District*		11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2015*	N/A			

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)			498,911
Right-of-Way ($)			
Utilities ($)			
Construction ($)			4,490,198
PROJECT COST:			
Federal Cost ($):			3,592,158
State Cost ($):			898,040
Local Cost ($):			498,911

PROJECT LOCATION MAP

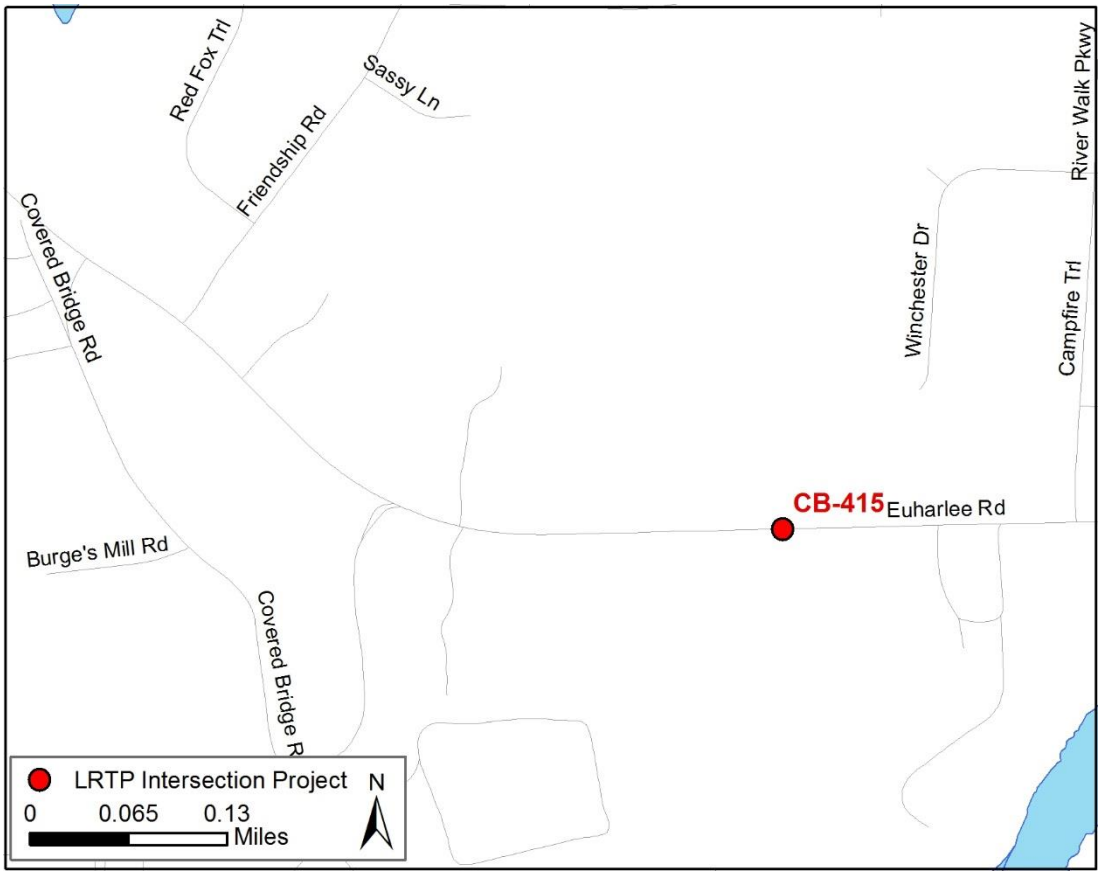


CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: ***Euharlee Road school safety corridor***				***PROJECT #:***		**CB-415**
PROJECT DESCRIPTION: Improve traffic flows onto Euharlee Rd at school locations between Cliff Nelson Rd and Camp Fire Trail by signalizing the school zone.				*Estimated Cost:*		$5,751,372
				County:		Bartow
				P.I. #:		Not Authorized
				Project Type:		Study
NEED AND PURPOSE: Improve traffic flows onto Euharlee Rd at school locations between Cliff Nelson Rd and Camp Fire Trail.						
Length:	0.9	*# of Existing Lanes:*		2	*# of Lanes Planned:*	2
GDOT District:	6	*Congressional District*		11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014*	8010			

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)		40,000	
Right-of-Way ($)			
Utilities ($)			
Construction ($)		360,000	
PROJECT COST:			
Federal Cost ($):		288,000	
State Cost ($):		72,000	
Local Cost ($):		40,000	

PROJECT LOCATION MAP



CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: US 411 Safety Improvement Corridor ***PROJECT #:*** **CB-426**

PROJECT DESCRIPTION: Add turn lanes and/or caution lights at intersection at the following intersections on US 411: West Rocky Rd, Whispering Pines, Stamp Creek, and the Post Office.	*Estimated Cost:*	$5,751,372
	County:	Bartow
	P.I. #:	Not Authorized
	Project Type:	Study

NEED AND PURPOSE: Improve traffic flows through the City of White by providing left turn lanes.

Length:	0.7	*# of Existing Lanes:*	2	*# of Lanes Planned:*	2
GDOT District:	6	*Congressional District*	11	*RC:*	NWGRC
Average Daily Traffic Volume:	*2014*	10,400			

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)		432,000	
Right-of-Way ($)			
Utilities ($)			
Construction ($)			
PROJECT COST:			
Federal Cost ($):		345,600	
State Cost ($):		86,400	
Local Cost ($):			

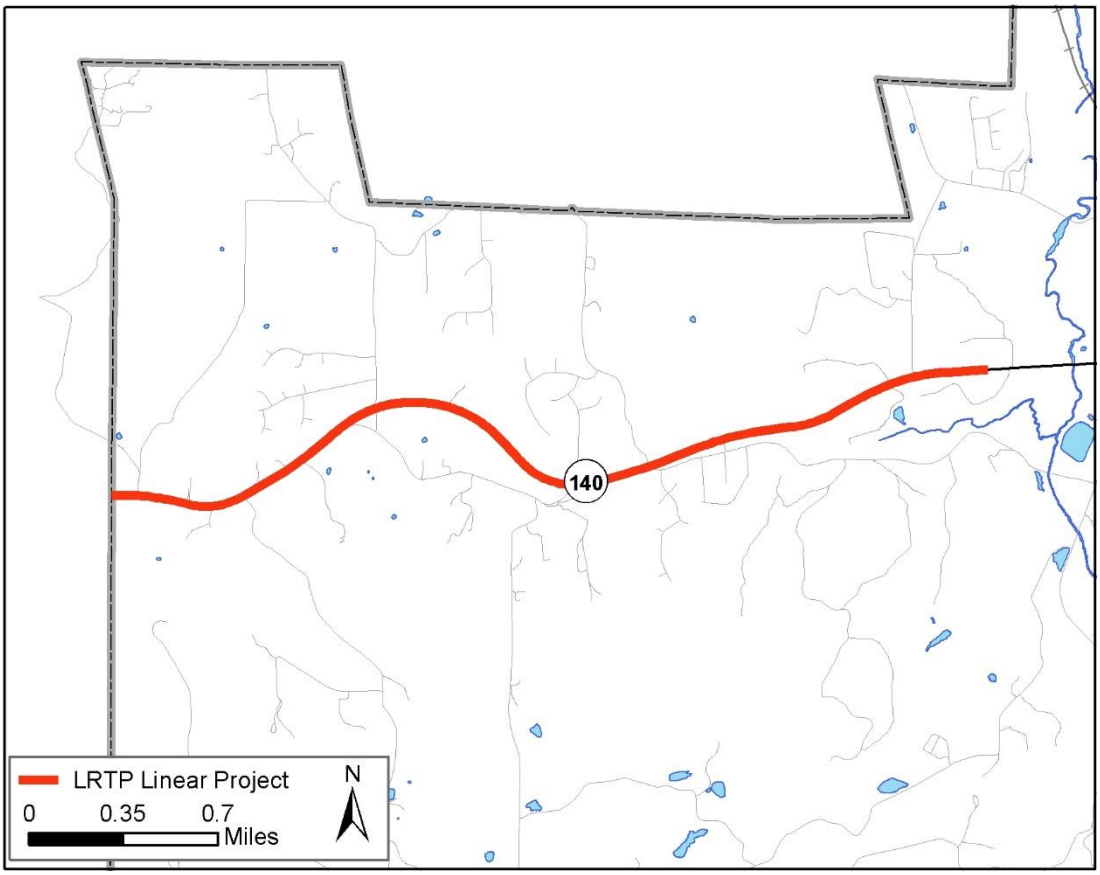
PROJECT LOCATION MAP

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: SR 140 widening				***PROJECT #:***		**CB-503**
PROJECT DESCRIPTION: The roadway will be widened from 2 to 4 lanes from the Floyd County line to Oothkalooga Creek. 69% of this project lies in Bartow County. All figures reported are for Bartow portion.				*Estimated Cost:*		$ 56,782,018
				County:		Bartow
				P.I. #:		4915
				Project Type:		Widening
NEED AND PURPOSE: To improve access to I-75 for northern Floyd County and northwest Georgia. Network: 2020						
Length:	6.2	*# of Existing Lanes:*		2	*# of Lanes Planned:*	4
GDOT District:	6	*Congressional District*		11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014*	9070			**M240**

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)	AUTH		
Right-of-Way ($)	AUTH		
Utilities ($)			
Construction ($)	33,412,901		
PROJECT COST:			
Federal Cost ($):	26,730,320		
State Cost ($):	6,682,581		
Local Cost ($):			

PROJECT LOCATION MAP



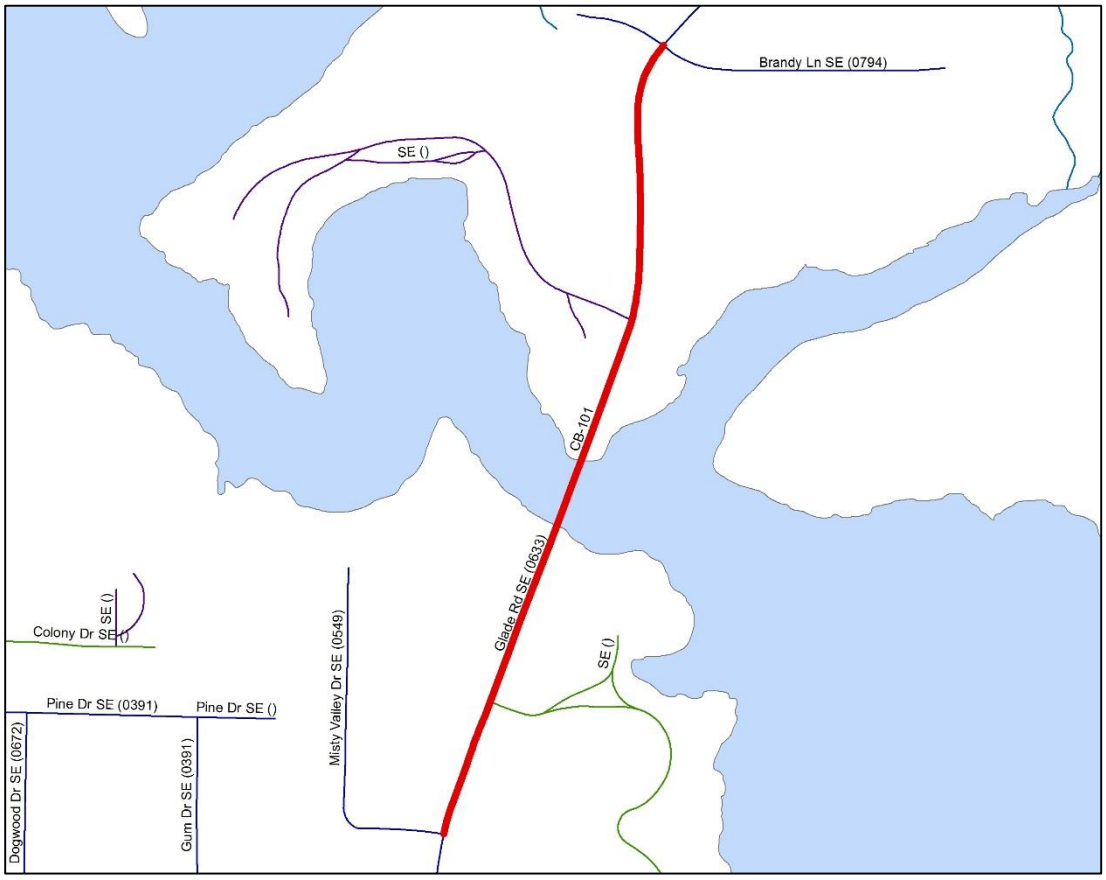
CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: SR 113/Old Alabama Rd relocation ***PROJECT #:*** **CB-504**

PROJECT DESCRIPTION: Relocation of SR 113 from Pumpkinvine Creek to CR 699			*Estimated Cost:*	$ 52,257,876	
			County:	Bartow	
			P.I. #:	621410	
			Project Type:	Widening	
NEED AND PURPOSE: To improve road alignment for new designated SR 113 route. Network: 2020					
Length:	5.35	*# of Existing Lanes:*	2	*# of Lanes Planned:*	4
GDOT District:	6	*Congressional District*	11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014* 6840			**M240**

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)			
Right-of-Way ($)			
Utilities ($)	2,225,416		
Construction ($)	49,942,554		
PROJECT COST:			
Federal Cost ($):	41,734,376		
State Cost ($):	10,433,594		
Local Cost ($):			

PROJECT LOCATION MAP

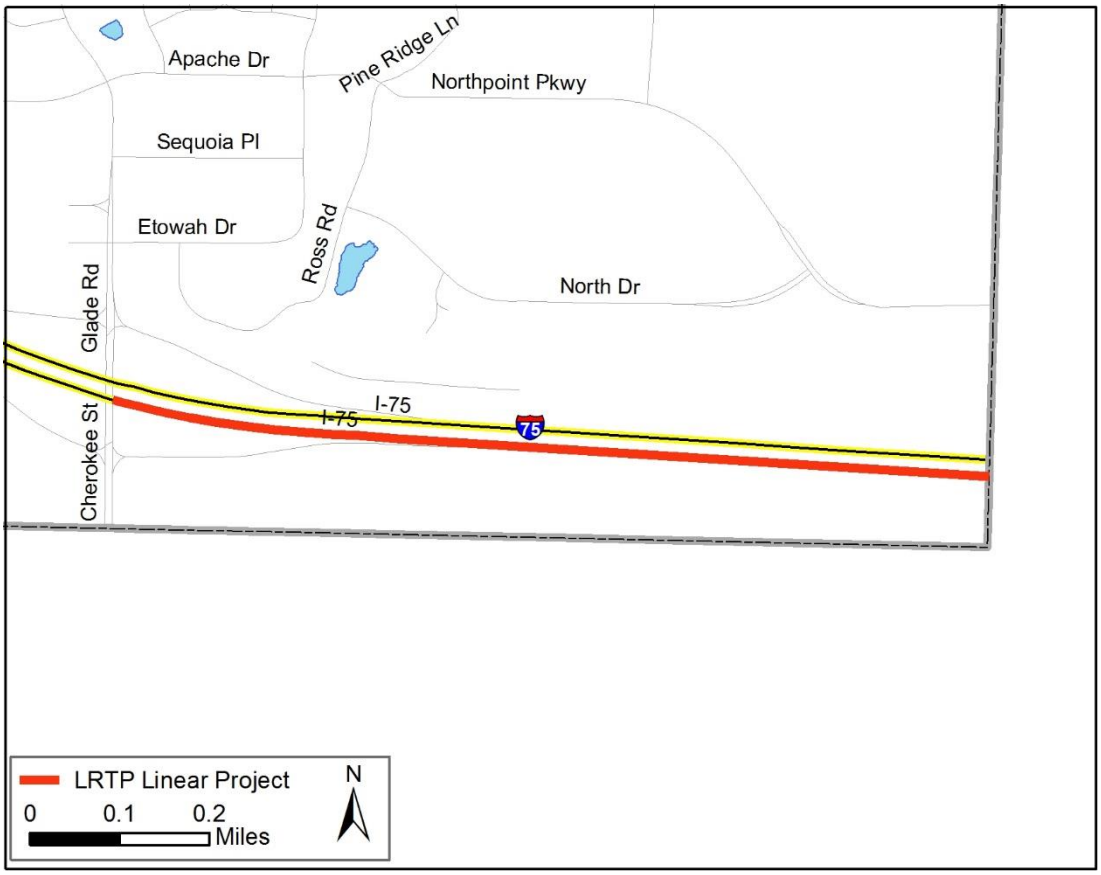


CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: I-75 Auxiliary Lanes					***PROJECT #:***	**CB-506**
PROJECT DESCRIPTION: Add auxiliary lanes on I-75 in Bartow County from SR 92 (exit 277) to Glade Rd (exit 278).					*Estimated Cost:*	$15,417,000
					County:	Bartow
					P.I. #:	Not Authorized
					Project Type:	Widening
NEED AND PURPOSE: Improve capacity on I-75						
Length:	1	*# of Existing Lanes:*		6	*# of Lanes Planned:*	8
GDOT District:	6	*Congressional District*		11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014*	99,800			

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)			1,541,700
Right-of-Way ($)			
Utilities ($)			
Construction ($)			13,875,300
PROJECT COST:			
Federal Cost ($):			13,875,300
State Cost ($):			1,541,700
Local Cost ($):			

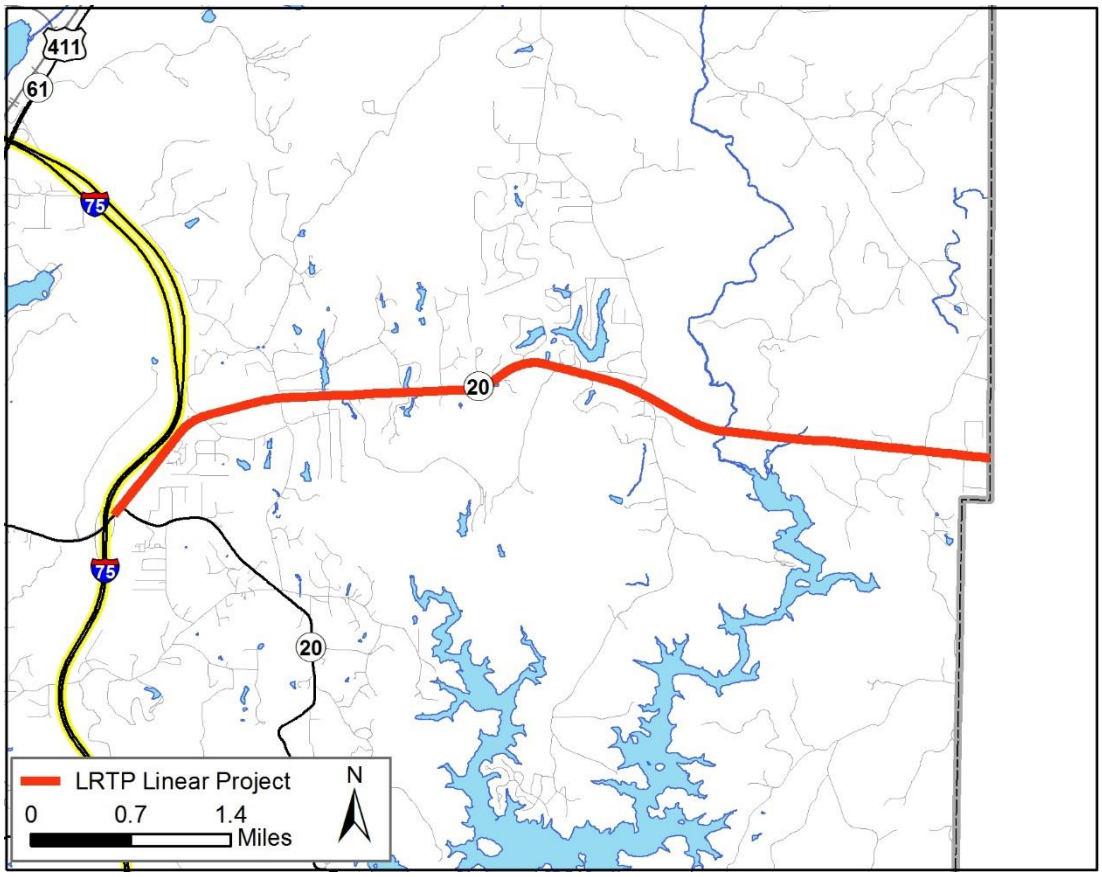
PROJECT LOCATION MAP



CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: SR 20 (Canton Highway) widening				***PROJECT #:***		**CB-507**
PROJECT DESCRIPTION: Widen to four lanes from Rowland Springs Road to Cherokee County line (and beyond to I-575 in the City of Canton). Funds shown reflect Bartow portion of overall project (35%).				*Estimated Cost:*		$117,372,623
				County:		Bartow
				P.I. #:		7836
				Project Type:		Widening
NEED AND PURPOSE: Improve east-west access through northern tier of Atlanta metro counties.						
Length:	17.1	*# of Existing Lanes:*		2	*# of Lanes Planned:*	4
GDOT District:	6	*Congressional District*		11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014*	14800			M001
PROJECT PHASE		FY 2016-2019 Median Cost		FY 2020-2029 Median Cost		FY 2030-2040 Median Cost
Preliminary Engineering ($)		AUTH				
Right-of-Way ($) (M001)				20,162,724		
Utilities ($) (M001)				2,392,250		
Construction ($) (M001)				50,106,477		
PROJECT COST:						
Federal Cost ($):				58,129,161		
State Cost ($):				14,532,290		
Local Cost ($):						

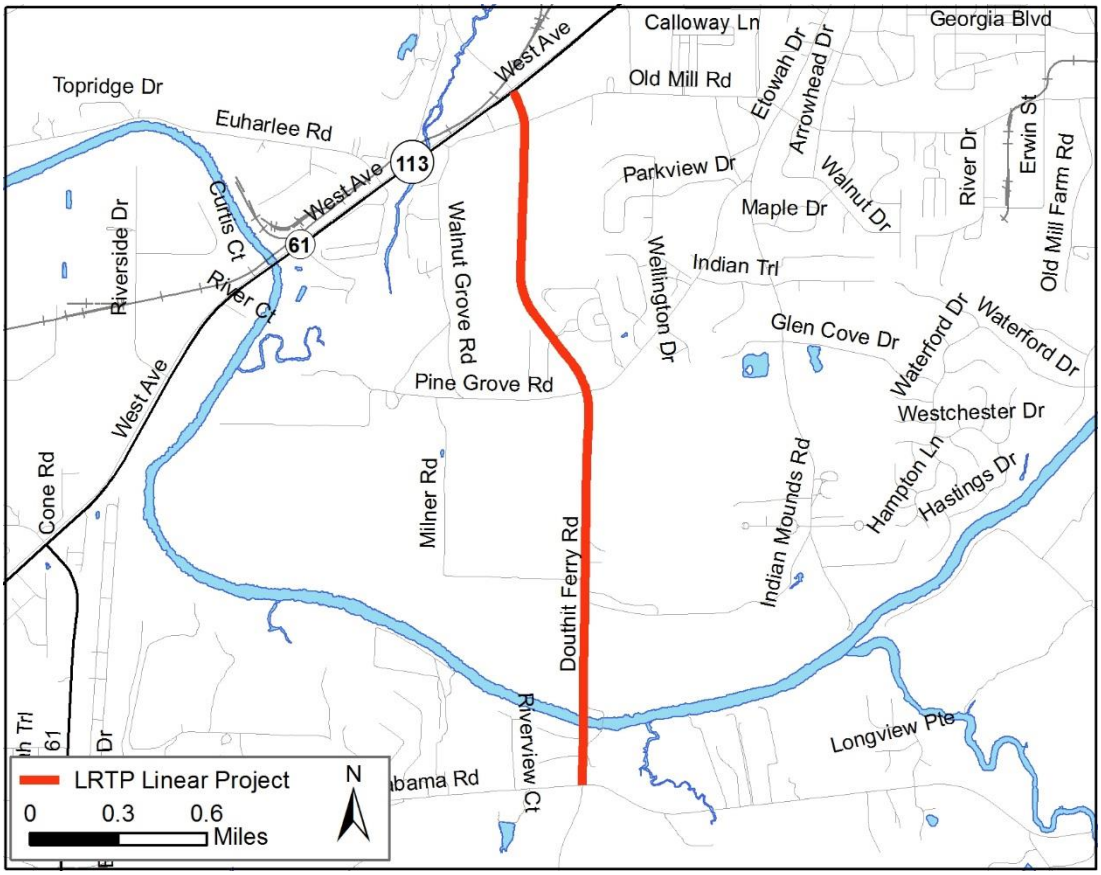
PROJECT LOCATION MAP



CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: Douthit Ferry Road widening				***PROJECT #:***		**CB-508**
PROJECT DESCRIPTION: Widen Douthit Ferry Road from Old Alabama Road to SR 113 including the bridge over the Etowah River				*Estimated Cost:*		$16,869,653
				County:		Bartow
				P.I. #:		7494
				Project Type:		Widening
NEED AND PURPOSE: Provide connection to SR 113 bypass corridor from downtown Cartersville. 2030						
Length:	2.5	*# of Existing Lanes:*		2	*# of Lanes Planned:*	4
GDOT District:	6	*Congressional District*		11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014*	N/A			**Local**
PROJECT PHASE		FY 2016-2019 Median Cost		FY 2020-2029 Median Cost		FY 2030-2040 Median Cost
Preliminary Engineering ($)		AUTH				
Right-of-Way ($) (LOCAL)		3,802,560				
Utilities ($) (LOCAL)				989,018		
Construction ($) (M231)				17,571,314		
PROJECT COST:						
Federal Cost ($):				14,057,051		
State Cost ($):				3,514,263		
Local Cost ($):		3,802,560		989,018		

PROJECT LOCATION MAP

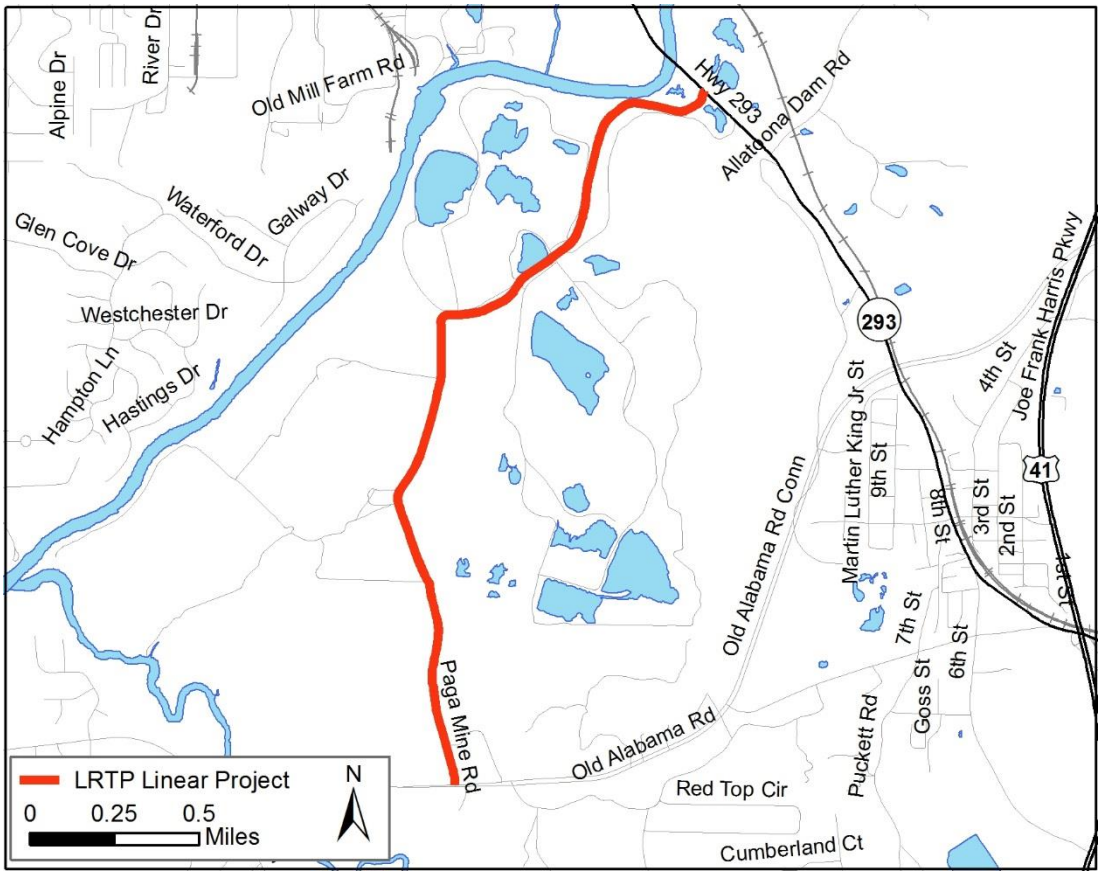


CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: Paga Mine Rd widening				***PROJECT #:***	**CB-509**
PROJECT DESCRIPTION: Widen Paga Mine Rd from SR 293 to SR 113/Old Alabama Rd.				*Estimated Cost:*	$27,453,000
				County:	Bartow
				P.I. #:	Not Authorized
				Project Type:	Widening
NEED AND PURPOSE: Accommodate traffic flows from AVATRON Theme Park					
Length:	2.6	*# of Existing Lanes:*	2	*# of Lanes Planned:*	4
GDOT District:	6	*Congressional District*	11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014*	N/A		

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)			2,745,300
Right-of-Way ($)			
Utilities ($)			
Construction ($)			ASP
PROJECT COST:			
Federal Cost ($):			
State Cost ($):			2,196,240
Local Cost ($):			549,060

PROJECT LOCATION MAP

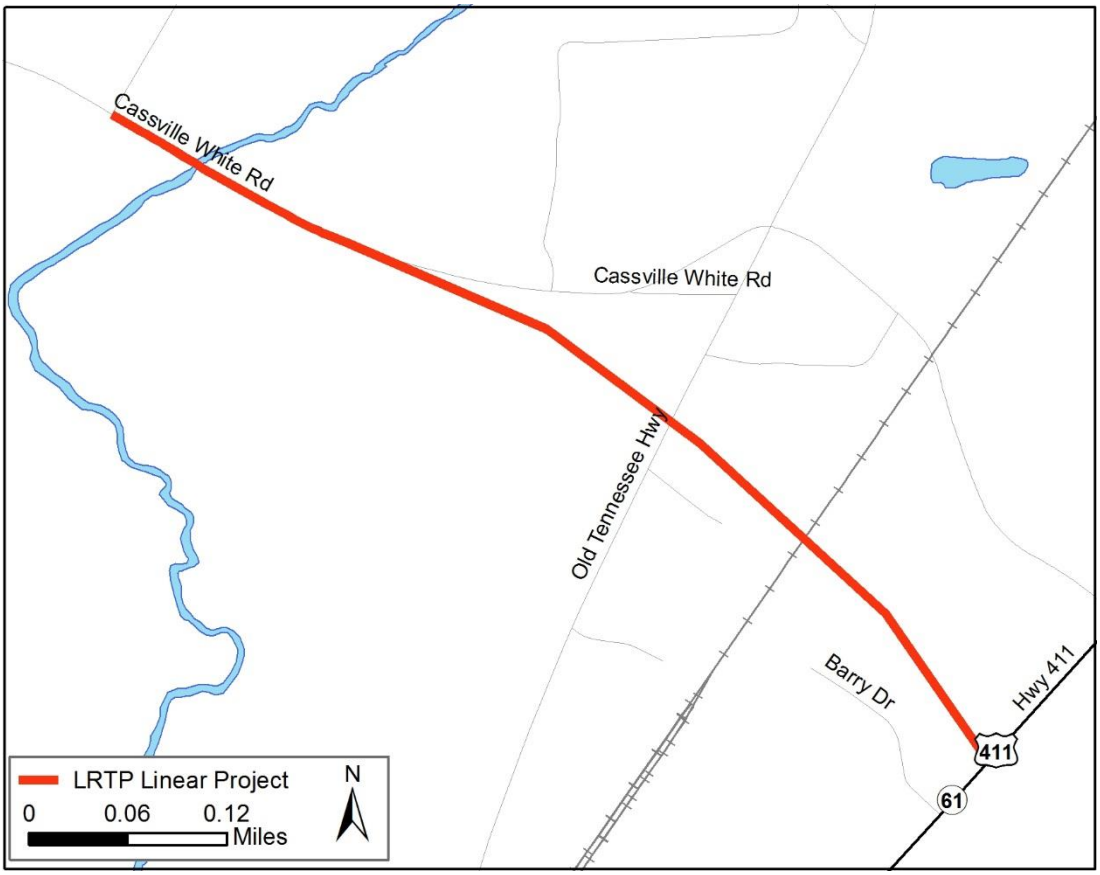


CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: Cass-White Road Ph I widening				***PROJECT #:***		**CB-510A**
PROJECT DESCRIPTION: Widen Cass-White Road between Colonel Way and US 411 to standard-width 2-lane roadway with construction of railroad overpass and relocation of intersection with US 411				*Estimated Cost:*		$6,900,000
				County:		Bartow
				P.I. #:		
				GDOT Project #		
NEED AND PURPOSE: To improve road alignment and improve safety.						
Length:	0.7	*# of Existing Lanes:*		2	*# of Lanes Planned:*	2
GDOT District:	6	*Congressional District*		11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014*	2180			

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)	700,000		
Right-of-Way ($)			
Utilities ($)			
Construction ($)	6,200,000		
PROJECT COST:			
Federal Cost ($):			
State Cost ($):			
Local Cost ($):	6,900,000		

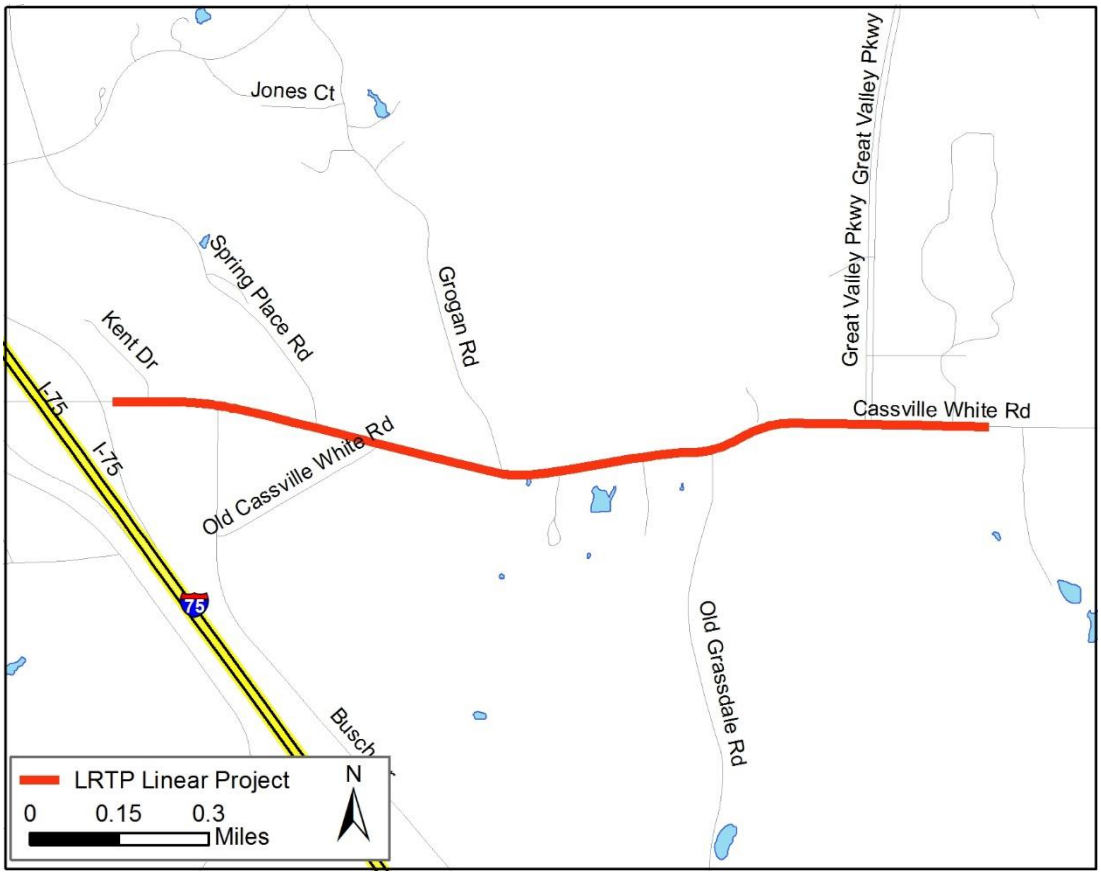
PROJECT LOCATION MAP



CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: Cass-White Ph II widening				***PROJECT #:***		**CB-510B**
PROJECT DESCRIPTION: Improve Cass-White Road from 2- to 4-lanes with divided median on 400' ROW between Busch Drive and 250' east of Great Valley Parkway/Highland 75 Industrial Park				*Estimated Cost:*		$ 14,612,000
				County:		Bartow
				P.I. #:		Applied for
				GDOT Project #		
NEED AND PURPOSE: To improve safety and handle addition of 1,000 employees and 270 freight trips as this corridor develops into industrial center for the community.						
Length:	1.3	*# of Existing Lanes:*		2	*# of Lanes Planned:*	2
GDOT District:	6	*Congressional District*		11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014*	2180			
PROJECT PHASE		FY 2016-2019 Median Cost		FY 2020-2029 Median Cost		FY 2030-2040 Median Cost
Preliminary Engineering ($)		940,000				
Right-of-Way ($)		1,921,000				
Utilities ($)		900,000				
Construction ($)				10,851,000		
PROJECT COST:						
Federal Cost ($):						
State Cost ($):				10,851,000		
Local Cost ($):		3,761,000				

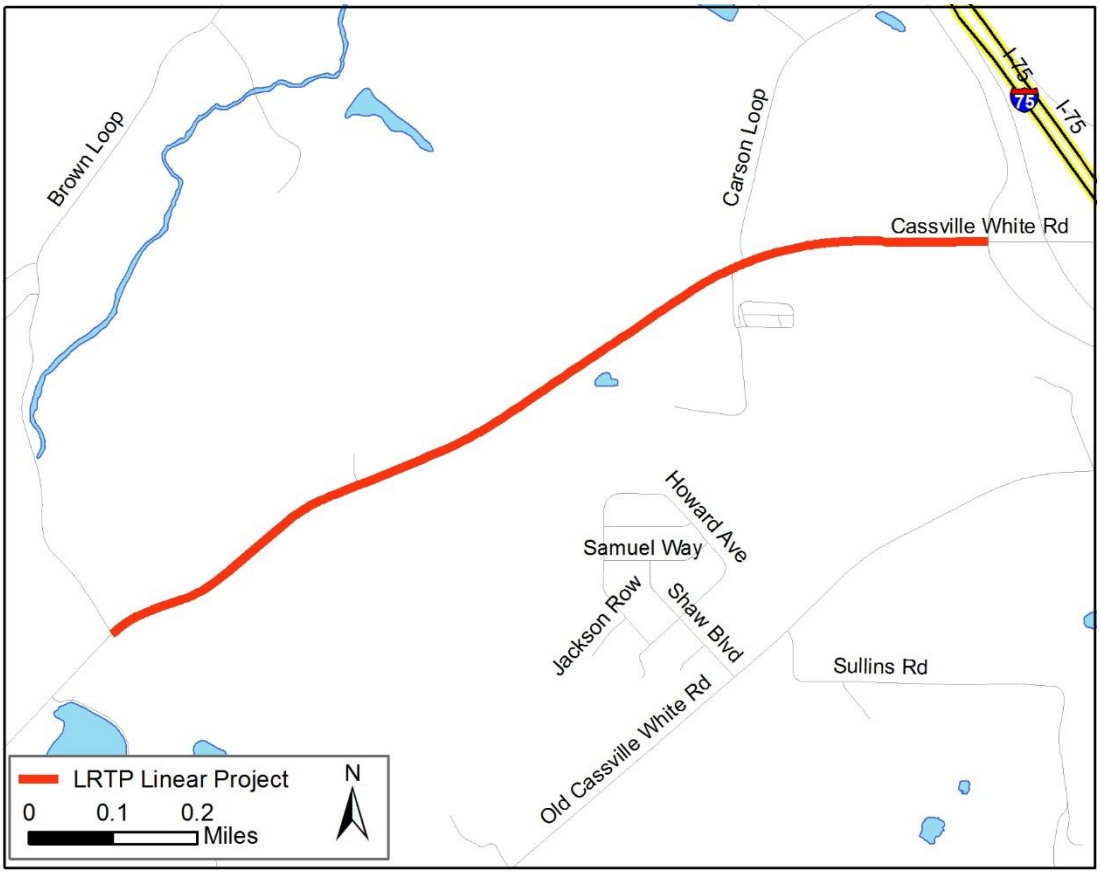
PROJECT LOCATION MAP



CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: Cass-White Road widening, Ph III				***PROJECT #:***		**CB-510C**
PROJECT DESCRIPTION: Widen to four lanes from I-75 west to Brown Loop Road.				*Estimated Cost:*		$12,249,000
				County:		Bartow
				P.I. #:		8382
				Project Type:		Widening
NEED AND PURPOSE: Widen to accommodate manufacturing traffic.						
Length:	1.2	*# of Existing Lanes:*		2	*# of Lanes Planned:*	4
GDOT District:	6	*Congressional District*		11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014*	1700			
PROJECT PHASE		FY 2016-2019 Median Cost		FY 2020-2029 Median Cost		FY 2030-2040 Median Cost
Preliminary Engineering ($)				1,224,900		
Right-of-Way ($)						
Utilities ($)						
Construction ($)				11,024,100		
PROJECT COST:						
Federal Cost ($):				-		
State Cost ($):				5,512,050		
Local Cost ($):				6,736,950		

PROJECT LOCATION MAP

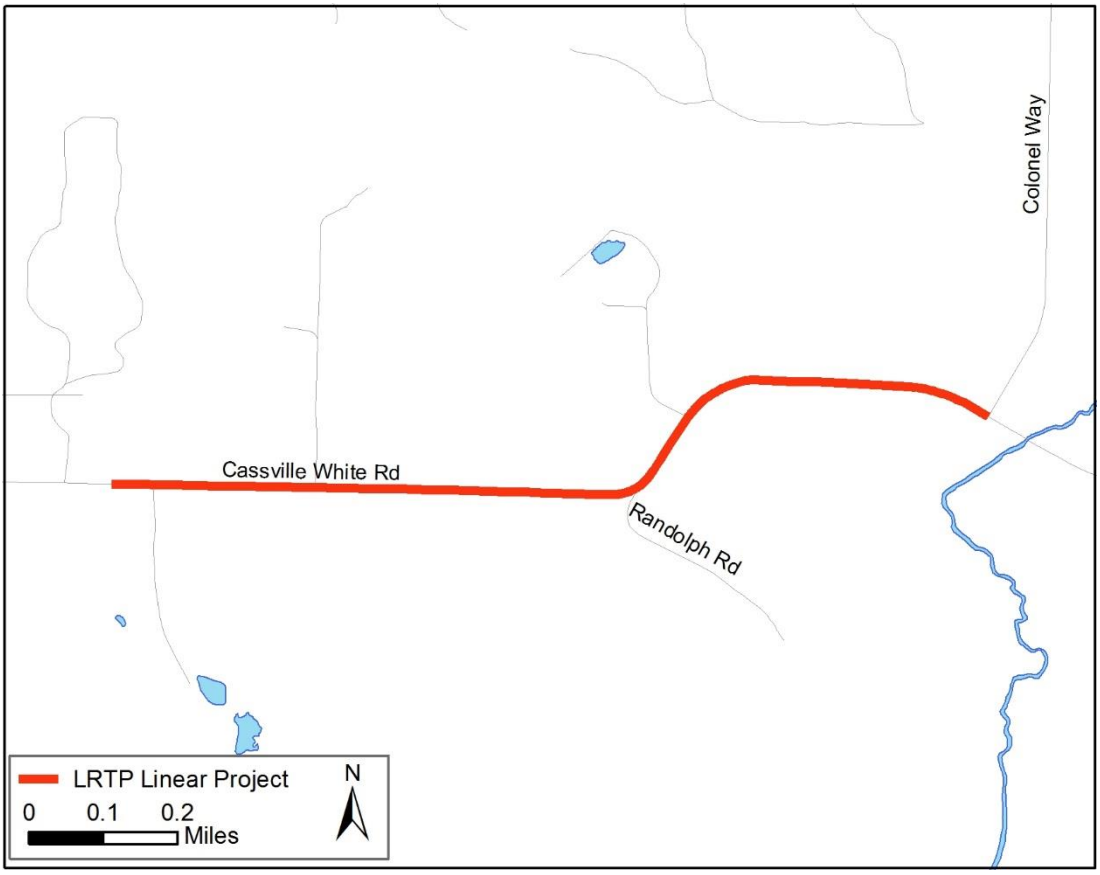


CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: Cass-White Road widening, Ph IV				***PROJECT #:***		**CB-510D**
PROJECT DESCRIPTION: Widen Cass-White Road to four lanes from Great Valley Parkway east to Colonel Way.				*Estimated Cost:*		$13,199,000
				County:		Bartow
				P.I. #:		Not Auth
				Project Type:		Widening
NEED AND PURPOSE: Improve traffic flows between I-75 and US 411						
Length:	1.5	*# of Existing Lanes:*		2	*# of Lanes Planned:*	4
GDOT District:	6	*Congressional District*		11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014*	2180			

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)			1,319,900
Right-of-Way ($)			
Utilities ($)			
Construction ($)			11,879,100
PROJECT COST:			
Federal Cost ($):			
State Cost ($):			5,939,550
Local Cost ($):			7,259,450

PROJECT LOCATION MAP



CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: SR 293 (LakePoint Pkwy) widening ***PROJECT #:*** **CB-511**

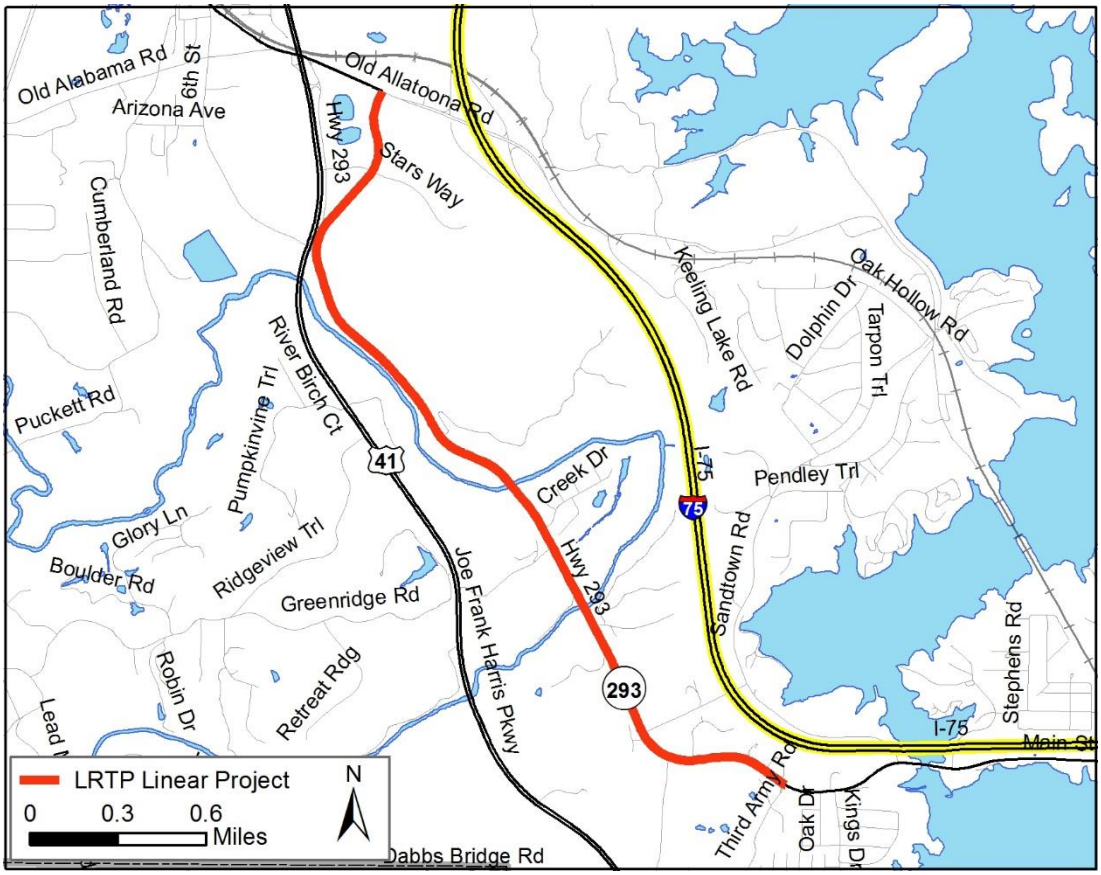
PROJECT DESCRIPTION: Widen SR 293/LakePoint Pkwy from Third Army Rd to Stars Way.	*Estimated Cost:*	$28,483,795
	County:	Bartow
	P.I. #:	
	Project Type:	Widening

NEED AND PURPOSE: Provide connection to SR 113 bypass corridor from northern Cobb County.

Length:	2.5	*# of Existing Lanes:*	2	*# of Lanes Planned:*	4
GDOT District:	6	*Congressional District*	11	*RC:*	NWGRC
Average Daily Traffic Volume:	*2014*	N/A			

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)		2,563,795	
Right-of-Way ($)			
Utilities ($)			
Construction ($)		25,920,000	
PROJECT COST:			
Federal Cost ($):		22,787,036	
State Cost ($):		5,696,759	
Local Cost ($):			

PROJECT LOCATION MAP

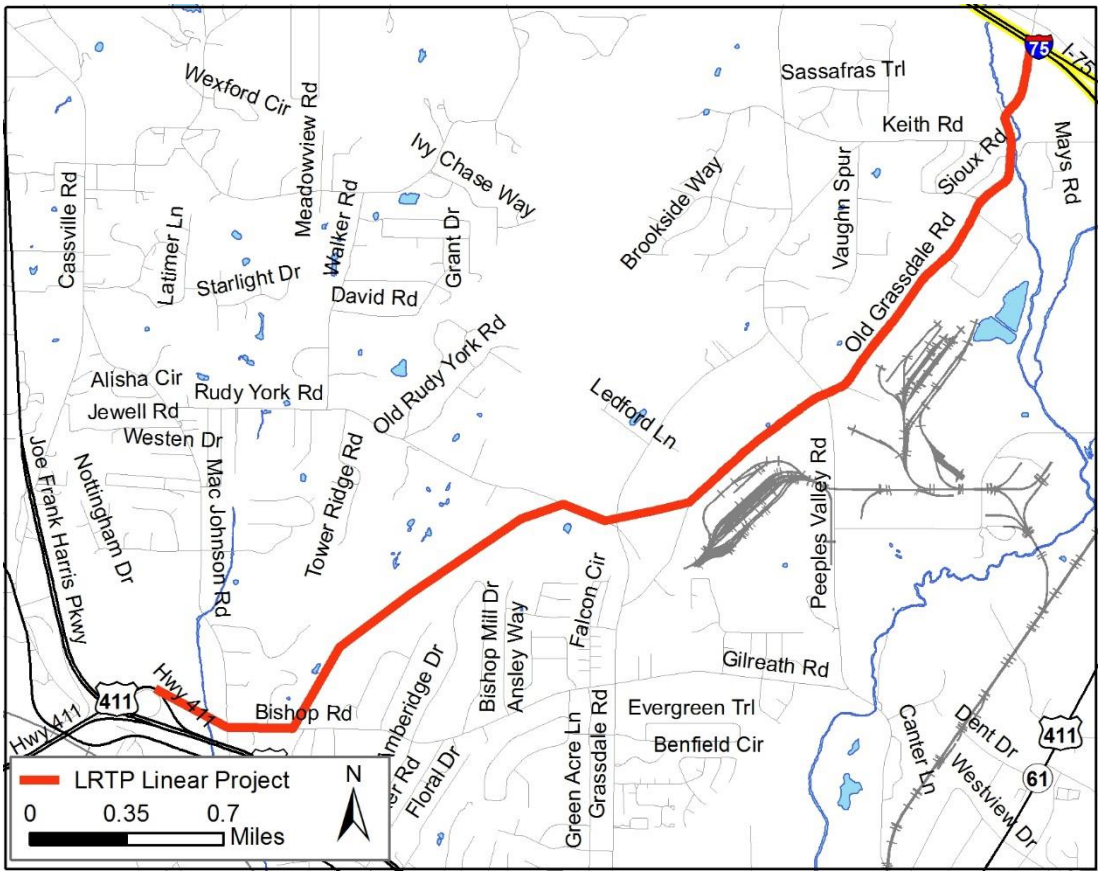


CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: US 411 Extension					***PROJECT #:***	**CB-512**
PROJECT DESCRIPTION: Relocate US 411 from SR 3/US 41 to I-75 including interchange.					*Estimated Cost:*	$220,740,695
					County:	Bartow
					P.I. #:	661950/13238
					Project Type:	Widening
NEED AND PURPOSE: Provide connection to I-75 for Memphis-Atlanta corridor and for economic development.						
Length:	7.31	*# of Existing Lanes:*		0	*# of Lanes Planned:*	4
GDOT District:	6	*Congressional District*		11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014*	N/A			

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)	AUTH		
Right-of-Way ($)		36,644,657	
Utilities ($)			
Construction ($)			
PROJECT COST:			
Federal Cost ($):		29,890,603	
State Cost ($):		6,754,054	
Local Cost ($):			

PROJECT LOCATION MAP

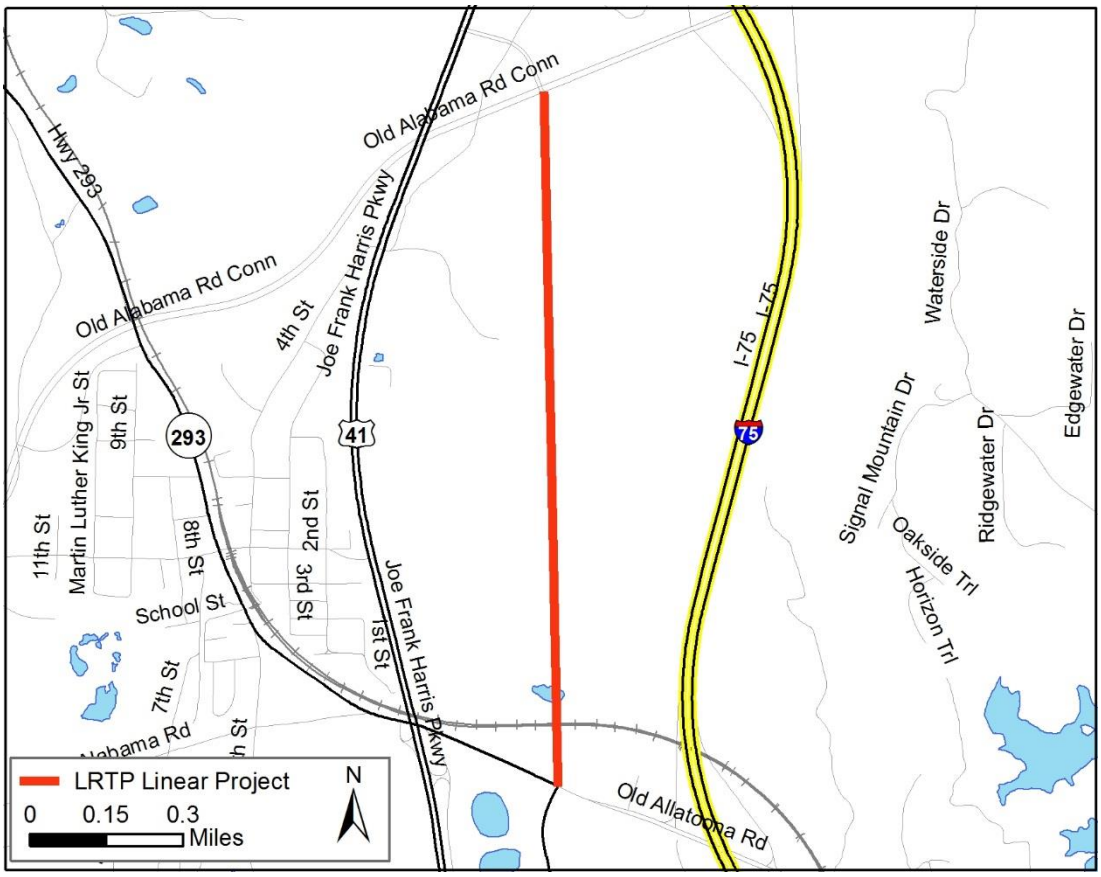


CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: LakePoint Parkway Extension				***PROJECT #:***		**CB-513**
PROJECT DESCRIPTION: Extension of LakePoint Parkway north from Old Allatoona Road to Red Top Mountain Road. Potential relocation of SR 293.				*Estimated Cost:*		$ 35,193,600
				County:		Bartow
				P.I. #:		13532
				Project Type:		New alignment
NEED AND PURPOSE: To extend LakePoint Parkway north for further development of LakePoint Sports complex.						
Length:	1.4	*# of Existing Lanes:*		0	*# of Lanes Planned:*	4
GDOT District:	6	*Congressional District*		11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014*	N/A			LMIG

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)	6,393,600		
Right-of-Way ($)			
Utilities ($)			
Construction ($)		28,800,000	
PROJECT COST:			
Federal Cost ($):			
State Cost ($):			
Local Cost ($):	6,393,600	28,800,000	

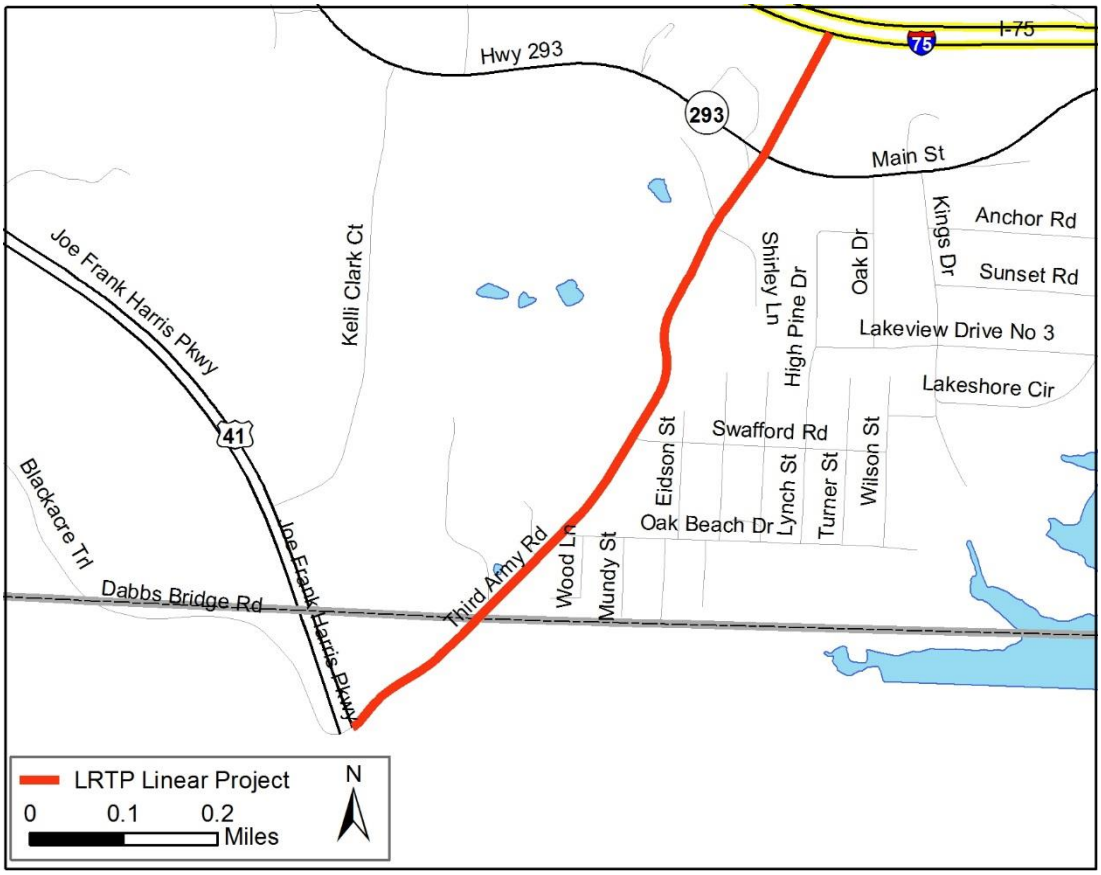
PROJECT LOCATION MAP



CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: Third Army Rd extension				***PROJECT #:***		**CB-514A**
PROJECT DESCRIPTION: Extend Third Army Rd to I-75				*Estimated Cost:*		$62,000,000
				County:		Bartow
				P.I. #:		Not Authorized
				Project Type:		New Alignment
NEED AND PURPOSE: Improve traffic flows to I-75 from northern Paulding and Cobb counties.						
Length:	0.9	*# of Existing Lanes:*		0	*# of Lanes Planned:*	2
GDOT District:	6	*Congressional District*		11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014*	N/A			
PROJECT PHASE		FY 2016-2019 Median Cost		FY 2020-2029 Median Cost		FY 2030-2040 Median Cost
Preliminary Engineering ($)						5,000,000
Right-of-Way ($)						13,000,000
Utilities ($)						
Construction ($)						44,000,000
PROJECT COST:						
Federal Cost ($):						
State Cost ($):						62,000,000
Local Cost ($):						

PROJECT LOCATION MAP



CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

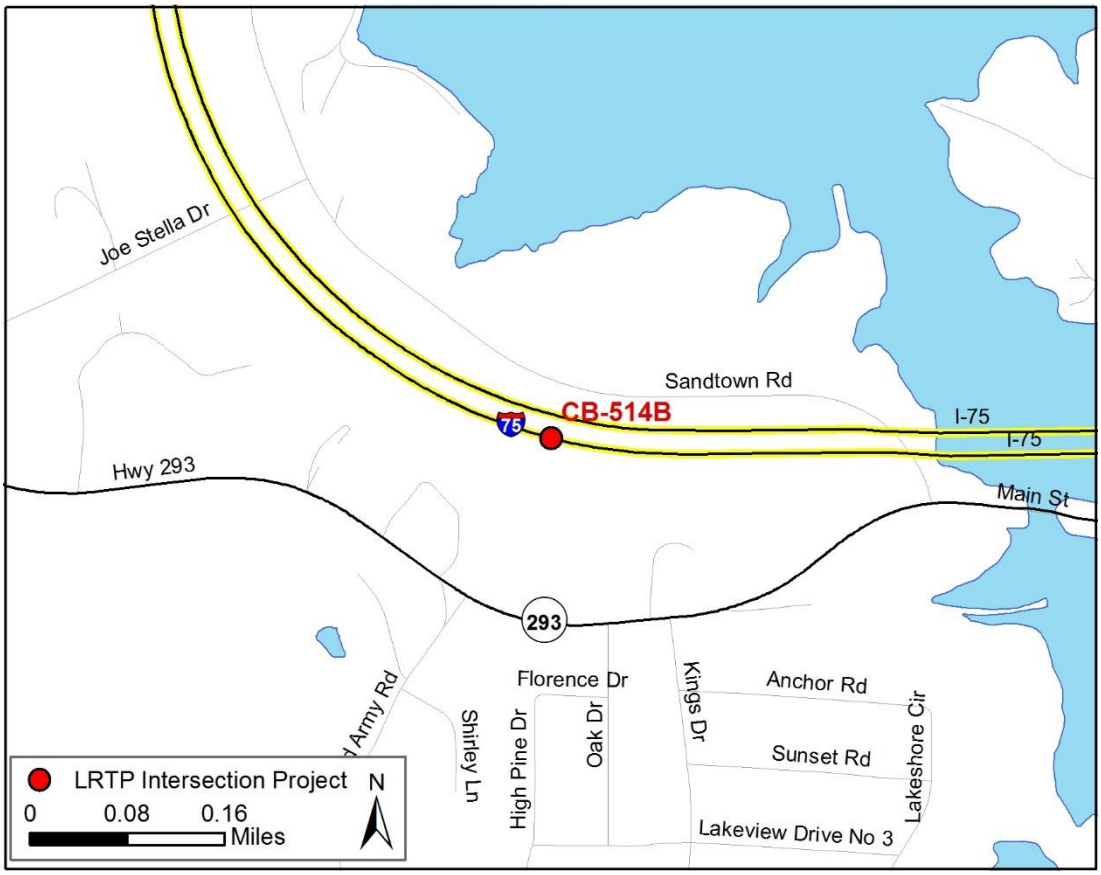
PROJECT NAME: Third Army Rd interchange @ I-75	***PROJECT #:***	**CB-514B**
PROJECT DESCRIPTION: Construct interchange @ I-75 with Third Army Rd.	*Estimated Cost:*	$45,000,000
	County:	Bartow
	P.I. #:	9322
	Project Type:	Interchange

NEED AND PURPOSE: Improve traffic flows to I-75 from northern Paulding and Cobb counties.

