ROME-FLOYD COUNTY

2055 METROPOLITAN TRANSPORTATION PLAN

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Adoption Resolution

Placeholder for Scan of

Signed Adoption Resolution

Acknowledgements

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- RFMPO Technical Coordinating Committee
- RFMPO Policy Committee
- Federal, State, and Local Partners
- Floyd County Residents
- City of Rome and Floyd County Planning, Engineering, Public Works, Police, Fire, Economic Development, and Municipal Management staff
- Metropolitan Transportation Plan Consultant Team from High Street Consulting Group

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Introduction

The Rome-Floyd region is home to a thriving community and a growing economy. Since the 1980 census, the Rome-Floyd area has been designated as an "Urban Area" with more than 50,000 residents (the current areas covered by the census-defined urban area and by the cities of Rome and Cave Spring are shown in **Figure 1**). As the area develops, thoughtful and forward-thinking transportation planning is essential to ensure the region's transportation system can meet the needs of residents and visitors. The Rome-Floyd Metropolitan Transportation Plan (MTP) is a comprehensive, long-range strategy designed to guide transportation investment and policy for the region over the next 30 years.

This plan was developed by the Rome-Floyd Metropolitan Planning Organization (RFMPO), which is responsible for all of Floyd County and operated by the Rome-Floyd Planning Department. An MPO is a type of organization established by federal law to facilitate transportation planning and decision-making at a regional scale across multiple jurisdictions. MPOs bring together local governments, transit agencies, state departments of transportation (DOTs), and the public to identify the community's needs and priorities. MPOs then create plans and guide the investment of state and federal funding to help achieve the community's goals.

In accordance with federal requirements established by the Federal-Aid Highway Act of 1962, this plan outlines RFMPO transportation goals and recommends strategies to achieve them, based on the results of public and stakeholder outreach as well as technical analysis of region's existing systems. The findings from these analyses are used to support project prioritization decisions, and the recommended strategies will inform future policy and operational decisions, guiding transportation throughout the region.

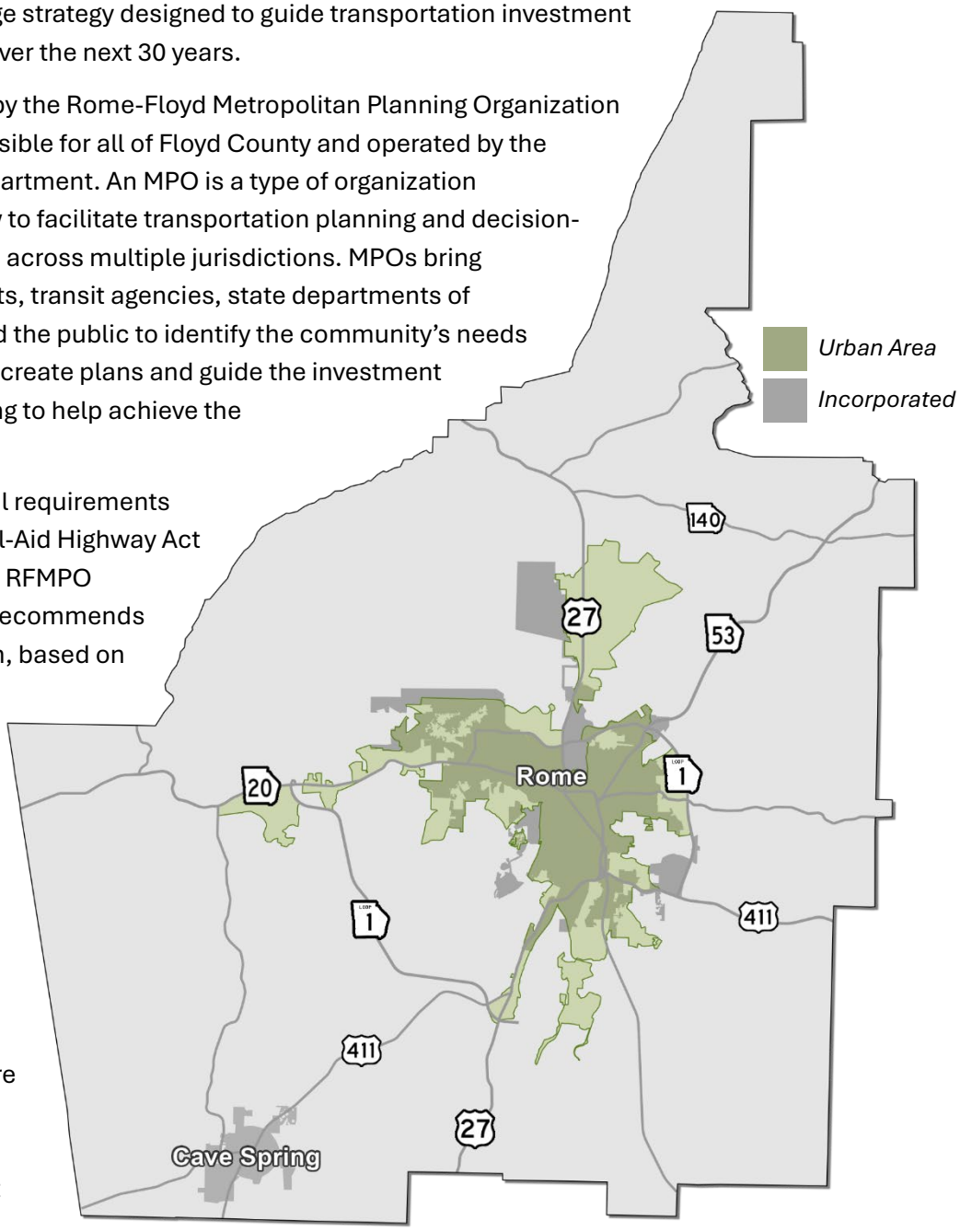


Figure 1. City and urban area boundaries in the Rome-Floyd MPO

Recent Planning Efforts

The development of this plan builds on several previous local, regional, and statewide planning efforts, ranging from long-range transportation plans to corridor studies, trail plans, redevelopment initiatives, and county comprehensive plans. Collectively, these plans reflect a community vision focused on topics such as safety, connectivity, economic vitality, accessibility, and stewardship. Key plans that inform and support this MTP include the following:

Rome-Floyd 2050 MTP (Updated 2021)

The most recent MTP update identified regional transportation needs through public engagement, technical analysis, and performance-based planning. It established goals centered on system efficiency, safety, and responsible investment; documented multimodal system conditions; and outlined strategies to improve connectivity.

Rome-Floyd-Cave Spring Comprehensive Plan (Updated 2024)

This countywide comprehensive plan identified transportation as a critical component of community health, economic development, and accessibility. It emphasized improved connectivity between rural and urban areas, multimodal access to key destinations, and coordination with regional transportation initiatives. Its land-use guidance reinforces the importance of focusing transportation investment in identified growth areas while preserving rural character elsewhere.

Rome–Floyd County Trail Facilities Plan (2008) and Bicycle, Pedestrian & Trail Master Plan (2015)

These plans form the community's core framework for non-motorized transportation. The 2008 Trail Facilities Plan catalogs the existing trail system and sets forth design standards, connectivity priorities, and a long-term vision for an integrated trail network. The 2015 Bicycle, Pedestrian & Trail Master Plan expands upon this vision by establishing targets for new bikeways and trails, recommending a comprehensive network of on-street and off-street facilities, and proposing policy programs such as Complete Streets, wayfinding, safety education, and Safe Routes to School.

Rome-Floyd Freight Plan (2024)

The Rome-Floyd Freight Plan established the region's first comprehensive strategic for improving freight mobility while protecting community well-being and environmental resources. It analyzed existing conditions across freight modes and identified a Priority Freight Network to guide investment.

Where Do We Want To Be?

Planning transportation investments over the next 20-30 years is complicated. The region's roadways, sidewalks, trails, and public transit serve tens of thousands of people each day; the need for transportation is driven by a wide range of social and economic forces, and the future is unknown. Still, the time required to create plans, design infrastructure, secure funding, and complete construction means that leaders need to create policies and select projects before it's too late to make a difference. These decisions must balance many priorities, some of which directly conflict with each other, while also considering the limited resources available to the community.

All of this requires a solid understanding of what the community wants. Based on community input and collaboration between MPO staff and local decision-makers, this plan's strategic framework defines the community's goals, objectives, and measures of progress that will help guide the region towards a shared vision of the future.

Stakeholder and Public Input

The MPO team engaged community members, transportation professionals, and local officials to reflect a diverse range of perspectives and priorities, ensuring that the resulting goals and objectives are both relevant to the community and achievable given available resources. Public input for the MTP was gathered throughout the planning process, primarily through a series of in-person meetings and an online survey.

In-Person Engagement

On April 15, 2025, the Rome-Floyd MPO convened a joint stakeholder meeting that brought together representatives from local agencies to discuss transportation issues and review a draft of the strategic framework. Discussion during the meeting focused on identifying regional needs and gathering feedback on how transportation planning could better support community goals.

The MPO also hosted a public open house on the evening of April 15, 2025, at City Hall in downtown Rome that was through social media, local newspapers, and radio advertisements.

Transportation Preference Survey

In addition to the in-person feedback opportunities, the MPO team conducted a public survey to gather feedback from a wider range of stakeholders. The survey was conducted in March and April of 2025 and received 160 responses. It included four main sections:

- An opportunity to rank 8 transportation topics by importance,
- A map to mark the location of specific issues (results shown on the next page),
- An open response to provide input on transportation in the region, and
- A set of optional demographic questions.

See **Appendix A: Public Survey** for a reproduction of the survey and details of the results.

Stakeholders and public feedback highlighted that traffic congestion, safety, and infrastructure deterioration are widespread concerns, especially along major corridors like Turner McCall Blvd and Shorter Avenue, where respondents felt that poor signal design, limited crossings, and rapid development contribute to unreliable travel and frequent collisions.

Public transit and active transportation options were seen as insufficient and unreliable, disproportionately affecting vulnerable populations and discouraging non-motorized travel, prompting calls for expanded, ADA-compliant infrastructure and diverse transit modes. Several people identified locations around places like schools and retirement homes where a lack of safe and well-maintained sidewalks and pedestrian access severely limited personal independence and community participation.

Many also felt that regional growth has outpaced transportation capacity, strained key routes, and required more coordination between land use and mobility planning. While this may be exacerbated by Georgia DOT projects occurring at the time of the survey, but the issue of accessibility through Rome has been a reoccurring theme in public outreach for several years.

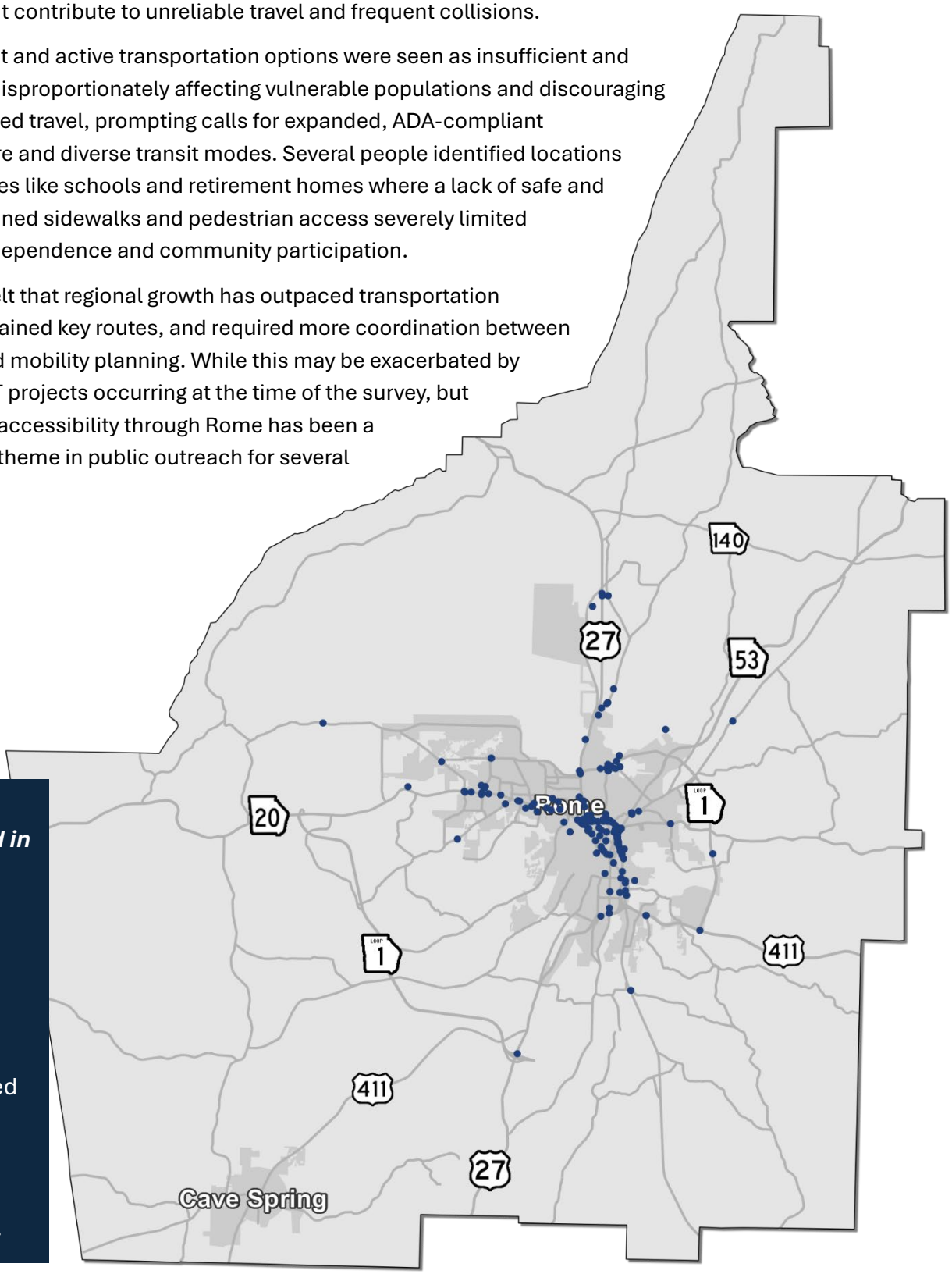


Figure 2. Map of locations identified in the Transportation Preference Survey

Locations were clustered around central corridors in the City of Rome, highlighting the need for more options to traverse the region without traveling through downtown.

Strategic Framework

The strategic framework has three parts: a vision statement, goal areas, and objectives.

- **Vision Statement.** A broad, aspirational description of what the community wants to achieve in the long term.
- **Goal Areas.** Based on the vision, the framework identifies categories that reflect the most important themes in community values and needs, help organize related recommendations, and guide decision-making towards outcomes that best serve community interests.
- **Objectives.** Within each goal area, these describe specific, measurable outcomes that support progress towards the goal. They are typically accompanied by performance measures that organizations can use to evaluate options when making decisions.

The Rome-Floyd MPO's Vision Statement

We envision a transportation system that is not only efficient, safe, and responsible, but also supportive of the region's character and aspirations. By prioritizing these objectives, we will remain a vibrant, connected community—a place offering diverse opportunities while encouraging a robust local economy and preserving its natural environment.

RFMPO Goal Areas

Efficiency	Safety	Responsibility
Foster a seamless, connected transportation network through strategic planning, efficient resource use, and proactive system management that reduces redundancies and maximizes community benefit.	Prioritize and implement measures to reduce risks, prevent accidents, and ensure the protection of all users across the transportation network.	Conscientiously manage financial assets, social fabric, and natural resources to prioritize current regional needs without compromising the well-being of future generations.

The next section contains objectives for each goal area as well as their associated performance measures. These establish RFMPO's basis for gathering information to evaluate overall progress towards the region's transportation goals, and other partner organizations can use them to support interagency alignment in improving quality of life for the entire region.

Efficiency Objectives

Effective Resource Planning

Effective resource planning means anticipating needs so that work and money are not duplicated unnecessarily. For example, avoiding resurfacing before major utility work. By effectively organizing project schedules, decision-makers can maximize investments and reduce disruptions.

Performance Measures: percentage of projects completed on schedule; dollars spent, and dollars spent per unit for various project types (e.g., sidewalk construction, road repaving, etc.).

Connectivity

Connectivity focuses on creating links to destinations inside and outside the region, despite natural and community barriers. Natural barriers include rivers as well as other wildlife management and preserve areas. Community barriers include cultural sites, historic buildings, and other defining features of the community's view of the region. This objective emphasizes connecting key areas to ensure that the transportation network serves its users effectively.

Performance Measures: average segment travel time; accessible points of interest within a given travel time, by mode; surveyed user satisfaction.

Optimizing Public Property

Optimizing the use of publicly owned spaces ensures they are used effectively for all modes of travel and for other community uses. Prioritizing access and accommodating diverse transportation needs can maximize the benefits of these public assets for the community and public agencies. Specific examples might include implementing bike lanes, pedestrian pathways, transit in existing corridors, or leasing under-used parking for other uses.

Performance Measures: area of acquired / sold / repurposed ROW; percent of ROW in use.

Accessibility

Improving accessibility means reducing the distance and/or time people must travel by strategically locating destinations closer to origins, increasing the number or quality of connections, and minimizing the impact of these changes on the community. This objective could entail designing compact neighborhoods, expanding mixed-use developments, or improving facilities for traveling without a car.

Performance Measures: average travel times by community and mode; non-Single Occupancy Vehicle mode share; total area of parcels with both residential and commercial use.

Operational Efficiency

Operational efficiency emphasizes the reliability of daily transportation services and enhancing infrastructure performance. This objective could include adopting smart traffic management systems, optimizing public transportation schedules, and maintaining roads and bridges before they deteriorate significantly. By minimizing delays and improving service reliability, the transportation network becomes more effective in meeting users' needs.

Performance Measures: per capita annual and average delay time; maintenance backlog cost; transit on-time performance.

Safety Objectives

Designing for Safety

Better infrastructure design can help make transportation spaces safer. This objective aims to fix problems like blocked views for drivers, lack of safe walking areas, and areas that often flood. Smart changes in these areas help prevent accidents and make transportation safer for everyone, especially people who are more at risk.

Performance Measures: fatalities and serious injuries divided by total annual distance traveled, by mode; percentage of pedestrian and cyclist paths that are protected; number of intersections with insufficient sight distances; safety incidents involving large trucks; annual flooding incidents at transportation facilities.

Supporting Safe Behaviors

Minimizing risky or dangerous behavior, such as distracted or impaired driving, is essential to improving safety. This objective can be supported by education campaigns and infrastructure upgrades. For example, behavior change approaches, speed reduction measures, and public awareness programs can encourage safer habits for drivers, cyclists, and pedestrians.

Performance Measures: accident rates by user behavior type; effectiveness of educational campaigns; average speeds in high-risk zones; near misses at high-risk intersections; rate of police stops for phone use.

Public Perception of Safety

Making sure that transportation not only is safe but also feels safe is another important step to improve the transportation system. Vulnerable users (e.g., pedestrians, cyclists, and new or aging drivers) benefit from designs that help them feel safer, including good lighting, visible public staff, and improved visibility. These actions foster confidence in the use of such facilities and contribute to overall safety.

Performance Measures: user satisfaction surveys on safety perception; total miles of facilities with enhanced lighting; total on-duty hours of public safety staff.

Responsibility Objectives

Fiscally Conservative

Keeping costs down allows the community to enjoy the maximum return on its transportation investments. Prioritizing the implementation of best practices in project planning ensures cost-effectiveness and long-term sustainability. Likewise, promoting transportation modes and development patterns that are more efficient helps optimize investments and reduce overall costs. By addressing these areas, the region can work to minimize costs for public agencies, local businesses, individual users, and the transportation system itself.

Performance Measures: annual maintenance and preservation expenditures; total cost of remaining maintenance and preservation needs at the end of the fiscal year; workforce accessibility indices by mode and industry.

Environmental Stewardship

Transportation planning must also reflect a commitment to preserving natural environments by keeping transportation by-products, such as noise and polluted runoff, out of natural areas. This can involve encouraging public transit and active transportation usage to reduce pollutants or infrastructure solutions such as vegetated filter strips or permeable pavements that keep pollution away from natural resources. Equally important is improving community access to natural resources, ensuring that residents can enjoy and benefit from the region's environmental assets.

Performance Measures: estimated pollution levels in conservation areas; total miles of trails connecting urban and natural spaces; percentage of transportation facilities with runoff management systems.

Community Connections

Supporting access to community, recreation, and economic opportunities for all groups is essential to fostering a thriving and inclusive region. Transportation systems can ensure everyone has access to critical resources, regardless of income, age, ability, or background. By integrating comprehensive and inclusive strategies, planners can build stronger connections across the community.

Performance Measures: accessibility indices for underserved populations (e.g., low income, elderly, etc.); total new transit routes serving low-income areas; percentage of recreational facilities within a 15-minute travel time by any mode.

Where Are We Now?

To reach the goals and objectives outlined in the strategic framework, the MPO must first have a clear understanding of the current transportation conditions to identify where it is succeeding and where improvements are needed. To build this understanding, the MPO team conducted an analysis of the region's population, geography, and transportation network, providing a comprehensive overview of the current state of transportation in the region.

Community Identification

The Rome-Floyd region is home to a vibrant and diverse population with a variety of transportation needs. Understanding how these needs evolve and interact requires close attention to demographic trends, with particular focus on areas that have historically faced disadvantages. To better serve these communities and to meet federal requirements, the MPO identified seven "disadvantaged communities" within the region:

- Elderly Populations 65 and Older
- Households with No Vehicles
- Households in Poverty
- ALICE Residents
    - Residents who meet the United Way's ALICE definition (Asset Limited, Income Constrained, Employed) i.e., those who are not in poverty but still cannot consistently make ends meet.
- Households with at least One Person with a Disability
- Census Block Groups by Concentration of Non-White Residents
- Census Block Groups by Concentration of Hispanic Residents

Integrating considerations for these communities in transportation decision-making will increase their ability to participate in the regional economy and community while also increasing options and decreasing costs for the rest of the region's population.

Figure 2 shows how the size of these groups has changed over time, as a share of the region's total population. Based on these trends, the MPO team combined several of these groups into four population groups for use in the regional accessibility analysis:

- Residential Population
- Regional Workforce
- Economically Disadvantaged Residents
- Ability-Disadvantaged Residents

Proactively considering these groups in the planning process will ensure the final recommendations of the MTP benefit the entire community. This section includes maps and discussion of a variety of population trends in the region, with a particular focus on the identified disadvantaged communities.

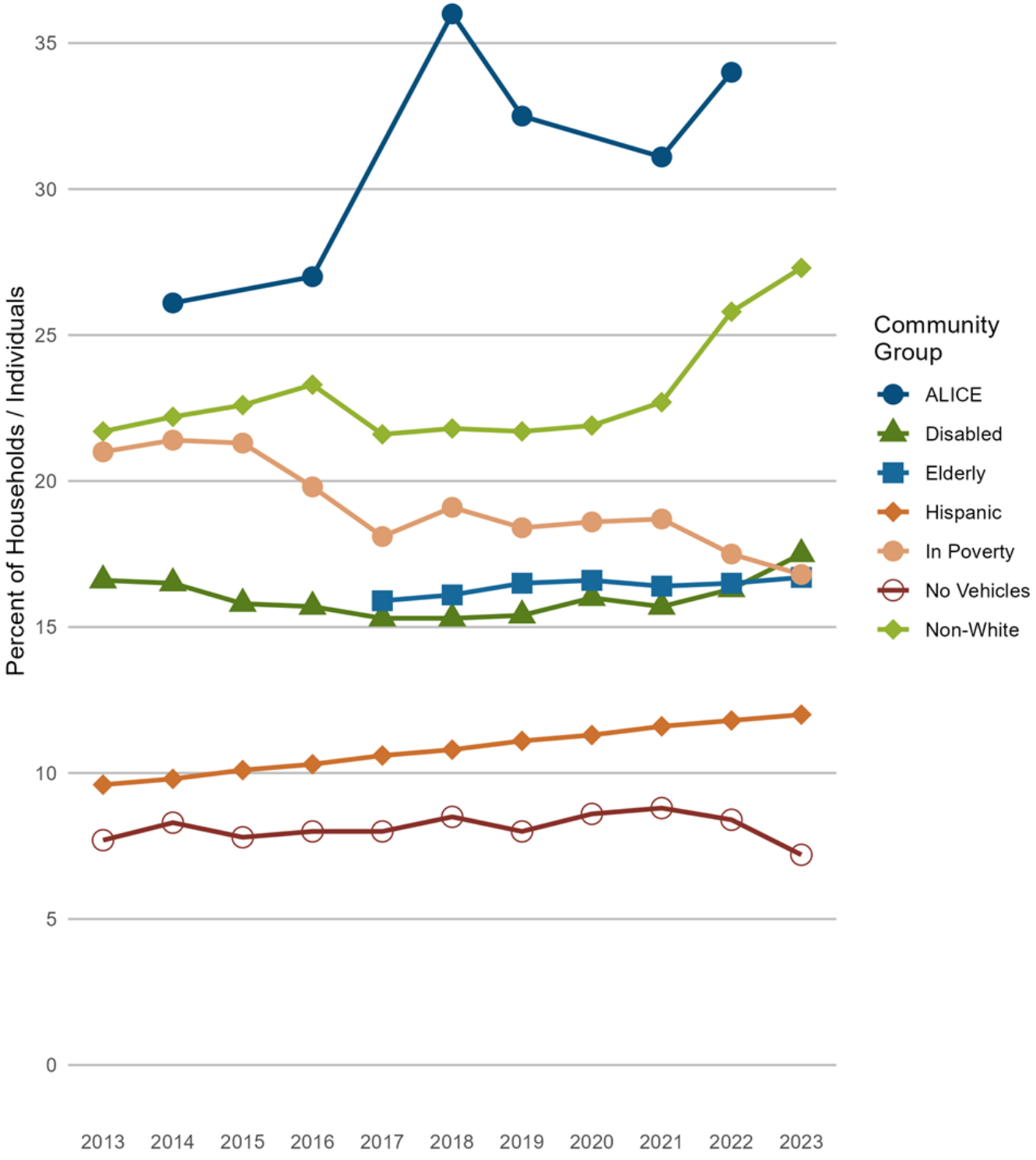


Figure 3. Percent of regional population represented by each community group over time, 2013-2023 (US Census Bureau, United Way)

Residential Population

In 2020 the population of Floyd County was 98,588, with 37,713 (38%) of these people living in the City of Rome, see the map by census block in **Figure 3**. The Georgia Governor's Office of Planning and Budget expects the county population to grow to roughly 108,060 by 2055, a 9.6% increase over 35 years. Most of the county population lives in unincorporated areas of the county, but the highest concentration and density of the population is in western and central Rome.

For the Regional Travel Demand Model used to evaluate future vehicular traffic along major roadways, the new apartment complex at North 4th Avenue SW and West 3rd Street was taken into account.

Distributing residents to census blocks, traffic analysis zones, and individual parcels allows transportation planning to identify locations that have high accessibility to various points of interest for the region.

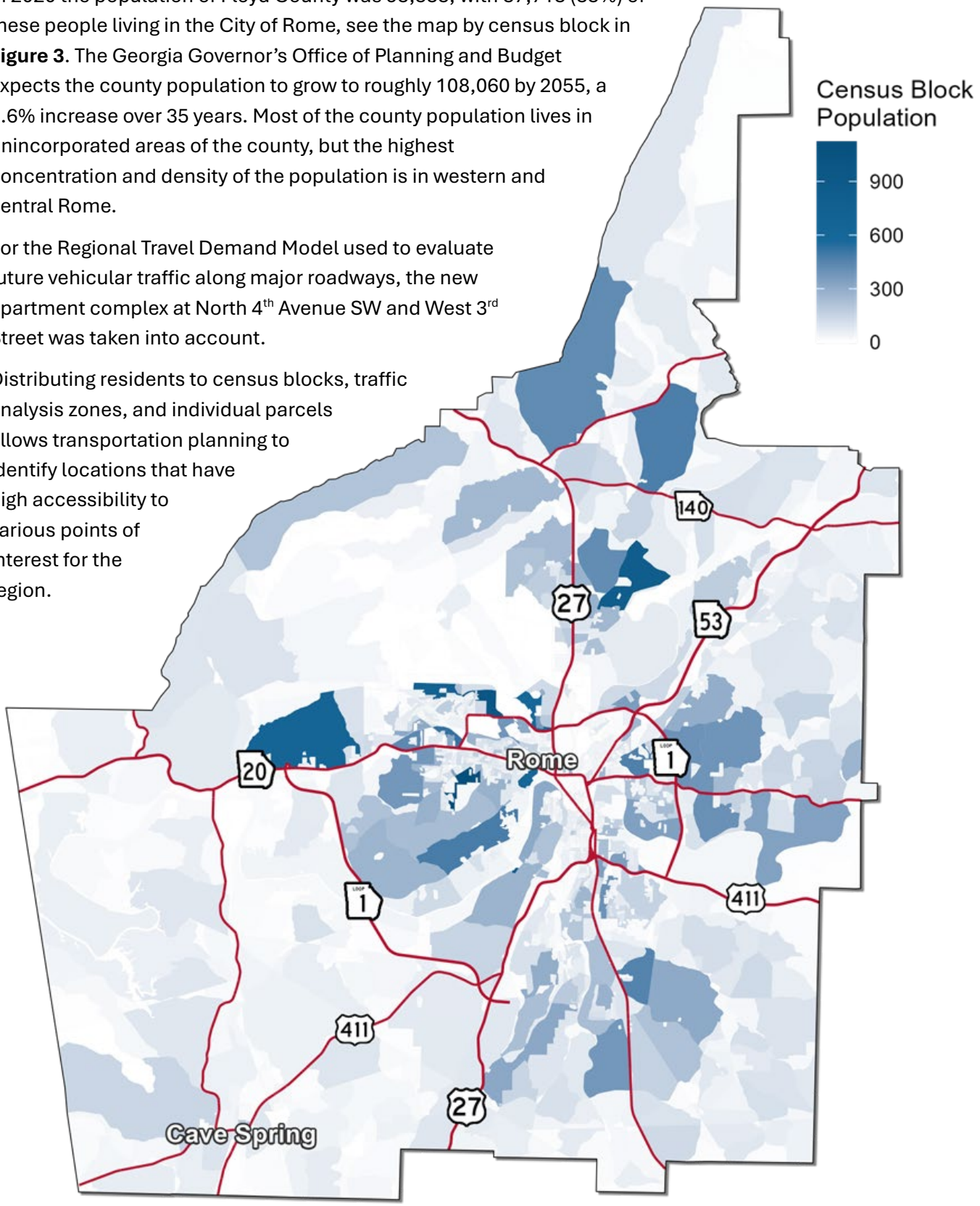


Figure 4. Population by census block, 2020 (US Census Bureau)

Workers

According to the Census Bureau, there were 42,202 workers in the region in 2022. These workers typically live along major roadways and near population centers, as shown in **Figure 4**. Also in 2022, there were 39,690 jobs in Floyd County. These workplaces of workers living inside and outside the region are even more concentrated, with half of all employment occurring in less than half a percent (0.43%) of the region's total area.