Length:	n/a	*# of Existing Lanes:*	n/a	*# of Lanes Planned:*	n/a
GDOT District:	6	*Congressional District*	11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014* N/A			

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)			4,500,000
Right-of-Way ($)			
Utilities ($)			
Construction ($)			40,500,000
PROJECT COST:			
Federal Cost ($):			
State Cost ($):			45,000,000
Local Cost ($):			

PROJECT LOCATION MAP

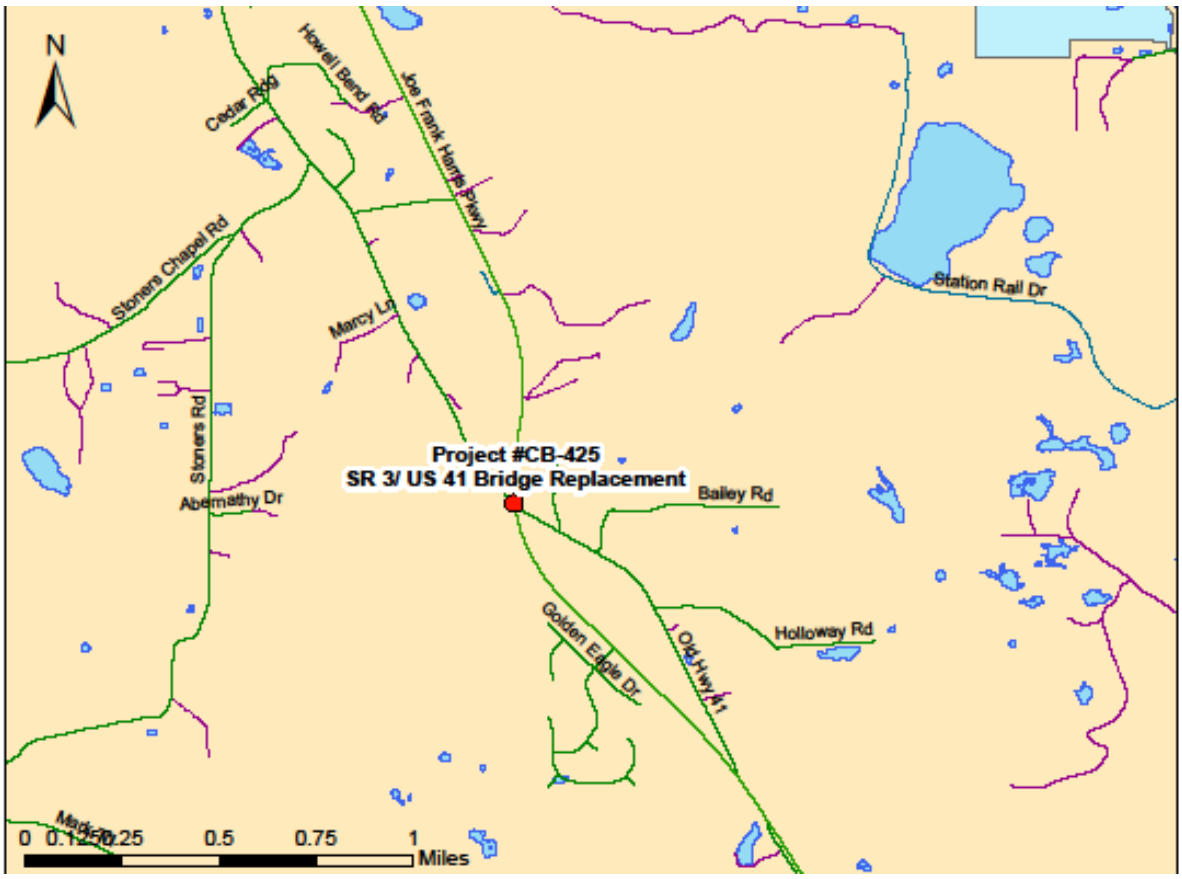


CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: I-75 Ramps @ Old Allatoona Rd				***PROJECT #:***		**CB-516**
PROJECT DESCRIPTION: Widen entrance and exit ramps at intersection of I-75 and Old Allatoona Road				*Estimated Cost:*		$ 3,804,000
				County:		Bartow
				P.I. #:		
				GDOT Project #		
NEED AND PURPOSE: Improve traffic flows in the vicinity of two major public attractions and allow more stacking room for cars leaving the Interstate.						
Length:	N/A	*# of Existing Lanes:*		2	*# of Lanes Planned:*	4
GDOT District:	6	*Congressional District*		11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014*	2670			

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)	380,400		
Right-of-Way ($)			
Utilities ($)			
Construction ($)		3,423,600	
PROJECT COST:			
Federal Cost ($):	304,320	2,738,880	
State Cost ($):	76,080	684,720	
Local Cost ($):			

PROJECT LOCATION MAP



CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

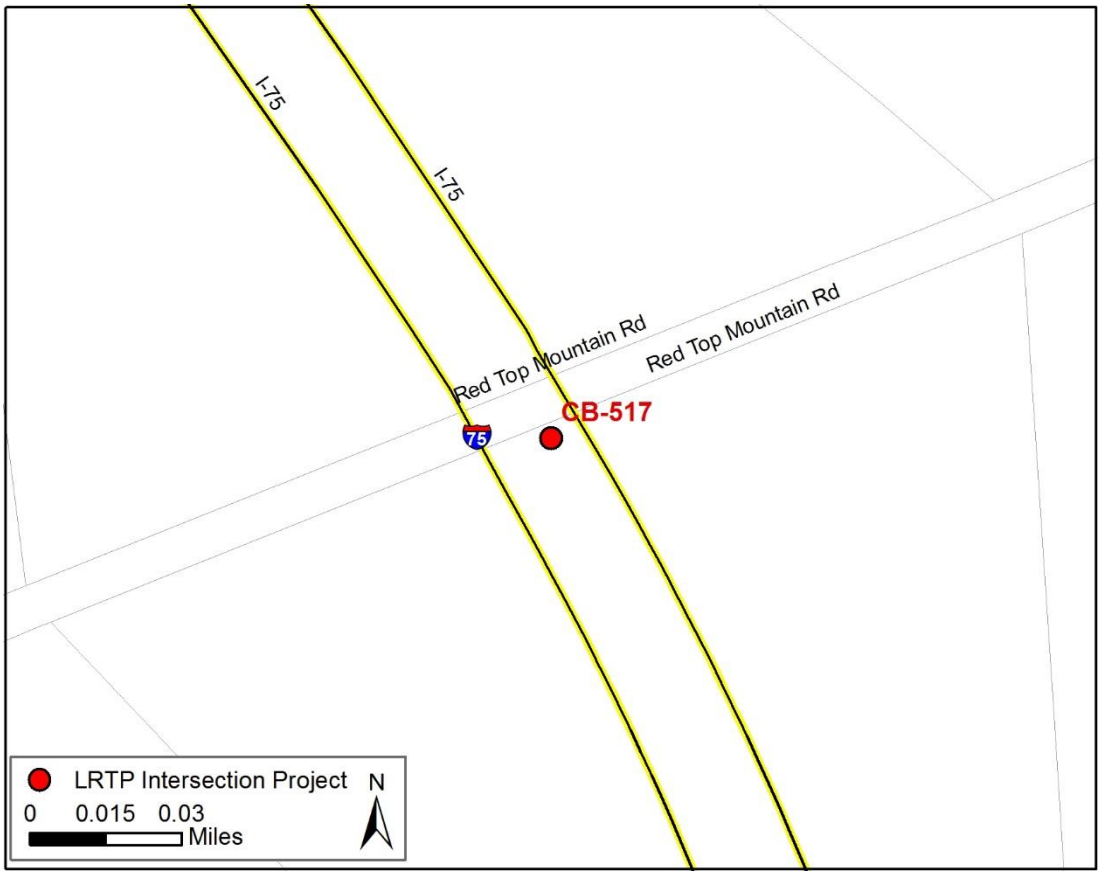
PROJECT NAME: I-75 Exit Ramp @ Red Top Mtn Rd	***PROJECT #:***	**CB-517**
PROJECT DESCRIPTION: Widen off-ramps at I-75 and Red Top Mountain Road	*Estimated Cost:*	$6,635,925
	County:	Bartow
	P.I. #:	Not Auth
	Project Type:	Widening

NEED AND PURPOSE: Improve traffic flows at Red Top Mountain Road interchange

Length:	n/a	*# of Existing Lanes:*	1	*# of Lanes Planned:*	2
GDOT District:	6	*Congressional District*	11	*RC:*	NWGRC
Average Daily Traffic Volume:	*2014*	2830			

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)			663,593
Right-of-Way ($)			
Utilities ($)			
Construction ($)			5,972,333
PROJECT COST:			
Federal Cost ($):			5,308,740
State Cost ($):			1,327,185
Local Cost ($):			

PROJECT LOCATION MAP

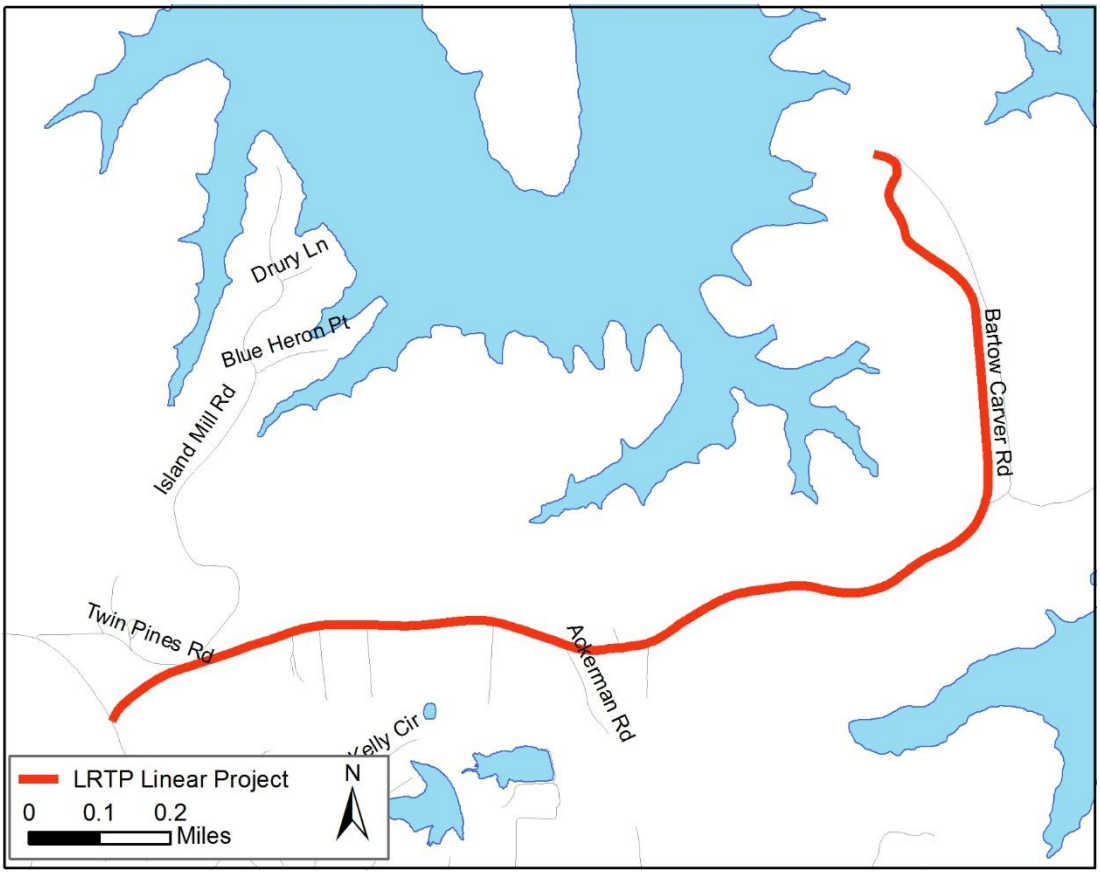


CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: Bartow-Carver Rd Resufacing					***PROJECT #:***	**CB-522**
PROJECT DESCRIPTION: Resurfacing of 2.1 miles of Bartow-Carver Road from Glade Road to its terminus in Bartow-Carver Park. Also includes repaving of parking lot within the park.					*Estimated Cost:*	$363,395
					County:	Bartow
					P.I. #:	13320
					Project Type:	Maintenance
NEED AND PURPOSE: Resurface an existing county road that provides access to recreation area along Allatoona Lake. Network Year 2020						
Length:	2.1	*# of Existing Lanes:*		2	*# of Lanes Planned:*	2
GDOT District:	6	*Congressional District*		11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014*	N/A			

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)	6,500		
Right-of-Way ($)	N/A		
Utilities ($)	N/A		
Construction ($)	356,895		
PROJECT COST:			
Federal Cost ($):	291,289		
State Cost ($):			
Local Cost ($):	72,106		

PROJECT LOCATION MAP

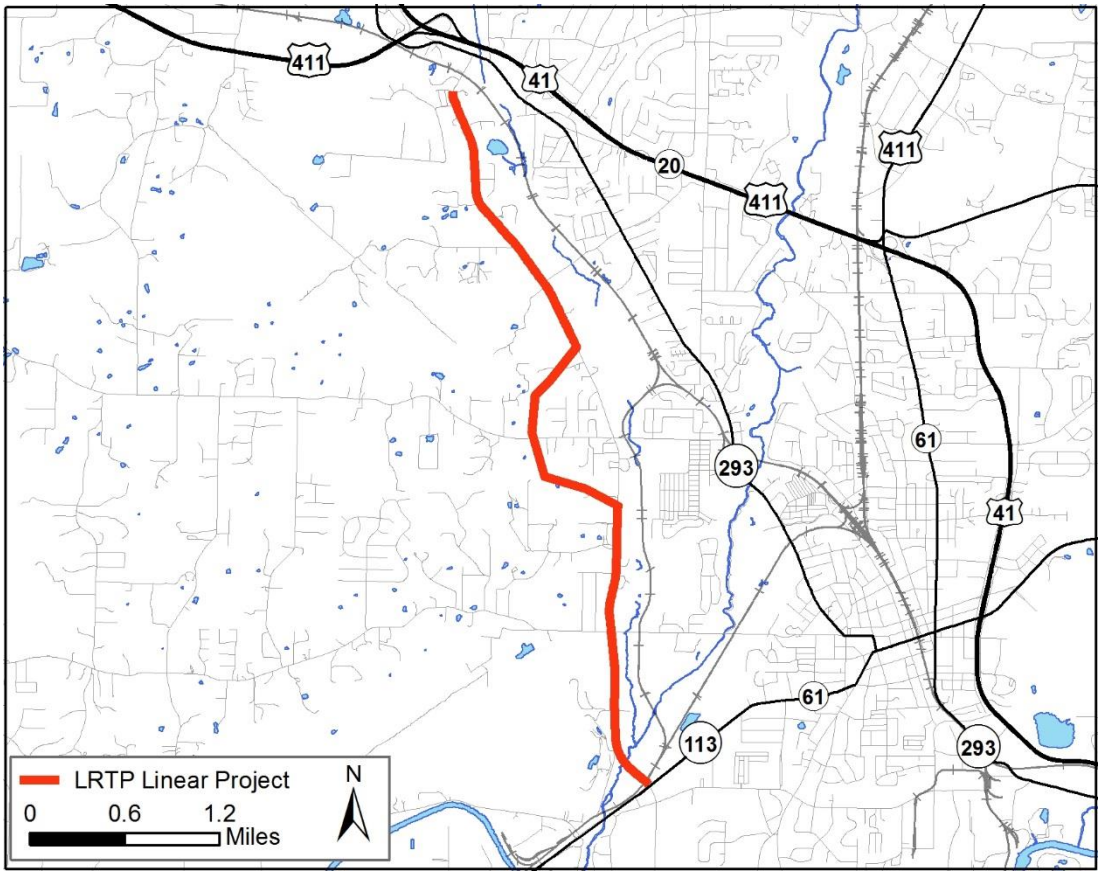


CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: Burnt Hickory Corridor Study					***PROJECT #:***	**CB-524**
PROJECT DESCRIPTION: Consider widening to 4 lanes with new alignment at Sugar Valley intersection from Burnt Hickory Extension to SR 113.					*Estimated Cost:*	$23,500,000
					County:	Bartow
					P.I. #:	Not Authorized
					Project Type:	Widening
NEED AND PURPOSE: Develop north-south alternate route to west of US 41 and I-75 that connects US 411 to SR 113.						
Length:	5.1	*# of Existing Lanes:*		2	*# of Lanes Planned:*	4
GDOT District:	6	*Congressional District*		11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014*	N/A			

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)		1,500,000	2,200,000
Right-of-Way ($)			
Utilities ($)			
Construction ($)			
PROJECT COST:			
Federal Cost ($):			
State Cost ($):			1,100,000
Local Cost ($):		1,500,000	1,100,000

PROJECT LOCATION MAP

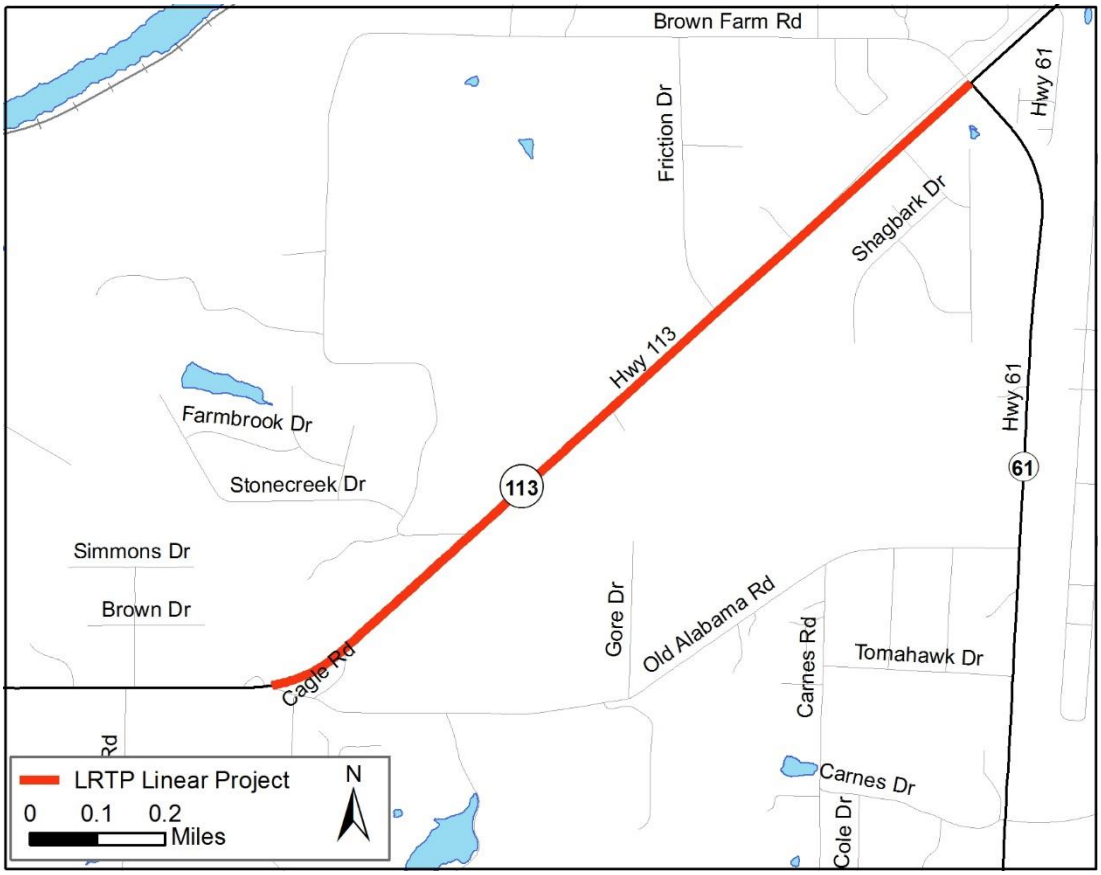


CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: SR 113 Widening - Phase I				***PROJECT #:***		**CB-532**
PROJECT DESCRIPTION: Widen to four lanes from Old Alabama Road relocation to SR 61 @ new alignment				*Estimated Cost:*		$4,752,157
				County:		Bartow
				P.I. #:		8382
				Project Type:		Widening
NEED AND PURPOSE: Create new route for SR 113 to bypass downtown Cartersville and provide access to I-75 via Red Top Mountain Road.						
Length:	1.4	*# of Existing Lanes:*		2	*# of Lanes Planned:*	4
GDOT District:	6	*Congressional District*		11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014*	8860			

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)	AUTH		
Right-of-Way ($)	AUTH		
Utilities ($)	430,383		
Construction ($)	3,952,123		
PROJECT COST:			
Federal Cost ($):			
State Cost ($):	4,382,606		
Local Cost ($):			

PROJECT LOCATION MAP



CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

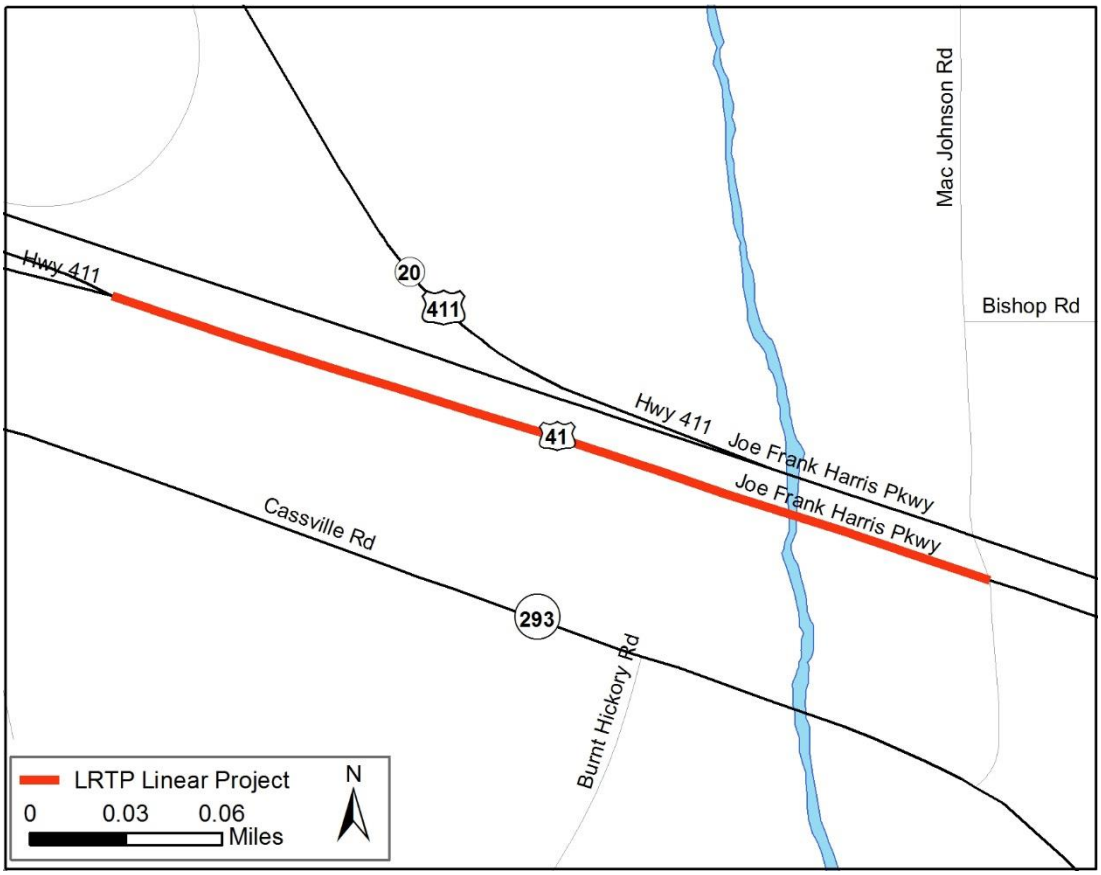
PROJECT NAME: SR 3/US 41 Turn Lane extension	***PROJECT #:***	**CB-534**
PROJECT DESCRIPTION: Extend southbound merge lane from US 411 to MacJohnson Road exit ramp.	*Estimated Cost:*	$800,000
	County:	Bartow
	P.I. #:	Not Auth
	Project Type:	New Alignment

NEED AND PURPOSE: Provide connection to I-75 for Memphis-Atlanta corridor and for economic development.

Length:	0.3	*# of Existing Lanes:*	0	*# of Lanes Planned:*	1
GDOT District:	6	*Congressional District*	11	*RC:*	NWGRC
Average Daily Traffic Volume:	*2014*	N/A			

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)			80,000
Right-of-Way ($)			
Utilities ($)			
Construction ($)			720,000
PROJECT COST:			
Federal Cost ($):			640,000
State Cost ($):			160,000
Local Cost ($):			

PROJECT LOCATION MAP



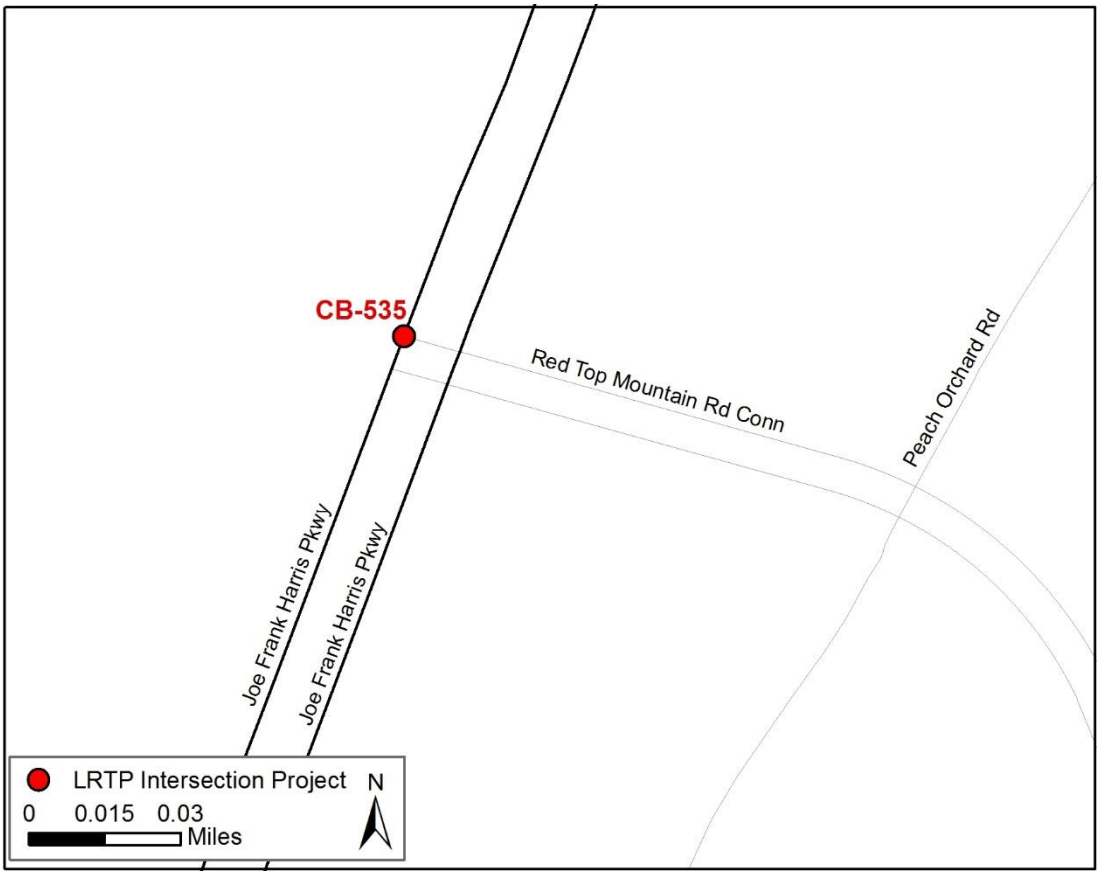
CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: US 41 @ Red Top Mtn Road Conn. ***PROJECT #:*** **CB-535**

PROJECT DESCRIPTION: Improve access of southbound traffic from Red Top Mountain Road Connector onto SR 41.				*Estimated Cost:*	$7,104,000
				County:	Bartow
				P.I. #:	Not Auth
				Project Type:	Interchange
NEED AND PURPOSE: Improve traffic flows through the City of White by providing left turn lanes.					
Length:	n/a	*# of Existing Lanes:*	n/a	*# of Lanes Planned:*	n/a
GDOT District:	6	*Congressional District*	11	*RC:*	NWGRC
Average Daily Traffic Volume:		*2014*	N/A		

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
Preliminary Engineering ($)		710,400	
Right-of-Way ($)			
Utilities ($)			
Construction ($)			6,393,600
PROJECT COST:			
Federal Cost ($):		568,320	5,754,240
State Cost ($):		142,080	639,360
Local Cost ($):			

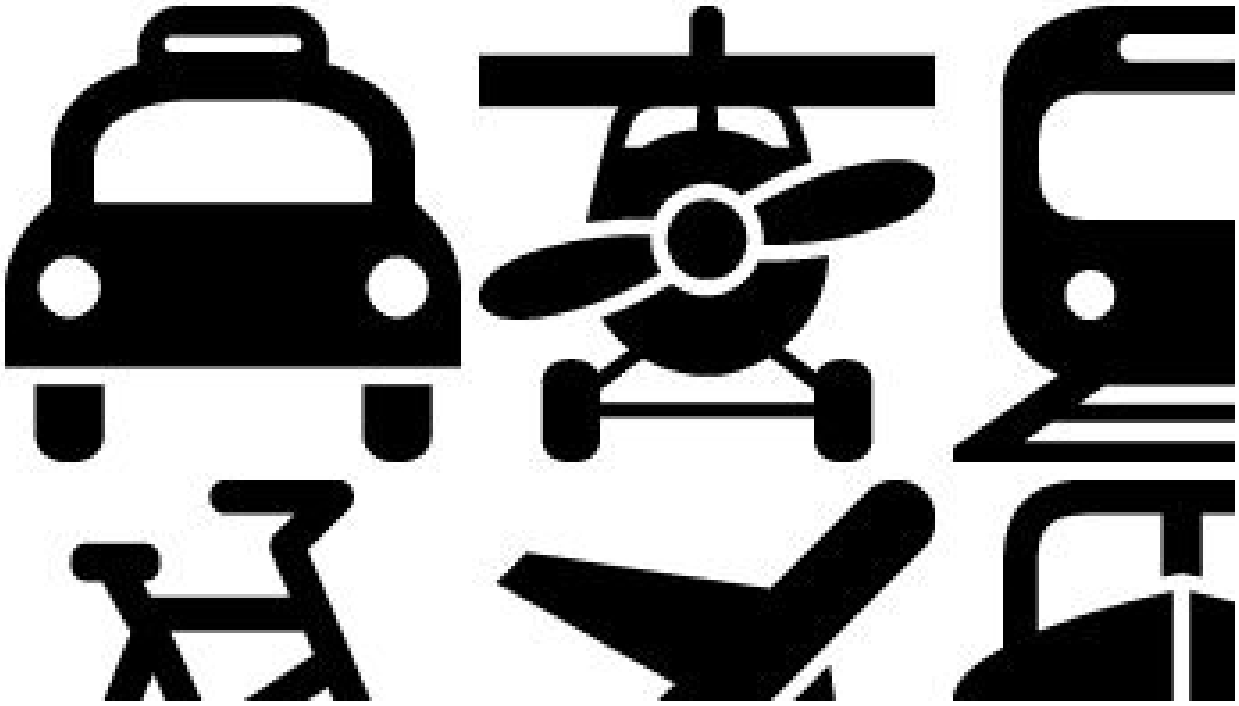
PROJECT LOCATION MAP



CARTERSVILLE-BARTOW COUNTY METROPOLITAN PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN, 2016-2040

PROJECT NAME: Lump Sum Funding				***PROJECT #:***		**Various**	
PROJECT DESCRIPTION: Programmatic lump sums for future transportation system projects throughout Bartow County.				*County:*		Bartow	
				CB-000		Road Maintenance	
				CB-100		Bridge Maintenance	
				CB-200		Multi-modal Studies	
NEED AND PURPOSE: To maintain and improve current facilities.				**CB-400**		T, M, S & O	
Length:	n/a	*# of Existing Lanes:*		n/a	*# of Lanes Planned:*		n/a
GDOT District:	6	*Congressional District*		11	*RC:*		NWGRC
Average Daily Trips:		*2015*		*2040 (projected):*			

PROJECT PHASE	FY 2016-2019 Median Cost	FY 2020-2029 Median Cost	FY 2030-2040 Median Cost
CB-000 Road Maintenance	$ 13,000,000	$ 34,743,614	$ 57,032,532
CB-100 Bridge Maintenance	$ 6,500,000	$ 20,000,000	$ 10,000,000
CB-200 Multi-modal Studies	$ 635,000	$ 9,000,000	$ 4,700,000
CB-400 Transp Maint. Safety & Oper.	$ -	$ 41,000,000	$ 40,300,000
PROJECT COST:			
Federal Cost ($):	$ 3,600,000	$ 46,800,000	$ 46,400,000
State Cost ($):	$ 1,135,000	$ 11,700,000	$ 11,100,000
Local Cost ($):	$ 23,400,000	$ 46,243,614	$ 54,532,532



CBMPO DRAFT CONSTRAINED PROJECTS LIST Aspirational Projects List
1/4/2016

ARCADIS_ID	GDOT PI	Name	Funding Type	Length	Phase	Year	Federal	State	Local	Total Phase Cost	Tier
CB-514A	661950	US 411 Extension	Earmark	4.5	ROW	2017	$19,617,824	$4,185,859		**$23,803,683**	ASP
CB-514A	661950	US 411 Extension	Roadway	4.5	UTL		$5,581,349	$1,395,337		**$6,976,686**	ASP
CB-514A	661950	US 411 Extension	Roadway	4.5	CST		$139,423,464	$34,855,866		**$174,279,330**	ASP
CB-514B	661950	US 411 Extension	Roadway	4.5	ROW	2017	$10,272,779	$2,568,195		**$12,840,974**	ASP
CB-514B		US 411 Safety Improvement Corridor	Roadway	n/a	CST	n/a	$345,600	$86,400		**$432,000**	ASP
CB-535		Peoples Valley Rd Corridor Study	Roadway	5.0	SCP	n/a			$2,000,000	**$2,000,000**	ASP
CB-426		Paga Mine Rd Widening	Roadway	2.6	CST	n/a	$19,766,160	$4,941,540		**$24,707,700**	ASP
CB-432		Railroad crossing @ SR 293 / Tennessee St	Roadway	n/a	PE	n/a			$1,000,000	**$1,000,000**	ASP
CB-509		Railroad crossing @ SR 293 / Tennessee St	Roadway	n/a	CST	n/a	$7,200,000	$1,800,000		**$9,000,000**	ASP
CB-103		Atco-Cartersville Sports Complex Bike/Ped Link to Hamilton Crossing Park	Roadway	6.7	PE	n/a			$1,644,000	**$1,644,000**	ASP
CB-103		Atco-Cartersville Sports Complex Bike/Ped Link to Hamilton Crossing Park	Roadway	6.7	CST	n/a	$11,836,800	$1,479,600		**$14,796,000**	ASP
CB-206		Galde Rd Bike/Ped Accomodations	Roadway	6.2	PE	n/a			$1,520,500	**$1,520,500**	ASP
CB-206		Galde Rd Bike/Ped Accomodations	Roadway	6.2	CST	n/a	$10,947,600	$1,368,450		**$13,684,500**	ASP
CB-207		US 411 Safety and Operational Improvements	Roadway	3.1	PE	n/a			$765,204	**$765,204**	ASP
CB-207		US 411 Safety and Operational Improvements	Roadway	3.1	CST	n/a	$5,509,469	$1,377,367		**$6,886,836**	ASP
CB-404		SR 293 / Fite St / Mission Rd / Cherokee Ave	Roadway	n/a	PE	n/a	$80,000	$20,000		**$100,000**	ASP
CB-404		SR 293 / Fite St / Mission Rd / Cherokee Ave	Roadway	n/a	CST	n/a	$720,000	$180,000		**$900,000**	ASP
CB-409		I-75 Auxiliary Lanes	Roadway	6.6	PE	n/a	$9,387,720	$1,043,080	$0	**$10,430,800**	ASP
CB-409		I-75 Auxiliary Lanes	Roadway	6.6	CST	n/a	$84,489,480	$9,387,720	$0	**$93,877,200**	ASP
CB-505	0007836	SR 20 (Canton Hwy) Widening	Roadway	17.1	CST	2051	$0	$0		**$0**	ASP
CB-505	0007836	SR 20 (Canton Hwy) Widening	Roadway	17.1	UTL	2051	$0	$0		**$0**	ASP
CB-507		Center Road	Roadway	2.4	PE	n/a			$1,880,951	**$1,880,951**	ASP
CB-507		Center Road	Roadway	2.4	CST	n/a	$13,542,849	$3,385,712		**$16,928,561**	ASP
CB-527		Porter Street	Roadway	0.4	PE	n/a			$191,536	**$191,536**	ASP
CB-527		Porter Street	Roadway	0.4	CST	n/a	$1,379,058	$344,765		**$1,723,823**	ASP
CB-530		North Erwin Street	Roadway	1.0	PE	n/a	$1,582,752	$395,688		**$1,978,440**	ASP
CB-530		North Erwin Street	Roadway	1.0	CST	n/a	$14,244,765	$3,561,191		**$17,805,956**	ASP

FINANCIAL ELEMENT

SECTION VII.

A required element of the Long-Range Transportation Plan (LRTP) for the Cartersville-Bartow County Metropolitan Planning Organization (CBMPO) is that the plan be fiscally balanced, that is, the anticipated project budgets be matched dollar for dollar with the expected revenues generated for transportation projects during the life of the plan. When this is done the plan is considered to be "Fiscally Constrained" per the requirements of MAP-21 and subsequent rule-making. Regulatory guidance resulting from passage of the Fixing America's Surface Transportation (FAST) Act has not been issued as of the date of this document.

This section of the plan lays out the assumptions and methodology used in generating the amount of anticipated transportation revenues for the 25 year life span of this LRTP. The four separate revenue streams within the plan include Highway Project Capital, Highway Maintenance, Transit Operations and Transit Capital. Highway Project Capital consists of funds used to build new routes or to improve existing ones thus enabling additional capacity. Highway Maintenance funds are those dedicated to repair and general upkeep of the existing facilities. Transit Capital funds are used to buy new buses and equipment needed to provide transit service within the community and Transit Operating funds are those used to make payroll, furnish supplies, and meet overhead expenses relative to the operations of the Transit system. Each revenue stream has its own requirements that must be taken into account when developing revenue projections for that stream. These requirements and the methodology used to develop the projection for each stream are outlined below.

Highway Project Capital

The sources of revenue for new projects consists of a portion of the State's allocation of Federal Highway Administration (FHWA) funds set aside by Congress to fund MAP-21 and distributed by formula. These funds include National Highway Performance Program (NHPP), Surface Transportation Program Flex (STP), STP – Urbanized Areas with populations between 5,000 and 200,000, Congestion Mitigation/Air Quality (CMAQ), Transportation Alternatives Program (TAP) Flex and TAP – Areas with population 5,000 to 200,000. Additional funding is also provided through local government resources which are largely derived from general revenues and those dedicated through the adoption of Special Purpose Local Option Sales Tax by the voters within the jurisdiction. These local funds are sometimes matched by competitively-allocated grant funds from state and federal agencies such as the Georgia Transportation Infrastructure Bank through the State Road and Tollway Authority and the Federal Lands Access Program through the FHWA. In future years allocations from the recently adopted HB 170 Georgia Transportation Funding Act of 2015 will be made but, as of this writing, are not included in the financial calculations made a part of this plan.

In preparation for this plan, the Office of Planning with the Georgia Department of Transportation provided estimates as to the amount of FHWA and state funding to be expected annually over the next 25 years within Bartow County. The initial estimate for the year 2016 was based upon recent historical trends regarding the construction of new projects within the community. This figure was then increased by 1% per year to project increasing costs based upon recent trend data with the Consumer Price Index. At the conclusion of the process the GDOT Office of Planning allowed the inclusion of an additional $3 million to accommodate the delayed letting of the Highway 140 widening project (CB-503, PI# 4915). The total amount of federal/state funds for new projects is expected to be $426,647,993.

Estimates of the local revenues to be devoted to new transportation projects were derived from discussions with local officials with Bartow County and its principal cities of Cartersville, Adairsville, and Emerson, as well as the administrative staff of the Red Top Community Improvement District which includes the LakePoint Recreation complex. In the case of Bartow County, county officials took note of the past history and recognized that existing projects being implemented within the County and future growth trends call for greater expenditures. They have indicated that the County will be dedicating the equivalent of $5 million in 2016 dollars in SPLOST receipts towards transportation needs in the community. Historical trends of past expenditures for the other principal communities were documented and this information was used to determine average annual expenditures of $250,000 in 2016 dollars. These 2016 estimates were extrapolated into the future by increasing them at a rate of 1% per annum in keeping with the methodology used on the FHWA funds. This results in an estimate of $148,276,797 from local sources to be used in the construction of new projects within the service area of the CBMPO.

This plan projects that $574,924,790 will be available during the life of the LRTP to fund new construction projects.

Highway Maintenance

The focus on these projects is to maintain existing facilities and make operational improvements that do not substantially increase their carrying capacity. These funds appear in the LRTP as amounts for 'Lump Sum' projects in the categories of Bridge Maintenance, Safety and Operational Improvements – Roadway, and Safety and Operational Improvements – Intersection. The revenues are derived from Congressional appropriations and state allocations to the following funding categories of MAP-21: Highway Safety improvement Program (HSIP), Railway-Highway Hazard Elimination, and Railway-Highway Protective Devices.

The fund amounts were estimated and projected using the basically the same methodology used to develop the Highway Project Capital forecasts. GDOT staff prepared annual estimates for maintenance in the CBMPO study area by looking at past expenditures in the funding categories noted above, and projected an annual growth of 1% per year during the life of this Plan. The county and municipal local governments in the CBMPO service area were surveyed and past histories were used to derive annual estimates that were aggregated into a county and local government annual amount that was again factored to include a 1% inflation rate during the period covered by the LRTP. This method produces projected amounts of $28,094,894 from State and federal resources and $114,777,154 in local revenues

devoted to transportation facility (non-transit) maintenance. **The Plan projects there will be a total of $142,872,048 for maintenance and safety enhancements of our roads, bridges, railroad crossings, and pedestrian/bike facilities.**

Transit Operations

The Bartow County Transit Department (BTD) provides public transit services to Bartow County and its municipalities. As discussed earlier in the LRTP, this service is provided on a "Demand-Response" basis, meaning that clients must call the Transit dispatcher to arrange pickup and drop-offs in advance of the need for such service. There are at present no fixed routes upon which are provided buses with regularly scheduled stops. This is subject to change, however, during the period covered by this Plan. The Department has historically been funded by four sources: Bartow County General Fund, Transit Alliance funding used for the transportation of special needs clients, Federal Transit Administration Formula Grants for Other Than Urban Areas (5311), and fares from the clients themselves. One source of funding from the Large Urban Areas segment of the Urbanized Areas Formula Program (5307) has only recently been used by the Bartow County Transit Department. These funds are apportioned to Bartow County from an allocation made to MARTA and the Atlanta Regional Commission. The apportionment is derived from that portion of southeast Bartow County along Glade Road that lies within the Atlanta Urbanized Area. Additional funding from the Small Urban Area segment of the 5307 program becomes available with the adoption of this LRTP and TIP. At the same time, funding from the 5311 rural transit program is declining as the County grows ever more urban. This shift in funding sources, plus community requests for enhancements to the service, make projecting revenues for the Transit Department functions at best challenging. Adding to the complexity are the differing rules and matching funds criteria for capital purchases and daily operations. Generally, funds used to reimburse operating expenses must be matched dollar for dollar with local revenues while capital purchases only require, at present, a 10% match of local funds.

This plan projects revenues for operating and capital expenses separately due to the differences in match requirements and sources of funding. Operations costs during the life of this Plan will be reimbursed from the federal 5311 rural transit and 5307 Small Urban Area funds as well as funding from the Transit Alliance, fares, and the local general fund. Historical data on the use of 5311 and Transit Alliance funds was compiled along with information on the Department's annual operations. An estimated $153,348 in operating expense reimbursement was calculated for the 2016 budget year using this historical data. This funding is matched 100% by local revenues. The Bartow County Transit Department has been notified that their annual appropriation of 5311 funds will decrease due to the increasing number of ineligible trips being made in the Census-designated urbanized portion of the County. This decline in rural 5311 funding is expected to continue through the life of this Plan, so the 2016 amounts were decreased by 1% per annum. The Transit Alliance funding is expected to remain fairly steady, so a 1% annual increase in these revenues is being shown in the revenue forecast. The use of 5307 Small Urban Area funding is new to the Department. In the first year of the plan, these funds will be used to make up the loss of 5311 funding dictated by GDOT. With the expectation that the study will recommend an expansion in the services provided by the Department, the subsequent years are projected to pick up the

costs of this expansion which is less than the amount of stated funds available to the CBMPO under this revenue source. An assumption is made that, while the services provided will be enhanced, the likelihood is that after the initial expansion/change in routes these will be phased in over time and no major shifts in personnel will be undertaken past the first year of enhanced operations which is expected to be 2017. The amount for 2017 is increased 1% per year thereafter for the life of the plan. The projection of locally-derived revenues has to keep in mind the 50% match requirement as well as the anticipated impact of enhanced services upon the daily operations of the Bartow County Transit Department. The reason this revenue projection does not include all of the funds allotted to the CBMPO through the 5307 program is the drastic impact upon the County's general budget in trying to match 100% of the available $611,538 in 5307 funding. The 2010-14 operating budgets for BTD were used as a baseline and an allowance added for additional service factored in for 2016. This new figure was included in a linear progression to determine operating budgets for future years. The amount of local match for each year was then compared to ensure meeting the 50% local fund match requirement while staying within reasonable estimates of the Department's operating expenses.

The result of these calculations is that the BTD is projected to receive $3,410,979 in 5311 funding, $3,445,670 in Transit Alliance funds, and $3,947,695 in new-to-the-Department 5307 funds to be matched with $7,358,674 in local sources derived from allocations of the Bartow County General Fund combined with fare revenues. **The Bartow Transit Department is projected to have an operating budget of $18,163,019 during the term of the 2016-2040 LRTP.**

Transit Capital

Capital acquisitions under the FTA programs are allowed with different match requirements than is the case with operating expenditures. Historically capital purchases have been allowed an 80% match from federal sources and matched at 10% by GDOT so that the local governments only have to provide 10% of the funding needed to complete the acquisition. The sources of funding for capital acquisitions are also slightly different than those for operating expenses. Capital purchases may be made using FTA 5311 (rural) and 5307 (urban) transit funding as well as local revenues. As mentioned earlier, there are two sources of funding within the 5307 urban funding category that the CBMPO is eligible to use. One is the set aside for Small Urban Areas (with populations between 50,000 and 200,000) and the other is for urbanized areas like Atlanta which have over 200,000 population within their service area. Bartow County is eligible to receive a portion of these funds set aside for larger urban areas because a portion of southeast Bartow County centered along Glade Road lies within the designated urbanized area for Greater Atlanta. Due to federal regulations, these Large Urban funds are limited to reimbursement for capital items and not operating expenses whereas 5307 funds in Small Urban Areas and 5311 rural funds are allowed to pay for both operating and capital expenses.

Again, past trends were used to base future projections of 5311 rural and 5307 Large Urban funding and local revenues while estimates on the use of 5307 Small Urban funds are based upon research and consultation with officials at GDOT and other MPOs within the State. The past records of capital and operating expenses within the operations of the Bartow Transit Department were used to determine the

percentage of the overall budget devoted to capital expenses. In addition, a decline in future receipts of 5311 rural funding was factored into the revenue stream. The 5307 funding stream from the Large Urban sector is based upon historic allocations of funding by the Atlanta Regional Commission to Bartow County dating back to 2012. The 5307 Small Urban Area funding projections take into account the probable expansion of the current levels of service by the BTD. This Plan anticipates that a transit expansion feasibility study will be conducted in the first year at an approximate cost of $90,000 with this expense being eligible for a 10% match by the County. After the first year funds are set aside within the limits provided by GDOT staff for the acquisition of additional transportation vehicles and ancillary equipment needed to serve an expanded transit function. The overall capital budget is constrained by a reasonable expectation of the amount of local funds that will be available over time to support the Bartow Transit Department based upon a low but steady growth of the Department budget reflecting 1% inflation per annum.

The estimated capital transit budget of $5,497,306 is derived from a combination of 5311 rural ($756,613), 5307 Large Urban ($805,800), 5307 Small Urban ($3,947,695) and local match ($608,077).

Summary

For the purposes of developing a financially constrained list of projects, the individual years are grouped into three tiers as follows: 2016-2019 (coinciding with the TIP), 2020-2030 (1st Tier), and 2031-2040 (2nd Tier). Projects not listed within these three tiers are itemized within a fourth tier entitled 'Long-Range'.

The estimates and projections discussed above are based upon historic research documented by the spreadsheets within the Excel workbook entitled 'LRTP Revenue Estimate rev 9-21-15 w subtotals'. The Revenues spreadsheet included below summarizes the data and includes projected amounts per funding category by year.

CBMPO LRTP Revenue Projections
FY 2016-2040

Roads Sources of Funding - Projects					
YEAR	GDOT	County SPLOST	LG SPLOST	Local $$	Yearly Total
2016	$ 15,000,000	$ 5,000,000	$ 250,000	$ 5,250,000	$ 20,250,000
2017	$ 15,150,000	$ 5,050,000	$ 252,500	$ 5,302,500	$ 20,452,500
2018	$ 15,301,500	$ 5,100,500	$ 255,025	$ 5,355,525	$ 20,657,025
2019	$ 15,454,515	$ 5,151,505	$ 257,575	$ 5,409,080	$ 20,863,595
TIP TOTALS	**$ 60,906,015**	**$ 20,302,005**	**$ 1,015,100**	**$ 21,317,105**	**$ 82,223,120**
2020	$ 15,609,060	$ 5,203,020	$ 260,151	$ 5,463,171	$ 21,072,231
2021	$ 15,765,151	$ 5,255,050	$ 262,753	$ 5,517,803	$ 21,282,954
2022	$ 15,922,802	$ 5,307,601	$ 265,380	$ 5,572,981	$ 21,495,783
2023	$ 16,082,030	$ 5,360,677	$ 268,034	$ 5,628,711	$ 21,710,741
2024	$ 16,242,851	$ 5,414,284	$ 270,714	$ 5,684,998	$ 21,927,848
2025	$ 16,405,279	$ 5,468,426	$ 273,421	$ 5,741,848	$ 22,147,127
2026	$ 16,569,332	$ 5,523,111	$ 276,156	$ 5,799,266	$ 22,368,598
2027	$ 16,735,025	$ 5,578,342	$ 278,917	$ 5,857,259	$ 22,592,284
2028	$ 16,902,375	$ 5,634,125	$ 281,706	$ 5,915,831	$ 22,818,207
2029	$ 17,071,399	$ 5,690,466	$ 284,523	$ 5,974,990	$ 23,046,389
LR1 TOTALS	**$ 163,305,305**	**$ 54,435,102**	**$ 2,721,755**	**$ 57,156,857**	**$ 220,462,162**
2030	$ 17,242,113	$ 5,747,371	$ 287,369	$ 6,034,740	$ 23,276,853
2031	$ 17,414,534	$ 5,804,845	$ 290,242	$ 6,095,087	$ 23,509,621
2032	$ 17,588,680	$ 5,862,893	$ 293,145	$ 6,156,038	$ 23,744,718
2033	$ 17,764,566	$ 5,921,522	$ 296,076	$ 6,217,598	$ 23,982,165
2034	$ 17,942,212	$ 5,980,737	$ 299,037	$ 6,279,774	$ 24,221,986
2035	$ 18,121,634	$ 6,040,545	$ 302,027	$ 6,342,572	$ 24,464,206
2036	$ 18,302,851	$ 6,100,950	$ 305,048	$ 6,405,998	$ 24,708,848
2037	$ 18,485,879	$ 6,161,960	$ 308,098	$ 6,470,058	$ 24,955,937
2038	$ 18,670,738	$ 6,223,579	$ 311,179	$ 6,534,758	$ 25,205,496
2039	$ 18,857,445	$ 6,285,815	$ 314,291	$ 6,600,106	$ 25,457,551
2040	$ 19,046,020	$ 6,348,673	$ 317,434	$ 6,666,107	$ 25,712,127
LR2 TOTALS	**$ 199,436,673**	**$ 66,478,891**	**$ 3,323,945**	**$ 69,802,835**	**$ 269,239,508**
	$ 423,647,993	**$ 141,215,998**	**$ 7,060,800**	**$ 148,276,797**	**$ 571,924,790**

CBMPO LRTP Revenue Projections
FY 2016-2040

	Roads Sources of Funding - Maintenance				
YEAR	GDOT	Co. General	LG General	Local $$	Yearly TOTAL
2016	$ 994,749	$ 2,529,000	$ 1,534,886	$ 4,063,886	$ 5,058,635
2017	$ 1,004,696	$ 2,554,290	$ 1,550,235	$ 4,104,525	$ 5,109,222
2018	$ 1,014,743	$ 2,579,833	$ 1,565,738	$ 4,145,570	$ 5,160,314
2019	$ 1,024,891	$ 2,605,631	$ 1,581,395	$ 4,187,026	$ 5,211,917
TIP TOTALS	**$ 4,039,080**	**$ 10,268,754**	**$ 6,232,254**	**$ 16,501,008**	**$ 20,540,088**
2020	$ 1,035,140	$ 2,631,688	$ 1,597,209	$ 4,228,896	$ 5,264,036
2021	$ 1,045,491	$ 2,658,004	$ 1,613,181	$ 4,271,185	$ 5,316,677
2022	$ 1,055,946	$ 2,684,584	$ 1,629,313	$ 4,313,897	$ 5,369,843
2023	$ 1,066,506	$ 2,711,430	$ 1,645,606	$ 4,357,036	$ 5,423,542
2024	$ 1,077,171	$ 2,738,545	$ 1,662,062	$ 4,400,607	$ 5,477,777
2025	$ 1,087,942	$ 2,765,930	$ 1,678,683	$ 4,444,613	$ 5,532,555
2026	$ 1,098,822	$ 2,793,589	$ 1,695,469	$ 4,489,059	$ 5,587,881
2027	$ 1,109,810	$ 2,821,525	$ 1,712,424	$ 4,533,949	$ 5,643,759
2028	$ 1,120,908	$ 2,849,741	$ 1,729,548	$ 4,579,289	$ 5,700,197
2029	$ 1,132,117	$ 2,878,238	$ 1,746,844	$ 4,625,082	$ 5,757,199
LR1 TOTALS	**$ 10,829,853**	**$ 27,533,274**	**$ 16,710,339**	**$ 44,243,614**	**$ 55,073,466**
2030	$ 1,143,438	$ 2,907,020	$ 1,764,312	$ 4,671,333	$ 5,814,771
2031	$ 1,154,873	$ 2,936,090	$ 1,781,955	$ 4,718,046	$ 5,872,919
2032	$ 1,166,421	$ 2,965,451	$ 1,799,775	$ 4,765,226	$ 5,931,648
2033	$ 1,178,086	$ 2,995,106	$ 1,817,773	$ 4,812,879	$ 5,990,964
2034	$ 1,189,867	$ 3,025,057	$ 1,835,950	$ 4,861,007	$ 6,050,874
2035	$ 1,201,765	$ 3,055,308	$ 1,854,310	$ 4,909,618	$ 6,111,383
2036	$ 1,213,783	$ 3,085,861	$ 1,872,853	$ 4,958,714	$ 6,172,496
2037	$ 1,225,921	$ 3,116,719	$ 1,891,582	$ 5,008,301	$ 6,234,221
2038	$ 1,238,180	$ 3,147,886	$ 1,910,497	$ 5,058,384	$ 6,296,564
2039	$ 1,250,562	$ 3,179,365	$ 1,929,602	$ 5,108,968	$ 6,359,529
2040	$ 1,263,067	$ 3,211,159	$ 1,948,898	$ 5,160,057	$ 6,423,125
LR2 TOTALS	**$ 13,225,962**	**$ 33,625,023**	**$ 20,407,509**	**$ 54,032,532**	**$ 67,258,494**
	$ 28,094,894	**$ 71,427,052**	**$ 43,350,102**	**$ 114,777,154**	**$ 142,872,048**

CBMPO LRTP Revenue Projections
FY 2016-2040

	Transit 5307-Lg Urban Capital			Transit 5307 - Sm Urban Capital			Transit 5311 - Capital		
YEAR	ARC	Local - 20%	Yearly Total	GDOT	Local - 10%	Yearly Total	GDOT	Local - 10%	Yearly Total
2016	$ 34,326	$ 6,865	$ 41,191	$ 90,000	$ 9,000	$ 99,000	$ -	$ -	
2017	$ 95,515	$ 23,879	$ 119,394	$ 120,000	$ 12,000	$ 132,000	$ 33,500	$ 3,350	$ 36,850
2018	$ 26,285	$ 6,571	$ 32,857	$ 121,200	$ 12,120	$ 133,320	$ 35,000	$ 3,500	$ 38,500
2019	$ 26,548	$ 6,637	$ 33,185	$ 122,412	$ 12,241	$ 134,653	$ 34,653	$ 3,465	$ 38,119
TIP TOTALS	**$ 182,674**	**$ 43,952**	**$ 226,627**	**$ 453,612**	**$ 45,361**	**$ 498,973**	**$ 103,153**	**$ 10,315**	**$ 113,469**
2020	$ 26,814	$ 6,703	$ 33,517	$ 123,636	$ 12,364	$ 136,000	$ 34,310	$ 3,431	$ 37,741
2021	$ 27,082	$ 6,770	$ 33,852	$ 124,872	$ 12,487	$ 137,360	$ 33,971	$ 3,397	$ 37,368
2022	$ 27,353	$ 6,838	$ 34,191	$ 126,121	$ 12,612	$ 138,733	$ 33,634	$ 3,363	$ 36,998
2023	$ 27,626	$ 6,907	$ 34,533	$ 127,382	$ 12,738	$ 140,121	$ 33,301	$ 3,330	$ 36,631
2024	$ 27,902	$ 6,976	$ 34,878	$ 128,656	$ 12,866	$ 141,522	$ 32,972	$ 3,297	$ 36,269
2025	$ 28,181	$ 7,045	$ 35,227	$ 129,943	$ 12,994	$ 142,937	$ 32,645	$ 3,265	$ 35,910
2026	$ 28,463	$ 7,116	$ 35,579	$ 131,242	$ 13,124	$ 144,366	$ 32,322	$ 3,232	$ 35,554
2027	$ 28,748	$ 7,187	$ 35,935	$ 132,555	$ 13,255	$ 145,810	$ 32,002	$ 3,200	$ 35,202
2028	$ 29,035	$ 7,259	$ 36,294	$ 133,880	$ 13,388	$ 147,268	$ 31,685	$ 3,169	$ 34,854
2029	$ 29,326	$ 7,331	$ 36,657	$ 135,219	$ 13,522	$ 148,741	$ 31,371	$ 3,137	$ 34,508
LR1 TOTALS	**$ 280,529**	**$ 70,132**	**$ 350,662**	**$ 1,293,507**	**$ 129,351**	**$ 1,422,858**	**$ 328,214**	**$ 32,821**	**$ 361,035**
2030	$ 29,619	$ 7,405	$ 37,024	$ 136,571	$ 13,657	$ 150,228	$ 31,061	$ 3,106	$ 34,167
2031	$ 29,915	$ 7,479	$ 37,394	$ 137,937	$ 13,794	$ 151,731	$ 30,753	$ 3,075	$ 33,829
2032	$ 30,214	$ 7,554	$ 37,768	$ 139,316	$ 13,932	$ 153,248	$ 30,449	$ 3,045	$ 33,494
2033	$ 30,516	$ 7,629	$ 38,145	$ 140,709	$ 14,071	$ 154,780	$ 30,147	$ 3,015	$ 33,162
2034	$ 30,822	$ 7,705	$ 38,527	$ 142,117	$ 14,212	$ 156,328	$ 29,849	$ 2,985	$ 32,834
2035	$ 31,130	$ 7,782	$ 38,912	$ 143,538	$ 14,354	$ 157,891	$ 29,553	$ 2,955	$ 32,509
2036	$ 31,441	$ 7,860	$ 39,301	$ 144,973	$ 14,497	$ 159,470	$ 29,261	$ 2,926	$ 32,187
2037	$ 31,755	$ 7,939	$ 39,694	$ 146,423	$ 14,642	$ 161,065	$ 28,971	$ 2,897	$ 31,868
2038	$ 32,073	$ 8,018	$ 40,091	$ 147,887	$ 14,789	$ 162,676	$ 28,684	$ 2,868	$ 31,552
2039	$ 32,394	$ 8,098	$ 40,492	$ 149,366	$ 14,937	$ 164,302	$ 28,400	$ 2,840	$ 31,240
2040	$ 32,718	$ 8,179	$ 40,897	$ 150,860	$ 15,086	$ 165,946	$ 28,119	$ 2,812	$ 30,931
LR2 TOTALS	**$ 342,597**	**$ 85,649**	**$ 428,246**	**$ 1,579,696**	**$ 157,970**	**$ 1,737,666**	**$ 325,246**	**$ 32,525**	**$ 357,771**
	$ 805,800	**$ 199,734**	**$ 1,005,534**	**$ 3,326,816**	**$ 332,682**	**$ 3,659,497**	**$ 756,613**	**$ 75,661**	**$ 832,275**

CBMPO LRTP Revenue Projections
FY 2016-2040

YEAR	Transit 5307 - Sm Urban Operating 5307	Local - 50%	Total	Transit 5311 - Operating GDOT	Local - 50%	Yearly Total	Transit Alliance
2016	$ 36,543	$ 36,543	$ 73,086	$ 153,348	$ 153,348	$ 306,696	$ 122,000
2017	$ 145,000	$ 145,000	$ 290,000	$ 151,830	$ 151,830	$ 303,659	$ 123,220
2018	$ 146,450	$ 146,450	$ 292,900	$ 150,326	$ 150,326	$ 300,653	$ 124,452
2019	$ 147,915	$ 147,915	$ 295,829	$ 148,838	$ 148,838	$ 297,676	$ 125,697
TIP TOTALS	**$ 481,215**	**$ 475,908**	**$ 951,815**	**$ 604,342**	**$ 604,342**	**$ 1,208,684**	**$ 495,369**
2020	$ 149,394	$ 149,394	$ 298,787	$ 147,364	$ 147,364	$ 294,729	$ 126,954
2021	$ 150,888	$ 150,888	$ 301,775	$ 145,905	$ 145,905	$ 291,811	$ 128,223
2022	$ 152,396	$ 152,396	$ 304,793	$ 144,461	$ 144,461	$ 288,922	$ 129,505
2023	$ 153,920	$ 153,920	$ 307,841	$ 143,030	$ 143,030	$ 286,061	$ 130,801
2024	$ 155,460	$ 155,460	$ 310,919	$ 141,614	$ 141,614	$ 283,229	$ 132,109
2025	$ 157,014	$ 157,014	$ 314,028	$ 140,212	$ 140,212	$ 280,424	$ 133,430
2026	$ 158,584	$ 158,584	$ 317,169	$ 138,824	$ 138,824	$ 277,648	$ 134,764
2027	$ 160,170	$ 160,170	$ 320,340	$ 137,449	$ 137,449	$ 274,899	$ 136,112
2028	$ 161,772	$ 161,772	$ 323,544	$ 136,089	$ 136,089	$ 272,177	$ 137,473
2029	$ 163,390	$ 163,390	$ 326,779	$ 134,741	$ 134,741	$ 269,482	$ 138,847
LR1 TOTALS	**$ 1,562,988**	**$ 1,562,988**	**$ 3,125,976**	**$ 1,409,691**	**$ 1,409,691**	**$ 2,819,381**	**$ 1,328,216**
2030	$ 165,024	$ 165,024	$ 330,047	$ 133,407	$ 133,407	$ 266,814	$ 140,236
2031	$ 166,674	$ 166,674	$ 333,348	$ 132,086	$ 132,086	$ 264,172	$ 141,638
2032	$ 168,340	$ 168,340	$ 336,681	$ 130,778	$ 130,778	$ 261,557	$ 143,055
2033	$ 170,024	$ 170,024	$ 340,048	$ 129,484	$ 129,484	$ 258,967	$ 144,485
2034	$ 171,724	$ 171,724	$ 343,448	$ 128,202	$ 128,202	$ 256,403	$ 145,930
2035	$ 173,441	$ 173,441	$ 346,883	$ 126,932	$ 126,932	$ 253,865	$ 147,389
2036	$ 175,176	$ 175,176	$ 350,352	$ 125,676	$ 125,676	$ 251,351	$ 148,863
2037	$ 176,928	$ 176,928	$ 353,855	$ 124,431	$ 124,431	$ 248,862	$ 150,352
2038	$ 178,697	$ 178,697	$ 357,394	$ 123,199	$ 123,199	$ 246,398	$ 151,855
2039	$ 180,484	$ 180,484	$ 360,968	$ 121,979	$ 121,979	$ 243,959	$ 153,374
2040	$ 182,289	$ 182,289	$ 364,577	$ 120,772	$ 120,772	$ 241,543	$ 154,908
LR2 TOTALS	**$ 1,908,800**	**$ 1,908,800**	**$ 6,943,576**	**$ 1,396,946**	**$ 1,396,946**	**$ 2,793,892**	**$ 1,622,085**
	$ 3,953,002	**$ 3,947,695**	**$ 11,021,367**	**$ 3,410,979**	**$ 3,410,979**	**$ 6,821,958**	**$ 3,445,670**

CBMPO LRTP Revenue Projections
FY 2016-2040

YEAR		Yearly Totals
	2016	$ 436,217
	2017	$ 669,065
	2018	$ 603,714
	2019	$ 606,063
TIP TOTALS		**2,315,058.44**
	2020	$ 608,472
	2021	$ 610,941
	2022	$ 613,471
	2023	$ 616,061
	2024	$ 618,713
	2025	$ 621,425
	2026	$ 624,200
	2027	$ 627,036
	2028	$ 629,934
	2029	$ 632,894
LR1 TOTALS		**$ 10,833,262**
	2030	$ 635,917
	2031	$ 440,398
	2032	$ 642,153
	2033	$ 645,366
	2034	$ 648,643
	2035	$ 651,984
	2036	$ 655,389
	2037	$ 658,860
	2038	$ 662,395
	2039	$ 665,997
	2040	$ 669,664
LR2 TOTALS		**$ 6,976,765**
		$ 20,125,086

APPENDICES

SECTION VIII. AIR QUALITY CONFORMITY DETERMINATION

SECTION IX. TITLE VI AND ENVIRONMENTAL JUSTICE

SECTION X. DEFINITIONS AND ACRONYMS

SECTION XI. COMMITTEE MEMBERSHIPS

SECTION XII. PUBLIC INVOLVEMENT

CONFORMITY DETERMINATION REPORT

Atlanta Nonattainment Area

In Support of:

The Atlanta Region's Plan

Gainesville-Hall Regional Transportation Plan

Bartow on the Move

The contents of this report reflect the views of the persons preparing the document and those individuals are responsible for the facts and the accuracy of the data presented herein. The contents of this report do not necessarily reflect the official views or policies of the Department of Transportation of the State of Georgia. This report does not constitute a standard, specification, or regulations.

Table of Contents

Regional Air Quality Conformity **5**
Introduction 5
The Clean Air Act & Transportation Conformity 5
The Region's Current Attainment Status **8**
Eight-Hour Ozone Standard 8
Annual $PM_{2.5}$ Standard 8
Recent Conformity Determinations 10
Statement of Conformity **11**
Statement of Conformity – Eight-Hour Ozone Standard 11
Statement of Conformity – $PM_{2.5}$ Standard 13
No Greater Than Base Year Interim Emissions Test 13
$PM_{2.5}$ Motor Vehicle Emission Budget Test 13
Interagency Consultation **15**
Introduction 15
Emissions Analysis – Model and Assumptions 16
Regionally Significant Projects 16
Identification of Exempt Projects 17
Transportation Control Measures 17
Evaluation of Conformity Triggers 18
MPO Notification of Non-Federal Regionally Significant Projects 18
Public Involvement **19**
Fiscal Constraint **21**
Latest Planning Assumptions **24**
Overview 24
Socioeconomic Forecasts 24
Tolls and Managed Lanes 25
Transit Operating Procedures 26
On-Board Transit Survey Expansion 26
Zero-Car Household Distribution 26
Fare Changes 26
Service Level Changes 27
Future Regional Transit Service 27
Quantitative Analysis **29**
Eight-Hour Ozone Standard 29
Results of Analysis - Eight-Hour Ozone Standard 30
$PM_{2.5}$ Standard 32
$PM_{2.5}$ Standard – Partial County Area for Heard and Putnam 32
Results of Analysis – $PM_{2.5}$ Standard 34

Figures

Figure 1: Government Actions to Implement the Clean Air Act 7
Figure 2: Atlanta Nonattainment Area Boundaries 9
Figure 3: 20-County Motor Vehicle Emissions Budget Test – Eight-Hour Ozone Standard 31
Figure 4: Heard and Putnam County Roadways within $PM_{2.5}$ Nonattainment Boundary 33
Figure 5: Interim Test Emissions – Direct $PM_{2.5}$ 35
Figure 6: Interim Test Emissions – NO_x Precursor 36
Figure 7: Maintenance Plan Regional Emissions – Direct $PM_{2.5}$ 37
Figure 8: Maintenance Plan Regional Emissions – NO_x Precursor 38

Tables

Table 1: Recent Conformity Determinations 10
Table 2: Eight-Hour Ozone Standard Conformity Tests 12
Table 3: Annual $PM_{2.5}$ Standard Conformity Tests 14
Table 4: FY 2016-2021 Yearly TIP Balances – Federal Highway Administration Funds ($YOE) 22
Table 5: FY 2014-2019 Yearly TIP Balances – Federal Transit Administration ($YOE) 23
Table 6: 20-County Motor Vehicle Emissions Budget Test – Eight-Hour Ozone Standard 30
Table 7: Interim Test Annual $PM_{2.5}$ Standard Emissions – Direct $PM_{2.5}$ & NO_x Precursor 34
Table 8: Maintenance Plan Annual $PM_{2.5}$ Standard Emissions – Direct $PM_{2.5}$ & NO_x Precursor 37

Glossary of Acronyms

ARC	-	Atlanta Regional Commission
CATS	-	Cherokee Area Transportation System
CBMPO	-	Cartersville-Bartow County Metropolitan Planning Organization
CCT	-	Cobb Community Transit
CDR	-	Conformity Determination Report
CFR	-	Code of Federal Regulations
FHWA	-	Federal Highway Administration
FTA	-	Federal Transit Authority
FY	-	Fiscal Year
GA EPD	-	Georgia Environmental Protection Division
GCT	-	Gwinnett County Transit
GDOT	-	Georgia Department of Transportation
GHMPO	-	Gainesville-Hall County Metropolitan Planning Organization
GRTA	-	Georgia Regional Transportation Authority
HAT	-	Hall Area Transit
HOT	-	High-Occupancy Toll
HOV	-	High-Occupancy Vehicle
HPMS	-	Highway Performance Monitoring System
I/M	-	Inspection and Maintenance Program
MAP-21	-	Moving Ahead for Progress in the 21st Century (federal transportation bill)
MARTA	-	Metropolitan Atlanta Rapid Transit Authority
MOVES	-	Motor Vehicle Emission Simulator (USEPA's latest emissions modeling platform)
MPO	-	Metropolitan Planning Organization
MVEB	-	Motor Vehicle Emission Budget
NAAQS	-	National Ambient Air Quality Standards
NO_x	-	Nitrogen Oxides
O_3	-	Ozone
$PM_{2.5}$	-	Fine Particulate Matter (diameter smaller than 2.5 micrometers)
RTP	-	Regional Transportation Plan
SIP	-	State Implementation Plan
SOV	-	Single-Occupancy Vehicle
TCM	-	Transportation Control Measure
TIP	-	Transportation Improvement Program
TMA	-	Transportation Management Authority
TTY	-	Text Telephone
USDOT	-	United States Department of Transportation
USEPA	-	United States Environmental Protection Agency
VMT	-	Vehicle Miles Traveled
VOC	-	Volatile Organic Compounds

Regional Air Quality Conformity

Introduction

The Atlanta Region's Plan Transportation Element and associated FY 2016-2021 Transportation Improvement Program (TIP), along with the Gainesville-Hall County MPO (GHMPO) Regional Transportation Plan and the Cartersville-Bartow County MPO (CBMPO) transportation plan (Bartow on the Move), comprise the latest major updates to the Regional Transportation Plans (RTP) and programs within the Atlanta ozone and fine particulate matter ($PM_{2.5}$) nonattainment areas.

Together, these three plans demonstrate conformity to the 2008 eight-hour ozone and the 1997 annual $PM_{2.5}$ standards. The conformity analysis for both the eight-hour ozone and $PM_{2.5}$ standards is documented in full in this Conformity Determination Report (CDR).

The Clean Air Act & Transportation Conformity

The Clean Air Act[1] requires the United States Environmental Protection Agency (USEPA) to set limits on how much of a particular pollutant can be in the air anywhere in the United States. National Ambient Air Quality Standards (NAAQS) are the pollutant limits set by the USEPA; they define the allowable concentration of pollution in the air for six different pollutants – carbon monoxide, lead, nitrogen dioxide, fine and coarse particulate matter, ozone and sulfur dioxide.

The Clean Air Act specifies how areas within the country are designated as either in attainment or nonattainment of an air quality standard, and provides USEPA the authority to define the boundaries of nonattainment areas. For areas designated as nonattainment for one or more NAAQS, the Clean Air Act defines a specific timetable to attain the standard and requires that nonattainment areas demonstrate reasonable and steady progress in reducing air pollution emissions until such time that an area can demonstrate attainment. Each state must develop and submit a State Implementation Plan (SIP) that addresses each pollutant for which it fails to meet the NAAQS. Individual state air quality agencies are responsible for defining the overall regional plan to reduce air pollution emissions to levels that will enable attainment and maintenance of the NAAQS. This strategy is articulated through the SIP. In Georgia, the agency responsible for SIP development is the Georgia Environmental Protection Division (GA EPD).

The delineation and implementation of strategies to control emissions from on-road[2] mobile sources is a significant element of the state plan to improve air quality, thereby creating a direct link between transportation and air quality planning activities within nonattainment areas. The process of ensuring that a region's transportation planning activities contribute to attainment of the NAAQS, or conform to the purposes of the SIP, is referred to as transportation conformity. In order to receive federal transportation funds within a nonattainment area, the area must demonstrate through a federally mandated transportation conformity process that the transportation investments, strategies and programs, taken as a whole, contribute to the air quality goals defined in the SIP.

[1] www.epa.gov/air/caa

[2] On-road, or highway, sources include vehicles used on roads to transport passengers or freight.

To ensure that transportation conformity requirements are met, Section 176(c) of the Clean Air Act authorizes the USEPA Administrator to "promulgate criteria and procedures for demonstrating and assuring conformity in the case of transportation plans, programs, and projects." This is accomplished through the Transportation Conformity Rule,[3] developed by the USEPA to outline all federal requirements associated with transportation conformity. The Transportation Conformity Rule in conjunction with the Metropolitan Planning Regulations direct transportation plan and program development as well as the transportation conformity process. The final Conformity Rule[4] incorporates revisions resulting from the passage of MAP-21; the current federal transportation funding legislation which specifies the process for the development of metropolitan transportation plans and programs for urbanized areas.

The Atlanta Regional Commission (ARC) is the federally designated Metropolitan Planning Organization (MPO) for all or portions of 20 counties in north Georgia.[5] ARC is directly responsible for developing a long-range RTP and short-range TIP that conform to the air quality goals established in the SIP, according to the guidelines outlined in the Metropolitan Planning Regulations and Transportation Conformity Rule.

Portions of the Atlanta urbanized area extend into Bartow, Hall and Jackson Counties. Via interagency agreement, CBMPO and GHMPO plan for those portions of the Atlanta urbanized area within their boundary.[6] ARC performs the planning and technical work required by the Transportation Conformity Rule, including, by agreement with CBMPO and GHMPO, the emissions modeling for Bartow and Hall Counties. ARC documents the analysis in a combined CDR for all three MPOs.[7] The United States Department of Transportation (USDOT) approves or disapproves the conformity analysis in consultation with the USEPA. A positive conformity determination is required in order for the RTPs and TIPs to advance in all three MPOs.

If transportation plans and programs do not conform to the air quality goals established in the SIP, the transportation planning process will be delayed. Project implementation may be jeopardized through the imposition of transportation-funding restrictions that direct how federal transportation funds can be applied. This situation is referred to as a conformity lapse, during which all federal transportation funds and approvals are restricted to projects that meet certain very specific criteria.

An overview of the process is presented in Figure 1.

[3] www.fhwa.dot.gov/environment/air_quality/conformity

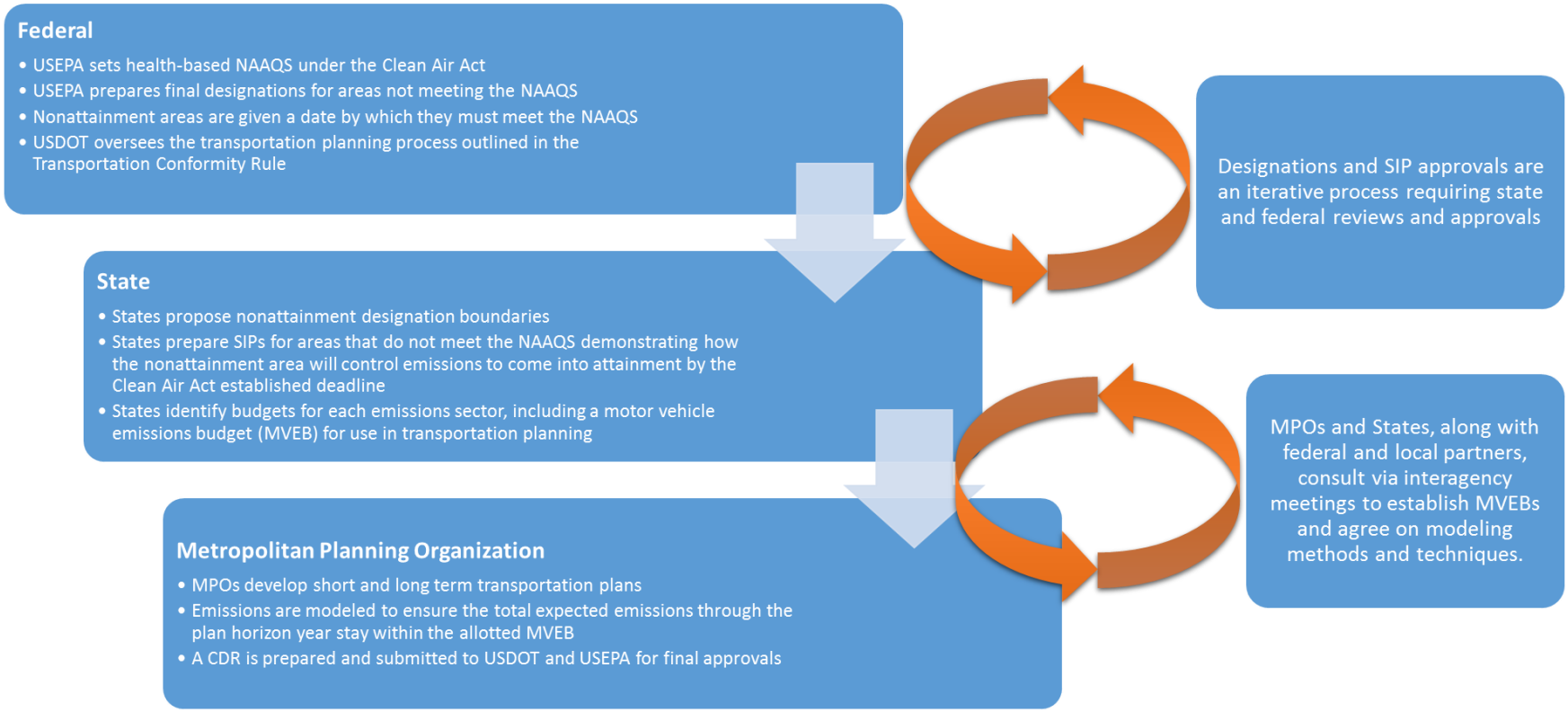
[4] Last updated in March 2012

[5] The ARC metropolitan planning area comprises the city of Atlanta and the counties of Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Paulding and Rockdale, as well as portions of the counties of Barrow, Carroll, Dawson, Newton, Pike, Spalding and Walton.

[6] GHMPO currently plans for the portion of the Atlanta urbanized area in both Hall and Jackson Counties

[7] As of fall 2015, Bartow County is part of both the ozone and $PM_{2.5}$ nonattainment areas, while Hall County is part of the $PM_{2.5}$ nonattainment area.

Figure 1: Government Actions to Implement the Clean Air Act



The Region's Current Attainment Status

Eight-Hour Ozone Standard

Effective July 20, 2012, 15 counties in the Atlanta region were classified as a marginal nonattainment area under the 2008 eight-hour ozone standard; Bartow, Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Newton, Paulding and Rockdale counties (see Figure 2). Initially, an attainment date of December 31, 2015 was established. This date was later changed through litigation to July 20, 2015 for marginal nonattainment areas. On August 27, 2015, USEPA proposed to reclassify the Atlanta nonattainment area as a moderate nonattainment area due to the failure to meet the ozone NAAQS by July 20, 2015. A new attainment date was set for July 20, 2018.

This 15-county area replaces the previously designated 20-county area under the 1997 eight-hour ozone standard. Transportation conformity for the 1997 eight-hour ozone standard was revoked for transportation conformity purposes effective July 20, 2013. Therefore, a conformity analysis is no longer required for the 1997 eight-hour ozone standard. As a result, Hall, Barrow, Walton, Spalding and Carroll counties are no longer part of the Atlanta ozone nonattainment area.

The 2008 eight-hour ozone standard was set at 0.075 ppm and replaces the 1997 eight-hour ozone standard of 0.084 ppm. The Atlanta region attained the 1997 eight-hour ozone standard with a clean data determination on June 23, 2011. USEPA approved the Atlanta 1997 Eight-Hour Ozone Redesignation Request and Maintenance Plan on December 2, 2013 with an effective attainment date of January 2, 2014 associated with the 2012 Ozone Maintenance Plan.[8]

On October 1, 2015 USEPA announced a new eight-hour ozone standard of 0.070 ppm. Designations for this standard will occur in 2017.

Annual $PM_{2.5}$ Standard

On December 17, 2004, the USEPA designated 20 whole counties and two partial counties near the metropolitan Atlanta area as nonattainment under the 1997 annual $PM_{2.5}$ standard. Particulate matter, or PM, is the term for particles found in the air, including dust, dirt, soot, smoke, and liquid droplets. The primary source of concern in air quality emissions analysis is direct motor vehicle $PM_{2.5}$ emissions, both from the combustion process and from tire and brake wear; and a precursor to $PM_{2.5}$ formation in the atmosphere, Nitrogen Oxide (NO_x). Particles less than 2.5 micrometers in diameter are referred to as "fine" particles and are believed to pose the greatest health risks. The $PM_{2.5}$ nonattainment area encompasses the 2008 eight-hour ozone nonattainment area plus the following additional entire counties Barrow, Carroll, Hall, Spalding, and Walton; and parts of Heard and Putnam counties (refer to Figure 2).

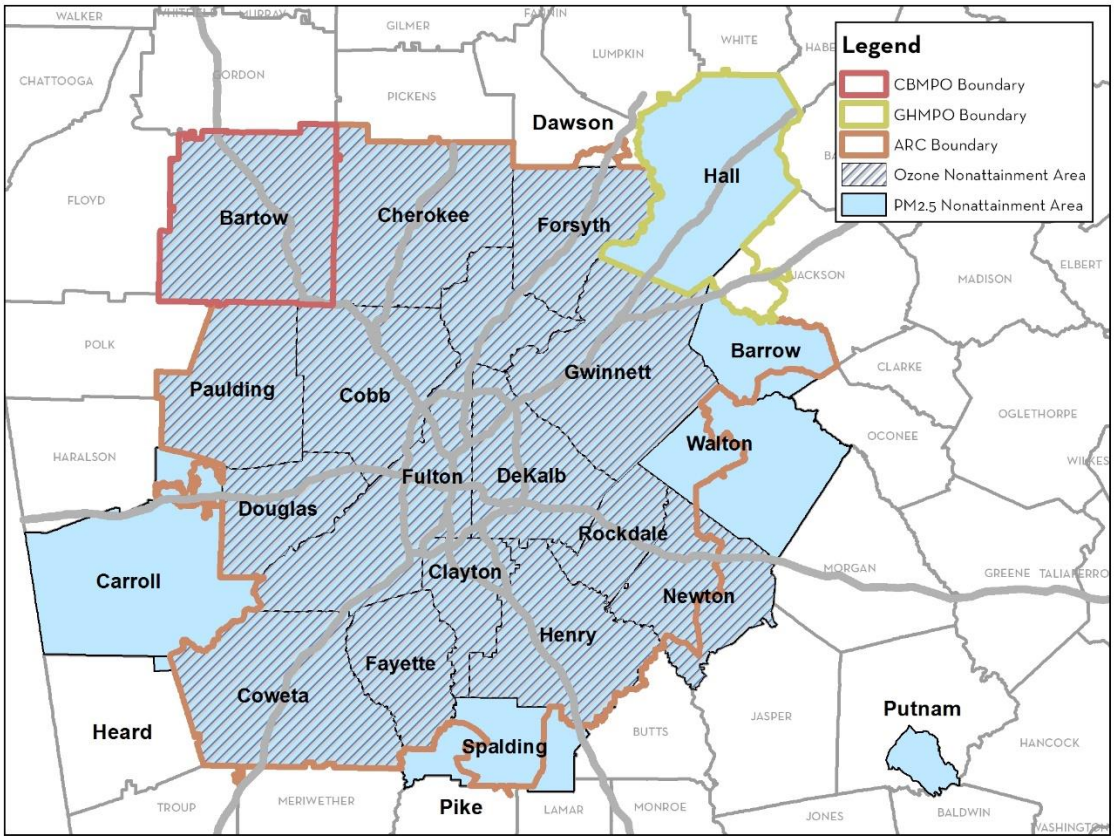
Under the 1997 $PM_{2.5}$ standard, there is no classification system to determine stringency of emission control measures or attainment year. $PM_{2.5}$ nonattainment areas were required to attain as soon as possible, but no later than April 2010, with an additional five years provided if the state can demonstrate that it is warranted. The $PM_{2.5}$ attainment SIP was submitted to USEPA by GA EPD on July 6, 2010. Since that time,

[8] Federal Register Notice: 78 FR 72040

on December 8, 2011, the USEPA ruled that the Atlanta area has met the 1997 $PM_{2.5}$ annual standard. As a result, no action was required on the $PM_{2.5}$ attainment SIP. GA EPD is still awaiting USEPA action on the Atlanta $PM_{2.5}$ Maintenance Plan. Until that time, an interim emissions methodology is used to determine conformity of the three MPOs' RTPs and TIPs.

In 2012, USEPA lowered the annual $PM_{2.5}$ standard from 15 micrograms per cubic meter ($\mu g/m^3$) to 12 $\mu g/m^3$. Designations for this new standard occurred on December 18, 2014. Under the new standard, no counties in the Atlanta region were designated as nonattainment. Due to incomplete monitoring data, USEPA has deferred classification for the following 12 counties: Bartow, Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Forsyth, Fulton, Gwinnett, Henry and Paulding. Deferred areas will be reevaluated with complete data by USEPA in early 2016.

Figure 2: Atlanta Nonattainment Area Boundaries



Recent Conformity Determinations

Since the adoption of the ARC's last RTP (PLAN 2040) in March 2014 there have been several positive conformity determinations by USDOT and USEPA. Amendments were the result of project funding changes, programming of new projects with air quality implications, and/or rebalancing of funds. A schedule of the conformity determinations associated with PLAN 2040 is provided in Table 1.

Table 1: Recent Conformity Determinations

Date	RTP/TIP	NAAQS
April 30, 2014	PLAN 2040 / FY 2014-2019 TIP	Ozone under the 2008 eight hour standard; $PM_{2.5}$ under the 1997 annual standard
September 29, 2014	PLAN 2040 / FY 2014-2019 TIP Amendment #1	Ozone under the 2008 eight hour standard; $PM_{2.5}$ under the 1997 annual standard
June 2, 2015	PLAN 2040 / FY 2014-2019 TIP Technical Analysis Update to support the GHMPO RTP/TIP Update	Ozone under the 2008 eight hour standard; $PM_{2.5}$ under the 1997 annual standard
September 29, 2015	PLAN 2040 / FY2014-2019 TIP Amendment #2	Ozone under the 2008 eight hour standard; $PM_{2.5}$ under the 1997 annual standard

Statement of Conformity

The purpose of this Conformity Determination Report, is to document compliance with the relevant elements of the Clean Air Act (Subsections 176(c) (1) (2) and (3)), the Transportation Conformity Rule (40 CFR Parts 51 and 93) and Metropolitan Planning Regulations (23 CFR Part 450) by demonstrating that the Atlanta Region's Plan RTP (including the FY 2016-2021 TIP), Bartow on the Move and the GHMPO RTP conform to the purpose of the SIP for both eight-hour ozone and annual $PM_{2.5}$. ARC has conducted the conformity determination for the entire ozone and $PM_{2.5}$ nonattainment areas, encompassing all three MPOs and parts of the state outside the boundary of the MPOs.

An updated transportation conformity analysis is required under the eight-hour ozone standard and the annual $PM_{2.5}$ standard for the three MPO RTPs and TIPs as a result of numerous changes to regionally significant projects. ARC is updating its RTP/TIP as part of the Atlanta Region's Plan. There are numerous changes to nonexempt projects. CBMPO is producing its first RTP, also requiring a conformity determination. At this time, there are no changes to the GHMPO RTP/TIP.

The conclusion of the conformity analyses, documented below, indicates that the ARC, CBMPO and GHPMO TIPs and RTPs support the broad intentions of the Clean Air Act for achieving and maintaining the NAAQS for ozone and fine particulate matter as outlined in the Atlanta area SIPs.

Statement of Conformity – Eight-Hour Ozone Standard

For the eight-hour ozone conformity analysis the Motor Vehicle Emission Budget (MVEB) test is required to demonstrate conformity. The latest approved MVEBs applicable to conformity under the eight-hour ozone standard were established by GA EPD as part of the Atlanta Reasonable Further Progress SIP and the Atlanta Ozone Maintenance Plan.

On May 5, 2012, the interagency consultation group determined that per §93.109(c)(2)(ii)(B) of the Transportation Conformity Rule it would be acceptable for the 2008 15-county eight-hour ozone nonattainment area to demonstrate conformity through the 20-county modeling methodology developed for the 1997 standard. Any additional emission credits needed in the future to pass conformity tests, however, must come from the 15-county portion of the region. Therefore, all models and budgets established for the previous 20-county eight-hour ozone nonattainment area were carried over for the analyses conducted in this CDR.

Ozone is not emitted directly by any source; it is formed when NO_x and Volatile Organic Compounds (VOC) combine in the atmosphere in the presence of sunlight. Therefore, air pollution control strategies are aimed at controlling NO_x and VOC. Budgets are established for these two pollutants instead of ozone directly. The transportation conformity analysis for the 15-county eight-hour ozone nonattainment area was performed with the MVEB Test using the two sets of approved budgets outlined in Table 2.

Table 2: Eight-Hour Ozone Standard Conformity Tests

Establishing SIP	Effective Date	Years	MVEBs
Reasonable Further Progress SIP	December 4, 2013	All conformity years prior to 2024	NO_x – 272.67 tons/day VOC – 171.83 tons/day
Ozone Maintenance Plan	January 2, 2014	All conformity years 2024 and later	NO_x – 126 tons/day VOC – 92 tons/day

The results of the emissions analysis for the Atlanta Region's Plan RTP, the CBMPO RTP and the GHMPO RTP demonstrate adherence to the established MVEBs. The conformity analysis was performed for the years 2017, 2024, 2030 and 2040. The analysis years meet the requirements for specific horizon years that the transportation plan must reflect as specified in 93.106(a)(1) of the Transportation Conformity Rule and specific analysis years that the regional emissions analysis must reflect per Section 93.118(b) and 93.118(d)(2). Since the eight-hour ozone standard attainment year falls inside of the RTP horizon, the year 2017 was incorporated into the emissions modeling process. In addition, the year 2024 has been included to meet the requirement to show conformity to the Ozone Maintenance Plan.

The ARC's FY 2016-2021 TIP is a direct subset of the Atlanta Region's Plan RTP (as are the TIPs associated with the CBMPO and GHMPO RTPs). The conformity determination for the FY 2016-2021 TIP includes the same set of projects; defined by their design concept, design scope and analysis years, as the Atlanta Region's Plan RTP. The RTP and TIP are financially constrained consistent per 23 CFR Part 450 Subpart C (i.e., cost feasible). The funding source for construction and operation, if applicable, of all projects is identified and presented in the Atlanta Region's Plan Transportation Element – Appendix A, and in RTP documentation associated with the CBMPO RTP and the GHMPO RTP. The FY 2016-2021 TIP also meets all other planning requirements including:

- Each program year of the FY 2016-2021 TIP is consistent with the federal funding that is reasonably expected for that year
- Required state and local matching funds, and funds for projects funded entirely by state and/or local money, are consistent with the revenue sources expected over the same period
- The FY 2016-2021 TIP is consistent with the conforming long-range plan such that the regional emissions analysis performed for the long-range plan directly applies to the TIP
- The FY 2016-2021 TIP contains all projects which must be started in the TIP time frame to implement the highway and transit system envisioned by the long-range plan in each of its horizon years
- All FY 2016-2021 TIP projects that are regionally significant are part of the specific highway or transit system envisioned in the long-range plan's horizon years
- The design concept and scope of each regionally significant project identified in the FY 2016-2021 TIP are consistent with the Atlanta Region's Plan RTP

Upon completion of the technical conformity analysis, ARC staff have determined that the Atlanta Region's Plan RTP, CBMPO's RTP and the GHMPO's RTP and associated TIPs together demonstrate compliance with the Clean Air Act as amended in 1990 in accordance with all conformity requirements as detailed in 40 CFR Parts 51 and 93 (the Transportation Conformity Rule) and 23 CFR Part 450 (the Metropolitan Planning Regulations as established in MAP-21).

Statement of Conformity – $PM_{2.5}$ Standard

For the $PM_{2.5}$ conformity analysis a dual approach was taken due to the pending approval of the Atlanta $PM_{2.5}$ Maintenance Plan, submitted to USEPA by GA EPD on August 30, 2012. As soon as the Maintenance Plan is approved its associated budgets must be used for the purpose of transportation conformity. As a result, both a No Greater Than Base Year[9] Interim Emissions Test and a MVEB Test to the Atlanta $PM_{2.5}$ Maintenance Plan were used.

If the Atlanta $PM_{2.5}$ Maintenance Plan is not approved and effective prior to ARC's submission of this document to USDOT and USEPA then the No Greater Than Base Year test meets the requirements to demonstrate conformity to the annual $PM_{2.5}$ standard. If the Atlanta $PM_{2.5}$ Maintenance Plan is approved and effective before this document is transmitted then the $PM_{2.5}$ MVEB Test is required to demonstrate conformity. An explanation of the required tests associated with both possibilities are outlined below and both analyses were carried out as part of the development of this CDR.

No Greater Than Base Year Interim Emissions Test

The regional emissions analysis for the annual $PM_{2.5}$ standard was performed against a 2002 base year emissions inventory for $PM_{2.5}$ and NO_x outlined in Table 3. The 2002 base year emissions inventory was established as part of this conformity process, as provided for in the preamble of the March 10, 2006, amendment to the Transportation Conformity Rule.

The $PM_{2.5}$ conformity analysis was performed for the years 2017, 2024, 2030 and 2040. The analysis years meet the requirements for specific horizon years that the transportation plan must reflect as specified in 93.106(a)(1) of the Transportation Conformity Rule and specific analysis years that the regional emissions analysis must reflect per Section 93.119(g).

$PM_{2.5}$ Motor Vehicle Emission Budget Test

The regional emissions analysis for the annual $PM_{2.5}$ standard was performed against the MVEBs for $PM_{2.5}$ and NO_x outlined in Table 3. For years prior to 2024, the horizon year of the Atlanta $PM_{2.5}$ Maintenance Plan, a No Greater Than Base Year Interim Emissions Test is performed. For years 2024 and later, MVEBs established in the plan are required.

The $PM_{2.5}$ conformity analysis was performed for the years 2017, 2024, 2030 and 2040. The analysis years meet the requirements for specific horizon years that the transportation plan must reflect as specified in 93.106(a)(1) of the Transportation Conformity Rule and specific analysis years that the regional emissions analysis must reflect per Section 93.119(g).

[9] 40 CFR Part 93.119(e)(2), 71 FR 12468, March 10, 2006

Table 3: Annual $PM_{2.5}$ Standard Conformity Tests

Establishing SIP	Effective Date	Years	Baseline/MVEBs
No Greater Than Base Year Interim Emissions Test	N/A	All conformity years prior to 2024	$PM_{2.5}$ – 6,405 tons/year NO_x – 194,050 tons/year
$PM_{2.5}$ Maintenance Plan	TBD	All conformity years 2024 and later	$PM_{2.5}$ – 2,281 tons/year NO_x – 44,429 tons/year

The ARC's FY 2016-2021 TIP is a direct subset of the Atlanta Region's Plan RTP (as are the TIPs associated with the CBMPO and GHMPO RTPs). The conformity determination for the FY 2016-2021 TIP includes the same set of projects; defined by their design concept, design scope and analysis years, as the Atlanta Region's Plan RTP. The RTP and TIP are financially constrained consistent per 23 CFR Part 450 Subpart C (i.e., cost feasible). The funding source for construction and operation, if applicable, of all projects is identified and presented in the Atlanta Region's Plan Transportation Element – Appendix A, and in RTP documentation associated with the CBMPO RTP and the GHMPO RTP. The FY 2016-2021 TIP also meets all other planning requirements including:

- Each program year of the FY 2014-2019 TIP is consistent with the federal funding that is reasonably expected for that year
- Required state and local matching funds, and funds for projects funded entirely by state and/or local money, are consistent with the revenue sources expected over the same period
- The FY 2014-2019 TIP is consistent with the conforming long-range plan such that the regional emissions analysis performed for the long-range plan directly applies to the TIP
- The FY 2014-2019 TIP contains all projects which must be started in the TIP time frame to implement the highway and transit system envisioned by the long-range plan in each of its horizon years
- All FY 2014-2019 TIP projects that are regionally significant are part of the specific highway or transit system envisioned in the long-range plan's horizon years
- The design concept and scope of each regionally significant project identified in the FY 2014-2019 TIP are consistent with PLAN2040/GHMPO 2040 RTP

Upon completion of the technical conformity analysis, ARC staff have determined that the Atlanta Region's Plan RTP, CBMPO's RTP and the GHMPO RTP and associated TIPs together demonstrate compliance with the Clean Air Act as amended in 1990 in accordance with all conformity requirements as detailed in 40 CFR Parts 51 and 93 (the Transportation Conformity Rule) and 23 CFR Part 450 (the Metropolitan Planning Regulations as established in MAP-21).

Interagency Consultation

Section 93.105 of the Transportation Conformity Rule requires procedures to be established for interagency consultation related to the development of the transportation plan and program and associated conformity determination. The interagency group meets on a routine basis to address transportation and air quality issues.[10] The interagency consultation group is comprised of the following groups:

- The MPOs: ARC, CBMPO and GHMPO
- Georgia Department of Transportation (GDOT)
- Metropolitan Atlanta Rapid Transit Authority (MARTA)
- GA EPD
- Federal Highway Administration (FHWA)
- Federal Transit Authority (FTA)
- USEPA
- Local transit providers: Cobb, Douglas and Gwinnett Counties
- Georgia Regional Transportation Agency (GRTA)

Introduction

ARC, CBMPO and GHMPO coordinated activities for this conformity analysis with the interagency consultation group and provided regular briefings to ARC's, CBMPO's and GHMPO's transportation technical and policy committees. CBMPO provided ARC staff with project details for travel demand model network coding in October 2015. GHMPO had no revisions to their RTP. Draft Atlanta Region's Plan Transportation Element documents were provided to CBMPO and GHMPO planning partners through the interagency and the Transportation Coordinating Committee (TCC), to allow for time to comment prior to the scheduled February 24, 2016 final adoption of the plan.

The draft Atlanta Region's Plan Transportation Element documents were made available to ARC planning partners through the TCC and the Transportation and Air Quality Committee (TAQC) in December, 2015, to allow for time to comment prior to formal adoption or publication, in accordance with 93.105(b)(2)(iii) of the Transportation Conformity Rule. Final Atlanta Region's Plan Transportation Element documents are anticipated to be provided on February 24, 2016, upon approval of the update, fulfilling the requirement of 40 CFR 93.105(c)(7).

ARC, CBMPO and GHMPO respond to any concern expressed by the state, a local jurisdiction, or the general public during the development of the RTP and TIP. Such concerns and ARC's, CBMPO's and GHMPO's responses are documented in the Public Comment Report included in the final Atlanta Region's Plan Transportation Element document set.
The following sections summarize the applicable requirements of Section 93.105 of the Transportation Conformity Rule that identifies specific interagency consultation procedures that must be addressed, and how the requirements have been met.

[10] Reference Exhibit 3 for interagency consultation group meeting minutes

Emissions Analysis – Model and Assumptions

Section 93.105(c)(1)(i) of the Transportation Conformity Rule requires that the interagency partners be provided the opportunity for evaluating and choosing a model and associated methods and assumptions to be used in the regional emissions analysis needed to demonstrate conformity.

A detailed listing of the procedures and planning assumptions used for the conformity analysis is outlined in Exhibit 1. This document was submitted to the interagency consultation group in accordance with Section 93.105(c)(1)(i) of the Transportation Conformity Rule. The document includes assumptions for both the eight-hour ozone and $PM_{2.5}$ emissions analyses. Interagency approval of these assumptions was granted on September 22, 2015.

ARC has consulted with the interagency group as to the required version of USEPA's mobile source emission model for the conformity analysis, MOVES2014. ARC worked in consultation with the GA EPD to develop necessary MOVES2014 input files that specify all federally mandated and regional motor vehicle emission control programs.

Regionally Significant Projects

A regionally significant project is a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs. Some examples include projects that: provide access to and from the area outside of the region, provide connections to key places in the region such as major activity centers, major planned developments, sports complexes, *etc*, or transportation terminals. Modifications to roadways or transit projects that would normally be included in the modeling of a metropolitan area's transportation network are also considered regionally significant, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. Projects that are regionally significant, regardless of funding source, must be included in the regional emissions analysis in accordance with Section 93.122(a)(1) of the Transportation Conformity Rule.

Section 93.105(c)(1)(ii) of the Transportation Conformity Rule requires an interagency consultation process for determining which minor arterials and other transportation projects (i.e., those projects that are not classified as principal arterials or above) should be considered regionally significant for the purposes of regional emissions analysis. As agreed to by the interagency partners, ARC's policy is that all regional facilities that are functionally classified as minor arterial or above must be included in the travel demand model and regional emissions analysis. The project listing contains descriptions of any proposed regionally significant additions or modifications to the transportation (highway and transit) system that are expected to be operational in each horizon year within the eight-hour ozone and $PM_{2.5}$ nonattainment areas.

For those regionally significant additions or modifications that fall within the existing 20-county ARC travel modeling domain, projects are identified and described in the following level of detail:

- ARC's highway network identifies intersections with existing regionally significant facilities
- The effect of such additions or modifications on route options between transportation analysis zones is defined

- Highway segments identify the design concept and scope sufficiently to model travel time under various traffic volumes, consistent with ARC's modeling method
- Transit facilities, equipment and services proposed for the future are defined in terms and design concept and scope and operating policies sufficient to model transit ridership
- Sufficient description of the transportation network shows a reasonable relationship between forecasted land use and the future transportation system

Identification of Exempt Projects

Section 93.105(c)(1)(iii) of the Transportation Conformity Rule provides for an evaluation of whether or not projects otherwise exempt per Sections 93.126 and 93.127, should be treated as non-exempt in cases where projects may have adverse impact on emissions. Exempt projects are those considered to be neutral with respect to their impact on air quality or are air-quality beneficial.

A draft listing of the proposed projects in the RTP and TIP, including their exempt status, was provided to interagency members on September 9, 2015 for all areas except CBMPO. CBMPO staff provided a list of their RTP projects on October 16 allowing time for the interagency consultation group to review and provide comment as needed prior to Board adoption and USDOT approval of the final RTP and TIP. All procedures used in the analysis and identification of these projects were done in accordance with Section 93.105, and provided for evaluation of any nonexempt project which may have been perceived to have an adverse impact on mobile source emissions.

Transportation Control Measures

Transportation Control Measures (TCM) are physical improvements and travel demand management strategies that reduce vehicle-related emissions. A SIP TCM is any TCM that is specifically identified and committed to in an approved SIP for the purpose of reducing emissions of air pollutants from transportation sources by improving traffic flow, reducing congestion or reducing vehicle use. Section 93.105(c)(1)(iv) provides for interagency consultation regarding timely implementation of TCMs included in the SIP. The Transportation Conformity Rule specifically requires the following:

- Assurance that the transportation program does not contradict any TCM commitment in the SIP
- Assurance that the transportation program provides for the expeditious implementation of TCMs
- Assurance that the status of each TCM is included with each TIP submission until TCMs are fully implemented

TCM strategies reflected in any of the eight-hour ozone or annual $PM_{2.5}$ SIPs fall in one of the five categories listed below. Refer to Exhibit 2 for a full listing of TCMs for the Atlanta region that are included in any of the $PM_{2.5}$ or ozone SIPs for Georgia. Currently, all TCMs have been implemented in the region:

Transit – This TCM is intended to promote alternatives to Single-Occupancy Vehicle (SOV) travel by expanding public transit. Activities encompass expansion of transit service, operation improvements, express bus services and signal preemption. There is also a program to convert existing diesel fuel buses to clean fuel.

Traffic Flow Improvements – This TCM comprises improved signalization, intersection improvements, incident management, High-Occupancy Vehicle (HOV) lanes and motorist information systems designed to improve traffic flow in the region.

Shared Ride/Demand Management – This TCM is intended to promote alternatives to SOV travel by encouraging carpooling/vanpooling, by providing commute options to employers and by educating employers and commuters, of the benefits of HOV travel. The TCM also includes a region-wide park-and-ride rideshare program designed to facilitate transfers to other modes as well as to serve bus or rail transit.

Brownfield Redevelopment – This SIP TCM strategy is comprised solely of the redevelopment of a 138 acre brownfield site previously owned by Atlantic Steel near Atlanta's central business district into a mixed-use residential and business activity center. The site supports 15 million square feet of retail, residential and office space, as well as 11 acres of public parks.

Alternative Fuel and Other – Clean fuel vehicles are included under this strategy.

Evaluation of Conformity Triggers

Triggers for an RTP and TIP conformity determination are established in Section 93.104(e) of the Transportation Conformity Rule. Triggers can include actions that establish new MVEBs for conformity, or that add, delete, or change TCMs, leading to the development of a new transportation plan and TIP conformity determination. The interagency consultation group discuss conformity triggers on an as-needed basis. A conformity determination is required within two years of the effective date of the following triggers:

- USEPA's finding that the MVEBs in a submitted SIP are adequate
- USEPA's approval of a SIP, if the budget(s) from that SIP have not yet been used in a CDR
- USEPA's promulgation of an implementation plan which establishes or revises a budget
- USEPA's approval of a SIP, or promulgation of a Federal Implementation Plan, that adds, deletes, or changes a TCM

MPO Notification of Non-Federal Regionally Significant Projects

Per Section 93.105(c)(4), the interagency consultation process must establish a mechanism to ensure that recipients of USDOT funds notify the MPO of any plans for construction of regionally significant non-federal projects. Regionally significant non-federal projects are those regionally significant projects that do not require federal funding or approval. In addition, the following requirements must be met:

- Notification of a planned project to the MPO is required even if the project sponsor has not made a final decision on project construction
- Inclusion in the MPO transportation model and the regional emissions analysis is required of all known regionally significant non-federal projects
- MPOs must respond in writing to any comments regarding regionally significant non-federal projects not adequately being accounted for in the regional emissions analysis

Public Involvement

The official public comment period for The Atlanta Region's Plan Transportation Element and associated FY 2016-2021 TIP started December 7, 2015 and ended January 15, 2016. CBMPO plans on going to public comment during the month of December concurrently with ARC.[11] Following completion of the public comment period, ARC prepared a Public Comment Report, which summarized all stakeholder and public outreach and comments throughout the development of the RTP. Responses to specific comments received on the draft plan, including the CDR, during the final comment period are also contained in the report. This document is included as an appendix to The Atlanta Region's Plan Transportation Element.

A legal ad was published in the Fulton County Daily Report on December 6, 2015 summarizing the intent and content of The Atlanta Region's Plan Transportation Element and inviting public review and comment through email, fax, phone or text telephone (TTY). A special website was created for The Atlanta Region's Plan where a detailed explanation was given on the plan's goals and objectives. Air quality related components are posted on ARC's air quality webpage,[12] as well as on the main plan page. This website address was broadcast widely through the ARC community networks in publications such as the Regional Briefings, the Community Engagement Network newsletter, and social media accounts like Facebook and Twitter. The total audience reached was over 5,200 individuals. There were announcements at all of the ARC, GRTA, and GDOT transportation committee and board meetings of the review period.

ARC's public involvement process for the development of The Atlanta Region's Plan comprised the following specific outreach strategies:

Online Surveys

ARC conducted a series of online surveys in 2014 and 2015 to gather feedback on draft planning goals and strategies. Effort was made to reach as many regional citizens as possible using online as well as face-to-face promotions. Over 15,000 responses were received from throughout the region, including more than 10,000 written comments of resident suggested-solutions.

Equitable Target Area Workshop

In September 2014, 60+ civic & non-profit leaders, equity stakeholders and locally elected officials, including previous Social Equity Committee members as well as members of the Poverty Equity Opportunity Committee, convened to share specific policy suggestions and feedback on the Equitable Target Area Index methodology and maps. The Equitable Target Areas index is a tool used by ARC to better understand complexities in communities of concern (those with high percentage of people living in poverty or high minority population) and how to make wise decisions regarding investments.

Building Opportunity Workshops

In follow up to the Equitable Target Areas Workshop, ARC hosted a 4-part outreach series to brought together community leaders, representatives from equity groups and others to give input on issues related to equity and policy in Atlanta region. This Building Opportunity series focused on policy areas of transportation access, community development, economic opportunity and livability.

[11] For CBMPO's full public comment details refer to their RTP documentation

[12] http://www.atlantaregional.com/environment/air

Community Policy Discussion Groups

More than 105 individuals from community groups that advocate on behalf of ethnic minorities, public safety, bicycle and pedestrian needs and aging services participated in a series of community discussions during April and May 2015. In these discussions ARC shared details on regional policy development and listened to needs and concerns highlighted by the groups.

Metro Atlanta Speaks

This public opinion telephone survey was conducted in 2013 and 2014, with 6,300 participants. The statistically significant survey gauged community perceptions of key regional issues and general satisfaction with life in Metro Atlanta.

Millennials Advisory Panel

More than 135 young adults aged 18-35 from throughout the Atlanta region joined the Millennials Advisory Panel. Throughout 2015, this group gathered at a series of self-conducted civic dinner parties to generate lively discussion and gather feedback to share regarding the policies of The Region's Plan.

The Atlanta Region's Plan Open House & Public Hearing

ARC's public participation policy requires a formal public hearing as part of the planning process. The public hearing for The Atlanta Regions Plan Transportation Element was held before the Transportation and Air Quality Committee, the policy committee of the Atlanta Metropolitan Planning Organization, at its regularly scheduled January 14, 2015 meeting. At this meeting, materials were available for additional information about the subject of the hearing. The hearing was recorded by a court reporter. No speakers registered to address the ARC Board. Had there been any requests, speakers at the Public Hearing would have been allowed three minutes to give their statements or record their comments with a court reporter. These comments would be captured verbatim and posted to The Atlanta Region's Plan website as part of the aforementioned appendix of the Regional Transportation Plan.

The Atlanta Region's Plan Website

In addition to strategic outreach with identified stakeholders, a web page dedicated to distribution of information regarding The Atlanta Region's Plan was created. It contained information including all official plan documents, maps and information about how to participate in the planning process as well as information about how to submit formal comments during the public comment period.

Fiscal Constraint

The primary purpose of the TIP amendment and conformity determination is to 1) demonstrate the region's ability to meet the air quality requirements for the new 15-county ozone non-attainment area, 2) reflect the latest designs for several regionally significant projects, and 3) respond to a limited number of programming changes for projects. No long-range project costs are impacted beyond the TIP period. The revenue forecasts presented in this section were performed in support of The Atlanta Region's Plan Transportation Element, which is expected to be approved in February 2016.

The plan includes updates of financial forecast trends predate Georgia's HB 170 and the upcoming federal reauthorization bill. As such, the impact on financial constraint since the adoption of the last regional plan is minor and adequate resources are available to implement the proposed RTP. Both FHWA and FTA funding is balanced for the FY 2016-2021 TIP period and the long-range element of the RTP beyond 2021. For financial balancing purposes, the TIP is divided into two tiers. Federal planning requirements hold the first four years of the TIP (Tier 1) to a higher standard of certainty than subsequent years. Tier 2 includes expected project costs and funding for FY 2020-2021.

Project costs in the first four years of the TIP (FY 2016-2019) are consistent with federal financial balancing requirements and do not exceed available revenues. Over the FY 2016-2021 TIP period, $3.65 billion of FHWA funds are assigned to projects (see Table 4), out of $3.89 billion anticipated to be available. Over the entirety of the plan, $21.5 billion of federally assigned costs are offset by $21.9 billion of anticipated FHWA revenue (both figures are expressed in inflated year of expenditure dollars). Therefore, both the FY 2016-2021 TIP period and long-range element of the RTP meet federal financial constraint requirements for FHWA funds.

FTA funds are also balanced during the TIP period. Over the FY 2016-2021 TIP period, $750 million of FTA funds are assigned (see Table 5) to an equivalent amount in project costs. Over the entirety of the plan, $8.5 billion of federally assigned costs are offset by an equivalent amount in anticipated FTA revenue over the life of the plan (both figures are expressed in inflated year of expenditure dollars).

Therefore, both the FY 2016-2021 TIP period and long-range element of the RTP meet federal financial constraint requirements for FTA funds. A more detailed discussion of financial constraint for the RTP, including revenue and cost assumptions, is available in the Finances section of The Atlanta Region's Plan.

Table 4: FY 2016-2021 Yearly TIP Balances – Federal Highway Administration Funds ($YOE)

Demonstration of Fiscal Constraint (FHWA Funds)

FHWA Program	2016	2017	2018	2019	2020**	2021**	LR 2022-2030	LR 2031-2040	Total
National Highway Performance Program (NHPP)	$ 138,948,061	$ 281,509,541	$ 319,469,041	$ 275,420,623	$ 217,879,449	$ 375,983,184	$ -	$ -	$ 1,609,209,899
National Highway Performance Program (NHPP) Exempt	$ 10,840,000	$ 11,058,400	$ 11,186,400	$ 11,186,400	$ 11,186,400	$ 11,186,400	$ -	$ -	$ 66,644,000
STP - Statewide Flexible (GDOT)	$ 130,316,439	$ 260,960,666	$ 276,848,103	$ 181,921,747	$ 175,508,161	$ 102,295,656	$ -	$ -	$ 1,127,850,772
STP - Urban (>200K) (ARC)	$ 72,000,000	$ 72,000,000	$ 72,000,000	$ 72,000,000	$ 72,000,000	$ 72,000,000	$ -	$ -	$ 432,000,000
Highway Safety Improvement Program (HSIP)	$ 32,161,600	$ 31,024,000	$ 33,919,940	$ 32,888,000	$ 32,888,000	$ 32,888,000	$ -	$ -	$ 195,769,540
Congestion Mitigation & Air Quality Improvement (CMAQ)	$ 30,472,311	$ 28,354,921	$ 29,653,981	$ 29,086,595	$ 29,000,000	$ 29,000,000	$ -	$ -	$ 175,567,808
TAP - Urban (>200K) (ARC)	$ 6,816,000	$ 8,080,000	$ 7,200,000	$ 7,200,000	$ 7,200,000	$ 7,200,000	$ -	$ -	$ 43,696,000
General Federal Aid 2022-2040	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,185,175,618	$ 6,894,882,183	$ 13,080,057,801
Total Project Costs (CY)	**$ 421,554,411**	**$ 692,987,528**	**$ 750,277,465**	**$ 609,703,365**	**$ 545,662,010**	**$ 630,553,240**	**$ 6,185,175,618**	**$ 6,894,882,183**	**$ 16,825,280,013**
Year of Expenditure Multiplier	**1.0000**	**1.0000**	**1.0000**	**1.0000**	**1.0000**	**1.0000**	**1.2310**	**1.4842**	
Total Project Costs (YOE)	**$ 421,554,411**	**$ 692,987,528**	**$ 750,277,465**	**$ 609,703,365**	**$ 545,662,010**	**$ 630,553,240**	**$ 7,613,940,105**	**$ 10,233,305,727**	**$ 21,497,983,850**
Running Total Cost (YOE)	**$ 421,554,411**	**$ 1,114,541,939**	**$ 1,864,819,404**	**$ 2,474,522,769**	**$ 3,020,184,779**	**$ 3,650,738,019**	**$ 11,264,678,124**	**$ 21,497,983,850**	**$ 21,497,983,850**
Estimated FHWA Revenue (YOE)*	**$ 598,010,573**	**$ 610,870,249**	**$ 624,131,730**	**$ 660,707,768**	**$ 674,998,678**	**$ 722,380,272**	**$ 7,608,457,646**	**$ 10,360,766,369**	
Running Total Revenue (YOE)*	**$ 598,010,573**	**$ 1,208,880,822**	**$ 1,833,012,552**	**$ 2,493,720,320**	**$ 3,168,718,998**	**$ 3,891,099,269**	**$ 11,499,556,915**	**$ 21,860,323,284**	**$ 21,860,323,284**
Running Total Balance (YOE)*	**$ 176,456,162**	**$ 94,338,883**	**$ (31,806,852)**	**$ 19,197,551**	**$ 148,534,219**	**$ 240,361,250**	**$ 234,878,792**	**$ 362,339,434**	**$ 362,339,434**

* Note that all revenue estimates are based on assumptions about the average share of statewide revenues which will be directed to programs and projects in the Atlanta region. Actual amounts in any given year will fluctuate from these averages, as evidenced by the cost of projects programmed within the TIP period. GDOT has reviewed all TIP project commitments and confirms that financial resources are available to ensure no shortfall actually occurs within any individual fiscal year. Over the four year federally required TIP period (FY 2016-2019), the program is balanced and is slightly less than revenue estimates.

** Fiscal years 2020 and 2021 are not considered to be part of the federally required four year TIP. For financial constraint purposes, project costs and revenue estimates are presented for information purposes only.

Table 5: FY 2014-2019 Yearly TIP Balances – Federal Transit Administration ($YOE)

Demonstration of Fiscal Constraint (FTA Funds)

FHWA Program	2016	2017	2018	2019	2020**	2021**	LR 2022-2030	LR 2031-2040	Total
Transit Urbanized Area Formula Program	$ 63,971,814	$ 63,936,800	$ 63,936,800	$ 63,936,800	$ 63,936,800	$ 63,936,800	$ 585,000,000	$ 650,000,000	**$ 1,618,655,814**
Enhanced Mobility of Seniors and Individuals with Disabilities	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 10,800,000	$ 12,000,000	**$ 30,000,000**
Transit Nonurbanized Area Formula	$ 760,000	$ 760,000	$ 760,000	$ 760,000	$ 760,000	$ 760,000	$ 11,840,000	$ 7,600,000	**$ 24,000,000**
State of Good Repair Grants	$ 48,591,797	$ 48,591,797	$ 48,591,797	$ 48,591,797	$ 48,591,797	$ 48,591,797	$ 437,373,000	$ 485,970,000	**$ 1,214,893,782**
Clean Fuels Formula Program	$ 3,700,000	$ 3,700,000	$ 3,700,000	$ 3,700,000	$ -	$ -	$ 40,700,000	$ 37,000,000	**$ 92,500,000**
Bus - New (80/20)	$ 12,023,706	$ 2,785,074	$ 1,550,000	$ 1,550,000	$ -	$ -	$ 17,050,000	$ 15,500,000	**$ 50,458,780**
Bus and Bus Facilities Program	$ 5,415,512	$ 5,415,512	$ 5,415,512	$ 4,541,343	$ 5,415,512	$ 4,541,343	$ 59,532,000	$ 54,160,000	**$ 144,436,734**
New Starts	$ -	$ -	$ -	$ -	$ -	$ -	$ 135,000,000	$ 2,905,359,161	**$ 3,040,359,161**
Total Project Costs (CY)	**$ 135,662,829**	**$ 126,389,183**	**$ 125,154,109**	**$ 124,279,940**	**$ 119,904,109**	**$ 119,029,940**	**$ 1,297,295,000**	**$ 4,167,589,161**	**$ 6,215,304,271**
Year of Expenditure Multiplier	**1.0000**	**1.0000**	**1.0000**	**1.0000**	**1.0000**	**1.0000**	**1.2310**	**1.4842**	
Total Project Costs (YOE)	**$ 135,662,829**	**$ 126,389,183**	**$ 125,154,109**	**$ 124,279,940**	**$ 119,904,109**	**$ 119,029,940**	**$ 1,596,967,821**	**$ 6,185,488,439**	**$ 8,532,876,370**
Running Total Cost (YOE)	**$ 135,662,829**	**$ 262,052,012**	**$ 387,206,121**	**$ 511,486,061**	**$ 631,390,170**	**$ 750,420,110**	**$ 2,347,387,931**	**$ 8,532,876,370**	**$ 8,532,876,370**
Estimated FTA Revenue (YOE)*	**$ 135,662,829**	**$ 262,052,012**	**$ 387,206,121**	**$ 511,486,061**	**$ 631,390,170**	**$ 750,420,110**	**$ 2,347,387,931**	**$ 8,532,876,370**	
Running Total Revenue (YOE)*	**$ 135,662,829**	**$ 262,052,012**	**$ 387,206,121**	**$ 511,486,061**	**$ 631,390,170**	**$ 750,420,110**	**$ 2,347,387,931**	**$ 8,532,876,370**	**$ 8,532,876,370**
Running Total Balance (YOE)*	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

* Note that all revenue estimates within the TIP period are based on historical allocations from formula programs. Actual amounts in any given year may fluctuate from these averages, based on possible legislative and formula changes. Project and program expenditures by transit agency recipients will be adjusted as necessary to match actual allocation amounts each year. Over the four year federally required TIP period (FY 2016-2019), the program is balanced.

** Fiscal years 2020 and 2021 are not considered to be part of the federally required four year TIP. For financial constraint purposes, project costs and revenue estimates are presented for information purposes only.

Latest Planning Assumptions

Overview

Section 93.110 of the Transportation Conformity Rule (Criteria and Procedures: Latest Planning Assumptions), defines the requirements for the most recent planning assumptions that must be in place at the initiation of the conformity determination process. The planning assumptions relate to the socio-economic forecasts, transit operating policies and transit and toll fare policies that impact the travel demand modeling process. A January 18, 2001 (revised in December 2008), memorandum from USEPA entitled "Use of Latest Planning Assumptions in Conformity Determinations," states that "areas are strongly encouraged to review and strive towards regular 5-year updates of planning assumptions, especially population, employment, and vehicle registration assumptions." ARC completes frequent, recurrent updates of planning assumptions used in the travel demand and emissions modeling process. ARC continuously reviews the network-based travel model and regional emissions model, and all assumptions and data used in model validation through the interagency consultation process. Newer assumptions and data are incorporated as appropriate.

ARC updates planning assumptions including (but not limited to) population, employment, socioeconomic variables, and vehicle miles traveled (VMT) on a recurring basis. A detailed listing of the planning assumptions for this conformity analysis is outlined in Exhibit 1 – Interagency Review of Planning Assumptions and Modeling Inputs. This document was submitted to the interagency consultation group in accordance with Section 93.105(c)(1)(i) of the Transportation Conformity Rule which requires interagency review of the model(s) and associated methods and assumptions used in the regional emissions analysis. Final interagency approval was granted on September 22, 2015.

Since the adoption of the last regional plan, PLAN 2040, there have been substantial changes to the ARC travel demand model. ARC has shifted from a trip-based travel model to an activity-based travel model. The model structure is completely different and these changes impact the emissions calculated. Exhibit 1 includes updated data on model calibration and validation. The current activity-based travel model is calibrated to the year 2010 and is validated to current conditions and traffic volumes.

Socioeconomic Forecasts

Per Section 93.110(b) of the Transportation Conformity Rule, the transportation plan and program must quantify and document the demographic and employment factors which influence the expected transportation demand, including land use forecasts.

In addition to the structural changes listed above, travel demand model enhancements include updated population and employment estimates. For the Atlanta Region's Plan RTP/FY 2016-2021 TIP, ARC produced forecasts of population, households by income, auto ownership and number of workers and employment by industry and land use type for the entire 20-county region (which includes the nonattainment portions of GHMPO and CBMPO). ARC produces forecasts through a process briefly outlined below, and in more detail in Exhibit 1.

ARC staff was assisted in the development of these regional forecasts by a Technical Advisory Committee (TAC) of nationally known, local experts on the Atlanta regional economy. The committee met three times in late winter and early spring of 2015. TAC members advised staff on land use model calibration, policy variable development, and related iterative revisions to model runs. The TAC then recommended the final regional control total forecasts for use in the ARC's plans, including Hall and Bartow counties. Interagency consultation partners agreed on these population forecasts on September 22, 2015.

The Traffic Analysis Zone Disaggregator model was used in modeling to disaggregate the regional controls to small areas. This model runs annually and iteratively. The process is fully integrated with the ARC travel demand model, as impedances (travel costs) from the travel model are a significant influence layer for spatial allocation of population and job growth. A more detailed explanation of the techniques used to draft population and employment estimates is outlined in Exhibit 1.

Tolls and Managed Lanes

There is currently only one optional toll facility in the region, the I-85 High-Occupancy Toll (HOT) lane; there are no mandatory toll facilities in the Atlanta region. Currently, additional toll facilities are under construction and the state plans on further advancing the managed lanes system plan over the coming decades to provide enhanced travel time reliability. As a result, by the year 2040 the network of tolled lanes is programmed to include the following facilities north of the I-285 perimeter: I-75, I-575, SR 400 and an extension of I-85. In addition, the model reflects a plan to implement a toll facility on I-75 south of the perimeter and along the top end of the perimeter proper from I-20W to I-20E. To the east and west of the city, tolled managed lanes are planned on I-20 outside of the perimeter.

One advantage of the activity-based model over the trip-based model is its significantly improved sensitivity to highway pricing. This includes various forms of congestion pricing, dynamic real-time pricing and other innovative policies that cannot be effectively modeled with a four-step model. Joint travel was specifically introduced to enhance modeling of HOV/HOT facilities. There are 15 trip modes for assignment in the activity-based model, including auto by occupancy and toll/non-toll choice, walk and bike modes as well as walk and drive to transit modes. Assignments are multi-class and include the following classes:

- SOV (non-toll)
- HOV 2/car (non-toll)
- HOV 3+/car (non-toll)
- SOV (toll eligible)
- HOV 2/car (toll eligible)
- HOV 3+/car (toll eligible)
- Commercial vehicle (toll eligible)
- Medium duty truck (toll eligible)
- Heavy duty truck: I-285 by-pass (toll eligible)
- Heavy duty truck: remaining (toll eligible)

Transit Operating Procedures

The conformity determination for each transportation plan and program must discuss how transit operating policies (including fares and service levels) and assumed transit ridership has changed since the previous conformity determination per Section 93.110(c). A detailed listing of the procedures and planning assumptions, including transit modeling assumptions, for the conformity analysis of the Atlanta Region's Plan RTP/GHMPO RTP/CBMPO RTP is outlined in Exhibit 1.

For a more detailed listing of transit fares by transit provider, please see the Model Documentation of the Atlanta Region's Plan Transportation Element documentation set.[13] Provided below is a summary of the major transit modeling components.

On-Board Transit Survey Expansion

ARC conducted a regional transit on-board survey in 2009-2010 to get a better understanding of transit rider travel behavior. The survey was used to make important updates to the mode choice model that were included in the modeling associated with the last RTP update. Updated items include:

- New transit coefficients were generated by trip purpose, mode of access and socioeconomic class
- Use of kiss and ride facilities was adjusted
- Walking travel distance to transit was increased
- A pedestrian environment factor was introduced to adjust for easier walking conditions in more urban areas of the region
- The transfer penalty assignment was modified

Zero-Car Household Distribution

Given that the 2009-2010 regional transit on-board survey indicated that approximately 40% of transit ridership in the Atlanta region originates in households with no automobiles, the location of those households is extremely important when estimating transit ridership. The ARC activity-based model auto ownership model is estimated with both the travel survey results and American Community Survey data. These data allow staff to develop distributions of households by number of workers and vehicles owned. The resulting output is calibrated in order to ensure that the right number of zero-car households by number of workers is generated and distributed correctly in the region. The generation and placement of zero-car households impacts the total transit tours being generated by the model.

Fare Changes

Assumptions about transit fares for the existing and planned regional transit system were made and coded in the regional travel demand model. Transit fares are used as supplied by the local transit operators and remain constant over time, throughout the life of the plan, across all network years. The fares reflect current operating plans, as provided to ARC by the various transit operators throughout the region. The

[13] Available at http://www.atlantaregional.com/transportation/travel-demand-model

transit fare structure used to develop the plan makes use of a fare matrix on a zone-to-zone level with a universal fare structure (flat fare) for all bus and rail lines.

The current ARC coding approach enables most of the fares to be coded universally for each mode, and all providers are allowed to have different fares. In addition, a protocol was established in the model stream to allow transit fare to be coded by transit link. The current fare values in the model are weighted according to the percentage of riders using a discounted fare pass, and changes to these assumptions can be incorporated directly into the model. The ARC model currently assumes that peak and off-peak fares are equivalent.

Service Level Changes

At the time of the model development for the Atlanta Region's Plan RTP/FY 2016-2021 TIP there were six transit agencies providing fixed route service in the Atlanta non-attainment area. These included the Cherokee Area Transportation System (CATS), Cobb Community Transit (CCT), Georgia Regional Transportation Authority (GRTA Xpress), Gwinnett County Transit (GCT), Hall County Transit (HAT) and MARTA. Heavy rail service was provided by MARTA. Express bus service was provided by MARTA, GRTA, CCT, and GCT. Local bus service was provided by all except GRTA Xpress, which provides express bus only. In 2015, Atlanta Streetcar service in Downtown Atlanta began through a partnership between the City of Atlanta and MARTA.

Since the adoption of the region's previous plan (PLAN 2040), a few major service changes have occurred that involved the local transit agencies. MARTA improved rail headways during AM and PM peak periods from 15 minutes to 10 minutes and from 15 minutes to 12 minutes during the midday and early evening. After the passage of a sales tax for MARTA in Clayton County in November 2014, MARTA extended two existing bus routes and added seven bus routes in Clayton County during 2015. CCT added service to the Home Depot Headquarters in 2015. HAT restructured their routes in 2015. All other transit providers did not significantly change service since the adoption of the prior RTP in March 2014.

The model includes all university and Transportation Management Authority (TMA) shuttles, which have seen a large share of ridership increase over the past several years. Shuttles include: Atlanta University Center/Woodruff Library Shuttles, Atlantic Station Shuttle, Buckhead Uptown Connection Shuttles, Emory University/Clifton Corridor TMA Cliff Shuttles, Georgia State University Panther Express Shuttles, Georgia Tech Trolley and Shuttles, Kennesaw State University Shuttles, and the University of West Georgia Shuttles. The ATL SkyTrain, which provides free fixed guideway shuttle service to and from the Hartsfield-Jackson Atlanta International Airport Domestic Terminal, the Georgia International Convention Center, and the Hartsfield-Jackson Rental Car Center was also modeled.

Future Regional Transit Service

The CDR must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time per Section 93.110(d). ARC has included several major expansions to the regional transit system over the life of this plan. Specifics about the expansions can be found in the Atlanta Region's Plan Transportation Element – Appendix A project listings. All projects meet the requirements of fiscal constraint and are appropriately accounted for in the federally required travel demand and mobile source emission modeling processes. Provided below is a summary of the planned expansions to the transit system.

The Atlanta Region's Plan RTP provides for the expansion of a regional fixed guideway network in addition to the upcoming 2016 implementation of GRTA's adopted Horizon 1 Service Plan, which involves a cost-neutral approach to improving existing GRTA XPRESS service. Light rail/streetcar/bus rapid transit systems are planned for:

- Georgia Multimodal Passenger Terminal in downtown Atlanta
- Clifton Corridor Light Rail Transit – Phase I from Lindbergh Center MARTA Station to North Decatur
- I-20 East Transit Initiative – Phase I heavy rail transit extension from Indian Creek MARTA station to Wesley Chapel Road and bus rapid transit service from Five Points MARTA Station to Wesley Chapel Road
- Atlanta Streetcar Expansion – Phase I segments
- GA-400 Transit Initiative – Phase I heavy rail transit extension from North Springs MARTA station to Holcomb Bridge Road
- Connect Cobb/Northwest Atlanta Transit Corridor Bus Rapid Transit – Phase I
- Clayton County Rail – East Point MARTA station to Lovejoy

Quantitative Analysis

The regional emissions analysis used to demonstrate conformity to both the eight-hour ozone standard and the annual $PM_{2.5}$ standard relies on a methodology which utilizes ARC's 20-county regional activity-based travel demand model. Updated travel model networks were created for each analysis year (2017, 2024, 2030, and 2040) to reflect projects as listed in the Atlanta Region's Plan Transportation Element – Appendix A, and in collaboration with changes to both the GHMPO and CBMPO RTPs/TIPs.

The Atlanta Region's Plan RTP is the first conformity analysis update ARC has undertaken since the release of USEPA's latest iteration of the MOVES emissions model, MOVES2014. ARC is applying this updated and improved model well ahead of the end of the grace period on October 7, 2016. As a result, this CDR includes an updated set of MOVES documentation to reflect the development and use of the MOVES2014 model and its inputs by ARC in partnership with GA EPD, GDOT and with interagency support. This document, the MOVES2014 Input Development Guide, is available on ARC's website.[14]

As a result of the improved emissions model, and the transition from the trip-based to activity-based model, there are some substantial differences in the output emissions between this plan update and previous CDR iterations.

Eight-Hour Ozone Standard

In May, 2012, as the Atlanta area was being designated under a smaller 15-county nonattainment area, Interagency reviewed the methodologies prescribed in the conformity guidance for a shrinking nonattainment area. Via 93.109(c)(2)(ii)(B) of the "July 2012 Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas" the MVEB Test using existing budgets for a reduced area is still considered a valid test, provided that any additional emissions reductions needed to pass the MVEB Test come from within the new nonattainment area boundary. Therefore, the analysis for the 15-county ozone nonattainment area was carried out using the 20-county travel demand model and existing 20-county budgets, per interagency agreement.

The nonattainment area is broken into a 13-county and 7-county geography and the MOVES model is run separately for each area. For a full explanation of how MOVES is run and how inputs are developed reference the MOVES2014 Input Development Guide. In addition, MOVES2014 county data manager input files used for this conformity analysis are available upon request.

Highway Performance Monitoring System (HPMS) adjustment factors were calculated in accordance with Section 93.122(b)(3) of the Transportation Conformity Rule. These factors reconcile travel model estimates of VMT in the base year of validation to HPMS estimates for the same period. These factors include summer (seasonal) adjustments to convert from average annual VMT to summer-season VMT. Factors are calculated separately for the 13-county and 7-county geographies of the nonattainment area. See Exhibit 1 for more details on planning assumptions used in this CDR.

[14] http://atlantaregional.com/environment/air/moves

Results of Analysis - Eight-Hour Ozone Standard

The results of the emissions analysis for the Atlanta Region's Plan RTP/CBMPO RTP/GHMPO RTP for all analysis years for the eight-hour ozone nonattainment area demonstrate adherence to the level of emissions necessary to meet the motor vehicle emissions budgets contained in the Atlanta Reasonable Further Progress SIP and the Ozone Maintenance Plan SIP. Table 6 and Figure 3 document the VOC and NO_x emissions for each analysis year, as compared to the applicable MVEBs.

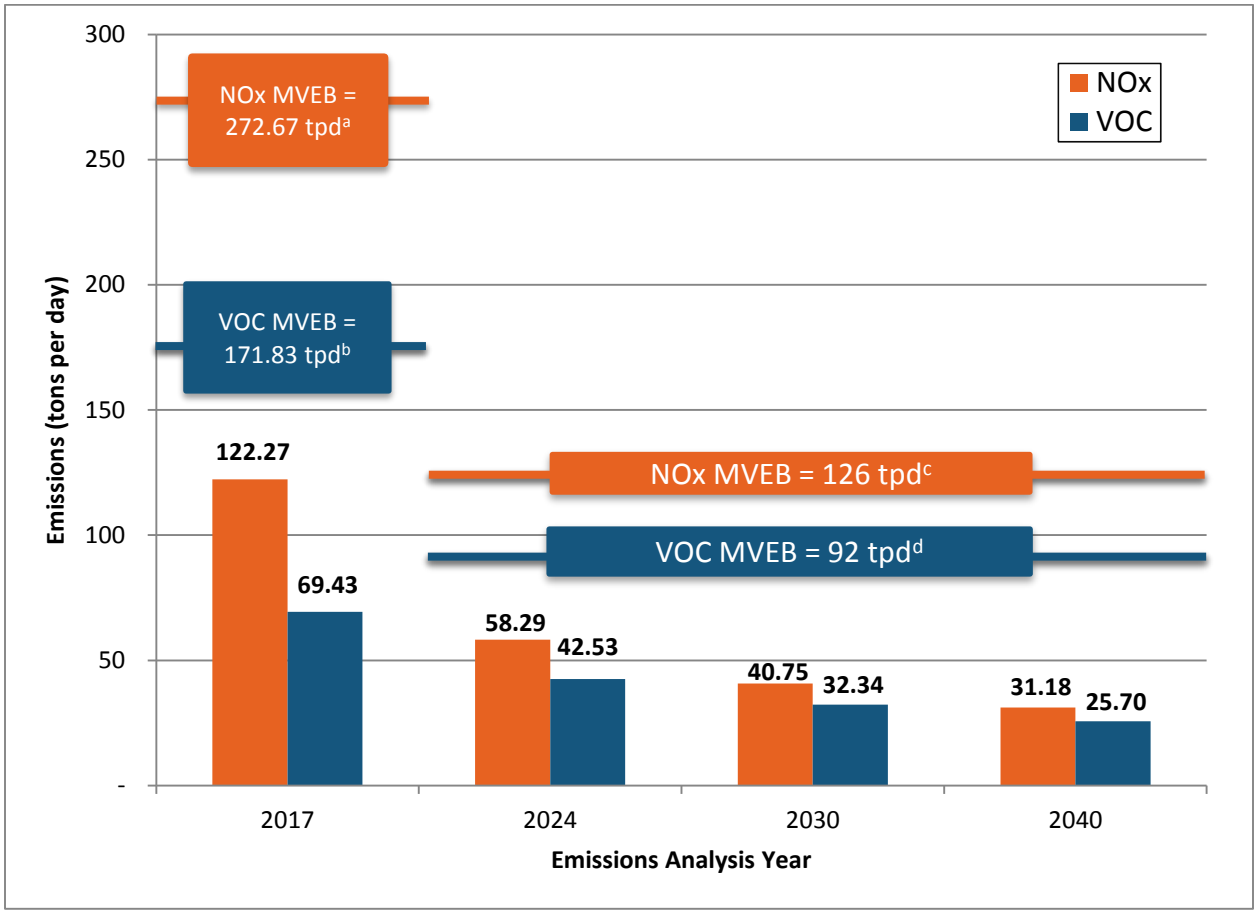
To maintain consistency between procedures used to estimate the motor vehicle emission budgets included in the ozone SIPs and the conformity analysis, ARC in consultation with GA EPD applies an off-model adjustment to emission results for the 13-county area to reflect an emissions debit resulting from a program to exempt senior citizens from the Inspection and Maintenance (I/M) program. This program was initiated by the Georgia General Assembly in 1996 (O.C.G.A Section 12-9). It exempts from emission testing vehicles ten years old or older driven fewer than 5,000 miles per year and owned by persons 65 years of age or older.

It was estimated that this senior I/M exemption increased VOC and NO_x emissions by 0.05 and 0.03 tons per day respectively. These amounts are reflected in Table 6. This off-model adjustment is conservatively high and was applied to the emission results for VOC and NO_x to produce final emission results for each analysis year in the 13-county area where the I/M program is in place. The same credit loss is assumed for each analysis year.

Table 6: 20-County Motor Vehicle Emissions Budget Test – Eight-Hour Ozone Standard

Conformity Year / MVEB Plan	NO_x (tons/day)	VOC (tons/day)
2008 Atlanta Reasonable Further Progress SIP Budgets	**272.67**	**171.83**
2017 Emissions Total	122.27	69.43
2024 Atlanta Maintenance SIP Budgets	**126**	**92**
2024 Emissions Total	58	43
2030 Emissions Total	41	32
2040 Emissions Total	31	26

Figure 3: 20-County Motor Vehicle Emissions Budget Test – Eight-Hour Ozone Standard



a – 2008 Reasonable Further Progress SIP NO_x Budget
b – 2008 Reasonable Further Progress SIP VOC Budget
c – 2024 Ozone Maintenance Plan SIP NO_x Budget
d – 2024 Ozone Maintenance Plan SIP VOC Budget

$PM_{2.5}$ Standard

For this analysis a dual track was taken (as outlined in the Statement of Conformity section). The No Greater Than Base Year Test is used for the first track of the regional emissions analysis, assuming no budgets will be in place from the Atlanta $PM_{2.5}$ Maintenance Plan. This test is applied to both direct $PM_{2.5}$ and its presumed precursor NO_x. NO_x is the only precursor at this time that has been identified as a required precursor for transportation conformity by USEPA.[15] The No Greater Than Base Year Test requires a demonstration that emissions in all analysis years for the entire 20+ county Atlanta nonattainment area are no greater than 2002 base year emissions for both direct $PM_{2.5}$ and NO_x as a presumed precursor.

The second track assumes that budgets from the Atlanta $PM_{2.5}$ Maintenance Plan are in place. A combination of MVEB and No Greater Than Base Year Tests are used. Results from both analyses are presented below.

For the $PM_{2.5}$ standard there are three sets of MOVES input files, one for the 13 counties that make up the former one-hour ozone nonattainment area in which a specific set of emission control measures are in place, one for the seven outer counties, and one for the portion of Putnam County that is part of the Atlanta annual $PM_{2.5}$ nonattainment area. For each set, the input files contain the same assumptions for all directly modeled analysis years (2017, 2024, 2030 and 2040).

Similar to ozone, for a full explanation of how MOVES is run and how inputs are developed reference the MOVES2014 Input Development Guide. In addition, MOVES2014 county data manager input files are provided upon request.

The same HPMS adjustment factors developed for the eight-hour ozone part of this conformity analysis were used for the $PM_{2.5}$ analysis. However, because $PM_{2.5}$ is an annual standard and, as decided through interagency consultation, the conformity analysis is to reflect average annual conditions, no summer adjustment factors are needed. More information on the HPMS adjustment factors is available in Exhibit 1.