Connections between homes and employment are a key function of the transportation system. Improving this connectivity for the entire region will reduce household costs, make the region more attractive to potential employers, and increase residents' ability to participate in the regional economy.

Additionally, evaluating accessibility allows for transportation to better coordinate with land use to bring residents and employment closer to each other while protecting them from nuisances.

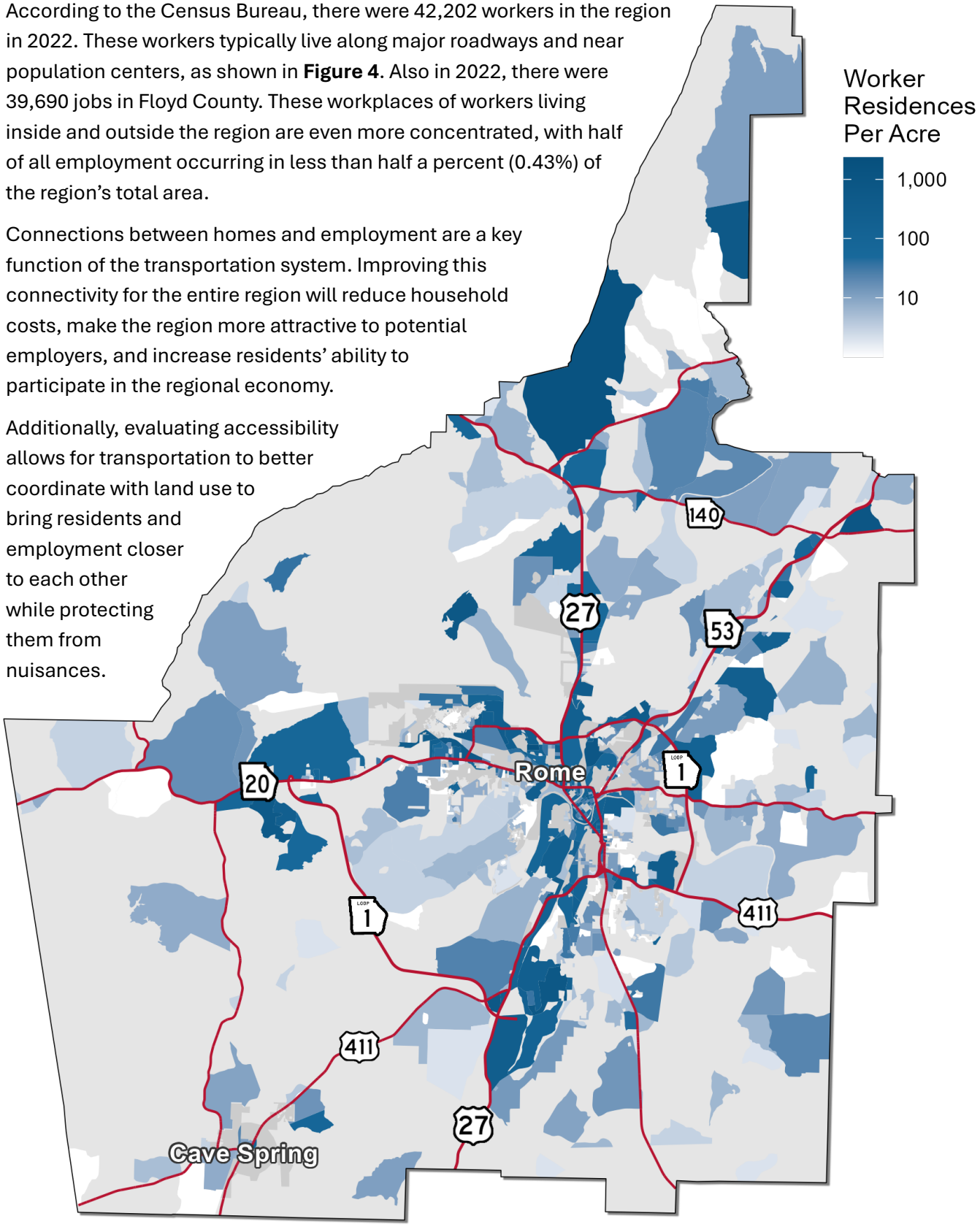


Figure 5. Worker residence per acre, 2022 (US Census Bureau LEHD LODES)

Economically Disadvantaged Residents

Economically disadvantaged residents are estimated as the percent of households without a personal vehicle plus the average of 1) the percent of residents considered in poverty and 2) the percent of non-white residents, see **Figure 5**. This population is more densely gathered in and around the City of Rome, aligning with the Federal Opportunity Zones. In many cases, the Federal and State governments encourage local investment in Opportunity Zones by reducing the required local contribution. This increases the impact of investments in an area that, as is discussed later in this plan, is a key connection for much of the region.

Additionally, expanding options for transportation modes beyond private motor vehicles not only greatly reduces the cost of living for lower-income residents but it also reduces cost of living for the entire region, reduces traffic congestion, and increases accessibility for ability-disadvantaged residents.

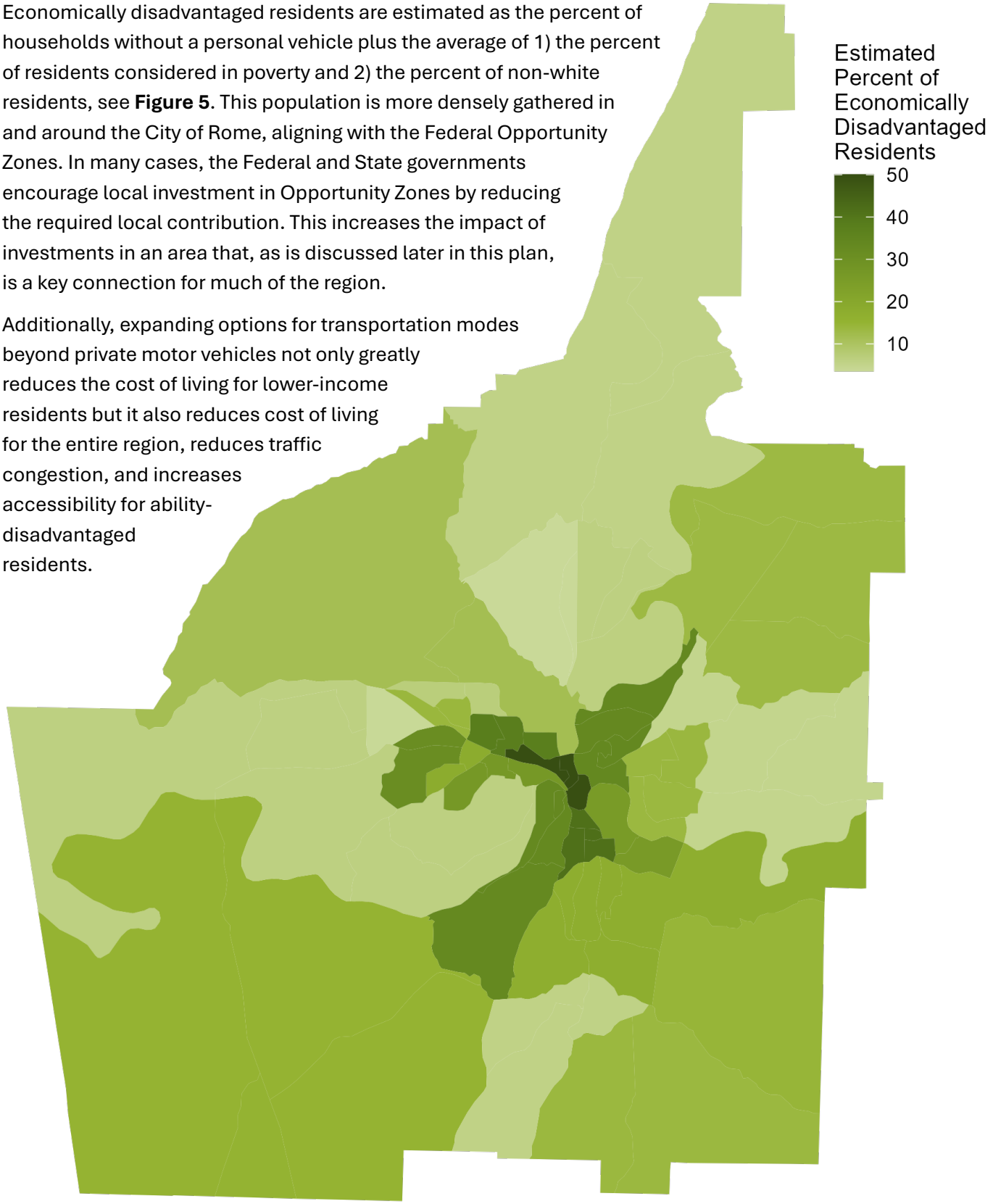


Figure 6. Estimated share of economically-disadvantaged residents by census tract, 2020 (US Census Bureau)

Ability-Disadvantaged Residents

Ability-disadvantaged residents are estimated as the share of the population with a disability, under the age of 16, or over the age of 70. These groups benefit greatly from increased options for transportation that do not require personal vehicles, providing them with greater independence and freeing up other members of those households to engage in other community or economic activities.

Just as with economically-disadvantaged residents, improving access to transportation modes that do not require users to operate a motor vehicle expands these individuals' ability to interact with their communities and the regional economy. In turn, it also reduces burdens of time and expense on other members of the community. Parents no longer have to transport children all over town. People will need to shuttle elderly friends and relatives to the doctor less. Disabled residents will be less dependent on others for a full and rich life on their own.

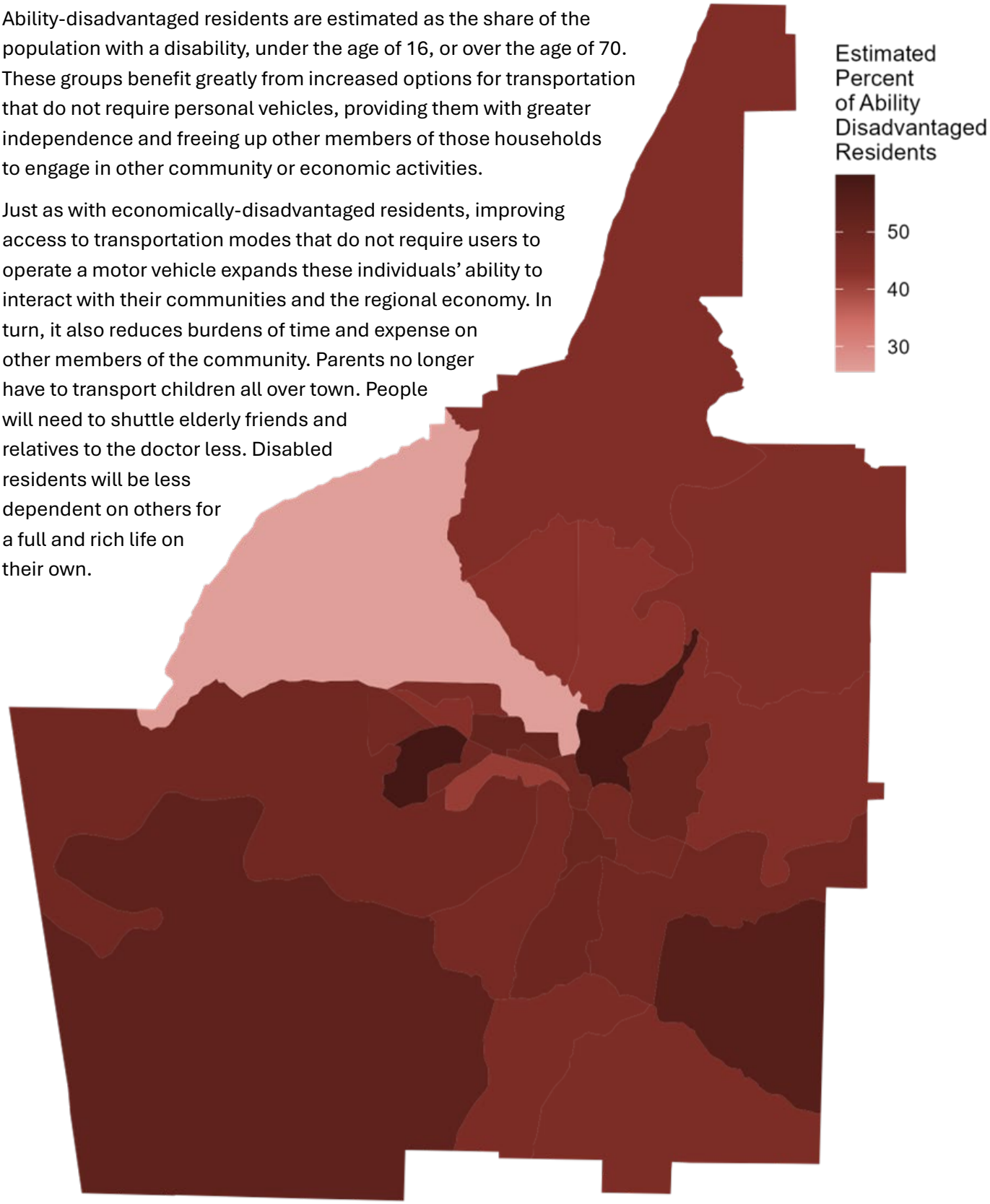


Figure 7. Estimated share of ability-disadvantaged residents, 2020 (US Census Bureau)

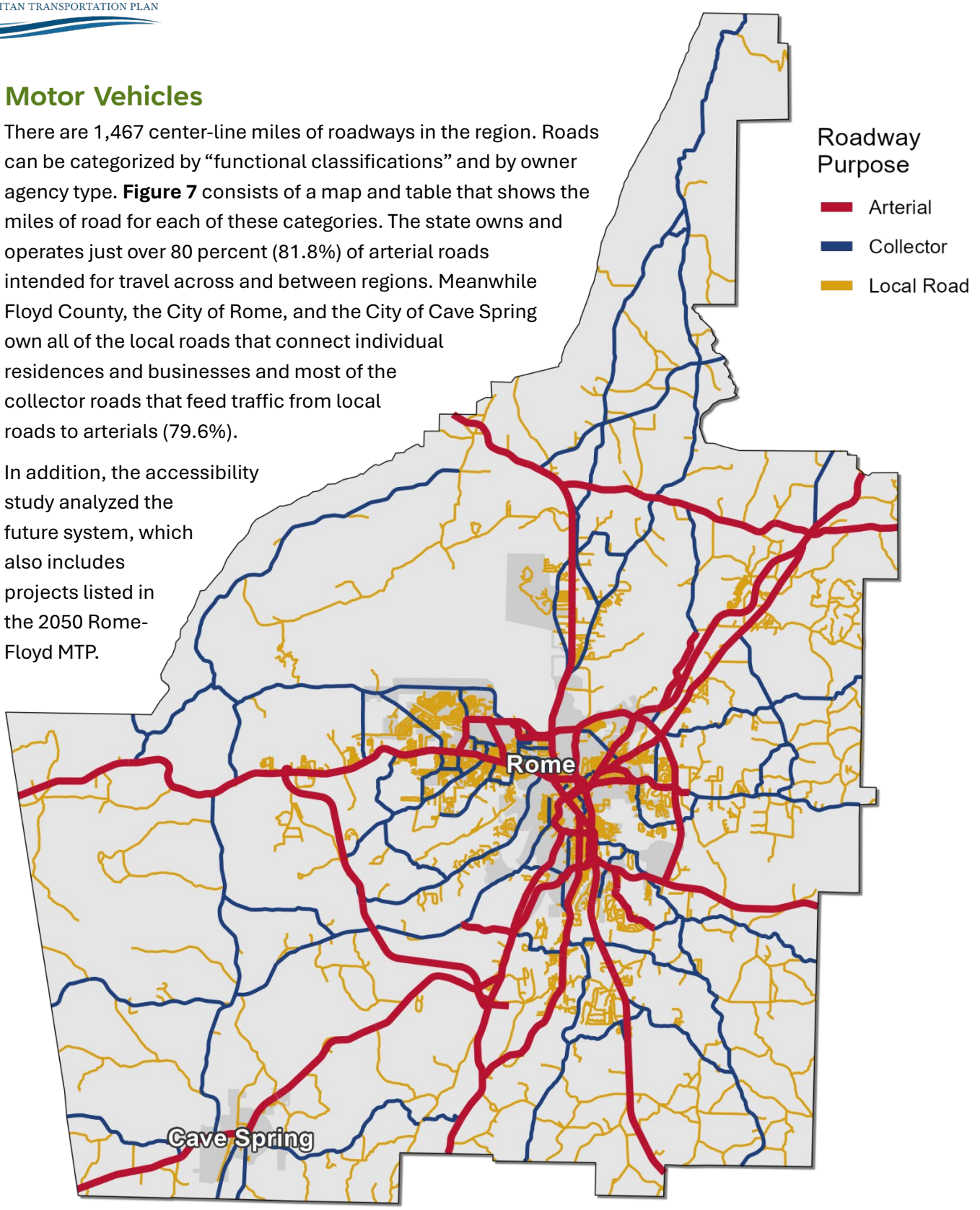
Transportation Modes

Establishing a comprehensive inventory of existing transportation assets is essential for understanding how people move throughout the region and identifying gaps in service and infrastructure. The MPO catalogued transportation modes' existing assets. These included roadways, railroads, airports, public transit services, sidewalks, bike lanes, and multi-use trails. Accessibility analysis and project prioritization use these systems and how they interact to evaluate decisions about regional policy and the investment of public funds.

Motor Vehicles

There are 1,467 center-line miles of roadways in the region. Roads can be categorized by "functional classifications" and by owner agency type. **Figure 7** consists of a map and table that shows the miles of road for each of these categories. The state owns and operates just over 80 percent (81.8%) of arterial roads intended for travel across and between regions. Meanwhile Floyd County, the City of Rome, and the City of Cave Spring own all of the local roads that connect individual residences and businesses and most of the collector roads that feed traffic from local roads to arterials (79.6%).

In addition, the accessibility study analyzed the future system, which also includes projects listed in the 2050 Rome-Floyd MTP.



Functional Class	State	County	Municipality
Arterial	168.0	23.0	14.2
Collector	58.6	192.8	36.6
Local Road	0.0	623.5	199.9

Figure 8. Map and table of road mileage by function and owner type (Georgia DOT, 2023)

Public Transit

The Rome Transit Department (RTD) operates six fixed-route bus routes in the Rome area (see **Figure 8**), as well as a para-transit system for ADA-eligible riders within 0.75 miles of the fixed route network. This MTP considers residents and destinations within ¼ mile of a bus stop to be "accessible" via transit (for ability-disadvantaged populations, the threshold is reduced to 500 feet). RTD is currently conducting a route update study, and new routes are expected to be implemented before the next MTP.

Provided by a combination of Georgia's Rome Office of Tourism, Downtown Business, City of Rome, Floyd County, and the Forum River Center, the Roman Chariot offers free downtown transportation for easy access to shopping, dining, services and attractions. The Chariot loops continuously from the Cotton block to the 700 block and into the River District. Riders can request additional stops via text at crosswalks and intersections along the route.

As of the development of this MTP, RTD is updating its routes to improve on-time performance and overall coverage.

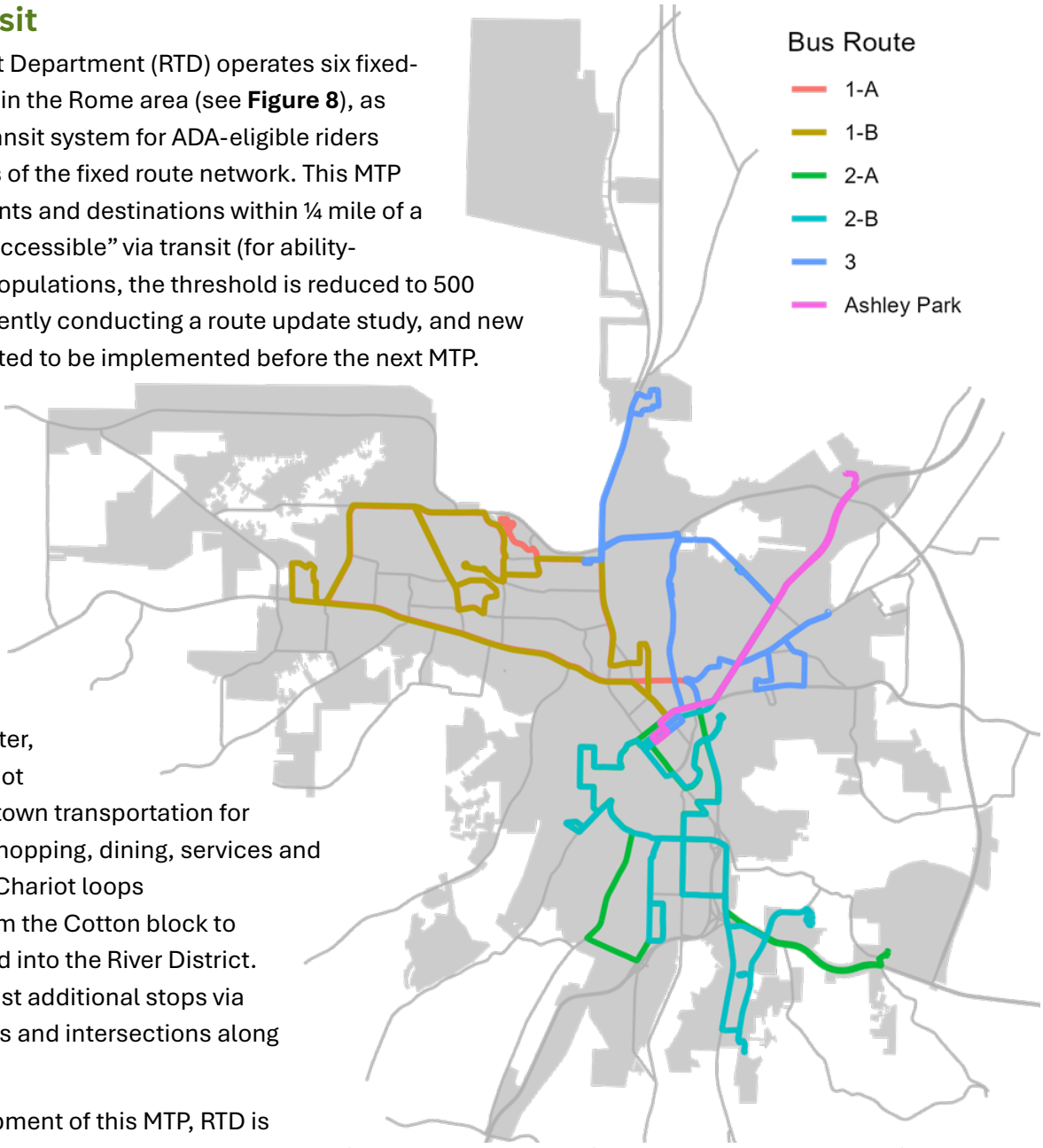


Figure 9. Map of Rome Transit Department bus routes, 2024 (City of Rome)

While information from ride-hailing companies like Uber and Lyft is not publicly available, they do operate in the region. As with several other modes and use-cases, best practices indicate that Downtown Rome and other cultural and commercial hubs (e.g., the AdventHealth Stadium where the Rome Emperors minor league baseball team plays) benefit from curb space designs that consider safety, drop-off and pick-up, and beautification.

Active Modes

Active transportation includes a variety of modes, primarily walking and bicycling. The active transportation system includes facilities like sidewalks, bike lanes, and multi-use trails. There are currently around 130 miles of active transportation infrastructure in Floyd County, covering just 10 percent of the roads (see **Figure 9**). Around one-third (33.7%) of residents live within a quarter-mile radius of one of these facilities, most of whom live within the City of Rome. While rural parts of the region have much less access to active transportation modes for their day-to-day needs, the county's 46-mile trail network serves some of these areas, and plans are underway to expand its coverage.

In evaluating accessibility for cyclists and pedestrians, three user types were simulated using travel speeds and how far they would travel without a designated sidewalk, trail, or bike lane.

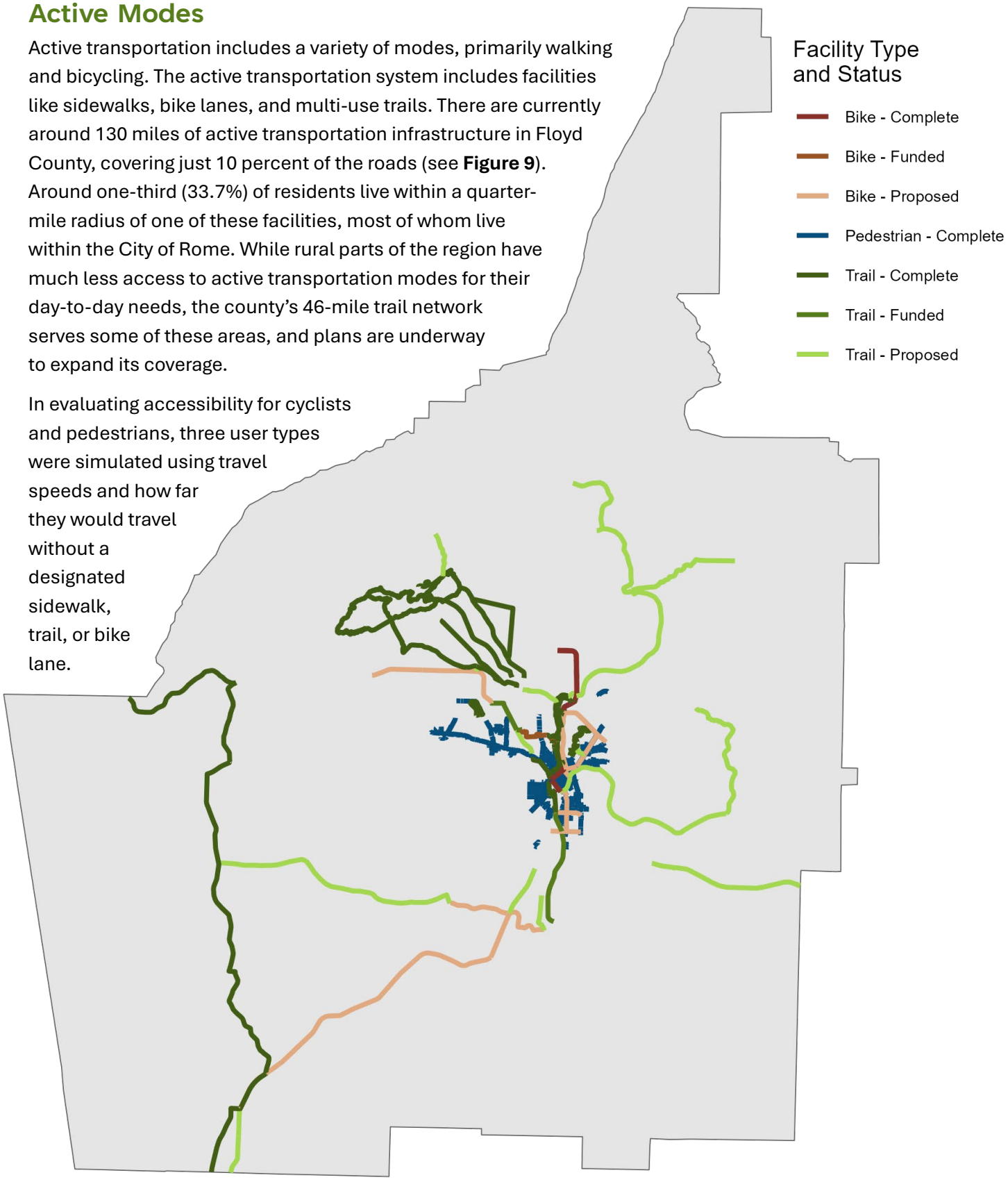


Figure 10. Bike and pedestrian facilities, 2025 (City of Rome)

Airports and Heliports

The Rome-Floyd Region is served by the Richard B. Russell Regional Airport (RMG), a public-use airport located north of the City of Rome, see **Figure 10**. The largest aviation facility in Georgia north of Atlanta's Hartsfield Jackson International, RMG is a forward-thinking facility with an important role in the regional economy.

The airport is home to seven businesses, including flight training, aircraft maintenance, and the Georgia Northwestern Technical College Aviation Training Center. RMG is also a major economic driver for the Rome area, supporting over 500 jobs and generating over $50 million in annual economic activity.

The airport recently underwent a $5.76 million runway extension project, which will extend runways 1-19 to 7,010 feet. RMG also owns several parcels available for aviation business development, and the airport is planning for future T-Hangar and stand-alone corporate hangars.

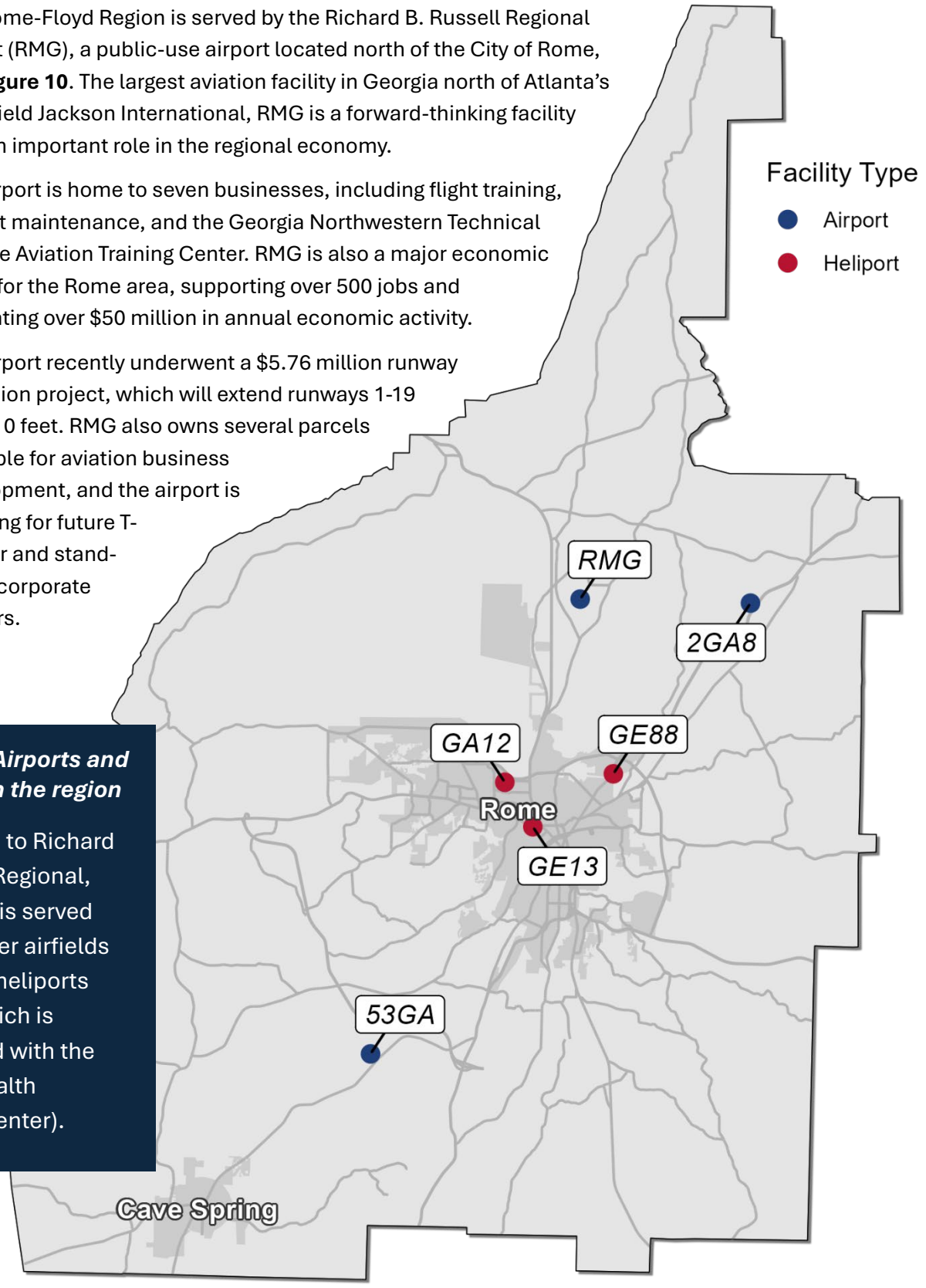


Figure 11. Airports and heliports in the region

In addition to Richard B. Russel Regional, the region is served by two other airfields and three heliports (one of which is associated with the Atrium Health Medical Center).

Railroads

Although passenger rail does not serve the Rome-Floyd region, the Atlanta-Chattanooga corridor was part of the Federal Railroad Administration's Amtrak Daily Long-Distance Study (January 2025). Passenger service to Chattanooga and Atlanta would provide a significant increase in accessibility for the region as no US Interstate highways run through Floyd County.

Freight rail does service the region, with Norfolk Southern operating 59 miles of track within the region including serving International Paper, one of the largest freight shipping customers in the region. Railroad tracks currently cross public streets at 99 locations (see **Figure 11**) with an average of 15 trains daily. Removing at-grade railroad-roadway crossings improves safety and operational efficiency for both systems, and as freight train lengths and volumes continue to increase transportation disruptions will only worsen.

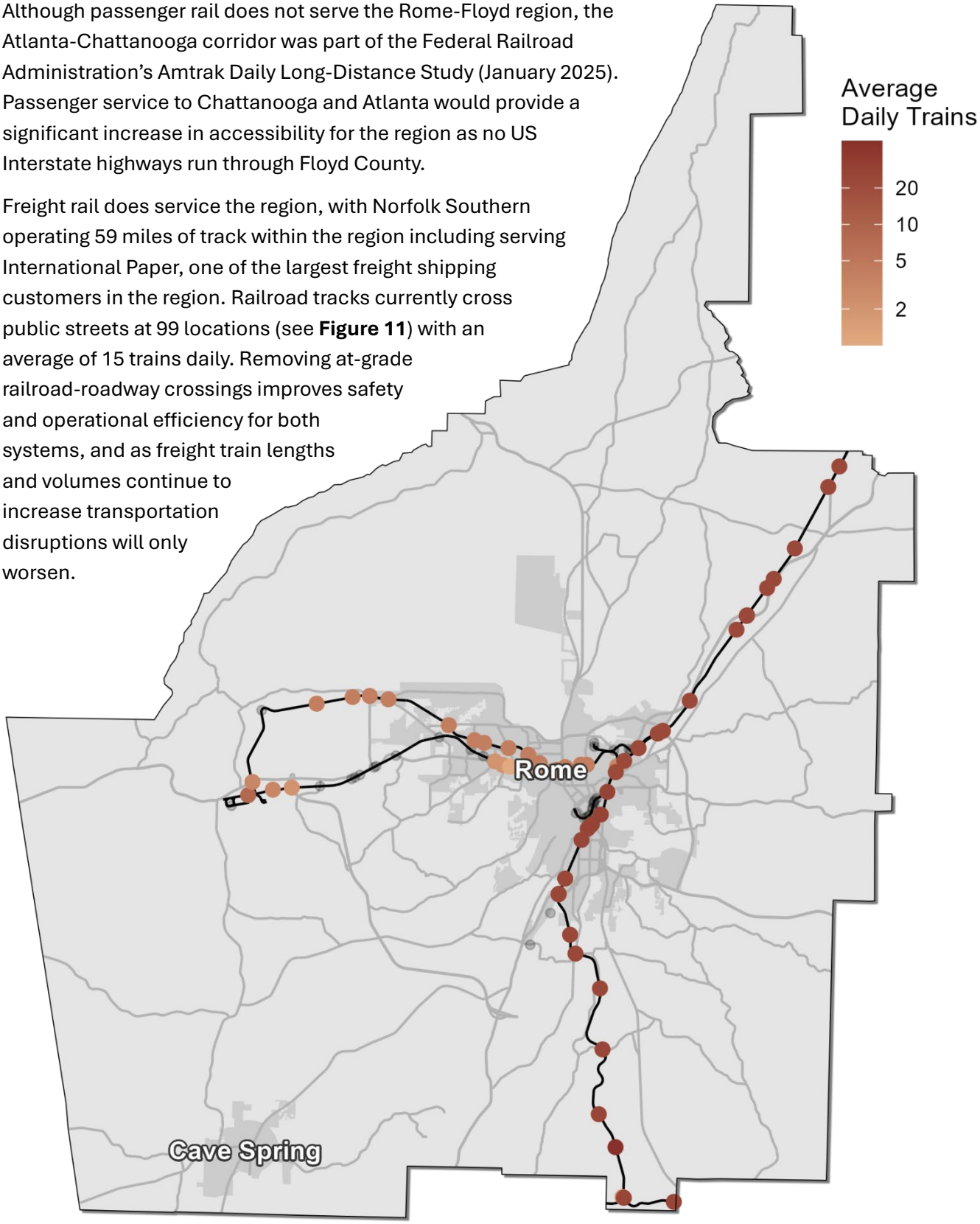


Figure 12. Railroads and at-grade-crossings by number of average daily trains, 2024 (Federal Railroad Administration)

Points of Interest

Points of interest represent the places that people travel to and from, and the regional transportation system exists to provide convenient, reliable connections between those locations. To support this goal, the MPO has compiled a list of important points of interest, grouped into five categories: employment, plus the following "non-work" categories: commercial, public health, cultural, and natural areas.

Employment

Employment opportunities are one of the most important destinations for many people. The Census Bureau data shows roughly 43,000 jobs held by Floyd County residents with just over 38,000 people being employed inside Floyd County. As shown in **Figure 12**, the most frequent commute to employment outside the region is along the I-75 corridor north towards Dalton and south towards Atlanta. The top three counties for total workers commuting into or out of the region are Bartow County (~5,000), Cobb County (~4,300), and Polk County (~3,600).

This highlights the importance of the I-75 as a function of the regional economy. While the corridor itself is outside of the region, Rome-Floyd MPO can support better connection to it from within the region and coordinate with neighboring MPOs in prioritizing improvements along the corridor.

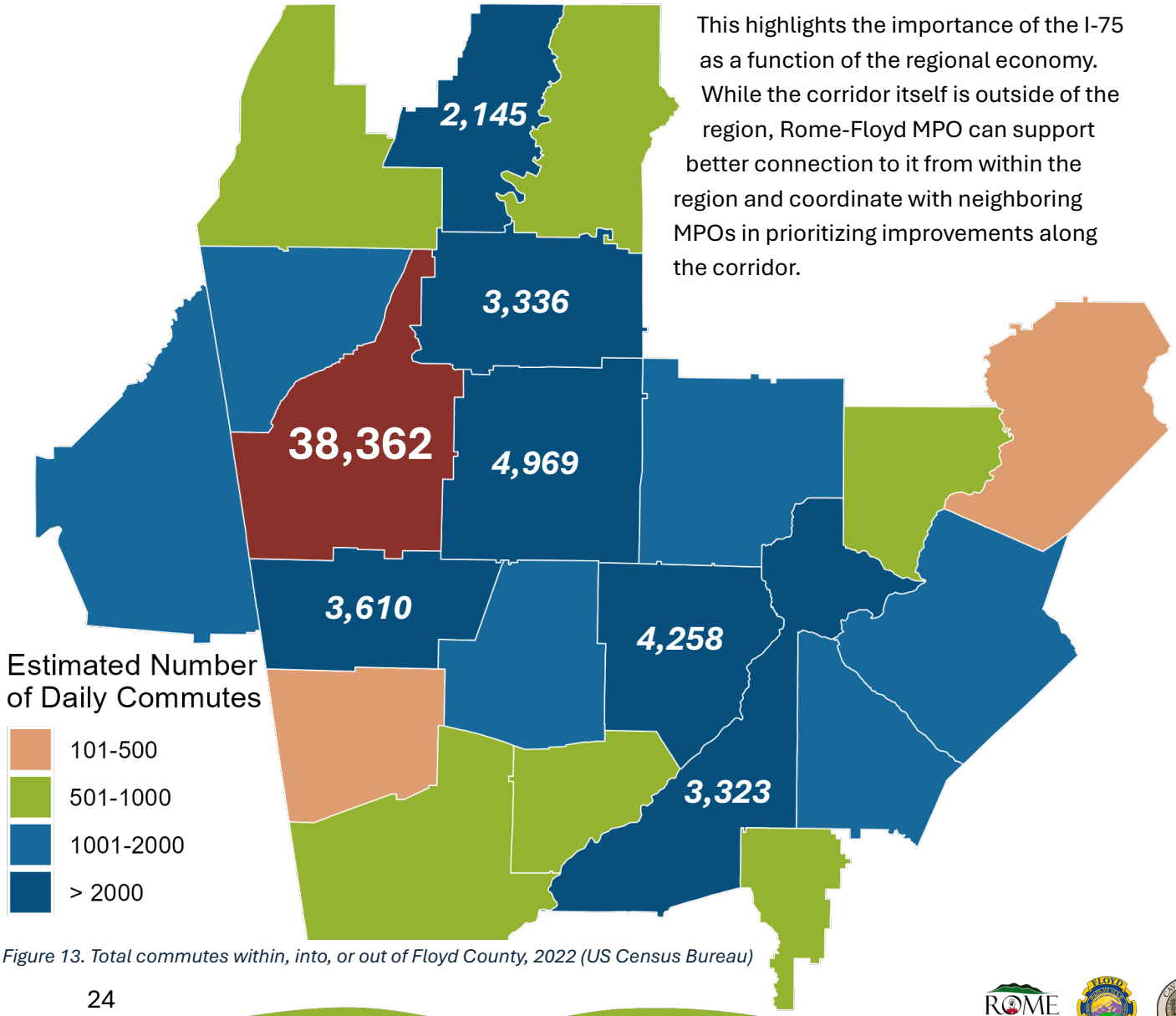


Figure 13. Total commutes within, into, or out of Floyd County, 2022 (US Census Bureau)

Non-Work Destinations

Other locations that may be destinations of interest for residents were gathered from Open Street Map public data set. While many of these locations lack specific information about their nature, their inclusion indicates some level of human interaction. Therefore, the MPO used these as a destination when assessing residents' access to their community. Points of interest were grouped into four categories, described below: commercial, public health, cultural, and natural. See the map on the following page in **Figure 13**.

Commercial

Commercial sites generally include any location with economic activity, with a particular focus on dining, entertainment, and shopping. Most sites are concentrated in the City of Rome or along major highway corridors. Notably, the downtown Rome census tracts were highlighted by the US Department of Agriculture (USDA) as particularly disadvantaged in terms of access to healthy food, defined as a combination of low income and low access to a grocery store within one mile.

Public Health

Public health points of interest include two categories: emergency response and general medical care. Emergency responders consist of firefighters, emergency medical technicians (EMTs), and police stations. Representatives from these stakeholders noted issues around congested central corridors, and fire particularly noted narrow local roads as a barrier to safe and effective response times. Medical care sites include hospitals, urgent care clinics, and primary care doctors' offices.

Cultural

Cultural points of interest include two categories: schools of varying levels and other cultural locations like libraries, event centers, recreation areas, marketplaces, and places of worship. These sites are an important part of a community's quality of life and stability. Schools are also an important consideration because of their impact on regional transportation network, as they tend to generate significant traffic at the beginning and end of each day.

Natural Areas

Natural areas are an important factor in many people's quality of life and can help offset some of the negative effects of the built environment, like air and noise pollution. Natural points of interest include parks, trails, river access, and wildlife management areas. The region is home to a variety of these assets, including city parks in Rome and Cave Spring with playgrounds, athletic fields, and walking trails; lake and river access for boating; and hiking, hunting, and fishing opportunities in large state and federal wildlife conservation areas.

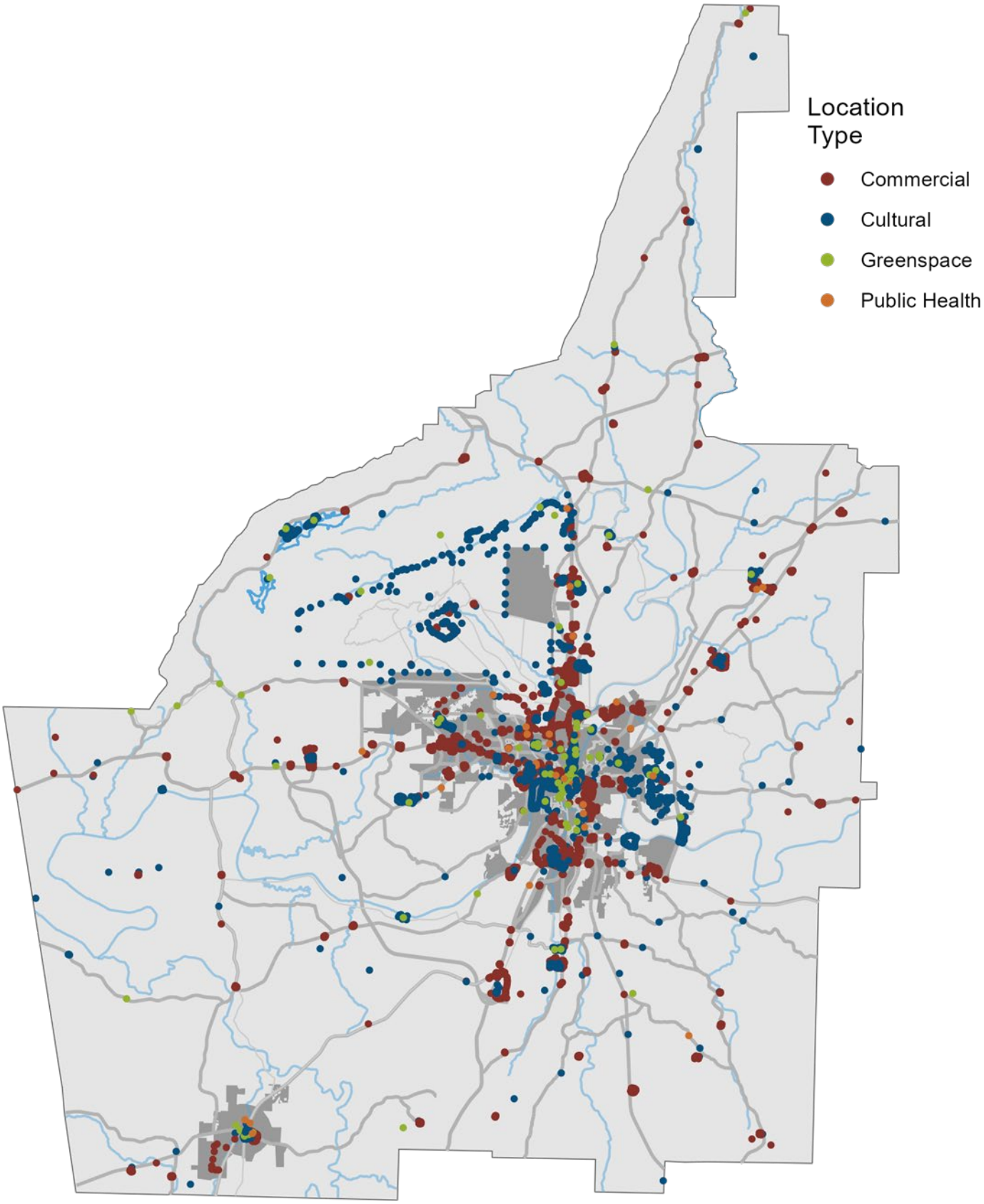


Figure 14. Potential points of interest, 2025 (Open Street Map)

Congestion and Accessibility

Congestion occurs when travel demand exceeds the capacity of a road, bike lane, or sidewalk, causing people to move slower than they would if the system were less crowded. Meanwhile, **accessibility** is a measure to evaluate how well a system connects start and end points for its users. It considers how many destinations such as jobs, grocery stores, or schools are reachable from a given location, and by which transportation mode (walking, biking, transit, or driving). Accessibility can also be calculated for specific groups, such as low-income residents, seniors, or people without cars. By comparing these factors across different populations, destinations, and travel modes, decision-makers can prioritize investments or policies based on how they would affect access.

These two measures can help identify where resources should be spent to increase capacity or decrease demand. Capacity can be increased through strategies such as reducing conflicting movements (like going from a traffic light to separate roadways) or expanding facilities (like using a larger bus). Demand can be reduced with strategies such as providing alternative options (like a new pedestrian path or bus route) or bringing origins and destinations closer together. Careful investment decisions rely on these measures to evaluate needs and the expected effectiveness of potential solutions.

Congestion

To assess existing conditions in the region, GDOT modeled vehicle traffic volumes across the region. Data from 2020 was used as the "baseline" year as it is the basis for the current GDOT statewide model. Traffic volumes were measured in "vehicle miles traveled" (VMT) and the level of service (LOS) the roadway was able to provide given characteristics like speed limit, number of lanes, and intersection frequency. GDOT describes six levels of service as follows:

- **LOS A** - Free flow, with low volumes and high speeds (about 90% of free-flow speed). Control delay at signalized intersection is minimal.
- **LOS B** - Reasonably free flow, speeds (70% of free-flow speed) beginning to be restricted by traffic conditions. Control delay at signalized intersection is not significant.
- **LOS C** - Stable flow zone, most drivers restricted in freedom to select their own speed (50% free-flow speed).
- **LOS D** - Approaching unstable flow, drivers have little freedom to maneuver (40% free-flow speed).
- **LOS E** - Unstable flow may be short stoppages. High volumes, lower speeds (33% free-flow speed).
- **LOS F** - Forced or breakdown flow. Intersection congestion is likely at critical signalized locations with high delays and high volumes and extensive queues.

The major of travel occurring in the Rome-Floyd region occurs on roads with LOS A, B, or C, representing relatively few slowdowns and travel speeds near the roadway's speed limit; however, there are several key roads that regularly experience significant traffic delays. These include GA 20, US 27, GA 53, GA 101, and US 411. See **Table 1** and **Figure 15** for summary information and a map.

Table 1. Roadway Mileage and Vehicle Miles Traveled by Level of Service, GDOT (2025)

LOS	Miles	% Miles	VMT	% VMT
A-C	1,476	95.3	2,152,000	77.6
D	44.5	2.87	332,000	12.0
E	23.2	1.50	220,000	7.9
F	5.81	0.33	71,000	2.5

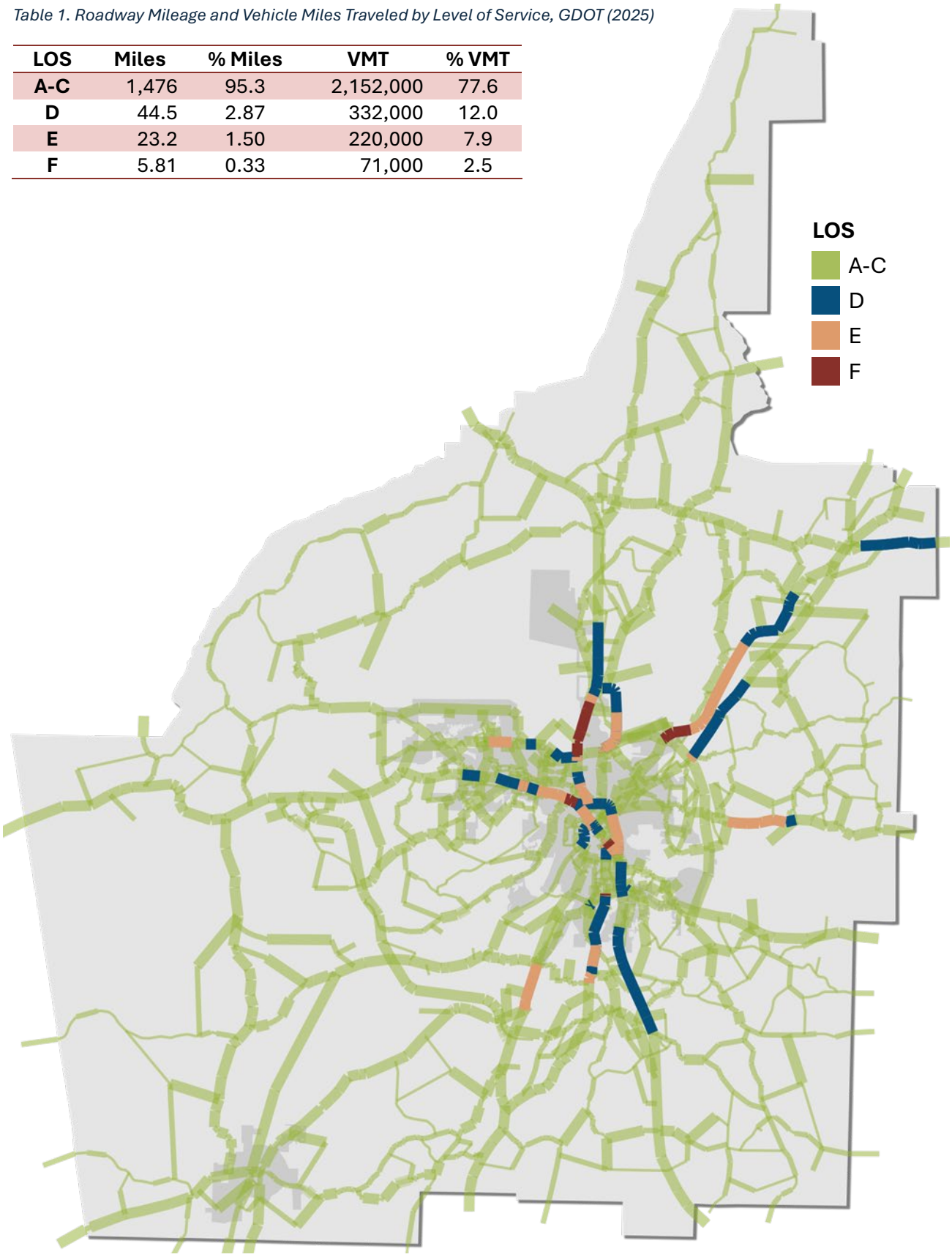


Figure 15. Baseline roadway level of service from 2020, GDOT (2025)

Accessibility

For this plan, accessibility was calculated as the number of points of interest within 15 minutes, with different scores for individual modes: vehicular, bike-pedestrian, and transit. The review of disadvantaged residents found that these populations were fairly evenly spread across the region; however, these groups often benefit more from investments in better pedestrian, bicycle, and transit infrastructure due to the barriers that keep them from fully utilizing private vehicles. See the **Needs and Gaps** section for more about the demand for transportation and the system's ability to meet that demand.

As shown in **Figure 16** through **Figure 19**, properties near major population centers or major roadways typically have the best overall accessibility as they have the most

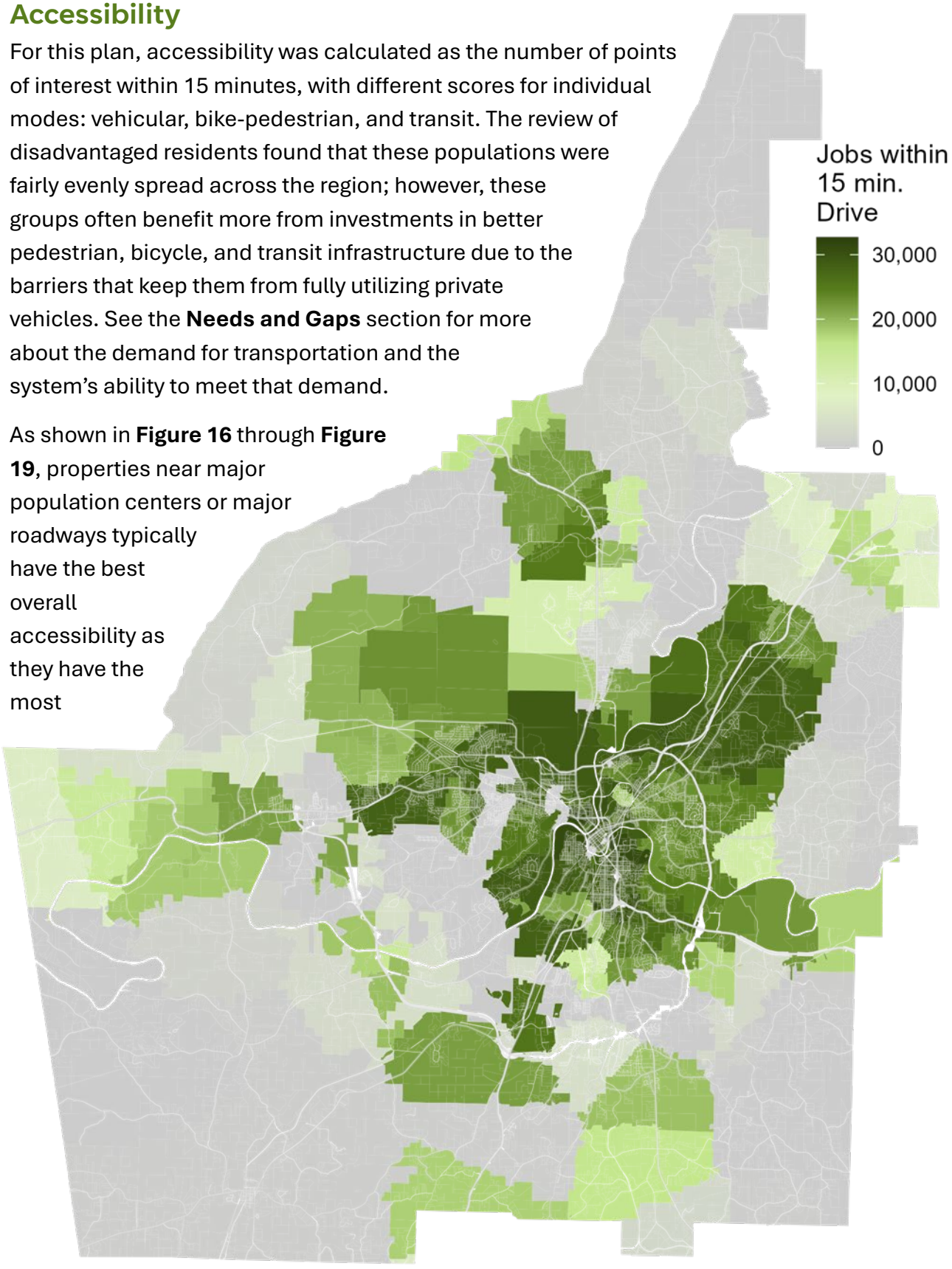


Figure 16. Jobs available within a 15-minute drive of a property

options in terms of potential destinations, alternative routes, and transportation modes. **Figure 16** shows the number of jobs within a 15-minute drive, including employment outside of Floyd County. Areas with the best access are still centrally located, but there are some areas along the edge of the county with good access to employment outside the region.

Figure 17 displays the ability of residents to reach other residents within the region by car. Access to a greater share of the community reduces barriers to building social networks and represents the overall connectivity between residential areas. This clearly highlights the City of Rome as the core of the regional community. Although the analysis used to produce this map does not consider populations outside Floyd County, there are no significant population centers within 15 minutes.