$PM_{2.5}$ Standard – Partial County Area for Heard and Putnam

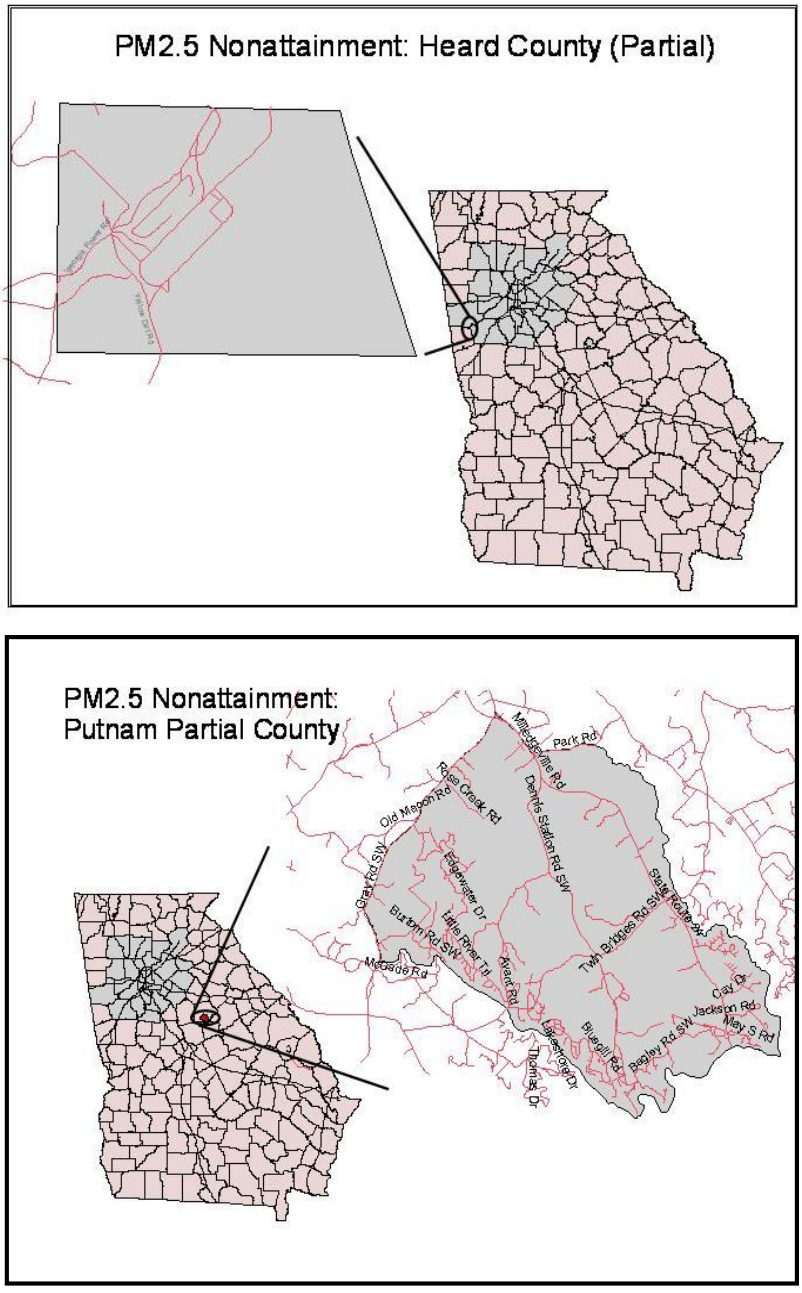
The Atlanta $PM_{2.5}$ nonattainment area includes small parts of two counties, Heard and Putnam, which fall outside of the core 20 whole counties which make up the $PM_{2.5}$ nonattainment area (see Figure 4). A travel model is not in place for these counties. According to the Transportation Conformity Rule 93.122(a)(7), reasonable methods shall be used to estimate nonattainment or maintenance area VMT on off-network roadways within the urban transportation planning area, and on roadways outside the urban transportation planning area. Therefore, a revised off-travel model technique was developed to estimate average annual daily VMT for use in the MOVES model in the partial county areas.

For Heard County the roads identified are private roads that service Georgia Power's Plant Wansley. These roads do not experience through-traffic and, therefore, do not need to be included in the regional emission analysis. As such, this methodology only applies to Putnam County.

[15] Per USEPA's Transportation Conformity Rule amendment addressing PM2.5 precursors: Federal Register, Vol. 70, No. 87, May 6, 2005, pp. 24280-24292.

The methodology for calculating emissions for Putnam County is presented in its entirety in the MOVES2014 Input Development Guide.

Figure 4: Heard and Putnam County Roadways within $PM_{2.5}$ Nonattainment Boundary



Results of Analysis – $PM_{2.5}$ Standard

The results of the emissions analysis for the Atlanta Region's Plan RTP/CBMPO RTP/GHMPO RTP for all analysis years for the Atlanta $PM_{2.5}$ nonattainment area demonstrate adherence to the level of emissions necessary to meet the No Greater Than Base Year Test and the Atlanta $PM_{2.5}$ Maintenance Plan MVEBs. Results are aggregated over the 13-county, 7-county and Putnam County portions of the $PM_{2.5}$ nonattainment area.

If the Atlanta $PM_{2.5}$ Maintenance Plan is not approved and effective, Table 7 and Figures 5 and 6 document the average annual $PM_{2.5}$ and average annual NO_x emissions for each analysis year, as compared to the applicable 2002 base year emissions. If the Atlanta $PM_{2.5}$ Maintenance Plan is approved and effective, Table 8 and Figures 7 and 8 compare the calculated emissions to the appropriate Interim Emissions Test and MVEB Test. Emissions vary for years 2024, 2030 and 2040 due to a change in inputs required for later years under the $PM_{2.5}$ Maintenance Plan.

To maintain consistency between procedures used to estimate the motor vehicle emission budgets included in the ozone SIPs and the conformity analysis, ARC in consultation with GA EPD applies an off-model adjustment to emission results for the 13-county area to reflect an emissions debit resulting from a program to exempt senior citizens from the I/M program. This program was initiated by the Georgia General Assembly in 1996 (O.C.G.A Section 12-9). It exempts from emission testing vehicles ten years old or older driven fewer than 5,000 miles per year and owned by persons 65 years of age or older.

It was estimated that this senior I/M exemption increased NO_x emissions by 0.03 tons per day (this amount is reflected in Tables 7 and 8) in 2002. This off-model adjustment is applied to the emission results for NO_x, as a precursor to $PM_{2.5}$, to produce final emission results for each analysis year in the 13-county area where the I/M program is in place. The same credit loss is assumed for each analysis year.

Table 7: Interim Test Annual $PM_{2.5}$ Standard Emissions – Direct $PM_{2.5}$ & NO_x Precursor

Conformity Year / MVEB Plan	$PM_{2.5}$ Direct (tons/year)	NO_x Precursor (tons/year)
2002 Base Year Interim Test	**6,405**	**194,050**
2017 Emissions Total	1,980	43,485
2024 Emissions Total	1,407	21,846
2030 Emissions Total	1,271	15,471
2040 Emissions Total	1,301	12,155

Figure 5: Interim Test Emissions – Direct $PM_{2.5}$

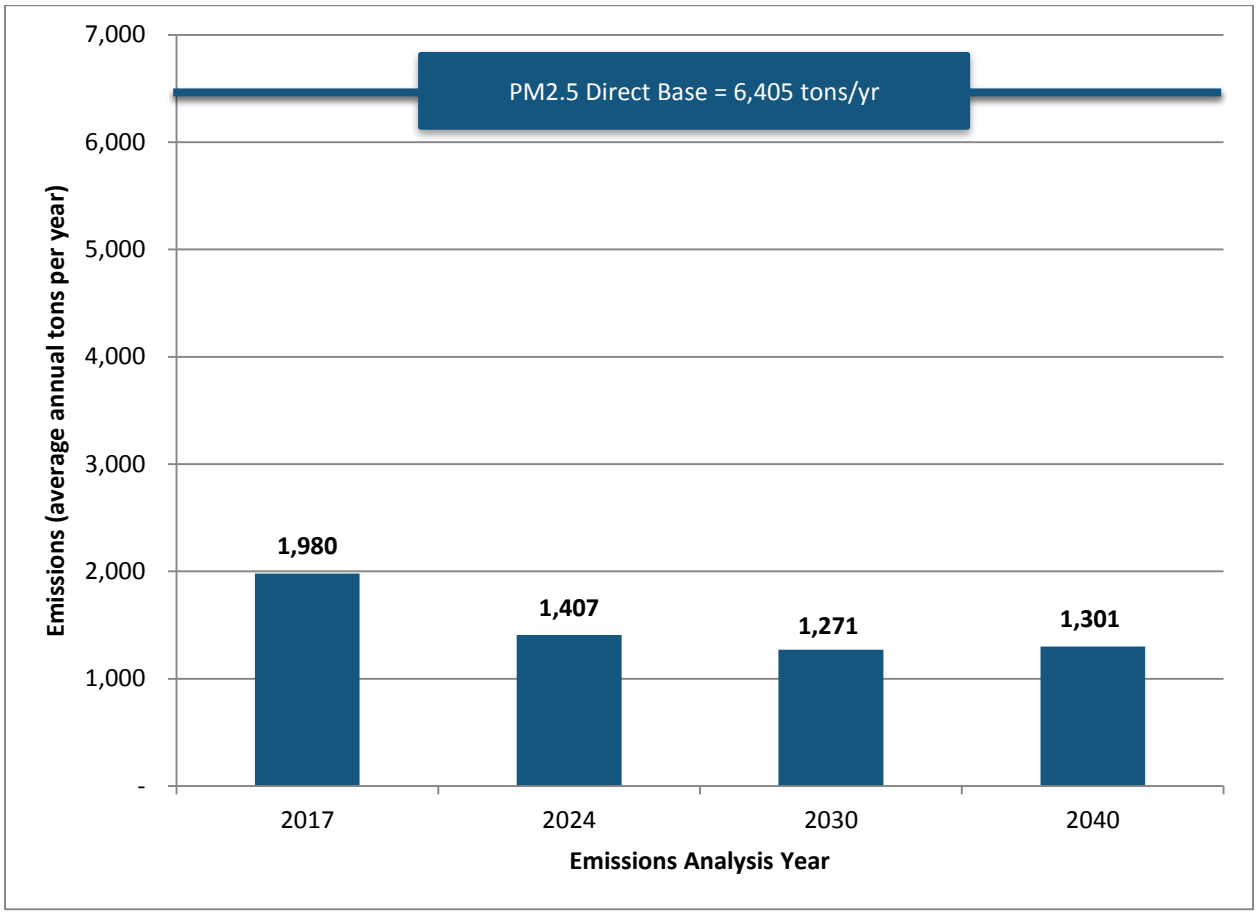


Figure 6: Interim Test Emissions – NO_x Precursor

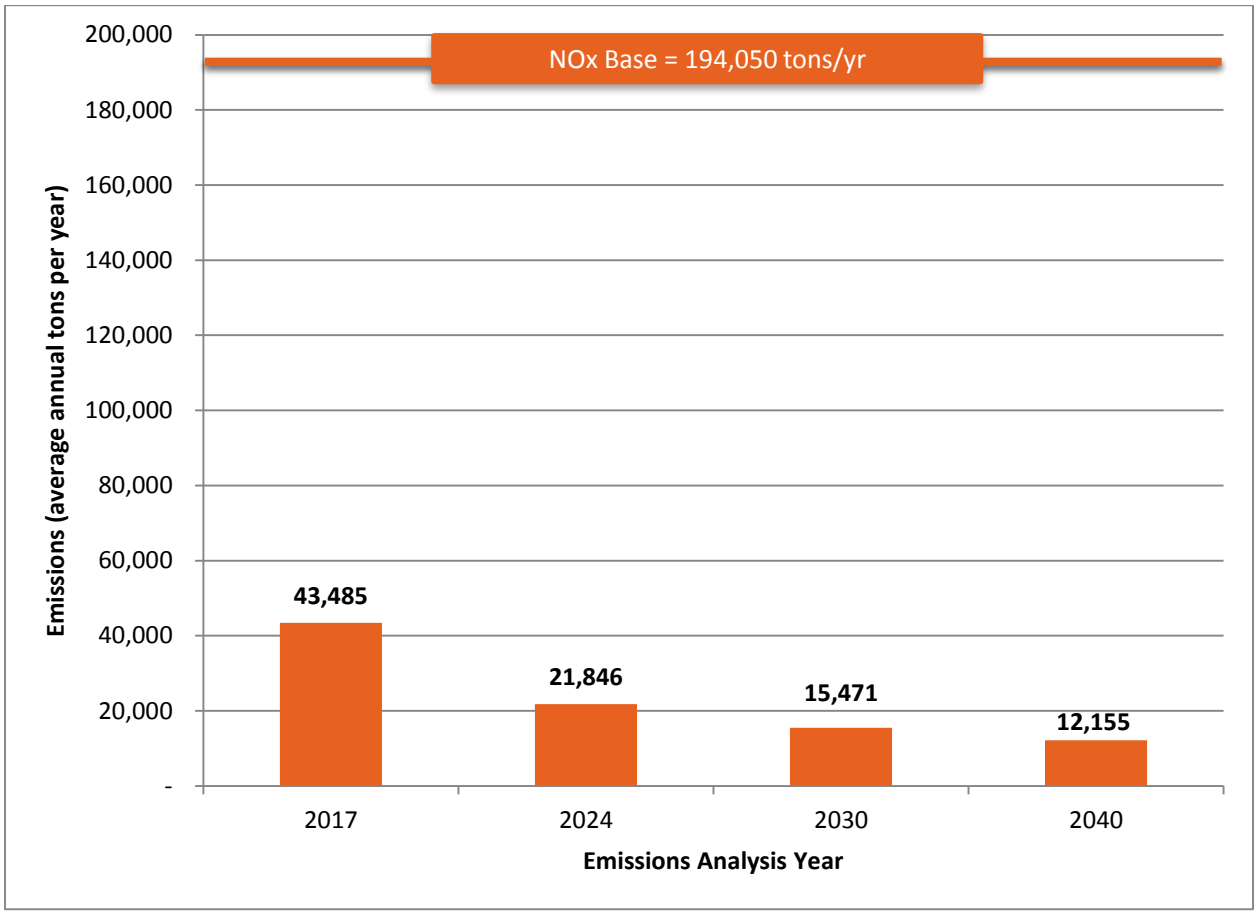
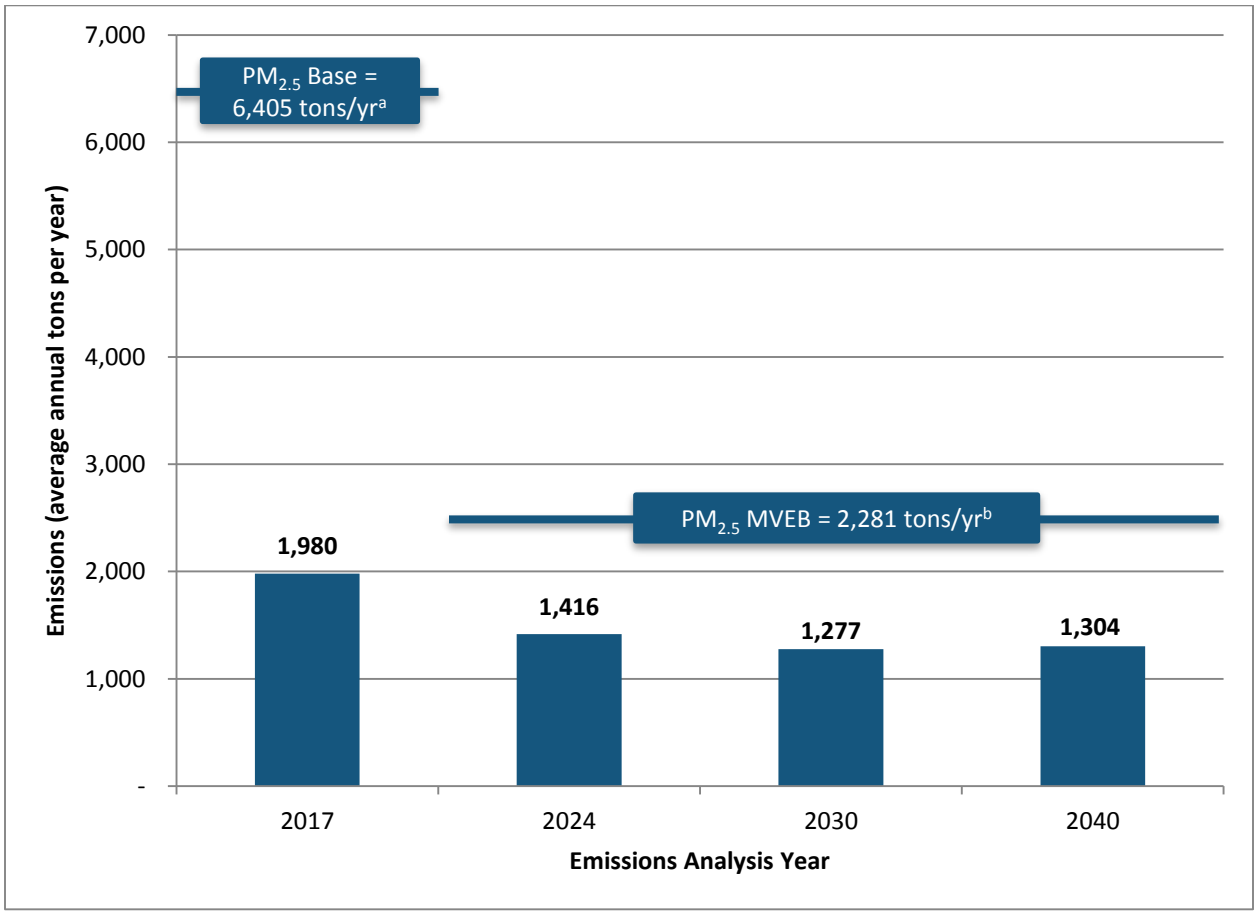


Table 8: Maintenance Plan Annual $PM_{2.5}$ Standard Emissions – Direct $PM_{2.5}$ & NO_x Precursor

Conformity Year / MVEB Plan	$PM_{2.5}$ Direct (tons/day)	NO_x Precursor (tons/year)
2002 Base Year Test	**6,405**	**194,050**
2017 Emissions Total	1,980	43,485
2024 Atlanta Maintenance SIP Budgets	**2,281**	**44,429**
2024 Emissions Total	1,416	22,342
2030 Emissions Total	1,277	15,819
2040 Emissions Total	1,304	12,418

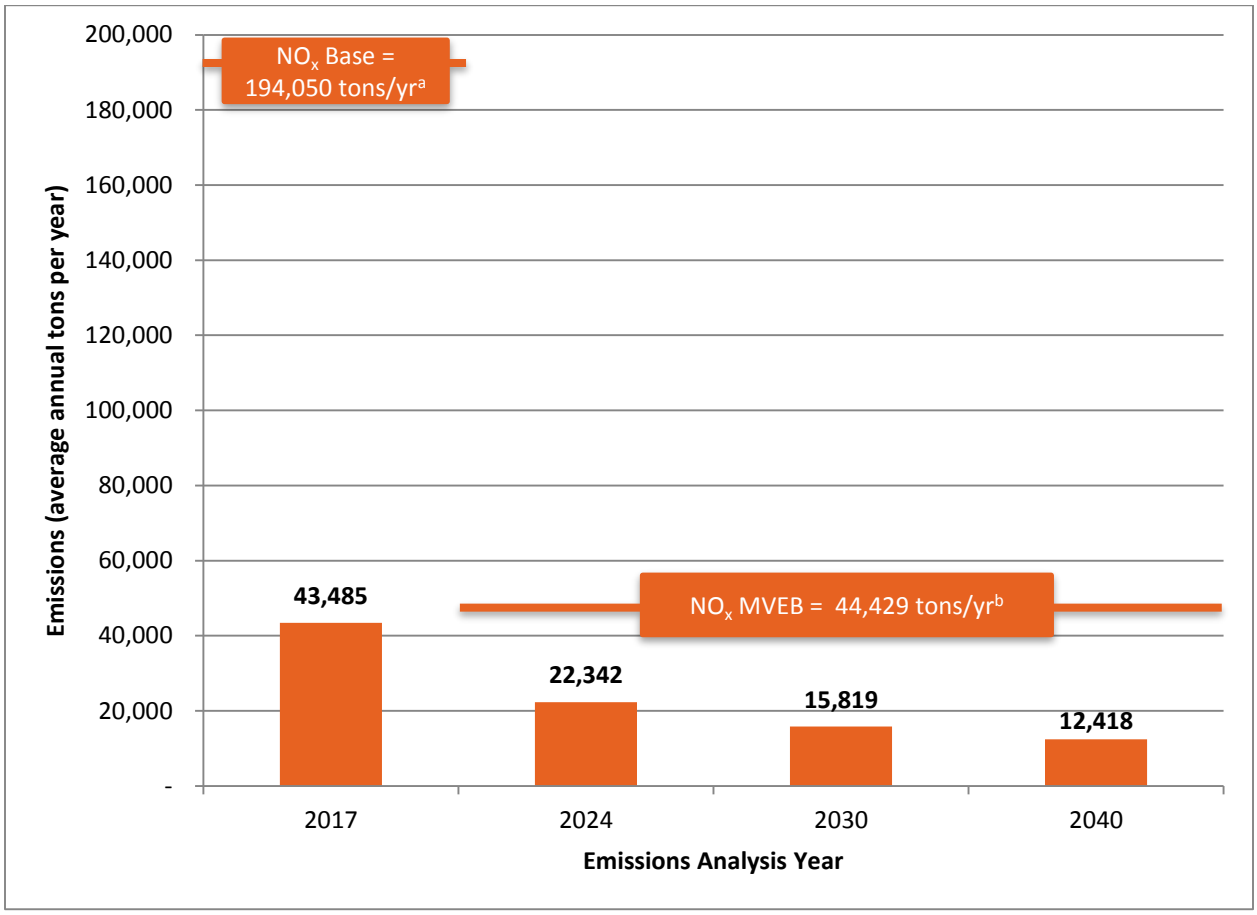
Figure 7: Maintenance Plan Regional Emissions – Direct $PM_{2.5}$



a – 2002 Baseline Interim Emissions Test

b – 2024 $PM_{2.5}$ Maintenance Plan SIP $PM_{2.5}$ Direct Budget

Figure 8: Maintenance Plan Regional Emissions – NO_x Precursor



a – 2002 Baseline Interim Emissions Test

b – 2024 $PM_{2.5}$ Maintenance Plan SIP $PM_{2.5}$ Direct Budget

Conformity Determination Report

Exhibit 1

Interagency Review of Planning Assumptions and Modeling Inputs

Used in Regional Emissions Analyses

For the Atlanta Eight-Hour Ozone Nonattainment Area & Annual PM2.5 Nonattainment Areas

2008 EIGHT-HOUR OZONE STANDARD PLANNING ASSUMPTIONS & MODELING INPUTS

General Methods and Assumptions

1) Modeling Methodology: Use the MOVES model in inventory mode to determine the total NO_x and VOC emissions in the entire former 20-county nonattainment area. This test serves to meet the criteria established via Interagency consultation to test the 15-county ozone nonattainment area.
2) Analysis Years: 2017, 2024, 2030, 2040
3) Conformity Test
    a. Motor Vehicle Emission Budget (MVEB) Test
        i. For years prior to 2024[1]
            1. NOx: 272.67 tpd
            2. VOC: 171.83 tpd
        ii. For years 2024 and later[2]
            1. NOx: 126 tpd
            2. VOC: 92 tpd
4) Modeling Start Date: September 2015. This start date is defined by the ARC as the initiation of the first model run for plan amendment/update.

Travel Demand Modeling Assumptions

1) Calibration Year: 2010 (with some 2015 interim validations and benchmarking thereafter)
    a. Model validated to the year 2010 using a comparison between estimated volumes and observed counts (See Appendix A)
2) Social/Economic Data: Updated for this model run and outlined in Appendix B
3) ARC recently switched modeling platforms from a trip-based to an activity-based travel model. See Appendix C for more details.

Emissions Modeling Assumptions

1) Emissions Model: MOVES2014 – Database: movesdb20141021
    a. Emissions Process – use MOVES in inventory mode for a July day
        i. For the years 2017, 2024, 2030 and 2040 modeled travel data is used to calculate emissions
    b. Run separately for the 13-county and 7-county portions of the nonattainment area[3]

[1] MVEB established as part of Georgia's 15% Reasonable Further Progress State Implementation Plan for the Atlanta 8-Hour Ozone Nonattainment Area, March 26, 2009

[2] MVEB established as part of the Georgia Redesignation Request and Maintenance Plan for the Atlanta Ozone Nonattainment Area for the 1997 8-Hour Ozone NAAQS, March 21, 2012

[3] For the eight-hour ozone standard there are two sets of MOVES input files, one for the 13 counties that make up the former one-hour ozone nonattainment area in which a specific set of emission control measures is in place, and one for the seven ring counties.

i. 13-county area activity, vehicle population and other inputs area assigned to Fulton County while running MOVES
ii. 7-county area activity, vehicle population and other inputs are assigned to Bartow County while running MOVES

2) MOVES Inputs
   a. Road Type Distribution – Processed from the travel demand model, GDOT HPMS counts and MOVES defaults. Summarizes VMT fraction by road type and source type for the 13 and 7 counties separately.
   b. Source Type Population
      i. Started with 2002 R.L. Polk & Co. registration data for the Atlanta nonattainment counties, as well as the Georgia Department of Revenue's registration data for 2003 and 2007.
      ii. Vehicles by type were grown from 2002 to 2007 using different growth factors by vehicle type based on either Census person population estimates or on Georgia 2007 registration data. Methodology developed by EPD for inputs to the SMOKE-MOVES Integration Tool.
      iii. Future analysis year data is grown from 2007 based on the ratio of MPO population estimates
      iv. Since the population of vehicle type 62 (combination long-haul trucks) can easily be underrepresented in areas with lots of through traffic, the vehicle population for MOVES source type 62 was revised using MOVES default VMT/VPOP ratios and VMT for HPMS type 60 data
   c. Vehicle Type VMT
      i. HPMS VTypeYear - Processed from the travel demand model, GDOT HPMS Counts, and an EPA daily to annual VMT converter. Assigns total annual VMT by HPMS vehicle type.
      ii. Month VMT Fraction: MOVES defaults
      iii. Day VMT Fraction: MOVES defaults
      iv. Hour VMT Fraction: Derived from the travel demand model by source and road type. The fractions are determined separately for the 13 and 7 county areas.
   d. I/M Programs– Applied to the 13-county area only (See Appendix D)
   e. Age Distribution – MOBILE6 age distributions converted to MOVES format using the EPA converter. MOBILE6 distributions were derived from 2002 R.L. Polk & Co. registration data for the 13 and 7 county areas separately for all vehicle types, except for HDV8B where MOBILE6 defaults were used.
   f. Average Speed Distribution – Processed from the travel demand model with HPMS VMT Adjustment factors applied. Calculates VHT by hour by speed bin by source. The distribution is determined separately for the 13 and 7 county areas.
   g. Ramp Fraction – Processed from the travel demand model. Calculates VHT by freeway and ramps by area type. The fraction is determined separately for the 13 and 7 county areas.

h. Fuel – MOVES2014 defaults do not match local fuel due to the removal/modification of Georgia summer fuel in the 45 county Atlanta region effective Oct 1, 2015
    i. Tier 3 Low Sulfur fuel (10ppm, 80ppm refinery gate and 95ppm downstream cap) for all counties
    ii. Summer Fuel reclassification
        1. 13 counties –
            a. Low Federal RVP summer requirements (June 1-Sept 15) for "designated volatility nonattainment areas" (40 CFR 80.27(a)(2)(ii))
            b. Fuel region ID 178000000 replaced MOVES default 170000000
        2. 7 counties –
            a. Standard Federal RVP summer requirements (June 1-Sept 15) for "designated volatility attainment areas" (40 CFR 80.27(a)(2)(i))
            b. Fuel region ID 100000000 replaced MOVES default 170000000
    iii. Ethanol – The current assumption is an increasing percentage of ethanol fuel
        1. 5% in 2017, 20% in 2024, 28% in 2030 and 20% in 2040
        2. The rest of the gasoline blends with a larger percent of E15 with time:
            a. 4% in 2017, 13% in 2024, 18% in 2030 and 43% in 2040
        3. Remainder is E10
    iv. Volatility waiver for E10 allows 1.0 psi RVP increase, but not in E15
i. Meteorology – Meteorological data from the 2009 Reasonable Further Progress (RFP) SIP were used to represent the ozone season for all analyses before the year 2024. The RFP SIP meteorological input file was developed using 2000-2002 data. Meteorological conditions from the ten worst ozone days were averaged to produce the final input. For all analyses representing the year 2024 or later, 2008 summer meteorological data was used from the 2012 Ozone Maintenance Plan.
j. Starts – Processed from the travel model. Determines the number of trip starts in each of the 13 and 7 county areas. Applies only to the trips per day input. Defaults used for the rest of the start inputs.
k. Hotelling – MOVES defaults

3) VMT HPMS Adjustment Factors
    a. Calculated for the year 2010 (See Appendix E)
    b. HPMS adjustment in base year of calibration in accordance with Section 93.122(b)(3) of the Transportation Conformity Rule which recommends that HPMS adjustment factors be developed to reconcile travel model estimates of VMT in base year of validation to HPMS estimates for the same period
    c. Summer (seasonal) adjustment to convert from average annual VMT to summer-season VMT[4]

[4] *Procedures for Emission Inventory Preparation, Volume IV: Mobile Sources*, Section 3.4.2.6, EPA420-R-92-009, USEPA Office of Air and Radiation, Office of Mobile Sources, 1992.

d. Factors applied to VMT estimates generated by ARC travel demand model for 13-county portion and 7-county portion of 20-county modeling domain, separately
a. Factors aggregated up to MOVES road types from base HPMS functional classifications

4) Off-Model Calculations
    a. Senior I/M Exemption (emissions debit)
        i. The Senior I/M Exemption calculated for year 2002 is conservatively high and will be added to the regional emission inventories for each analysis year

5) TCMs
    a. No additional credit is taken in the emissions modeling process for SIP TCMs

1997 ANNUAL $PM_{2.5}$ STANDARD PLANNING ASSUMPTIONS & MODELING INPUTS

General Methods and Assumptions

1) Modeling Methodology
    a. 20-County Portion – Use the MOVES model in inventory mode to determine the total NO_x and $PM_{2.5}$ emissions
    b. Putnam Partial County Portion – Use an off-travel model technique to determine emissions in MOVES
2) Conformity Test
    a. In the event that EPA has not approved the Atlanta $PM_{2.5}$ Maintenance Plan before the adoption of the Region's Plan CDR the following test will be used:
        i. No Greater than Base Year interim emissions test
            1. 2002 base year
            2. Base year emissions to be developed as part of the conformity analysis provided in preamble to the eight-hour ozone and $PM_{2.5}$ Transportation Conformity Rule[5]. Base year emissions will be established using the same modeling methodology presented above.
    b. In the event that the EPA has approved the Atlanta $PM_{2.5}$ Maintenance Plan, with associated budgets, before the adoption of the Region's Plan CDR the following test will be used:
        i. No Greater than Base Year interim emissions test
            1. For years prior to 2024
                a. As indicated above in 2a
        ii. Motor Vehicle Emission Budget (MVEB) Test
            1. For years 2024 and later[6]
                a. $PM_{2.5}$: 2,281 tons per year
                b. NO_x: 44,429 tons per year
3) Conformity Analysis Years: 2017, 2024, 2030, 2040
4) Modeling Start Date: September 2015. This start date is defined by the ARC as the initiation of the first model run for plan amendment/update.

Travel Demand Modeling Assumptions

1) Calibration Year: 2010 (with some 2015 interim validations and benchmarking thereafter)
    a. Model validated to the year 2010 using a comparison between estimated volumes and observed counts (See Appendix A)
2) Social/Economic Data: Updated for this model run and outlined in Appendix B

[5] Federal Register, Vol. 69, No.126, July 1, 2004, p. 40015, first column

[6] MVEB established as part of the Georgia Redesignation Request and Maintenance Plan for the Atlanta Nonattainment Area for the 1997 $PM_{2.5}$ NAAQS, August 16, 2012

3) ARC recently switched modeling platforms from a trip-based to an activity-based travel model. See Appendix C for more details.

Emissions Modeling Assumptions

1) Emissions Model: MOVES2010b – Database: movesdb20141021
    a. Emissions Process – using MOVES in Inventory mode
        i. For the years 2017, 2024, 2030 and 2040 modeled travel data is used to calculate emissions
    b. Run separately for the 13-county and 7-county portions of the nonattainment area[7]
        i. 13-county area activity, vehicle population, and other inputs are assigned to Fulton County while running MOVES
        ii. 7-county area activity, vehicle population, and other inputs are assigned to Bartow County while running MOVES
2) MOVES Inputs
    a. Road Type Distribution – Processed from the travel demand model, GDOT HPMS counts and MOVES defaults. Summarizes VMT fraction by road type and source type for the 13 and 7 counties separately.
    b. Source Type Population
        i. Started with 2002 R.L. Polk & Co. registration data for the Atlanta nonattainment counties, as well as the Georgia Department of Revenue's registration data for 2003 and 2007
        ii. Vehicles by type were grown from 2002 to 2007 using different growth factors by vehicle type based on either Census person population estimates or on Georgia 2007 registration data. Methodology developed by EPD for inputs to the SMOKE-MOVES Integration Tool
        iii. Future analysis year data is grown from 2007 based on the ratio of MPO population estimates
        iv. Since the population of vehicle type 62 (combination long-haul trucks) can easily be underrepresented in areas with lots of through traffic, the vehicle population for MOVES source type 62 was revised using MOVES default VMT/VPOP ratios and VMT for HPMS type 60 data
        v. Putnam County data grown from 2007 based on the ratio of Georgia Office of Planning and Budget future people population estimates
    c. Vehicle Type VMT
        i. HPMS VTypeYear - Processed from the travel demand model, GDOT HPMS Counts, and an EPA daily to annual VMT converter. Assigns total annual VMT by HPMS vehicle type
        ii. Month VMT Fraction: MOVES defaults

[7] For the annual $PM_{2.5}$ standard there are two sets of MOVES input files, one for the 13 counties that make up the former one-hour ozone nonattainment area in which a specific set of emission control measures is in place and one for the seven "ring" counties.

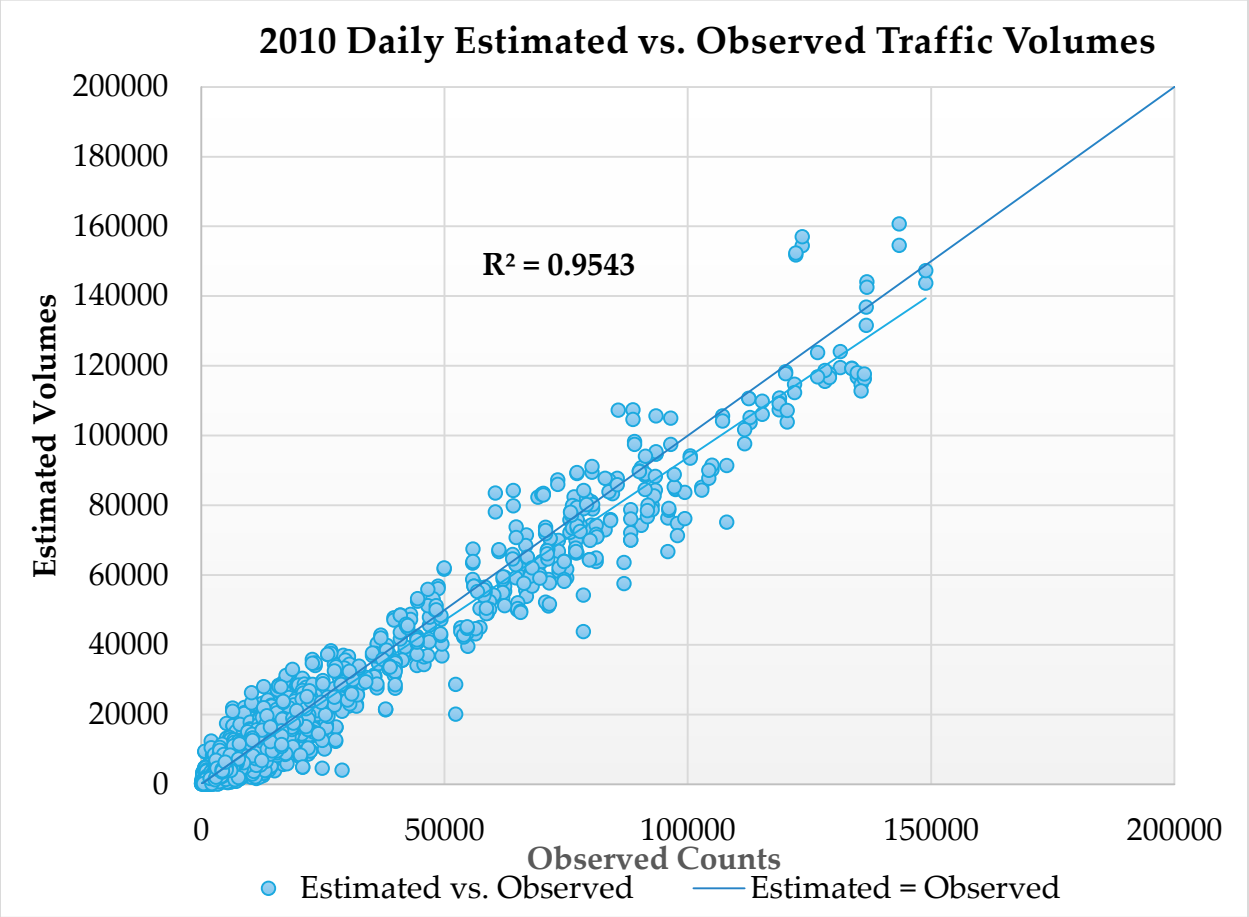
iii. Day VMT Fraction: MOVES defaults
iv. Hour VMT Fraction: Derived from the travel demand model by source and road type. Determined separately for the 13 and 7 county areas.

d. I/M Programs – Applied to 13 county area only (See Appendix D)
e. Age Distribution – MOBILE6 age distributions converted to MOVES format using EPA converter. MOBILE6 distributions were derived from 2002 R.L. Polk & Co. registration data for the 13 and 7 county areas separately for all vehicle types, except for HDV8B where MOBILE6 defaults were used.
f. Average Speed Distribution – Processed from the travel demand model with HPMS VMT Adjustment factors applied. Calculates VHT by hour by speed bin by source. Determined separately for the 13 and 7 county areas.
g. Ramp Fraction – Processed from the travel demand model. Calculates VHT by freeway and ramps by area type. Determined separately for the 13 and 7 county areas.
h. Fuel – MOVES2014 defaults do not match local fuel due to the removal/modification of Georgia summer fuel in the 45 county Atlanta region effective Oct 1, 2015. Fuel was reclassified and annualized to match expected fuel in the 13 and 7 county areas as outlined.
    i. Tier 3 Low Sulfur fuel (10ppm, 80ppm refinery gate and 95ppm downstream cap) for all counties
    ii. Summer Fuel reclassification
        1. 13 counties –
            a. Low Federal RVP summer requirements (June 1-Sept 15) for "designated volatility nonattainment areas" (40 CFR 80.27(a)(2)(ii))
            b. Fuel region ID 178000000 replaced MOVES default 170000000
        2. 7 counties –
            a. Standard Federal RVP summer requirements (June 1-Sept 15) for "designated volatility attainment areas" (40 CFR 80.27(a)(2)(i))
            b. Fuel region ID 100000000 replaced MOVES default 170000000
    iii. Ethanol – The current assumption is an increasing percentage of ethanol fuel
        1. 5% in 2017, 20% in 2024, 28% in 2030 and 20% in 2040
        2. The rest of the gasoline blends with a larger percent of E15 with time:
            a. 4% in 2017, 13% in 2024, 18% in 2030 and 43% in 2040
        3. Remainder is E10
    iv. Volatility waiver for E10 allows 1.0 psi RVP increase, but not in E15
i. Meteorology – Annual averages of the hourly average temperature and relative humidity for each hour of each month for the years 2000 – 2002 are used for analyses before the year 2024. For all analyses representing the year 2024 or later, 2008 meteorological data was used from the 2012 $PM_{2.5}$ Maintenance Plan

j. Starts – Processed from the travel model. Determines the number of trip starts in each of the 13 and 7 county areas. Applies only to the trips per day input. Defaults used for the rest of the start inputs.
k. Hotelling – MOVES defaults

3) VMT HPMS Adjustment Factors
   a. Calculated for the year 2010 (See Appendix E)
   b. HPMS adjustment in base year of calibration in accordance with Section 93.122(b)(3) of the Transportation Conformity Rule which recommends that HPMS adjustment factors be developed to reconcile travel model estimates of VMT in base year of validation to HPMS estimates for the same period
   c. Factors applied to VMT estimates generated by ARC travel demand model for 13-county portion and 7-county portion of 20-county modeling domain, separately.
   d. Factors aggregated up to MOVES road types from base HPMS functional classifications
4) Off-Model Calculations
   a. Senior I/M Exemption (emissions debit)
      i. The Senior I/M Exemption calculated for year 2002 is conservatively high and will be added to the regional emission inventories for each analysis year.
   b. Putnam Partial Nonattainment Area
      i. Total MOVES inventory-mode derived emissions in Putnam County were scaled down to the nonattainment area's contribution based on the ratio of human population in the nonattainment area to the entire county.
      ii. VMT in Putnam County is estimated using historical VMT estimates from GDOT's 445 Reports
      iii. Congested flow speeds for Putnam County are taken from the 7-county portion of the ARC travel demand model for each analysis year
5) TCMs
   a. No additional credit is taken in the emissions modeling process for SIP TCMs

APPENDIX A – Model Validation



APPENDIX B – Socioeconomic Data for the Travel Model

ARC periodically revises its population and employment forecasts based on best available current information. Each revision is a multi-step process. First, new region-level forecasts are produced, followed by county-level forecasts. These then become region-level controls for census tract and traffic analysis zone (TAZ) forecasts.

The most current region-level control forecasts will serve as a foundation for The Region's Plan, scheduled for agency adoption in spring of 2016. The regional series, known as Series 15.0, was completed in late spring of 2015. The charts at the end of this section summarize the new updated population and employment controls for the 20-county study area.

Development of the most current draft regional forecast began in January of 2015. This forecast was developed from a calibration of a standard forecast for the 20-County Area by the Regional Econometric Models Inc. (REMI) econometric model, build 3.6.5R. This model was released by REMI in October 2014, and included 21 specific regions consisting of the 20 counties in ARC's MPO, plus the rest of the state of Georgia. Forecasts are produced for over 6,000 economic and demographic variables.

ARC staff was assisted in the development of these regional forecasts by a Technical Advisory Committee (TAC) of nationally known, local experts on the Atlanta Regional Economy. The committee met three times in late winter and early spring of 2015. TAC members advised staff on REMI model calibration, policy variable development, and related iterative revisions to model runs. The TAC then recommended the final regional forecasts for use in the Region's Plan forecasts.

In February of 2015 (in parallel to the TAC process), Research and Analytics division staff began a series of 23 meetings to meet with MPO member jurisdictions to collect "local expert" information that would be used in assessment of the draft regional forecasts and refinement of the county and subcounty forecasts of population and employment making up the entirety of series 15.0. These 'local outreach' meetings directly reviewed a previous series of forecasts (the 'Needs Assessment' or series 14.0) of households and total employment. These meetings also refined the region's Unified Growth Policy Map (UGPM), which is a key input to the generalized zoning that influences land development in the small area allocation model.

A subsequent step in The Region's Plan forecast process was development of county-level control totals. Regression analysis, third-party datasets, and input from the outreach meetings were core resources in arriving at these county control totals. The REMI model's regional forecast was then recalibrated to mirror/reflect the county control totals. The county level controls for series 15.0 were finalized in mid-summer, 2015.

The final step in the forecasting process uses mathematical models to disaggregate the region-level/county-level control population and employment forecasts to "small areas": the superdistrict, census tract and traffic analysis zone (TAZ) level. TAZs are nested within census tracts. Census tracts nest within superdistricts. The mathematical models underlying the region-level controls have evolved and become more complex, but ARC's basic approach is the same today as in 1975.

The Production, Exchange, Consumption, and Allocation System (PECAS) model is being used as part of The Region's Plan disaggregation of regional and county controls to small areas. This PECAS model runs

annually and iteratively to produce not only a small-area allocation of population and households, but labor dollars by industry, that serve as direct inputs to the travel model sets. Further, REMI model output at the county level provided detailed age distribution data that served as direct input to the travel model's population synthesizer. The process is integrated with the ARC travel demand model, as impedances (travel costs) from the travel model are a significant influence on small-area allocation of population and job growth.

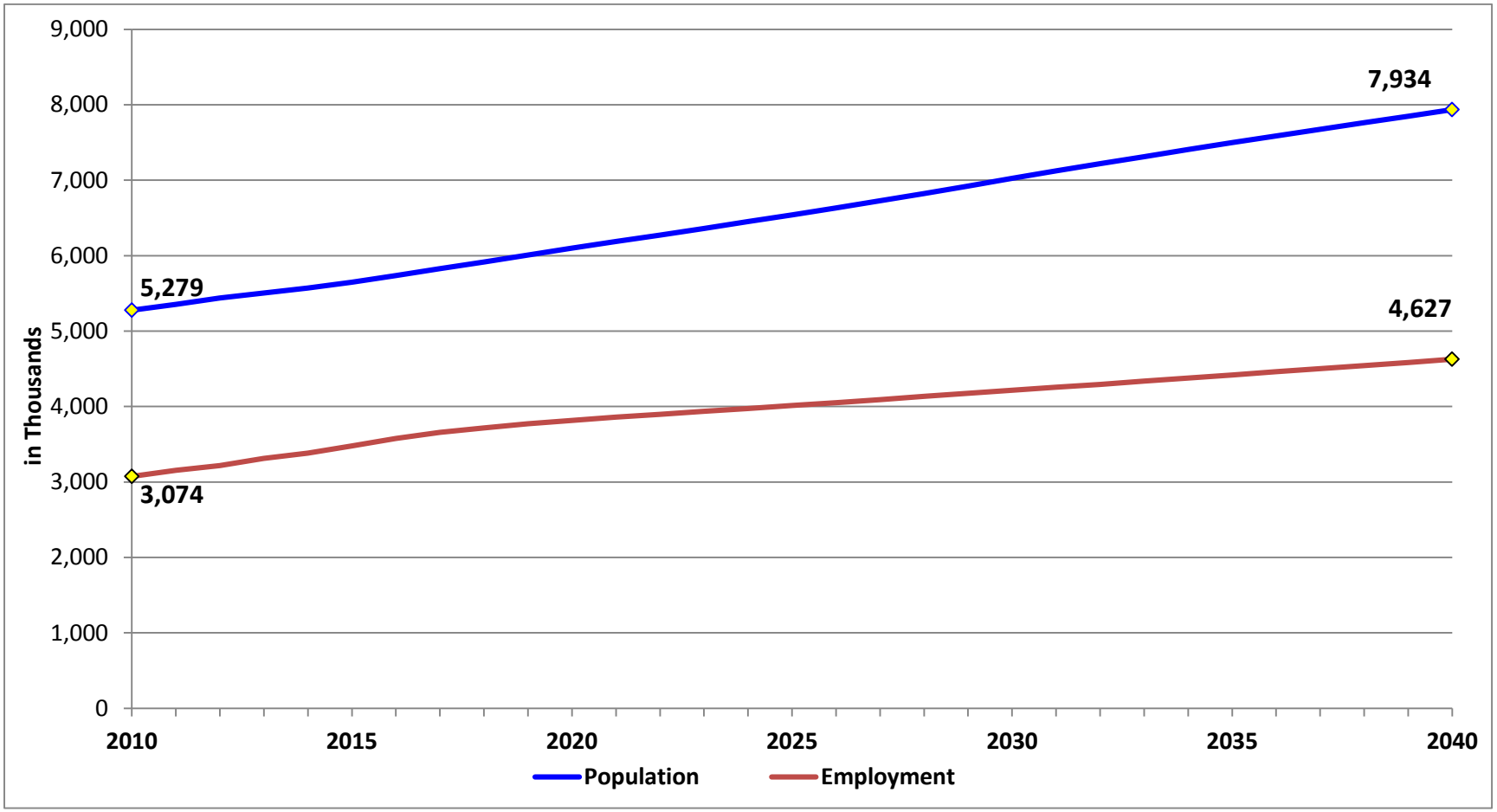
Population and job levels from each successive single-year forecast become the base for forecasts in the next model year. First, the Activity-Based Model (ABM) analyzes base year traffic patterns and produces accessibility measures (impedances or travel costs) within the 20-county forecasted area. Then, the PECAS model develops socioeconomic forecasts using the previous year's composite impedances from the TDM; the economic activity forecast by its Activity Allocation (AA) module, and resultant built space produced in response to that economic activity (and construction prices/ rents) by its Spatial Development (SD) module. The PECAS output is translated into household income by size and job by sector forecasts at the TAZ level, which then become the input used by the ABM to produce the impedance(s) measure that drives the next iteration of the integrated model run.

All these models are carefully calibrated based on the best and most current data available. Data used in the current small-area modeling effort include 2010 United States Census results, economic data from IMPLAN and REMI, parcel level datasets from local jurisdictions, joined assessor's data, third-party datasets on real estate development and construction costs, ARC annual major jurisdiction estimates of population (using a hybrid method involving building permit information, birth and death data, and American Community Survey data), and ARC semi- annual estimates of employment by industry for counties, superdistricts, tracts and TAZs/blockgroups from the state of Georgia unemployment insurance base file. National forecasts of employment and population were derived from the REMI TranSight model. The results of ARC travel surveys (including the SMARTRAQ household travel survey, transit on-board survey, Hartsfield air passenger survey, travel time studies, speed studies, and others) shape travel model parameters. Highway projects and the schedule for their completion (primary inputs to the ABM model networks) are developed as part of an extensive discussion between ARC staff, local planners, Georgia Department of Transportation and various federal agencies.

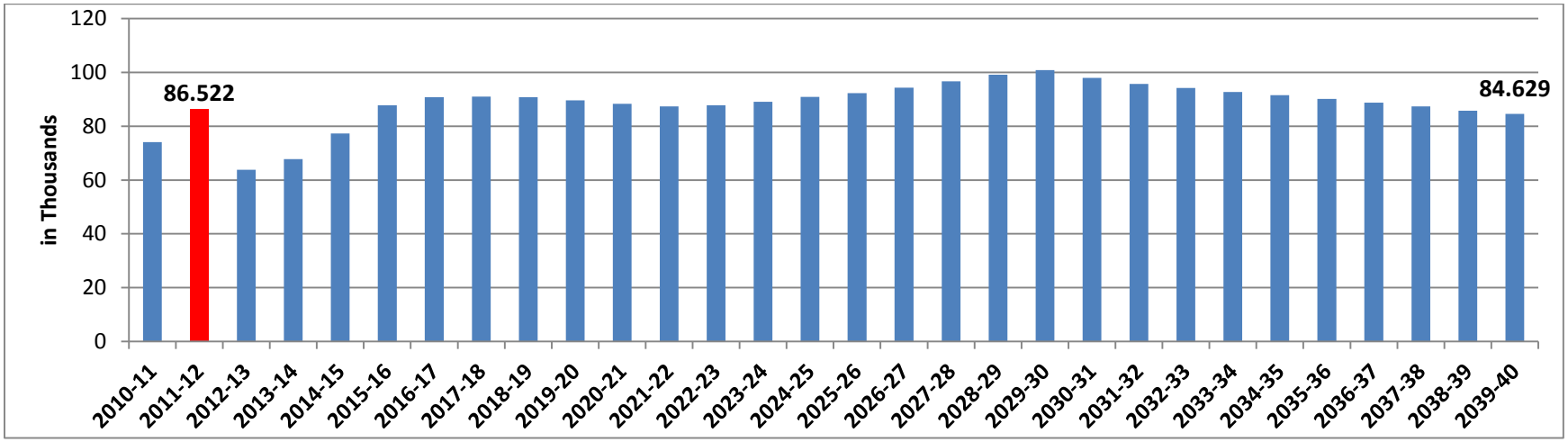
The area modeled by ARC for transportation/air quality purposes expanded from ten (10) to twenty (20) counties over the last 15 years. To meet current and future data needs, ARC produced employment estimates by county and census block group for the state of Georgia beginning in 2008, and continues to produce these estimates on a semi-annual basis. The county coverage by land-use data produced in the LandPro program expands as needed. Going forward, ARC's population forecast program area will be expanded as required from the current 20 counties, using the decennial and intercensal Census estimates, as well as other available information, as data baselines.

Post- processing adjustments are made to the ARC forecasts to account for expected large scale changes and policy priorities that would not be reflected in model output driven by historical data. Events such as expected construction of a new highway or policy input restricting development within the region are accounted for directly in the PECAS model with parameter changes to the AA module. Factors such as expected job and household growth from the completion of known major development projects (e.g. Atlantic Station) or transit-oriented development are incorporated as post processing adjustments to the model output or via specific site development changes to the parcel layers in the SD module.

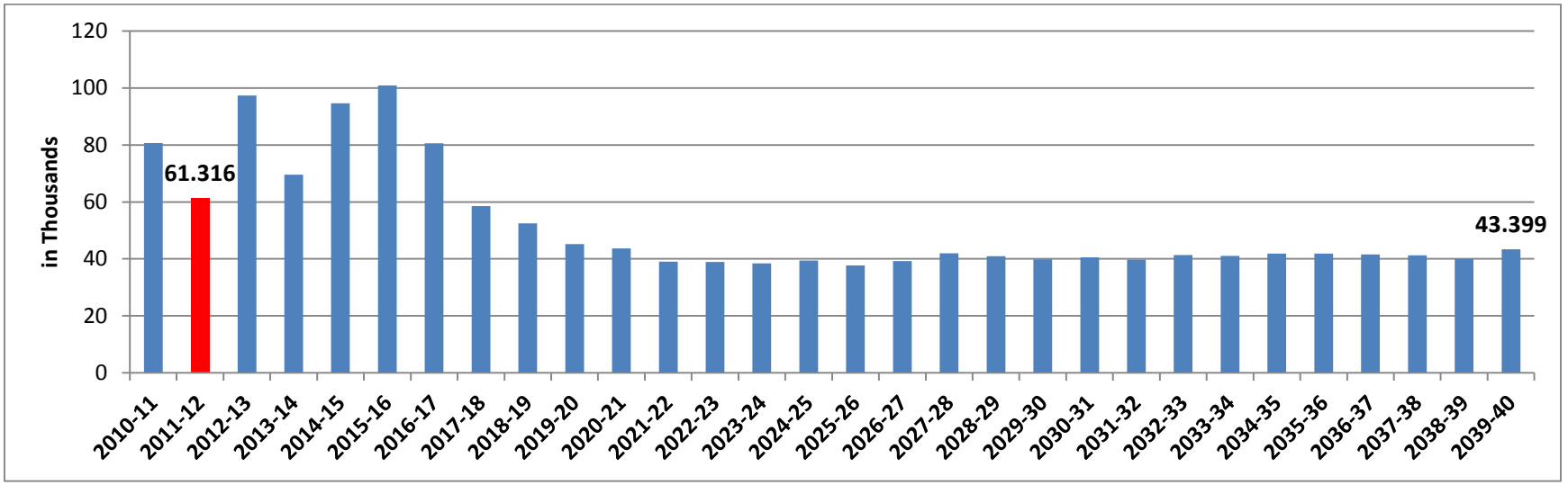
Projected Population and Employment Growth for the 20-County Area



Projected Annual Population Change for the 20-County Area



Projected Annual Employment Change for the 20-County Area



APPENDIX C – Model Inputs

In preparation for The Region's Plan major update, ARC switched from its 4-step trip-based aggregate regional travel demand model to its newly developed, and recently calibrated disaggregate activity-based model (ABM). The ABM now serves as the major travel forecasting tool in the ARC region. This model has been developed to ensure that the regional transportation planning process can rely on forecasting tools that will be adequate for new socioeconomic environments and emerging planning challenges. It is equally suitable for conventional highway projects, transit projects, and various policy studies such as highway pricing and HOV / HOT analysis. The ARC ABM is based on the CT-RAMP (Coordinated Travel Regional Activity-Based Modeling Platform) family of Activity-Based Models. This model system is an advanced, but operational, AB model that fits the needs and planning processes of ARC.

The ABM has been tailored specifically to meet ARC planning needs, considering current and future projects and policies and also taking into account the special market segments that exist in the Atlanta region. The model system addresses requirements of the metropolitan planning process, relevant federal requirements, and provides support to ARC member agencies and other stakeholders.

1) Calibration Year: 2010 (with some 2015 interim validations and benchmarking thereafter)
2) Project Listing: Project listings will be provided in electronic format to Interagency Consultation Group for review in September 2015 and include:
    a. Regionally Significant and Federally Funded
    b. Regionally Significant and Non-Federally Funded
3) Demographic Data: Provided as separate attachment
4) Speed Data: Free-flow Speed by Area Type and Facility Type[8]

FACTYPE	ABM Area Type							
	CBD	Urban Commercial	Urban Residential	Suburban Commercial	Suburban Residential	Exurban	Rural	Facility Type
1	62	63	63	63	64	65	66	interstate/freeway
2	43	46	49	52	55	58	61	expressway
3	43	46	49	52	55	58	61	parkway
4	64	65	65	65	66	67	68	freeway HOV (concurrent)
5	64	65	65	65	66	67	68	freeway HOV (barrier)
6	62	63	63	63	64	65	66	freeway truck only
7	50	50	50	55	55	55	55	system to system ramp
8	50	50	50	50	50	50	50	exit ramp

[8] Within the ARC travel demand and emission modeling process, free flow speeds are adjusted to reflect the increase in delay and travel time on a roadway segment as traffic volumes build and congestion levels increase. Link-level congested flow speeds are used to estimate NOx and VOC emissions as required by Sections 93.122(b)(i)-(iv) and 93.122(b)(2) of the Transportation Conformity Rule.

FACTYPE	ABM Area Type							
	CBD	Urban Commercial	Urban Residential	Suburban Commercial	Suburban Residential	Exurban	Rural	Facility Type
9	45	45	45	50	50	50	50	entrance ramp
10	23	26	31	35	41	48	53	principal arterial
11	21	26	29	33	38	43	48	minor arterial
12	21	26	29	33	38	43	48	arterial HOV
13	21	26	29	33	38	43	48	arterial truck only
14	17	23	24	26	30	35	45	collector

5) Transit Modeling
    a. Model recalibrated to 2010 transit ridership estimates, provided by transit operators
    b. Reflects results from the 2009-2010 Transit On Board Survey
    c. Routes updated to reflect current operating plans
    d. Transit mode split is estimated using the mode choice model
        i. Estimates individual modal trips from the person trip movements developed in the trip distribution model
        ii. Composed of 15 modes, including auto by occupancy and toll/non-toll choice, walk and bike non-motorized modes, and walk and drive access to different transit line-haul modes:
            1. Auto SOV (Free)
            2. Auto SOV (Pay)
            3. Auto 2-Person (Free)
            4. Auto 2-Person (Pay)
            5. Auto 3+ Person (Free)
            6. Auto 3+ Person (Pay)
            7. Walk
            8. Bike
            9. Walk-All-Transit
            10. Walk-Premium-Only
            11. PNR-All-Transit (PNR = Park and Ride)
            12. PNR-Premium-Only
            13. KNR-All-Transit (KNR = Kiss and Ride)
            14. KNR-Premium-Only
            15. School Bus
        iii. The mode choice model is organized in terms of seven characteristics:
            1. Mathematical structure;
            2. Trip purposes and choice sets;
            3. Limitations on choice sets;
            4. Analysis of transit access;
            5. Treatment of HOV lanes;
            6. Stratification by income groups; and
            7. Analysis of alternative transit paths.
    e. Transit Fare Modeling

i. Transit fares are based on information provided by the local transit operators throughout the Atlanta region
ii. The base year for the travel demand model is year 2010; therefore, any costs of traveling incurred within the model are representative of year 2010 dollars
    1. The base year calibration utilized transit fares that were in place in 2010; however the majority of local operators have implemented a fare increase since 2010. To reflect these fare increases while maintaining year 2010 dollars, the year 2015 fares were adjusted using the Consumer Price Index (CPI) online calculator[9] which accounts for inflation to calculate the cost of goods.[10]
iii. A CPI adjustment was applied to all the operator fares and is carried forward for all model years from 2015 and beyond
iv. The current ARC transit coding approach enables fares to be coded by mode and operator (cases where an operator has a different fare for different modes).
v. The transit fare structure includes additional fares incurred from transferring from one operator to another
vi. The fare structure results in a fare matrix which includes the total fare of the trip on a zone-to-zone level

f. 2009-2010 Transit On Board Survey Calibration
    i. Update of regional transit travel targets based on expansion of the on-board survey data
        1. Modifications to express bus and BRT transfer constants
        2. Modifications to travel demand model estimates of zero-car transit work trips
        3. Modifications to travel demand model estimates of kiss-and-ride passenger access and use of transit system
        4. Overall evaluation of all modal constants
        5. Refinement to park-and-ride lot assumptions
        6. Updated walk connector and percent walk procedures
    ii. Modified transit skimming procedures
    iii. Re-calibrated air passenger model
    iv. Assessment of travel demand model understanding of market segments and travel patterns relative to the on-board survey records

[9] http://data.bls.gov/cgi-bin/cpicalc.pl

[10] For example, the current year 2015 one-way MARTA fare of $2.50 translates to approximately $2.30 in year 2010 dollars. In other words, the MARTA fare increase from $2.00 to $2.50 outpaces inflation. So, using the consumer price index calculator, the 2015 MARTA fare in year 2010 dollars is $2.30.

Appendix D – I/M Program

- Exhaust and Evaporative (OBD and gas cap pressure test) for 1996 and newer vehicles
  - Annual inspection required
  - Computerized test and repair OBD – Exhaust
  - Computerized test and repair OBD & GC - Evaporative
  - Applies to all LDG vehicle types
  - Three year grace period
  - 3% waiver rate for all vehicles – Exhaust test
  - 0% waiver rate for all vehicles – Evaporative test
  - 97% compliance rate
- Exhaust and Evaporative test for 1975 – 1995 vehicles
  - Annual inspection required
  - Computerized test and repair ASM 2525/5015 Phase-in – Exhaust
  - Computerized test and repair GC – Evaporative
  - Applies to all LDG vehicle types
  - 3% waiver rate for all vehicles – Exhaust
  - 0% waiver rate for all vehicles – Evaporative
  - 97% compliance rate
  - 25 year and older model years are exempt

Appendix E – VMT Adjustment Factors

Ozone VMT Adjustment Factors

Functional Class Name	Functional Classifications	Factor for 13 County Area	Factor for 7 County Area
Interstates / Freeways	1, 11, 12	0.99	0.83
Arterials	2, 14	1.02	0.90
Collectors	6, 7, 8, 16, 17	0.84	1.18
Local	9, 19	1.83	2.26

$PM_{2.5}$ VMT Adjustment Factors

Functional Class Name	Functional Classifications	Factor for 13 County Area	Factor for 7 County Area
Interstates / Freeways	1, 11, 12	1.01	0.87
Arterials	2, 14	1.03	0.92
Collectors	6, 7, 8, 16, 17	0.87	1.20
Local	9, 19	1.83	2.31

Exhibit 2 – Status of Atlanta SIP Transportation Control Measures

Description	ARC Project #	GDOT PI #	TIP	Status
HOV LANES Sponsor – GDOT I-85N from Chamblee-Tucker Rd to SR 316 (HOT Lanes), I-85 @ SR 316, Interchange Reconstruction	AR 073B	713760	98-00, 99-01	Implemented
	GW-AR 053A GW-AR 053B	110530	01-03 02-04 03-05 05-10	Implemented Implemented
ALTERNATIVE FUEL STATION Sponsor – Douglas County	DO-AR 211	771035	98-00 99-01 00-02 01-03 02-04	TCM removed from SIP on 11/28/2006 (71 FR 68740, November 28, 2006)
ATLANTIC STATION, 17th STREET BRIDGE Sponsor – City of Atlanta A – Bridge and Southbound off ramps C – Northside Dr over Norfolk Southern Railroad to Atlantic Station D – Northbound off ramp to 17th Street Bridge, Williams St Relocation	AT-AR 224A AT-AR 224C AT-AR 224D	714190 0001297 0001298	00-02 01-03 02-04 03-05 05-10	A – Implemented C – Implemented D – Implemented
CLEAN FUEL BUSES Sponsors – MARTA and CCT	M-AR 232	N/A	94-95	Implemented
EXPRESS BUS ROUTES Sponsor – MARTA	M-R 160 M-R 162	770632 770632	94-96	Implemented
IMPROVE / EXPAND BUS SERVICE Sponsor – MARTA	M-R 161	770633	96-98	Implemented
INTERSECTION UPGRADE, COORDINATION & COMPUTERIZATION Sponsor(s) – GDOT in partnership with local Jurisdictions	AT 089	04Y108	93-95	Implemented
	CL 094	770600	94-96	Implemented
	CO 249	770601	94-96	Implemented
	DK 118	770603	94-96	Implemented
	FN 086	770605	94-96	Implemented
	FS 068	770605	94-96	Implemented
	GW 135	170950	94-96	Implemented
	R 098	04418	93-95	Implemented
	R 098	770391	94-96	Implemented
ITS – ADVANCED TRAFFIC MANAGEMENT SYSTEM / INCIDENT MANAGEMENT PROGRAM Sponsor – GDOT I-75/I-85 within I-285, Northern portion of I-285 between I-75 and I-85	R 098	770391	94-96	Implemented
CLEAN FUELS REVOLVING LOAN PROGRAM Sponsor – GEFA	R 195	770790, 770795	96-98	Implemented
HOV LANES Sponsor – GDOT I-75 and I-85 within I-285	R 174	320H94	94-96	Implemented

Description	ARC Project #	GDOT PI #	TIP	Status
PARK & RIDE LOTS Sponsor(s) – Douglas & Rockdale Counties Douglas County – Chapel Hill @ I-20, Rockdale County – Sigman @ I-20	DO 211C		94-96	Implemented
REGIONAL COMMUTE OPTIONS & HOV MARKETING PROGRAMS Sponsor(s) – GDOT	R 159	770631	94-96	Implemented
SIGNAL PREEMPTION Sponsor – MARTA	M-R 164	770636	94-96	Implemented
TRANSIT INCENTIVES PROGRAM Sponsor - MARTA	M-AR 231A M-AR 231B	771031 771119	98-00 99-01 00-02	Implemented
TRANSPORTATION MANAGEMENT ASSOCIATIONS Sponsor – ARC	AR 221A AR 221B AR 221C AR 221E AR 221F	771033 771140 771141 0000570 0000571	98-00 99-01 00-02 01-03	Implemented
UNIVERSITY RIDESHARE PROGRAM Sponsor - ARC	AR 220A AR 220B AR 220C AR 220D AR 200E	771032 771113 0000351 0000567 0000568	98-00 99-01 00-02 01-03 02-04	Implemented

Exhibit 3 –Interagency Consultation Group Meeting Minutes

Interagency Consultation Group
December 3, 2013

MEETING SUMMARY

Attendees	
ARC	Susie Dunn, John Orr, David D'Onofrio, David Haynes, Kyung-Hwa Kim
Cobb	
Douglas	
EPA	Dianna Smith, Brenda Johnson
EPD	Gil Grodzinsky, Jim Kelly, Jimmy Johnston
FHWA	Tamara Christion
FTA	
GDOT	Phil Peevy, Cam Yearty, Julia Billings, Kaycee Mertz
GHMPO	Sam Baker, David Fee
GRTA	Kai Zuehlke
Gwinnett	Vince Edwards
MARTA	
SRTA	
Other	

1. Welcome & Review of 8/27/13 meeting summary

Susie Dunn, ARC, called the meeting to order. She noted that the draft July 23rd meeting summary was distributed for review. There were a few modifications to the meeting summary and the summary was accepted.

2. Transportation Planning Updates

a. ARC – PLAN 2040 Update

i. Schedule

John Orr, ARC, provided committee members with information on the PLAN 2040 RTP/TIP update. After recently finishing work on the CMAQ project solicitation, ARC staff is working on draft material for public involvement. There have been numerous meetings over the past several months with local governments and planning partners to reach a fiscally constrained plan. The original plan was for public comment to begin on

Dec 9, but ARC will need to push that back about a week to address some last minute issues and finalize documentation. Pushing back the start of the public comment period does not impact the adoption timeframe. ARC staff built in additional time to public comment beyond what is federally required.

ii. Planning Assumptions / Draft CDR Results

Next, David D'Onofrio, ARC, shared a presentation with the results of the draft conformity runs ARC undertook for the plan update. ARC will meet all conformity requirements associated with the new Ozone RFP and Maintenance Plan budgets. ARC will also meet all conformity requirements tied to the no-greater-than-base-year test for $PM_{2.5}$. This is ARC's first emissions analysis using the MOVES model and the new Ozone budgets. D'Onofrio pointed out two main issues in his presentation for Interagency members to be aware of going forward: linear interpolation of 2024 data and 2040 emissions creep.

Linear interpolation of year 2024 results, as allowed in federal regulations, may cause an issue with meeting the Maintenance Plan budgets for Ozone precursor NO_x. Linear interpolation is overestimating emissions and producing a non-parabolic emissions curve. D'Onofrio expressed interest in changing the interpolation methodology to be a 2nd order polynomial with a better fitting curve to the data. Dianna Smith, EPA, and Brenda Johnson, EPA, suggested ARC complete a few more tests to see which type of interpolation better fit the modeled data. ARC staff agreed to look at the data again and provide that information to EPA for their review. ARC staff is interested in a quick decision on the interpolation issue so they can finalize the Draft CDR and provide that to Interagency for review.