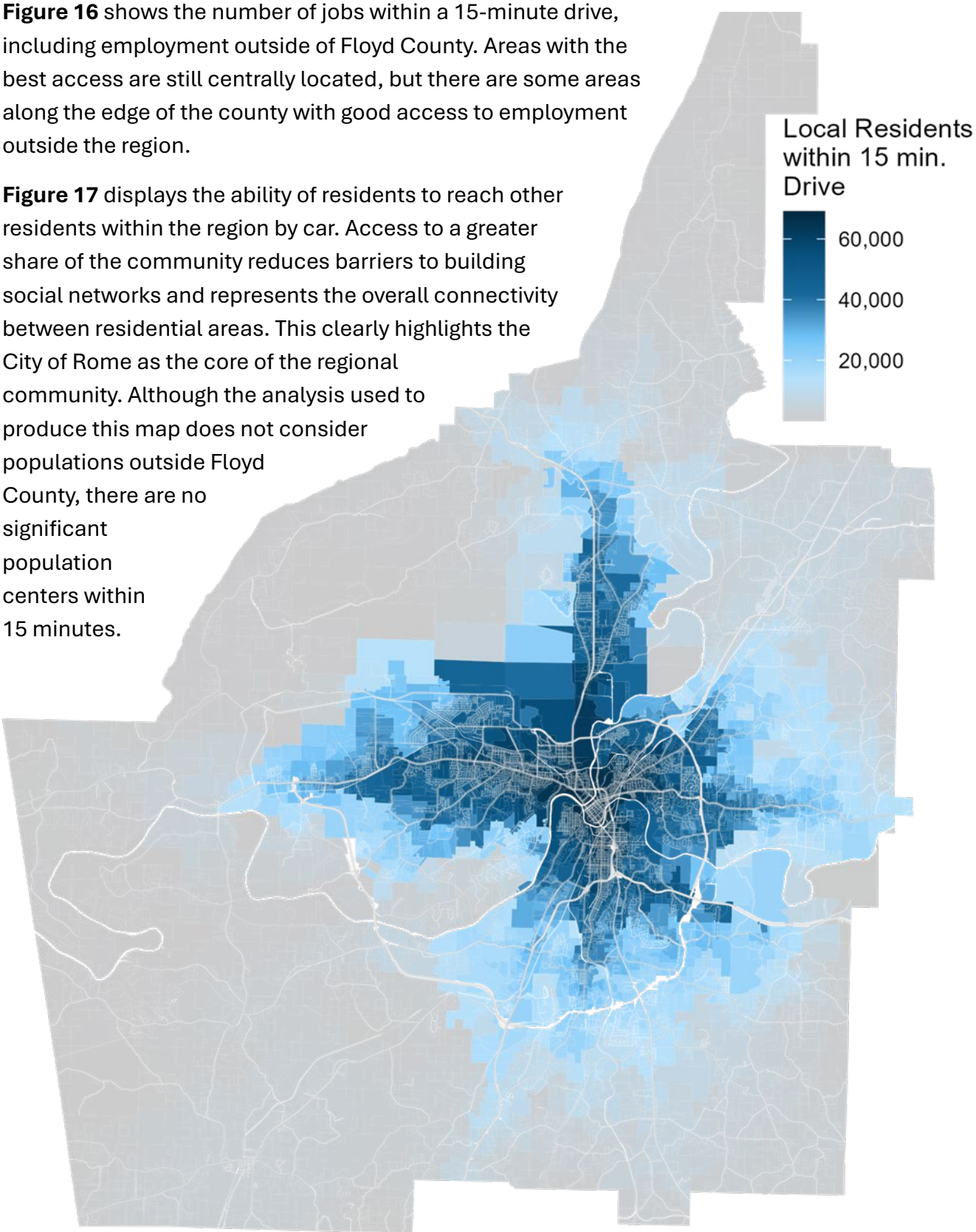


Figure 17. Number of other Floyd County residents within a 15-minute drive of a property

Figure 18 also maps the ability to reach other county residents but by walking or biking rather than using a personal vehicle. These "active" modes have a greatly reduced ability of individuals to access their community, even when accounting for the average difference in speed between a car and a bicycle. If it were simply a reduction in travel speed, the number of other reachable residents would be 2-3 times higher. This indicates that the bike and pedestrian infrastructure does not connect communities or employment as well across the region as the roadway-vehicle system.

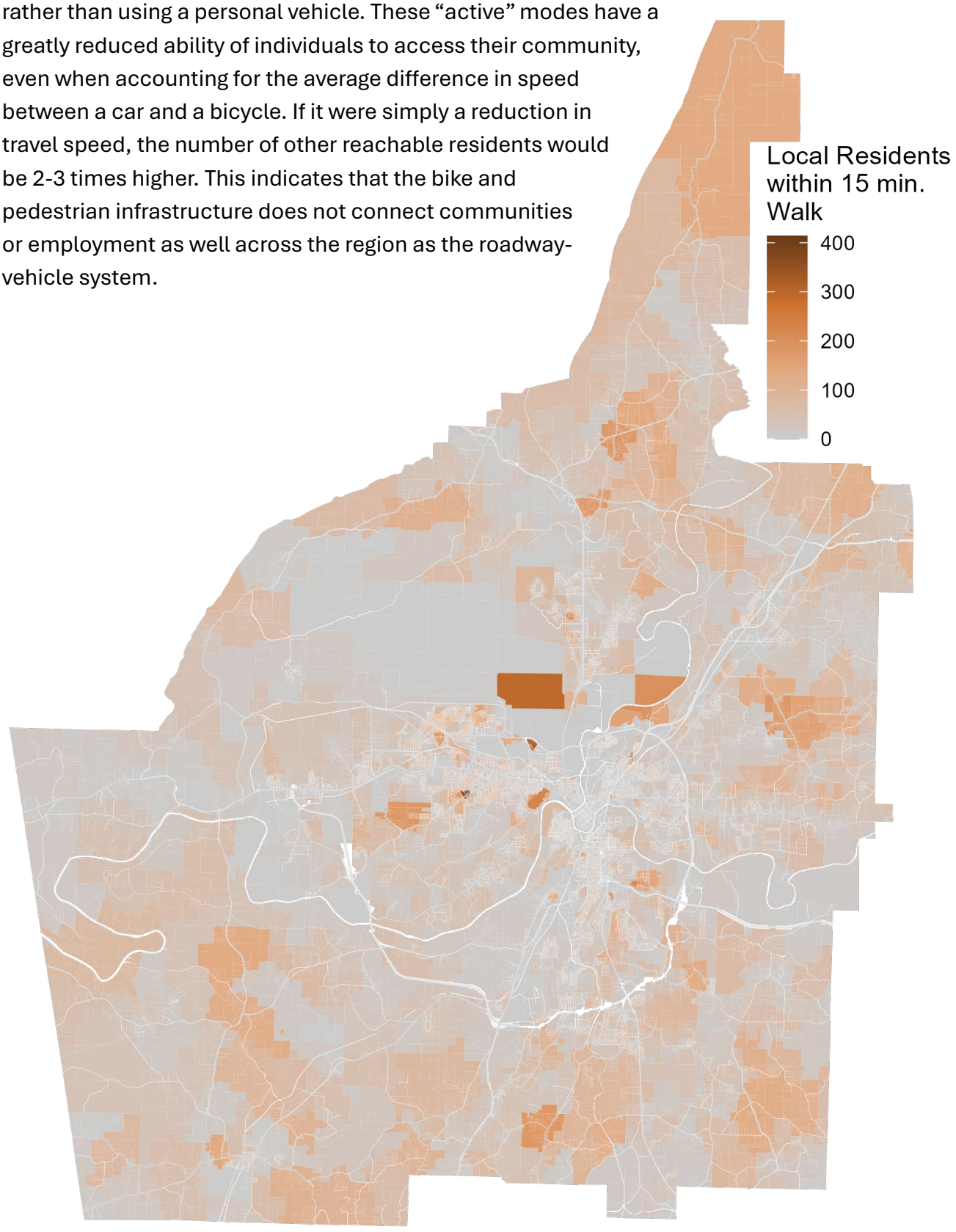


Figure 18. Number of Floyd County residents within a 15-minute walk of a property.

Transit accessibility is limited to the City of Rome due to the Rome Transit Department being limited to operating within the city and no other transit operators being present in the county. **Figure 19** shows how many workers can reach a property within a 15-minute transit ride, assuming a transit stop is less than ¼ of a mile away. This highlights a strong core in the urbanized area where employers have better access to working-age residents and where RTD can focus its community partnerships efforts. As noted previously in the Transportation Modes subsection on **Public Transit**, RTD is in the process of updating their routes and long-range plans.

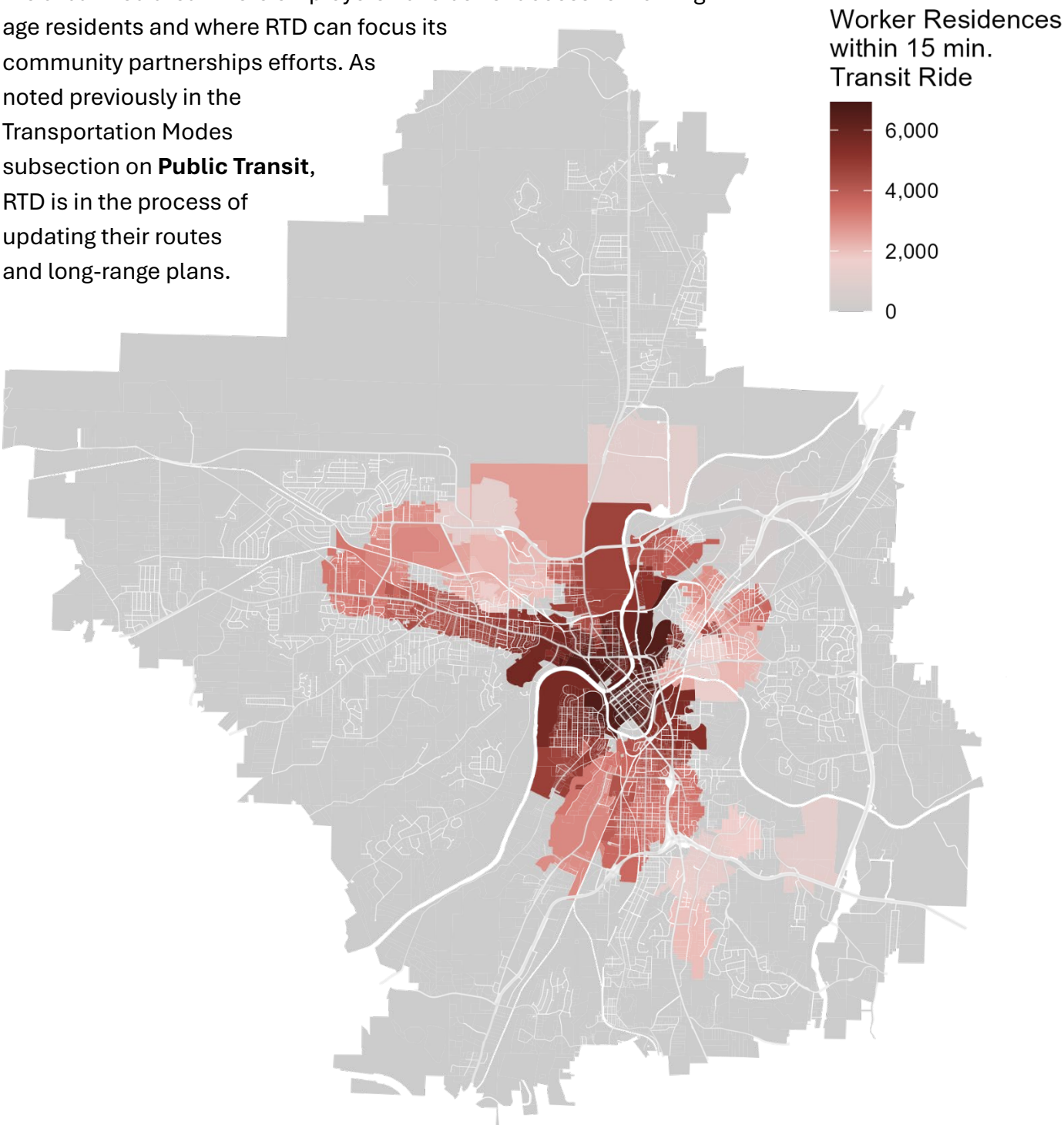


Figure 19. Number of Floyd County worker residences within a 15-minute transit ride of a property

Impacts on Disadvantaged Communities

It is important to be aware of how disadvantaged communities are impacted by the region's transportation system. As discussed in the Community Identification section, these communities include economically-disadvantaged and ability-disadvantaged residents. In some cases, additional steps may be needed to ensure that the needs of these groups are addressed appropriately, ensuring that the Rome-Floyd region is a better place to live for all residents. This section discusses some of the potential adverse effects organized by the three goal areas.

Efficiency

Members of disadvantaged groups may have more difficulty using the transportation system, putting them at increased risk of being disconnected from economic opportunities and from the rest of the community. Both economically- and ability-disadvantaged individuals often experience reduced access to motor vehicle use. Two categories of action can help: 1) increasing motor vehicle accessibility and connectivity to better serve these populations, and 2) prioritizing connections by alternate modes. The accessibility analysis showed no statistically significant relationship between the presence of disadvantaged populations and network connectivity, indicating that general efficiency improvements to the transportation system are unlikely to disproportionately disadvantage these groups.

Responsibility

Disadvantaged groups benefit from many of the same responsibility improvements as the greater community. While all residents benefit from the lower transportation costs offered by better transit and active transportation systems, these savings are especially impactful for economically disadvantaged households. Secondary benefits of these improvements also include better long-term health outcomes related to increased physical activity, increased local spending, and greater community cohesion through more frequent interpersonal interactions.

Safety

Many metrics can be used to assess the overall safety of transportation in the region. Some of these metrics, such as involvement in car crashes, do not appear to disproportionately affect members of disadvantaged groups. However, analysis shows that individuals in these groups are more likely to live close to roadways with high traffic volumes, raising safety concerns around air and noise pollution and pedestrian crashes.

See Figure 20 for trends in crashes by severity over time, where overall crashes are falling but fatalities appear to be stead or growing slightly; **Figure 21** for the distribution of crashes by severity and whether they occur in the densest locations (by total residents and workers), where more rural areas (which account for 63 percent of residents and workplaces) are over-represented in total crashes; and **Figure 22** for a map of crashes by severity from 2018-2023, where impacts are concentrated around the City of Rome and major roadways.

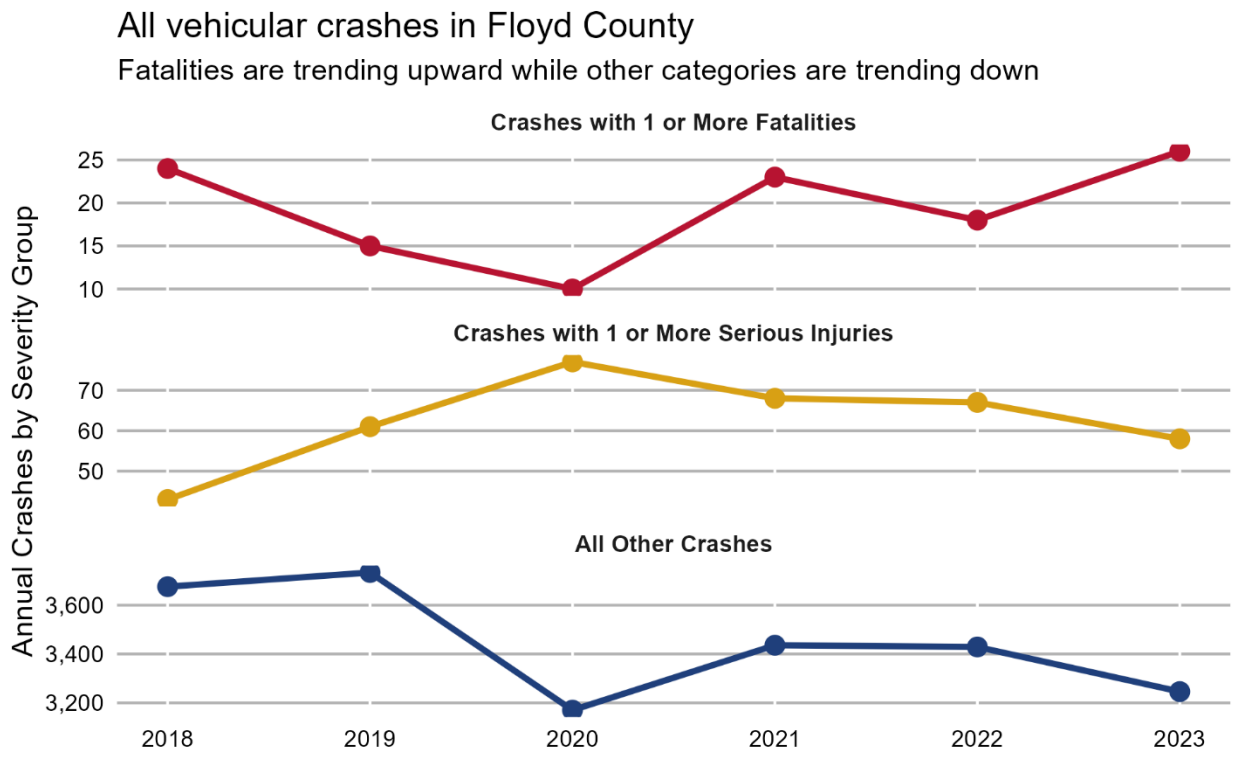


Figure 20. Trend in vehicle crashes by level of severity, 2018-2023 GDOT (2025)

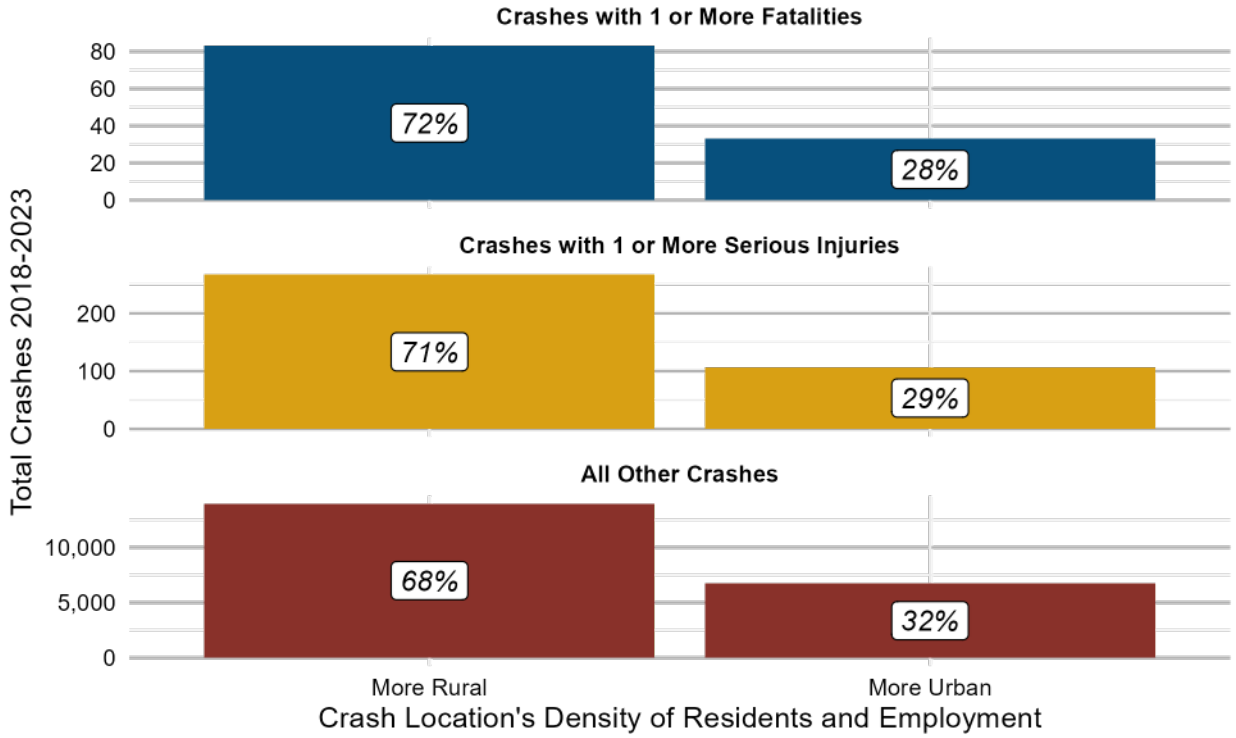


Figure 21. Crashes by severity and density of residents and workers, 2018-2023 GDOT and US Census Bureau (2025)

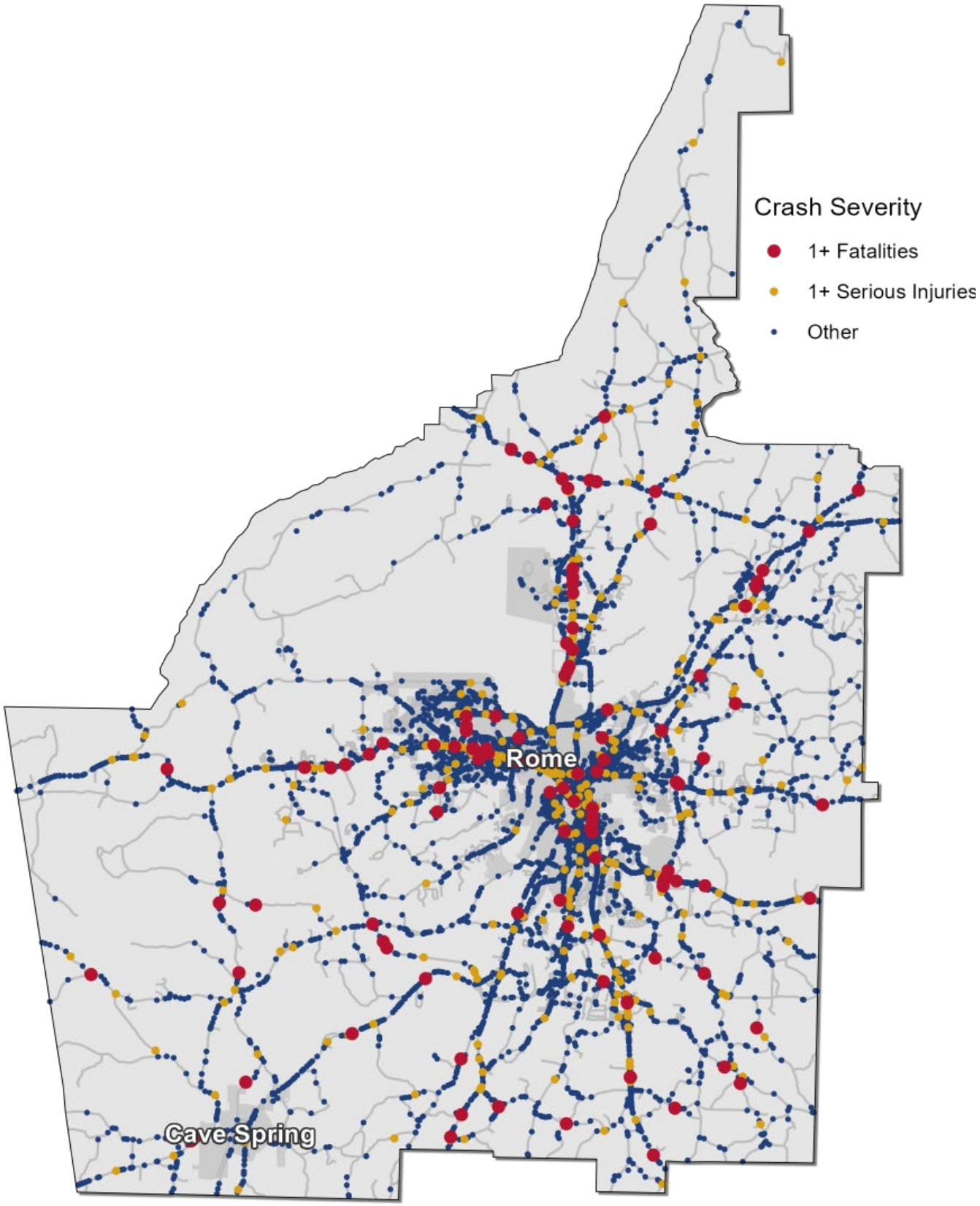


Figure 22. Map of vehicle crashes from 2018 to 2023 by severity, GDOT (2025)

Needs and Gaps

Based on public feedback and the findings of the existing conditions and accessibility studies, the Rome-Floyd MPO has identified two categories of regional transportation needs: demand- or capacity-related needs, and connectivity needs.

"**Land use**" describes how an area of land is developed and used. It accounts for the size and number of buildings, and what they are used for – residential, commercial, industrial, etc. Cities and counties control local land use through zoning ordinances.

Demand/Capacity Needs

The first category of need covers the need to align demand and capacity. This need is based on feedback from stakeholders and the public that conveyed concerns about congestion and the impact of future development. Transportation demand is determined by the relative locations of residences, employment centers, and other points of interest. Areas with good accessibility often enjoy higher property values and more intensive land use, driving more traffic to those locations. In some cases, demand is greater than a route's capacity, resulting in congestion and delays, impacting the region's overall productivity and quality of life. To best manage these competing forces, the Rome-Floyd MPO identified potential strategies to address four "situations" that can exist at a given location, based on the relative level of capacity and demand nearby. **Figure 16** describes these situations and the strategies for addressing them, and **Figure 17** shows where each situation exists across the region.

Table 2. Development Strategies for Demand-Capacity Circumstances

		System Capacity	
		High	*Low*
User Demand	*High*	<u>Encourage Alternatives</u> When a facility has already been expanded, further investment may only induce more demand. Instead, other modes or routes can be encouraged to reduce reliance on a single piece of the system.	<u>Expand Options</u> When existing facilities are small and new development is overwhelming, direct expansion may be the most efficient option. However, other options should be considered to minimize large investments and encourage development in line with the MTP strategic framework.
	Low	<u>Remove Restrictions</u> Where system capacity is under-utilized, surrounding land use ordinances can be loosened to allow for more intensive development that requires little to no new infrastructure.	<u>Limit Development</u> Where rural or natural use or character already exist, agencies can limit new development to ensure that operations and maintenance costs remain manageable, driving new development towards areas better suited for more intense use.

Figure 15 shows the distribution of demand versus capacity categories. Areas that would benefit from expanded alternative transportation modes are primarily clustered around the north-south and east-west arterial roadways in Rome, due to these same roadways nearing their maximum capacity. These areas are surrounded by opportunities to direct demand for new development into areas that are already well served by existing infrastructure.

There are also several pockets of demand that may still be candidates for increased road capacity or alternative routes (shown in dark brown). Further study will be needed to determine whether operational interventions (e.g., new intersection controls or dedicated turn lanes), additional roadway capacity, or alternative mode access would be best suited to those locations.

The remainder of the county is not well suited to significant development due to low capacity.

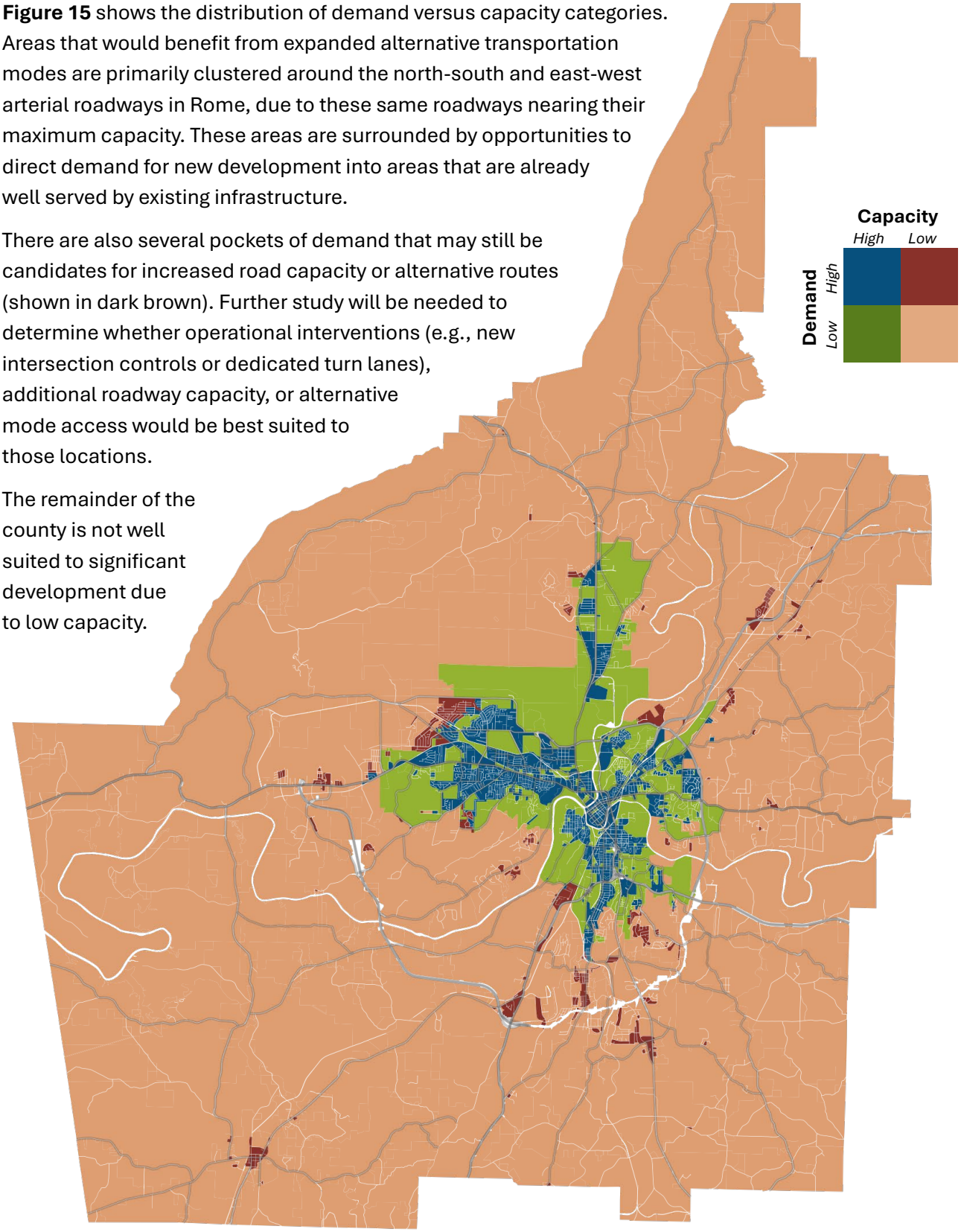


Figure 23. Demand versus capacity analysis categories

Connectivity Needs

Another frequent topic in public feedback was the need for improved connectivity within the region including the limited number of available river crossings, which create bottlenecks and congestion near the existing bridges. Experienced stakeholders and staff made suggestions for new vehicular and pedestrian bridge locations. These included:

- Central Rome over the Etowah between Glen Milner Boulevard and Riverbend Drive, primarily for pedestrians and cyclists.
- Southwest Floyd County over the Coosa between Horseleg Creek Road and Blacks Bluff Road.
- Northeast Floyd County over the Oostanaula River to connect US-27 and US-53 near Hermitage Road.