Modeling changes over the past 2 years have caused an increase in $PM_{2.5}$ direct emissions. This manifests itself in emissions analyses showing a decrease in the $PM_{2.5}$ Maintenance Plan (which has not yet been approved for use in conformity) safety margin for the year 2040 $PM_{2.5}$ direct to about 5.5%, down from approximately 18%. ARC staff has started to investigate the causes. Changes to either the emissions model or the travel model need to be closely monitored going forward to ensure that adopted changes to do not cause emissions to exceed the budgets. Smith suggested that if modeling changes are causing changes to emissions it's possible to go into the SIP and revise it to increase safety margins. All that would be required is an explanation justifying the need for the increase. The new budgets would supersede the old budgets.

b. GHMPO Planning Update

Sam Baker, GHMPO, updated the committee on planning actions in Hall County. A proposal is out for a plan update to the GHMPO RTP/TIP to start in February and end in August. In addition, a partial update to the GHMPO bike-ped plan is underway. The plan will look at integrating the Hall County plan with neighboring counties to produce a more thorough network. Baker anticipates that plan to be complete in the spring. GHMPO will be discussing MPO boundary

areas in more detail soon with Jackson County, which has a portion of its county within the Gainesville-Hall County urbanized area.

David Fee, GHMPO, added that the Gainesville transportation master plan was completed in November. There are no immediate changes to the RTP/TIP as a result of that plan. The plan proposed over 100 additional projects. Since there are no new sources of funding, the projects will compete with existing projects for selection as part of the RTP/TIP update next year.

Dunn took this opportunity to discuss the creation of the new Cartersville-Bartow MPO (CBMPO). The MPO came into existence in February 2013 and has a staff of 1 person right now. He has been invited to sit in with this committee. ARC anticipates it will continue to perform the technical evaluations for all areas in both the Ozone and PM Atlanta nonattainment areas. Dunn also pointed out that ARC's boundaries will need to be adjusted soon to account for the region's continued spatial growth. Atlanta's urbanized area is now in parts of 23 counties (up from 19 in the 2000 census). Orr pointed out that as a result of these new boundaries, ARC is required to produce a plan that encompasses the entire urbanized area by 2016, with all the new counties pulled into its planning area.

3. Air Quality Updates

a. Ozone

Jimmy Johnston, EPD, noted that yesterday EPA published a final rule to the federal register designating Atlanta in attainment of the 1997 Ozone standard and approving of the Ozone Maintenance Plan and its associated budgets.

b. PM2.5

Johnston updated the committee on the status of designation for the 2012 $PM_{2.5}$ standard. The state has until December 13 to provide EPA with a list of recommendations. The state plans to update that list early next year, after 2013 data is available for consideration. More information will be available after December 13.

4. Announcements

Orr announced that next year ARC would start to look at climate change in more depth. ARC is interested in knowing what peer regions are doing and how our plans and programs compare. ARC staff has also prepared data on greenhouse gas emissions to share with interagency next year.

Interagency Consultation Group
March 25, 2014

MEETING SUMMARY

Attendees	
ARC	Susie Dunn, David D'Onofrio, David Haynes, Kyung-Hwa Kim
Cobb	
Douglas	
EPA	Dianna Smith, Katy Lusky
EPD	Gil Grodzinsky
FHWA	Andy Edwards
FTA	
GDOT	Phil Peevy, Julia Billings, Matthew Fowler, Nicole Spivey, Bessie Raine
GHMPO	Sam Baker
GRTA	
Gwinnett	Vince Edwards
MARTA	Mark Eatman
SRTA	
Other	

1. Welcome & Review of 12/3/13 meeting summary

Susie Dunn, ARC, called the meeting to order. She noted that the draft December 3rd meeting summary was distributed for review. There was a single modification and the summary was accepted.

2. FHWA Update

a. 1/13/14 Facilitated Georgia Statewide Interagency Consultation Bi-Monthly Call – FHWA & Other Agencies

Andy Edwards, FHWA, discussed the new bi-monthly state-wide Interagency calls being rolled out this year by FHWA. The calls will be every other month and can be cancelled if there's no state-wide information to share. Edwards suggested keeping the agenda separate enough from the Atlanta nonattainment area Interagency (which hosts 3 out of 5 nonattainment or maintenance MPOs in the state) to reduce redundancy in meetings or to detract from the content presented at ARC. Dianna Smith, EPA, explained that these calls have been successful in other Region IV states, and that EPA is eager to see them in all the states.

b. 2/20/14 FHWA/FTA/EPA Conformity Process Review Questionnaire for Applicable GA MPOs

Edwards explained that he had received replies to the FHWA/FTA/EPA conformity questionnaire from 4 out of 5 of the state's nonattainment or maintenance MPOs. Edwards expects to discuss the results more in a future Georgia Statewide Interagency call.

3. Transportation Planning Updates

a. ARC

i. PLAN 2040 Update

David Haynes, ARC, updated the committee on the status of the PLAN 2040 RTP Update. Since our last Interagency meeting in December, the plan update has been approved by the TCC and TAQC committees and is going to the ARC Board on March 26th. The TIP will go to GRTA for approval on April 9th. USDOT is already working in collaboration with EPA to review the conformity determination. ARC staff is now starting to transition effort to the next RTP update, in 2016, which is required due to a new urbanized area boundary.

ii. Metropolitan Planning Area (MPA) Revision

Next, Dunn explained the ongoing work at ARC to create a new MPA. The MPA needs to be updated to reflect the new urbanized area established by the ARC Board in January 2013 and approved by FHWA in November 2013. The urbanized area was expanded due to new data from the 2010 Census. ARC will continue to deal with a complex system of boundaries with the MPA boundary crossing 5 Georgia Regional Commissions, nonattainment area boundaries, multiple MPOs, *etc*. ARC is working on a series of MOUs to address the complexity and has been meeting with outlying counties to establish the new MPA boundary. Meanwhile, Dunn noted that GDOT/FHWA and ARC have been working on updating the functional classifications as well.

b. GHMPO Planning Update

Sam Baker, GHMPO, updated the committee on planning actions in Hall County. The GHMPO RTP update is underway. A consultant has been hired and is working on new SE data for travel demand modeling being done by GDOT in the summer. GHMPO is hoping to have a base year, no build and build scenario for project evaluation by the fall. Dunn noted that a conformity determination will be required as part of the GHMPO plan update, which will be handled as a conformity amendment by ARC. Baker noted that he is planning on having modeling data provided to ARC by February 2015.

4. Air Quality Updates

a. Air Quality Planning for 2014

David D'Onofrio, ARC, updated the committee on air quality planning efforts for the upcoming year. PLAN 2040 Update emissions modeling provided two combinations of years/pollutants that were near budgets:

- The first, NO_x in 2024, was a result of interpolating the results for that year. ARC will not use interpolation in the future, but will instead model the year 2024 in future conformity runs.
- The second issue, $PM_{2.5}$-direct in 2040, is more complex and requires more testing and an active work program to manage.

2040 $PM_{2.5}$-direct emissions are near the Maintenance Plan budget. Safety margins originally set near 18% have been eroded to near 3% due to a variety of factors: SE/modeling changes, new VMT factors, MOVES input changes, *etc*.

In addition, there are many new factors to account for in the coming year: ARC staff will be implementing a new transportation model (the activity-based model) and a new TAZ zone structure in 2014, which could impact emissions. Also, GA EPD is investigating updating some MOVES inputs and EPA is planning a new emissions model release this year (MOVES2014). With all these changes in mind, ARC has proposed a rigorous testing schedule for the year culminating in a decision by the third quarter on whether to request that EPD increase the budget in the $PM_{2.5}$ Maintenance Plan SIP or not. D'Onofrio explained more information would be brought to Interagency over the coming months as the new models (both EPA and ARC) come online.

b. PM2.5

Dunn reminded the committee that in the end of 2013, the Governor recommended a nonattainment area of zero counties for the new annual $PM_{2.5}$ standard. Gil Grodzinsky, GA EPD, added that once new data for 2013 was quality checked, GA EPD would amend their proposal with that data for EPA's review. Smith explained that EPA will provide states with the 120-day letter in August. States and tribes then have until October 29th to provide final comments before EPA designates on December 12, 2014 for the 2012 annual $PM_{2.5}$ standard.

c. Ozone

Smith explained that EPA is currently reviewing the ozone standard and a proposed new rule is being discussed.

5. Announcements

Katy Lusky, EPA, explained that EPA is undergoing some reorganization and restructuring of divisions and staff as a response to sequestration and budget cuts. There may be some changes to staff that interact with Interagency members in various stages of the air quality planning process. Final changes will be announced by October.

Interagency Consultation Group
May 27, 2014

MEETING SUMMARY

Attendees	
ARC	Susie Dunn, David D'Onofrio, David Haynes, Kyung-Hwa Kim
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Dianna Smith
EPD	Gil Grodzinsky, Jimmy Johnston, Bert Pearce
FHWA	Tamara Christion
FTA	
GDOT	Phil Peevy, Julia Billings, Matthew Fowler, Kyle Mote, Radney Simpson
GHMPO	Sam Baker
GRTA	
Gwinnett	Vince Edwards
MARTA	Tameka Wimberly
SRTA	
Other	

1. **Welcome & Review of 3/25/14 meeting summary**

   Susie Dunn, ARC, called the meeting to order. She noted that the draft March 25th meeting summary was distributed for review. There were no modifications and the summary was accepted.

2. **FHWA Update – 5/12/14 Facilitated Georgia Statement Interagency Consultation Bi-Monthly Call – FHWA and Other Agencies**

   No comment on this agenda item. Susie Dunn, ARC, noted that only members from the ARC Interagency area were on the call.

3. **Transportation Planning Updates**
   a. **ARC**
      i. **PLAN 2040 Update**
      David Haynes, ARC, updated the committee with the latest news on PLAN 2040. The PLAN 2040 Update was approved by the ARC board in March, with a conformity determination received on April 30, 2014. Since ARC and GHMPO have moved off a unified schedule for updates, ARC and GHMPO staff will need to better coordinate resolutions accepting conformity determinations in the future. Future amendments and updates will require all MPOs in a shared nonattainment area to pass resolutions

supporting new emissions analyses whether or not the MPO is updating their plan at the same time. This was confirmed by Dianna Smith, EPA.

ii. PLAN 2040 Update Amendment #1 Summer 2014

Haynes explained that ARC is planning on doing another conformity update this summer. Modeling will begin in June, public comment is planned for July and ARC adoption in August. The update is necessary to do some clean-up to modeling and to reflect some new priority projects in the TIP/RTP that were identified too late in the PLAN 2040 Update process that finished in the spring. Sam Baker, GHMPO, noted that his area would have committee meetings in July and August, and that they could take up a resolution in support of the emissions analysis during then to ensure the ARC amendment proceeds on schedule.

Next, Interagency reviewed the planned modeling/project changes for the upcoming amendment. Haynes explained the changes to the committee. The list has two projects that are still being worked out. First, the governor recently publicized the need to provide bonds for a rework of I-285 at SR-400 interchange. ARC will meet with GDOT staff to try to nail down how that will be reflected in the amendment. Second, Cobb County has proposed a pedestrian/transit bridge over I-285 to connect the new Atlanta Braves stadium to parking at the Galleria. There is no current information on a scope or timeline for this project. Haynes committed ARC staff to finalizing information about these two projects by Friday, June 9 for Interagency review ahead of modeling.

David D'Onofrio, ARC, announced that staff would email out the planning assumptions with the project list later today. There have been no changes to the planning assumptions other than the note that ARC would build 2024 model network years now instead of using interpolation. ARC staff has been working on a list with GDOT and will provide a list of all projects that shifted from the 2030 to the 2024 network year to Interagency as soon as possible for their review. D'Onofrio explained that ARC is seeking concurrence on these assumptions by June 3, 2014, with the caveat that ARC understands that there could be a change or two in the final project list that would require Interagency review.

Gil Grodzinsky, GA EPD, mentioned the timeline for the release of the new EPA emissions model, MOVES2014, could interfere with the amendment if it is released prior to the initialization of modeling if there is no grace period. Smith reminded the committee that new emission models have always carried a grace period of at least 3 months in the past, so it is not anticipated that this will interfere with ARC's plan for the amendment this summer.

iii. Project Call for Scoping

Haynes announced to the committee that ARC will have a bit of unobligated STP Urban funds available for FY'15. ARC hopes to take this money and make a call for scoping of projects that already exist in the RTP. This call is based on the assumption that the current issues with the Highway Trust Fund are worked out at the federal level so that

funding remains at its current levels. ARC hopes to incorporate this scoping call into the amendment this summer; it does not impact the emissions conformity process.

iv. MPA Revision Update

Dunn explained to the committee that work is still underway to establish all the MOUs necessary to create the new metropolitan planning area boundary for ARC. These changes are required to be in place prior to the new TIP/RTP adoption in March '16, which was triggered by the 2010 Census.

b. GHMPO

Sam Baker, GHMPO, updated the committee on planning actions in Hall and Jackson Counties. The GHMPO RTP update is underway. GHMPO just adopted their UPWP with tasks focused on the work necessary for the LRTP/TIP update in summer 2015. Work has been completed on the 2010 base SE data assumptions and has been sent to GDOT for their review. GHMPO is starting to plan for community meetings, starting next month, and has spent time over the last several months meeting with elected officials to get buy-in for the new upcoming plan. A functional classification review is currently underway, and scheduled to go through committees in July and August before being forwarded to GDOT and FHWA.

c. CBMPO

Tom Sills, CBMPO, updated the committee on planning actions in Bartow County. The MPO will have a policy committee meeting on June 3 where they will adopt their UPWP. Future UPWP's will be synched with the county's budget calendar. CBMPO is working on adopting new functional classifications and a public coordination plan. Over the coming months, CBMPO, will hold meetings to develop new SE data for use in planning.

4. Air Quality Updates

a. $PM_{2.5}$

Smith noted that the EPA has until August to reply to the State's suggested nonattainment areas. There will then be a comment period before final designations in December. Jimmy Johnston, GA EPD, commented that Georgia recently submitted new data for EPA to consider. This data supports their decision to propose all counties be designated unclassifiable/attainment. Johnston pointed out that there may be some issues with data completeness, but they're hoping they can work out the details with EPA soon to support all counties attaining the standard.

b. Ozone

As for ozone, Smith reminded the committee that EPA is required to review the standard this year. EPA should finalize the standard by December.

5. Announcements

Tamara Christion announced that FHWA would be hosting air quality training in Macon on June 30th. An invitation will be sent out with more information soon.

Interagency Consultation Group
August 26, 2014

MEETING SUMMARY

Attendees	
ARC	Susie Dunn, David D'Onofrio, David Haynes, Kyung-Hwa Kim, Kofi Wakhisi, Daniel Studdard
CBMPO	
Cobb	
Douglas	
EPA	Dianna Myers
EPD	Gil Grodzinsky, Elisabeth Munsey
FHWA	Andy Edwards
FTA	
GDOT	Phil Peevy, Julia Billings, Matthew Fowler, Cam Yearty, Kaycee Mertz
GHMPO	Sam Baker
GRTA	
Gwinnett	Vince Edwards
MARTA	Janide Sidifall
SRTA	
Other	

1. **Welcome & Review of 5/27/14 meeting summary**

   Susie Dunn, ARC, called the meeting to order. She noted that the draft May 27th meeting summary was distributed for review. There were no modifications and the summary was accepted.

2. **FHWA Update – 7/14/14 Facilitated Georgia State Interagency Consultation Bi-Monthly Call – FHWA and Other Agencies**

   Andy Edwards, FHWA, reminded the committee that the Notice of Proposed Rulemaking for the MAP-21 planning regulations is open to public comment until September 2, 2014. He encouraged interested parties to submit comment. Edwards also mentioned that FHWA would be sharing the results of the MPO survey conducted in early 2014 sometime soon, after all the data is compiled and a summary prepared.

3. **Transportation Planning Updates**
   a. **ARC**
      i. **Metropolitan Planning Area (MPA) Revision Status Update**
      Dunn explained the current MPA boundary was being modified to match data from the 2010 Census. MoAs between ARC and neighboring jurisdictions are being enacted to modify the ARC MPO planning boundary to include all or parts of 19 counties. A small

sliver of Pike and a portion of Dawson Counties are now included in the ARC MPA boundary, while ARC's previous portion of Bartow County has been transferred to CBMPO. Conversations with Carroll County over their portion of the Atlanta urbanized area are being postponed until after the county concludes its negotiations with the US Census Bureau over their methodologies. The ARC committees took action to approve the new boundary earlier this month, and the ARC Board will vote on the boundary (sans any potential future Carroll County inclusion) on August 27.

ii. PLAN 2040 Update Amendment #1, adoption target 8/27/14

Kofi Wakhisi, ARC, updated the committee on the status of the pending Amendment #1 to the RTP and TIP. The Amendment is planned to be adopted by the ARC Board on 8/27/14. The Conformity Determination Report (CDR) was released when the amendment went out for public comment in July. The CDR coincides with an amendment to the GHMPO RTP/TIP.

David D'Onofrio, ARC, explained that emissions changed by a fraction of a percent for most modeled years. The only major difference between the results from Amendment #1 and the previous plan update in March, 2014 focuses on the switch of model year 2024 from interpolation into a full build. Interpolation results were running too high so ARC staff built a new 2024 model network year. As a result, emissions dropped by around 10% for 2024 emissions tests.

iii. Upcoming Project Solicitation, STP-Urban and TAP funding; TIP Amendment #2

Wakhisi continued with information on the upcoming project solicitation which will be tied to RTP/TIP Amendment #2 in early 2015. ARC is looking to program new projects/phases into the FY'15-'19 TIP period. The project solicitation will begin the first week of September and remain open until the end of October. In early December, ARC staff will come back with a draft set of recommendations for funding. ARC staff will begin modeling the results in December and plan to go to public comment with the Amendment #2 CDR and documentation in January for a committee/Board approval in February.

In addition to the project call, ARC staff is anticipating that the Clayton County MARTA vote will be positive and new transit service will need to be reflected in the upcoming emissions analysis. Should the MARTA referendum pass in Clayton County, future analyses will reflect MARTA's plans to extend transit service in the county in phases over the next decade.

Matthew Fowler, GDOT, recommended that ARC and GDOT continue talks about a regular schedule of RTP/TIP Amendments.

iv. Proposed TIP Amendment #3

Wakhisi mentioned that Amendment #3 is already in the pipeline to coincide with the GHMPO Plan Update in the summer of 2015. The GHMPO update requires an emissions analysis and will likely coincide with an ARC project solicitation for CMAQ projects in the spring of 2015.

v. PLAN 2040 Update – adoption targeted March 2016

David Haynes, ARC, updated the committee on the initial visioning and timetable for the next ARC regional plan, to be adopted in March 2016. The plan will consolidate the naming scheme of past plans by providing a single overarching name: The Regional Plan. ARC intends to continue using this same naming scheme in the future with subtitles to elucidate the effort.

Haynes outlined the current work program for the plan. In the fall of '14 ARC staff will work on creating some modeling scenarios to test future technology possibilities like automated vehicles and enhanced teleworking. Afterwards, in the winter/spring, staff will work to develop a preferred scenario/funding scheme to help constrain the final plan and perform project evaluation. Final approvals are anticipated in early 2016 with adoption scheduled for March, 2016. Concurrently, ARC staff is working on the Regional Needs Assessment, the roadway functional class reclassification, the activity-based model deployment and new land use and SE data for modeling needs.

b. GHMPO

Sam Baker, GHMPO, updated the committee on planning actions in Hall and Jackson Counties. The GHMPO RTP update is underway. Final adoption is expected in summer 2015. Baker also noted that GHMPO has submitted their functional classification revisions to GDOT for their review. Haynes noted that ARC staff would be in touch with Baker to discuss some issues where functional classifications vary at the boundary of ARC/GHMPO areas.

Baker mentioned that GHMPO would be changing an amended project to reflect FHWA's recommendation on logical termini. ARC staff committed themselves to determining if the change would constitute an emissions analysis and not a book keeping action.

c. CBMPO

Tom Sills, CBMPO, provided Dunn with an email explaining some of the CBMPO activities, since he was unable to attend the meeting this month. Sills explained in his correspondence that the CBMPO RTP/TIP development is underway and anticipated for completion by March 2016. ARCADIS was hired to help with the technical aspects of the plan. ARC will be providing CBMPO with socioeconomic data for use in their modeling.

Sills also explained that CBMPO is beginning to incorporate FTA 5303 and 5307 funding into its operations for calendar year 2015. The money will support the establishment of demand-response transit operations to serve the Glade Road area of the county.

d. MOVES2014 – Preliminary run results, new workgroup

D'Onofrio explained the results of a preliminary analysis of the differences in emissions between MOVES2010b and MOVES2014. In short, the MOVES2014 model incorporates new policies enacted by the EPA to reduce greenhouse gas emissions by improving fuel economy and reduce criteria pollutants by enacting tier 3 fuel standards. These policies reduce emissions in future years by 10 – 60%, depending on the pollutant.

D'Onofrio announced the formation of a new working group to deal with new inputs as a result of the transition from MOVES2010b to MOVES2014. More information will follow, but the working group would convene a few times to determine local data sources for new inputs like: local starts data, vehicle hotelling, etc.

4. Air Quality Updates

a. $PM_{2.5}$

Dianna Meyers, EPA, explained that EPA provided GA EPD with their 120 day letter replying to the State's recommendations for the new 2012 $PM_{2.5}$ standard's nonattainment boundary. Final designations are scheduled for December 13, 2014. Some monitors in the region had incomplete data, and it was not possible for EPA to designate the region in attainment or nonattainment. EPA recommended a 12 county portion of the current nonattainment area be classified as "unclassifiable." After enough clean data is provided, EPA would make a ruling on the status of the unclassifiable area. Per EPA's letter, Carroll, Fayette, Spalding, Newton, Rockdale, Walton, Barrow and Hall counties from the current 20 County PM nonattainment area would be considered in attainment of the 2012 standard. GA EPD has until October 29 to reply with final thoughts on the EPA recommendation ahead of final designations.

Gil Grodzinsky, GA EPD, noted that the State is still waiting on the EPA approval of the 1997 $PM_{2.5}$ Maintenance Plan. Myers noted that the all $PM_{2.5}$ plans were held up due to other rulemaking, but that EPA should be looking at them sometime soon.

b. Ozone

Myers noted that EPA will announce in December whether they'll change the ozone standard or not. If they elect to change the standard they will announce the new value in October 2015 ahead of designations in 2016.

5. Announcements

No announcements

Interagency Consultation Group
October 28, 2014

MEETING SUMMARY

Attendees	
ARC	John Orr, Susie Dunn, David D'Onofrio, David Haynes, Kofi Wakhisi, Daniel Studdard, Audrey Johnson, Jean Hee Barrett
CBMPO	
Cobb	
Douglas	
EPA	Dianna Myers
EPD	Gil Grodzinsky
FHWA	Tamara Christion
FTA	Stan Mitchell
GDOT	Julia Billings, Matthew Fowler, Kaycee Mertz
GHMPO	Sam Baker
GRTA	
Gwinnett	Vince Edwards
MARTA	Janide Sidifall, Kelly Hayden, Richard Wallace
SRTA	
Other	

1. Welcome & Review of 8/26/14 meeting summary

Susie Dunn, ARC, called the meeting to order. She noted that the draft August 26th meeting summary was distributed for review. There were no modifications and the summary was accepted.

2. Transportation Planning Updates

a. ARC

i. Metropolitan Planning Area (MPA) Revision Status Update

Dunn explained that the modified Atlanta MPA boundary was approved by the governor on September 4, 2014. The new Atlanta MPA boundary is in all or parts of 19 counties. Bartow County is now its own MPO (outside of the Atlanta MPA) and parts of Dawson and Pike counties were pulled into the Atlanta MPA. The parts of the Atlanta MPA in Carroll County are being challenged by Carroll County with the US Census Bureau. If the challenge is unsuccessful ARC will take action on incorporating them into the Atlanta MPA in the future.

ii. TIP Amendment #2

Dunn informed the committee that ARC is currently planning on preparing a conformity-triggering TIP Amendment in April of 2015. This amendment will incorporate changes from the upcoming STP Urban and TAP project call. ARC will incorporate any changes to

the GHMPO project list as well, with hopes that this conformity determination can meet the needs of their upcoming RTP/TIP update which is scheduled for adoption next summer.

Matthew Fowler, GDOT, asked if the TIP Amendment #2 would satisfy GHMPO's need to demonstrate conformity to their new plan if the plan and projects hadn't even been approved yet. Discussion was mixed on the topic and the potential for GHMPO to move up their adoption (to April) and the possible validity of the results regardless were both considered. No decision was reached on the topic, but discussion will continue.

iii. TIP Amendment #3

John Orr, ARC, continued the conversation about TIP Amendments by pointing out that ARC is planning on a third TIP Amendment for the summer of 2015. This amendment will potentially include new CMAQ projects associated with a call planned for next spring. Orr continued by stating that ARC and GDOT have been planning on rolling out a more regular pattern of TIP Amendments on a set schedule for future planning work.

b. GHMPO

Sam Baker, GHMPO, updated committee members on the status of the GHMPO RTP/TIP update targeted for adoption in summer 2015. Staff has transmitted revenue projections to GDOT and FHWA for their review. Staff is also working with GDOT on model updates for planning tests and system performance. The future financially constrained model is due to be completed by the end of November.

Baker reminded the committee that an amendment to a project requiring a conformity run was recently brought to ARC's attention. GHMPO staff had hoped the project change would be administrative in nature, but the scope of the change requires a new conformity determination. ARC will wrap that modification up with the TIP Amendment #2 in April. The project is not scheduled until 2017 so there will be no impact to the project's deliverability.

c. CBMPO

No update

d. MOVES2014 – Workgroup Meeting Summary

David D'Onofrio, ARC, explained the results of a recent workgroup meeting of Interagency technical partners on the new MOVES2014 model and associated inputs. Here are the highlights:

- An issue was identified where the state of Georgia was looking to modify fuel mix in a 15-county portion of the metro area. This modification would alter the way MOVES is run (currently via the 13 and 7 county method). Gil Grodzinsky, GA EPD, noted that the State has decided to push for revised fuel in areas collinear with the 13 and 7 county areas to match what's used for conformity and the I&M area.
- Requirements for stage II vapor recovery is going away in the near future. The State has a SIP revision heading for EPA's approval. In the meantime, ARC will continue to use

MOVES2010b and take credit for stage II vapor recovery, but when the transition is made to MOVES2014 (and EPA approves the SIP), this credit will be removed.

- GA EPD is bidding for new age fraction data and this will be reflected in the new MOVES runs in 2016 when ARC switches to MOVES2014.
- ARC will look into using the household travel survey to get data on vehicle starts, a new input in MOVES2014.
- GA EPD recommends using the default hotelling data in the MOVES2014 model. The defaults match local data.
- ARC will convert the ramp fraction input from VMT to VHT.
- All the above input modifications and changes to methodologies will be incorporated in the 2016 Regional Plan update, along with a transition to MOVES2014. For amendment conformity runs ARC will continue to use the previously approved planning assumptions.

3. MARTA Service in Clayton County

Dunn kicked off the conversation with some background information on the MARTA service issue. If the ballot measure passes for Clayton County to join the MARTA system in November, MARTA has committed to beginning some limited service on March 21, 2014. Limited service will include one new bus route and the extension of two existing MARTA routes into Clayton County. The main issue before Interagency today is whether ARC would need to take an action to include the route changes in a conformity update prior to the initiation of this limited service in Clayton County. ARC is planning an amendment for approval in April that will incorporate the outcome of the November election and December MARTA Board final approvals, but staff is concerned that another amendment one or two months early would be difficult due to the short timeline and concurrency with TIP Amendment #2.

Kelly Hayden, MARTA, also provided some more information on the planned routes and technologies. Buses would be CNG and would be housed at the Laredo Bus Facility until MARTA constructed new facilities in Clayton in the future. High capacity transit is planned for Clayton County in the year 2025.

Orr noted that historically, when MARTA has made service changes, ARC has incorporated that information into the next plan amendment. No action for conformity was required prior to the initiation of those services. Orr is hoping that the MARTA service expansion into Clayton would be similar and that the changes could be accounted for in the ARC's April Amendment #2.

At this point Dunn reminded the committee that FTA and FHWA had agreed with ARC's interpretation and opened it up to Interagency for any other comments. All members present concurred that this was an acceptable solution. Dianna Meyers, EPA, noted that hot spots could still be an issue since Clayton County is part of the $PM_{2.5}$ Nonattainment Area and recommended FTA take that into consideration with MARTA.

4. AQ Updates

a. **$PM_{2.5}$**

Grodzinsky reminded the committee that GA EPD submitted recommendations to EPA on the new $PM_{2.5}$ nonattainment area. GA EPD recommended that all areas that EPA considered "unclassifiable" be deferred for one year instead. The hope is that the state would then have

complete, clean data and an initial classification of “attainment” would be assigned instead. EPA will respond by the end of the year with final recommendations for classification.

b. **Ozone**
Meyers noted that EPA will announce whether they plan to tighten the new standard by December 1. Otherwise, there is no new ozone news.

5. New Business
Meyers announced that STAQS would be returning to an in-person meeting for 2015. Meyers asked if the ARC would be willing to help host the event. ARC staff agreed. More information will follow in the coming months.

Interagency Consultation Group
December 16, 2014

MEETING SUMMARY

Attendees	
ARC	John Orr, Susie Dunn, David D'Onofrio, Kofi Wakhisi, Daniel Studdard
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Dianna Myers, Katy Lusky
EPD	Gil Grodzinsky
FHWA	Tamara Christion
FTA	
GDOT	Julia Billings, Matthew Fowler, Kaycee Mertz
GHMPO	Sam Baker, Srikanth Yamala
GRTA	
Gwinnett	
MARTA	Janide Sidifall
SRTA	
Other	

1. Welcome & Review of 10/28/14 meeting summary

Susie Dunn, ARC, called the meeting to order. She noted that the draft October 28th meeting summary was distributed for review. There were no modifications and the summary was accepted.

2. AQ Updates

a. **$PM_{2.5}$**

Dianna Myers, EPA, noted that designations for the 2012 annual $PM_{2.5}$ standard are due any day now. Gil Grodzinsky, GA EPD, updated the committee on the possible designation for the Atlanta region. Since the State has some incomplete data, EPA is considering classifying a 12-county portion of the region as "unclassifiable." The State prefers that the region's reclassification be deferred for one year instead.

What this means for conformity for the region for $PM_{2.5}$ remains uncertain until after EPA prepares an implementation rule for the new standard. Conformity will also depend on how EPA decides to handle "unclassifiable" and/or "deferred" regions.

Grodzinsky also noted that he expects EPA to take up the $PM_{2.5}$ Maintenance Plan next year, paving the way for reclassification of the Atlanta region as "attainment" for the 1997 annual $PM_{2.5}$ standard.

b. Ozone

Myers noted that EPA announced on November 26 that they would be likely lowering the ozone standard to a range of 0.065 – 0.070 ppm. The exact value will be announced in October 2015, after public comment is considered and a final rule is prepared. Designations for the new 2014 ozone standard will occur in October 2017.

3. Transportation Planning Updates

a. ARC

i. Proposed Upcoming Schedule

Dunn took several minutes to explain to the committee the upcoming challenges associated with ARC's planning schedule for 2015. In order to make sure GHMPO does not lapse on their plan update a conformity determination with their new plan's projects must be granted before August 2015. ARC would prefer to include those projects in a TIP/RTP Amendment, but staff does not think that is possible given the current timelines. So, to meet GHMPO's needs, ARC staff is planning on running a special conformity run with GHMPO's TIP/RTP update projects as well as the MARTA Clayton County bus routes in spring 2015. The planned federal conformity determination would be in May.

Concurrently, ARC will begin work in the spring on a major TIP/RTP amendment that will account for planned GDOT project changes as well as new projects in ARC's TIP/RTP from a STP/TAP project call planned for the winter. ARC is targeting a conformity determination on this amendment for late summer or early fall of 2015.

Finally, in 2015 ARC will be completing work on a major plan update, scheduled for a conformity determination by March or April of 2016.

This schedule will amount to 3 conformity determinations for the Atlanta/Gainesville/ Cartersville nonattainment area in the next year (typically the region has one conformity determination per year).

c. GHMPO

Sam Baker, GHMPO, updated committee members on the status of the GHMPO RTP/TIP update targeted for adoption in summer 2015. Draft documentation is being finalized. GHMPO will provide ARC with a draft project list ASAP to begin model coding. After final adoption in February, GHMPO staff will forward any changes to ARC staff for inclusion in the transportation model. The GHMPO regional plan will go to public comment as soon as ARC staff complete the conformity determination report…currently scheduled for the end of February or early March.

d. CBMPO

Tom Sills, CBMPO, explained that the CBMPO plan is still under development. 2010 SE data is being prepared to send to GDOT for modeling. All other tasks are on schedule for a final plan adoption to coincide with ARC's plan update in March/April of 2016.

4. New Business

No new business

Interagency Consultation Group
January 27, 2015

MEETING SUMMARY

Attendees	
ARC	John Orr, Susie Dunn, David D'Onofrio, Kofi Wakhisi, Kyung-Hwa Kim, David Haynes
CBMPO	Lamont Kiser
Cobb	Faye DiMassimo, Eric Meyer, Laraine Vance,
Douglas	
EPA	Dianna Myers, Katy Lusky, Amanetta Somerville
EPD	Gil Grodzinsky, Jimmy Johnston
FHWA	Andy Edwards
FTA	Keith Melton, Stan Mitchell
GDOT	Julia Billings, Matthew Fowler, Kaycee Mertz, Phil Peevy
GHMPO	Sam Baker
GRTA	Rob Goodwin, Jamie Fischer
Gwinnett	Vince Edwards
MARTA	Janide Sidifall
SRTA	
Other	Jing Xu (HNTB), Ugo Kalu (Anchortrust), Onurika Kalu (Anchortrust), Tracy Selin (CS), David Kall (CS)

1. Welcome & Review of 12/16/14 meeting summary

Susie Dunn, ARC, called the meeting to order. She noted that the draft December 16th meeting summary was distributed for review. There were no modifications and the summary was accepted.

2. Transportation Planning Updates

a. ARC

i. Planning Assumptions

ARC electronically provided planning assumptions for the upcoming February conformity run to account for the GHMPO RTP update and the expansion of MARTA into Clayton County on January 20, 2015. David D'Onofrio, ARC, described that nothing has changed with the assumptions from the last conformity run, except for the removal of a few typos. The committee accepted the planning assumptions. ARC staff plan to provide GHMPO an updated CDR by the end of February.

ii. ARC Schedule

Dunn noted that in addition to the conformity run that staff is undertaking in February, ARC anticipates having to do another conformity run during the summer to account for project changes due to the open project solicitation for TAP/STP Urban funds. In addition, the conformity run will account for project delays at GDOT due to the federal funding freeze.

John Orr, ARC, also noted that later this year staff would be updating the SE data used in the modeling process for the Region's Plan update underway to be adopted in spring 2016.

b. GHMPO

Sam Baker, GHMPO, updated committee members on the status of the GHMPO RTP/TIP update targeted for adoption in summer 2015. The 2nd draft of the plan is awaiting travel demand modeling documentation from GDOT. After the draft documentation is finalized, GHMPO staff will share the product with Interagency and seek any comments. After GHMPO receives a final copy of the updated CDR from ARC staff, they will bring the plan to public comment. GHMPO staff anticipates adopting the plan in May, ahead of the August due date for final plan adoption by USDOT.

c. CBMPO

Lamont Kiser, CBMPO, explained that the CBMPO plan is still under development. 2010 SE data has been provided to GDOT for modeling. 2040 SE data is under development. Staff is meeting with FTA to discuss the transfer of 5307 transit dollars for small urban areas. CBMPO is requesting the funds for demand response service.

3. AQ Updates

a. **$PM_{2.5}$**

Jimmy Johnston, GA EPD, updated the committee on the status of the new $PM_{2.5}$ standard. EPA has deferred classifying a 12 county portion of the Atlanta area including: Bartow, Cherokee, Forsyth, Paulding, Cobb, Douglas, Fulton, DeKalb, Gwinnett, Coweta, Clayton and Henry counties. The remaining 8 full counties (Hall, Barrow, Walton, Rockdale, Newton, Carroll, Fayette and Spalding) of the 1997 annual $PM_{2.5}$ nonattainment area and 2 partial counties (Heard and Putnam) are classified as attaining the 2012 annual $PM_{2.5}$ standard.

GA EPD will provide EPA with 2014 certified $PM_{2.5}$ data by the end of February to evaluate for the classification of the rest of the nonattainment area. All but the monitor at Fire Station #8 will have valid data for the 2012-2014 period. There is still some uncertainty at how EPA will proceed since the region has one invalid station. EPA may continue to defer the region or determine some portion of the region is unclassifiable.

Johnston went on to explain that GA EPD has met all the requirements for EPA to move on reclassifying the region as in attainment of the 1997 $PM_{2.5}$ standard and acting on the $PM_{2.5}$ Maintenance Plan in the coming year.

b. Ozone

Dianna Myers, EPA, explained to the committee a recent court ruling from the DC Circuit that has implications for conformity. The court ruled 2-1 to vacate revocation of old standards for the purpose of transportation conformity, stating that EPA had overstepped its bounds in only allowing for that portion of old standards to be revoked, while leaving other pieces intact. Myers recommended that the ARC continue to demonstrate conformity for the 1997 standard via the 20 county budgets until further action by EPA is taken to either appeal the ruling or fully revoke older standards, as they did with the 1-hour standard in the past. Fortunately for ARC, this is not

a disruptive ruling to the upcoming conformity demonstration since the region has continued to demonstrate conformity for a 20-county region collinear with the 1997 ozone standard.

Myers also reminded the committee that the EPA has proposed a new range for an ozone standard of 0.065-0.070 ppm. Comments on that proposed rule are due to EPA by March 17. Johnston noted that the current design value for the Atlanta region is 0.077 ppm (above the 2008 standard of 0.075 ppm) so we should anticipate some portion of the Atlanta region to be in nonattainment of whatever new standard is finalized.

Johnston noted that the DC circuit ruling also enforced an attainment deadline of July 15, 2015 for the 2008 ozone standard. If this is upheld, the Atlanta region will be required to use 2012-2014 data to determine if the region has attained. Since the current design value is 0.077 ppm the region would likely be bumped up to a classification of moderate and be required to prepare a new SIP with MVEBs for the 2008 Ozone standard.

4. New Business

a. Connect Cobb BRT

Stan Mitchell, FTA, set the stage for the conversation on the Connect Cobb BRT project. FTA reviewed the project and prepared an Air Quality Letter of Determination on December 23, 2014. The letter was provided to the Interagency Hot Spot email group for comment by January 30, 2015.

Faye DiMassimo, Cobb County DOT, provided an overview of the Connect Cobb BRT project for Interagency members. The project will be 25 miles long reaching from KSU to Arts Center Station in Atlanta. The majority of the project will be on exclusive right-of-way on Cobb Parkway connecting Cobb's key activity centers from KSU, Town Center, Marietta, Dobbins/Lockheed and Cumberland. The system will then jump onto the HOV lanes and connect to Arts Center in Atlanta. This project will replace CCT's Route 10 service to Atlanta. Ridership is estimated at 25,000 combined with express busses on the Managed Lanes system by 2030. Cobb is planning on purchasing approximately 15 diesel hybrid or CNG vehicles for the project.

b. Revising the Conformity Threshold for Regionally Significant Project Changes

Matthew Fowler, GDOT, initiated a conversation redefining the threshold for a regionally significant project that triggers a conformity determination. Historically, the region has used a ¼ mile modification to a roadway project as the trigger that requires ARC to capture the change in a conformity update. GDOT staff believes that this short threshold has constrained small project modifications and has been responsible for holding up projects, impacting project deliverability. GDOT tasked their contractor, Cambridge Systematics, to perform a peer review of other region's thresholds as well as to develop a technical methodology to establish at what threshold the changes to emissions becomes significant enough to warrant a conformity trigger. The result of their review was that at between 1 to 1.5 miles project changes began to impact emissions. GDOT is recommending that 1 mile be used for the new threshold to trigger conformity for roadway projects.

Tracy Selin, CS, provided a bit more detail on the methodology and their peer review. Selin reminded the committee that the conformity regulations allow Interagency to set what is

considered a “significant” change to a project. The peer review indicated that the surveyed MPOs apply a threshold of around 1 mile. Technical work found that the threshold for major changes was around 1.25 miles. CS proposed a 1 mile threshold in their technical work to maintain a conservative approach while still allowing for more flexibility and assistance in project implementation.

After Selin explained the research, Andy Edwards, FHWA, noted that the region has been using ¼ mile as institutional knowledge and that it was not documented or codified in any way. Going forward, Edwards hopes that statewide Interagency meetings could be a useful venue for standardizing these types of issues and documenting them. This issue will likely be brought up in the March statewide call. Edwards also noted that in the near future it would be worthwhile for the region to start to consider what constitutes a major trigger to transit projects as well.

After discussion on the topic ended, Dunn asked the committee to vote on the 1 mile conformity threshold for regionally significant project changes. The committee accepted the modification.

5) **Announcements**

- Johnston announced that he would be retiring from GA EPD on March 15. Jim Boylan would be his replacement. Johnston is relocating to take a position with the TN DEC.
- Katy Lusky updated the committee on the EPA reorganization. As of Monday, January 26, 2015, the reorganization was official. Meyers will remain the point of contact for transportation conformity but has been nested in a separate division. EPA Region IV is trying to increase their expertise with MOVES and Amanetta Somerville will be the primary contact for those issues. A new org chart will be available soon.

Interagency Consultation Group
April 28, 2015

MEETING SUMMARY

Attendees	
ARC	John Orr, Susie Dunn, Kofi Wakhisi, Kyung-Hwa Kim, David Haynes, Haley Berry, Jim Skinner
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Dianna Myers, Lynorae Benjamin
EPD	Gil Grodzinsky, Elizabeth Munsey
FHWA	
FTA	
GDOT	Julia Billings, Matthew Fowler, Kaycee Mertz, Phil Peevy
GHMPO	Sam Baker
GRTA	Jamie Fischer
Gwinnett	Vince Edwards
MARTA	
SRTA	
Other	

1. Welcome & Review of 1/27/2015 meeting summary

Susie Dunn, ARC, called the meeting to order. She noted that the draft January 27th meeting summary was distributed for review. There were no modifications and the summary was accepted.

2. Transportation Planning Updates

a. ARC

i. CDR Update adopted 4/22/2015

ARC adopted an update of the Atlanta Nonattainment Area (NAA) Conformity Determination Report (CDR), with no required associated Atlanta TIP amendment. A request was sent to FHWA, FTA and EPA on 4/22/15 for a conformity determination following their receipt of a signed adoption resolution from GHMPO. Gainesville will take action on an update of their RTP and TIP in May.

ii. Upcoming Planning Schedule

John Orr, ARC, noted that with MAP-21 expiring at the end of May (extension pending) along with the end of the state fiscal in June, ARC will make several planning schedule changes. With the uncertainty of federal funding, the TAQC Subcommittee directed staff to use available FY16 funding (STP-urban and TAP) for existing projects first. New projects that were submitted during the recent TIP solicitation should be incorporated into the RTP update that is going on now and will be adopted in February 2016.

- May 2015– As part of the quarterly TIP Administrative Modification process, ARC will shift projects to the extent possible, from FY15 to FY16 that will not make the fiscal year due to deliverability issues.

- Summer 2015 - There will be a TIP Amendment to address some of the cost increases from the recent TIP solicitation process, and to add additional STP-urban and TAP funding from the recent solicitation process for selected *existing* TIP projects.
- February 2016 – There will be two tracks. Projects rolled over in May will have reduced the surface transportation and TAP balances, thereby reducing the amount of available funding in FY16. Selected *new* projects from the solicitation will be added to the extent possible.

Jamie Fischer, GRTA, inquired whether project deliverability was due to the funding issues or projects not being shovel ready. It was noted that project deliverability issues are primarily due to the funding issues; however, there are projects that will not be shovel ready by the end of the fiscal year. Sam Baker inquired whether this funding issue would impact their new TIP; GDOT noted that since the first year of the new GHMPO TIP is FY16, this would not be applicable. Gil Grodzinsky, EPD, asked if MAP-21 gets extended, would it still be possible to authorize applicable FY15 projects. GDOT responded that it is unlikely due to the time required and the short time until the end of the State fiscal year on June 30th.

Orr also noted there is still programming and conformity changes that need to be rectified. There are potentially projects that would require a conformity determination – for example, Forsyth County bond projects. Baker noted that all GHMPO projects have been captured in the latest conformity determination evaluation adopted by ARC in April. ARC will confer with GDOT, GHMPO, and CBMPO to make a final decision on running a conformity determination this summer in conjunction with the anticipated TIP amendment. EPA reminded that a project list must be provided to EPA prior to public comment to verify that exempt projects meet the definition of exempt.

Baker asked about the new transportation funding bill (HB 170) which is awaiting the Governor's signature. Orr noted that ARC is still working to get a comprehensive understanding of it all while Matthew Fowler, GDOT, noted that it is too early for GDOT and the MPOs to think about the funding as everyone is still working on the mechanics of the bill. Some of the revenue will not be available in the budget until July 2016 (collection starting July 2015) and the revenues from the other fees outlined in the bill will have to be added to the budget which is not likely to happen before January when the legislature

typically passes a mid-year budget. Dunn noted that ARC will work closely with GDOT. Fowler noted that the Chamber report published earlier this year concluded that $1 billion is needed for maintenance and preservation of existing infrastructure. It is not likely that all the revenues (estimated at $900 million) will go to maintenance and preservation; however, it is likely a large portion of it will.

c. GHMPO

Baker updated committee members on the activities of GHMPO, including adoption of their updated RTP and TIP, UPWP, environmental justice policy, complete streets policy and logo for the trail network all in May.

d. CBMPO

Tom Sills updated committee members on activities pertaining to the development of their initial RTP and TIP. CBMPO staff is currently meeting with local governments to introduce the MPO, its activities, and the RTP. On June 16th CBMPO is hosting a public information session on the RTP. Sills also noted the policy committees of the MPO have been set up and are meeting. John suggested at some point joint working sessions between Technical Coordinating Committees (TCC) to ensure coordination and information sharing. CBMPO policy committee meets the 3rd Wednesday of every month. Dunn noted that she is on the committee's distribution list.

e. Draft SE Forecast Development, ARC Research and Analytics

Orr noted that federal rules require coordination on planning assumptions. As part of that coordination, the Interagency Committee is updated on regional forecasting at key milestones. Jim Skinner, ARC Research & Analytics Division, provided an update of the draft regional forecast for The Region's Plan.

Key takeaways :

- As recently as July 2014, the region was still under pre-recession peak levels for employment. Only in October 2014 did the region exceed peak pre-recession levels and since then things have been much better. Between February 2014 and February 2015, things increased dramatically for the better with the region ranking 4th among MSAs across the county with over 4.5 percent year to year employment increase. Jobs in the core area of the region have grown more strongly than the external areas over the 2010-2014 period.
- As for population, there has been a significant pickup in permitting activity since the 2011 and 2012 period and the region is looking at a new population landscape (as well as employment landscape). Long range trends for population show a larger senior population with a constrained labor force supply as life expectancy continues to increase and fertility rates (among white, non-hispanic population in particular) decrease.
- In terms of regional employment, forecast suggests strong growth coming out of the recession, in near term years, moderating to an average of 45,000 jobs per year over the 2015-2040 period. The regional labor force participation rate is currently higher than the nation; however, the regional rate will be slightly lower (at 58.5%) than the nation in 2040.

The region has a younger population now compared with the nation, but the region will be slightly older than the region in 2040.

- The population forecast for 2040 for the region is 7.934 million people and the employment forecast for the region in 2040 is 4.627 million. This is lower than the forecast in PLAN 2040, but slightly higher than the currently adopted Transportation Update forecast.
- As for population characteristics:
  - The region is still becoming diverse. In all age groups (cohorts) except 65+, non-Hispanic whites are under 50% by 2040—and in that cohort share will decline from over 80% to just over 50%. The Hispanic population continues to grow in all age groups.
  - The region's population is aging faster than the rest of the country, with Atlanta's relatively high shares of younger baby boomers and Generation Xers aging into the retirement cohorts over the forecast period.
- Employment characteristics: The region will see significant growth through 2040 in low wage and low education attainment employment sectors, such as retail, administration services, and construction for example—as well as in lower-wage occupations, presenting many challenges. Nationally, the same trend is occurring.

Skinner then reviewed how the regional forecasts feed into small area forecasts, which is the next activity to be completed, and ultimately into the transportation planning process. Orr suggested another presentation to the group regarding the small area forecasting work. He also requested a presentation on the new ABM model that ARC will be using for The Region's Plan. Sills suggested ARC take a good look at immigration in their forecasting model, with Skinner responding that international migration is a key component of total migration, and thus of total population increase, in the current forecast results.

3. AQ Updates

a. **$PM_{2.5}$**

Dianne Myers and Lynorae Benjamin, both with EPA, updated the committee on the status of the new $PM_{2.5}$ standard. EPA deferred designating a new $PM_{2.5}$ standard for the Atlanta area due to data issues. 2015 data will be used along with 2012, 2013, 2014 data to make the determination; however, that is unlikely to happen before the end of the year. EPA is currently working with EPD on a plan for the 1997 standard, including reviewing new rules submitted by EPD to see if there would be change in designation. Although EPA is actively working on it, there is no timeframe. EPA is currently taking comments on what to do with the 1997 standards, how to implement the 2012 standard and how to deal with the changes between the 1997 and the 2012 standard. This could impact motor vehicle emission budgets.

f. Ozone

Elizabeth Munsey, EPD, noted that the region will likely be bumped up from a classification of **marginal** to **moderate** and be required to prepare a new SIP with MVEBs for the 2008 Ozone standard. EPA confirmed that the area will be bumped up if EPA meets statutory obligations. With the new classification, the attainment date will change. A new date would be published by January 2016 (EPA's deadline).

The court date to finalize ozone standards is October 1st. EPA is currently looking at either maintaining or establishing a new standard.

4. New Business

a. Senate Bill 4 Implications

Section 9 of SB 4 (currently awaiting the Governor's signature) permits a local government in the Atlanta urbanized area or Atlanta Nonattainment Area which participates as a limited member in the Atlanta MPO to choose to participate in the federal mandated transportation and air quality planning process by associating with its local regional commission (RC) rather than its current MPO. Each chosen RC would act as an MPO, empowered to perform the transportation and air quality planning under state (not federal) law.

Dunn inquired with EPA as to whether motor vehicle emission budgets can be split in a nonattainment area. Grodzinsky noted that there are rules in place that provide multi-jurisdictional guidance based on precedent from other areas in the country. EPD noted Charlotte as an example with multiple MPOs that have a structure where the planning horizons for the RTP and TIP are uniform and the one model is used; however, they otherwise act independently. EPA noted that regardless of how the structure is set up, the region is still tied together as federally mandated deadlines and compliance are intertwined across the MPOs of a region. For example, if one MPO fails to meet a deadline, the entire region is impacted and there will be implications for the other MPOs involved. nteragency will be kept updated on this legislation as things progress.

Interagency Consultation Group
June 23, 2015

MEETING SUMMARY

Attendees	
ARC	John Orr, Susie Dunn, David D'Onofrio, Kofi Wakhisi, Kyung-Hwa Kim, David Haynes, Haley Berry
CBMPO	
Cobb	
Douglas	
EPA	Lynorae Benjamin
EPD	Gil Grodzinsky, Elizabeth Munsey
FHWA	
FTA	
GDOT	Kaycee Mertz, Phil Peevy
GHMPO	Sam Baker
GRTA	Jamie Fischer
Gwinnett	Vince Edwards
MARTA	
SRTA	
Other	

1. Welcome & Review of 4/28/2015 meeting summary

Susie Dunn, ARC, called the meeting to order. She noted that the draft April 28th meeting summary was distributed for review. There were no modifications and the summary was accepted.

2. Transportation Planning Updates

a. ARC

i. TIP Amendment in August

Kofi Wakhisi, ARC, updated the committee on actions related to ARC's PLAN 2040 Update Amendment #2. The amendment will come to TCC/TAQC/ARC Board in August. Planning assumptions were approved by Interagency on June 5th. Since approval, there were a couple additions/changes to the project list:

- First, the non-exempt project HE-113 was added back to the modeling list. It had been provided to Interagency, then removed in an edited version of the project list, but replaced since then. The project involves a change in limits and has been reflected in the regional travel model for the upcoming emissions analysis.

- Second, operational changes to GA-400 have been made to the regional travel model to reflect shoulder running during peak periods. This does not require an amendment to the TIP, but will be reflected in the upcoming emissions analysis.
- Third, there was a change to the PE funding phase for a project in Paulding County (PA-061C1). This change will not impact the emissions analysis.

These changes from the planning assumptions will be reflected in future documentation and are accounted for in the emissions modeling for the Conformity Determination Report.

ii. The Region's Plan (Policy Adoption/Overall Schedule)

John Orr, ARC, outlined the schedule for the upcoming Region's Plan adoption. The Region's Plan will serve as the next RTP for the Atlanta Region, as well as being a comprehensive development plan. The current schedule for adoption of the Region's Plan by the ARC Board is February, 2016. To date, staff has worked on updating the policy framework for the Region's Plan, which is available for comment through ARC's committees. The ARC Board will adopt this framework in August.

David D'Onofrio, ARC, explained that to prepare Interagency for action on planning assumptions in September, ARC will bring information about changes to the emissions modeling process to the group over the next couple months. In July, ARC staff will present on the new Activity-Based Travel Model (ABM) followed by information on new socioeconomic forecasts in August. For conformity for the Region's Plan, ARC will be implementing new land use, transportation and emissions (MOVES2014) models and staff want to make sure committee members are brought up to speed when presented with planning assumptions for their approval in September.

iii. Other

Susie Dunn, ARC, brought up a short list of hot topic items to make the group aware of:

- ARC has a quick/easy air quality 101 presentation for anyone that'd like D'Onofrio to give it in person or provide slides for others to present.
- ARC will be undergoing Quadrennial Certification on August 18-20. This certification is part of the MPO evaluation process from FHWA. ARC staff may reach out to Interagency partners to participate on topics related to regional coordination or air quality.
- The Georgia Association of MPOs will be meeting at GDOT on Friday, June 26th if anyone is interested in participating.

b. GHMPO

Sam Baker, GHMPO, explained that Gainesville would be undertaking a non-conformity triggering amendment to their recently developed RTP/TIP in August at GDOT's request. One project's costs are being modified. GHMPO will prepare a conformity short-form indicating that

they will rely on the previous emissions analysis. In addition, staff have been working with ARC on the development of Socio-economic data for Hall County.

c. CBMPO

Dunn updated the committee on behalf of Tom Sills, CBMPO. CBMPO is on schedule to adopt their RTP/TIP in conjunction with ARC in February, 2016. Staff have held two public meetings for planning outreach and are currently working on transportation project development for the plan.

3. AQ Updates

a. **$PM_{2.5}$**

Lynorae Benjamin, EPA, reiterated for the group that 12 counties in the Atlanta region are deferred in regards to the 2012 $PM_{2.5}$ annual standard until December 14, 2015. EPA will take new data provided by GA EPD into consideration when determining a final status for the region. Elizabeth Munsey, EPD, added that the State will need until December to collect data and then some time to qa/qc it before providing it to EPA for their final review.

A 20 county area of the region is still in nonattainment for the 1997 annual standard until EPA reclassifies the region and approves the Maintenance Plan. It's possible that after being reclassified as attaining the 1997 standard, PM Implementation associated with the 2012 annual standard will revoke the 1997 standard completely.

b. Ozone

Benjamin noted that the court-ordered date for an announcement on a new ozone standard is set for October 1. EPA will announce if they will lower the standard at that time. If a new standard is instituted, data from designations will occur in 2017 using 2014-2016 monitor data.

After July 20th, EPA will prepare a notice of proposed action to redesignate part of the Atlanta region area as a moderate ozone nonattainment area under the 2008 standard. Final action will occur within 6 months of the announcement.

c. **Other**

Dunn provided members with a few snippets of information that had come up in recent weeks. Of particular note is the pending change in Georgia summer fuel. Currently, a 45 county portion of the State uses specially formulated fuel in summer months. Earlier this year the Georgia General Assembly removed the requirement for this fuel, however the fuel is still required due to the existing SIP. GA EPD has requested a SIP modification to remove the summer fuel requirement and it's currently pending EPA action. Once approved, GA EPD will provide ARC with new fuel inputs for use in conformity modeling.

4. New Business

Finally, the committee briefly discussed schedule possible schedules for next year SIP development. Since the region will be reclassified for the 2008 ozone standard, GA EPD will be required to prepare

a new SIP with RFP budgets. If the state has clean data after this summer GA EPD will move quickly to develop a maintenance plan instead of a new SIP. Both actions will require budget planning that ARC staff should account for in planning work for calendar year 2016.

Interagency Consultation Group
August 25, 2015

MEETING SUMMARY

Attendees	
ARC	John Orr, Susie Dunn, David D'Onofrio, Kofi Wakhisi, Kyung-Hwa Kim, David Haynes, Haley Berry, Kyeil Kim, Mike Alexander, Steve Lewandowski
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Lynorae Benjamin, Dianna Myers
EPD	Gil Grodzinsky, Elizabeth Munsey
FHWA	Tamara Christion
FTA	
GDOT	Kaycee Mertz, Phil Peevy, Julia Billings
GHMPO	Sam Baker
GRTA	Jamie Fischer
Gwinnett	Vince Edwards
MARTA	Janide Sidifall
SRTA	
Other	Jon Morton

1. Welcome & Review of 6/23/2015 meeting summary

Susie Dunn, ARC, called the meeting to order. She noted that the draft June 23rd meeting summary was distributed for review. There was one modification and the summary was accepted.

2. Transportation Planning Updates

a. ARC

David D'Onofrio, ARC, explained the focus of today's Interagency meeting would be on new models and assumptions that form the basis for the Region's Plan RTP Update (for approval in February 2016). Official planning assumptions will come before the committee in September.

i. Transition to the Activity-Based Travel Model

Kyeil Kim, ARC, informed Interagency on the work to transition ARC's four-step trip-based travel model (TBM) to an activity-based travel model (ABM). Model development began in 2002, but earnest calibration and validation efforts picked up in 2013-2014 based on 2010 and 2011 transit and household travel surveys. ARC also calibrated the model to 2010 HERE speed data provided by FHWA in 2014.

There are substantial differences between the TBM and the ABM. The ABM simulates the entire region's population which makes it possible to attribute tours and trips to particular home or work locations and simulated individuals. In addition, the ABM more closely matches free-flow traffic speeds observed in the region, due to its calibration to HERE data. The ABM runs on a 6,000 TAZ system (instead of 2,000) so there are more links and zones for trips to flow through the region, which impacts estimates of congestion.

Kim explained that the ABM validates to observed data for the year 2010 better than the TBM. ARC considers the ABM to be a valid calibrated model. The ABM will be used from now on for transportation conformity.

ii. New Socio-Economic Data Overview

Next Mike Alexander, ARC, updated Interagency on the development of new socio-economic (SE) data for use in the Region's Plan. A Technical Advisory Committee was established to review and evaluate future projections of employment and population. This committee met throughout 2015 to prepare regional control totals. By 2040, ARC anticipates 7.9 million people and 4.6 million jobs. Since the previous projection used in PLAN 2040, the estimated population has increased by 100,000 in 2040. Alexander also explained that his staff meet with 23 jurisdictions from February to July to fine-tune projections.

ARC has put new land use tools in place to compliment the development of the ABM. These tools allow for finer scale forecasts as well as integration of new employment modeling codes (NAICS). For regional control totals ARC has migrated to the REMI model from IPEF. For small area forecasts (like traffic analysis zones) ARC has migrated to PECAS from DRAM/EMPAL. The PECAS model is designed to take input from the ABM to refine future forecasts as part of an integrated land use and transportation forecasting process.

Alexander also provided information about the changing demographics of the Atlanta region out to the year 2040. White population will continue to decline as a share of the region's total population. Atlanta in the year 2040 will be a very diverse place with similar numbers of black, white and Hispanic populations.

By 2040, the Atlanta region will be younger than the nation on average, but the labor force participation rate is expected to continue to decline from 66% in 2010 to 59% in 2040. The lower labor participation and the aging of the national population will result in a reduction in GDP annual growth to around 2% in the mid and outer forecasted periods of the Region's Plan.

iii. Emissions Modeling & Preliminary Tests

David D'Onofrio, ARC, provided Interagency with preliminary emissions modeling input and test emission run outputs for review ahead of the completion of planning assumptions in September.

ARC has worked over the past few months to prepare MOVES travel-related inputs from the ABM. In addition, ARC and GA EPD staff have worked to prepare the following inputs:

- Starts input to account for local vehicle starts in the nonattainment area
- New fuel files to account for the removal of summer fuel in parts of the nonattainment area
- Removal of Stage II credits
- Transition of ramp fractions to VHT from VMT

D'Onofrio then explained a series of tests to explore the impact of new models and inputs on expected conformity emissions. The transition to MOVES2014 drops emissions in future years by 20-65% depending on the pollutant. New locally developed starts, the transition to the ABM and new inputs also have an impact on emissions. As a whole, ARC anticipates that emissions for the Region's Plan will be 10-60% lower (depending on the year and pollutant) than in the last conformity emissions analysis.

The last part of the conversation shifted to anticipated EPA regulatory actions that could impact planning assumptions. As of 8/25/15 ARC is planning on removing summer fuel and Stage II based on pending regulatory action. In the coming weeks, ARC staff will be in discussion with EPA about the likelihood of the approval of the $PM_{2.5}$ Maintenance Plan ahead of the adoption of the Region's Plan in February, since it impacts budgets and inputs.

b. GHMPO

In the interest of time, Sam Baker, GHMPO, provided no update on actions in Hall County.

c. CBMPO

Tom Sills, CBMPO, asked EPA on the process to make sure $PM_{2.5}$ hot spot analyses were completed as needed. Dianna Myers, EPA, explained that FHWA would request Interagency review of projects of concern as they move into preliminary engineering.

3. AQ Updates

a. **$PM_{2.5}$**

Lynorae Benjamin, EPA, reminded Interagency that the Atlanta region is still classified as a deferred area under the 2012 $PM_{2.5}$ standard. When GA EPD provides EPA with validated data in early 2016 EPA will prepare a new suitable designation.

b. Ozone

Benjamin explained that on August 19, 2015 EPA signed a proposed rule to bump the Atlanta area up to moderate nonattainment for the 2008 ozone standard. The rule should be in the federal register soon. EPA will be seeking comment on options for when updated SIP documents will be due.

Gil Grodzinsky, GA EPD, noted that as of today the Atlanta region is showing clean data for ozone. If this holds for the rest of the season, after data is validated, GA EPD will seek a clean data determination and will begin to prepare a new Maintenance Plan.

4. New Business

Finally, Dunn announced that this would be her last Interagency meeting. Dunn is retiring on September 18, 2015.

Interagency Consultation Group
October 29, 2015

MEETING SUMMARY

Attendees	
ARC	John Orr, David D'Onofrio, Kyung-Hwa Kim, David Haynes, Guy Rosseau, Melissa Roberts
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Dianna Myers, Zuri Farngalo
EPD	Gil Grodzinsky, Elizabeth Munsey
FHWA	
FTA	
GDOT	Kaycee Mertz, Phil Peevy, Julia Billings, Matthew Fowler
GHMPO	
GRTA	Jamie Fischer
Gwinnett	
MARTA	Janide Sidifall
SRTA	
Other	

1. Welcome & Review of 8/25/2015 meeting summary

David D'Onofrio, ARC, called the meeting to order. He noted that the draft August 25th meeting summary was distributed for review. There were no modifications and the summary was accepted.

2. Transportation Planning Updates

a. ARC

D'Onofrio, explained the focus of today's meeting would be on the vision outlined in The Atlanta Region's Plan, a part of which will serve as the region's next RTP when adopted in February. ARC staff explained the vision and the public involvement plan for the update.

i. The Atlanta Region's Plan Status Update

David Haynes, ARC, updated the committee on the status of The Atlanta Region's Plan RTP component. Staff has wrapped up preliminary coding for the update and have begun to finalize the network years and model coding necessary to run the conformity analyses.

The transportation element is designed to follow the lead established in the Policy Framework, adopted by ARC's board in August. The framework outlines 7 objectives and 23

policies to guide the development of the transportation plan. A portion of the final documentation will be committed to explaining what's on the horizon. With the approval of HB 170, increased transportation funding is expected next year. Several counties will also be pursuing new SPLOSTS and federal transportation legislation is pending. These will all be addressed qualitatively in the documentation and in more detail in future amendments to The Atlanta Region's Plan.

ii. Community Engagement Plan

Next Melissa Roberts, ARC, outlined the plan for public involvement for The Atlanta Region's Plan. ARC plans to take the RTP to public comment on December 7 – January 15. A public hearing will be held during TAQC at ARC on January 14. ARC is preparing a new public online survey to share plan goals and objectives.

As for offline meetings, ARC is planning to incorporate the plan recommendations into committee meetings over the month of December. In addition, staff will share information at the Building Opportunities for Equity Forum, through the Millennials Advisory Panel, with the United Way and other partners.

b. GHMPO

No updates.

c. CBMPO

Tom Sills, CBMPO, explained that CBMPO was still on track to prepare a RTP in March. Sills brought up a couple projects they were finalizing scope for ahead of ARC's final coding. CBMPO and GDOT discussed finalizing those plans within a week, ahead of final model coding for conformity.

Sills also brought up a question about whether the STIP could stand in for the TIP for the first half of next year. ARC, GDOT and CBMPO agreed to look into that issue quickly with federal partners if necessary.

3. AQ Updates

a. **$PM_{2.5}$**

Dianna Meyers, EPA, kicked off the conversation with an update on the $PM_{2.5}$ Maintenance Plan. The plan is still going through the EPA chain. It's not certain if it will be effective ahead of the approval of The Atlanta Region's Plan RTP. D'Onofrio explained that ARC will prepare a dual track of output for either contingency in the Conformity Determination Report.

Elizabeth Munsey, GA EPD, updated the committee on the current attainment status of the region in regards to the 2012 $PM_{2.5}$ standard. By the end of December, EPA must reclassify the Atlanta area from deferred. The state is working to finalize ambient monitoring data at the end

of December. The Atlanta area will likely be considered unclassifiable until quality approved data is provided to EPA for their consideration early next year. This step will kick off the approvals necessary to designate the Atlanta area as attainment of the 2012 annual $PM_{2.5}$ standard.

b. Ozone

Munsey provided the committee with a fact sheet relating some Georgia specific data for ozone in regards to the announcement in October of the new 2015 eight-hour ozone standard. The standard has been lowered from 0.075ppm to 0.070ppm. EPA will require 2014-2016 data to produce designations by October of 2017. Final designations will take into account not just monitors, but a variety of other contributing factors to monitors that don't meet the standard.

In regards to the 2008 Ozone standard, Munsey reminded the group that the region was bumped up to a moderate nonattainment when we did not meet the 2008 eight hour-ozone standard. As of now, the state believes it has clean data for the Atlanta region and will be working to provide the clean data determination as well as the Maintenance Plan ASAP. ARC will be involved in the development of MVEBs for the Maintenance Plan in the coming months.

4. New Business/Announcements

No announcements.

TITLE VI AND ENVIRONMENTAL JUSTICE

SECTION IX.

Title VI of the Civil Rights Act of 1964, states no person on the ground of race, color, or national origin shall be subject to discrimination under any program or activity receiving Federal financial assistance. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, signed by President Clinton in 1994 reaffirmed the tenants of the 1964 law. It provides that "each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionally high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low income populations." The three major principles of EJ are:

- Provide full and fair participation by minorities and low income communities
- Avoid, minimize or mitigate disproportional impact to non-white and low income communities
- Ensure that low income and minority citizens fully share benefits

During the course of implementing the MPO, the following have been accomplished:

- ✓ Creation and adoption of a Public Involvement Plan
- ✓ Meeting with the Bartow Collaborative, an association of human service agencies serving residents of Bartow County
- ✓ Three meetings with the Allatoona Community Association which represents the area of Bartow County with the highest concentration of low income population.

The meetings have resulted in identifying the need to more comprehensively examine the public transit services of the Bartow Transit Department with the hopes of extending hours and levels of service. This transit feasibility study is included in the work program for the MPO and slated to occur in 2016. Future development of the public transit service will be driven by the feasibility study findings and implemented in future years as funding warrants.

Another outcome of the meetings has been the identification of the need for additional mobility options within the Glade Road corridor of southeast Bartow County. Actions have been taken to secure 5307 funding for the addition of a transit van to serve the Allatoona community. As improvements are made to the horizontal and vertical alignments of Glade Road, the County and MPO are making provisions for pedestrian travel. This includes the design of wider shoulders along the roadway and implementation of a sidewalk along one side of the proposed bridge relocation at Clark Creek. Efforts will continue to find funding for a sidewalk to connect various points in the corridor including the Allatoona Community Center, Allatoona Elementary School,

Chattahoochee Technical College Metro Campus, Bartow-Carver County Park, and Red Top Mountain State Park.

The attached maps show the locations of minority, Hispanic, elderly, handicapped and poverty populations relative to the proposed projects within the CBMPO Long-Range Transportation Plan. The maps were generated using data from the U.S. Census Bureau's 2010 Census or the 2009-2013 American Community Survey 5-Year Estimates. The data is presented at the TAZ level. The maps show the concentration of the subject population compared to the total subject population in the CBMPO region. **Table IX-1** shows the breakdown of the minority, Hispanic, elderly, and handicapped populations in real numbers and percentage within the county.

Table IX-1
EJ/Title VI Populations
Source: American Community Survey 2009-2013

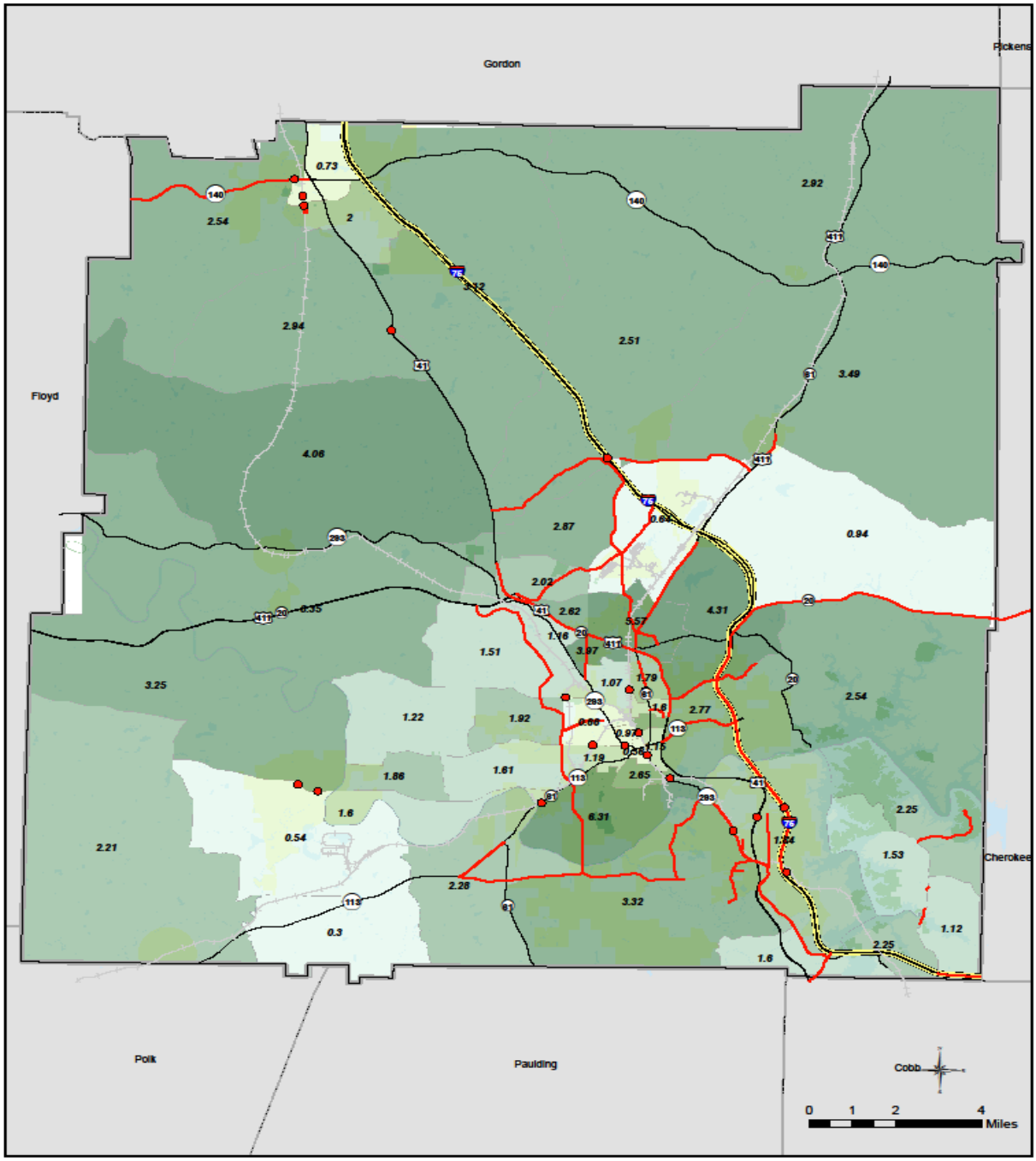
	Population	Percentage
Bartow County	100,382	100%
Minority	15,269	15.2%
Hispanic	7,709	7.7%
Elderly (over 65)	11,308	11.3%
Handicapped	13,054	13.1%
Poverty	16,996	17.1%

The elderly population is the fastest growing age segment in the nation due to the aging of the Baby Boom generation. The highest concentrations of those age 65 and over are within the City of Cartersville and in a rural area located north of SR 293 and west of US 41.

Those living below the poverty level are concentrated in Cartersville and in the northwest quadrant of the County centered on Adairsville. Interestingly, those defined as handicapped AND living in poverty are concentrated in the northwest corner of the county.

The minority (non-white) population is concentrated around and within the city of Cartersville. The population has access to the major arteries of the community's transportation network which should serve them well as the transit system examines its future operational levels and routes in the coming years.

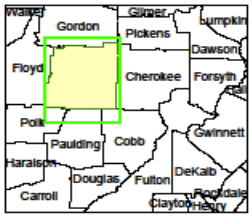
The Hispanic population within the County is more disperse than the minorities. There are scattered locations of concentration within the city of Cartersville but pockets exist as well throughout unincorporated Bartow County. Notable concentrations occur in the Allatoona community in the southeast corner of the county as well as south of Cartersville and in the area west of US 41 and north of SR 293. The more disperse settlement of this ethnic group will pose a challenge for the community as it endeavors to improve access to public transit in the future.



Age of Population

65 and Over

Source: ACS 2009-2013



Per 1000 People

- 0.2980 - 0.9736
- 0.9737 - 1.609
- 1.610 - 2.285
- 2.286 - 3.487
- 3.488 - 6.308

- LRTP Projects (points)
- LRTP Projects (lines)

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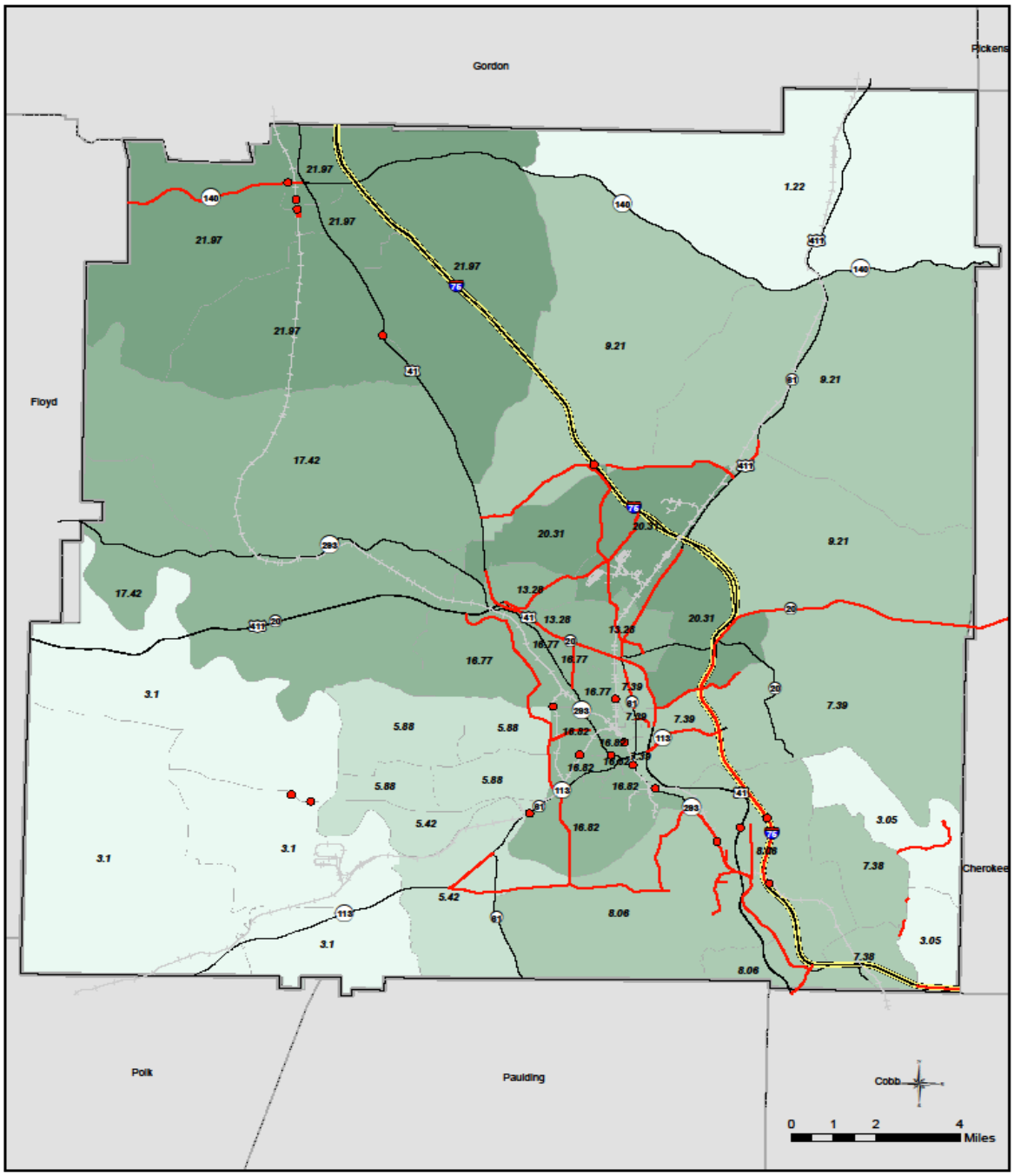
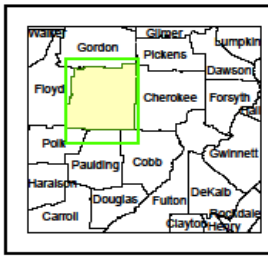


Population

Below Poverty

Source: ACS 2009-2013



Per 1000 People

- 1.222 - 3.100
- 3.101 - 5.881
- 5.882 - 9.209
- 9.210 - 17.42
- 17.43 - 21.97

LRTP Projects (points)

LRTP Projects (lines)

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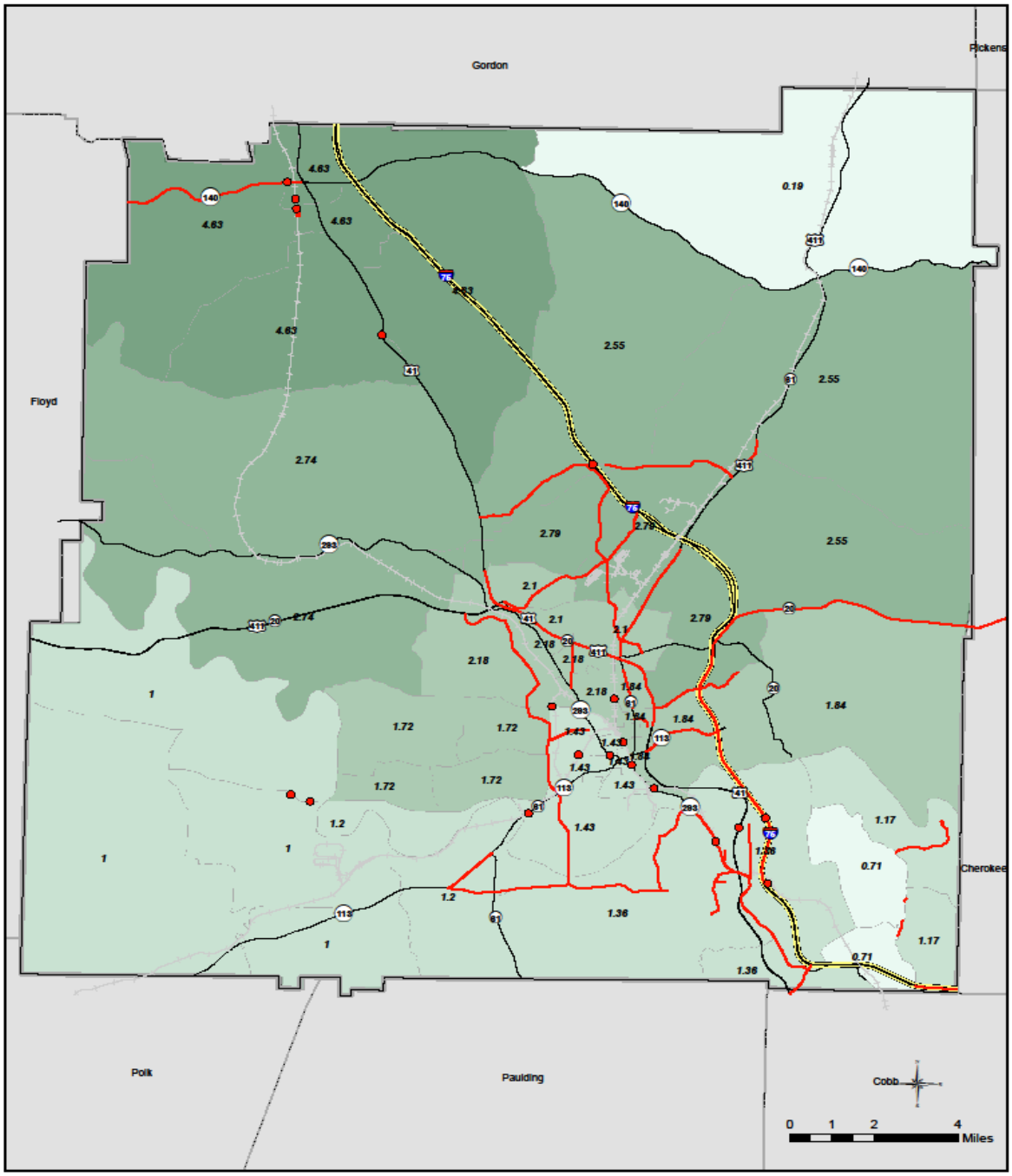
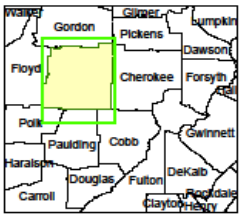


Population

Disabled Below Poverty

Source: ACS 2009-2013



Per 1000 People

0.1888 - 0.7054

0.7055 - 1.431

1.432 - 2.176

2.177 - 2.792

2.793 - 4.629

LRTP Projects (points)

LRTP Projects (lines)

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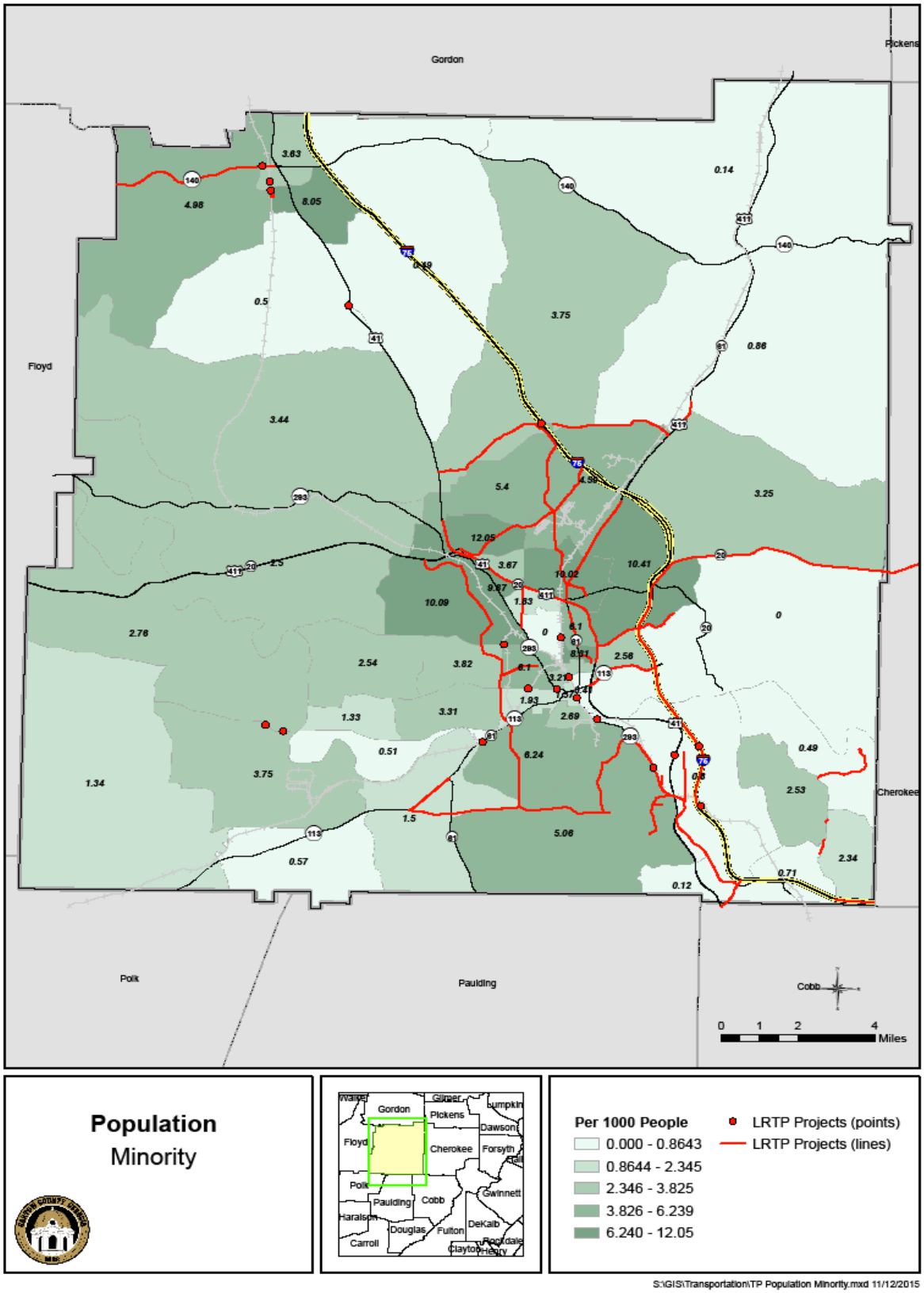
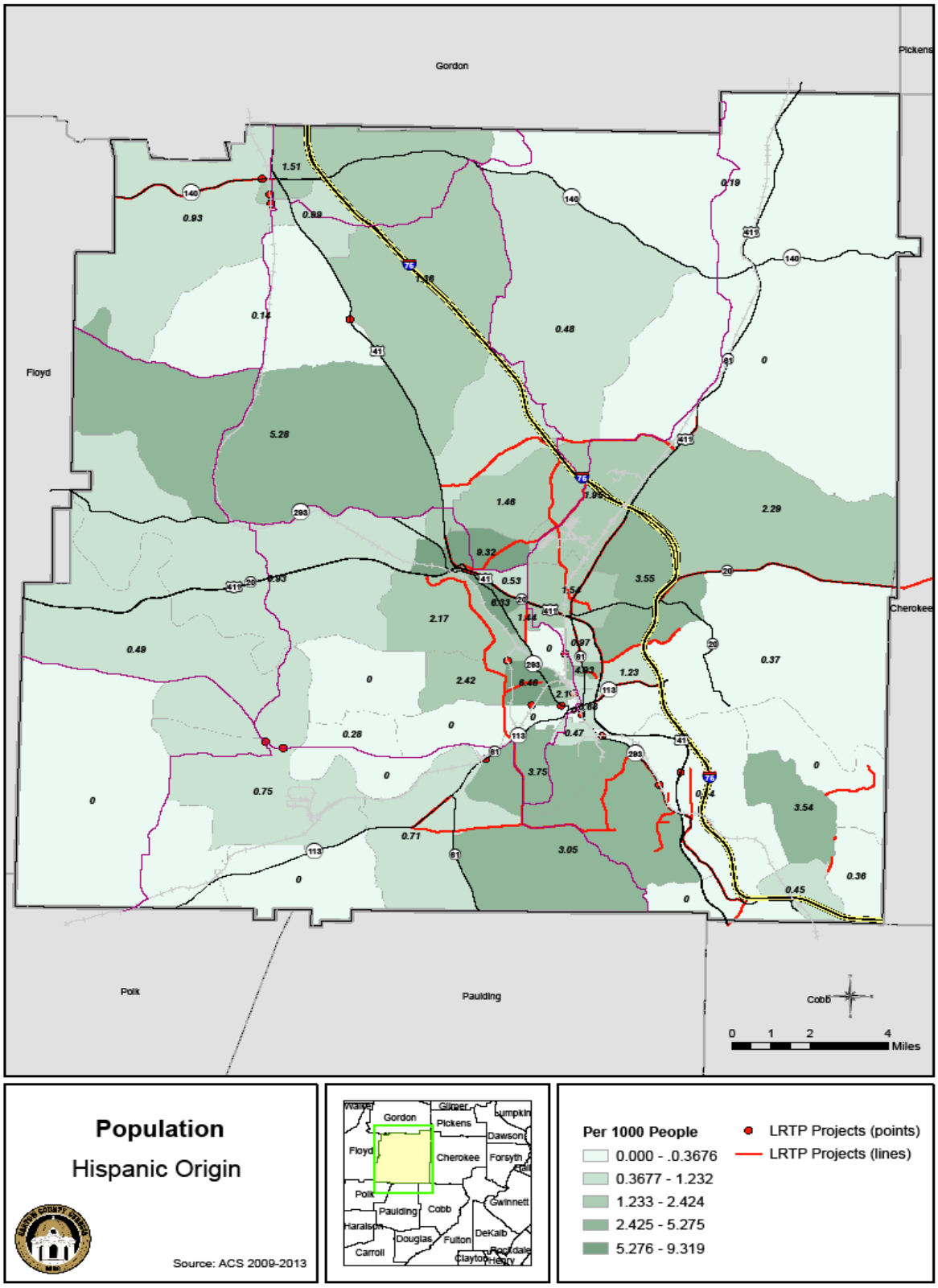

Gordon
Pickens
Floyd
Polk
Paulding
Cobb
Cherokee
0 1 2 4
Miles
Population
Minority
Per 1000 People
0.000 - 0.8643
0.8644 - 2.345
2.346 - 3.825
3.826 - 6.239
6.240 - 12.05
LRTP Projects (points)
LRTP Projects (lines)
S:\GIS\Transportation\TP Population Minority.mxd 11/12/2015


Gordon
Pickens
Floyd
Cherokee
Polk
Paulding
Cobb
0 1 2 4
Miles
Population
Hispanic Origin
Source: ACS 2009-2013
Per 1000 People
0.000 - .0.3676
0.3677 - 1.232
1.233 - 2.424
2.425 - 5.275
5.276 - 9.319
LRTP Projects (points)
LRTP Projects (lines)
S:\GIS\Transportation\TP Population Hispanic.mxd 11/12/2015

DEFINITIONS AND ACRONYMS

SECTION X.

ADT: Annual Average Daily Traffic
Averaged count of traffic volume on a particular road or section of road

AASHTO: American Association of State Highway and Transportation Officials
AASHTO develops guidelines and standards for roadway design, including bicycle and pedestrian facilities (http://www.aashto.org)

ADA: Americans with Disabilities Act
Federal law requiring construction that is publicly funded or open to the public to be accessible

Air Quality Conformity
Transportation plans within areas designated non-attainment must, through the modeling process, show that the projects within it will not increase the amount of air pollution over the time period of the LRTP.

ARC: Atlanta Regional Commission
Multi-county planning and development agency, the largest of 12 in the State, that promotes regional cooperation and planning for the 10 central counties of the metropolitan Atlanta area

ARC: Appalachian Regional Commission
A federally-designated agency that serves the development needs of the multi-state Appalachian region

Arterial
Functional classification for a street or highway that provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control

Attainment Area
An urbanized area which meets federal air quality standards defined in the Clean Air Act

BMP: Beginning Mile Point
Starting point for a construction project

CBDG: Community Development Block Grant
Funding awarded to a municipality for improvements in low-income neighborhoods – can go for a range of facilities, including bicycle and pedestrian

CMAQ: Congestion Mitigation and Air Quality
A federal program that provides funding for surface transportation and other related projects that contribute to air quality improvements and congestion mitigation, especially in air quality non-attainment and maintenance areas. CMAQ provides funds to state DOTs, MPOs and transit agencies to invest in projects that reduce emissions from transportation-related sources

CMS: Congestion Management System

A CMS is a systematic process for defining what levels of congestion are acceptable to the community; developing performance measures for congestion; identifying alternative solutions to manage congestion; prioritizing funding for those strategies and assessing the effectiveness of those actions. Congestion Management Systems are a required component of the metropolitan planning process in urbanized areas over 200,000 in population.

Collector

Functional classification for a street or highway that provides a less highly developed level of service than an arterial and at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials

Conformity

A process in which transportation plans and spending programs (i.e., Regional Transportation Plans and Transportation Improvement Programs) are reviewed to ensure they are consistent with federal clean air requirements and contribute to attainment of air quality standards. These plans and programs must demonstrate that they do not exceed the Motor Vehicle Emission Budgets established in the state air quality plan called the State Implementation Plan (SIP)

CONSTR: Construction Phase

The last of three major phases generally referenced in the project development cycle, this phase starts with the letting of the contracts that initiate actual construction of the project

DCA: Georgia Department of Community Affairs

This state agency serves as an advocate for local governments. DCA operates a host of state and federal grant programs; serves as the state's lead agency in housing finance and development; promulgates building codes to be adopted by local governments; provides comprehensive planning, technical and research assistance to local governments; and serves as the lead agency for the state's solid waste reduction efforts.

DNR-EPD: Georgia Department of Natural Resources-Division of Environmental Protection

State agency that administers federal and state environmental protection laws governing air quality, water quality, and land

EIS: Environmental Impact Statement

Analysis prior to development of potential impact of a project – required of major projects such as roads

EMP: Ending Mile Point

Terminus for a construction project

FAA: Federal Aviation Administration

An agency of the USDOT engaged in regulating transportation by air

FHWA: Federal Highway Administration

An agency of the U.S. Department of Transportation, the Federal Highway Administration (FHWA) provides stewardship over the construction, maintenance and preservation of the Nation's highways, bridges and tunnels. FHWA also conducts research and provides financial and technical assistance to state and local agencies in an effort to improve safety, mobility, and livability, and to encourage innovation.

Financially Constrained
The budget for the construction of the projects reflected in the LRTP must be reasonable and based upon expected sources of funding.

FLAP: Federal Land Access Program
The Federal Lands Access Program was established by the MAP-21 legislation to improve

transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

FTA: Federal Transit Administration
Federal agency which provides funding for planning, development, and improvement of public mass transportation systems

Functional Classification
The grouping of streets and roads according to the level of service they provide to through traffic and as property access

GDOT: Georgia Department of Transportation
The central office for GDOT is in Atlanta – there are also 14 divisions in the state, each with its own office and local engineer. Cabarrus is in Division 10 and Rowan is in Division 9.

GIS: Geographic Information System
Database and mapping software such as ArcInfo, ArcView, or TRANSCAD.

HOT: High Occupancy Toll Lanes
Limited-access managed lanes that allow eligible carpoolers, transit, motorcycles and Alternative Fuel Vehicles to use the lane for free, while allowing previously ineligible solo drivers to buy back into the lane for a fee. The number of cars using these lanes can be controlled through value pricing via electronic toll collection so as to maintain free-flowing traffic in them at all times, even during the height of rush hours

HOV: High Occupancy Vehicle
Lanes designated for use by vehicles carrying two or more persons, alternative fuel vehicles, and motorcycles

HST: Human Services Transportation
Includes a broad range of service options designed to meet the needs of the transportation disadvantaged including older adults, persons with disabilities and individuals with lower incomes. Planning and Coordinating HST helps to improve the efficiency of limited transportation resources, reduce duplication of services, and improve customer satisfaction

Intermodal
Transportation of persons and goods that involves the interchange between the transportation modes including road, rails, waterways, and air

LCI: Livable Centers Initiative

Created by Atlanta Regional Commission, LCI is a program that funds investment policy studies for activity centers and town centers. The primary focus of these studies is to encourage increased development, mixed uses and connectivity at the activity and town center level as one alternative to standard, suburban or strip development

Local road

Functional classification which consists of all roads not defined as arterials or collectors. Local roads primarily provide access to land with little or no through movement

LOS: Level of Service

A measure of the ability for a facility to handle traffic flow – LOS standards are just being developed for bicycle and pedestrian traffic

LRTP: Long-Range Transportation Plan

A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next 20 years and is updated every five years

MPO: Metropolitan Planning Organization

The Cartersville-Bartow Metropolitan Planning Organization (CBMPO) is one of 16 MPO's in GA – an MPO makes recommendations to GDOT for transportation improvements in its region

MUTCD: Manual of Uniform Traffic Control Devices

The primary reference for traffic signals, signs, and pavement markings – used by all transportation departments

NWGRC: Northwest Georgia Regional Commission

Regional Commission (one of 12 in the State) that serves the local governments of the 15 northwest Georgia counties and promotes larger-scale planning – local governments are members and pay dues.

NEPA: National Environmental Policy Act

1969 federal law requiring any project with federal funding or approval must examine impacts on environment, and consider alternatives, before a decision is made

NHTSA: National Highway Traffic Safety Administration

Agency responsible for safety awareness and education programs – publishes materials for use with all ages and groups

Non-attainment Area

Geographic area, as designated by EPA, where air quality does not meet federal air quality standards designed to protect public health. The Atlanta non-attainment area currently includes Bartow and 19 other counties based on the eight-hour standard for ground level ozone and all of these counties plus parts of 2 other counties based on a new standard for particulate matter

PE: Preliminary Engineering

The first of three major phases of project development which includes concept development, environmental review, preliminary and field plan reviews.

PFPR: Preliminary Field Plan Review

Meeting to elements needing further examination in the construction of the project.

PI #: Project Information Number
Number assigned to funded projects for record-keeping purposes

PIOH: Public Information Open House
Opportunity for public input into a project. Can occur at any stage of the process.

Policy Committee
The Policy Committee is the governing board of the MPO – it consists of elected officials from the local governments in the MPO area plus a representative of the Commissioner of the Georgia Department of Transportation

RFP: Request For Proposals
Document outlining proposed projects and the terms under which qualified contractors may submit their bids to do the project

ROW or R/W: Right-of-Way
The second of three major phases of project development that includes property acquisition and utility relocation. Also refers to the land upon which transportation improvements are located

Section 4f USDOT Section 4(f)
Section 4f of the USDOT Act identifies significant resources that must be addressed and for which impacts must be mitigated. These include historic properties and publicly owned parks, recreation areas or wildlife and waterfowl refuges.

SOV: Single Occupancy Vehicle
One car, one person (as opposed to HOV, High Occupancy Vehicle)

STPP: Surface Transportation Policy Project
Research and Advocacy resource on transportation issues (http://www.transact.org)

TCC: Transportation Coordinating Committee
The TCC is the technical advisory committee to the Policy Committee – it consists of staff from transportation, planning, and local transit agencies

TDM: Traffic Demand Management
A toolbox of techniques for reducing traffic congestion, from carpooling to HOV lanes to telecommuting

TEA-21 Transportation Equity Act for the 21st Century
Federal act providing states with funding and guidelines for "enhancements" to transportation, including bicycle and pedestrian facilities (http://www.fhwa.dot.gov/tea21/sumcov.htm)

TIP: Transportation Improvement Program

The TIP is a list of transportation projects using federal funds which is updated annually by GDOT, based on recommendations from the MPO's – the document lists projects budgeted to take place over the next four years and those projects next in line for the following two years – you may also see references to the STIP (State TIP) as opposed to the MTIP (MPO TIP)

UPWP: Unified Planning Work Program

The management plan for the (metropolitan) planning program. Its purpose is to coordinate the planning activities of all participants in the transportation planning process.

UZA: Urbanized Area Boundary

Areas with a population of 50,000 or more, at a minimum, encompass an entire urbanized area in a state, as designated by the U.S. Bureau of the Census. The Federal Highway Administration (FHWA) approved, adjusted urbanized area boundaries include the census defined urbanized areas plus transportation centers, shopping centers, major places of employment, satellite communities, and other major trip generators near the edge of the urbanized area, including those expected to be in place shortly.

VHT: Vehicle Hours Travelled

A measurement of the total hours spent by vehicles in the process of traveling along the roadway network

VMT: Vehicle Miles Travelled

A measurement of the total miles traveled by all vehicles on the roadway network in the area for a specified time period

COMMITTEE MEMBERSHIP

SECTION XI.

Transportation planning activities occur in a coordinated planning environment and achieving this coordination is through the CBMPO Committee structure.

The **CBMPO Policy Committee (PC)** is made up of the chief elected and appointed officials from all of the municipalities within the CBMPO region, as well as executives from the local, state and federal agencies concerned with transportation planning. It serves as the forum for cooperative transportation decision-making and establishes transportation related policies in support of the area's overall goals and objectives. The PC review and approves all CBMPO programs and studies. The PC is entrusted with ensuring that the CBMPO transportation projects are current and priorities transportation projects recommended in the planning process.

The **Technical Coordinating Committee (TCC)** is made up of key government and agency transportation staff members who are involved in technical aspects of transportation planning. It reviews and evaluates all transportation studies and provides recommendations to the Policy Committee. The TCC is entrusted with providing technical guidance and direction to CBMPO. The TCC is composed of key transportation staff members of participating governmental jurisdictions and private transportation stakeholders or a designated representative of those members. The chief elected official of each municipality appoints the TCC representative for their respective jurisdictions.

Cartersville-Bartow Metropolitan Planning Organization (CBMPO) Staff:

Tom Sills, Transportation Planner
Brooke Whorton, Administrative Technician

PC VOTING MEMBERS	
Peter Olson, Chair	County Administrator, Bartow County
Randy Maninno, Vice-Chair	City of Cartersville
Dennis Thayer, Secretary	Mayor, City of Euharlee
Steve Taylor	Commissioner, Bartow County
Lane McMillan	County Administration, Bartow
Al Pallone	Mayor, City of Emerson
Kenneth Carson	Mayor, City of Adairsville
Sam Grove	City Manager, Cartersville
Matt Santini	Mayor, City of Cartersville
Radney Simpson	GDOT Office of the Commissioner
TCC VOTING MEMBERS	
Pamela Madison, Chair	City Manager, Adairsville
Will Martin, PE, Vice-Chair	Engineering Man., Bartow
Wade Wilson, PE, Secretary	City Engineer, Cartersville
Lamont Kiser, PE	Director, Comm. Dev., Bartow
Randy Gray	Director, Road Dept., Bartow
Todd Heath	Asst. City Man., Cartersville
Dewayne Comer, PE	GDOT Dist. 6 Engineer
Weldon Dudley	Director, Transit, Bartow
Cherie Marsh	GDOT
Tommy Sanders, PE,	City of Cartersville
Staff	GDOT Office of Planning
NON-VOTING MEMBERS	
Valerie Gilreath	Grants Dept., Bartow County
Jennifer Hibbert	FTA Division 4
Andy Edwards	FHWA-GA Division
CBMPO STAFF	
Tom Sills	Transportation Planner, Bartow County
Brooke Whorton	Administrative Technician, Bartow County

Section XII. Public Involvement

Public involvement is an essential element in the development of the MPO plans and policies. MAP-21, the authorizing federal legislation for activities of the MPO, mandates that the process be open and accessible to the public to insure that federal transportation funds are spent in a manner that benefits the community as a whole.

The development of the Long-Range Transportation Plan and the Transportation Improvement Program have been conducted in a manner open to the public. At the beginning of every meeting of the MPO committees, Technical Coordinating Committee and Policy Committee, there is time allotted on the agenda for the receipt of comments from the public. In accordance with the MPO Public Participation Plan, every meeting is advertised in the *Daily Tribune*, Bartow County's local newspaper and posted on the MPO website, www.bartowga.org/mpo. The website also includes all meeting agendas, past meeting minutes, and draft documents to be discussed. In addition, the website posts links to transportation news, to government websites at the local, state and federal levels, and an extensive library of acronyms and terms used in discussing the transportation process.

A list of partners was developed and made a part of the Public Participation Program. This list has been provided information about the LRTP and TIP and their approval process by way of periodic email notification.

Presentations about the MPO and the planning documents were made to the Bartow Collaborative, a county networking organization composed of various human service agencies and nonprofits in February 2015, the Allatoona Community Association on two occasions in October 2014 and July 2015, and to each of the six municipal governing bodies between May and July 2015. MPO staff also met independently with the staff of the Red Top Community Improvement District in August 2015, and the Governmental Affairs committee of the Cartersville-Bartow County Chamber of Commerce in March 2015.

Public open houses on the LRTP and TIP have occurred on June 16, 2015 and January 5, 2016. Both of these events took place at the Clarence Brown Conference Center in Cartersville, Georgia and were advertised multiple times in advance in the local newspaper. At the June 16 event, there were 31 attendees and five written comments registered. There were 32 attendees at the January 5 event and two written comments received, one of which resulted in an inquiry with GDOT District engineers about the length and safety of an entrance ramp onto US 20 from I-75 South. The attendance registers and written comments follow this narrative, along with MPO responses.

The drafts of the Long-Range Transportation Plan and Transportation Improvement Program were presented and approved at a joint meeting of the CBMPO Technical Coordinating and Policy committees on December 2, 2015. After a 30-day comment period advertised for December 11, 2015 through January 11, 2016, the final versions of the two documents were voted upon by the Technical Coordinating Committee on January 20, 2016 and the Policy Committee on February 2, 2016.

FY2015 Long Range Transportation Plan (LRTP) FHWA Comments		
MPO: Cartersville-Bartow MPO		**Date:** December 3, 2015
Page/Section	**FHWA Comments**	**MPO's Response**
INTRODUCTION		
X-2	• Definition for FHWA should be changed to provide a brief statement of what FHWA does.	*Definition was amended to reflect that shown on the FHWA home page of the Internet web site (www.fhwa.dot.gov) TWS 12-21-15*
	Overview of the Planning Process- 1. Add a Public Participation Process section- this section will demonstrate how the MPO continues to prioritize an increased emphasis on public participation to promote greater awareness of MPO functions by the public and increase demands for information and analysis of MPO projects and programs. 2. Document the Public Meetings should be noted in the document as well as comments received. Preferred location is the Appendix. 3. A description of the public participation process used in the development of the UPWP.	*1 & 2. The discussion of public involvement and the process used to gather public input into the development of the LRTP and TIP has been more fully documented in the Public Involvement section of the Appendix to the plan. All documentation from the public meetings has also been added to this section of the Appendix.* *3. It is felt that the discussion of public participation regarding the development of the UPWP is better addressed in that document.*
	Introduction	
Page I-1	The word "3-C process" should be clearly stated in the paragraphs. For example: "Federal law requires that an urbanized area with a population greater than 50,000 people establish an MPO to ensure that the **3-C process** is carried out during decision -making to expend federal funds for transportation projects and programs."	*Done. TWS 12-21-15*
Page I-1	In the paragraph that states "The new Cartersville Bartow MPO is **currently in the process of being formally established** with the creation of two committees, the CBMPO Policy Committee and the Technical Coordinating Committee (TCC)."	*Language corrected as requested. TWS 12-21-15*

	This statement sounds contradictory because the next sentence explains that you already have a MOU in place and that these committees already meet. Are these committees not established already? If the sentence in bold is not accurately, please consider deleting "currently in the process of being formally established" and just state that the MPO established two committees.	
Page I-1	Language discussing the coordination of developing the LRTP should be included in this section. Suggested language could be "Coordination in developing the 2040 LRTP also includes local government partners that contribute to the creation and validation of future growth patterns. Addressing these growth patterns, which are reflected in the local government comprehensive plans, helps to determine the necessary transportation investments. These investments are prioritized through the 2040 LRTP based on the vision and adopted goals of the MPO."	*Language corrected as requested while adding references to TIP and UPWP. TWS 12-21-15*
Page I-1	There is no discussion of Moving Ahead for Progress in the 21st Century (MAP-21). It should be noted in the introduction of the LRTP that it was signed into law on July 6, 2012 and establishes the requirements for developing the 2040 LRTP.	*Language corrected as requested to include reference to MAP-21. TWS 12-21-15*
Goals and Objectives	Discuss the process of developing the vision statement leading to the goals. 1. The 3-C process need to be corporative, what is the date the Policy Committee signed off on the goals and objectives. This information should be included as well. *This comment was recently made to the MPO during the review of the draft LRTP goals and objectives section on 11/24/2015.	*Language has been incorporated into the Plan Introduction which provides information on the development of the plan goals and objectives and indicates that these were officially adopted by the CBMPO on February 4, 2015.*
	Existing Conditions	
II-5	**Air Quality Considerations:** Verify the statement with ARC "13-County 1 Hour Ozone NA Area, 20-County 8 Hour Ozone NA Area, and 20+ County PM2.5 NA Area. Bartow County falls within two of	*This specific statement came from the staff at ARC handling the air quality conformity issues.*

	the boundaries: 20-County 8 Hour Ozone NA Area, and 20+ County PM 2.5 NA Area."	
	Planning Priorities- Include • The MPO should include a detailed discussion of priorities in, and issues facing the MPO area for the fiscal year. 23 CFR 450.308 (d) For example, if the MPO area is experiencing a significant rate of growth, appropriate planning priorities should be identified to address increased development, traffic volumes, and planning for the area's future transportation system.	*This topic is covered in Section V. Needs Assessment.*
II-6	**Past Studies and Plans-** The MPO should have a discussion of how these Plans activities are aligned with the proposed 2040 plans.	*This discussion is included in Section III, Goals & Objectives.*
	Public Involvement Process	
	• Ensure that the Plan is being developed through an open and inclusive process that ensures public input and seeks out and considers the needs of those traditionally underserved by existing transportation systems;	*Efforts have been made to reach out through the MPO website and email notifications to our Public Participation Plan partnerships to reach out to and get input from those traditionally underserved by existing transportation systems.*
	Air Quality	
	• Ensure that the Plan be financially constrained and include reasonable assumptions for future revenue sources.	*The draft plan has maintained fiscal constraint as it addresses all comments received. The expected revenues do not address the multi-year funding to be made available from the federal FAST Act enacted in December 2015 or the state Transportation Funding Act (HB 170) adopted in April 2015 as the expectations from these sources have not been defined yet.*
	Long Range Plan	
	Question: Is the amendment process for the LRTP documented? I did not find this process in the Public Participation for the LRTP. Is this process documented anywhere else?	*Discussion of the amendment process for the LRTP and TIP is now included within the Introduction section of the Plan.*
	LRTP	

	Question: For projects that go beyond the horizon of the LRTP, that are included in the Cost Affordable, are there any details about when the project is expected to be completed that perhaps could be added as a footnote?	*Have added text to this section that describes the project pages and the typical timelines for projects.*
	LRTP	
	Ensure that the projects are documented in the TIP as well.	*The projects are included in the TIP.*

Table 1

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

1. **Establish a setting for effective decision-making**: Establish and manage a fair and impartial setting for effective regional decision-making in the metropolitan area.
2. **Identify and evaluate transportation improvement options**: Develop transportation improvement options and use data and planning methods to evaluate whether those options support criteria and system performance targets. Planning studies and evaluations are included in the Unified Planning Work Program (UPWP).
3. **Prepare and maintain a Metropolitan Transportation Plan**: Develop and update an LRTP for the metropolitan area covering a planning horizon of at least 20 years. MPOs prepare LRTPs using performance measures and targets. These are the planning factors that MPOs and departments of transportation consider to guide their planning processes:
   - Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
   - Increase the **safety** of the transportation system for motorized and non-motorized users.
   - Increase the **security** of the transportation system for motorized and non-motorized users.
   - Increase **accessibility and mobility** for people and freight.
   - Protect and enhance the **environment**.
   - Promote **energy conservation**.
   - Improve **quality of life** for the community.
   - Promote consistency between transportation improvements and planned State and local **growth and economic development** patterns.
   - Enhance the **integration and connectivity** of the transportation system for all modes.
   - Promote efficient **system management and operation**.
   - Emphasize the **preservation of the existing transportation system**.
4. **Develop a Transportation Improvement Program (TIP)**: Develop a short-range, four-year program of priority transportation improvements drawn from the long-range transportation plan. The MPO creates the TIP with spending, regulating, operating, management, and financial tools. The TIP represents immediate priority actions to achieve the area's goals and associated system performance targets.

5. **Identify performance measure targets and monitor whether implemented projects are achieving targets**: MPOs coordinate with State and public transportation operators to establish performance targets that address performance measures, as set forth in Federal law, related to surface transportation and public transportation. MPOs prepare plans that include performance targets addressing performance measures and standards. When updating the plan, MPOs also prepare a System Performance Report that tracks progress in meeting performance targets. In addition to federally required performance measures, MPOs may identify additional, locally significant performance indicators that support decision-making.
6. **Involve the public:** Involve the general public and other affected constituencies related to the essential decision-making elements listed above.

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION

To: LRTP Public Involvement File

From: Tom Sills

Subject: GDOT comments received

Date: January 13, 2016

Most of the comments received from GDOT Office of Planning staff involved corrections to document format and typographical errors. This included extensive format changes to the project pages. These were addressed where noted. Substantive comments and their disposition within the final document were as follows:

Under Existing Conditions, reword the discussion about functionally obsolete bridges.	Wording from the FHWA website was substituted to clarify the meaning of the term.
Under Existing Conditions, we are asked to discuss the role of HB170 funding within the LRTP	This language was added to the paragraph: *"The State of Georgia legislature passed the Transportation Funding Act which went into effect in July 2015. This legislation modifies the assignment of motor fuel taxes to an excise tax of 26 cents per gallon indexed annually for inflation. The impact of this funding change was not ascertained as of the approval date of this plan."* Language was also added to the Financial Element indicating the LRTP does not project the funding impacts of HB170 and the federal FAST Act which had been passed just weeks before this writing and for which details were still unknown.
Under Needs Assessment, the CBMPO was asked to include a listing of the projects included within the E+C Network	The list of projects was added to the text of this chapter.
In Environmental Justice, notice was provided that mapping would be added to this section	Maps were added using Census American Community Survey data and include the following: Age of Population 65 and over Population Below Poverty Disabled Population below Poverty Minority and Hispanic Population

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June 16, 2015 Open House Materials:

- June 16, 2015 Open House Ad
- Daily Tribune Tear Sheets dated: 6-3-2015
  6-5-2015
  6-7-2015
  6-10-2015
  6-12-2015
  6-14-2015
- Clarence Brown Center set-up illustrations
- Display Ad
- Open House Comments Received Memo dated 6-17-2015
- Daily Tribune news article dated 6-17-2015
- Open House Public Comments Received
- Open House Sign-In Sheets

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USPS 146-740
Published daily Tuesday through Sunday by Cartersville Newspapers, a division of Cleveland Newspapers, 251 S. Tennessee St., Cartersville, GA 30120. Periodical Postage Paid at Cartersville, GA 30120. POSTMASTER, send all address changes to Cartersville Newspapers, 251 S. Tennessee St., Cartersville, GA 30120.

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Online

From Page 1A

of study so that was an obvious target," she said. "The others came about as we tried to put our most popular or needed classes online."

Most of the courses required for the degrees were already available online, Langston said, but the "exceptions are in the new bachelor programs, where new classes were developed that are fully online with no face-to-face equivalents."

"We've had most of the courses online for a long while, but we were waiting for an online science sequence, which became available in January 2015," she said.

While online degrees are now available in 11 areas, students still have the option to "mix and match face-to-face and online classes," Langston said.

"Some are working, for example, so they can only be on campus at certain times so they might pick up a couple of online classes to get a full load while keeping their work schedules," she said, noting online classes are not self-paced. "During the spring term that just ended, we had over 1,400 students taking at least one online class."

Langston said 41 students are currently enrolled in the bachelor's degree completion program for nursing, "the only online program that has been available for a while."

"In any given term, we have more than 300 students taking only online classes, but they are not necessarily pursuing fully online degrees," she said.

Watterson said students who enroll online have the same benefits, opportunities, facilities and aid as students who attend classes on campus, even though GHC's new online classes "are not what would be considered a traditional format."

"Student services like tutoring, testing, faculty advising and responsiveness are standards, regardless of the course delivery system," she said. "This means that an online class offers the same personalized attention for students as the face-to-face, on-campus class."

To learn more about the college's eLearning program, visit www.highlands.edu/site/elearning.

Meetings Calendar

CARTERSVILLE — Cartersville City Council will hold a work session on Thursday, June 4, at 6 p.m. followed by a regular meeting at 7 p.m. at Cartersville City Hall.

BOARD OF ELECTIONS — The Bartow County Board of Elections and Voter Registration monthly meeting will be held Monday, June 8 at 9:30 am at 1300 Joe Frank Harris Parkway.

EMERSON — Emerson City Council will hold a regular meeting on Monday, June 8, at 7 pm at city hall.

CCBOE — The Cartersville City Board of Education will hold its regular business session at 6 p.m. Monday, June 8.

KINGSTON — Kingston City Council will meet for a work session at 6 p.m. and regular meeting at 7 p.m. on Monday, June 8, at city hall.

ADAIRSVILLE — The Adairsville City Council will hold a work session on Tuesday, June 9, at 7 p.m. at the Adairsville Railroad Depot and Museum.

COMMISSIONER — The County Commissioner will hold his next public meeting June 10 at 10 a.m. in the Commissioner's Conference Room, 135 W. Cherokee Ave., Suite 251, Cartersville.

OBITUARIES

Owen FUNERAL HOME
12 Collins Drive
P.O. Box 711 Cartersville, GA 30120 (770) 382-3030

Kenneth Len "Lenny" Coffey

Kenneth Len "Lenny" Coffey, 68, of Rydal, passed away on Tuesday, June 2, 2015.

Memorial services will be held at Owen Funeral Home and will be announced at a later date.

Please visit www.owenfuneralts.com to post tributes and sign the online register.

Owen Funeral Home, 12 Collins Drive, Cartersville, has charge of the arrangements.

Georgia Funeral Care & Cremation Services

Steven Monroe Price

Mr. Steven Monroe Price, 56, of Marietta, passed away Wednesday, May 27, 2015.

Funeral services will be held at 2 p.m. Monday, June 8, at Cross-Point Church in Cartersville, with Pastor James Griffin officiating.

Steven was born in Palo Alto, Calif., on Sept. 12, 1958. He graduated from Wheeler High School. Steve worked as a driver for Colonial Cartage Corporation for 27 years and had over 3,000,000 safe driving miles. Steve was a wonderful friend, loving father and caring grandfather. He enjoyed hiking, fishing and softball with his daughter. He was also actively involved in his church.

Steve is survived by his daughter, Brianna Morgan Price; stepdaughter, Crystal VanHook; stepsons, Justin Collins, Joseph Morrissey and Robert Davenport; grandchildren, Bianca Morrissey, Gracen VanHook, Ansley Davenport, Annali VanHook and Jonah Davenport; brother, Randall Price; and other family and friends.

Steve is preceded in death by his parents, Lloyd and Barbara Price.

In lieu of flowers, memorial donations may be given to Cross-Point City Church, 245 S. Tennessee St., Cartersville, GA 30120. Express condolences at www.GeorgiaFuneralCare.com.

Georgia Funeral Care & Cremation Services is proudly serving this family and may be reached at 678-574-3016.

Eddle 'Dewayne' Perry

Eddie "Dewayne" Perry

Mr. Eddie "Dewayne" Perry, 51, of Cartersville, passed on Wednesday, May 27, 2015.

Born Oct. 3, 1963, in Rome, he was the son of the late Freddie H. Perry and Jo Anne Knight Perry. He enjoyed his family, faith, hunting and youth baseball. He was retired from the State of Georgia Department of Transportation and was the state director of Dizzy Dean Baseball.

Survivors include his wife, Tammy Daniel Perry of Cartersville; son, Dayne B. Perry of Cartersville; mother, Jo Anne Knight Perry of Cartersville; brothers, Charles Perry and Mickey Petty (Alina), all of Cartersville; sister, Rena Perry Ray (Tommy) of Cartersville; mother-in-law, Mary Sue Brown; sister-in-law, Tina Daniel Wilbur and the late Greg Wilbur; Tonya Shaneen Bradley (Mark); and brother-in-law, Tory Shaheen; 11 nephews; and eight nieces.

A memorial service will be held on Sunday, June 7, at Hamilton Crossing Baseball Complex, 31 Beavers Drive, Cartersville, at 5 p.m., on field number three. The Rev. Timmy Chadwick, Mac Deems, Chris Landry and Terry Darby will conduct the service. In lieu of flowers, the family requests that donations be made to The American Liver Foundation. Express condolences at www.GeorgiaFuneralCare.com.

Georgia Funeral Care & Cremation Services is proud to serve this family and may be reached at 678-574-3016.

Marie Enola Fox

Mrs. Marie Enola Fox, 95, of Cartersville, passed away May 31, 2015.

She was a resident of Cartersville since 1973 and a member of St. Catherine of Seina Roman Catholic Church.

Mrs. Fox is survived by several nieces and nephews.

Funeral services were held Tuesday, June 2, at 10:30 a.m. at St. Catherine of Seina Catholic Church. Interment will be in St. Bernard Memorial Gardens in Chalmette, La., on Thursday, June 5, at 11 a.m. Central Standard Time.

In lieu of flowers, contributions may be made to Ross Memorial Auxiliary, 1758 Old Highway 41, Kennesaw, GA 30152.

Winkenhofer Pine Ridge Funeral Home is located at 2950 N. Cobb Parkway, Kennesaw, GA 301452, and may be reached at 770-422-7299.

Christopher Corby Rath

Christopher Corby Rath, 63, of Cartersville, died Wednesday, May 27, 2015.

Funeral services will be at 2 p.m., Wednesday, June 3, in the chapel of Carmichael Funeral Home in Marietta, which may be reached at 770-424-4924. Interment will follow at Cheatham Hill Memorial Park. Family will receive friends from noon to 2 p.m. before the service.

The Daily Tribune News accepts obituaries from funeral homes and cremation societies. Obituaries can be emailed to obits@daily-tribune.com, or faxed to 770-382-2711. Laminated copies are $3.50 each. Call Stacey at 770-382-4545 for details.

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CBMPO Trans. Open House June 16, 2015 6-3-2015 page 2A

BARTOW BLOTTER

The following information — names, photos, addresses, charges and other details — was taken directly from Bartow County Sheriff's Office jail records. Not every arrest leads to a conviction, and a conviction or acquittal is determined by the court system. Arrests were made by BCSO deputies except where otherwise indicated.

June 3

•**April Dawn Adams**, 26, of 77 Indian Hills Drive, Rydal, was arrested by Cartersville police and charged with state probation violation.

•**Quiana Jatabia Baulding**, 22, of 12 Chantilly Way, Dallas, was arrested and charged with probate court bench warrant failure to appear.

•**Manuel Jose Bravo**, 23, of 12 Pinewood Road, Cartersville, was arrested by Cartersville police and boarded at the jail.

•**Ashley Jean Davenport**, 29, of 45 Prayor Trail, Taylorsville, was arrested and charged with state probation violation.

•**Sancondra Chaquana Davis**, 27, of 2314 Gilbert St., Chattanooga, Tenn., was arrested and charged with state probation violation.

•**Zachary Brian Davis**, 23, of 68 Arnold Road, Cartersville, was arrested and charged with contempt of court child support.

•**Joshua Wade Dotson**, 30, of 29 Bramblewood Point, Cartersville, was arrested and charged with false imprisonment under the Family Violence Act, battery (FVA), criminal trespass (FVA) and third degree cruelty to children (FVA).

•**Angela Nicole Franks**, 33, of 42 Woodstone Court, Lot 2, Cartersville, was arrested by Cartersville police and charged with theft by shoplifting.

•**Frank William Hogan**, 20, of 5501 Glenridge Drive, Atlanta, was arrested by the Georgia State Patrol and charged with driving while license suspended or revoked, expired vehicle tag or decal and failure to drive within single lane.

•**David Troy Hurley**, 23, of 1969 Emharlee Road, Kingston, was arrested and charged with theft by shoplifting.

•**Heather Jo James**, 22, of 376 Old Mill Road, Apt. 56, Cartersville, was arrested by Cartersville police and charged with theft by shoplifting.

•**Kristol Jefferies**, 34, of 600 Harris Court, Conyers, was arrested and charged with probation violation.

•**Jennifer Lynn Jenkins**, 29, of 3428 Horse Leg Creek Road, Rome, was arrested by the Georgia State Patrol and charged with failure to drive within single lane, too fast for conditions, driving while license withdrawn, possession of methamphetamine and crossing of guard lines with weapons, intoxicants or drugs.

•**Carlie Leigh Johnson**, 35, of 4721 Chickasaw Way, Acworth, was arrested and charged with contempt of court child support.

•**Michael Edward Lingerfelt**, 34, of 123 School St., Kingston, reported to the jail to serve a juvenile court sentence.

•**James Edward Owens III**, 39, of 74 Church St., Cassville, was arrested and charged with contempt of court child support.

•**Adrian Nicole Peeks**, 43, of 600 Ladora Drive, Dallas, was arrested by Cartersville police and charged with misdemeanor obstruction of an officer.

•**Tylan Kedron Peeks**, 20, of 24 Alisha Circle, Cartersville, was arrested and charged with theft by receiving stolen property.

•**Selena Marie Pickard**, 36, of 202 McCanless St., Cartersville, reported to the jail to serve a sentence.

•**Christopher Brack Rogers**, 53, of Cartersville, was arrested by Cartersville police on an agency assist for Douglas County law enforcement.

•**Robert Lee Sheppard**, 32, of 21 Fairview Drive, Cartersville, was arrested and charged with theft by shoplifting.

•**Matthew Aaron Tanner**, 27, of 104 George St., Adairsville, was arrested by Adairsville police and charged with aggravated assault, robbery and criminal trespass.

•**David Trevino Jr.**, 21, of 76 Quail Run, Cartersville, was arrested by Cartersville police and charged with probation violation.

•**Dennis Corey Worthington**, 35, of 13 Fairview Drive, Cartersville, was arrested and charged with battery (FVA), misdemeanor obstruction of an officer and state probation violation.

June 4

•**Rachel Marie Hein**, 25, of 1334 Jordon Road, Powder Springs, was arrested by the Georgia State Patrol and charged with improper backing, leaving the scene of an accident hit and run, failure to report accident with injury and driving under influence drugs/alcohol.

CCBOE

From Page 1A

year, "and we have a nice clock for them," Hinesley said.

The policy committee, chaired by Ward 2 member Floyd Braid, will recommend a number of policy changes, most of which are language "cleanups," Hinesley said on behalf of the absent Braid.

Language updates will be recommended for policies regarding school governance councils, the use of system purchasing cards, family medical leave, testing references and tobacco use on campus.

Approval of a new policy regarding the formation of charter schools, which is being required by the state school board, also will be recommended by the committee.

"We have to set this one on the table, which lets you know that charter systems are really not individual charter schools," Hinesley said, noting the language was suggested by the Georgia School Boards Association. "And so that's the intent of that one."

Hinesley will recommend buying a new special education bus from Peach State Freightliner in Norcross, the only bidder, for $97,575.

He also plans to recommend approving a rental request from Bartow County Juvenile Court Judge Jamie Averett for the high school stadium on June 19 from 6 to 8 p.m. for Motivational Night with Ronnie Brown. Donations will be used to support Juvenile Court.

The superintendent also will ask the board to approve six out-of-state/overnight trips for high school groups: the varsity football team's "Cam Newton 7-on-7" trip to Charlotte, N.C., July 9-11; the Y-Club's trips to the State YMCA Youth Assembly in Atlanta, Nov. 15-17, the Georgia United Nations Assembly in Atlanta in March 2016 and the Christian Life Conference in Cleveland in April 2016; social studies students' trip to New York, Dec. 18-22; and another trip to be added before the meeting.

The board's regular monthly meeting will be Monday at 6 p.m. at the central office at 15 Nelson St.

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Creflo Dollar's megachurch to move forward with jet campaign

THE ASSOCIATED PRESS

ATLANTA — An Atlanta megachurch's board of directors said Wednesday that it is moving forward in a campaign to buy a private jet.

The board of directors for World Changers Church International and Creflo Dollar ministries said the Gulfstream G650 Dollar wants is necessary to continue international ministry and aid work. The jet is valued at more than $65 million.

An initial recorded appeal for donations didn't adequately explain that Dollar was looking for donations from like-minded people and not the public at large, board members said. The board says a revamped video will be released soon. Numerous online reports quoted the initial request on the ministry's website as saying: "We are believing for 200,000 people to give contributions of 300 US dollars or more to turn this dream into a reality."

Board members said they reject criticism that the appeal for donations was an attempt at taking advantage of worshippers and that all significant church projects must be presented before they're implemented.

"A proper system of checks and balances is in place to insure the ministry's dealings are beyond reproach," the statement said.

Dollar is a prominent African-American preacher based near Atlanta who has built successful ministries on the prosperity gospel. Ministers in this tradition often hold up their own wealth as evidence that the teaching works.

A bitter battle for control of oldest synagogue in U.S.

BY MICHELLE R. SMITH
Associated Press

NEWPORT, R.I. — A bitter struggle for control over the nation's oldest synagogue goes to trial this week, with lawyers saying they may use more than 1,000 exhibits dating as far back as 1733.

The congregation that worships at the 250-year-old Touro Synagogue in Newport says its very existence is at stake. The congregation that owns it accuses the Newport congregation of lawlessness for agreeing to sell a pair of ceremonial bells valued at more than $7 million.

The lawsuit and countersuit, brought by the nation's first Jewish congregation, are being heard in a bench trial that began June 1 in U.S. District Court in Providence and rely on centuries of history.

Dedicated in 1763, the Touro Synagogue sits on a hill in this seaside town of Colonial homes and cobblestone streets. It is a National Historic Site and has been visited by three presidents: George Washington, Dwight Eisenhower and John F. Kennedy.

In 1790, the congregation received a letter from Washington in which he wrote that the government of the United States "gives to bigotry no sanction, to persecution no assistance." The letter, sent before the Bill of Rights was ratified, is held up as an affirmation of the fledgling government's commitment to religious liberty.

In the years that followed, Jews left the city, and the synagogue closed. Touro's contents were transferred to the nation's oldest Jewish congregation in New York, Congregation Shearith Israel, established in 1654.

In the late 1800s, Jews re-established themselves in Newport and began worshipping there again. Congregation Shearith Israel sent the items back, including two pairs of rimonim (pronounced rih-moh-NEEM), bells placed on the handles of a Torah scroll. They were made by Myer Myers, among the premier silversmiths of the Colonial era.

STEPHAN SAVOIA/AP

In this May 28 photo, Touro Synagogue, the nation's oldest, is seen from the "ladies gallery" in Newport, R.I. Women attend synagogue seated on the second floor while men take their places on the ground floor. A federal judge has allowed the state of Rhode Island to intervene in a fight over the future of the synagogue by a lawsuit, due for trial June 1, which pits the nation's first Jewish congregation in New York City against the congregation that worships at the 250-year-old Touro Synagogue.

Around the turn of the century, there was a lawsuit and struggle for control of Touro. In settling it, the congregation that worships there, Congregation Jeshuat Israel, ultimately signed a lease in 1903 to rent Touro from Congregation Shearith Israel for $1 per year.

The Newport congregation acknowledges in its lawsuit that the New York congregation owns Touro, but argues it holds it in trust for the Newport congregation's benefit. It wants them removed as a trustee. It also says that it owns the rimonim outright.

The Newport congregation says it decided to sell reluctantly, and only because the congregation, which has around 100 families, needs the money. Although tens of thousands of visitors come through its doors every year, it says it barely has the money to pay for its expenses. It has tried and failed to raise the money for an endowment, it said.

"Jeshuat Israel is just one unforeseen expense away from financial disaster," its lawyers wrote in a pretrial filing.

It says it chose to sell to the Museum of Fine Arts in Boston because thousands of people would be able to see them. The museum offered $7.4 million for the bells in 2011. That offer was rescinded amid the ownership dispute.

The Newport congregation says that before the New York congregation "came out of the woodwork" to claim it owned the bells, it had abandoned Touro. It says the last time the New York congregation provided any financial help was likely in 1983, when it gave $100. Before that, it says, the last time was the 1960s.

But Congregation Shearith Israel, which overlooks Central Park on New York City's Upper West Side, says that it is not the trustee of Touro, but rather a "benevolent landlord" that has overseen the property for nearly 200 years, since long before a "new" group of Jews came to Newport and began worshipping at Touro. It says any financial problems there are the result of poor management.

It also says it owns the bells and accuses the Newport congregation of trying to steal the bells and then sell them secretly.

Its lawsuit says it wants to evict Congregation Jeshuat Israel from Touro. In a pretrial filing, it told the judge it does not want to eject any congregant, but rather wants to replace its leadership.

To sell the rimonim would be to "sell a piece of Newport's history to further its narrow self-interests," it says.

"Shearith Israel wants future generations of worshippers to be able to experience these historic treasures and the fullness of Touro Synagogue's rich history," its lawyers wrote.

The trial is expected to last two weeks, but the judge will issue a decision later. The state of Rhode Island, which intervened in the case, will weigh in with the judge after the trial concludes.

On sale soon: Souvenirs for pope's visit to Philadelphia

THE ASSOCIATED PRESS

PHILADELPHIA — Keychains, rosaries, T-shirts and even a miniature plush doll of Pope Francis will be among the souvenirs for sale to commemorate the pontiff's upcoming trip to Philadelphia.

Officials this week gave the public a peek at some of the keepsakes to be sold online starting this month. More than 200 items will be available, with prices ranging from $5 to $500.

"I'm looking forward to soon making my first purchase," said Mayor Michael Nutter, an alumnus of local Catholic schools. "I can assure you, it will be for my mother."

The pope plans to visit Philadelphia in September for the World Meeting of Families, an international gathering for Catholics focused on strengthening family bonds.

Much of the memorabilia — such as cups, glasses and apparel — will bear the World Meeting logo, which incorporates family figures into a Liberty Bell shape topped with a cross.

Some items are playful, like the shirt that says "I (love) Pope Francis" with a miter in place of a heart. Faith-based products include rosaries and holy medals.

The merchandise will be distributed by Aramark, a food and facilities management company based in Philadelphia, with some proceeds benefiting the local World Meeting organizing committee. Although initially available online only, souvenirs will be sold at retail sites during the convocation.

The pope plans to attend the closing festival of the World Meeting on Sept. 26. The next day, he will celebrate an outdoor Mass that more than 1.5 million pilgrims are expected to attend.

Before Philadelphia, Francis will visit Washington and New York.

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It's not about you

Gregg Potts

This was a post on my blog this past week. I felt led to share it in this column. As I began to type this column, I am not proud of how I felt, not proud of my stubbornness, but I felt prompted by the Lord to share this thinking it may help someone else.

Last summer, my son, Robert, proposed to Lauren Devore. They immediately began making wedding plans. Over time, as they shared their plans and I listened along with them, I would make suggestions. Well, it became clear that their plans were going to be different from the idea I had for their wedding. Now, someone may ask, "Why, why did you (Gregg) have plans for their wedding to begin with?" Because I can be a control freak and I'm not proud of that either.

I've been in the industry for almost 34 years. I've done several weddings. I've done small weddings. I've done medium-size weddings. I've done large weddings. I've done weddings for folks who were ex-marrying. I've done weddings for people who didn't want to be married (just kidding). I even did one wedding on Halloween night. I'm not kidding.

So, because of all I have learned in my experience in weddings, I felt "qualified" to offer advice on my son's wedding. I don't like to think of myself as being big-time traditional, but I found that my taste in weddings was pretty traditional.

As Robert and Lauren planned, I asked why they were doing certain things and why they weren't doing certain things. I found I was wrong. WAY wrong.

At one point, Robert and I had an argument and disagreed, and I knew that it was time for me to back off and just accept things. And, for the most part, I did not act totally.

Last Sunday, when I walked into Trackside 560 — we got there about 2 1/2 hours early — there were a few employees putting finishing touches on the room. I looked around and just kind of took in the moment. As I anticipated the wedding, yes, it was going to be different. Get over it. Enjoy it and move forward. Then, the Lord convicted me with four words: "It's not about you."

That was it. "It's not about you."

The Lord said to me, "This thing is not about you. It's about Robert and Lauren. If they want to get married in Hawaiian shirts and shorts, that's their business. It's not about you."

I began to weep because I had been a control freak and I was wrong.

I share this because it may help someone else. Maybe your church is doing something new and you don't like it. Maybe they are singing too many new songs. Maybe they have changed the order of worship. Maybe they have done away with a program that you like or maybe you don't like it. It is not about you. It is not about what you like or don't like. It is about what God wants to do in His church.

In the church, it's about the Lord, folks. It's not about what you've done for years or what the former pastor used to do. So, if you are opposing something because you don't like it, it's not about you. Get over it, ask the Lord to help you get on with the program and move forward. It's not about you or me — it's about Him!

Gregg Potts is pastor of First Baptist Church of Emerson. He and wife Holli have three children. Visit his blog at www.greggpotts.com.

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Deadline June 29 for DTN's Religion Progress section

STAFF REPORT

Each year, The Daily Tribune News looks back at the community's progress in the previous year.

Area churches and congregations are encouraged to submit write-ups on their church's progress, as well as a photo, before June 29. Information may be emailed to news@dailytribune.com, faxed to 770-382-2741, mailed or dropped off at 251 S. Tennessee St., Cartersville, GA 30120.

CBMPO Trans. Open House June 16, 2015 6-7-2015 Page 2C

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USPS 146-740
Published daily Tuesday through Sunday by Cartersville Newspapers, a division of Cleveland Newspapers, 251 S. Tennessee St., Cartersville, GA 30120. Periodical Postage Paid at Cartersville, GA 30120. POSTMASTER, send all address changes to Cartersville Newspapers, 251 S. Tennessee St., Cartersville, GA 30120.

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OBITUARIES

Owen FUNERAL HOME
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Kenneth "Lenny" Coffey

Kenneth "Lenny" Coffey, 68, passed away on Tuesday, June 2, 2015.

Lenny was born on July 22, 1946, in Norfolk, Va., son of the late Kenneth Coffey and Norma Jean Downs Coffey.

Lenny was a very intelligent man who had a passion for learning and it came quite easy to him because he had a photographic memory. He graduated at the top of his class throughout his school years and earned an MBA from Florida Atlantic University. Lenny was the type of person that never met a stranger and became fast friends with whomever he met. He greatly enjoyed riding his bike around town and spending quality time with his mom, wife, cousins and all of his friends in REA. He liked to travel with his wife, Darlene, to Biloxi, Miss., to gamble and play poker. He had a very witty sense of humor and will be greatly missed by all who had the fortune of knowing him.

He is preceded in death by his father.

Survivors include his mother, Jean Coffey, of Cartersville; wife, Darlene Coffey of Rydal; brother, Dave Coffey (Marty) of Colorado; cousins, Pat Coffey (Marie) of Rome, Dan Coffey (Kathy) of Macon and Watson Coffey (Cathy) of Henry County.

A Celebration of Life Service will be held from 1 to 3 p.m. on Sunday, June 14, in the Chapel of Owen Funeral Home with the Rev. Howard Bozeman officiating.