The other source of connectivity concerns for many was the disconnected nature of the transit and active transportation networks. As discussed in the **Modal Systems** section, Rome Transit Department is currently updating its routes to provide broader coverage. The county and cities can support these efforts by coordinating land use policies to create community nodes suitable for transit-oriented development. There are already several bike and pedestrian projects planned that will help improve connectivity for active modes. Further investments, such as improving sidewalk designs, protecting users from cars, clear signage, and consistently expanding into new neighborhoods, will quickly increase connectivity in the region.

What Are We Going To Do?

Infrastructure Projects

Selecting and executing capital projects is one of the crucial strategies required for achieving the goals outlined in the MTP. Agencies must identify an achievable list of projects that will most effectively address the region's most pressing needs and advance the community's long-term vision. To support this process, the MTP team developed a comprehensive project prioritization framework. The framework is designed to be a transparent, data-driven process that balances technical analysis, stakeholder expertise, and fiscal realities to ensure that limited resources are allocated to the most impactful and feasible projects.

To achieve this, the team applied a Multi-Objective Decision Analysis (MODA**)** framework. MODA frameworks allow agencies to evaluate projects holistically — balancing safety, mobility, equity, infrastructure condition, and other goals. The framework assesses projects based on three performance criteria, which align with the MTP goals: Safety, Efficiency, and Responsibility. For each criterion, projects are scored along two dimensions: System Need and Project Impact. The criteria and dimensions are described further below.

Scoring Dimensions

System Need scores assess how well a project addresses a critical gap or challenge within the regional transportation network. To inform system need scores, the team used a curated set of existing condition data representing key transportation challenges in the region. Including the following sources:

- Crash Data: Count crashes with at least one fatal Injury, serious Injury or suspected serious injury to assess safety needs
- Travel Demand Model (TDM): forecasted traffic volumes and Level of Service (LOS) to evaluate congestion and mobility.
- Accessibility Analysis as described above
- National Bridge Inventory: Bridge condition scores

Project Impact scores assess how effectively a proposed project addresses a need, based on available project descriptions and contextual understanding of project goals.

While the scoring process is grounded in quantitative data, system need and project impact scores are fundamentally judgement-based to account for limitations in available data. In these cases, contextual data was used to interpret project intent and estimate impact. This supports a fair and consistent project evaluation process, even when data is incomplete or uneven. Projects are scored from one to five on each dimension. These scores are multiplied, resulting in the final criteria score for the project.

Performance Criteria

The following sections describe the inputs used to score projects for each criterion. The complete framework and rubric are included in **Appendix C: Prioritization Performance Area Frameworks**.

Safety

Safety scoring was based on the frequency and severity of crashes near each project location, based on crash data from 2018–2023. The **Safety Need** score reflects the number of fatal and serious injury crashes within 100 feet of the project, while the **Safety Benefit** score evaluates how well the project is expected to address safety concerns. Projects that explicitly include safety countermeasures or are designed to reduce crash risk receive higher benefit scores.

Efficiency

Projects are assessed using a combination of three efficiency measures: mobility, active transportation, and bridge condition. While most projects address one of these factors, investments that can positively impact two or more perform especially well in project selection.

Mobility scoring evaluates how well a project addresses congestion, traffic flow, and access to employment. The **Mobility Need** score is comprised of three data points: projected LOS and volumes, and the number of jobs accessible within a 15-minute drive. The **Mobility Benefit** score reflects the expected impact of the project on delay, connectivity, or operational efficiency. Projects that improve LOS, serve high-traffic corridors, or enhance access to jobs receive higher scores.

Active transportation scoring focuses on pedestrian and cyclist accessibility. The **Active Transportation Need** score is based on the number of jobs accessible within a 30-minute walk, with lower values indicating higher need. The **Active Transportation Benefit** score evaluates the extent to which the project improves the active transportation network, including connectivity, safety, and infrastructure for non-motorized users. Projects that explicitly address pedestrian or cyclist needs, or close critical gaps in the network, receive higher benefit scores.

Bridge condition scoring targets infrastructure preservation and safety. The **Bridge Condition Need** score is based on the deck area-weighted average condition score of bridges in the project vicinity, with lower scores indicating greater need. The **Bridge Condition Benefit** score reflects whether the project includes substantive bridge improvements. Projects that include new bridges, bridge replacement, or bridge rehabilitation score high in this area, along with projects that directly address structurally deficient bridges.

Responsibility

Responsibility scoring incorporates community measures to ensure that transportation investments benefit disadvantaged communities. The **Economic Disadvantage** and **Ability Disadvantage** scores are based on the concentration of economically- and ability-disadvantaged populations in the project vicinity. An additional score is assigned if the project is located within a federally designated Opportunity Zone, as these areas have increased options for funding support. These three components are summed up to produce a total responsibility score, with higher values indicating greater equity-related need.

Funding Sources

The Rome-Floyd MPO uses two types of revenue to support transportation improvements:

- **Planning funds** pay for the development of plans and studies, including various modal plans, corridor studies, and long-term plans.
- **Project funds** support the completion of specific transportation projects, including costs for construction, right-of-way acquisition, and relocation of utilities.

Table 2 shows historical funding levels for each of the two revenue categories, based on information from the City of Rome Finance Department. Funding for both categories comes from federal, state, and local sources. The following sections provide more details about the sources of funds for each category.

Table 3. Rome-Floyd MPO Revenue by Type

Year	Planning Funds	Project Funds
2017	$132,000	$59,900,000
2018	$229,000	$15,979,000
2019	$139,000	$12,060,000
2020	$252,000	$9,121,000
2021	$189,000	$7,188,000
2022	$155,000	$5,495,000
2023	$276,000	$7,507,000

Planning Funds Sources

Table 3 shows historical planning funding by source. Most planning funding comes from federal sources. Local funding serves as matching funds – most federal grant programs require local governments to provide 10 to 20 percent of total project costs as "matching" funds (some programs require less if certain economic or equity criteria are met). This means that the MPO could receive additional federal funds in the future if it can identify a source for additional matching funding. Some federal funding is disbursed by the Georgia Association of MPOs (GAMPO) on a periodic basis to fund specific planning efforts. This is the reason for many of the large changes in funding levels, for example between 2017 and 2018.

Table 4. Planning Funding Sources, 2017-2023

Source	2017	2018	2019	2020	2021	2022	2023
Federal	$106,000	$183,000	$111,000	$201,000	$151,000	$124,000	$221,000
State	$900	$100	$800	$2,900	$2,700	$1,900	$6,500
Local	$26,000	$46,000	$27,000	$47,000	$35,000	$29,000	$49,000
Planning Funds	**$132,000**	**$229,000**	**$139**	**$252**	**$189**	**$155**	**$276**

Project Funds Sources

Table 4 shows historical planning funding by source, based on data from the Transportation Improvement Program's (TIP) and expected highway State TIP (STIP) funds.

Table 5. Project Funding Sources, 2017-2023

Year	Project Funds	Federal	State	Local
2017	**$59,900,000**	$55,320,000	$0	$4,580,000
2018	**$15,979,000**	$12,254,000	$0	$3,726,000
2019	**$12,060,000**	$8,335,000	$0	$3,726,000
2020	**$9,121,000**	$9,121,000	$0	$0
2021	**$7,188,000**	$4,688,000	$2,501,000	$0
2022	**$5,495,000**	$4,871,000	$0	$624,000
2023	**$7,507,000**	$7,507,000	$0	$0

Like planning funds, most project funding comes from federal sources. As shown in **Table 5**, this federal funding comes from several sources:

- **National Highway Performance Program:** provides funding for activities related to the National Highway System (NHS), including the construction of new facilities on the NHS and improvements to the condition, performance, and resiliency of the NHS. GDOT selects projects to be funded using a competitive process.
- **The Surface Transportation Block Grant** provides flexible Federal-aid highway funding to states, which are then sub-allotted to counties and urban areas. Rome-Floyd MPO must identify projects and apply through Georgia's competitive funding process to receive STBG funding.
- The **Highway Safety Improvement Program** provides funding to reduce traffic fatalities and serious injuries on public roads. GDOT selects projects to be funded through this program by using a competitive process, requiring prospective project owners such as Rome-Floyd MPO to submit applications for funding.

- The **Congestion Mitigation and Air Quality Improvement** (CMAQ) program provides funding for projects that help meet air quality metrics outlined in the Clean Air Act (CAA). These projects can include public transit improvements, bicycle and pedestrian facilities, and traffic flow enhancements. While the Rome-Floyd MPO is currently in compliance, continued development along the I-75 corridor or other nearby major routes could impact that status and return the accompanying funding. Should this occur, the MPO will need to revisit long-term funding expectations and project prioritization.
    - Rome-Floyd MPO has received funds from two smaller, short-term revenue sources which have been combined into "Other Federal Sources". These programs include Safe Routes to Schools (2014-2020) and FAST Act Recreational Trails Program (2021-2023).

Table 6. Federal Project Funding Sources, 2017-2023

Year	NHPP	STBG	HSIP	CMAQ	Other	Total
2017	$48,841,000	$5,262,000	$375,000	$821,000	$21,000	**$55,320,000**
2018	$3,614,000	$3,694,000	$217,000	$348,000	$4,379,000	**$12,254,000**
2019	$1,864,000	$3,055,000	$213,000	$669,000	$2,533,000	**$8,335,000**
2020	$1,614,000	$6,085,000	$63,000	$675,000	$684,000	**$9,121,000**
2021	$1,162,000	$2,516,000	$653,000	$348,000	$8,000	**$4,688,000**
2022	$1,411,000	$2,099,000	$684,000	$669,000	$8,000	**$4,871,000**
2023	$848,000	$5,292,000	$684,000	$675,000	$8,000	**$7,507,000**

State project funding comes from various grant opportunities through GDOT. The main funding sources for these grants are motor fuel taxes, passed on to local governments through the Local Maintenance and Improvement Grant (LMIG). The LMIG distributes the motor vehicle tax revenues through a competitive process, requiring prospective project owners to submit applications for funding and provide matching funds. Since 2017, Rome has only programmed state funds once, $2.5 million in 2021. Rome-Floyd MPO has no dedicated local funding sources that contribute to their project funds. Local contributions to projects have been made on an ad-hoc basis and are typically a match for federal funds.

Projected Future Project Revenues

The MTP team used the data on historical revenue to forecast potential future revenues. Between 2018 and 2023, the MPO received an average of $9.6 million in project funding, with annual figures ranging from $5.5 to $16.0 million. Shifts in federal legislative priorities may influence how much future funding is available, and which types of projects receive available funds. To prepare for this uncertainty, the revenue forecast includes a range of potential outcomes. Based on this approach, the MPO is expected to receive an average of $9.6 million per year between 2028 and 2050, with outcomes ranging from $7.3 million to $11.3 million. **Table 6** shows the range of expected annual revenue for each year of the planning period after adjusting for inflation.

Table 7. Expected Revenue Scenarios in Millions of Year of Expenditure Dollars

Phase	Year	GDOT Forecast / Low Funding *($M)*	Average Funding *($M)*	High Funding *($M)*
TIP	2028	7.8	10.3	12.2
	2029	8.0	10.5	12.5
	2030	8.2	10.8	12.7
Phase 1	2031	8.4	11.0	13.0
	2032	8.5	11.2	13.3
	2033	8.7	11.5	13.6
	2034	8.9	11.7	13.9
	2035	9.1	12.0	14.2
Phase 2	2036	9.3	12.3	14.5
	2037	9.5	12.5	14.8
	2038	9.7	12.8	15.2
	2039	10.0	13.1	15.5
	2040	10.2	13.4	15.8
	2041	10.4	13.7	16.2
	2042	10.6	14.0	16.6
	2043	10.8	14.3	16.9
	2044	10.9	14.6	17.3
Phase 3	2045	11.0	14.9	17.7
	2046	11.1	15.2	18.1
	2047	11.2	15.6	18.5
	2048	11.3	15.9	18.9
	2049	11.4	16.3	19.3
	2050	11.5	16.6	19.7
	2051	11.7	17.0	20.1
	2052	11.8	17.4	20.6
	2053	11.9	17.7	21.0
	2054	12.0	18.1	21.5
	2055	12.1	18.5	22.0

A number of additional funding opportunities could be used to generate additional revenue. For example, the MPO could implement a Special Projects Local Option Sales Tax (SPLOT) to fund local capital projects, including transportation projects. Moreover, according to federal law, proceeds from municipal bonds can be employed to fund the non-Federal share of a federally funded Highway project. Finally, Public Private Partnerships can provide RFMPO access to additional upfront capital and reduce public costs and debt requirements.

Selected Projects

The projects listed in **Table 8** and shown in **Figure 24** represent the planned transportation investments in the Rome–Floyd region that leverage federal funding sources. By US law, this list of projects is fiscally constrained to reflect expected revenue levels.

An important note here is the anticipated cost to construct two of the listed projects: the South Rome Bypass and Southeast Rome Bypass. The anticipated cost of each project increased substantially since the 2050 MTP, rising from $120 million to roughly $200 million. This issue of construction cost inflation between 2021 and 2025 exceeding GDOT's planned funding levels has occurred across several major GDOT projects in other regions, . As the project's sponsor, GDOT has confirmed to the Rome-Floyd MPO that it still intends to construct these projects and will take the steps necessary to fund their completion.

Table 8. Fiscally Constrained Project List

RFMPO #	GDOT #	Type	Description	Total Cost
Transportation Improvement Program (2027-2030)				
AT-01	0013690	Bike-Ped	Pedestrian upgrades at 19 locations in Floyd County for Vulnerable Road Users	$314,877
BR-01	0013718	Bridge Replacement	SR 1/SR 20/US 27 at Etowah & NS #719103R in Rome	$29,886,060
BR-02	M006590	Bridge Maintenance	SR 1; SR 5 & SR 100 at 8 location in District 6 - Bridge Preservation	$581,400
BR-03	M006764	Bridge Maintenance	SR 1 & SR 515 at 3 locations in District 6 - Bridge Preservation	$2,870,000
OP-01	0021162	Operations	Electric vehicle charging stations at various locations in Rome	$581,056
			TIP Total	**$34,233,393**
Phase 1 (2031-2035)				
RD-01	662420-	New Roadway	Southeast Rome Bypass from SR 101 NE on new location to US 411	$195,847,709
OP-02	0020350	Operations	Electric vehicle charging station at 1 location in Floyd County	$1,280,000
RD-02	621600-	New Roadway	South Rome Bypass US 27 from SR 1 along Booze Mountain Road to SR 101 at CR 96	$202,861,898
RD-03	0000406	Widening	SR 101 from SR 6/US 278 in Polk Co. to CR 57/Pleasant Hope Road in Floyd Co.	$42,591,251
			Phase 1 Total	**$442,580,858**

RFMPO #	GDOT #	Type	Description	Total Cost
Phase 2 (2036-2045)				
RD-04	0007019	Widening	SR 140 from SR 1/US 27 to SR 53	$88,410,570
AT-02		Bike-Ped	Lindale Trail	$1,500,000
BR-04	0016611	Bridge Replacement	CR 924/Bells Ferry Road at Woodward Creek	$6,183,698
			Phase 2 Total	**$96,094,268**
Phase 3 (2046-2055)				
RD-05	0006019	Widening	SR 20 from SR 100 to Alabama state line	$34,478,134
RD-06	621740-	New Roadway	Cave Spring West Bypass from SR 100 to SR 53 northeast of Cave Spring	$17,842,053
RD-07	0007018	Rights of Way	SR 20/US 411 access rights from SR 1/US 27 to Bartow County	$8,217,734
AT-03		Bike-Ped	Pedestrian Bridge from Glenn Milner to Riverbend	$6,183,698
AT-04		Bike-Ped	Trail from Berry College to the River	$1,500,000
BR-05		New Bridge	Bridge connecting Collier Road to Battery Farm Road	$22,755,264
BR-06		New Bridge	Bridge connecting Horseleg Creek to Blacks Bluff	$33,802,975
AT-05		Bike-Ped	Berry College Trail Connection	$3,600,000
			Phase 3 Total	**$128,379,859**
			Planned Projects Total	*$701,288,377*
			Non-Bypass Projects	**$302,578,771**

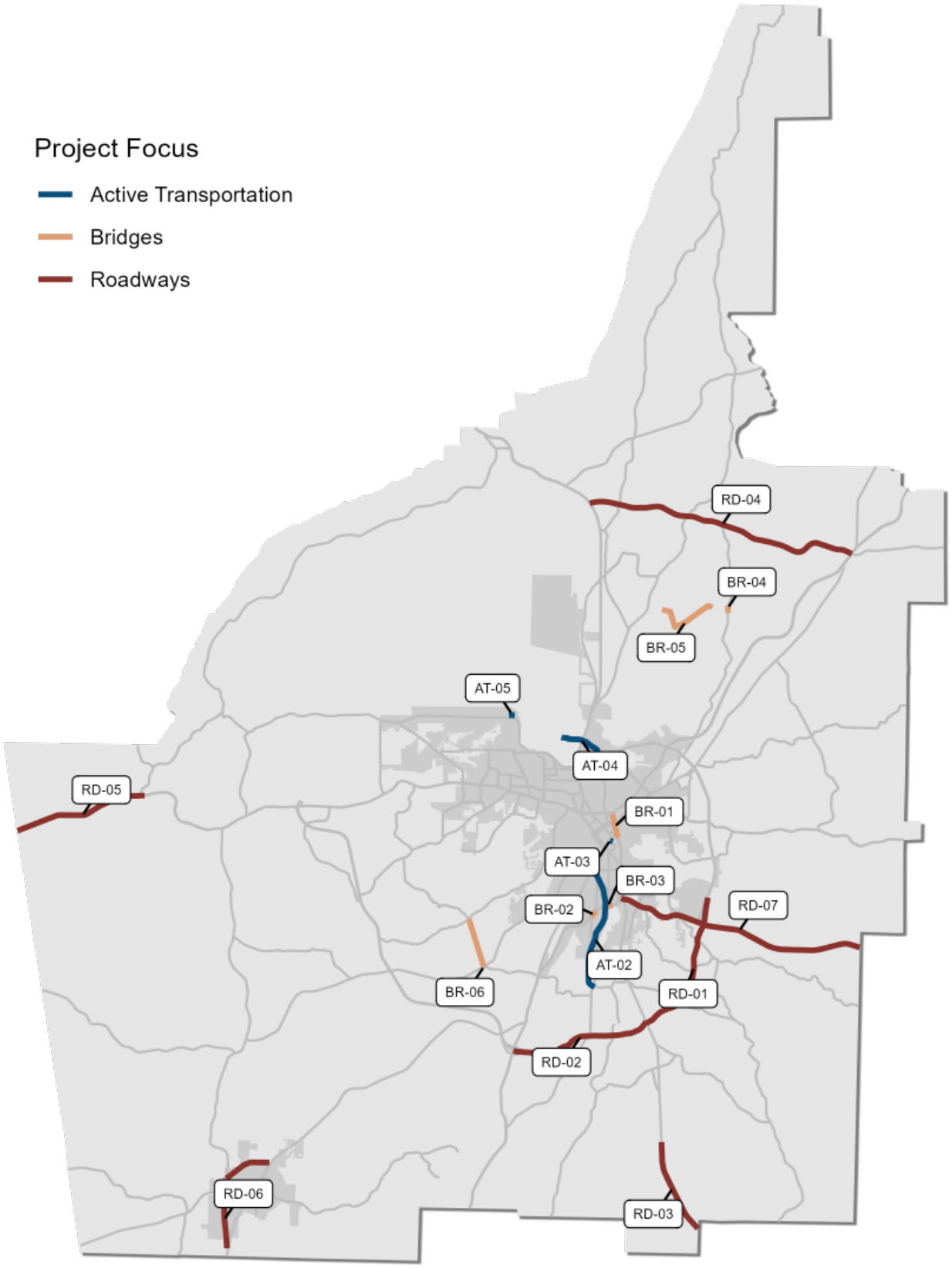


Figure 24. Map of fiscally constrained project list

Expected Project Impacts

To evaluate how proposed transportation improvements would affect future transportation conditions and performance, GDOT creates regional TDMs for every MPO in the state except for the model of Atlanta which is handled by the Atlanta Regional Commission. These models forecast vehicular transportation demand and assess performance measures of the transportation system. The TDM can replicate existing travel demand, forecast future travel demand, identify transportation network deficiencies, prioritize projects, and analyze the benefits of transportation improvements, making it an essential quantitative tool to help MPOs make informed decisions regarding regional transportation improvements.

The MPO TDM development consists of two major parts: base year model update, calibration, and validation; and future MTP scenario development.

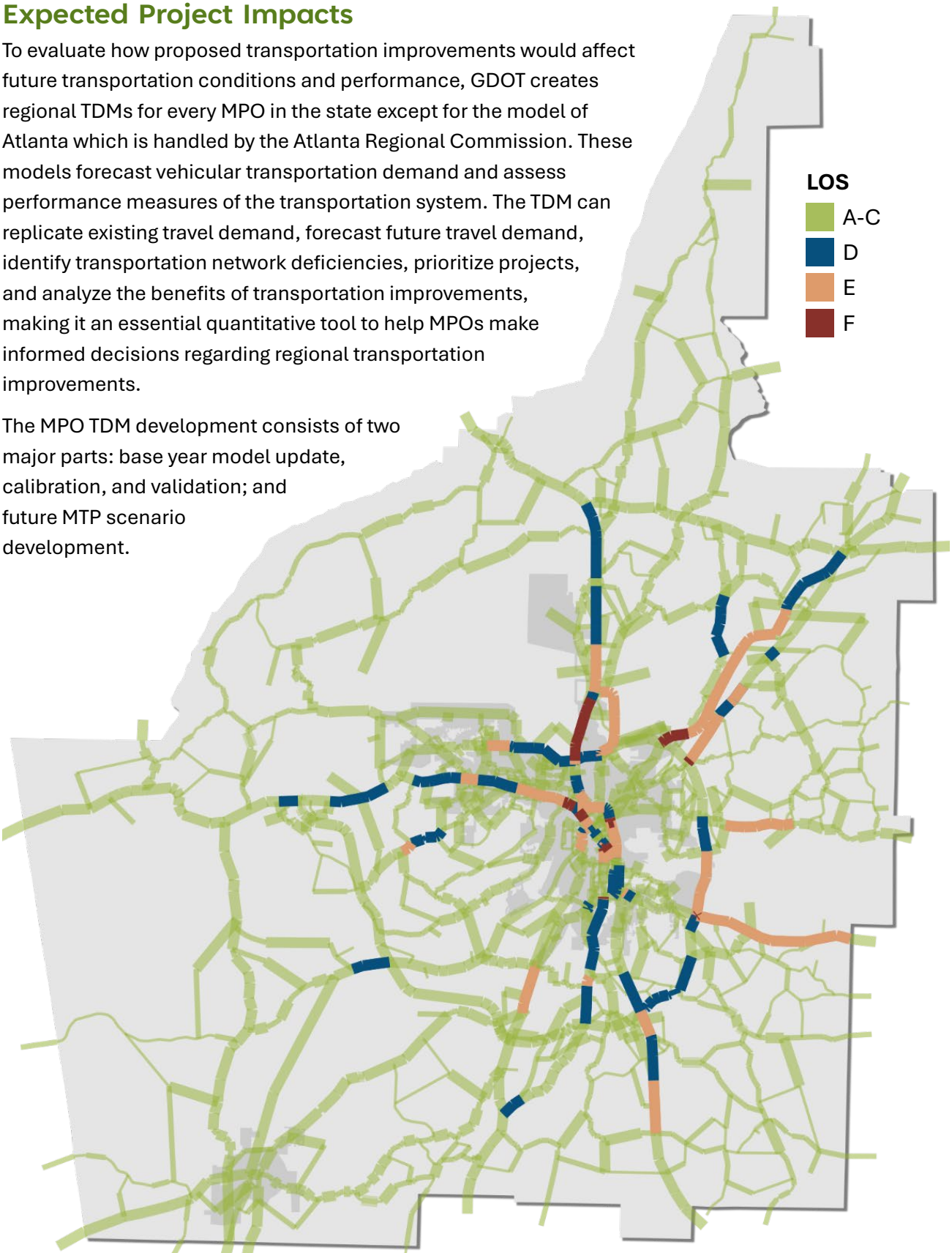


Figure 25. Regional vehicular travel demand model forecast for level of service in 2055 if all capacity projects are constructed, GDOT (2025)

During the TDM MTP scenario development, the MPO provided the project list for each scenario, GDOT reviews the project list, applies relevant project characteristics, runs the model, and shares the output with the MPO. The MPO can then use these outputs to review performance measures of capacity improvement projects.

Based on the forecasted population growth by 2055, GDOT's regional TDM expects a 30 percent increase in vehicle miles traveled. If no new capacity projects are implemented in that time, GDOT expects the share VMT traveled at a LOS A, B, or C to fall from 78 percent to 63 percent. The planned capacity projects for the region are expected to keep LOS F VMT roughly the same and see a reduction of LOS A-C from 78 percent to 66 percent. See **Figure 25** for a map of 2055 LOS by roadway if all new roadway capacity projects are constructed, **Figure 26** for a comparison of baseline conditions in 2020 with the "build nothing" scenario for 2055, and **Figure 27** for a comparison of VMT by LOS between each scenario.

While roadway congestion does not capture all aspects of the transportation system, this trend of growing delays does indicate a need for investment in alternative modes, improved land-use-transportation alignment, and other efforts to reduce the need for single occupancy vehicular travel. Otherwise, continued expansion of the roadway system may become prohibitively expensive, adding more financial burden to GDOT, local governments, and the regional community.

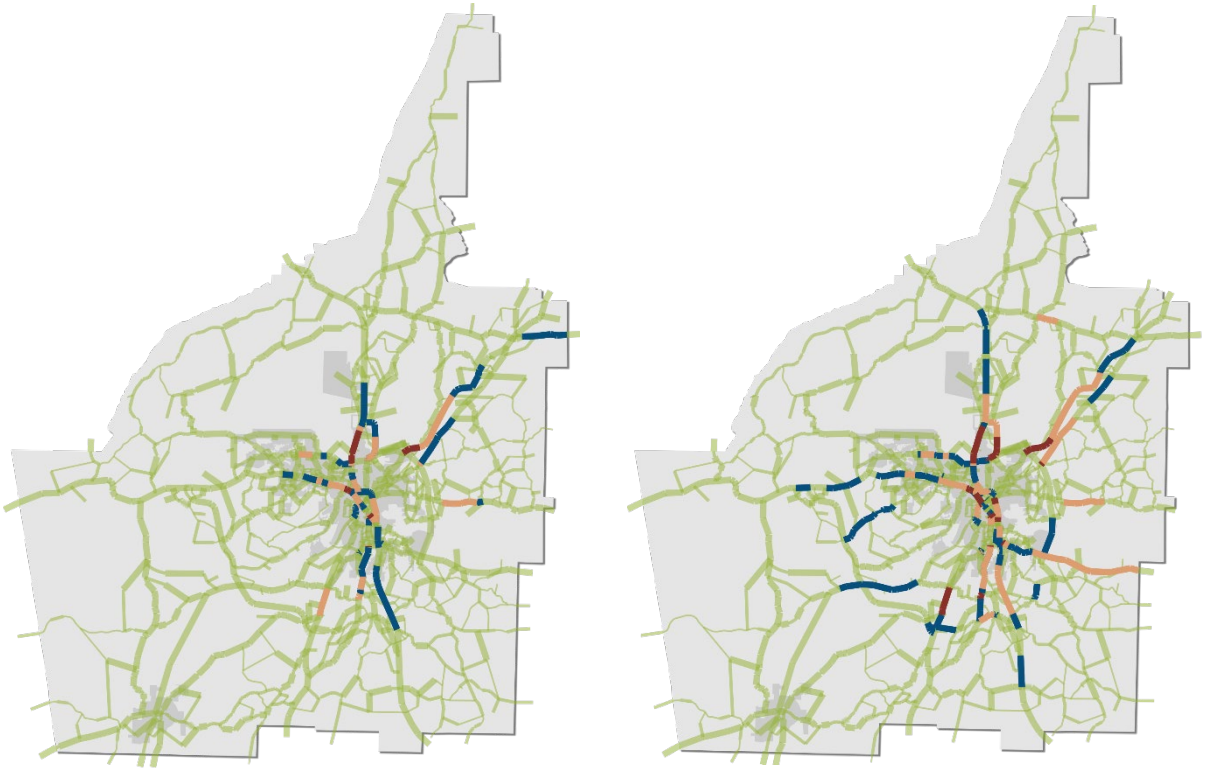


Figure 26. Comparison of level of service for the 2020 baseline (left) and the 2055 "do nothing" scenario (right), GDOT (2025)

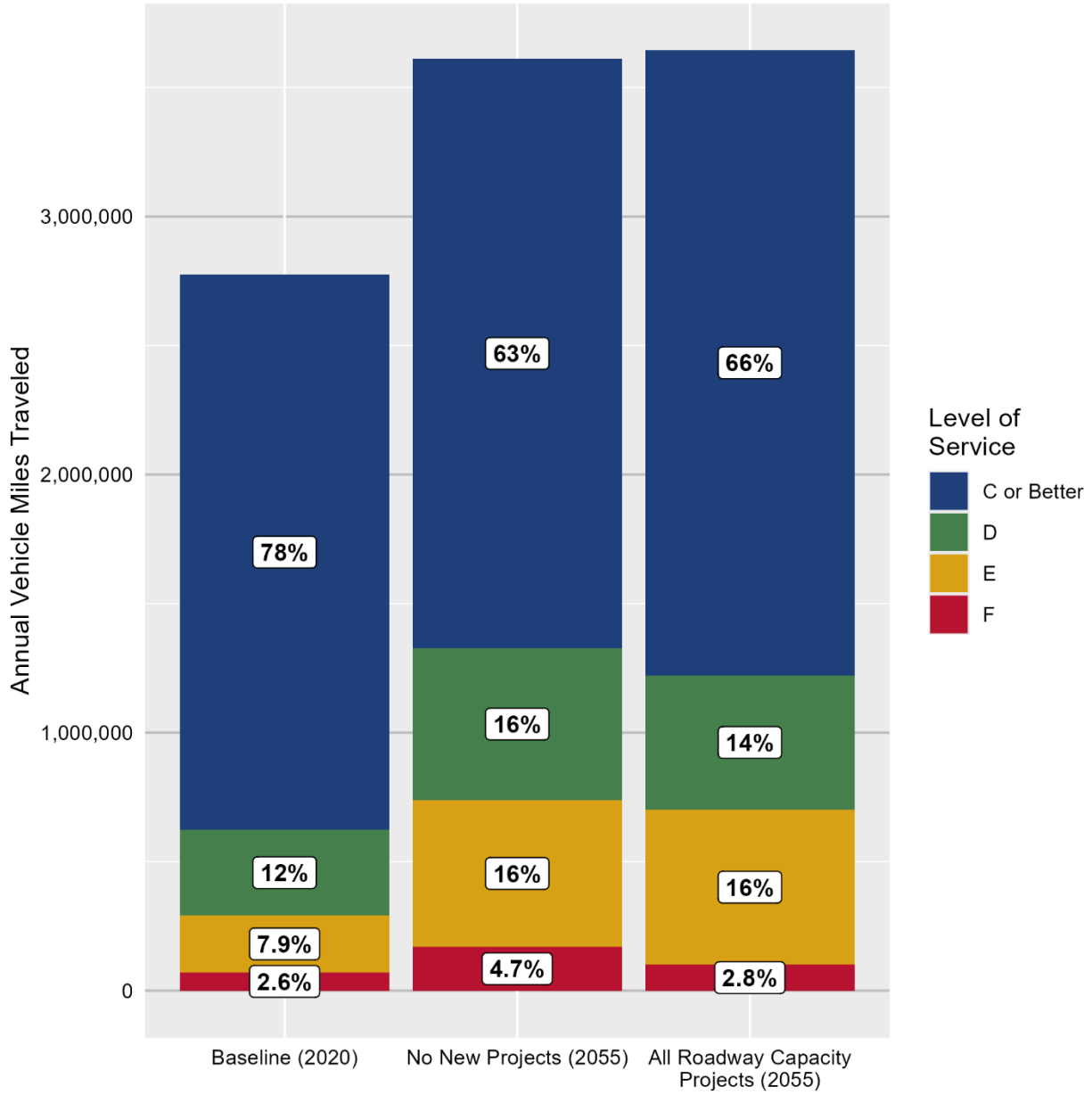


Figure 27. Annual vehicle miles traveled by level of service and scenario, GDOT (2025)

Performance Management

While a wealth of transportation infrastructure information is available from State and Federal agencies, those organizations must spread their data collection efforts across thousands of roadways, intersections, ports, and users. Gathering more data at the regional level will allow local investments to better target locations and communities that would benefit most from investment or that are particularly underserved.