It will be a time to gather with Lenny's family and friends to enjoy light refreshments and reminisce about all of the good memories that will help keep the legacy of Lenny alive.

Please visit www.owenfunerals.com to post tributes and sign the online register.

Owen Funeral Home, 12 Collins Drive, Cartersville, has charge of the arrangements.

Ollene Kordecki

Ollene Kordecki, 70, of Cartersville passed away Monday, June 8, 2015.

Funeral arrangements are incomplete and will be announced later by Owen Funeral Home.

Hobert Roscoe Todd

Hobert Roscoe Todd, 80, of Cartersville passed away Tuesday, June 9, 2015.

Funeral arrangements are incomplete and will announced later by Owen Funeral Home.

MEETINGS CALENDAR

COMMISSIONER — The county commissioner will hold his next public meeting today at 10 a.m. in the Commissioner's Conference Room, 135 W. Cherokee Ave., Suite 251, Cartersville.

NARFE — The Rome Chapter of National Association of Active and Retired Federal Civil Service Employees will have its monthly meeting at the Landmark Restaurant on Martha Berry Highway in Rome on Thursday, June 11, starting at 11:15 a.m. and lasting until about 1 p.m. Guest speaker at the meeting will be Bill Goostree, who will inform the members present about the state of the economy and what can be expected in the near future. The monthly luncheon meeting are open to all current federal civil service employees in the northwest Georgia region who want to learn what NARFE stands for and the organization's ongoing fight for the right and benefits of current and retired federal civil service employees.

Booth welcomes 500,000th visitor

STAFF REPORT

Since opening in August 2003, Booth Western Art Museum has experienced several milestones. At 10:10 a.m. on June 4, Booth museum welcomed its 500,000th visitor.

"It is exciting to be part of another milestone here at the Booth," said Executive Director Seth Hopkins. "As one of the first employees at the Booth, we wondered if many people would come to a Western art museum in Cartersville. Half a million visitors later, we know the answer is yes. We have had visitors from every state and dozens of countries. It is also exciting that the 500,000th guest was a young person who loves the museum and wants to be an artist. Maybe one day her art will hang in our galleries."

Jenny Crum, an 11-year-old aspiring artist from Cartersville, entered through the South entrance on what she expected to be a typical visit to her favorite museum. Crum, the daughter of Kristen Lindemer and Mark Crum, utilized the Booth Museum Family Membership for a morning outing with friend Megan Patton. Upon checking in, Booth Director of Marketing Tom Shinall informed Crum that she was the 500,000th visitor to the museum.

"It was completely unexpected," said Crum of the experience. "We walked around downtown waiting on the gates to open so that we could come in and look at the art."

On behalf of the museum, Shinall presented her with a Booth Gift Bag that included books, posters, memorabilia and a one-of-a-kind cowboy sketch by Booth Director of Special Projects Jim Dunham. Since the age of 5, Crum has participated in Booth Art Academy camps and classes.

"I love any form of art, and I love creating art," Crum said.

Kent Mullinax, Booth Art Academy manager, says of Crum, "I've watched her talents develop as a young artist through her participation in summer camps and classes. This could not have happened to a better person."

For more information, visit www.boothmuseum.org or call 770-387-1300.

Etowah Valley Chorale to perform 'Wheels of a Dream' concert

STAFF REPORT

The Etowah Valley Chorale will perform its Spring Concert Friday at 7 p.m. and Sunday at 3 p.m. in the sanctuary of St. Francis of Assisi Church, 850 Douthit Ferry Road, Cartersville. Free to the public, the chorale's 13th concert will last about an hour.

At this concert, titled "Wheels of a Dream," the group will sing many audience favorites, including "Danny Boy," "Shenandoah," Cole Porter's "Ev'ry Time We Say Goodbye" and several Broadway show tunes. The Broadway pieces are from "Ragtime," "The Hunchback of Notre Dame," "Into the Woods," "Ain't Misbehavin' and "The Fantasticks." In addition, there is a song that addresses the pressing question of "What Shall We Do with a Drunken Sailor?"

"We'd like to thank St. Francis for once again allowing us to sing in their beautiful sanctuary," said Sharon Harris, member of the chorale's board of directors. "The acoustics are fantastic, enriching the sound. The members of the church are very supportive and helpful.

"I believe the audience will enjoy the variety of songs Brian has selected for this concert. Maybe they'll hear one of their all-time favorites or discover a new favorite song."

The Etowah Valley Chorale was founded in 2007 by Joseph Mayes, Leslie McCrary and Brian McLeod. A community chorus, the chorale provides an opportunity for those who love to sing to experience the joys of joining others in song and providing entertainment to those who love to listen. Over the years, the group has performed a rich and diverse selection of music, ranging from traditional sacred music to pop, Broadway, world music, jazz and Christmas music.

McLeod currently serves as the chorale's director. He is the director of music at Northbrook United Methodist Church in Roswell, and former director of music at Sam Jones Memorial United Methodist Church in Cartersville. A co-founder of the chorale, he first served as accompanist and has been director since 2008.

The accompanist is Kaye Compton, pianist at Heritage Baptist Church. She also works as a vocal coach, accompanist and tutor in schools, community theater and in summer music camps at The Grand Theatre.

For its upcoming concert, the chorale will welcome back Bruce McLeod — the group's former accompanist — who will play piano with Compton for a four-hands piece, "I Can See It" from "The Fantasticks."

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USPS 146-740
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OBITUARIES

Owen FUNERAL HOME
12 Collins Drive
P.O. Box 711 Cartersville,
GA 30120 (770) 382-3030

James Frank Knott

James Frank Knott, 69, of Cartersville, passed away Tuesday, June 9, 2015.

Knott was born Sept. 6, 1945, in Montgomery, Alabama, the son of the late, George Clifton and Hena Mozelle (Taylor) Knott. He was a U.S. Navy Veteran, a retired electrician, a member of the IBEW #613 and a member of Oakland Heights Baptist Church.

He was preceded in death by his parents and brother, Timothy Connally.

Surviving is his wife, Pat (Picklesimer) Knott of Cartersville; children, Melissa Rabb and Alicia Wilbur of Hawkinsville, Georgia, Kevin James Knott and his wife Brandy of Lakewood, Colorado; step-children, Krystal and Mac Jones of Houston, Jeffrey Hamby of Marble Hill, Georgia, Darrell and Stephanie Hamby of Marietta; five grandchildren; five step-grandchildren; two nieces and two nephews, and two sisters, Kay Knott of Montgomery and Ray Nell Owens of San Antonio, Texas.

Funeral services will be held Saturday, June 13, at 3 pm. at Oakland Heights Baptist Church with Rev. Joe McKaig and Rev. David Owen officiating.

Graveside services will be held at the Georgia National Cemetery Tuesday, June 16, at 12:30 p.m. with Military Honors.

The family will receive friends at the funeral home Friday evening from 6 to 8 p.m.

Pallbearers are Jeff Hamby, Barron Dean, Hubert Picklesimer, John Owens, Cleve Gillian and Wendell Howard.

Honorary pallbearers will be Arthur Houghton, Jimmy Davis and the Men of Ambassador Sunday School Class.

In lieu of flowers, contributions may be made to Oakland Heights Baptist Church, 16 Highland Way, Cartersville, GA 30121.

Owen Funeral Home, 12 Collins Drive, Cartersville, is in charge of the arrangements.

Hobert Roscoe Todd

Hobert Roscoe Todd, 84, of Cartersville, passed away Tuesday, June 9, 2015.

Todd was born July 25, 1930 in Centre, Alabama, the son of the late Myrtle Lou (McCray) Todd and James Roscoe Todd. He was formerly a driver for American Freight Lines and later retired from Kroger.

He was preceded in death by his father and five brothers.

Surviving is his wife, Polly (Owens) Todd of Cartersville; daughter and son-in-law, Edith (Todd) Springfield and her husband, Jerry Springfield of Cartersville; his son, Byron Todd and his wife, Gloria Todd of Douglasville; four grandchildren, Jennifer Todd-Crooks, Stephanie Simmons, Brooke Baugh and Jay Springfield; and two great-grandchildren, Maia Todd-Crooks and Rhys Todd-Crooks.

Funeral services will be held Saturday, June 13, at 11 a.m. in the chapel of Owen Funeral Home with Rev. Carles Fletcher officiating.

Burial will follow in Sunset Memory Gardens.

The family will receive friends at the funeral home Saturday from 10 to 11 a.m.

Owen Funeral Home, 12 Collins Drive, Cartersville, is in charge of the arrangements.

SURVEY

FROM PAGE 1A

academy, said the information obtained from the 2012 survey was an overall valuable asset for Bartow County's workforce moving forward.

"It gave us an opportunity to address what the community, as far as business and industry, what they saw were the needs for a new workforce and an existing workforce, as well. Because (employers) were able, based on the questions and on this survey, they were able to tell us the skills that they needed, when they were hiring and what (were) the important things that they look for," Queen explained.

Gary Wilson, a human resources representative from Gerdau, a steel production company with a manufacturing facility in Cartersville, said companies could gain insight into how competitive the market for qualified employees could become in the next few years.

"A company could use this for forecasting issues around manpower. That would be the best thing (a company) could do with it, and to know that, in terms of how many jobs were being created and what kind of competition they're going to be having for folks," he pointed out. "For example, you might find out how many manufacturing jobs are going to be coming into the area and therefore you'd be competing for people in manufacturing jobs. There's some background information in the report that would let the company or manager know what are you going to be up against in the next three to five years."

Additionally, Queen said, the survey assesses what specific types of skills employers will be looking for in the coming years. She provided a specific example of how that information could be beneficial to employers and jobseekers alike.

"But one of the things that we kept seeing over and over and over from ... 99 percent of the people who responded to the survey (in 2012) was troubleshooting," Queen stated. "You know, that is something that we have to teach our students and our upcoming workforce, is how to troubleshoot. Not just to say, 'OK, it's broke,' and walk away from it. They need to learn to try to diagnose what the problem is and address it head-on. So, you know, we've got to give them those skills to know how to do that."

Queen believes that the survey is essentially a look into the future of Bartow County's economic and educational well-being.

"This is an opportunity for (employers) to tell us the skills that (are) going to be needed for the jobs that they have," she said. "It's a forecast for Bartow County's future. So based on ... the skills that they're saying that they need and the number of employees that they are forecasting out that they'll be hiring, I think that's a great tool, especially for economic development, especially for the school system, because we have to make sure that we have enough schools to handle the volume that's going to be coming in here, the volume of people who will be, we hope, relocating to Bartow County. I just think it's crucial for the community that we take time to respond to this survey."

The survey can be accessed at www.surveymonkey.com/s/BartowWorkforceNeeds2015. An exact date has not been decided for its closing, though Lemmon said it will only be active for a brief time longer. For more information, visit the Cartersville-Bartow County Department of Economic Development's website at locationofchoice.com

LIBRARY

FROM PAGE 1A

for as many kids as were here. He did really good. I was proud of him. He had a good time."

Hill had several reasons for wanting to bring the agility dogs to the library.

"Just to get it out about the sports of dog training and how much fun you can have with your dog, to promote proper care of dogs and responsible ownership and how much fun you can have," she said.

Liebe, who is demo dog at the Dog Gym, did well considering the size of the crowd, according to certified dog trainer Jennifer Cullari.

"This was the biggest crowd he's ever performed in front of so he was a little hesitant at first, whereas Brody was, like, 'Yeah,'" she said, noting Liebe competes in agility and nosework (scent detection). "You can see the difference in their personalities there."

Cullari said she wanted to do the demos at the library "for the kids."

"And we get to play with our dogs and let the kids have fun, you know?" she said. "I don't ever say I work a day in my life. I play with my dogs, and I get to play with other people's dogs. Anything to do something different with our dogs."

The rain held off long enough for the Frisbee dogs to show their stuff outside on the lawn.

The two golden retrievers — 2-year-old Tennessee and 4-year-old Wisconsin, who is the first golden retriever to ever qualify for the World Finals, being held at Dellinger Park in October — leaped in the air, catching the flying discs in their mouths, as the kids cheered them on.

Trainer Debbie Tringale said she agreed to do the demonstration because the city of Cartersville, the Cartersville-Bartow County Chamber of Commerce and the library "really support our club."

"We come out; we'll do anything they ask us to, just because they're just great people," she said. "We love Cartersville."

Tringale said she was "impressed" by the size of the crowd.

"I've done a lot of these, and I was expecting, you know, maybe 10, 20 (people)," she said. "I didn't expect this crowd. This was wonderful."

Brianna Lee, who was with her mom, Kimberly Lee of Kingston, said the demonstrations were "fun and funny."

"I liked it inside and outside when they were doing Frisbees and all kind of cool tricks," she said.

The 10-year-old Kingston Elementary student said she didn't have a favorite Frisbee dog, but she did have a favorite trick.

"When they did the Frisbees going all the way over to one end and bringing it back," she said.

Seven-year-old Audrey Smith, who was with her mom, Randi Smith of Cartersville, said she thought the dogs "were cool."

The Cloverleaf Elementary student, who got to pet both dogs after the demonstration, said she liked Tennessee the best "because he could do zigzags."

Shalin said he thought the dogs were "amazing."

"Just to hear everybody who would clap and 'ooh' and 'ash' just every time they caught the Frisbee or ran through the tunnel or even when the sheriff dog found the package he was supposed to find, they were all enchanted by the dogs," he said.

He also was very happy with the number of people who came to Dog Day.

"We had a really good turnout," he said. "I was kind of worried with the rain, but, I mean, we made it work. We did the dog agility inside, and it was awesome, and I'm glad we were able to do the Frisbees outside. The weather held out to have a great turnout."

FLOYD

FROM PAGE 1A

Obtaining her nursing degree from Georgia Highlands College, Floyd started her career as an Intensive Care Unit nurse at Redmond Regional Medical Center in Rome and has been employed with the Bartow County Health Department for 17 years. A member of Sigma Theta Tau Honor Society of Nursing, she has won numerous professional accolades over the years, including the Dorothy Harfield Award and the Maternal Child Health Award.

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Bartow on the Move
CBMPO Long-Range Transportation Plan
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CBMPO Trans. Open House June 16, 2015 6-12-15 page 2A

San Francisco approves health warning on sugary drink ads

By Janie Har
Associated Press

SAN FRANCISCO — San Francisco supervisors voted unanimously Tuesday to approve health warnings on ads for sugary sodas and some other drinks, saying such beverages contribute to obesity, diabetes and other health problems.

It's believed that San Francisco would be the first place in the country to require such a warning on ads for soda if it receives a second approval from the Board of Supervisors next week and the mayor does not veto it.

John Maa, a general surgeon and member of the board of the American Heart Association in San Francisco, which lobbied for the ordinance, said it will seek to expand the warning requirement beyond the city.

Efforts to push a statewide warning requirement failed this year as did a city ballot measure last year to impose a tax on sugary drinks.

"Another attempt at the sugar-sweetened beverage tax is being considered," he said.

The ordinance defines sugar-sweetened beverages as drinks with more than 25 calories from sweeteners per 12 ounces. So advertising for such sodas as Coca-Cola Zero and other no-calorie drinks would not require a warning, but ads for regular Coca-Cola would.

The ordinance also requires warnings for other products such as sports and energy drinks, vitamin waters and iced teas that exceed the 25 calorie limit. Milk and 100 percent natural fruit and vegetable juice drinks are exempt.

The label for billboards and other ads would read: "WARNING: Drinking beverages with added sugar(s) contributes to obesity, diabetes, and tooth decay. This is a message from the City and County of San Francisco."

The ordinance would require the warning on print advertising within city limits —billboards, walls, taxis and buses. It would not apply to ads appearing in newspapers, circulars, broadcast outlets or the Internet.

Soda cans and bottles would not have to carry the warning.

Supervisors quickly approved the proposal with an 11-0 vote requiring the warning, as well as two other measures aimed at curbing sugary drink consumption.

One proposal would prohibit soda ads on city-owned property, much like San Francisco does with tobacco and alcohol. Another would prohibit city funds from being used to buy soda.

"These are not harmless products that taste good," said Supervisor Scott Wiener, who authored the soda warning proposal. "These are products that are making people sick and we need to take action."

A 12-oz. can of regular Coke contains 140 calories, all from sugar. The can contains 39 grams of added sugar, which is about 9 teaspoons. One teaspoon of sugar has about 16 calories.

Liquid sugar is the new tobacco as far as some public health advocates are concerned. Berkeley approved a soda tax last year, the first in the country to do so, but San Francisco rejected one. Davis, a college town near Sacramento, is requiring restaurants to serve milk and water as the default drink with children's meals.

Mayor Ed Lee hasn't taken a position but said through a spokeswoman that he is open to educating people through warning labels on advertisements.

Opponents have said it's not fair to single out billboard advertising or sugary drinks.

Roger Salazar, a spokesman for CalBev, which represents the state beverage industry, said the organization might sue to block the ordinance.

"Aside from being bad public policy, there are some free speech issues," Salazar said. "We're going to explore all of our options."

Supervisor Eric Mar, one sponsor of all three ordinances, said the approval should pave the way for another soda tax on the November 2016 ballot.

More than half of voters approved last year's measure but it required a two-thirds majority because it was a special tax. This time, it could be pitched as a general tax and require only a simple majority, he said.

"It's likely that as we move forward, this would be a general tax, like Berkeley has, and we're building up to that by raising awareness for November 2016," he said.

About 32 percent of children and teens in San Francisco are overweight or obese, according to a 2012 study by the California Center for Public Health Advocacy and the UCLA Center for Health Policy Research. That figure is lower than Los Angeles, San Jose and Sacramento.

New exhibit offers different perspective on World War II

By Matthew Pennington
Associated Press

WASHINGTON — As the 70th anniversary of the end of World War II approaches, a new museum exhibition provides a different perspective on the end of the conflict — one in which Japanese were the victims.

That has the potential to upset American veterans, especially at a time of intensifying focus on Japan's reluctance to face up to its militaristic past.

The American University Museum is showcasing artifacts and art recalling the bombings of Hiroshima and Nagasaki: a pocket watch that stopped at 8:15 a.m., when the first atomic bomb dropped; a picture of twisted bodies and screaming faces engulfed by the flames; the school lunch box of a girl who disappeared without trace.

Defenders of the bombings say it alleviated the need for a land invasion of Japan that would have cost many American lives. The precise death tolls from the bombings are unknown, but it is believed about 200,000 people were killed.

On the 50th anniversary, controversy surrounded an exhibit at the Smithsonian Institution of the Enola Gay, the B-29 that dropped the bomb on Hiroshima, Aug. 6, 1945. The 1995 exhibit was scaled back dramatically because of U.S. veterans' protests that it portrayed the Japanese as victims, rather than as aggressors.

That year, Peter Kuznick, director of American University's Nuclear Studies Institute, responded to the controversy by staging an exhibition of artifacts the Smithsonian would not. Doing so at a private institution, and not a government-funded one, made it less contentious.

He's reprising that effort, 20 years later, with a display scheduled to run from Saturday through Aug. 16. It includes six pictures on folding screens by the late Iri and Toshi Maruki, a husband-and-wife team whose powerful depictions of nuclear horrors, known as the Hiroshima Panels, are being shown in the U.S. capital for the first time.

In an adjacent room are 25 artifacts collected from the debris — a rosary, a glass fragment removed from the flesh of a casualty, a container of sake, a student's cap and a student's shoe.

The Hiroshima Peace Memorial Museum and the Nagasaki Atomic Bomb Museum have provided an explanatory account of the bombings with photos, including panoramas of the two leveled cityscapes and images of the victims.

Yoshiko Hayakawa, who brought the panels from a gallery outside Tokyo, said it had been difficult to find a venue willing or able to display them in the United States. They were last shown in the U.S. in 1995, in Minnesota.

"They go right to the heart of people who wish for long-lasting peace and for a ban on nuclear weapons," she said.

Kuznick said the primary aim of the exhibition is to portray the human suffering caused by the atomic bombings that ushered in an era in which absolute destruction of the planet became possible and "nobody's future is guaranteed anymore."

He lamented that Americans — including undergraduates he teaches — have become less aware since the end of the Cold War about the devastating impact a nuclear conflict would have.

"Part of why we're doing this is because the danger has not really passed, and it's important that people focus on it again," he said.

The exhibition shows not only Japanese suffering. Two of the Hiroshima Panels on display portray the death of American prisoners of war and Korean forced laborers in the bombings.

Most haunting is "Crows," a picture in black ink which depicts birds picking at the corpses of Koreans, reflecting the discrimination they faced even in death. The picture's caption, a verse penned by the artists, says the Korean bodies "were left on the streets to the very last."

"Not only are we portraying the Japanese as victims, we're also portraying the Japanese as victimizers. That in no way mitigates the American responsibility for using atomic bombs, but it does complicate the narrative a little bit," Kuznick said.

Jan Thompson, president of the American Defenders of Bataan & Corregidor Memorial Society, which advocates for American former prisoners of war of the Japanese, said atomic bombs were a tragedy that no one should celebrate. She said she has not seen the exhibition yet but was concerned it would promote the view that that use of the bombs was not justified.

Kuznick said he has faced no opposition so far to this year's exhibition.

But a seminar June 23 associated with the exhibition that will discuss President Harry Truman's decision to use the bomb and its historical implications could raise hackles.

Panelists include historians, including Kuznick, who question whether the United States needed to do so to end the war with Japan, and whether it was intended as a warning to the Soviet Union, a wartime ally that would emerge as a rival superpower.

Bartow on the Move
CBMPO Long-Range Transportation Plan ARCADIS

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Transportation Open House

Clarence Brown Conference Center

Tuesday, June 16th

4:00 – 7:00 PM

Enter to win one of several drawings for prizes from local vendors for car washes, oil changes, tool sets, and more!

Before Walker run, a conservative foundation set the stage

By Jeff Horwtz
Associated Press

WASHINGTON — During the run-up to the recall election to kick Scott Walker out of office in 2012 as Wisconsin's governor, a host of conservative media and public-policy organizations pushed back.

A Wisconsin think-tank called The MacIver Institute questioned the validity of signatures supporting the referendum. Another, the Wisconsin Policy Research Institute, argued that the recall effort betrayed the state constitution's progressive spirit. The Wisconsin Reporter and Media Trackers, online publications, documented uncouth behavior by anti-Walker protesters and ferreted out alleged anti-Walker bias in the press.

All of the groups shared a common backer: the Bradley Foundation, a conservative Milwaukee philanthropic organization that sits atop an endowment of more than $800 million. The foundation is led by Walker's three-time campaign chairman, Michael Grebe, and overseen by board members who have personally contributed more than $700,000 to Walker since he launched his first gubernatorial campaign.

The foundation itself is a tax-exempt nonprofit that can never give to Walker's campaigns. But for a candidate whose views line up with the foundation's — and Walker's certainly do — the infrastructure Bradley has built may be invaluable yet again. With Jeb Bush expected to dominate fundraising in the Republican primary, the groups that Bradley has spent decades building could provide a counterweight for an ideologically-driven candidate.

"The Bradley Foundation millions have bought Scott Walker an insurance policy from criticism by the intellectual right," said Scot Ross of One Wisconsin Now, a liberal advocacy group.

Bradley, however, is careful to make its separation from campaign politics explicit: Grebe will only discuss his personal support for Scott Walker on a privately paid-for phone. But the foundation's advocates and opponents say that abstention renders it no less potent.

Over the course of more than two decades, Bradley has invested tens of millions of dollars each year to build conservative infrastructure around issues like school choice, labor and taxes at the state and national level. It holds an annual Kennedy Center gala to award four $250,000 prizes to influential conservatives. Winners include academics, pundits and two members of The Wall Street Journal's editorial board.

Donors can promote either candidates or ideas, "and while my fundraiser friends would probably dispute this, I think the second activity is more important," Grebe said in an interview last month.

The foundation's resources trace back to Harry and Lynde Bradley, self-made Milwaukee industrialists. When the brothers died — first Lynde, then Harry, who was a founding member of the anti-communist John Birch Society — they set aside money for a company-connected foundation supporting local civic institutions.

The foundation's size and scope grew when Rockwell automation purchased the Bradleys' company in 1985 for $1.65 billion, inflating the foundation's assets to $290 million. Under the leadership of firebrand Michael Joyce, Bradley shifted its giving toward developing and promoting conservative thinking on topics such as school vouchers.

A former head of the state's Republican Party, Grebe took over the foundation's operations in 2002, after retiring as the head of Milwaukee-based law firm Foley Lardner LLP. Bradley provides millions of dollars each year to local organizations including theater companies, programs for inner city youth and the Milwaukee Zoo, but most of its money goes toward backing public policy on the state and national level. Chosen organizations promote right-to-work legislation, charter schools, conservative family values and the potentially positive impact of climate change.

Bradley's style — support the development of public policy ideas, then spend potentially decades seeding organizations that back them— has earned the admiration of even philanthropic opponents.

"They've been very smart of how they've done their work, and it appears they've stayed on the right side of the law," said Aaron Dorfman, executive director of the National Committee for Responsive Philanthropy, a trade group for left-leaning foundations.

Grebe first met Walker when the future governor was at Marquette University and Grebe was Wisconsin's Republican national committeeman. Both were party volunteers, "though I was a little bit higher in the food chain of volunteering," Grebe said.

Grebe cut his first check to a Walker campaign — for $100 — in 1993, and the men later served together on the state party committee. But as Walker's star rose in Wisconsin, Grebe ratcheted back on politics. He resigned from the Republican National Committee out of concern that it required too much time and partisanship.

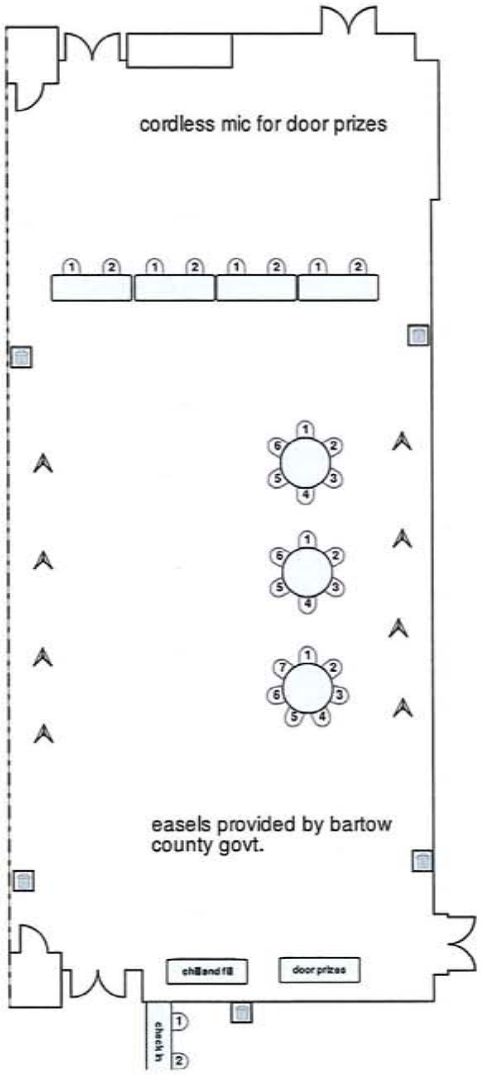
But when Walker asked, Grebe agreed to be chairman of his 2010 campaign all the same.

"I watched this guy for 20 years," Grebe said. "I watched him develop, and was tremendously impressed with his emotional and physical stamina."

CBMPO
Trans. Open House
June 16, 2015
6-14-15
page 2D

Bartow County Government Transportation Open House 6/16/2015 Etowah 4 Printed: 6/8/2015 10:22am		Clarence Brown CONFERENCE CENTER

7 - 8ft x 2.5ft Rectangle Table
29 - 20" x 20" banquet Chair
3 - 5ft Round Table
8 - Easel
5 - 2ft x 2ft Trash Can



Bartow County Government Transportation Open House 6/16/2015 A BEO Printed: 6/8/2015 10:22am		Clarence Brown CONFERENCE CENTER

Banquet Event Order

Clarence Brown CONFERENCE CENTER

Client: Bartow Cty Transportation Open House | Tues June 16 | Etowah 4

Onsite Contact: Tom Sills

Catering F&B:
county will bring in their own water

CBCC F&B:
will provide ice and chill and fill for the county water

Linens: black on registration table, black on the chill and fill. all other tables are naked

Audio/Visual: cordless mic for audio only

Time Line:

3pm-arrival
4pm-public arrives
7pm-meeting ends

Special Instructions:

please provide signage up front and also at the corner of the business office for direction, per client.

Bartow on the Move

CBMPO Long-Range Transportation Plan ARCADIS

Drop by and learn what it takes to keep Bartow moving!

Transportation Open House

Clarence Brown Conference Center

Tuesday, June 16th

4:00 – 7:00 PM

Enter to win one of several drawings for prizes from local vendors for car washes, oil changes, tool sets, and more!

Cartersville-Bartow
Metropolitan Planning Organization

Memorandum

To: TCC

From: Tom Sills

Date: June 17, 2015

Re: Comments received – June 16 Transportation Open House – Rough draft

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From: Hammond, Regan
Sent: Wednesday, June 17, 2015 9:00 AM
To: Tom Sills, AICP
Cc: Marshall, Walker; Preece, Tim
Subject: Public meeting comments

Tom,

Here is a rough summary of comments received at last night's public meeting for your use at TCC this morning:

- strengths: roadway maintenance, many historic resources
- weaknesses: congestion, street markings (centerlines) not visible, Burnt Hickory Rd traffic
- opportunities: none
- threats: none

- Burnt Hickory Rd - railroad crossings are problematic in the morning and back up traffic & turn lanes needed at Sugar Valley Rd
- SR 20 @ US 41 and SR 20 @ SR 61 intersections need improvement
- consider additional off ramp lanes at exits 283 and 285 to handle traffic volumes coming off I-75
- don't recreate Barret Pkwy in Bartow Co
- impacts of Lakepoint and Avatron
- like existing transit and would lime to see it have more availability
- widen Old Alabama Rd and Paga Mine Rd
- Pleasant Valley Rd at SR 41 is congested during school hours
- red light needed on Main St at Starbucks
- sidewalks are needed for those who don't have transportation
- Spanish translation/assistance needed for Bartow Transit and education on transportation for Hispanic community needed and Bartow Hispanic Center can help connect

Regan

GAMENEWS

Transportation open house educates, gives voice to concerns

Featured

- Written by Brandon Davis
- Published in News

SKIP BUTLER/The Daily Tribune News Alisha Wilbert, left, and Pattie Hand look at a poster showing transit trips by Bartow County Transit from January to March 2015. A "Bartow on the Move" transportation open house was held Tuesday evening at the Clarence Brown Conference Center.

Buy photo

View album

View gallery

The Cartersville-Bartow County Metropolitan Planning Organization held its "Bartow on the Move" transportation open house Tuesday at the Clarence Brown Conference Center.

The event is designed to give citizens an opportunity to express their concerns about local transportation and gain more information on the subject, CBCMPO Transportation Planner Tom Sills explained.

"The transportation open house is set up as a point for the public to come in and give the planners an idea of what their concerns are about transportation. We have compiled a lot of data and we have some ideas about what the transportation network will operate without any further improvements; we just need their input as to what they see as being important for them over the next 20 years," he said.

A metropolitan planning organization (MPO) is an agency created by federal law to provide local elected officials input into the planning and implementation of federal transportation funds to metropolitan areas with populations of greater than 50,000, according to an information sheet provided by CBCMPO. There are 420 of them nationwide, as of the most recent census.

Those who attended the open house were able to peruse the room and view informative posters with maps and statistics pertinent to local, regional and statewide transportation. They were also able to offer written feedback on boards set up on one side of the room, as well as speak with representatives from CBCMPO, the Georgia Department of Transportation and Georgia Commute Options.

Grant Waldrop, district traffic engineer for GDOT, was present to promote the year-long DriveAlert ArriveAlive campaign, which kicked off last month and is aimed at reducing the number of roadway fatalities throughout the state. Rising numbers in 2015 have caused concern.

"We've noticed a uptick in the number of fatalities so far this year. We're actually on pace to have our first increase in nine years. It's very concerning to us, and so we're wanting to encourage drivers to make sure that they're alert when they're driving, that they're not on their cellphones and that they're not driving drowsy and also that they buckle their seat belts. We really want to reverse this trend that we're seeing so far this year with the fatalities on the increase," Waldrop explained, pointing out that this specific region of the state is already outpacing its numbers from 2014. "For the district, for all of northwest Georgia ..., we're two fatalities ahead of where we were at this time last year."

According to a CBCMPO infographic, the most concentrated area for vehicle crashes in Bartow County (fatal or not) are the city of Cartersville, State Route 113, State Route 61, Euharlee Road and Covered Bridge Road connecting State Route 20/Highway 411 to State Route 113 in southwest Bartow, Adairsville and areas southwest of Adairsville.

In addition to reducing the number of vehicle crashes, another concern locally and statewide is the reparation of bridges. Another CBCMPO infographic showed that of 215 bridges in Bartow County, eight are considered "structurally deficient" and 42 are classified as "functionally obsolete." Sills said new state legislation will aid in the process of getting those bridges back in good shape.

"The state recognized that transportation infrastructure was an issue and so recently the Georgia General Assembly passed the Transportation Funding Act to bring in another $900 million, and so bridges is one of those areas they want to focus on in terms of getting improvements made," he stated.

Sills said he believes that open house-style events are a great way to encourage communication with local citizens and ensure that MPO's objectives are in line with people's most pressing needs and concerns.

"I've done this before in other jobs where I've worked with transportation plans; we've had quite a few people come in and gotten a lot of input and we really appreciate the folks that come in and give us that input."

For some, it served as a direct way to ask questions and gain information about specific projects in their part of the community. Don Denhoff, who lives near Dellinger Park, said he stopped by to check on the status of a proposed roundabout near his residence.

"I was just curious if there was anything new as far as their timeline or when it's going to happen," he said.

For those seeking more information about local transportation, visit bartowga.org/mpo. Sills also said another open house event is planned for the fall.

Cartersville-Bartow County
Metropolitan Planning Organization

Long-Range Regional Transportation Plan
Comment Form

For Bartow County and the Cities of Adairsville, Emerson, Euharlee, Kingston, Taylorsville & White

1. **Please identify the most pressing transportation issues facing Bartow County over the next 5, 20, or 25 years along with any suggestions on how those issues should be addressed.**

Need turning lanes / lights at Sugar Valley and Burnt Hickory.

2. **If you would like to be involved, please provide your name and contact information below.**

3. **Other Comments**

We love Bartow Transit. My disabled son uses it to come home from work. We have been told for years they are too busy in the morning to take him to work. So — more availability at 7:30 - 8:00 would be helpful ☺

Martha Perrine (for David Howell)

Contact Information

Cartersville-Bartow MPO
Tom Sills, Transportation Planner
135 West Cherokee Avenue
Cartersville, GA 30120
1st Floor – Suite 124

mpo@bartowga.org

Phone: 770-387-5067

Cartersville-Bartow County
Metropolitan Planning Organization

Long-Range Regional Transportation Plan
Comment Form

For Bartow County and the Cities of Adairsville, Emerson, Euharlee, Kingston, Taylorsville & White

1. **Please identify the most pressing transportation issues facing Bartow County over the next 5, 20, or 25 years along with any suggestions on how those issues should be addressed.**

Definite Date for completion of widening Old Alabama Rd. Paga Mine Rd to Highway 61

2. **If you would like to be involved, please provide your name and contact information below.**

Louis Tomsmeiqe, SR.
770-386-9417

3. **Other Comments**

Contact Information

Cartersville-Bartow MPO
Tom Sills, Transportation Planner
135 West Cherokee Avenue
Cartersville, GA 30120
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Phone: 770-387-5067

Cartersville-Bartow County
Metropolitan Planning Organization

Long-Range Regional Transportation Plan
Comment Form

For Bartow County and the Cities of Adairsville, Emerson, Euharlee, Kingston, Taylorsville & White

1. **Please identify the most pressing transportation issues facing Bartow County over the next 5, 20, or 25 years along with any suggestions on how those issues should be addressed.**

Pleasant Valley & 41 During School Hours is so congested. Help

2. **If you would like to be involved, please provide your name and contact information below.**

3. **Other Comments**

Contact Information

Cartersville-Bartow MPO
Tom Sills, Transportation Planner
135 West Cherokee Avenue
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Phone: 770-387-5067

CBMPO Transportation Open House
June 16, 2015

Cartersville-Bartow County
Metropolitan Planning Organization

Long-Range Regional Transportation Plan
Comment Form

For Bartow County and the Cities of Adairsville, Emerson, Euharlee, Kingston, Taylorsville & White

1. **Please identify the most pressing transportation issues facing Bartow County over the next 5, 20, or 25 years along with any suggestions on how those issues should be addressed.**

Really need Red lights at ~~@~~ MAIN ST ~~and~~ at the Starbucks Intersection.

2. **If you would like to be involved, please provide your name and contact information below.**

3. **Other Comments**

Contact Information

Cartersville-Bartow MPO
Tom Sills, Transportation Planner
135 West Cherokee Avenue
Cartersville, GA 30120
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mpo@bartowga.org

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Cartersville-Bartow County
Metropolitan Planning Organization

Long-Range Regional Transportation Plan
Comment Form

For Bartow County and the Cities of Adairsville, Emerson, Euharlee, Kingston, Taylorsville & White

1. **Please identify the most pressing transportation issues facing Bartow County over the next 5, 20, or 25 years along with any suggestions on how those issues should be addressed.**

Spanish-speaking families are aware of Bartow Transit but they don't always speak enough English to set pick ups. Maybe you can consider a communication system for them to communicate. (Language Link is a good local resource). Walking / bike friendly sidewalks for those who don't have transportation.

2. **If you would like to be involved, please provide your name and contact information below.**

Bartow Hispanic Center is a project that is currently being worked on. We have a Latino Resource & Health fair on Sunday Sept 20th from 10am-4pm at the Civic Center. We would love to have someone sharing transportation information with the Latino community.

3. **Other Comments**

Please feel free to contact me if you have any questions or interested in sharing info at fair. Annabel Rodriguez
404-345-2409
arodriguez@cartersville.k12.ga.us

Contact Information

Cartersville-Bartow MPO
Tom Sills, Transportation Planner
135 West Cherokee Avenue
Cartersville, GA 30120
1st Floor – Suite 124

mpo@bartowga.org

Phone: 770-387-5067

Cartersville-Bartow County
Metropolitan Planning Organization

Long-Range Regional Transportation Plan

Public Open House Sign-in

June 16, 2015

	Name	Email
★	Fran Twelkemeier	twelkem4@bellsouth.net
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★	Clay Mooney	clay.mooney@gmail.com
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★	Steve Fessler	yakulev55@hotmail.com
★	Carole Fessler	" "
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	Dee Corson	dcorson@dot.ga.gov
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	Wade Wilson	wwilson@cityofcartersville.org
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★	Dave Garrett	dgarrett@gavatron.com
	CHARLES JONES	CJONES@NWGRC.ORG
	DAVID HAYNES	dhaynes@atlantaregional.com

+4 16

Cartersville-Bartow County
Metropolitan Planning Organization

Long-Range Regaional Transportation Plan

Public Open House Sign-in

June 16, 2015

	Name	Email
*	Phil Myers	Myers.phillip@gmail.com
*	Don Denhoff	DPDENHOFF @ AOL.com
*	GARY FOX	GARYFOX@GFOXCPA.COM
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*	James Morgan	
*	Lori McAllister	Lori.mcallister@chattahoocheetech.edu
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*	Elizabeth Tidwell	leisuretimekids@belfsouth.net

+1 16

Cartersville-Bartow County
Metropolitan Planning Organization

Long-Range Regional Transportation Plan

Public Open House Sign-in

June 16, 2015

	Name	Email
*	Marian Barber	marianbarber@tallatoonacap.org
*	Kirk Livingood	GK1588@yahoo.com
*	Alisha Wilbert	waterbound2002@yahoo.com
*	MARTHA PERRINE	
*	Luis-JORDAN	
*	Anna Rodriguez	arodriguez@cartersville.k12.ga.us

31

January 5, 2016 Open House Materials:

- LRTP Public Review Period Ad, Tear Sheet dated 12-10-2015, Affidavit of Publication
- Daily Tribune Tear Sheets dated: 12-29-2015

  12-30-2015

  12-31-2015

  01-01-2016

  01-02-2016

  01-03-2016
- Open House Email Invitation dated 12-29-2015
- Open House Meeting Summary
- Open House Public Comments Received
- Open House Sign-In Sheets

CBMPO Public Comment and Review Period
Draft Long-Range Transportation Plan (LRTP)
Draft Transportation Improvement Program (TIP)

December 11, 2015-January 11, 2016

The Cartersville-Bartow Metropolitan Planning Commission (CBMPO) has released the Draft Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) for public review and comment. CBMPO is responsible for programming federal transportation dollars within Bartow County. The LRTP outlines the transportation activities to be conducted in Bartow County over the 2016-2040 time frame. The TIP indicates which projects will be completed within the next four years, 2016-2020.

These documents are available for review by visiting the Bartow County website at www.bartowga.org/MPO and clicking the tab in the left column for either the Long-Range Plan or the Transportation Improvement Program. A copy can be requested by contacting the CBMPO Transportation Planner Tom Sills by email at mpo@bartowga.org, or by calling the office at (770) 607-6265.

Written comments or questions should be submitted by email to mpo@bartowga.org, by fax at (770) 387-5644, or by mail to CBMPO Tom Sills, 135 West Cherokee Avenue, Suite 124, Cartersville, GA 30120.

Additionally, the LRTP and TIP documents will be available for review at a **public hearing** scheduled for **Tuesday, January 5, 2016** at the Clarence Brown Conference Center on Georgia Highway 20 in Cartersville, Georgia between the hours of 4:00 and 7:00 PM. A formal presentation on these documents will be conducted at 5:30 PM at this location. A court reporter will be available to record comments at the public hearing.

All comments should be received by January 11, 2016.

Written and recorded comments will be addressed within the LRTP and TIP. These documents will be up for final adoption at the February 3, 2016 meeting of the MPO Policy Committee to be held at 3:00 p.m. in the Zoning Hearing Room located on the bottom floor of the Bartow County Administration Building located at 135 West Cherokee Avenue in Cartersville, Georgia.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the American with Disabilities Act or persons who require translation services should contact Marla Coggins at (770) 387-5020.

Please email tear sheet on day of publication to
Brooke Whorton, Bartow County Community
Development Dept., whortonb@bartowga.org

650 Legal Notices

Now, therefore, you, the party named above are commanded to be and appear in the Juvenile Court of Bartow County, Georgia located at 135 W. Cherokee Avenue, Suite 333, Cartersville, GA 30120 on **the 14th day of March, 2016 at 9:00 a.m.** or as soon thereafter as counsel can be heard and to remain in attendance from hour to hour, day to day, month to month, year to year, and time to time, as said case may be continued, until discharged by the Court, you then and there to make defense to the allegations of the petition, and to show cause why the prayers of the Petitioner should not be granted, and why said child(ren) and all parties named herein should not be dealt with according to the provisions of the law. THE HEARING IS FOR THE PURPOSE OF TERMINATING PARENTAL RIGHTS.

Georgia law provides that you can permanently lose your rights as a parent. A petition to terminate parental rights has been filed requesting the Court to terminate your parental rights to your child(ren). If you fail to appear, the court can terminate your rights in your absence.

If the Court at the trial finds that the facts set out in the petition to terminate parental rights are true and that termination of your rights will serve the best interests of your child(ren), the Court can enter a judgment ending your rights to your child(ren). If the judgment terminates your parental rights, you will no longer have any rights to your child(ren). This means that you will not have the right to visit, contact, or have custody of your child(ren) or make any decisions affecting your child(ren) or your child(ren)'s earnings or property. Your child(ren) will be legally freed to be adopted by someone else.

This is a very serious matter. You should contact an attorney immediately so that you can be prepared for the court hearing. You have the right to hire an attorney and to have him or her represent you. If you cannot afford to hire an attorney, the Court will appoint an attorney if the Court finds that you are an indigent person. Whether or not you decide to hire an attorney, you have the right to attend the hearing of your case, to call witnesses on your behalf, and to question those witnesses brought against you.

If you have any questions concerning this notice, you may call the telephone number of the clerk's office which is 770-387-5040.

You or any other interested party may file a written objection or answer on or before the date and time for the hearing stated above, by filing the same at the office of the Clerk of the Bartow County Juvenile Court.

Be advised that any biological father who is not the legal father of these child(ren) may lose all rights to the child(ren) and may not be entitled to object to the termination of his rights to the child(ren) unless within 30 days of receipt of this notice, he files (1) a petition to legitimate the child(ren) pursuant to O.C.G.A. Section 19-7-22 and (2) notice of the filing of the petition with the Bartow County Juvenile Court.

WITNESS the Honorable Jamie G. Averett, Associate Judge of Said Court, this the 17th day of December, 2015.

/s/Tina Dooley
Clerk, Juvenile Court, Bartow County, GA

12/10, 17, 24, 31/15
#6787

11 Forfeiture & Seizure

DELINQUENCY DISPOSAL AT D & A MINI STORAGE, 100 MOCKINGBIRD DRIVE, CARTERSVILLE, GA 30120. EACH STORAGE UNIT WILL BE DISPOSED OF ON DECEMBER 14, 2015.

#38, #39, #45 MARK BOSWELL

12/3, 10/15
#6721

Notice of Reserve Auction

On December 22nd ,2015, Holiday Harbor Marina will auction the below property at 5989 Groovers Landing Rd, Acworth, GA 30102 at 12:00 noon as a closed bid auction. Notice given to: Stacey Ellis, that a beige, Champion Monterey, with registration GA6022JP. The boat(s) are located at 5989 Groovers Landing Rd, Acworth, GA 30102 in which they are listed as owners and have been abandoned. . . If not redeemed within prescribed time for all such costs imposed on said vessels herein shall be disposed of by reserve action as outlined in Georgia Law O.C.G.A. 11-01-201. They have ten days from the first notice to contact Holiday Harbor Marina who is in possession of said vessels. Proceeds will be used to satisfy debt created by account holder to Holiday Harbor Marina. Payment must be made at time of purchase. For further information please call (770) 974-2575.

12/3, 10/15
#6722

NOTICE OF PUBLIC SALE

Wilderness Camp Marina will sell at public auction the property described below on Monday December 21, 2015 at 10 a.m. Auction will be held at the marina located at 451 Wilderness Camp Rd White, GA 30184. Property may be viewed Mon to Fri during hours of operation 9am – 5pm (inquire at Marina office).

Property Description: Trailer cabin condition as is, with all attachments, rigging, fixtures, equipment, and contents. Trailer will be sold "as is" and payment made in cash or certified funds immediately at time of purchase.

Notice is hereby given Joe Dreher, 236 Geneva St, Decatur, GA 30030 listed as owner, that this vessel is abandoned and, if not redeemed within the prescribed time for all costs imposed on said vessel herein shall be disposed of by public sale as outlined in Georgia Law, O.C.G.A. 11-1-201, proceeds being used to satisfy debt to the Marina created by Mr. Dreher. Owner has ten days from first posting of this notice to contact Wilderness Camp Marina, who is in possession of said vessel.

Auction may be cancelled if owner pays debt in full on or before December 21, 2015. Acceptable method of payment is CASH ONLY. For further information contact Debbie Kaschub at (678) 529-6418.

12/10, 17/15
#6768

The following vehicles have been deemed abandoned at Martin's Wrecker Service, 722 Joe Frank Harris Parkway and will be sold at auction on December 21, 2015 at 10 a.m.

WBADM6343YGU19435
2000 BMW 528I

1P3ES46CXYD510918
2000 PLYMOUTH NEON

1J4G248SXYC226847
2000 JEEP CHEROKEE

JN8HD17YXSW012444
1995 NISSAN PATHFINDER

12/10, 17/15
#6769

THE FOLLOWING VEHICLES HAVE BEEN DEEMED ABANDONED AT MARTIN'S WRECKER SERVICE, 722 JOE FRANK HARRIS PARKWAY AND WILL BE SOLD AT A LATER DATE IF NOT REDEEMED WITHIN TEN DAYS.

VIN#1FMZU32E3WUC30666
1998 FORD EXPLORER

VIN#2G1WL52M0X9108402
1999 CHEVROLET LUMINA

VIN#1HGCG16552A046746
2002 HONDA ACCORD

12/10, 17/15
#6781

650 Legal Notices

The following vehicle(s) have been deemed abandoned at Johnson Auto Repair, LLC., 903 North Tennessee Street, Cartersville, GA, and will be sold at a later date if not redeemed within 10 days.

VIN#1J4GZ78Y5WC307172
1998 JEEP GRAND CHEROKEE

VIN#JN1CA21D4VT851038
1997 NISSAN MAXIMA

VIN#3C8FY48B02T301212
2002 CHRYSLER PT CRUISER

VIN#1FALP5240SA184459
1995 FORD TAURUS

VIN#1B3EL46X65N654747
2005 DODGE STRATUS

VIN#KNDJB7231Y5638111
2000 KIA SPORTAGE

VIN#JKAZX4C17LA020205
1990 KAWASAKI NINJA

VIN#1FMFU185X5LA12579
2005 FORD EXPEDITION

12/10, 17/15
#6770

Vehicle Auction

The following vehicles will be sold at Public Auction on December 19th at 11:00 AM at Cruz Auto Sales 5673 Hwy 20 Cartersville, GA 30121 (address) unless redeemed by the owner in accordance with GA Law O.C.G.A. 40-11-2.

1999 Chevrolet Venture
VIN# 1GNDX03E8XD268714

12/10, 17/15
#6771

THE FOLLOWING VEHICLES HAVE BEEN DEEMED ABANDONED AT MARTIN'S WRECKER SERVICE, 722 JOE FRANK HARRIS PARKWAY AND WILL BE SOLD AT A LATER DATE IF NOT REDEEMED WITHIN TEN DAYS.

5TFNX4CNXDX028143
2013 TOYOTA TACOMA

2G1WF52E939111342
2003 CHEVROLET IMPALA

12/10, 17/15
#6772

The following abandoned vehicles will be sold at public auction on 01-05-2016 at the office of Insurance Auto Auctions, 6242 Blackacre Trail, Acworth, Georgia, 30101.

These vehicles are damaged and not in operable condition.

Year Make Model VIN

1999 FORD CROWN VICTORIA
VIN#2FAFP73W8XX131788

1990 FORD RANGER
VIN#1FTCR10A5LUA84850

2002 MERCEDES-BENZ S430
VIN#WDBNG70J22A303618

2003 MERCEDES-BENZ C240
VIN#WDBRF61J13A430925

2000 CADILLAC DEVILLE
VIN#1G6KD54Y3YU300472

12/10, 17/15
#6773

The following abandoned vehicles will be sold at public auction on 01-06-2016 at the office of Insurance Auto Auctions, 6242 Blackacre Trail, Acworth, Georgia, 30101.

These vehicles are damaged and not in operable condition.

Year Make Model VIN

2002 CHEVROLET SILVERADO
VIN#2GCEC19V221259520

12/10, 17/15
#6774

12 Local Government

CBMPO Public Comment and Review Period
Draft Long-Range Transportation Plan (LRTP)
Draft Transportation Improvement Program (TIP)

December 11, 2015-January 11, 2016

The Cartersville-Bartow Metropolitan Planning Commission (CBMPO) has released the Draft Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) for public review and comment. CBMPO is responsible for programming federal transportation dollars within Bartow County. The LRTP outlines the transportation activities to be conducted in Bartow County over the 2016-2040 time frame. The TIP indicates which projects will be completed within the next four years, 2016-2020.

These documents are available for review by visiting the Bartow County website at www.bartowga.org/MPO and clicking the tab in the left column for either the Long-Range Plan or the Transportation Improvement Program. A copy can be requested by contacting the CBMPO Transportation Planner Tom Sills by email at mpo@bartowga.org, or by calling the office at (770) 607-6265.

Written comments or questions should be submitted by email to mpo@bartowga.org, by fax at (770) 387-5644, or by mail to CBMPO Tom Sills, 135 West Cherokee Avenue, Suite 124, Cartersville, GA 30120.

Additionally, the LRTP and TIP documents will be available for review at a **public hearing** scheduled for **Tuesday, January 5, 2016** at the Clarence Brown Conference Center on Georgia Highway 20 in Cartersville, Georgia between the hours of 4:00 and 7:00 PM. A formal presentation on these documents will be conducted at 5:30 PM at this location. A court reporter will be available to record comments at the public hearing.

All comments should be received by January 11, 2016.

Written and recorded comments will be addressed within the LRTP and TIP. These documents will be up for final adoption at the February 3, 2016 meeting of the MPO Policy Committee to be held at 3:00 p.m. in the Zoning Hearing Room located on the bottom floor of the Bartow County Administration Building located at 135 West Cherokee Avenue in Cartersville, Georgia.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the American with Disabilities Act or persons who require translation services should contact Marla Coggins at (770) 387-5020.

12/10/15
#6788

650 Legal Notices

13 Miscellaneous

NOTICE OF THE OPPORTUNITY
FOR PUBLIC COMMENT

GEORGIA DEPARTMENT OF NATURAL RESOURCES ENVIRONMENTAL PROTECTION DIVISION AIR PROTECTION BRANCH

STATE OF GEORGIA
COUNTY OF BARTOW
NOTICE OF DRAFT TITLE V OPERATING PERMIT

To All Interested Parties:

The Georgia Environmental Protection Division announces its intent to issue a Title V Air Quality Operating Permit to Anheuser- Busch, LLC. The facility is located at 100 Busch Drive, Cartersville, Georgia. The primary purpose of this permit is to identify and consolidate existing State and Federal air requirements applicable to Anheuser- Busch, LLC and to provide practical methods for determining compliance with these requirements. The Georgia Environmental Protection Division (EPD) is preparing Title V Operating Permits in accordance with Title V of the Clean Air Act. This permit will be enforceable by the Georgia EPD, the U.S. Environmental Protection Agency, and other persons as otherwise authorized by law.

Operation of a complete beer brewery.

The draft permit and all information used to develop the draft permit are available for review. This includes the application and all other relevant materials available to the permitting authority. This information is available for review at the office of the Air Protection Branch, 4244 International Parkway, Atlanta Tradeport - Suite 120, Atlanta, Georgia 30354. Copies of the draft permit, narrative, and permit application will be available through our internet site http://epd.georgia.gov/air/draft-title-v-permit. (Please note that the Internet is generally accessible from most public libraries in Georgia.)

If copies are desired, a copying machine for public use is provided by EPD at the Atlanta Air Protection Branch office. There will be a copying charge of $0.10 per page. Copies will be made on a first-come, first-served basis. Files are available for review and copying 8:30 a.m. to 4:00 p.m., Monday - Friday, excluding holidays.

You are hereby notified of the opportunity to submit written public comments concerning the draft Title V Air Quality Operating Permit. Persons wishing to comment on the draft Title V Operating Permit are required to submit their comments, in writing, to EPD at the above Atlanta Air Protection Branch address. Comments must be received by the EPD no later than 30 days after the date on which this notice is published in the newspaper. (Should the comment period end on a weekend or holiday, comments will be accepted up until the next working day.) The Division, in making its final decision to issue the Title V permit, will consider all comments received on or prior to that date.

Any requests for a public hearing must be made within the 30-day public comment period. A request for a hearing should be in writing and should specify, in as much detail as possible, the air quality related issues that constitute the basis for the request. Where possible, the individual making the request should also identify the portion(s) of the Georgia Rules for Air Quality Control and/or the Federal Rules that the individual making the request is concerned may not have been adequately incorporated into the draft permit. If a public hearing on the draft Title V Operating Permit is to be held, the date, time, and location of the hearing will be provided in a subsequent, separate public notice. At that hearing, anyone may present data, make a statement or comment, or offer a viewpoint or argument either orally or in writing concerning the draft Title V permit. During the Division's decision-making procedures to issue the Title V permit, any information received during a public hearing will be considered together with information received during the comment period.

Following this 30 day public comment period, the draft permit will undergo a 45 day review by U.S. EPA in accordance with 40 CFR 70.8. Information pertaining to U.S. EPA's review period can be found on their website at http://www2.epa.gov/caa-permitting/caa-permitting-epas-southeastern-region.

After the comment period has expired, the EPD will consider all comments, make any necessary changes, and issue the Title V Operating Permit. Copies of the final Title V Operating Permit, comments received, EPD's responses to comments, and any other relevant information will then be made available for public review during normal business hours at the office of the Air Protection Branch. A summary of comments and any changes made to the final permit will be found in an addendum to the narrative. A copy of this narrative and the final Title V permit will be added to the information already available at the internet address given above.

For additional information, contact the manager of the Stationary Source Permitting Program, at the Atlanta address, or by phone at 404/363-7000. Please refer to this notice when requesting information.

12/10/15
#6763

PUBLIC NOTICE: Skyway Towers, LLC is proposing to build a 205 foot Self-Support Telecommunications Tower. Anticipated lighting application is medium intensity dual red/white strobes. The site location is Industrial Park Road, Cartersville, Bartow County, GA 30121 (34° 13' 36.73" North and 84° 47' 37.44" West). The Federal Communications Commission (FCC) Antenna Structure Registration (ASR, Form 854) filing number is A0978118.

ENVIRONMENTAL EFFECTS – Interested persons may review the application (www.fcc.gov/asr/applications) by entering the filing number. Environmental concerns may be raised by filing a Request for Environmental Review (www.fcc.gov/asr/environmentalrequest) and online filings are strongly encouraged. The mailing address to file a paper copy is: FCC Requests for Environmental Review, Attn: Ramon Williams, 445 12th Street SW, Washington, DC 20554. HISTORIC PROPERTIES EFFECTS ? Public comments regarding potential effects on historic properties may be submitted within 30 days from the date of this publication to: S. Carter, Terracon, 2855 Premiere Parkway, Suite C, Duluth, GA 30097; 770-623-0755; slcarter@terracon.com.

12/10/15
#6764

14 Name Changes

IN THE SUPERIOR COURT OF BARTOW
COUNTY STATE OF GEORGIA

IN RE:
Magdalene Selmants Christenson,

CIVIL ACTION FILE NO. **15CV1612**

NOTICE OF PUBLICATION

By Order for Service by Publication dated the 30th day of November, 2015 you are hereby notified that on the 30th day of November, 2015, **MAGDALENE SELMANTS CHRISTENSON** filed a Petition for Name Change in the Superior Court of Bartow County. **MAGDALENE SELMANTS CHRISTENSON** desires to change her name to **MARGARET SELMANTS CHRISTENSON.** Any interested or affected party has the right to appear and file objections within thirty (30) days of the date the Petition for Name Change was filed.

WITNESS, the Honorable G. Carey Nelson, Judge of this Superior Court.

650 Legal Notices

This the 30th day of November, 2015.

/s/Melba Scoggins,
Clerk of Superior Court of Bartow County
135 West Cherokee Avenue, Suite 223
Cartersville, Georgia 30120

12/10, 17, 24, 31/15
#6765

IN THE SUPERIOR COURT
OF BARTOW COUNTY STATE OF GEORGIA

IN RE:
CHRISTINA ELIZABETH TOLER
Petitioner,

CIVIL ACTION FILE NUMBER
15-CV-1634

NOTICE OF PUBLICATION FOR NAME CHANGE

PLEASE TAKE NOTICE that on the 7th day of December, 2015, Christina Elizabeth Toler filed a Petition in the Superior Court of Bartow County, Georgia, seeking a name change from Christina Elizabeth Toler to Christina Elizabeth Cooper. Any interested or affected party has the right to appear and file objections. At the expiration of thirty (30) days from the date of publication, upon proof of said publication and if no objection is filed, the Court shall proceed to hear and determine all matters raised by said Petiton.

Respectfully submitted this 7th day of December 2015.

/s/Mary Powell, Deputy Clerk
Clerk, Bartow County Superior Court

/s/Melba Scoggins
CLERK OF SUPERIOR COURT
MELBA SCOGGINS
135 West Cherokee Avenue, Suite 233
Cartersville, Georgia 30120

12/10, 17, 24, 31/15
#6778

17 Probate Notices

IN THE PROBATE COURT
COUNTY OF BARTOW STATE OF GEORGIA

IN RE: ESTATE OF
MURL MARVIN SILVER,
DECEASED

ESTATE NO. N-294E

PETITION FOR LETTERS
OF ADMINISTRATION NOTICE

TO: **and all Interested parties**

GAIL S. EDWARDS has petitioned to be appointed Administrator(s) of the estate of **MURL MARVIN SILVER,** deceased, of said County. The Petitioner has also applied for waiver of bond and/or grant of certain powers contained in O.C.G.A. §53-12-261. All interested parties are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed with the court on or before **10:00 a.m., December 7, 2015.** All pleadings/objections must be signed under oath before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.

Mitchell Scoggins, Judge
BY: Rhonda N. Clark, Chief Clerk
Bartow County Probate Court
135 W. Cherokee Avenue
Cartersville, Georgia 30120
770-387-5075

11/19, 25, 12/3, 10/15
#6614

IN THE PROBATE COURT
COUNTY OF BARTOW
STATE OF GEORGIA

IN RE: ESTATE OF
JAMES FLOYD HAMILTON,
DECEASED

ESTATE NO. N-300A

PETITION FOR LETTERS
OF ADMINISTRATION NOTICE

TO: and all interested parties

JAMES DAVID HAMILTON has petitioned to be appointed Administrator(s) of the estate of **JAMES FLOYD HAMILTON,** deceased, of said County. The Petitioner has also applied for waiver of bond and/or grant of certain powers contained in O.C.G.A. §53-12-261. All interested parties are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed with the court on or before **10:00 a.m., JANUARY 4, 2016.** All pleadings/objections must be signed under oath before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.

Mitchell Scoggins, Judge
BY: Rhonda N. Clark, Chief Clerk
Bartow County Probate Court
135 W. Cherokee Avenue
Cartersville, Georgia 30120
770-387-5075

11/19, 25, 12/3, 10/15
#6669

IN THE PROBATE COURT
COUNTY OF BARTOW STATE OF GEORGIA

IN RE: ESTATE OF
JESSIE LENNELL LEE,
DECEASED

ESTATE NO. N-298E

PETITION FOR LETTERS
OF ADMINISTRATION NOTICE

TO: **and all Interested parties**

MARILYN DAY has petitioned to be appointed Administrator(s) of the estate of **JESSIE LENNELL LEE,** deceased, of said County. The Petitioner has also applied for waiver of bond and/or grant of certain powers contained in O.C.G.A. §53-12-261. All interested parties are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed with the court on or before **10:00 a.m., JANUARY 4, 2016.** All pleadings/objections must be signed under oath before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.

Mitchell Scoggins, Judge
BY: Rhonda N. Clark, Chief Clerk
Bartow County Probate Court
135 W. Cherokee Avenue
Cartersville, Georgia 30120
770-387-5075

11/19, 25, 12/3, 10/15
#6670

650 Legal Notices

NOTICE

PROBATE COURT OF BARTOW COUNTY

RE: PETITION OF **BRENDA G. GEORGE** FOR LEAVE TO SELL PROPERTY OF THE ESTATE OF **HAROLD FRANKLIN WEBB,** DECEASED.

To: INTERESTED PARTIES NOT OTHERWISE NOTIFIED

This is to notify you to file objection, if there is any, to the above referenced petition, in this Court on or before 10:00 a.m., JANUARY 4, 2015.

BE NOTIFIED FURTHER: All objections to the petition must be in writing, setting forth the grounds of any such objections. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.

Mitchell Scoggins, Judge
BARTOW COUNTY PROBATE COURT
By: RHONDA N. CLARK, CLERK
135 W. Cherokee Avenue, Suite 243-A
Cartersville, Georgia 30120
770-387-5075

11/25, 12/3, 10, 17/15
#6692

20 Foreclosures

NOTICE OF SALE UNDER POWER

GEORGIA, BARTOW COUNTY

THIS IS AN ATTEMPT TO COLLECT A DEBT. ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE.

Under and by virtue of the Power of Sale contained in a Security Deed given by Sonya D. Wright and Samuel O. Mensah, as joint tenants to Mortgage Electronic Registration Systems, Inc., as nominee for AmericaHomeKey, Inc., dated 2/2/2009, recorded in Deed Book 2343, Page 509, Bartow County, Georgia records, as last transferred to OCWEN LOAN SERVICING, LLC by assignment recorded or to be recorded in the Bartow County, Georgia records conveying the after-described property to secure a Note in the original principal amount of One Hundred Seventeen Thousand Three Hundred Forty-Three and 00/100 DOLLARS ($117,343.00), with interest thereon as set forth therein, there will be sold at public outcry to the highest bidder for cash before the courthouse door of Bartow County, Georgia, within the legal hours of sale on the first Tuesday in January 2016, the following described property:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 854 OF THE 21ST DISTRICT, 2ND SECTION OR BARTOW COUNTY, GEORGIA, AND BEING LOT 244 OF RED TOP MOUNTAIN ESTATES, PHASE II, AS PER PLAT RECORDED IN PLAT BOOK 7, PAGE 204, BARTOW COUNTY, GEORGIA RECORDS, WHICH PLAT BY REFERENCE IS INCORPORATED HEREIN AND MADE A PART HEREOF. LEGAL DESCRIPTION ATTACHED HERETO AND MADE A PART HEREOF INCLUDES MANUFACTURED HOUSING UNIT DESCRIBED AS FOLLOWS: MAKE: CMH; MODEL: EXPLORER; WIDTH 32; LENGTH 50; SERIAL NUMBER CLA057475TNAB; YEAR 2008.

The debt secured by said Security Deed has been and is hereby declared due because of, among other possible events of default, failure to pay the indebtedness as and when due and in the manner provided in the Note and Security Deed. The debt remaining in default, this sale will be made for the purpose of paying the same and all expenses of this sale, as provided in Security Deed and by law, including attorney's fees (notice of intent to collect attorney's fees having been given).

Said property will be sold subject to any outstanding ad valorem taxes (including taxes which are a lien, but not yet due and payable), any matters which might be disclosed by an accurate survey and inspection of the property, any assessments, liens, encumbrances, zoning ordinances, restrictions, covenants, and matters of record superior to the Security Deed first set out above.

The entity that has full authority to negotiate, amend, and modify all terms of the mortgage with the debtor is: Ocwen Loan Servicing, LLC, 1661 Worthington Road, Suite 100, West Palm Beach, FL 33409, 561-682-8000. Please understand that the secured creditor is not required by law to negotiate, amend, or modify the terms of the mortgage instrument.

To the best knowledge and belief of the undersigned, the parties in possession of the property are Sonya Wright, Samuel Mensah, or a tenant or tenants and said property is more commonly known as **7015 Blueberry Ridge, Acworth, GA 30102.**

The sale will be conducted subject (1) to confirmation that the sale is not prohibited under the U.S. Bankruptcy Code and (2) to final confirmation and audit of the status of the loan with the holder of the security deed.

OCWEN LOAN SERVICING, LLC
as Attorney in Fact for
Sonya D. Wright, Samuel O. Mensah,

Weissman, Nowack, Curry, & Wilco P.C.
Attn: Lender Services
One Alliance Center, 4th Floor
3500 Lenox Road
Atlanta, GA 30326
Our File# 017237-005829

11/25 12/3,10,17,24,31/15
#6673

NOTICE OF SALE UNDER POWER

GEORGIA, BARTOW COUNTY

THIS IS AN ATTEMPT TO COLLECT A DEBT. ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE.

Under and by virtue of the Power of Sale contained in a Security Deed given by Walter Hunter Eskew, Jr to Wells Fargo Bank, NA, dated February 25, 2008, recorded in Deed Book 2274, Page 452, Bartow County, Georgia Records and as modified by that certain Loan Modification Agreement recorded in Deed Book 2718, Page 774, Bartow County, Georgia Records, conveying the after-described property to secure a Note in the original principal amount of ONE HUNDRED FORTY-FIVE THOUSAND THREE HUNDRED THIRTY-SIX AND 0/100 DOLLARS ($145,336.00), with interest thereon as set forth therein, there will be sold at public outcry to the highest bidder for cash before the courthouse door of Bartow County, Georgia, or at such place as may be lawfully designated as an alternative, within the legal hours of sale on the first Tuesday in January, 2016, the following described property:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

The debt secured by said Security Deed has been and is hereby declared due because of, among other possible events of default, failure to pay the indebtedness as and when due and in the manner provided in the Note and Security Deed. The debt remaining in default, this sale will be made for the purpose of paying the same and all expenses of this sale, as provided in Security Deed and by law, including attorney's fees (notice of intent to collect attorney's fees having been given). Said property will be sold subject to any outstanding ad valorem taxes (including taxes which are a lien, but not yet due and payable), any matters which might be disclosed by an accurate survey and inspection of the property, any assessments, liens, encumbrances, zoning ordinances, restrictions, covenants, and matters of record superior to the Security Deed first set out above. Wells Fargo Bank, NA is the holder of the Security Deed to the property in accordance with OCGA § 44-14-162.2. The entity that has full authority to negotiate, amend, and modify all terms of the mortgage with the debtor is: Wells Fargo Home Mortgage a div. of Wells Fargo Bank, N.A., PO Box 10335, Des Moines, IA 50306 1-800-416-1472.

To the best knowledge and belief of the undersigned, the party in possession of the property is Walter Hunter Eskew, Jr or a tenant or tenants and said property is more commonly known as **40 Miltons Walk, Cartersville, Georgia 30120.**

The sale will be conducted subject (1) to confirmation that the sale is not prohibited under the U.S. Bankruptcy Code and (2) to final confirmation and audit of the status of the loan with the holder of the security deed.

Wells Fargo Bank, NA
as Attorney in Fact for
Walter Hunter Eskew, Jr

McCalla Raymer, LLC
1544 Old Alabama Road
Roswell, Georgia 30076
www.foreclosurehotline.net
*Auction services provided by Auction.com (www.auction.com)

EXHIBIT "A"

All that tract or parcel of land lying and being in Land Lot 61, 4th District, 3rd Section, Bartow County, Georgia, being Lot 28, Spring Place, Phase Two, as per plat recorded in Plat Book 37, Page 125, Bartow County, Georgia Records, which plat is incorporated herein by reference for a more particular description and delineation of the lot dimensions thereof. Commonly known as 40 Miltons Walk Cartersville, GA 30120 However, by showing this address no additional coverage is provided.

MR/pd 1/5/16
Our file no. 5170915 - FT5

12/10,27,24,31/15
#6701

NOTICE OF SALE UNDER POWER

GEORGIA, BARTOW COUNTY

THIS IS AN ATTEMPT TO COLLECT A DEBT. ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE.

Under and by virtue of the Power of Sale contained in a Security Deed given by William Cody Bentley to Mortgage Electronic Registration Systems, Inc. as nominee for Fairway Independent Mortgage Corporation, its successors and assigns, dated December 31, 2010, recorded in Deed Book 2457, Page 268, Bartow County, Georgia Records, as last transferred to Lakeview Loan Servicing, LLC by assignment recorded in Deed Book 2655, Page 27, Bartow County, Georgia Records, conveying the after-described property to secure a Note in the original principal amount of ONE HUNDRED SIX THOUSAND ONE HUNDRED THIRTY-EIGHT AND 0/100 DOLLARS ($106,138.00), with interest thereon as set forth therein, there will be sold at public outcry to the highest bidder for cash before the courthouse door of Bartow County, Georgia, or at such place as may be lawfully designated as an alternative, within the legal hours of sale on the first Tuesday in January, 2015, the following described property:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

The debt secured by said Security Deed has been and is hereby declared due because of, among other possible events of default, failure to pay the indebtedness as and when due and in the manner provided in the Note and Security Deed. The debt remaining in default, this sale will be made for the purpose of paying the same and all expenses of this sale, as provided in Security Deed and by law, including attorney's fees (notice of intent to collect attorney's fees having been given). Said property will be sold subject to any outstanding ad valorem taxes (including taxes which are a lien, but not yet due and payable), any matters which might be disclosed by an accurate survey and inspection of the property, any assessments, liens, encumbrances, zoning ordinances, restrictions, covenants, and matters of record superior to the Security Deed first set out above. Lakeview Loan Servicing, LLC is the holder of the Security Deed to the property in accordance with OCGA § 44-14-162.2. The entity that has full authority to negotiate, amend, and modify all terms of the mortgage with the debtor is: M&T Bank , P.O. Box 1288, Buffalo, NY 14240 800-724-1633.

To the best knowledge and belief of the undersigned, the party in possession of the property is William Cody Bentley or a tenant or tenants and said property is more commonly known as **13 Whistle Stop Dr SW, Cartersville, Georgia 30120.**

The sale will be conducted subject (1) to confirmation that the sale is not prohibited under the U.S. Bankruptcy Code and (2) to final confirmation and audit of the status of the loan with the holder of the security deed.

Lakeview Loan Servicing, LLC
as Attorney in Fact for
William Cody Bentley

McCalla Raymer, LLC
1544 Old Alabama Road
Roswell, Georgia 30076
www.foreclosurehotline.net

EXHIBIT "A"

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot 654 of the 4th District, 3rd Section of Bartow County, Georgia, being LOT 3 OF RIVER STATION, SECTION ONE, as per plat of survey recorded in Plat Book 7, page 308, Bartow County, Georgia Land Records, which plat is incorporated herein and made a part hereof by reference.

MR/spg 1/5/16
Our file no. 5417415 - FT1

12/10,17,24,31/15
#6702

NOTICE OF SALE UNDER POWER

GEORGIA, BARTOW COUNTY

THIS IS AN ATTEMPT TO COLLECT A DEBT. ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE.

Under and by virtue of the Power of Sale contained in a Security Deed given by Cynthia Ann Jones a/k/a Cynthia Jones to Mortgage Electronic Registration Systems, Inc., as nominee for Wachovia Mortgage Corporation, its successors and assigns, dated February 23, 2007, recorded in Deed Book 2164, Page 634, Bartow County, Georgia Records, as last transferred to Wells Fargo Bank, NA, successor by merger to Wachovia Bank, NA by assignment recorded in Deed Book 2547, Page 282, Bartow County, Georgia Records, conveying the after-described property to secure a Note in the original principal amount of NINETY-THREE THOUSAND AND 0/100 DOLLARS ($93,000.00), with interest thereon as set forth therein, there will be sold at public outcry to the highest bidder for cash before the courthouse door of Bartow County, Georgia, or at such place as may be lawfully designated as an alternative, within the legal hours of sale on the first Tuesday in January, 2016, the following described property:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

The debt secured by said Security Deed has been and is hereby declared due because of, among other possible events of default, failure to pay the indebtedness as and when due and in the manner provided in the Note and Security Deed. The debt remaining in default, this sale will be made for the purpose of paying the same and all expenses of this sale, as provided in Security Deed and by law, including attorney's fees (notice of intent to collect attorney's fees having been given). Said property will be sold subject to any outstanding ad valorem taxes (including taxes which are a lien, but not yet due and payable), any matters which might be disclosed by an accurate survey and inspection of the

CBMPO
LRTP Public
Review
12-10-2015
Daily Tribune
#6788 pg. 5C

AFFP
#6788 CBMPO

Affidavit of Publication

STATE OF GEORGIA }
COUNTY OF BARTOW } SS

Alan Davis, being duly sworn, says:

That he is Publisher of the The Daily Tribune News, a daily newspaper of general circulation, printed and published in Cartersville, Bartow County, Georgia; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

December 10, 2015

That said newspaper was regularly issued and circulated on those dates.
SIGNED:

Publisher

Subscribed to and sworn to me this 10th day of December 2015.

Melinda M. Salamon

Melinda M. Salamon, Office Manager, Bartow County, Georgia

My commission expires: July 09, 2019

a0100612 00118972 770-387-5023

Bartow County Commissioner
135 West Cherokee Avenue
Suite 251
Cartersville, GA 30120

MELINDA M. SALAMON NOTARY PUBLIC GEORGIA BARTOW COUNTY

CBMPO Public Comment and Review Period
Draft Long-Range Transportation Plan (LRTP)
Draft Transportation Improvement Program (TIP)

December 11, 2015-January 11, 2016

The Cartersville-Bartow Metropolitan Planning Commission (CBMPO) has released the Draft Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) for public review and comment. CBMPO is responsible for programming federal transportation dollars within Bartow County. The LRTP outlines the transportation activities to be conducted in Bartow County over the 2016-2040 time frame. The TIP indicates which projects will be completed within the next four years, 2016-2020.

These documents are available for review by visiting the Bartow County website at www.bartowga.org/MPO and clicking the tab in the left column for either the Long-Range Plan or the Transportation Improvement Program. A copy can be requested by contacting the CBMPO Transportation Planner Tom Sills by email at mpo@bartowga.org, or by calling the office at (770) 607-6265.

Written comments or questions should be submitted by email to mpo@bartowga.org, by fax at (770) 387-5644, or by mail to CBMPO Tom Sills, 135 West Cherokee Avenue, Suite 124, Cartersville, GA 30120.

Additionally, the LRTP and TIP documents will be available for review at a public hearing scheduled for Tuesday, January 5, 2016 at the Clarence Brown Conference Center on Georgia Highway 20 in Cartersville, Georgia between the hours of 4:00 and 7:00 PM. A formal presentation on these documents will be conducted at 5:30 PM at this location. A court reporter will be available to record comments at the public hearing.

All comments should be received by January 11, 2016.

Written and recorded comments will be addressed within the LRTP and TIP. These documents will be up for final adoption at the February 3, 2016 meeting of the MPO Policy Committee to be held at 3:00 p.m. in the Zoning Hearing Room located on the bottom floor of the Bartow County Administration Building located at 135 West Cherokee Avenue in Cartersville, Georgia.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the American with Disabilities Act or persons who require translation services should contact Marla Coggins at (770) 387-5020.

12/10/15
#6788

Bartow on the Move

CBMPO Long-Range Transportation Plan

ARCADIS

Drop by and learn what it takes to keep Bartow moving!

Transportation Open House

Clarence Brown Conference Center

Tuesday, January 5, 2016

4:00 – 7:00 PM

Please join the Cartersville-Bartow MPO for a formal presentation at 5:30 PM

BARTOW BLOTTER

The following information — names, photos, addresses, charges and other details — was taken directly from Bartow County Sheriff's Office jail records. Not every arrest leads to a conviction, and a conviction or acquittal is determined by the court system. Arrests were made by BCSO deputies except where otherwise indicated.

Dec. 26

• **William Hugh Barbee**, 26, of 234 Dowdy, Cartersville, was arrested and boarded for Chattooga County.

• **Francisco Chun Bernardo**, 37, of 12 Linsey SW, Rome, was arrested by Euharlee police and boarded at the jail.

• **Robert Alan Byrd**, 35, of 1400 Joe Frank Harris Parkway, Cartersville, was arrested by Cartersville police and charged with state probation violation and theft by shoplifting.

• **Brittany Lea Clemons**, 34, of 31 Maple Wood Square, Rome, was arrested by Cartersville police and charged with state probation violation.

• **Tambrance Maurice Jordan**, 24, of 40 Westminster Drive, Euharlee, was arrested by Cartersville police and boarded at the jail.

Dec. 27

• **Cassidy Cam Cowart**, 26, of 127 Evergreen Trail, Cartersville, was arrested and charged with contempt of Superior Court drug court sanction.

• **Danielle Nicole Jackson**, 24, of 102 Ironbelt Court, Cartersville, was arrested by Cartersville police and charged with theft by receiving stolen property, possession of tools for the commission of crime, possession of marijuana less than 1 ounce and loitering.

• **Steven Bethel Jenkins**, 36, of 485 Garnes Road, Rome, was arrested and charged with driving while license withdrawn and tail light required.

• **Zachary Charles Johnson**, 29, of 7 Wykle St., Cartersville, was arrested by Georgia State Patrol and charged with driving while license withdrawn and following too closely.

• **Donald Joseph Knott**, 50, of 5 Pine St., Cartersville, was arrested by Cartersville police and boarded at the jail.

• **Jeffery Robert Lingerfelt**, 35, of 106 Kimberly Drive, Cartersville, was arrested and charged with criminal trespass under the Family Violence Act.

• **Christopher Todd Mooney**, 31, of 1240 Cassville Road, Cartersville, was arrested and charged with driving while license withdrawn, no insurance and expired vehicle tag or decal.

• **Jose Dela Ovalle**, 46, of 4926 Picky Hollow, Acworth, was arrested by Georgia State Patrol and charged with brake lights and turn signals required and driving under the influence of drugs/alcohol.

• **Madison Alyce Patterson**, 17, of 29 Baker Road, Cartersville, was arrested and charged with simple battery (FVA).

• **James Anthony Stanley**, 59, of 5881 Charles Lane, Austell, was arrested and charged with state probation violation.

• **Kayla Danielle Thomas**, 22, of 89 Spruce Lane, Cartersville, was arrested by Emerson police and boarded at the jail.

• **Karen Lynn Waits**, 46, of 376 Old Mill Road, Cartersville, was arrested and charged with theft by shoplifting.

• **Christine Yates White**, 62, of 51 Eastview Terrace, Cartersville, was arrested and charged with pedestrian under the influence.

• **Jason Robert Williamson**, 23, of 42-C Falcon Circle, Cartersville, was arrested on a Superior Court bench warrant for failure to appear.

• **William Stephen Wingo**, 38, of 2520 Amberwood Drive, Marietta, was arrested and charged with obstruction of an officer and state probation violation.

Dec. 28

• **Joshua Adam Jacobo**, 32, of 943 Sugar Valley Road, Cartersville, was arrested and charged with maintaining a disorderly house and two counts of obstruction of an officer.

Body recovered from car swept away by floodwaters

By Jeff Martin
Associated Press

ATLANTA — Divers recovered the body of a man whose car was swept away by floodwaters in Gordon County, where roads were inundated from recent storms, authorities said.

Authorities believe the man was driving Saturday afternoon when floodwaters overtook his car, Gordon County Chief Deputy Robert Paris said.

The car was located Sunday, but it wasn't safe for divers to reach it in the swift-moving waters until Monday, Paris said.

"It's very, very treacherous to cross these floodwaters," Paris said. "It's very swift running and the recovery was very dangerous."

Gordon County Deputy Coroner Bo Nicholson identified the man as 64-year-old George Treadaway of Summerville.

Separately, a second body was recovered Monday from Self Lake in the southeast part of the county. Authorities were investigating how that man died, but Maj. Stephen Adams with the Georgia Department of Natural Resources' Law Enforcement Division said the death didn't appear storm-related.

Nicholson identified the man as 38-year-old Robert John Murray Jr. of Calhoun and said his body was sent to the state crime lab in Atlanta to determine a cause of death.

Murray was using a kayak on the large private pond and didn't appear to be wearing a life jacket, Adams said. Nicholson said the water level on the private pond wasn't dramatically affected by recent heavy rains.

More rain was expected Monday evening in the county about 60 miles northwest of Atlanta, forecasters said.

A few thunderstorms could turn severe across north Georgia and parts of west central Georgia, according to the National Weather Service office in Peachtree City. Forecasters said the main threat was damaging winds.

A line of strong thunderstorms moved across already storm-battered Alabama on Monday morning, prompting some few tornado warnings in southern Alabama and in the Florida Panhandle. There were no immediate reports of any damage from those storms.

— —

Associated Press writer Kathleen Foody contributed to this report.

WHAT'S GOING ON

EMANCIPATION PROCLAMATION — The Emancipation Proclamation Committee of Bartow County will hold its annual celebration Jan. 1 at Shiloh Missionary Baptist Church, 26 Shiloh Road, Taylorsville. The speaker for this occasion will be Bishop Gary Baulding, pastor of Mount Sinai Baptist Church in Taylorsville. The program will begin promptly at 11 a.m. This year's theme is "Freedom is Within." Light refreshments will be served following the program. The Emancipation Proclamation event has been celebrated in Bartow since 1929.

DEMOCRATIC PARTY OF BARTOW COUNTY — Will hold an election on Jan. 28 at 7:30 p.m. at the Cartersville Civic Center, 435 W. Main St., Cartersville, (across from the Cartersville Library). The two positions up for election are: third vice chair and parliamentarian. Interested candidates should arrive at the Cartersville Civic Center by 7 p.m.

BALLROOM DANCES — Ballroom dances at Bartow Co. Senior Center are now free of charge to all seniors over 50. These dances are held the first Friday night of each month from 7 to 10 p.m. at 33 Beavers Drive, 770-387-5134. Please bring snacks for your table.

GED ASSISTANCE — Assistance is available for payment of GED testing. Contact Tallatoona Bartow HRDC at 770-382-4222 for more information. Clients are seen by appointment only. Interested participants must meet the income eligibility requirements based on the federal poverty guidelines and must be recommended "ready" for testing by the GED program.

COMPUTER CLASSES — The Bartow County Public Library System at 429 W. Main St. in Cartersville is now accepting registration for the fall quarter 2015 computer classes. Register in person at the Cartersville library reference desk. A $10 cash or check deposit is required to reserve a seat but will be refunded upon arrival in class or with a one-week cancellation notice. For more information and a schedule of upcoming classes, visit the library or the website at bartowlibraryonline.org, 770-382-4203.

RAIN

From Page 1A

has already caused several problems in Bartow County, including flooded roads and downed trees.

Bartow County Fire Department Deputy Chief Dwayne Jamison said a woman had to be rescued from her car Thursday when it was overcome by fast-moving water from a local creek along Brown Loop Road in Cartersville.

"A lady had driven into some flood waters, and her car had stalled," he said. "Water was coming into the vehicle, and we had to send a couple of rescuers out with life jackets and ropes to help evacuate her and get her out of her vehicle and out of the flood waters."

The woman was not injured, "just scared," Jamison said.

The department also answered a call about an overturned vehicle in flood waters in the Emerson area, but the driver had managed to get out of the car by the time fire personnel arrived on the scene, he said.

"We've had some incidents of people that were in their residence and couldn't get out due to flooding around the area that had refused to leave, but as of yet, we haven't had to evacuate anybody out of their residence," Jamison said.

The deputy chief used the two incidents to remind drivers to "Turn Around, Don't Drown."

"If you see the road's flooded, don't try to drive through it because it only takes a little bit of flood water moving pretty swiftly to sweep a car off into the ditch or into a field or something that's flooded," he said. "Then people become trapped, and unfortunately, like they've had in Gordon County, people drown in their vehicles. Definitely turn around, don't drown. Don't drive through the flood waters."

Thursday, the fire department was out with the road department and the Bartow County Sheriff's Office, checking roads for flooding and cutting trees out of the roadways.

Jamison said several roads had to be closed until the flood water receded, and numerous trees have toppled because of the saturated ground, and he's expecting more by the end of the week.

"Unfortunately, the streams are already swelled," he said. "There's really nowhere to go for any rain. The ground is already soaked, saturated pretty much, so there's nowhere for it to go except for it to run off into the flood-prone areas again so I don't think it'll take much rain for us to get back to flood stage with several of the creeks and rivers in the area."

Bartow County Dispatch Sgt. Natalie Watson about 8:45 p.m. Monday that a half dozen roadways were covered by water.

She said although "all roads have standing water," the road department had been notified of problem areas at: Highway 113 at Covered Bridge Road; State Route 20 at Branton Road; Rudy York Road at the golf course; Parr Wade Road; 93 Gaines Road; and Mission at Burnt Hickory roads.

Sanders is hoping the forecast is wrong.

"Maybe we'll get lucky, and it won't be as bad as we think," he said.

City of Cartersville residents who have a problem with flooding, downed trees or other property damage due to the weather should call the public works department at 770-387-5602.

"Don't call 911 unless it's a life-or-limb emergency," Sanders said, noting public works crews will be on call to handle problems. "If it's a property-damage issue, call our number."

Residents also can go the city's website, www.cityofcartersville.org, and click on "Report a Concern" to report the problem.

Girl injured in Christmas Day car accident dies

The Associated Press

FORT VALLEY — Officials say an 11-year-old girl ejected from a vehicle during an accident has died.

The Macon Telegraph (http://bit.ly/22veSGK) reports that Peach County Coroner Kerry Rooks confirmed Lakevia George's death. Rooks says the girl died Sunday afternoon from head trauma.

She was injured in a one-car accident around 9:35 p.m. on Friday on Interstate 75.

George was one of five children ejected from the vehicle. Rooks says two of the children still are in the hospital.

Byron police are investigating the accident.

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Tuesday, January 5, 2016

4:00 – 7:00 PM

Please join the Cartersville-Bartow MPO for a formal presentation at 5:30 PM

The City of Euharlee has prepared the 2016 proposed budget and has presented it to the governing authority for review. The budget is available to review during regular business hours at Euharlee City Hall. You may call the office at 770-386-1542. The next City Council Meeting will be held on Tuesday, January 5, 2016 at 7:00 pm at the City Hall.

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Letters to the editor on issues of broad public interest are welcomed. Letters must bear a complete signature, street ad–dress and phone number (ad–dresses and phone numbers will not be published). Letters of 500 words or less will be ac–cepted. Libelous charges and abusive language will not be considered. Information given must be factual. All letters will be printed as submitted. No corrections will be made to grammar, spelling or style. Writers may have letters pub–lished once every two weeks. Consumer complaints and thank–you letters cannot be used. All are subject to editing. Send letters to 251 S. Ten–nessee St., Cartersville, GA 30120, or e–mail to view–point@daily–tribune.com.

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USPS 146–740
Published daily Tuesday through Sunday by Cartersville Newspapers, a division of Cleveland Newspapers, 251 S. Tennessee St., Cartersville, GA 30120. Periodical Postage Paid at Cartersville, GA 30120. POSTMASTER, send all ad–dress changes to Cartersville Newspapers, 251 S. Tennessee St., Cartersville, GA 30120.

Audit Bureau of Circulations

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GOVERNOR'S OFFICE OF HIGHWAY SAFETY/Special

Georgia State Patrol Post 3 trooper Shaun Sutherland, rear third from right, is featured alongside Gov. Nathan Deal in a public service announcement.

Post 3 trooper in state PSA

By Jessica Loeding
jessica.loeding@daily-tribune.com

SKIP BUTLER/The Daily Tribune News, File

Georgia Sate Patrol Trooper Shaun Sutherland works from Cartersville Post 3. He is featured in the state's 2015 holiday public service announcement targeting drunk drivers.

A Georgia State Patrol Post 3 trooper made his television debut this holiday season as part of a statewide public service an–nouncement.

Shaun Sutherland is one of six law enforcement officers filmed alongside Gov. Nathan Deal in the 2015 holiday PSA targeting impaired driving.

Available for viewing on YouTube (https://youtu.be/As2Vk0Wzyy8), Sutherland it the trooper imme–diately behind Deal to the right.

"They asked me to do it," Sutherland said. "I had no idea it was a commercial."

Mostly recently he was hailed for his actions in saving the life of a Gordon County deputy on Sept. 28.

While looking for evidence alongside Interstate 75 near Adairsville, Sutherland "grabbed" the deputy and moved him out of the path of a drunk driver.

Sutherland, who joined the GSP in 2009, said in October that his actions were only natural.

"First thing I thought of was just getting us out of the way. ... That results back into training. That's what we got to do. ... It was God looking out for us," he said. "It's my job. I know any other trooper would be doing the same thing, or any officer. Any law enforcement would do the same thing. It was just instinct."

MEETINGS CALENDAR

KINGSTON — The Kingston City Council will meet on Monday, Jan. 11, at 6 p.m. for a work session followed by a regular meet–ing.

EUHARLEE — The Eu–harlee City Council will hold a regular meeting on Tues–day, Jan. 5, at 7 p.m. at Eu–harlee City Hall.

COMMISSIONER — The county commissioner will hold his next meeting on Jan. 6 at 10 a.m. in the Commis–sioner's Conference Room, 135 W. Cherokee Ave.

EMERSON — The Emer–son City Council will meet on Monday, Jan. 11, at 7 p.m. at Emerson City Hall.

ADAIRSVILLE — The Adairsville City Council will hold an organizational meet–ing at 6 p.m. Monday, Jan. 11, at city hall.

BCBOE — The Bartow County Board of Education will meet on Monday, Jan. 11, at 6 p.m. at the central of–fice.

CCBOE — The Cartersville City Board of Education will meet on Monday, Jan. 11, at 6 p.m. at the central office.

ADAIRSVILLE — The Adairsville City Council will hold a work session at 7 p.m. Tuesday, Jan. 12, at city hall.

ADAIRSVILLE — The Adairsville City Council will hold a regular meeting at 7 p.m. Thursday, Jan. 14, at city hall.

EUHARLEE — The Eu–harlee City Council will hold a work session on Tuesday, Jan. 19, at 7 p.m. at Euharlee City Hall.

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OBITUARIES

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James Samuel Wills

James Samuel Wills

James Samuel Wills, 71, passed away on Thursday, Dec. 24, 2015.

Mr. Wills was born on Feb. 18, 1944, in Mt. Sterling, Kentucky, son of the late James Shirley Wills and Carleen Gardner Baber.

Mr. Wills is preceded in death by his sister, Doris Ware.

Mr. Wills retired from Bundy Tubing after almost 40 years of faithful service where he served as a production supervisor. He lived a simple life and enjoyed coaching his son's baseball games and attending his daugh–ter's sporting events when they were growing up. In the past, he loved playing golf, tinkering around his house and working on his cars. Mr. Wills was a regular of Tom's Place and could often be found there hanging out with his friends.

Survivors include his son, Jeff Wills (Louise); daughter, Amy Abbott (James); grandchildren, Taylor VanMeter, Webb Van–Meter, Samantha Wills and Max Wills; sister, Judy Allen; a num–ber of nieces and nephews.

A Celebration of Life Service will be held at 11 a.m. on Wednesday, Dec. 30, in the Chapel of Owen Funeral Home with the Rev. Kenny Jacobs offi–ciating.

Visitation will be held for one hour prior to service time at Owen Funeral Home.

In lieu of flowers, memorial contributions may be made to the American Heart Association or the Lung Association.

Please visit www.owenfuner–als.com to post tributes and sign the online register.

Owen Funeral Home, 12 Collins Drive, Cartersville, has charge of the arrangements.

The Daily Tribune News accepts obituaries from funeral homes and cremation soci–eties. Obituaries can be emailed to obits@daily-tribune.com, or faxed to 770-382-2711. Laminated copies are $3.50 each. Call Stacey at 770-382-4545 for details.

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Transportation Open House
Clarence Brown Conference Center
Tuesday, January 5, 2016
4:00 – 7:00 PM
Please join the Cartersville-Bartow MPO for a formal presentation at 5:30 PM

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J.T. Willoughby
Funeral Assistant

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WHAT'S GOING ON

EMANCIPATION PROCLAMATION — The Emancipation Proclamation Committee of Bartow County will hold its annual celebration Jan. 1 at Shiloh Missionary Baptist Church, 26 Shiloh Road, Taylorsville. The speaker for this occasion will be Bishop Gary Baulding, pastor of Mount Sinai Baptist Church in Taylorsville. The program will begin promptly at 11 a.m. This year's theme is "Freedom is Within." Light refreshments will be served following the program. The Emancipation Proclamation event has been celebrated in Bartow since 1929.

DEMOCRATIC PARTY OF BARTOW COUNTY — Will hold an election on Jan. 28 at 7:30 p.m. at the Cartersville Civic Center, 435 W. Main St., Cartersville, (across from the Cartersville Library). The two positions up for election are: third vice chair and parliamentarian. Interested candidates should arrive at the Cartersville Civic Center by 7 p.m.

BALLROOM DANCES — Ballroom dances at Bartow Co. Senior Center are now free of charge to all seniors over 50. These dances are held the first Friday night of each month from 7 to 10 p.m. at 33 Beavers Drive, 770-387-5134. Please bring snacks for your table.

GED ASSISTANCE — Assistance is available for payment of GED testing. Contact Tallatoona Bartow HRDC at 770-382-4222 for more information. Clients are seen by appointment only. Interested participants must meet the income eligibility requirements based on the federal poverty guidelines and must be recommended "ready" for testing by the GED program.

COMPUTER CLASSES — The Bartow County Public Library System at 429 W. Main St. in Cartersville is now accepting registration for the fall quarter 2015 computer classes. Register in person at the Cartersville library reference desk. A $10 cash or check deposit is required to reserve a seat but will be refunded upon arrival in class or with a one-week cancellation notice. For more information and a schedule of upcoming classes, visit the library or the website at bartowlibraryonline.org, 770-382-4203.

FREE MEDICAL TESTS — Patient care technician students need volunteers for medical test skills practice, including blood draws. All medical tests performed by students will be under the supervision of their nurse instructor. The following free services will be provided: urinalysis, glucose (blood sugar) check, blood pressure, pulse and blood draw (no test results available for blood draws) at The Training Center of Northwest Georgia Inc., 238 Nelson St., Cartersville. Call 770-606-9697 for available times.

What's Going On runs as space permits. Information may be emailed to news@daily-tribune.com, mailed or dropped off at 251 S. Tennessee St., Cartersville, GA 30120. All information for the calendar should be submitted at least two weeks in advance.

PHOTOGRAPHY

FROM PAGE 1A

of America ..., which is a very large and prestigious group and traveled to China several times and around the country, talking about photography during that year. So it's a rare treat to get somebody with that level of exposure and experience that happens just to be right here in our backyard to come and talk.

"The subject he'll be addressing — the history of photography — is one that I think folks will find interesting. It's amazing to think how far photography has come from glass plate negatives and all the chemicals — you really had to be a chemist and a scientist and an artist to be a photographer. Now everybody's a photographer ... carrying one in their pocket on their phone."

According to Hopkins, the Booth's Art for Lunch offering, which is held the first Wednesday of every month, started in 2001, prior to the museum's opening in 2003.

"We were actually doing [Art for Lunch] in an off-site location to get people excited about the museum coming, and it was a way to get staff and volunteers educated on some topics that we brought speakers in on," Hopkins said. "The range of subjects, really it's the range of speakers, from nationally known authors like Craig Johnson, who's been here a couple of times, who wrote the 'Longmire' series, to staff doing research they've done to occasionally volunteers presenting research they've done on a particular artist or a work of art in the museum to artists themselves that are in the collection."

Tonsmeire's lecture will be included in regular admission to the Booth for nonmembers, and lunch will be $8 plus tax.

Located at 501 Museum Drive, the Booth is known worldwide for its extensive collection of contemporary Western art, holding the distinction of housing the largest permanent exhibition space for Western art in the nation. The 120,000-square-foot museum, which became an Affiliate of the Smithsonian Institution in 2006, offers a variety of exhibit spaces, some of which include the Civil War gallery, Sculpture Court, a presidential gallery and the interactive children's gallery, Sagebrush Ranch.

For more information about the Booth and its exhibits and programs, call 770-387-1300 or visit http://boothmuseum.org.

LAUGHS

FROM PAGE 1A

voiceover, producer and writer. His cracks on marriage, fatherhood and love for food had people rolling at the 2015 event. His new material is much anticipated for this year's show. Damien Damon is an up-and-coming comedian from the Atlanta area, looking to live his [dreams] with stand up. The host for the evening and hometown favorite is Clint Edwards, a 2012 winner of the Dogwood Fringe Comedy Competition."

To purchase tickets, which are $35 per person, visit https://www.eventbrite.com/e/laughs-libations-2016-registration-20003690577 or go to https://www.eventbrite.com and search for "laughs" in "Cartersville."

The event is expected to generate more than $5,000, which will support various charities and the Allatoona Resource Center.

Find us online on Facebook and Twitter.

BARTOW BLOTTER

The following information — names, photos, addresses, charges and other details — was taken directly from Bartow County Sheriff's Office jail records. Not every arrest leads to a conviction, and a conviction or acquittal is determined by the court system. Arrests were made by BCSO deputies except where otherwise indicated.

Dec. 29

• **Cameron Manquel Beasley**, 39, of 600 Stonehaven Circle, Cartersville, was arrested and charged with possession of cocaine with intent, probation violation and adult seat belt violation.

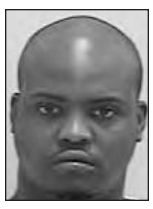
• **Richard Stephen Bruce**, 33, of 15 Springs Ridge Road, Kingston, was brought back for court.

• **Laura Ann Carroll,** 46, of 165 Manley Road, Chatsworth, was arrested and charged with two counts of giving false information or false name, two counts of theft by receiving stolen property, theft by shoplifting and battery.

• **Andrew Tyrone Carter,** 37, of 22 Camelot Drive, Cartersville, was arrested to serve a superior court sentence.

• **Jeremy Chase Daniell**, 29, of 47 Rocky Circle NE, White, reported to the jail and was charged with battery under the Family Violence Act (FVA).

• **Suzanna Reene Donnelly**, 47, of 25 Oak Hollow Road SE, Acworth, was arrested and charged with simple battery (FVA).



• **Aramis Dejainero Ellis**, 22, of 12 Wingfoot Trail, Cartersville, was arrested by Cartersville police and charged with possession of schedule IV drugs, theft by receiving stolen property, possession of a firearm or knife in the commission of a crime and possession of a firearm by a convicted felon.

• **Zachary Allen Gardner**, 27, homeless, was arrested and charged with probation violation.

• **Jerry Wayne Hale,** 25, of 929 Richards Road, White, was arrested and charged with drug court sanction.

• **Dustin Edward Hawes**, 35, of 12 Wingfoot Trail, Cartersville, was arrested and charged with five counts of aggravated assault on a law enforcement officer and trafficking in meth.

• **Floyd Linford Hufstetler**, 40, of 103 Spring Place Road, Cartersville, was arrested and charged with sale of meth.

• **Tomious Montiwan Lindsey,** 36, of 4845 Terrace Trace Drive, Stone Mountain, was arrested to serve a superior court sentence.

• **Loren Paul Martin**, 48, of 136 Jones Slough Road, Kingston, was arrested and charged with theft by shoplifting.

• **Anthony Scott McBee,** 24, of 278 Bells Ferry Road, White, was arrested and charged with bond revoked.

• **John Stacey McDaniels**, 48, of 4536 Berry Bennett Road, Chatsworth, was arrested and charged with theft by receiving stolen property.

• **Marty Dewayne Millsaps,** 37, of 108 Dean St., Cartersville, was arrested on a superior court sentence.

• **Brandon Lee Parker**, 32, of 1744 Sells Road, Salisbury, N.C., was arrested to serve a superior court sentence.

• **Robert Cornilious Patterson,** 33, of 8 Henderson Road, Cartersville, was arrested and charged with possession of cocaine and adult seatbelt violation.

• **William Lee Proffit,** 32, of 165 Young Road, Cartersville, was arrested and charged with theft by receiving stolen property and altered VIN ID on automobile.

• **Tyler Ricky Scott,** 21, of 130 Oak Dale Drive, Adairsville, was arrested and charged with probation violation.

• **Matthew Wesley Scroggins,** 26, of 45 W. Rocky St., White, was arrested by White police and charged with two counts of probation violation, contempt of juvenile court and battery (FVA).

• **Shannon Lee Shedd**, 44, of 3112 Rosebud Road, Loganville, was arrested and charged with possession of schedule IV drugs, possession of meth and driving with a revoked license.

• **Dakota Maxwell Silvers**, 17, of 165 Young Road, Cartersville, was arrested and charged with theft by receiving stolen property.

• **Ronald William Talley,** 29, of 3519 Dews Pond Road, Calhoun, was arrested by Adairsville police and boarded at the county jail.

• **Crystal Dawn Williams,** 30, of 46-A Young St., Cartersville, was arrested and charged with probation violation.

• **Kevin Christopher Winter**, 23, of 227 Keith Road, Cartersville, was arrested and charged with possession of marijuana with intent.

Dec. 30

• **Demarcus Genty Brown**, 25, of 2507 Crestdale Circle, Atlanta, was arrested and charged with probation violation.

• **Ivy Janiah Linley**, 18, of 71 Cemetery St., Kingston, was arrested by Adairsville police and charged with possession of less than an ounce of marijuana.

• **Chipper Dewayne Vaughn**, 46, of 4251 Holly Springs Parkway, Canton, was arrested on a superior court bench warrant for failure to appear and charged with bondsman off bond charges.

Bartow on the Move
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Drop by and learn what it takes to keep Bartow moving!

Transportation Open House
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Tuesday, January 5, 2016
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Please join the Cartersville-Bartow MPO for a formal presentation at 5:30 PM

HIGHLAND RIVERS HEALTH
invites the Bartow community to an
OPEN HOUSE
THE ROC
"REACHING OUR COMMUNITY"
Youth Resiliency Support Clubhouse

Learn about this unique new program designed to help teens overcome mental health issues by building resiliency and life skills.

Meet program staff. Tours
THURSDAY, JANUARY 7 • 4:00 to 6:00 p.m.

The ROC Clubhouse
1 Goodyear Ave.
(former church on the corner of Goodyear Ave. and Cassville Rd.)

CITY OF EUHARLEE, GEORGIA
Schedule of Special Purpose Local Option Sales Tax Expenditures
Year Ending, December 2015

	Estimated Costs		Expenditures		
Project Description	Original	Current	Prior Years	2015	Total
2014 SPLOST[1]					
Public Works; Water and Sewer Projects	$ 2,400,000	$ 2,400,000	$ 26,681	$ -	$ 26,681
Recreation, Historic Preservation, and Economic Development	5,550,250	5,550,250	2,244,916	306,967	2,551,883
Total 2014 SPLOST	$ 7,950,250	$ 7,950,250	$ 2,271,597	$ 306,967	$ 2,578,564

[1] Collections of this referendum did not begin until 2014. These projects were funded in advance by the proceeds of the 2013 bond issue. The bonds are to be repaid with the proceeds collected by this referendum.

Debt service payments made with SPLOST funds are not reflected in this schedule. Instead the actual costs of projects advance funded with bond proceeds are presented.

Contact Person - City Clerk (Carolyn Banks) - Tele.# 770-386-1542 (Ext. 2001) e-mail - cbanks@euharlee.com

BARTOW BLOTTER

The following information — names, photos, addresses, charges and other details — was taken directly from Bartow County Sheriff's Office jail records. Not every arrest leads to a conviction, and a conviction or acquittal is determined by the court system. Arrests were made by BCSO deputies except where otherwise indicated.

Dec. 30

• **Shane Jacques Barfield**, 29, of 100 Stone Haven Circle, Cartersville, was arrested by Cartersville police and boarded for Cartersville police.

• **Ricky Allen Bartlett**, 35, of 25 Sutton Trail NW, Cartersville, reported to jail to serve disorderly conduct and criminal trespass under the Family Violence Act.

• **Alexander James Collins**, 23, of 119 Austin Road, Cartersville, was arrested and charged with simple battery (FVA).

• **Randal Evan Crider**, 29, of 215-B Cass Pine Log Road, Cartersville, was arrested and charged with possession of meth.

• **Kimberly Kay Edwards**, 50, of 5590 Highway 20 Room 2116, Cartersville, was arrested on an agency assist for Floyd County.

• **Stephen Neal Hale**, 29, of 154 Young Road, Cartersville, was arrested and charged with battery (FVA) and three counts of cruelty to children.

• **Sophia Elaine Hayes**, 37, of 1402 Glenover Circle, Marietta, was arrested by Cartersville police on an agency assist for Cobb County.

• **Jasmine Symone Jefferies**, 21, of 227 Stonewall St., Cartersville, was arrested by Cartersville police and boarded for Cartersville police.

• **William Eugene Lamb III**, 30, of 215-C Cass Pine Road, Cartersville, was arrested and charged with possession of meth.

• **Kenneth Roger Lathem**, 74, of 34 Hamil Court, Cartersville, was arrested and charged with simple battery.

• **Ivy Janiah Linley**, 18, of 71 Cemetery St., Kingston, was arrested by Adairsville police and boarded for Adairsville police for marijuana less than one ounce.

• **Nicholas Kyle Nolte**, 20, of 4352 Rolling Oaks Court, Kennesaw, was arrested and charged with state probation violation.

• **Craig Lavon Smalls**, 26, of 30 Hannon Way, Cartersville, was arrested and charged with two counts of superior court bench warrant failure to appear.

Dec. 31

• **Eric Scott Knox**, 46, 7343 Sterling Road, Hixson, Tennessee, was arrested by Emerson police and boarded for Emerson police.

Welfare check complaint turns physical

STAFF REPORT

On Dec. 30 about 1:20 p.m., a Bartow County Sheriff's Office deputy was dispatched to a residence on Austin Road in reference to a welfare check/domestic dispute. Dispatch had stated that the complaintant wanted a welfare check conducted on the victim due to her possibly being involved in a physical altercation with her boyfriend, Alexander Collins.

Upon arrival, the officer made contact with the victim, who was standing on the front porch of the residence. She stated she was the only one home and also that Collins had been beating on her.

She said Collins was upset because his grandfather would not take him to "go and get high." Collins supposedly took his anger out on the victim by placing his hands around her neck and choking her. The victim said Collins also slapped her across the left side of her facial area, grabbed her by the left arm and start squeezing it. He later started punching her in the arm with his fist.

Several bruises were observed by the officer on the victim's arm, which seemed to be consistent with her statement. There were no marks or bruises observed on the victim's neck or facial area. When asked if the victim struck Collins at any point she responded, "I started kicking him just to get him off of me."

Collins was last seen heading to his sister's residence. The victim also stated that Collins had taken her cellphone and that is why it took her so long to contact the police department. Collins was located and asked what had happened between him and the victim, and he responded, "Nothing."

Collins also stated that the victim received her bruises on her arm due to seizures and her bumping into things. Based on statements from Collins and physical bruising to the victim's arm, Collins was arrested and charged with simple battery under the Family Violence Act.

Man tries to steal buggy full of items at Ingles

On Dec. 30 just after 8 p.m., a BCSO deputy was dispatched to the Ingles on Joe Frank Harris Parkway in reference to shoplifting and simple battery.

Upon arrival, the officer met with the store manager who said an unknown male suspect attempted to steal a buggy full of merchandise. He also said the suspect assaulted one of his employees as he fled the store.

The suspect was described as being white, wearing a white T-shirt with a blue long sleeve undershirt. He was also wearing blue jeans and a dark ball cap. The manager said the man in question entered the store and attempted to steal the buggy full of items. As he attempted to flee the store with the items, he was approached by a store employee, who was shoved out of the way with his hands.

The unknown male was last seen fleeing in the direction of Highway 41. The area was searched by the officer, but the suspect was not located.

AWARDS

FROM PAGE 1A

most mortgage loans that we've done since the Great Recession happened at the end of 2007. So the market's coming back. Carson did a great job. He's got a loyal, loyal customer base that comes back to him time and time again when either they're refinancing or purchasing another home or rental property."

He continued, "His volume was just outstanding this year. He worked a lot of hours after the bank closed and met people before the bank opened at coffee shops and that kind of thing to help them out and make sure they were able to get their home loan with as little hassle as possible. ... The world has changed in the mortgage business. The new regulations are really onerous. It takes somebody to sit down and help people understand and navigate that process. He just does a great job and that's why we wanted to recognize him for the volume this year. And also, with all the changes in regulation, what a great job he did with our clients."

SPECIAL

Above left, Carson McCrary, right, receives the Crystal Eagle Award from Century Bank of Georgia CEO Richard E. Drews Jr. Above right, Drews presents Rachel Harris with the Crystal Eagle Award.

ROC

FROM PAGE 1A

participate in how the space is organized, in essence making it their own," she said. "So the staff of Highland Rivers Health works collaboratively with ROC members to maintain and manage the clubhouse but also social outings, career development, community engagement, educational supports and other activities that will help members make informed decisions about their lives."

The clubhouse features five activity rooms, and each room is set up to focus on a specific aspect of social, educational or life-skill development, Dallas said.

"Members at The ROC will be engaged in activities related to health and wellness, such as physical exercise and growing, harvesting and working with a nutritionist to learn about healthy meal preparation," she said. "There will be educational supports focusing on GED or SAT prep, personal financial management and banking as part of a young person's transition into adulthood. There is a space dedicated to creative and experiential education and even a washer and dryer to help support independence and responsibility in activities of daily living. There is also a designated area for parent support and family involvement to help guide families in developing more effective communication and relationship skills."

The clubhouse will operate Monday through Thursday from noon to 7 p.m. and Friday from noon to 8 p.m., and members will be grouped by age — older youth will attend on Mondays, Wednesdays and Fridays, while those younger than 11 will attend on Tuesdays and Thursdays, Dallas said.

At least one Saturday each month, the clubhouse will have a special recreational outing like hiking, horseback riding, sporting events or movies.

All services are provided at no cost to members and include transportation to and from the clubhouse and Saturday outings.

"DBHDD [Georgia Department of Behavioral Health and Developmental Disabilities] fully funds the space and staff supports for The ROC," Dallas said. "But we would very much welcome additional community support to provide for some of the social, educational and career-planning activities through community partnerships."

The ROC members have to be referred to the clubhouse by Bartow County schools, health care professionals, the Department of Family and Children Services, juvenile court or other agencies that provide services to youth, according to a press release from Highland Rivers.

"Since The ROC is focusing on supports for youth with behavioral and mental health challenges, it is important for staff to have the opportunity to begin by identifying what needs and strengths each young person has," Dallas said. "Many youth with mental health and behavioral challenges can feel hopeless, so for the benefit and safety of the youth, staff at The ROC need the opportunity to assess if supports at The ROC are all that is needed for the youth at that time or if a young person might need more intensive supports."

The ROC will accept "pretty much any mental health diagnosis," according to Dallas.

"The clubhouse model in Bartow County focuses on helping young people with behavioral challenges identify those personal strengths that will help them manage those challenges more effectively," she said. "For youth struggling with substance abuse, there is a clubhouse in Rome that focuses more specifically on supporting young people with substance abuse issues."

Highland Rivers — which serves nearly 16,000 people annually and operates 28 treatment facilities across a 4,400-square-mile area of northwest Georgia that includes 12 counties — began working on the clubhouse this past summer after it "received notice of the award for The ROC," Dallas said.

"Once the contract was executed with the Georgia Department of Behavioral Health and Developmental Disabilities, Highland Rivers began working to secure the space and hire staff to support The ROC," she said.

The clubhouse model is an "internationally recognized, evidence-based model that was created as a result of mental health reform mandated by Congress in the mid-1970s," Dallas said.

"Key to the development and creation of the clubhouse model is the opportunity for members to be empowered to manage their mental health challenges and support reformation of the mental health system with a focus on self-reliance and peer support," she said. "The clubhouse model, after much research, was recognized in 2011 as a registered evidence-based practice by the Substance Abuse Mental Health Services Administration, a branch of the United States Department of Health and Human Services."

Getting the clubhouse up and running is thrilling for the staff members.

"It is so exciting for us to be bringing additional supports for youth to Bartow County," Dallas said. "In addition to The ROC, Highland Rivers is also beginning the APEX program in Bartow, which focuses on school-based mental health supports, and have recently been awarded the Garret Lee Smith Zero Suicide Grant in partnership with DBHDD. Highland Rivers is one of only three providers in Georgia to be awarded this grant, and Georgia is one of only five states awarded nationally."

To RSVP for the open house, call 770-334-8544 or email ivetteellis@highlandrivers.org.

Bartow on the Move
CBMPO Long-Range Transportation Plan ARCADIS
Drop by and learn what it takes to keep Bartow moving!
Transportation Open House
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Tuesday, January 5, 2016
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Youth Resiliency Support Clubhouse
Learn about this unique new program designed to help teens overcome mental health issues by building resiliency and life skills.
Meet program staff. Tours
THURSDAY, JANUARY 7 • 4:00 to 6:00 p.m.
The ROC Clubhouse
1 Goodyear Ave.
(former church on the corner of Goodyear Ave. and Cassville Rd.)

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USPS 146–740
Published daily Tuesday through Sunday by Cartersville Newspapers, a division of Cleveland Newspapers, 251 S. Tennessee St., Cartersville, GA 30120. Periodical Postage Paid at Cartersville, GA 30120. POSTMASTER, send all address changes to Cartersville Newspapers, 251 S. Tennessee St., Cartersville, GA 30120.

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Shawn Evans

Shawn Evans

Shawn Lee "George" Evans, age 34, passed away on Monday, Dec. 28, 2015.

Shawn was born on Aug. 16, 1981, in Belleville, Illinois, son of Steve and Karen Evans.

Shawn was an absolute outdoorsman who loved to fish, swim and ride his four-wheeler. He was employed with Morgan Corporation in Rydal, where he was a forklift driver in warehouse distribution. He is preceded in death by his grandfathers, John H. Kettler and Louis Evans; grandmother, Alice M. Kettler.

He is survived by his parents; brothers, Timothy Evans (Jennifer) and Keith Evans (Julie Ballard); sister, Christina Evans Payne (Ryan); nieces and nephews, Louise, Brian, Timothy and Daniel Evans, Alyssa Evans and Kayleigh Ballard, Kaylee, Reid, Aniston and Zeaton Payne; aunts and uncles, Betty Nowak (Steve), Wayne Evans (Katherine) and James Kettler (Jill); grandmother, Alma Evans; numerous cousins.

A Celebration of Life Service will be held at four o'clock in the afternoon on Sunday, Jan. 3, in the chapel of Owen Funeral Home with Rev. Kenny Jacobs officiating.

Visitation will be held for three hours prior to service time at Owen Funeral Home.

Please visit www.owenfunerals.com to post tributes and sign the online register.

Owen Funeral Home, 12 Collins Drive, Cartersville, has charge of the arrangements.

Anntionette Peppers

Anntionette "Toni" Peppers, 77, went home to be with her Lord and Savior on Wednesday, Dec. 30, 2015.

Toni was born on Nov. 19, 1938, in Winder, daughter of the late Truman Jones and Dru Willie Griffin Jones. Toni was a person who always wore a smile and never met a stranger. She was a true and faithful servant of the Lord and was a proud and active member of Friendship Baptist Church. She retired from Avon Products after many years, where she worked in Factory Assembly.

She is preceded in death by her husband of 46 years, Royce Peppers; grandson, Brian Young. Survivors include her daughters, Mollie Hutchison (Steve) and Nancy Bang (Sam); grandchildren, Misty Young, Sam Young (Ashley), Amanda Orr (Ryan), Scott Hutchison (Molly); great-grandchildren, Brian Young, Ryan Orr Jr., Cailyn Orr, Megan Williams, Ashley Young, Cody Young and Brett Young; brother, Austin Jones; sister, Peggy Mobley.

A Celebration of Life Service will be held at two o'clock in the afternoon on Saturday, Jan. 2, in the chapel of Owen Funeral Home with Charles Greenway officiating. Interment will immediately follow in Oak Hill Cemetery.

The family will receive friends for two hours prior to service time at Owen Funeral Home.

Please visit www.owenfunerals.com to post tributes and sign the online register.

Owen Funeral Home, 12 Collins Drive, Cartersville, has charge of the arrangements.

DISPUTE

From Page 1A

Bicyclist says motorist pointed gun at him

A man biking down Richards Road in White Thursday morning said a passing motorist pointed a gun at him.

According to the BCSO report, the man was riding along the roadway and a brown Jeep passed. He said the Jeep turned around, and when it approached, he slowed down. The biker said the driver pointed a revolver out the window at him. When the biker reached for his firearm, the Jeep sped off.

The Jeep was driven by a white male between 45 and 50 with black hair, according to the report.

CLASSES

From Page 1A

"They may go at a slower pace or the topic may be more geared to what seniors like to do on their computers or mobile devices," she said. "Generally, the seniors perform well and get the hang of it."

One new class, Internet Safety for Seniors, is being offered this quarter.

"This came about due to the many questions about Internet safety I get from seniors during the classes," Williams said.

Two popular choices, Intro to Facebook and Computer Basics, are being offered again.

"Those that come in for the Facebook class tell me they want to connect more with family that may not live here or use it as a way to keep up with grandchildren," Williams said. "Computer basics — we are so technology-driven that it is almost impossible to avoid computers. Regular tasks such as making doctors appointments are being done online. Most seniors I speak with feel that they need at least some basic skills and knowledge in this area and like the idea of learning a new hobby."

Classes, which are conducted on Fridays at 9:30 a.m., are eReaders Jan. 8, Computer Basics Jan. 15, Windows 10 Jan. 22, Intro to Word 2010 Jan. 29, Word 2010: More Formatting Feb. 5, Word 2010: Mail Merge Feb. 12, Intro to Mac Feb. 19, Intro to the Internet Feb. 26, Internet Safety for Seniors March 4, Facebook March 11 and iPad Photos March 18.

Since each student must have his or her own computer, class size is limited, and registration is required.

While classes are free, a $10 cash or check deposit is required to reserve a slot. Deposits will be refunded upon arrival in class or with a one-week cancellation notice.

Participants can register and pay their deposit in person at the library's reference desk.

For information, visit http://www.bartowlibrary.org/computers-class.php or call 770-382-4203.

CENTER

From Page 1A

in general, but due to the language barrier the Hispanic community is not aware of them.

"It is important to have a center like this in our area due to the number of Hispanics in our area. We have seen an increase, although we don't have an accurate percentage. It is important to provide them with the necessary resources for them to be able to integrate in the community successfully."

He continued, "Our vision for the center is to provide a place where Hispanics can feel at home and obtain resources they need regarding the community. We also want to be able to provide a place where nonprofits, businesses and community members can reach out to us to reach out to the Hispanic population. Our [goal] is to assist Hispanics overcome challenges so they can be all they can be. We want to offer Hispanics the tools and resources they need to achieve their fullest potential, ultimately empowering them to become self-sufficient, thrive and integrate in the community."

Along with English and Spanish classes, the Bartow Hispanic Center will provide various services and events throughout the year.

"To begin with, the center will offer English classes based on proficiency levels to assist Hispanics in the work environment," Romero said. "We will also be providing Spanish classes for business and community members interested. Those interested are required to sign up in the month of February. The classes will be available Monday-Wednesday afternoon. There will be a small fee to cover student materials. Experienced bilingual counselors will also be available on Tuesdays and Thursdays. Volunteers will be available to answer any questions through email or phone regarding services and information.

"This past year we initiated two events that will be ongoing: a soccer tournament and the Latino Health & Resources Fair. This upcoming year the soccer tournament will take place on Saturday, Aug. 6, at 8 a.m. and the Latino Health & Resource Fair will take place on Saturday, Oct. 8, at 11 a.m. More information will be provided closer to the date. The center will be open from Monday-Thursday from 10 a.m. to 7 p.m. [and] Fridays from 10 a.m. to 4:30 p.m. Partnered upcoming events are Mother Daughter Dinner [at] Rollins Child Development Center on Friday, March 25, from 6 to 8 p.m. by GA NW Cancer Coalition and Positive Parenting Program starting on Thursday, April 28, from 4:30 to 6:30 p.m. This is a nine-week program that will take place every Thursday through the end of May."

For more information about the Bartow Hispanic Center, call 678-744-4192 or visit the organization's website, http://www.bartowhispaniccenter.org, or Facebook page, https://www.facebook.com/BartowHispanicCenter.

MEETINGS CALENDAR

EUHARLEE — The Euharlee City Council will hold a regular meeting on Tuesday, Jan. 5, at 7 p.m. at Euharlee City Hall.

COMMISSIONER — The county commissioner will hold his next meeting on Jan. 6 at 10 a.m. in the Commissioner's Conference Room, 135 W. Cherokee Ave.

EMERSON — The Emerson City Council will meet on Monday, Jan. 11, at 7 p.m. at Emerson City Hall.

ADAIRSVILLE — The Adairsville City Council will hold an organizational meeting at 6 p.m. Monday, Jan. 11, at city hall.

BOARD OF ELECTIONS — The Bartow County Board of Elections and Voter Registration will meet Monday, Jan. 11, at 9:30 a.m. at the board's office, 1300 Joe Frank Harris Parkway, Cartersville. The meeting is open to the public. Inquiries should be directed to Elections Supervisor Joseph Kirk at 770-387-5098.

KINGSTON — The Kingston City Council will meet on Monday, Jan. 11, at 6 p.m. for a work session followed by a regular meeting.

BCBOE — The Bartow County Board of Education will meet on Monday, Jan. 11, at 6 p.m. at the central office.

CCBOE — The Cartersville City Board of Education will meet on Monday, Jan. 11, at 6 p.m. at the central office.

ADAIRSVILLE — The Adairsville City Council will hold a work session at 7 p.m. Tuesday, Jan. 12, at city hall.

ADAIRSVILLE — The Adairsville City Council will hold a regular meeting at 7 p.m. Thursday, Jan. 14, at city hall.

EUHARLEE — The Euharlee City Council will hold a work session on Tuesday, Jan. 19, at 7 p.m. at Euharlee City Hall.

EMERSON — The Emerson City Council will meet on Monday, Jan. 25, at 7 p.m. at Emerson City Hall.

KINGSTON — The Kingston City Council will meet on Monday, Feb. 1, at 6 p.m. for a work session followed by a regular meeting.

EUHARLEE — The Euharlee City Council will hold a work session on Tuesday, Feb. 2, at 7 p.m. at Euharlee City Hall.

COMMISSIONER — The county commissioner will hold his next meeting on Feb. 3 at 10 a.m. in the Commissioner's Conference Room, 135 W. Cherokee Ave.

EMERSON — The Emerson City Council will meet on Monday, Feb. 8, at 7 p.m. at Emerson City Hall.

ADAIRSVILLE — The Adairsville City Council will hold a work session at 7 p.m. Tuesday , Feb. 9, at city hall.

ADAIRSVILLE — The Adairsville City Council will hold a regular meeting at 7 p.m. Thursday, Feb. 11, at city hall.

EUHARLEE — The Euharlee City Council will hold a regular meeting on Tuesday, Feb. 16, at 7 p.m. at Euharlee City Hall.

EMERSON — The Emerson City Council will meet on Monday, Feb. 22, at 7 p.m. at Emerson City Hall.

EUHARLEE — The Euharlee City Council will hold a work session on Tuesday, March 1, at 7 p.m. at Euharlee City Hall.

KINGSTON — The Kingston City Council will meet on Monday, March 7, at 6 p.m. for a work session followed by a regular meeting.

ADAIRSVILLE — The Adairsville City Council will hold a work session at 7 p.m. Tuesday, March, 8, at city hall.

COMMISSIONER — The county commissioner will hold his next meeting on March 9 at 10 a.m. in the Commissioner's Conference Room, 135 W. Cherokee Ave.

ADAIRSVILLE — The Adairsville City Council will hold a regular meeting at 7 p.m. Thursday, March 10, at city hall.

EMERSON — The Emerson City Council will meet on Monday, March 14, at 7 p.m. at Emerson City Hall.

EUHARLEE — The Euharlee City Council will hold a regular meeting on Tuesday, March 15, at 7 p.m. at Euharlee City Hall.

EMERSON — The Emerson City Council will meet on Monday, March 28, at 7 p.m. at Emerson City Hall.

Bartow on the Move
CBMPO Long-Range Transportation Plan ARCADIS

Drop by and learn what it takes to keep Bartow moving!

Transportation Open House
Clarence Brown Conference Center
Tuesday, January 5, 2016
4:00 – 7:00 PM

Please join the Cartersville-Bartow MPO for a formal presentation at 5:30 PM

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Woundings above Baltimore's high homicide rate

By Juliet Linderman
Associated Press

BALTIMORE — Clifton Gerald has seven bullets in his body. His kneecap, destroyed by a gunshot wound, is plastic and he's lost feeling in his right leg and his left hand. He's got a scar bisecting his belly — a reminder of when he lost his spleen. In one shooting in 1990, he took 13 bullets to the torso. He was shot again in 2004, in both legs and in the chest.

Gerald's life was twice saved by doctors at the Shock Trauma Center at the University of Maryland Medical Center in Baltimore, one of the world's leading trauma units. When he was shot the first time, he spent 30 days in the hospital at a cost of hundreds of thousands of dollars, if not more. He is learning how to walk again, but can no longer work. Some days, he can hardly stand up.

"The bullets in me are breaking down my body, slowly but surely," he said.

At 343 homicides as of midday Thursday — the most in a single year since 1993 — 2015 has been an appalling year for bloodshed in Baltimore. But while the city's astronomical homicide rate has grabbed the biggest headlines, it is the hundreds of nonfatal shootings that really capture the magnitude of the violence that has plagued swaths of East and West Baltimore for decades.

There were 637 nonfatal shootings this year, up 72 percent from last year's 370. Some victims were gunned down in broad daylight; a 9-year-old girl playing on an East Baltimore porch one fall afternoon caught a bullet meant for somebody else. Some walked out of Baltimore's three certified trauma hospitals; others left in wheelchairs.

Between January and November, Shock Trauma treated 412 gunshot wound victims, 322 of whom survived.

Some are disabled, according to Physician-In-Chief Thomas Scalea. All live with pain. As for the economic cost, surgery alone for a gunshot wound costs an average of $112,000, Scalea said.

A bullet tears through flesh like a high-energy missile. Once inside the body it can travel, shredding internal organs and splintering bone in places far from the puncture site, Scalea said. Spinal cord injuries from gunshot wounds are common; some perpetrators intentionally shoot to paralyze, not kill.

For many of the wounded, survival is just the beginning of a lifelong struggle.

"If you're a quadriplegic and we save your life, that's great — sort of," Scalea said. "But your life is irrevocably changed now."

The lifetime cost of caring for a paraplegic who is injured at 25 is more than $2 million; for a quadriplegic, it's more than $4 million, according to the National Spinal Cord Injury Database.

In Baltimore, where the majority of residents living in the most violent neighborhoods are poor and have no insurance, taxpayers are the ones who bear the brunt of the costs.

"Everyone pays," Scalea said. "Insurance rates go up to cover uninsured care. That's a direct cost to society. Then, there's years of productive life lost if they can't work. These men are 20 years old and they're disabled for the rest of their lives."

For the wounded, physical pain is only a small part of the anguish that comes with being shot. Their identities and futures are forever altered, as are the lives of their families and the structure of their communities.

"Families are affected because mom or dad can't work," Scalea said. "The children watched the violence and now they have PTSD," or post-traumatic stress disorder. "The kids sleep on the floor because they're afraid they'll get shot if they sleep on the bed. There's an inordinate cost to growing up like that."

Gerald is keenly aware of how drastically his life has changed for the worse.

"It's real depression," he said. "It's isolation. I don't want to be around people because I'm in so much pain. I don't feel whole as a man, a father, a grandfather. I go through days when I cry. It's a miserable feeling being in my condition trying to live a normal life."

Exposure to wounds — visual manifestations of carnage — harms children growing up in areas where homicides have become routine, according to Dante Barksdale, outreach coordinator for Baltimore's Safe Streets program.

"Every corner has one: A guy in a wheelchair, or several guys on the corner with a slit up the middle of their stomach where their internal organs were hit with bullets," he said. "For some it's a medal of honor. They'll say, 'I've got battle scars.' They'll say, 'I've been through a war.' But those scars demoralize a community. You have kids seeing those scars in a positive light. There is always someone who will buy in. It perpetuates the violence, make no mistake."

PATRICK SEMANSKY/AP

IClifton Gerald displays a scar from an operation that saved his life after he was shot in Baltimore. 2015 has been an appalling year for bloodshed in Baltimore. But while the city's astronomical homicide rate has grabbed the biggest headlines, it is the hundreds of nonfatal shootings that really capture the magnitude of the violence that has plagued swaths of East and West Baltimore for decades.

A lack of educational opportunities, systemic disenfranchisement, crippling poverty, inadequate housing and a rampant drug trade create the ideal conditions for such violence, Barksdale noted.

Gerald grew up in the former George B. Murphy Homes in West Baltimore, where gunshots were a way of life. "You either adapt to your surroundings," he said, "or you become a victim yourself."

"Growing up, the way I was taught, I'd rather be judged by 12 than carried by six any day."

But now, having spent time in prison for an attempted-murder charge and struggling to heal from crippling physical and mental wounds, he thinks differently.

"The way I was taught was wrong," he said. "I was lied to."

Recently, Gerald got involved with a youth program focused on gang-affiliated teens. He says he spends his time trying to save others from injury or death on the streets.

When asked how many times he's picked up a gun and inflicted injuries like his own on others, he paused before responding, "Four or five."

"If I knew then what I know now," he said, "I never would have touched that gun."

Life in prison: A look at an inmate's first impressions

By Kate Brumback
Associated Press

JACKSON — They arrive by the busload each Tuesday and Thursday, dozens of new inmates entering Georgia's prison system. Most stay only a week or two. But for those sentenced to die, this is their last stop.

The Georgia Diagnostic and Classification Prison in Jackson, the state's biggest, houses about 2,100 male inmates on a wooded, 900-acre campus about 50 miles south of Atlanta. A warden and three deputy wardens oversee more than 600 employees.

Most inmates stay just long enough to determine which of the state's 31 prisons is the best fit. A couple hundred are processed in or out any given Tuesday or Thursday in a hectic scene as off-white buses with red accents pack the transfer yard.

"I'm always amazed that we always seem to put the right inmate on the right bus and he ends up at the right facility," prison Warden Bruce Chatman said as he led an Associated Press reporter and photographer behind the prison walls.

About 250 low- or medium-security offenders serve their sentences here, providing labor that keeps the prison running. Nearly 200 of the state's most problematic inmates are kept in a high-security area, though many are eventually moved.

On death row, however, the only hope of leaving is a new or commuted sentence or exoneration.

—-

When inmates arrive, their possessions are inventoried. Then they shower and don white jumpsuits. They sit in barber chairs while permanent inmates give them close haircuts, then pose for an ID photo.

Guards immediately work to instill order and discipline. Even the newest arrivals — some still dripping from showers and others mid-haircut — know what to do when the warden appears with guests.

DAVID GOLDMAN/AP

Prisoner Ricky Wheat looks out from his cell at the Georgia Diagnostic and Classification Prison Tuesday in Jackson. Inside the prison it's loud and busy. Heavy metal gates clank open and shut. Inmates shuffle in single-file lines, guided by just a few guards. Chatter, shouts and the crackling of radios echo with nothing soft in sight to absorb the sound.

"Sir, good morning, sir. Ma'am, good morning, ma'am," they shout in unison following a guard's prompt.

Clean, shorn and photographed, they're led to a sorting area ringed by small offices where counselors and medical professionals interview the new arrivals to determine where they belong.

Some are nervous and quiet, this being their first trip. Others know the routine and sometimes cause trouble.

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The cinderblock walls in the hallways in the main part of the prison are painted drab shades of gray and beige. The linoleum floors have been buffed to an impressive shine by inmate laborers, and a faint smell of cleaning chemicals lingers in the air. Murals painted by inmates provide splashes of color, many serving as reminders of their right to not be sexually assaulted.

It's loud and busy. Heavy metal gates clank open and shut. Inmates shuffle in single-file lines, guided by just a few guards. Chatter, shouts and the crackling of radios echo with nothing soft in sight to absorb the sound.

When visitors approach, inmates in the hallways turn their backs and stand close to the walls. That makes it easy for guards to spot a guy who steps out of line.

—-

The Special Management Unit, known as high-max, houses the most violent inmates. They include those known to cause problems even before their convictions, like notorious Atlanta courthouse shooter Brian Nichols. Others caused trouble elsewhere — about three dozen have killed another inmate.

In contrast to the noisy bustle of the main prison building, the hallways here are eerily quiet. Inmates can leave their cells only five hours a week, under the supervision of guards with their wrists and ankles shackled.

Face-to-face interaction is rare. Some play chess, keeping boards in their cells and shouting moves back and forth.

The cells are only 7 by 13 1/2 feet, and inmates can't see out unless guards slide back a metal cover over the grated opening on the door. Meals slide through an opening like a mail slot.

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Transportation Open House Tuesday, January 5, 2016

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Cc: "Sills, Tom" <sillst@bartowga.org>, tcaiafa@dot.ga.gov, kcarson@adairsvillega.net, andrew.edwards@fhwa.dot.gov, tamara.christion@dot.gov, taylors@bartowga.org, olsonp@bartowga.org, mcmillanl@bartowga.org, dthayer@euharlee.com, apallone@emersoncityhall.com, sgrove@cityofcartersville.org, msantini@cityofcartersville.org, rmannino@cityofcartersville.org, kmcburnett@emersoncityhall.com, sillst@bartowga.org, whortonb@bartowga.org, lcastro@adairsvillega.net, jmeadows@nwgrc.org, amcgill@dot.ga.gov, grayr@bartowga.org, martinw@bartowga.org, kiserl@bartowga.org, dudleyw@bartowga.org, pmadison@adairsvillega.net, wwilson@cityofcartersville.org, tsullivan@euharlee.com, cmarsh@dot.ga.gov, rmannino@cityofcartersville.org, kmote@dot.ga.gov, theath@emersoncityhall.com, dcomer@dot.ga.gov, tamara.christion@dot.gov, sillst@bartowga.org, whortonb@bartowga.org, gilreathv@bartowga.org, cjones@nwgrc.org, tsanders@cityofcartersville.org, tcaiafa@dot.ga.gov, jmeadows@nwgrc.org, jody.elrod@bartow.k12.ga.us, amcgill@dot.ga.gov

Attachments: Display Ad.docx (100.9 kB);

Good Afternoon All,

The Cartersville-Bartow Metropolitan Planning Organization will be having a Transportation Open House on Tuesday, January 5, 2016 from 4:00 p.m. to 7:00 p.m. We invite everyone to join us for a formal presentation at 5:30 p.m. Further CBMPO information can be found at http://www.bartowga.org/departments/community_development/mpo/index.php.

Have a great day!

Brooke Whorton
Administrative Technician,
Bartow County Community Development 135 W. Cherokee Ave, Suite 124
Cartersville, GA 30120
p. 770-387-5007
f. 770-387-5644

Meeting Summary

What: Public Open House for the Long Range Transportation Plan (LRTP)
When: Tuesday, January 5, 2016 4pm-7pm
Where: Clarence Brown Conference Center, Cartersville, GA
Who: All attendees names are included on the sign-in sheets

Display boards were placed around the room depicting the following:

- What is a MPO?
- What is a LRTP? What is a TIP?
- LRTP Goals
- Where are we in the process?
- LRTP Costs and Revenue Sources
- Map of the planned transportation projects in Bartow County
- Zoomed in map of the planned transportation projects in the Cartersville area

Attendees were welcomed and encouraged to check out the display boards and ask questions to MPO staff and Arcadis consultant staff present.

Door prizes were given away by the MPO for area transportation related businesses to show appreciation for those who attended.

A 30 minute PowerPoint presentation was given to discuss the MPO, the LRTP, the process and evaluation procedures, and highlight some of the major transportation projects. A question was asked after the presentation regarding the traffic study for the Avatron development. Arcadis executed the traffic study using annual visitor estimates provided by the developer and distributing that traffic throughout the days of the year and hours of the day accordingly.

Comment cards were provided to meeting participants. Two comment cards were received at the meeting. Comments included:

- All questions were answered. Very informative.
- Concerned with safety at entrance to I-75 South and 411 Highway. Merge lane not safe for school buses.

Cartersville-Bartow County
Metropolitan Planning Organization

Long-Range Regional Transportation Plan
Comment Form

For Bartow County and the Cities of Adairsville, Emerson, Euharlee, Kingston, Taylorsville & White

Please provide your comments below on the draft Cartersville-Bartow MPO Long-Range Transportation Plan and associated FY 2016-2019 Transportation Improvement program.

Concerned with safety at entrance I-75 south + 411 highway. Merge lane not safe for school buses

Leamon + Jean Hollaran
JeLe8863@gmail.com

Contact Information

Cartersville-Bartow MPO
Tom Sills, Transportation Planner
135 West Cherokee Avenue
Cartersville, GA 30120
1st Floor – Suite 124

mpo@bartowga.org

Phone: 770-387-5067

Cartersville-Bartow County
Metropolitan Planning Organization

Long-Range Regional Transportation Plan
Comment Form

For Bartow County and the Cities of Adairsville, Emerson, Euharlee, Kingston, Taylorsville & White

Please provide your comments below on the draft Cartersville-Bartow MPO Long-Range Transportation Plan and associated FY 2016-2019 Transportation Improvement program.

All questions were answered
Very Informative
Thank you -

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Cartersville-Bartow County
Metropolitan Planning Organization

Long-Range Regional Transportation Plan

Public Meeting Sign-In

January 5, 2016

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January 5, 2016

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