Transportation Performance Management is the process of connecting information about infrastructure conditions to how well the system is serving its users and then to decisions about how to distribute resources. Decision makers, such as county and city elected officials or department heads, can then set targets and implement strategies that better reflect existing conditions, leading to more success and progress towards the community's priorities.

RFMPO and GDOT already report performance measures to the federal government for topics like safety, infrastructure condition, travel reliability, air quality, and transportation mode choice. See **Appendix D: System Performance Report** for more information about these measures. Below are some additional recommendations for regionally focused transportation performance management that could be implemented in subsequent planning or programming efforts.

Emergency Response Tracking. In discussions with police and fire departments, representatives presented several cases where infrastructure conditions (e.g., narrow roads) or performance (e.g., rush hour congestion) had made it harder for them to do their job safely and effectively. Documenting relevant data and tracking changes over time will help these crucial service providers better serve the community.

- Police: Police crash reports already form the basis of crash data in the state of Georgia. By coordinating with officers, transportation staff can identify what locations are already a concern while also helping officers identify any key information that is missing from past reports or that could be supplemented in some way.
- Fire: Fire fighters particularly noted road geometry challenges in serving the community. Issues like narrow roads, tight corners, and low bridges are all things that can be easily documented in a centralized data set and added to a priority list for local or state roadway owner-operators.
- EMS: Travel times are doubly crucial for Emergency Medical Services as they must reach the person in need and then transport them to appropriate medical facilities. Additional traffic monitoring on routes to key medical centers will allow for investments to more accurately address the underlying causes of congestion, and ensuring that sufficient shoulder lanes are available for emergency vehicles along regularly congested routes will reduce travel times at peak traffic conditions.

User Counts: How people are using the transportation system is a foundational piece of information in assessing how well that system is performing. As State and Federal agencies must cover tens of thousands of miles, they can only observe so many sites. The relatively small size of the Rome-Floyd region means that local agencies can deploy low-cost counter technology at a large number of sites without having to expend significant resources on travel between sites.

- Vehicles: While GDOT already conducts counts in Floyd County, they are always on state-owned roads. Getting regular counts on locally owned roads and on smaller roads than GDOT typically conducts counts will provide a more detailed picture for future investment decisions for maintenance and new facilities. It will also give a better picture of how new routes or new mode alternatives affect travel behaviors.
- Pedestrians and Cyclists: Pedestrians and cyclists are often the least counted transportation user group. Recent technological advancements have made low-cost counters available to municipal agencies. Adding these would give RFMPO and its partners a sense of how much the regional trail system is utilized and could also be used for sidewalks to see the impact of new facilities or trends related to time-of-day or weather conditions.
- Transit Riders: With Rome Transit updating its route service, supporting regular counts and surveys of riders will help decision-makers understand the impacts of investments in better mode choices, especially in downtown Rome where key arterial roadways are experiencing significant recurring congestion.

Pollution Monitoring. Quality of life is a significant concern for the Rome-Floyd community and its stakeholders. Monitoring conditions is an important process in identifying opportunities to reduce the negative impacts of transportation on the community and its surrounding environment.

- Air Quality: While RFMPO is not subject to federal air quality regulations, stakeholders noted that continued development along the I-75 corridor could impact air quality in the region. Investing in air quality equipment and monitoring would give early warning signs for decision-makers to act on, and they could also be used to assess the public health impacts of reducing the number of cars on the road.
- Water Quality: The three rivers represent an important ecological and social aspect of the Rome-Floyd region. Monitoring and protecting its quality will allow it to be a continued draw to the region.
- Noise: Between the Richard B. Russell airport (which recently extended its runway) and freight moving through the region, there are several significant sources of noise pollution. Current federal data on noise is estimated based on mode and usage. Having equipment to directly measure transportation noise levels would support site selection for projects to reduce noise's impact on residential and cultural areas.

Additional Policy and Strategy Recommendations

The following is a list of potential policies or strategies based on public, stakeholder, and expert feedback that could be implemented to support the vision, goals, and objectives identified by this plan. These recommendations will inform future actions taken by the MPO to coordinate regional partners, pursue additional funding, and engage the community to determine their priorities.

Efficiency

- **Fill Network Gaps**
  Identify and program small capital investments close to critical street, sidewalk, and trails gaps that most improve 15-minute access to jobs, schools, healthcare, and commercial nodes.

- **Multimodal Priority Corridors**
  Designate 3-4 corridors connecting community nodes (e.g., downtown, the baseball stadium, etc.) for complete-street treatments, and coordinate with GDOT to implement improvements such as accessible transit stops, traffic signal retiming, bike and pedestrian protections, and economic development support.
- **Land-Use Transportation Alignment**
  Update zoning and land-use policies to concentrate growth in areas with more existing transportation capacity and flexibility, manage access effectively, and better optimize the right of way for people, freight, and transit.

Safety

- **Safe System Implementation**
  Starting with a comprehensive safety plan, fund an annual countermeasure bundle of projects such as access management, high-visibility crosswalks, pedestrian refuges, street lighting, and traffic calming around vulnerable locations (e.g., schools, hospitals, and eldercare).
- **Emergency Response Reliability**
  Working with police, fire, and emergency medical services, identify, scope, and program improvements to intersections and roadways that would support faster response times and improved operational safety.
- **Rail Crossing Safety**
  To leverage state and federal funding opportunities, establish criteria for railroad crossings that evaluate aspects such as safety risk, transportation delay, and impact on disadvantaged communities; then begin advancing the highest score locations towards project readiness for safety interventions or at-grade crossing elimination.

Responsibility

- **Accessibility Expansion**
  Use accessibility scores and disadvantaged population concentrations to prioritize first/last-mile links and service spans where they would close the biggest access gaps to jobs, healthcare, education, and community.
- **Fiscal Realism and Funding Acquisition**
  Use the MTP's project prioritization process and recommended strategies to guide investment decisions, strengthen communication with stakeholders and the public, and support state and federal funding applications that advance regional connectivity while minimizing community and environmental impacts.
- **Regional and Inter-Agency Coordination**
  Hold annual coordination meetings with regional partners (e.g., community organizations, municipal departments, or local businesses) as well as peer organizations (e.g., neighboring MPOs and Regional Commissions, Georgia Departments of Transportation, Economic Development, and Community Affairs) to share successful strategies, identify shared priorities, and identify action items for the coming year to advance transportation goals in the Rome-Floyd region.

Appendix A: Public Survey

This appendix contains the questions distributed as part of the Transportation Preference Survey as well as commentary on the results of that survey.

Questions

The following questions were included in the survey. The digital version included interactive maps for respondents to indicate specific locations.

Transportation Survey

- Rank the following transportation topics in order of priority from 1 to 8, with 1 being the most important:
  - Reliability (how consistent and predictable your travel time is)
  - Connectivity (how easily you can get to your destinations)
  - Congestion
  - Safety
  - Pavement and bridge maintenance
  - Multiple mode options (walk, bike, bus, car, etc.)
  - Disaster resilience
  - Other: (fillable text box)
- What specifically about the topics above is important to you? (short answer)
- About how many trips per week do you make using each of the following modes? Note: round trips count as one trip
  - Walk/Mobility Device
  - Bicycle
  - Public Transit
  - Carpool
  - Rideshare (Uber, Lyft, etc.)
  - Private Car
- What specific locations are you most concerned about and why?
  - Find a location you feel needs attention and right-click on it to drop a pin over it. Examples include bad sidewalks, unpredictable congestion, and narrow shoulders. (pin locations on the map)
  - Why do you feel that the location needs attention? (short answer)
- What transportation system improvements would you like to see in the Rome-Floyd region? (short answer)
- Is there anything else you would like to add? (short answer)

Demographics Survey

No identifying information gathered, and all questions optional.

- What is your age group?
  - Under 19
  - 20-29
  - 30-50
  - 51-64
  - 65-74
  - 75 and Over
- What is your gender?
  - Male
  - Female
  - Prefer not to answer
- What is your annual income range?
  - Less than $25,000
  - $25,000-$50,000
  - $50,000-$75,000
  - $75,000-$100,000
  - $100,000-$150,000
  - Over $150,000
- What is your race?
  - White
  - Black
  - Asian
  - Native Hawaiian/Pacific Islander
  - Native American
- What is your ethnicity?
  - Hispanic or Latino
  - Not Hispanic or Latino

Demographics

To ensure representative results, the survey included a series of optional demographic questions, but no identifying information was recorded. This allowed responses to be weighted based on the difference between the demographic makeup of responses versus the region's total population for each category (age, sex, race, ethnicity, and income). Overall, while some groups were more likely to have responded, there was no statistically significant difference between the results for the over- and under-represented groups.

Priority Ranking

The survey asked respondents to rank a set of seven transportation-related topics in order of priority. The topics were congestion, connectivity, disaster resilience, pavement and bridge maintenance, reliability, and safety. There was also an optional "other category, which included a textbox to provide a short description.

After being weighted based on demographic data, the results can be ranked using one of four methods:

- The **average score** method, each rank is given a score: from eight points for rank one, to one point for rank eight. The topics are then sorted by their average score across all responses.
- The **median score** method is similar to the average score method, except that the topics are sorted by their median score across all responses.
- The **percentage of first rank** sorts the topics by the share of respondents who gave that topic the highest importance.
- The **pairwise comparison** ranks the topics based on how frequently they were assigned a higher priority than each other topic.

As shown in **Table 7,** Results were similar across all four ranking methods. Congestion, Reliability, and Connectivity were generally the highest, while Resilience and "other" were at the bottom. The other topics were in the middle and had higher rates of variation in their rankings.

Table 9. Topic Priority Rankings by Technique

Rank	Average Score	Median Score	Pairwise Comparison	Percent Ranked #1
1	Congestion	Reliability	Congestion	Congestion
2	Reliability	Connectivity	Reliability	Safety
3	Connectivity	Congestion	Connectivity	Condition
4	Safety	Safety	Safety	Connectivity
5	Condition	Condition	Condition	Reliability
6	Multimodal Options	Multimodal Options	Multimodal Options	Multimodal Options
7	Resilience	Resilience	Resilience	Other
8	Other	Other	Other	Resilience

Other Qualitative Information

The survey also included several opportunities for respondents to provide their own qualitative, short answer responses about their transportation priorities. These responses showed several recurring themes. Some themes were similar to the topics included in the priority ranking question (such as congestion and safety), while others were not (for instance, many respondents brought up concerns about the impact of growth in the region). **Table 8** shows how frequently each of these themes appear across the responses to each survey question.

Table 10. Frequency of Each Theme Among Survey Responses

Percent of Responses	Short Answer	Survey Map of Concerns	"Other" from Ranking Question	Overall	Rank
Congestion and Reliability	26%	32%	14%	30%	1
Safety	13%	15%	17%	14%	3
Maintenance and Condition	13%	10%	7%	10%	4
Accessibility	13%	8%	14%	10%	5
Public Transit	4%	1%	0%	2%	9
Active Transportation	7%	5%	0%	6%	6
Regional Growth	1%	3%	7%	2%	8
Operations	4%	6%	14%	5%	7
Recommendations	18%	19%	28%	19%	2

Many responses included specific recommendations; however, subject matter experts noted that some lacked certain technical details and context, which could affect their usefulness. For this reason, future engagement efforts should continue working to bridge the gap between residents' experiences and the more technical aspects of transportation planning.

Spatial Mapping

Finally, the survey included a map, which allowed respondents to provide feedback concerning a specific location in the region. **Figure 21** shows the locations that were submitted. Responses were largely concentrated in and around the City of Rome or major roadways.

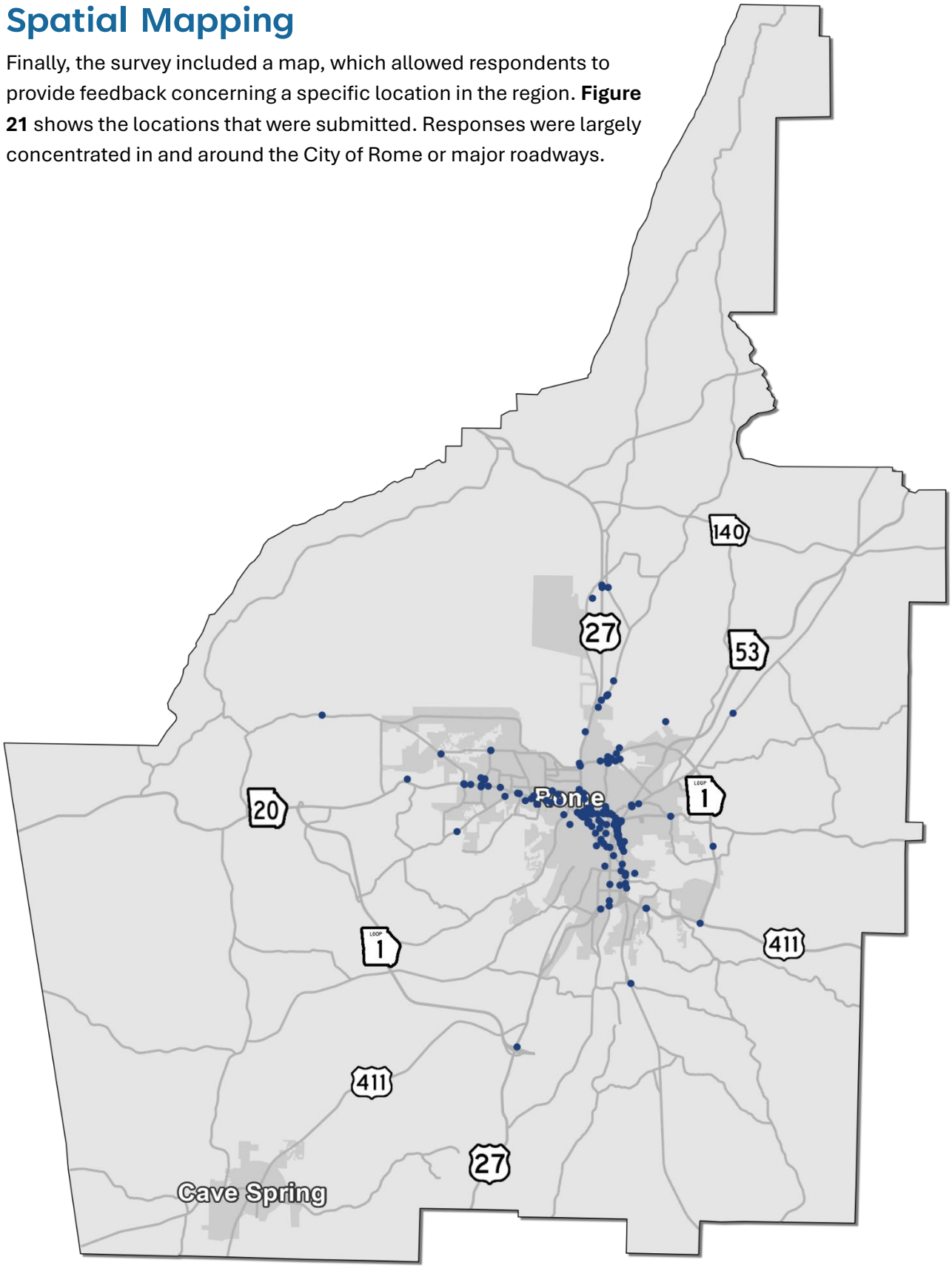


Figure 28. Locations of transportation survey respondents' concerns

Opinion Summaries

The following sections summarize the most frequent themes from stakeholder input, public feedback, and survey results.

Congestion and Reliability

Traffic congestion was a common concern, with key corridors such as Turner McCall Blvd, Second Avenue, and Shorter Avenue frequently cited for severe backups during rush hour. Limited river crossings and single-lane sections create bottlenecks, while long waits through multiple light cycles reduce reliability. Many felt areas of rapid development have also contributed to congestion. Stakeholders call for coordinated planning to improve consistency, and solutions like new bridges, improved signal and intersection design, and “don’t block the box” treatments.

Safety

Safety also emerged as an important concern, with respondents reporting frequent near-misses and collisions due to missing turn signals, signal timing, and uncontrolled left turns. High speeds, distracted driving (particularly due to phone use), and trucks cutting across lanes increase these risks. Pedestrian and cyclist safety was also highlighted, as many facilities lack protective design features. Stakeholders urge that safety be prioritized in all projects.

Maintenance and Condition

Residents report widespread deterioration of roads, bridges, sidewalks and drains, with potholes and uneven pavement causing vehicle damage and safety hazards. Stakeholders call for more strategic, timely maintenance and higher-quality resurfacing practices to ensure smooth and safe travel. Local public works staff indicated challenging state legislation that hampers the upkeep of bike and pedestrian infrastructure along state routes.

Accessibility

Accessibility challenges encompass poor connectivity, disconnected multimodal links, and blocked entrances. Respondents highlight that simultaneous roadworks impede predictable travel times and can even hinder emergency vehicle access. Key destinations such as the airport lack adequate signage and traffic controls. Gaps in sidewalk networks and trail connections force pedestrians and wheelchair users into traffic lanes, underscoring the need for continuous, ADA-compliant walkways and dedicated shoulders or bike lanes.

Public Transit

The lack of reliable public transit service, both within city limits and beyond, was discussed as a critical gap in the county’s mobility network. Stakeholders noted that expanded transit options could alleviate roadway congestion, improve access to employment and healthcare, and support tourism. Inadequate transit disproportionately impacts low-income and car-less residents who depend on public services for daily living. Participants urge investment in diverse, accessible transit modes to reduce car trips and promote a more sustainable transportation system.

Active Transportation

Cyclist and pedestrian infrastructure in the region is currently fragmented and often perceived as unsafe, discouraging non-motorized travel despite community interest. Respondents report missing or damaged sidewalks, long gaps between crosswalks, and narrow shoulders that force pedestrians and cyclists into traffic lanes. Key trails and downtown corridors lack direct, protected connections, while bridges and overpasses frequently omit adequate walking or biking facilities. Stakeholders recommend continuous, ADA-compliant sidewalks, dedicated bike lanes or shoulders, and strategically placed pedestrian crossings or bridges.

Regional Growth

The region's rapid growth has outpaced capacity, particularly along northern ingress routes and along corridors like Shorter Avenue. Stakeholders observe that new developments are straining the system, leading to severe congestion and safety risks. Proactive coordination between land use and transportation planning, including roadway expansions and strategic growth management, will be essential to balance development and network performance.

Operations

Stakeholders reported that overlapping construction and maintenance projects create unpredictable delays, safety risks, and frustration for commuters. Frequent lane closures and repetitive excavations reduce travel reliability and erode public confidence that tax dollars are being used efficiently. Respondents urge that utility work, pavement repairs, and capital upgrades be coordinated to minimize disruption. Improved project management, clear communication, and commitment to completing work promptly will be essential to ensure prudent use of resources.

Appendix B: Accessibility Scores

Mode	Origin Group	Destination Type	15 Min	30 Min
Motor Vehicle ***(Floyd County)***	All Residents	Other Residents	36,000	734,000
	Workers		36,000	738,000
	Econ. Disadv.		45,100	776,000
	Ability Disadv.		36,500	727,000
	All Residents	Jobs *(Floyd County)*	17,800	29,500
	Workers		17,900	29,600
	Econ. Disadv.		21,300,	30,600
	Ability Disadv.		17,800	29,100
	All Residents	Commercial	2,560	4,100
	Workers		2,570	4,120
	Econ. Disadv.		3,080	4,260
	Ability Disadv.		2,570	4,060
	All Residents	Cultural	1,760	3,070
	Workers		1,760	3,090
	Econ. Disadv.		2,200	3,190
	Ability Disadv.		1,780	3,030
	All Residents	Greenspace	31	52
	Workers		31	53
	Econ. Disadv.		36	55
	Ability Disadv.		31	52
	All Residents	Public Health	17	26
	Workers		17	27
	Econ. Disadv.		20	28
	Ability Disadv.		17	26
Motor Vehicle ***(Broader Region)***	All Residents	Jobs *(Broader Region)*	16,300	36,700
	Workers		16,300	36,900
	Econ. Disadv.		19,500	38,700
	Ability Disadv.		16,800	37,400
Transit ***(500 ft. Buffer)***	All Residents	Other Residents	410	850
	Workers		390	810
	Econ. Disadv.		820	1,650
	Ability Disadv.		480	1,010
	All Residents	Jobs *(Floyd County)*	620	1,230
	Workers		590	1,170
	Econ. Disadv.		1,260	2,390
	Ability Disadv.		740	1,460
	All Residents	Commercial	110	220
	Workers		110	210

	Econ. Disadv.		220	430
	Ability Disadv.		130	260
	All Residents	Cultural	38	66
	Workers		36	63
	Econ. Disadv.		77	130
	Ability Disadv.		46	78
	All Residents	Greenspace	1.1	1.8
	Workers		1.1	1.7
	Econ. Disadv.		2.3	3.5
	Ability Disadv.		1.4	2.2
	All Residents	Public Health	0.7	1.3
	Workers		0.7	1.2
	Econ. Disadv.		1.4	2.5
	Ability Disadv.		0.8	1.5
Transit ***(1/4 mi. Buffer)***	All Residents	Other Residents	1,980	4,150
	Workers		1,870	3,390
	Econ. Disadv.		3,830	7,750
	Ability Disadv.		2,210	4,700
	All Residents	Jobs *(Floyd County)*	2,460	4,400
	Workers		2,310	4,180
	Econ. Disadv.		4,730	8,250
	Ability Disadv.		2,770	4,990
	All Residents	Commercial	320	620
	Workers		300	590
	Econ. Disadv.		620	1,170
	Ability Disadv.		360	710
	All Residents	Cultural	150	250
	Workers		140	240
	Econ. Disadv.		290	470
	Ability Disadv.		170	280
	All Residents	Greenspace	4.1	6.8
	Workers		3.9	6.4
	Econ. Disadv.		7.9	13
	Ability Disadv.		4.7	7.7
	All Residents	Public Health	2.1	6.7
	Workers		2.0	3.5
	Econ. Disadv.		4.1	6.9
	Ability Disadv.		2.4	4.2
Active ***(Vulnerable)***	All Residents	Other Residents	53	53
	Workers		53	53
	Econ. Disadv.		52	52
	Ability Disadv.		52	52
	All Residents		5.4	5.4

	Workers	Jobs *(Floyd County)*	5.4	5.4
	Econ. Disadv.		5.6	5.6
	Ability Disadv.		5.3	5.3
	All Residents	Commercial	2.4	2.4
	Workers		2.5	2.5
	Econ. Disadv.		2.7	2.7
	Ability Disadv.		1.8	1.8
	All Residents	Cultural	1	1
	Workers		1	1
	Econ. Disadv.		1.2	1.2
	Ability Disadv.		1	1
	All Residents	Greenspace	0.015	0.015
	Workers		0.014	0.014
	Econ. Disadv.		0.012	0.012
	Ability Disadv.		0.015	0.015
	All Residents	Public Health	0.0039	0.0039
	Workers		0.004	0.004
	Econ. Disadv.		0.0058	0.0058
	Ability Disadv.		0.0052	0.0052
Active *(Interested)*	All Residents	Other Residents	53	53
	Workers		53	53
	Econ. Disadv.		52	52
	Ability Disadv.		52	52
	All Residents	Jobs *(Floyd County)*	5.4	5.4
	Workers		5.4	5.4
	Econ. Disadv.		5.6	5.6
	Ability Disadv.		5.3	5.3
	All Residents	Commercial	2.4	2.4
	Workers		2.5	2.5
	Econ. Disadv.		2.7	2.7
	Ability Disadv.		1.8	1.8
	All Residents	Cultural	1	1
	Workers		1	1
	Econ. Disadv.		1.2	1.2
	Ability Disadv.		1	1
	All Residents	Greenspace	0.015	0.015
	Workers		0.014	0.014
	Econ. Disadv.		0.012	0.012
	Ability Disadv.		0.015	0.015
	All Residents	Public Health	0.0039	0.0039
	Workers		0.004	0.004
	Econ. Disadv.		0.0058	0.0058
	Ability Disadv.		0.0052	0.0052

Active ***(Confident)***	All Residents	Other Residents	160	160
	Workers		170	170
	Econ. Disadv.		140	140
	Ability Disadv.		160	160
	All Residents	Jobs *(Floyd County)*	16	16
	Workers		16	16
	Econ. Disadv.		15	15
	Ability Disadv.		16	16
	All Residents	Commercial	2.9	2.9
	Workers		3	3
	Econ. Disadv.		3.3	3.3
	Ability Disadv.		2.6	2.6
	All Residents	Cultural	2.5	2.5
	Workers		2.4	2.4
	Econ. Disadv.		2.4	2.4
	Ability Disadv.		2.4	2.4
	All Residents	Greenspace	0.035	0.035
	Workers		0.034	0.034
	Econ. Disadv.		0.031	0.031
	Ability Disadv.		0.036	0.036
	All Residents	Public Health	0.016	0.016
	Workers		0.016	0.016
	Econ. Disadv.		0.019	0.019
	Ability Disadv.		0.017	0.017

Appendix C: Prioritization Performance Area Frameworks

The following tables describe the assessment of various project benefits for the purpose of prioritizing transportation infrastructure investment decisions.

Table 11. Safety Data Framework

Safety Need	Safety Benefit	Total Safety Score
Total KAB Crashes within 100ft of Project Location from 2018-2023	Expected Impact Based on Project Description	**Need x Benefit (Normalized)**

Table 12. Safety Judgement Rubric

Score	1	3	5
Safety Need	Project location experienced few or no Crashes (less than 8)	Project location experienced some crashes (15-25)	Project location experienced many crashes (>30)
Safety Benefit	Project describes no potential safety benefits or countermeasures	Project describes some potential safety benefits or individual countermeasures that may have a positive impact	Project explicitly intends to address safety as a key component of scope and describes specific actions to do so

Table 13. Mobility Data Framework

Level of Service (LOS)	Traffic	Jobs Access Needs	Mobility Benefit	Total Safety Score
Worst LOS identified by TDM in project vicinity	TDM reported VMT divided by project segment length (TDM Period traffic). For new construction parallel segments are used.	Jobs accessible within a 15-minute drive from the project (low values indicate high needs)	Expected project impact on mobility or delay	**(LOS + Traffic + Access Need) x Benefit (Normalized)**

Table 14. Mobility Judgement Rubric

Score	1	3	5
LOS	Project location has no LOS (typically new construction)	Project LOS is indicated as C or Better	Project LOS is indicated as E or F
Traffic	Project is on a segment with low volumes	Project is on a segment with approximately average traffic or network importance	Project is on a segment with relatively high volumes or high network importance
Job Access Needs	Project is located in an area with a high number of jobs accessible by car (top quintile)	Project is located in an area with a median number of jobs accessible by car.	Project is located in an area with a low number of jobs accessible by car (bottom quintile)
Mobility Benefit	Project is not described as having any mobility or operational benefits	Project may have a mobility benefit or may describe minor operational improvements	Project description suggests significant connectivity benefits such as new bridges or indicates significant mobility improvements to existing network.

Table 15. Active Transportation Data Framework

Active Transportation Need	Active Transportation Benefit	Total Safety Score
Number of Jobs accessible within a 30-minute walk (low value indicated high need)	Expected project impact on active transportation network based on description	**Need x Benefit (Normalized)**

Table 16. Active Transportation Judgement Rubric

Score	1	3	5
Active Transportation Need	Project is located in an area with a high number of jobs accessible by walking (top quintile)	Project is located in an area with a median number of jobs accessible by walking.	Project is located in an area with a low number of jobs accessible by walking (bottom quintile)

Active Transportation Benefit	Project describes no potential active transportation benefits.	Project description may not explicitly address active transportation but does describe features that may include tangential benefits (such as new connector roads or round abouts)	Project explicitly intends to address active transportation needs or network connectivity or addresses pedestrian and cyclist safety

Table 17. Bridge Data Framework

Bridge Condition Need	Bridge Condition Benefit	Total Safety Score
Deck area weighted average bridge condition score.	Expected project impact on condition of existing bridges.	**Need x Benefit (Normalized)**

Table 18. Bridge Condition Judgement Rubric

Score	0	1	5
Bridge Condition Need	No bridge in the project vicinity	Project is at a location with a relatively high bridge condition score	Project is at a location with one of the lowest bridge condition scores
Bridge Condition Benefit		Project is not a bridge project	Project will address bridge condition (with a new bridge or substantive reconstruction)

Table 19. Responsibility Data Framework

Economic Disadvantage	Ability Disadvantage	Opportunity Zone	Total Safety Score
Population in the project vicinity considered economically disadvantaged	Population in the project vicinity considered ability disadvantaged	Project is in opportunity zone (Yes or No)	**Economic Need + Ability Need + Opportunity Zone**

Table 20. Responsibility Judgement Rubric

Score	0	1	3	5
Economic Need		Project vicinity has comparatively few people in economic need (bottom quintile)	Project vicinity has a median number of people in economic need	Project vicinity has a relatively high number of people in economic need (top quintile)
Ability Need		Project vicinity has comparatively few people considered ability disadvantaged (bottom quintile)	Project vicinity has a median number of people considered ability disadvantaged	Project vicinity has a relatively high number of people considered ability disadvantaged (top quintile)
Opportunity Zone	Project is not in Opportunity Zone (Score of Zero	N/A	N/A	Project is located in Opportunity Zone

Appendix D: System Performance Report

This System Performance Report has been prepared in accordance with federal requirements for metropolitan transportation planning as established under 23 U.S.C. §134 and 49 U.S.C. §5303, and implemented through 23 CFR Part 450. These statutes and regulations mandate that MPOs carry out a continuing, cooperative, and comprehensive (3-C) performance-based planning process that supports national transportation goals and ensures accountability in the use of federal transportation funds.

Under 23 CFR §450.324, this MTP must include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in §450.306(d). This report documents:

- Baseline conditions and trends for key performance measures.
- Progress achieved toward meeting adopted performance targets compared to previous reports.
- Analysis of investment impacts, including how programmed projects contribute to achieving performance objectives.

The performance-based planning framework is rooted in the national goals outlined in 23 U.S.C. §150(b), which include safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. For public transportation, the process advances the policy objectives set forth in 49 U.S.C. §5301.

This report fulfills the MPO's responsibility to integrate performance management into the planning process, ensuring that transportation investments are data-driven, outcome-focused, and aligned with federal, state, and regional priorities.

PM 1 Safety

As established by 23 CFR 490, the Federal Highway Administration (FHWA) has defined performance measures for safety (PM1). These performance measures help GDOT track performance related to the safety and security goal set forth in its 2050 Statewide Transportation Plan (2050 SWTP). GDOT, in collaboration with its regional partners, including Rome-Floyd MPO, develops safety performance targets for the full extent of the public roadway system for each of the five federal safety measures established by 23 CFR 490, including:

- Total fatalities;
- Total serious injuries;
- Fatality rate per hundred-million vehicle miles traveled (HMVMT);
- Serious injury rate per HMVMT; and
- Total non-motorized fatalities and serious injuries.

In its 2050 Statewide Transportation Plan, GDOT recognized safety as a "top priority," committing itself to reducing deaths and fatal injuries on roadways and setting targets which reflect this strategy. GDOT utilizes a five-year rolling average to determine a baseline on which they set their targets. GDOT then works with its partners to set targets that are realistic, yet aggressive enough to warrant careful planning and investment.

GDOT is responsible for reporting all safety condition targets to FHWA. Thus, in coordination with regional partners, GDOT developed its performance targets and reported this information to FHWA in its 2023 Highway Safety Improvement Program (HSIP). Rome-Floyd MPO approved and adopted the Georgia statewide safety performance targets. **Table 19** shows these results and trends.

Table 21. GDOT PM1 Targets from the 2023 HSIP

Performance Measure	2022 Performance	2023 Targets	2023 Performance	Targets Met?
Number of Fatalities	1,795	1,680	1,619	✔
Fatality Rate (Per 100 million Vehicle Miles Traveled)	1.440	1.360	1.281	✔
Number of Serious Injuries	8,667	8,966	8,179	✔
Serious Injury Rate (Per 100 million Vehicle Miles Traveled)	6.955	7.679	6.474	✔
Number of Non-motorized Fatalities and Serious Injuries	883	802	325	✔

Rome-Floyd MPO connects its goals, objectives, and investment priorities to established performance objectives, noting that this connection is necessary for meeting statewide and regional performance targets. Accordingly, the MPO has included several projects in its FY 2024-2027 Transportation Improvement Program designed to address these safety performance targets.

PM 2 Pavement and Bridge Condition

As established by 23 CFR 490, FHWA has defined performance measures for bridge and pavement conditions (PM 2). GDOT works to achieve its pavement and bridge condition targets to support their 2050 SWTP infrastructure preservation goals.

The pavement condition performance measures are:

- Percent of interstate pavement in good condition,
- Percent of interstate pavement in poor condition,
- Percent of non-interstate National Highway System (NHS) pavement in good condition; and,
- Percent of non-interstate NHS pavement in poor condition.

The pavement performance measures incorporate consideration of roughness (using the International Roughness Index, or IRI), cracking percent, rutting (for asphalt pavement only), and/or faulting (for concrete pavement only). For roads where the speed limit is less than 40 miles per hour, the present serviceability rating (PSR) may be used.

The bridge condition performance measures are:

- Percent of NHS bridges by deck area in good condition; and,
- Percent of NHS bridges by deck area in poor condition.

Bridge condition is based on the National Bridge Inventory (NBI) rating of bridge components (deck, superstructure, substructure, and culvert).

GDOT is responsible for reporting pavement and bridge condition targets to FHWA for all assets on the NHS. Thus, in coordination with regional partners and asset owners, including Rome-Floyd MPO and the City of Rome, GDOT developed its performance targets and reported this information to FHWA in the 2022 Biennial Performance Report.

According to its 2050 SWTP, GDOT is committed "[improving] operation and reliability of existing infrastructure through cost-effective advanced technologies." GDOT's investment scenario suggests higher priority for infrastructure assets on the NHS, so GDOT plans to shift a portion of investment levels over the next 25 years to the NHS to "support the statewide role of the NHS corridors."

To accomplish these measures, GDOT and its partners track the performance of each infrastructure category and use bridge and pavement condition criteria in project selection. These projects are described in GDOT's FY 2024-2027 STIP, which outlines investments targeted towards "[advancing] plans, programs, and partnerships, as well as performance metrics to best serve Georgians and businesses alike."

Table 20 shows the pavement and bridge conditions performance targets identified by GDOT and approved and adopted by Rome-Floyd MPO. GDOT will continue to include pavement and bridge preservation measures and criteria in decision-making and align goals and objectives in 2050 SWTP and with their Transportation Asset Management Plan. In support of GDOT, the MPO has also included several projects in its FY 2024-2027 Transportation Improvement Program designed to address these infrastructure performance targets.

Table 22. GDOT PM2 Targets for Performance Period 2

Performance Measure	2021 Baseline	2022 Condition/ Performance	2-Year Target	4-Year Target	On Track to Meet Target?
Percentage of Pavements of the Interstate System in Good Condition	67.4%	75.6%	50.0%	50.0%	✔
Percentage of Pavements of the Interstate System in Poor Condition	0.1%	0.1%	5.0%	5.0%	✔
Percentage of Pavements of the Non-Interstate NHS in Good Condition	49.2%	51.2%	40.0%	40.0%	✔
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	0.6%	0.7%	12.0%	12.0%	✔
Percentage of NHS Bridges Classified as in Good Condition	79.1%	79.1%	50.0%	60.0%	✔
Percentage of NHS Bridges Classified as in Poor Condition	0.5%	0.7%	10.0%	10.0%	✔

PM 3 System Performance, Freight, and CMAQ

As established by 23 CFR 490, FHWA has identified performance measures to evaluate system reliability for passenger vehicles and freight as well as congestion and air quality conditions. The System Performance, Freight, and Congestion Mitigation and Air Quality (CMAQ) measures are reflected in the efficiency and mobility goals GDOT developed through the 2050 SWTP process. GDOT is required to establish targets for the following measures.

- Level of Travel Time Reliability Index (LOTTR), consisting of:
  - Percent of reliable person-miles traveled on interstates
  - Percent of reliable person-miles traveled on the non-interstate NHS
- Truck Travel Time Reliability Index (TTTR) on the interstate
- Annual Peak Hours of Excessive Delay (PHED)
- Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel

As per federal rules, the percentage of reliable person-miles traveled on the interstate and TTTR are calculated using the National Performance Management Research Data Set (NPMRDS). LOTTR is calculated as a ratio of the longer (80th percentile) travel time to a "normal" travel time (50th percentile) over an entire year. The TTTR index is a ratio of the 95th percentile travel time by the 50th percentile travel time. GDOT established its system reliability targets through coordination with MPOs using historical data from sources such as NPMRDS and cell phone location data sets.

GDOT also tracks and reports on the two national congestion reduction measures, PHED and Non-SOV Travel. PHED is measured based on the travel time at either 20 miles per hour or 60 percent of the posted speed limit for a road on the NHS. Non-SOV travel is measured by the percentage of travel by modes other than driving alone. GDOT coordinated with each urbanized area and their MPOs to establish congestion targets, which Rome-Floyd approved and adopted.

Rome-Floyd County moved from non-attainment to attainment/maintenance for fine particulate matter (PM 2.5) air quality in October 2016. In its 2024 Unified Planning Work Program, Rome-Floyd MPO noted its commitment to monitoring air quality data "to ensure that there is no relapse into nonattainment."

Georgia's performance and targets are shown for PM 3 are shown in **Table 21**.

Table 23. GDOT PM3 Performance and Targets for Performance Period 2

Performance Measure	2021 Baseline	2022 Condition/ Performance	2-Year Target	4-Year Target	On Track to Meet Target?
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	82.8%	87.8%	73.9%	68.4%	☑
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	91.9%	90.6%	87.3%	85.3%	☑
Truck Travel Time Reliability (TTTR) Index	1.47	1.45	1.62	1.65	☑
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita			23.7 Hours	27.2 Hours	
Percent of Non-Single Occupancy Vehicle (SOV) Travel			22.7%	22.7%	

Transit Asset Management

Transit asset management (TAM) is a federal requirement for all federal fund recipients that own, operate, or manage capital assets used in providing public transportation services. TAM uses transit asset conditions to guide agencies in managing capital assets and prioritize funding to improve or maintain a state of good repair.

GDOT serves as a sponsor for the Transit Asset Management Group Plan, which the City of Rome Transit Department (RTD) has adopted. The Transit Asset Management Group Plan documents the statewide approach to TAM to improve the practices of Georgia's small and rural transit providers as they operate and maintain their capital assets to ensure reliable and safe service delivery for transit riders across the state.

Performance targets were selected based on performance baselines established for existing assets and projections of available funding. The Group TAM Plan activity is coordinated by the GDOT. Each transit provider in the Group TAM Plan provides necessary documentation to GDOT to update performance measures.

The useful life benchmarks (ULB) for the Group TAM Plan participants and individual providers are listed in **Table 22**, and RTD's performance is shown in **Table 23**. The most recent and complete targets were gathered from the National Transit Database (NTD) Performance Tool.

Table 24. GDOT Group TAM Plan Targets

Performance Measure	Useful Life Benchmark	2023 Target	2024 Target
Revenue Vehicles			
CU - Cutaway	5 Years	20.0%	20.0%
BU - Bus	12 Years	20.0%	20.0%
VN - Van	6 Years	0.0%	0.0%
Equipment Vehicles			
Automobiles	8 Years	10.0%	10.0%
Trucks and other Rubber Tire Vehicles	8 Years	10.0%	10.0%
Facilities			
Passenger / Parking Facilities	3.0 TERM Rating	10.0%	10.0%
Administrative / Maintenance Facilities	3.0 TERM Rating	25.0%	25.0%

Table 25. Rome Transit Department TAM Performance and Targets

Performance Measure	2023 Actual	2023 Target	2024 Target
Revenue Vehicles			
CU - Cutaway	10.0%	20.0%	20.0%
BU - Bus	25.0%	20.0%	20.0%
VN - Van	50.0%	0.0%	0.0%
Equipment Vehicles			
Automobiles	100.0%	10.0%	10.0%
Trucks and other Rubber Tire Vehicles	20.0%	10.0%	10.0%
Facilities			
Passenger / Parking Facilities	66.67%	10.0%	10.0%
Administrative / Maintenance Facilities	100%	25.0%	25.0%

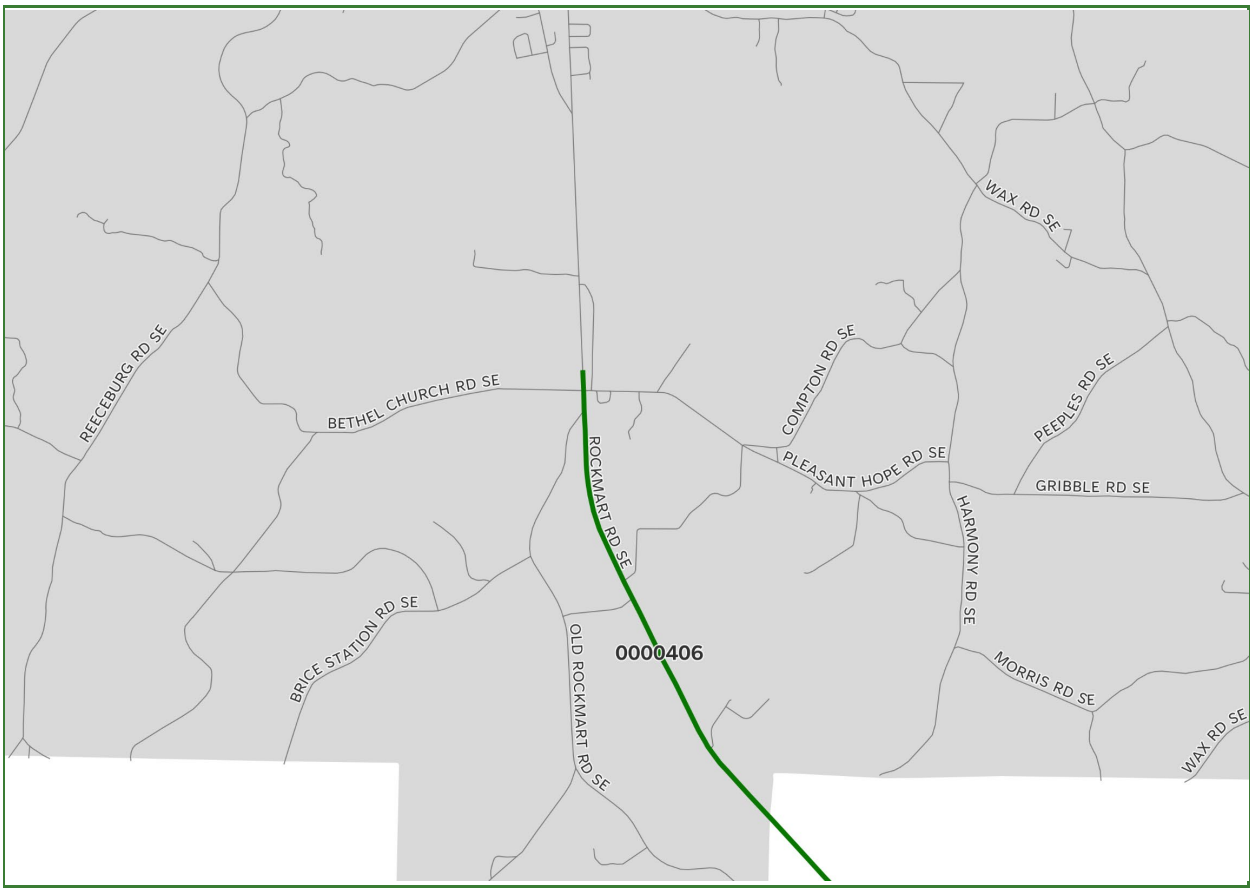
Appendix E: Project Fact Sheets

The following pages contain individual fact sheets for the proposed projects listed in this plan.

Rome-Floyd Metropolitan Planning Organization

PROJECT NAME:	Widening SR 101					Fund Codes:		GDOT No: PI 0000406	
PROJECT DESCRIPTION:	SR 101 FM SR 6/US 278/POLK TO CR 57/PLEASANT HOPE CH./FLOYD								
Connectivity:			City:				County:	Floyd, Polk	
Local Road Name:							GDOT District: 6	Cong. District: 14	
US/ST Road Name:			Existing Volume:				Design Volume (2050):		
Project Type:					Regionally Significant:		Capacity Adding:	Yes	
Project Termini	From:				Project Length (Mi):		RC:	NWGRC	
	To:				Exist Lanes:		Future Lanes:		
Open to Traffic Date:					Multimodal:				
Program Year:		RTP Project Phase:							
Status	Phase	Program Year	Fund Source	Federal	State	Local	Total		
	TOTAL						$0		

PROJECT LOCATION



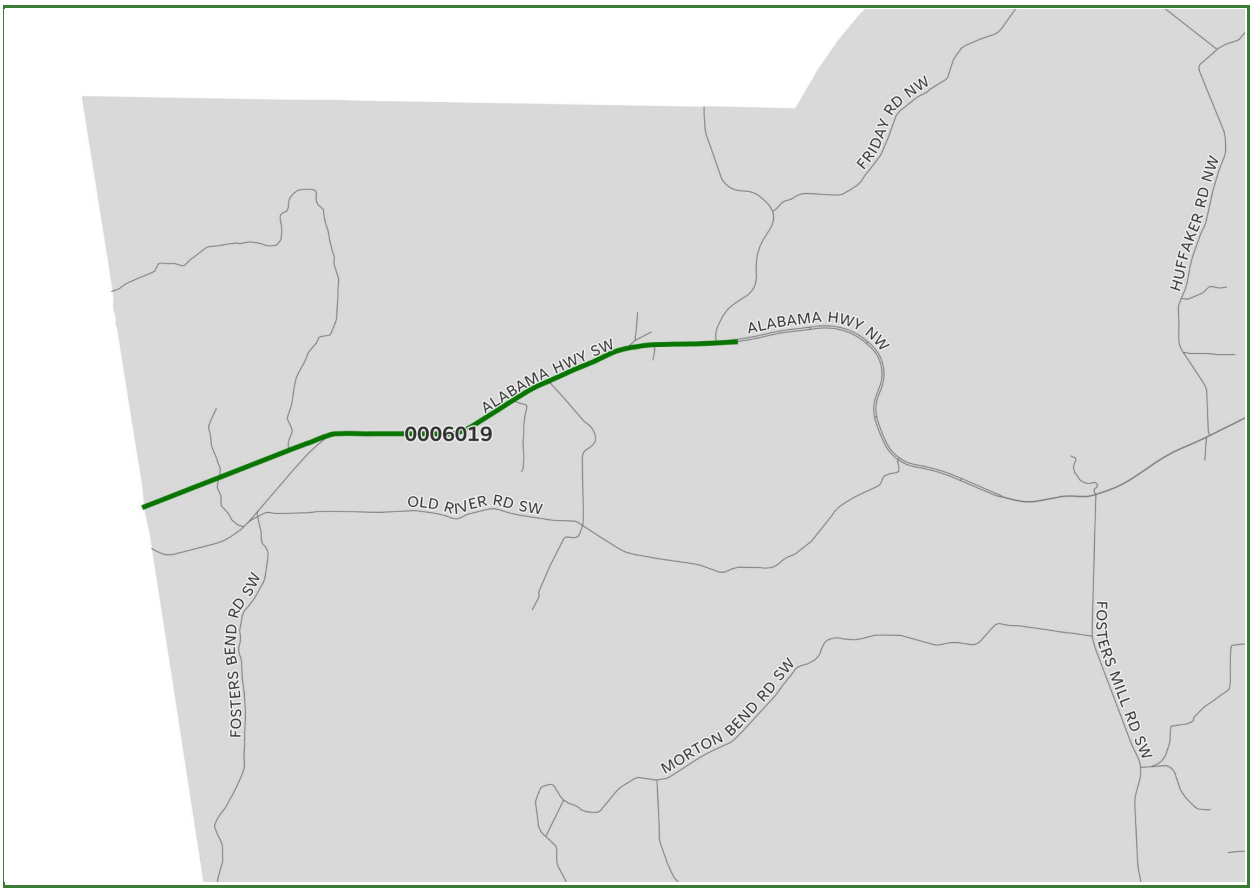
Adopted:
Amended:

Rome-Floyd Metropolitan Planning Organization

PROJECT NAME:	Widening SR-20					Fund Codes:		GDOT No: PI 0006019	
PROJECT DESCRIPTION:	SR 20 FROM SR 100 TO ALABAMA STATE LINE								
Connectivity:			City:				County:	Floyd	
Local Road Name:							GDOT District: 6	Cong. District: 14	
US/ST Road Name:			Existing Volume:				Design Volume (2050):		
Project Type:					Regionally Significant:			Capacity Adding:	Yes
Project Termini	From:				Project Length (Mi):			RC:	NWGRC
	To:				Exist Lanes:			Future Lanes:	
Open to Traffic Date:					Multimodal:				
Program Year:		RTP Project Phase:							

Status	Phase	Program Year	Fund Source	Federal	State	Local	Total
	TOTAL						$0

PROJECT LOCATION



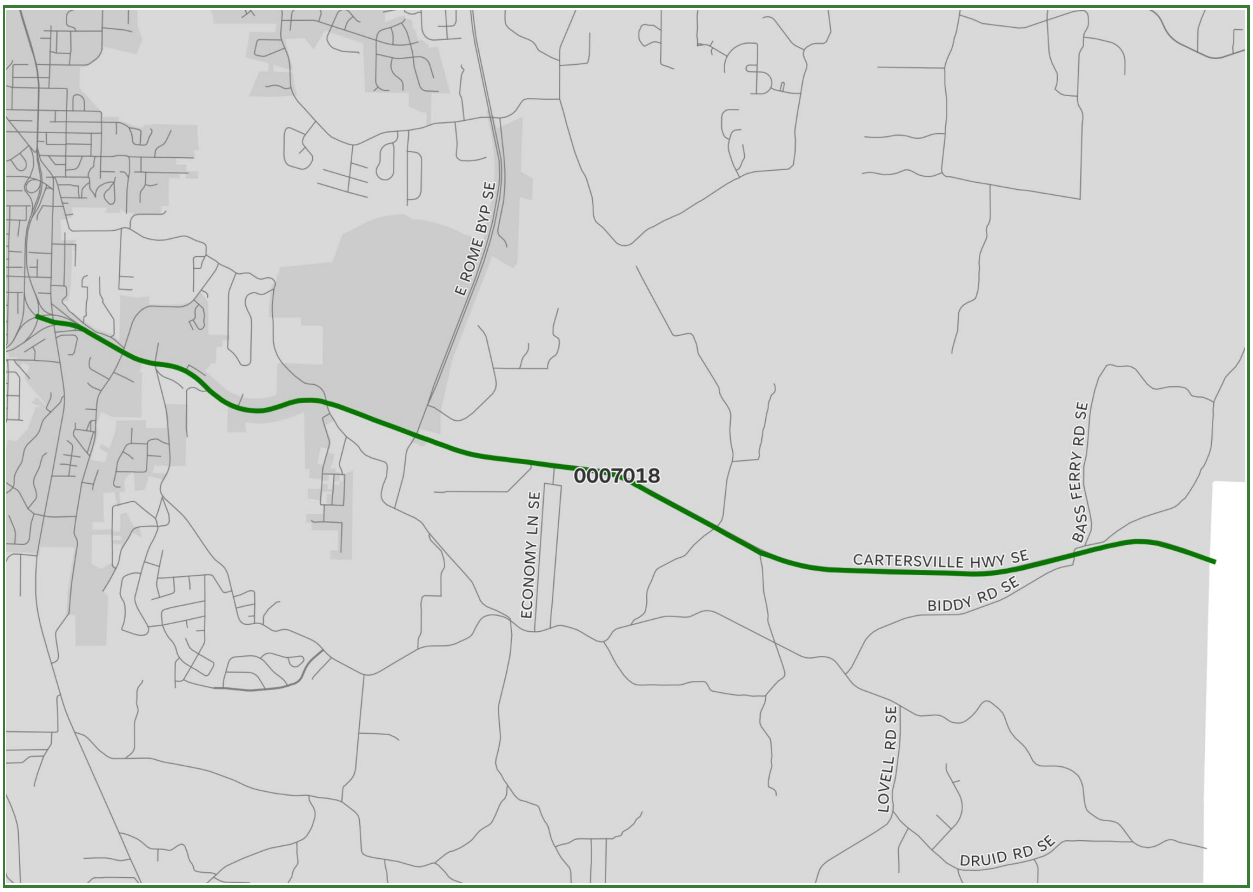
Adopted:
Amended:

Rome-Floyd Metropolitan Planning Organization

PROJECT NAME:	ROW Acquistion on US-411			Fund Codes:		GDOT No: PI 0007018	
PROJECT DESCRIPTION:	SR 20/US 411 ACCESS RIGHTS FROM SR 1/US 27 TO BARTOW COUNTY						
Connectivity:		City:			County:	Floyd	
Local Road Name:					GDOT District: 6	Cong. District: 14	
US/ST Road Name:		Existing Volume:			Design Volume (2050):		
Project Type:			Regionally Significant:		Capacity Adding:	No	
Project Termini	From:		Project Length (Mi):		RC:	NWGRC	
	To:		Exist Lanes:		Future Lanes:		
Open to Traffic Date:			Multimodal:				
Program Year:		RTP Project Phase:					

Status	Phase	Program Year	Fund Source	Federal	State	Local	Total
	TOTAL						$0

PROJECT LOCATION



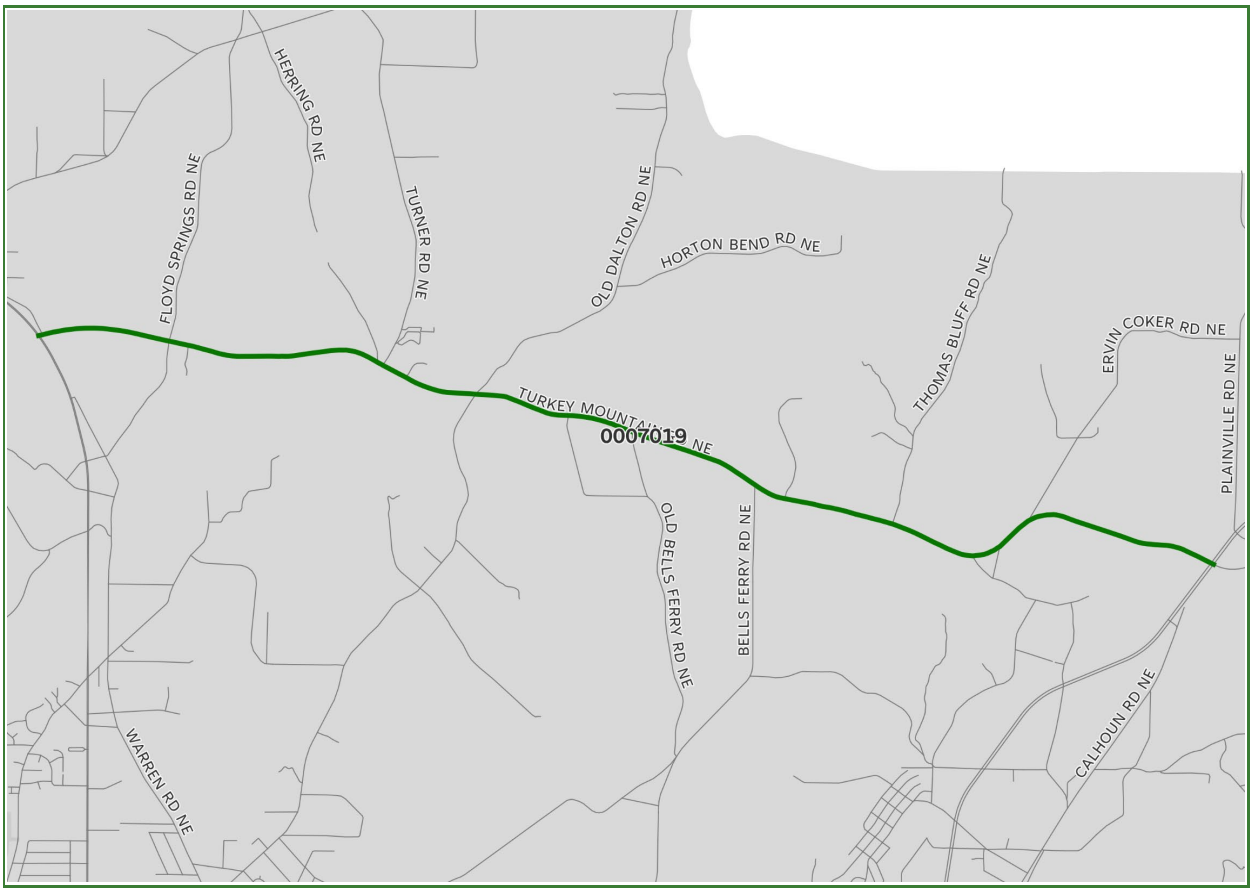
Adopted:
Amended:

Rome-Floyd Metropolitan Planning Organization

PROJECT NAME:	Widening SR-140					Fund Codes:		GDOT No: PI 0007019	
PROJECT DESCRIPTION:	SR 140 FROM SR 1/US 27 TO SR 53								
Connectivity:			City:				County:	Floyd	
Local Road Name:							GDOT District: 6	Cong. District: 14	
US/ST Road Name:			Existing Volume:				Design Volume (2050):		
Project Type:					Regionally Significant:		Capacity Adding:	Yes	
Project Termini	From:				Project Length (Mi):		RC:	NWGRC	
	To:				Exist Lanes:		Future Lanes:		
Open to Traffic Date:					Multimodal:				
Program Year:		RTP Project Phase:							

Status	Phase	Program Year	Fund Source	Federal	State	Local	Total
	TOTAL						$0

PROJECT LOCATION



Adopted:
Amended:

Rome-Floyd Metropolitan Planning Organization

PROJECT NAME:	Floyd County Pedestrian Upgrades	Fund Codes:	GDOT No: PI 0013690

PROJECT DESCRIPTION:	PEDESTRIAN UPGRADES @ 19 LOCS IN FLOYD COUNTY - VRU						
Connectivity:		City:		County:	Floyd		
Local Road Name:				GDOT District: 6	Cong. District: 14		
US/ST Road Name:		Existing Volume:		Design Volume (2050):			
Project Type:		Regionally Significant:		Capacity Adding:	No		
Project Termini	From:	Project Length (Mi):		RC:	NWGRC		
	To:	Exist Lanes:		Future Lanes:			
Open to Traffic Date:		Multimodal:					
Program Year:		RTP Project Phase:					

Status	Phase	Program Year	Fund Source	Federal	State	Local	Total
	TOTAL						$0

PROJECT LOCATION

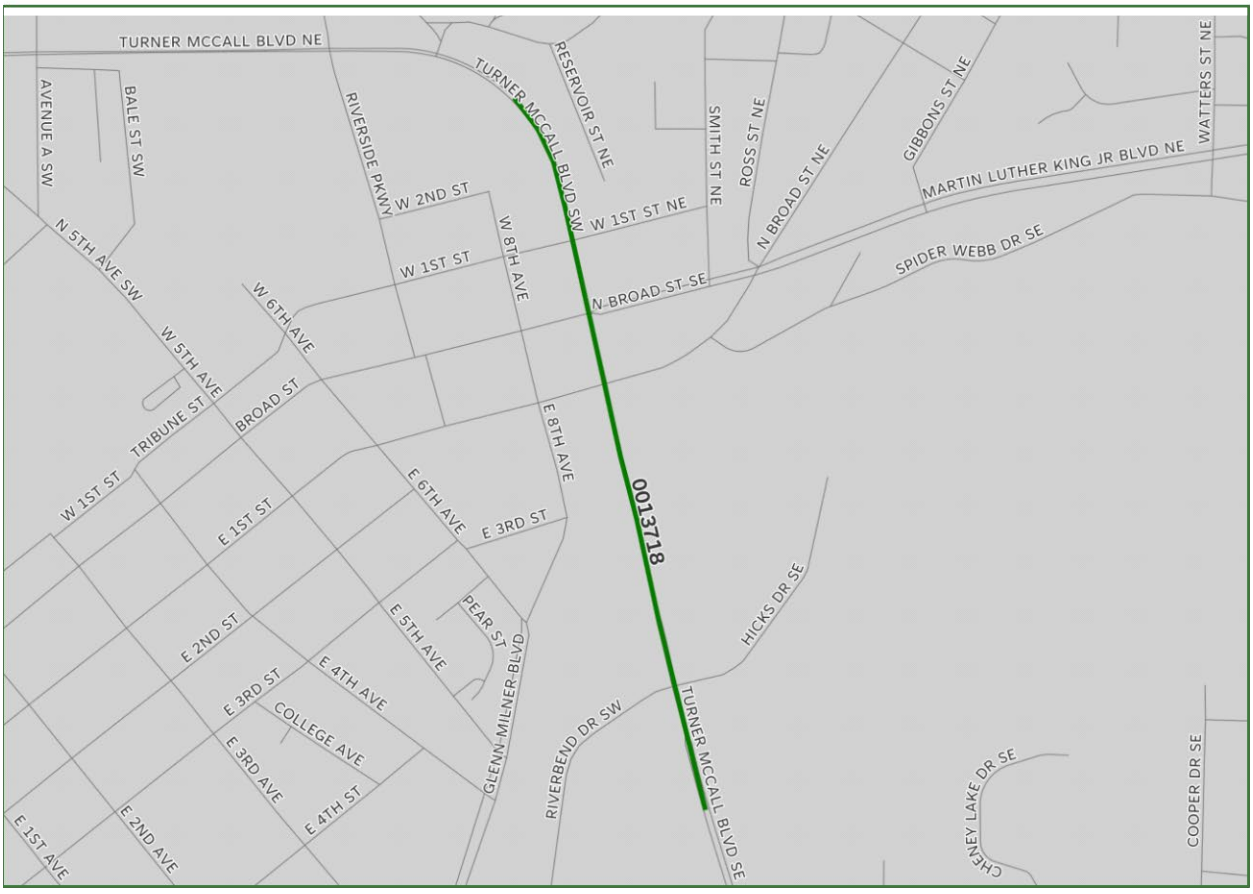
Adopted:
Amended:

Rome-Floyd Metropolitan Planning Organization

PROJECT NAME:	Bridge Replacement on US-27 over the Etoway River			Fund Codes:		GDOT No: PI 0013718	
PROJECT DESCRIPTION:	SR 1/SR 20/US 27 @ ETOWAH RIVER & NS #719103R IN ROME						
Connectivity:		City:	Rome		County:	Floyd	
Local Road Name:					GDOT District: 6	Cong. District: 14	
US/ST Road Name:		Existing Volume:			Design Volume (2050):		
Project Type:			Regionally Significant:			Capacity Adding:	No
Project Termini	From:		Project Length (Mi):			RC:	NWGRC
	To:		Exist Lanes:			Future Lanes:	
Open to Traffic Date:			Multimodal:				
Program Year:		RTP Project Phase:					

Status	Phase	Program Year	Fund Source	Federal	State	Local	Total
	TOTAL						$0

PROJECT LOCATION



Adopted:
Amended:

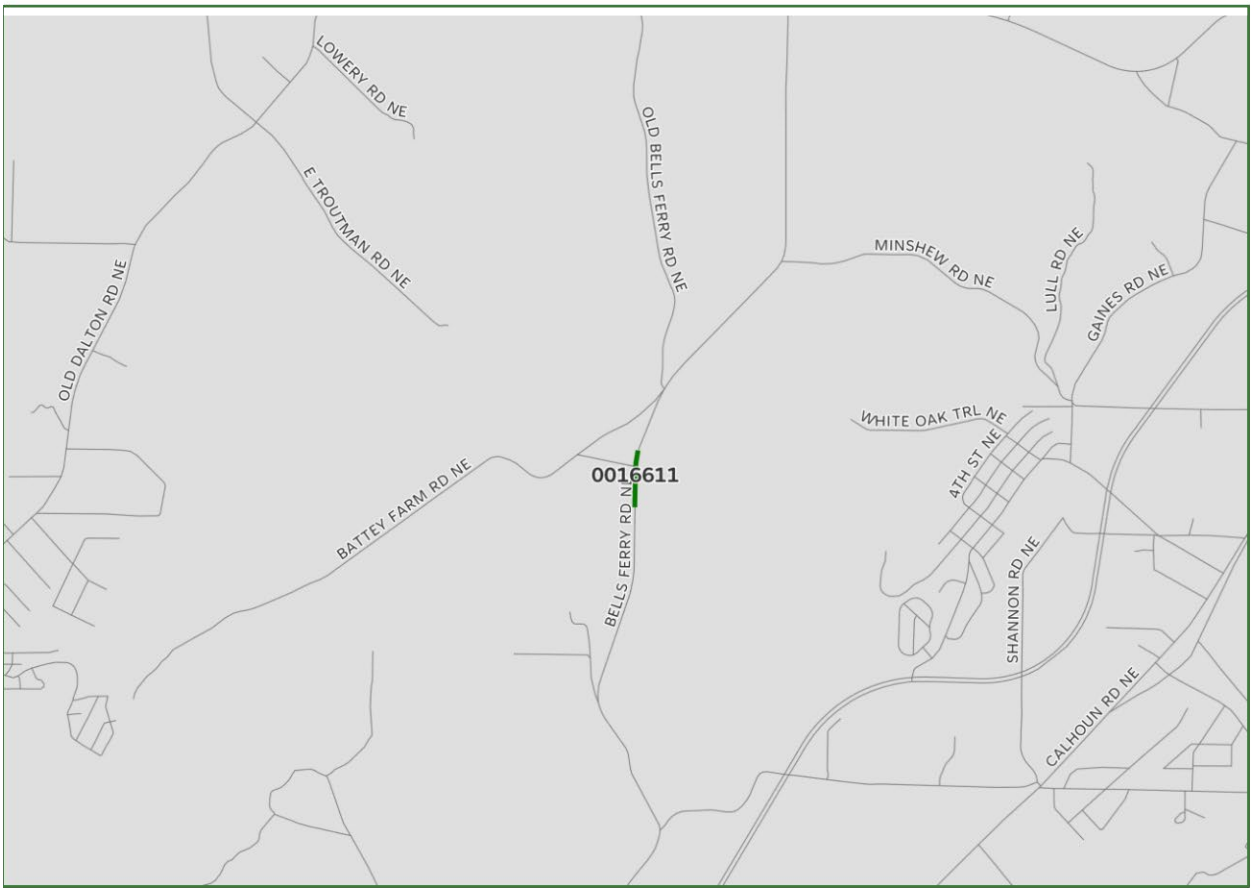
Rome-Floyd Metropolitan Planning Organization

PROJECT NAME:	Bridge Replacement at Bells Ferry Road and Woodward Creek	Fund Codes:	GDOT No: PI 0016611
PROJECT DESCRIPTION:	CR 924/BELLS FERRY ROAD @ WOODWARD CREEK		

Connectivity:		City:	Not City, Shannon	County:	Floyd		
Local Road Name:				GDOT District: 6	Cong. District: 14		
US/ST Road Name:		Existing Volume:		Design Volume (2050):			
Project Type:			Regionally Significant:		Capacity Adding:	No	
Project Termini	From:		Project Length (Mi):		RC:	NWGRC	
	To:		Exist Lanes:		Future Lanes:		
Open to Traffic Date:			Multimodal:				
Program Year:		RTP Project Phase:					

Status	Phase	Program Year	Fund Source	Federal	State	Local	Total
	TOTAL						$0

PROJECT LOCATION



Adopted:
Amended:

Rome-Floyd Metropolitan Planning Organization

PROJECT NAME:	EV Charging Stations in Floyd County					Fund Codes:		GDOT No: PI 0020350	
PROJECT DESCRIPTION:	EV CHARGING STATION @ 1 LOC IN FLOYD COUNTY								
Connectivity:			City:				County:	Floyd	
Local Road Name:							GDOT District: 6	Cong. District: 14	
US/ST Road Name:			Existing Volume:				Design Volume (2050):		
Project Type:					Regionally Significant:		Capacity Adding:	No	
Project Termini	From:				Project Length (Mi):		RC:	NWGRC	
	To:				Exist Lanes:		Future Lanes:		
Open to Traffic Date:					Multimodal:				
Program Year:		RTP Project Phase:							

Status	Phase	Program Year	Fund Source	Federal	State	Local	Total
	TOTAL						$0

PROJECT LOCATION

Adopted:
Amended:

Rome-Floyd Metropolitan Planning Organization

PROJECT NAME:	EV Charging Stations in City of Rome	Fund Codes:	GDOT No: PI 0021162

PROJECT DESCRIPTION:	ELECTRIC VEHICLE CHARGING STATIONS @ VARIOUS LOCS IN ROME						
Connectivity:		City:	Rome	County:	Floyd		
Local Road Name:				GDOT District: 6	Cong. District: 14		
US/ST Road Name:		Existing Volume:		Design Volume (2050):			
Project Type:			Regionally Significant:		Capacity Adding:	No	
Project Termini	From:		Project Length (Mi):		RC:	NWGRC	
	To:		Exist Lanes:		Future Lanes:		
Open to Traffic Date:			Multimodal:				
Program Year:		RTP Project Phase:					

Status	Phase	Program Year	Fund Source	Federal	State	Local	Total
	TOTAL						$0

PROJECT LOCATION

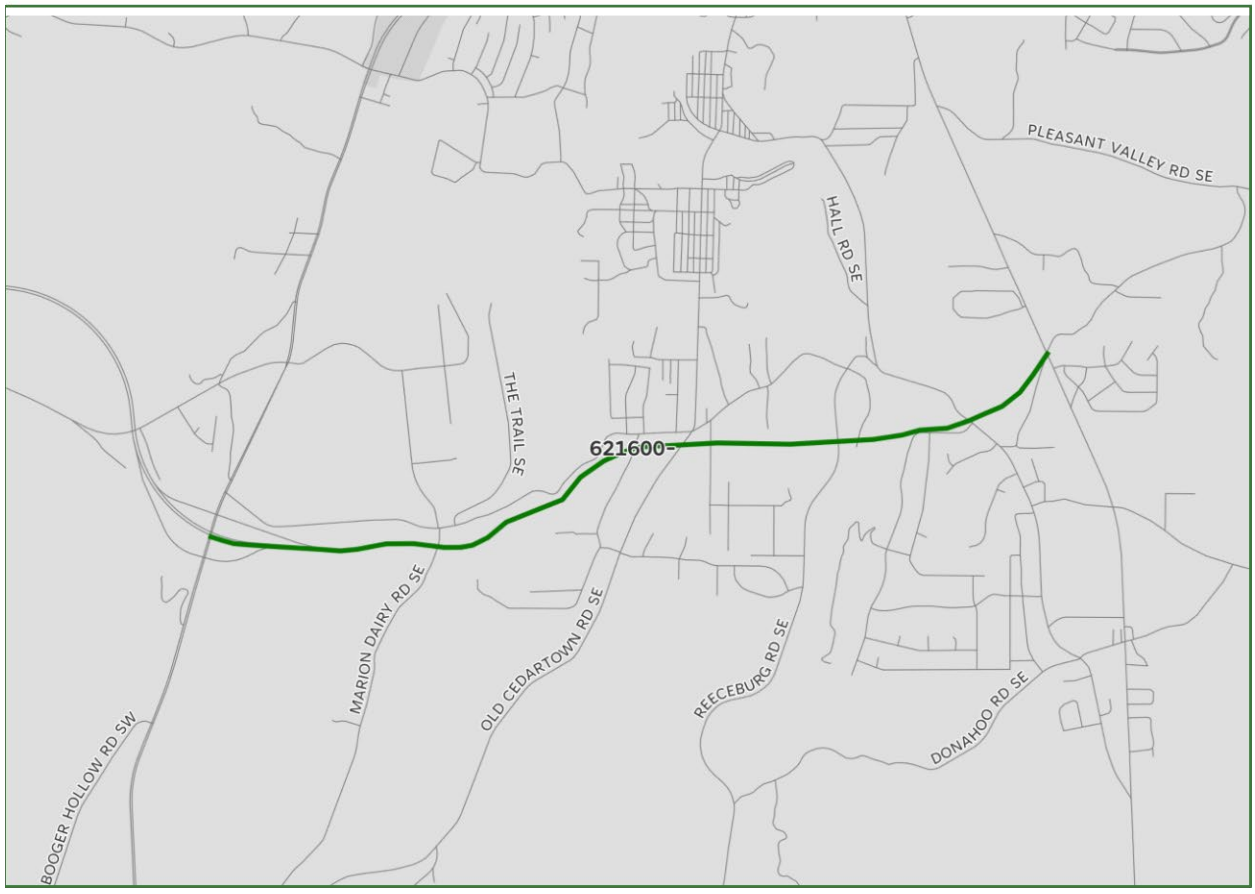
Adopted:
Amended:

Rome-Floyd Metropolitan Planning Organization

PROJECT NAME:	South Rome Bypass			Fund Codes:		GDOT No: PI 621600-	
PROJECT DESCRIPTION:	S ROME BYP/US 27 FM SR 1 ALONG BOOZE MTN RD TO SR 101 @CR 96						
Connectivity:		City:	Rome		County:	Floyd	
Local Road Name:					GDOT District: 6	Cong. District: 14	
US/ST Road Name:		Existing Volume:			Design Volume (2050):		
Project Type:			Regionally Significant:		Capacity Adding:	Yes	
Project Termini	From:		Project Length (Mi):		RC:	NWGRC	
	To:		Exist Lanes:		Future Lanes:		
Open to Traffic Date:			Multimodal:				
Program Year:		RTP Project Phase:					

Status	Phase	Program Year	Fund Source	Federal	State	Local	Total
	TOTAL						$0

PROJECT LOCATION



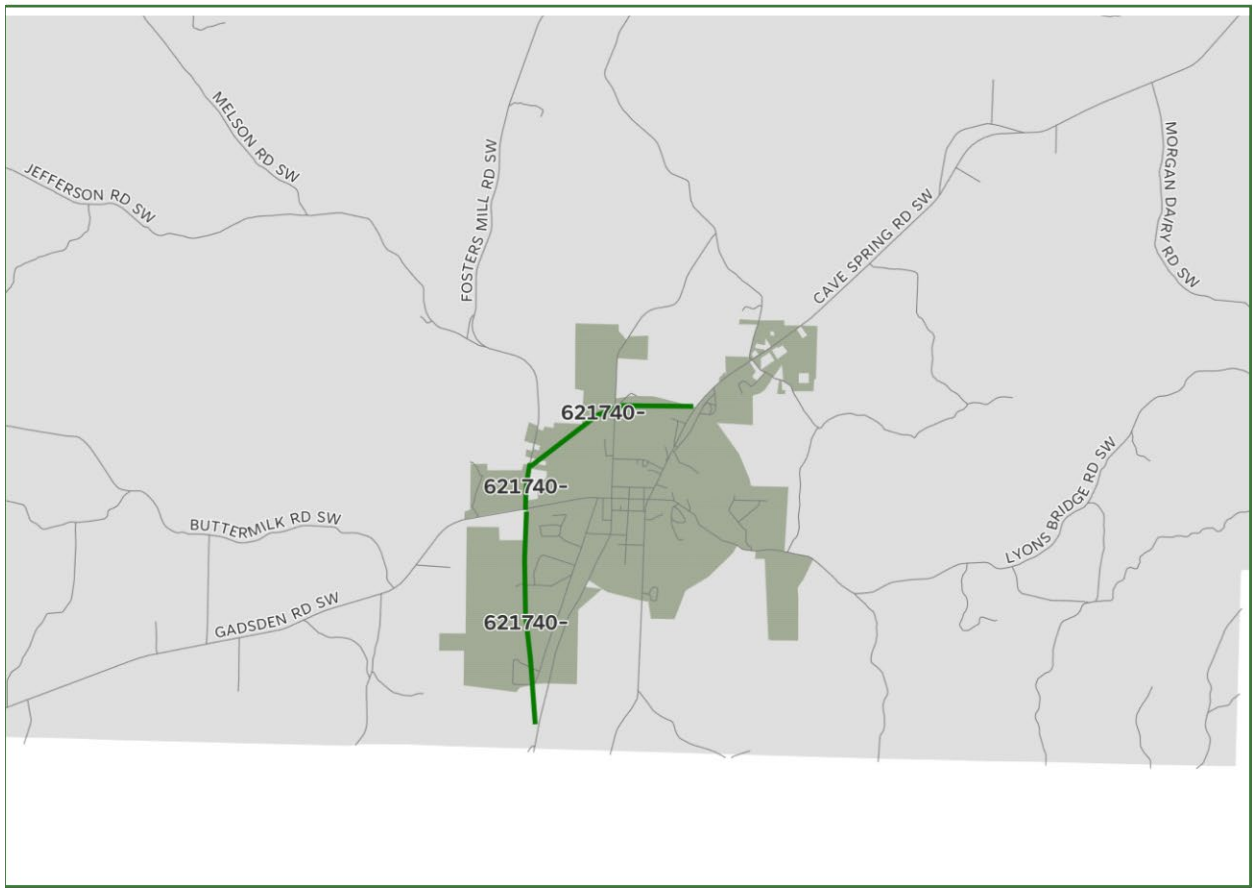
Adopted:
Amended:

Rome-Floyd Metropolitan Planning Organization

PROJECT NAME:	Cave Spring Bypass			Fund Codes:		GDOT No: PI 621740-	
PROJECT DESCRIPTION:	CAVE SPRING WEST BYPASS FM SR 100 TO SR 53 NE OF CAVE SPRING						
Connectivity:		City:	Cave Spring		County:	Floyd	
Local Road Name:					GDOT District: 6	Cong. District: 14	
US/ST Road Name:		Existing Volume:			Design Volume (2050):		
Project Type:			Regionally Significant:		Capacity Adding:	Yes	
Project Termini	From:		Project Length (Mi):		RC:	NWGRC	
	To:		Exist Lanes:		Future Lanes:		
Open to Traffic Date:			Multimodal:				
Program Year:		RTP Project Phase:					

Status	Phase	Program Year	Fund Source	Federal	State	Local	Total
	TOTAL						$0

PROJECT LOCATION



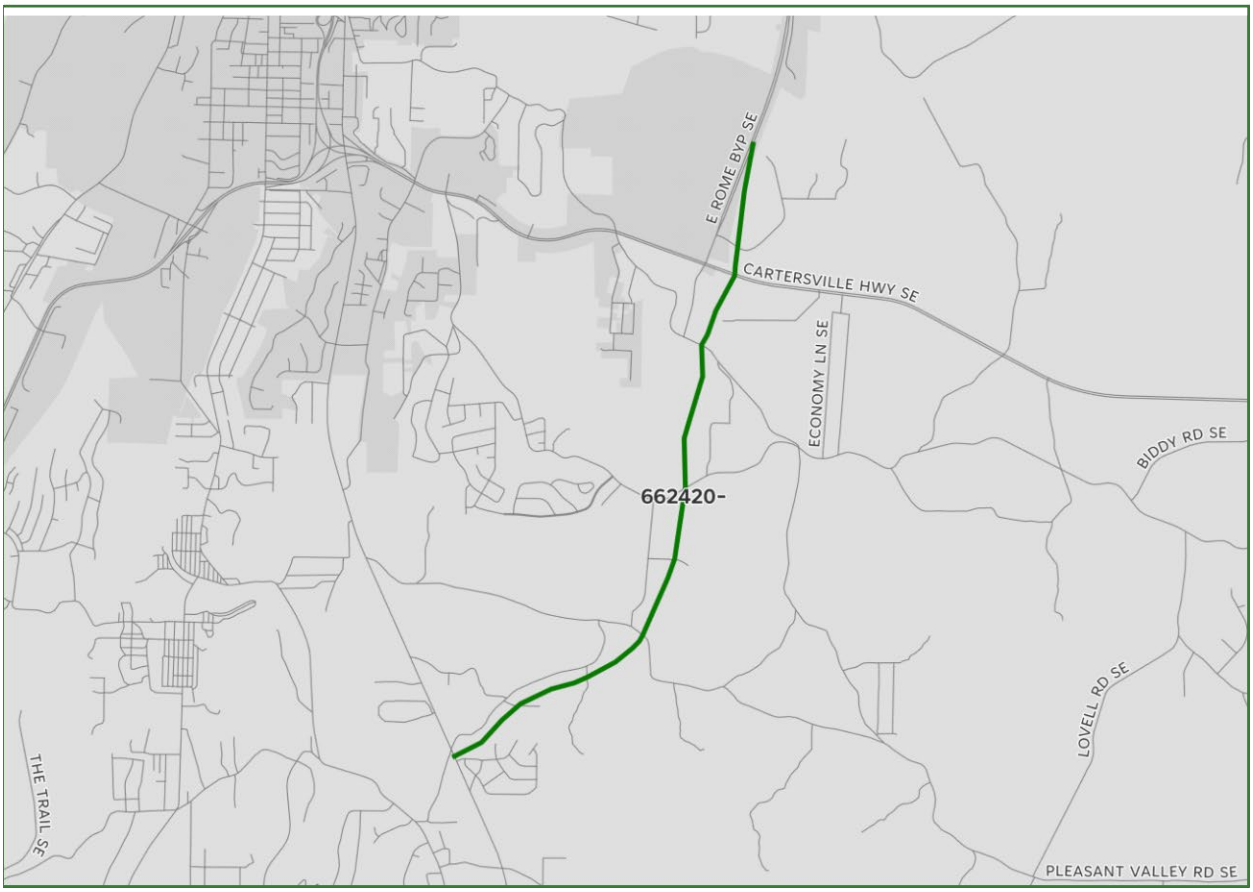
Adopted:
Amended:

Rome-Floyd Metropolitan Planning Organization

PROJECT NAME:	Southeast Rome Bypass				Fund Codes:		GDOT No: PI 662420-	
PROJECT DESCRIPTION:	SE ROME BYP FM SR 101 NE ON NEW LOC TO US 411; INC INTCH							
Connectivity:			City:	Rome		County:	Floyd	
Local Road Name:						GDOT District: 6	Cong. District: 14	
US/ST Road Name:			Existing Volume:			Design Volume (2050):		
Project Type:				Regionally Significant:			Capacity Adding:	Yes
Project Termini	From:			Project Length (Mi):			RC:	NWGRC
	To:			Exist Lanes:			Future Lanes:	
Open to Traffic Date:				Multimodal:				
Program Year:		RTP Project Phase:						

Status	Phase	Program Year	Fund Source	Federal	State	Local	Total
	TOTAL						$0

PROJECT LOCATION



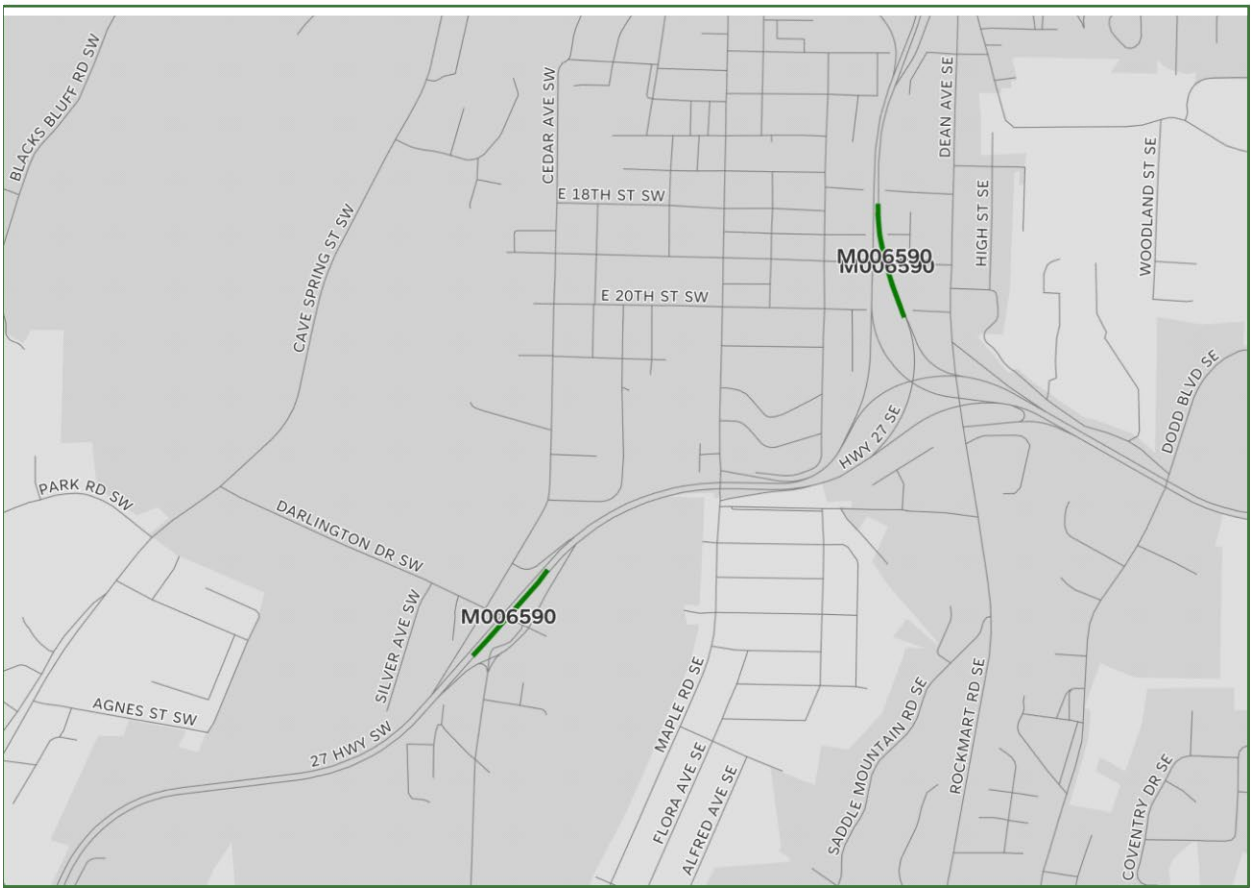
Adopted:
Amended:

Rome-Floyd Metropolitan Planning Organization

PROJECT NAME:	Bridge Preservation SR-1, SR-5, and SR-100			Fund Codes:		GDOT No: PI M006590	
PROJECT DESCRIPTION:	SR 1; SR 5 & SR 100 @ 8 LOCS IN DIST 6 - BRIDGE PRESERVATION						
Connectivity:		City:	Rome		County:	Carroll, Chattooga, Floyd	
Local Road Name:					GDOT District: 6	Cong. District: 14	
US/ST Road Name:		Existing Volume:			Design Volume (2050):		
Project Type:			Regionally Significant:			Capacity Adding:	No
Project Termini	From:		Project Length (Mi):			RC:	NWGRC
	To:		Exist Lanes:			Future Lanes:	
Open to Traffic Date:			Multimodal:				
Program Year:		RTP Project Phase:					

Status	Phase	Program Year	Fund Source	Federal	State	Local	Total
	TOTAL						$0

PROJECT LOCATION



Adopted:
Amended:

Rome-Floyd Metropolitan Planning Organization

PROJECT NAME:	Bridge Preservation SR 1 and SR 515			Fund Codes:		GDOT No: PI M006764	
PROJECT DESCRIPTION:	SR 1 & SR 515 @ 3 LOCS IN DISTRICT 6 - BRIDGE PREVENTATIVE						
Connectivity:		City:	Rome		County:	Fannin, Floyd	
Local Road Name:					GDOT District: 6	Cong. District: 14	
US/ST Road Name:		Existing Volume:			Design Volume (2050):		
Project Type:				Regionally Significant:		Capacity Adding:	No
Project Termini	From:			Project Length (Mi):		RC:	NWGRC
	To:			Exist Lanes:		Future Lanes:	
Open to Traffic Date:				Multimodal:			
Program Year:		RTP Project Phase:					

Status	Phase	Program Year	Fund Source	Federal	State	Local	Total
	TOTAL						$0

PROJECT LOCATION

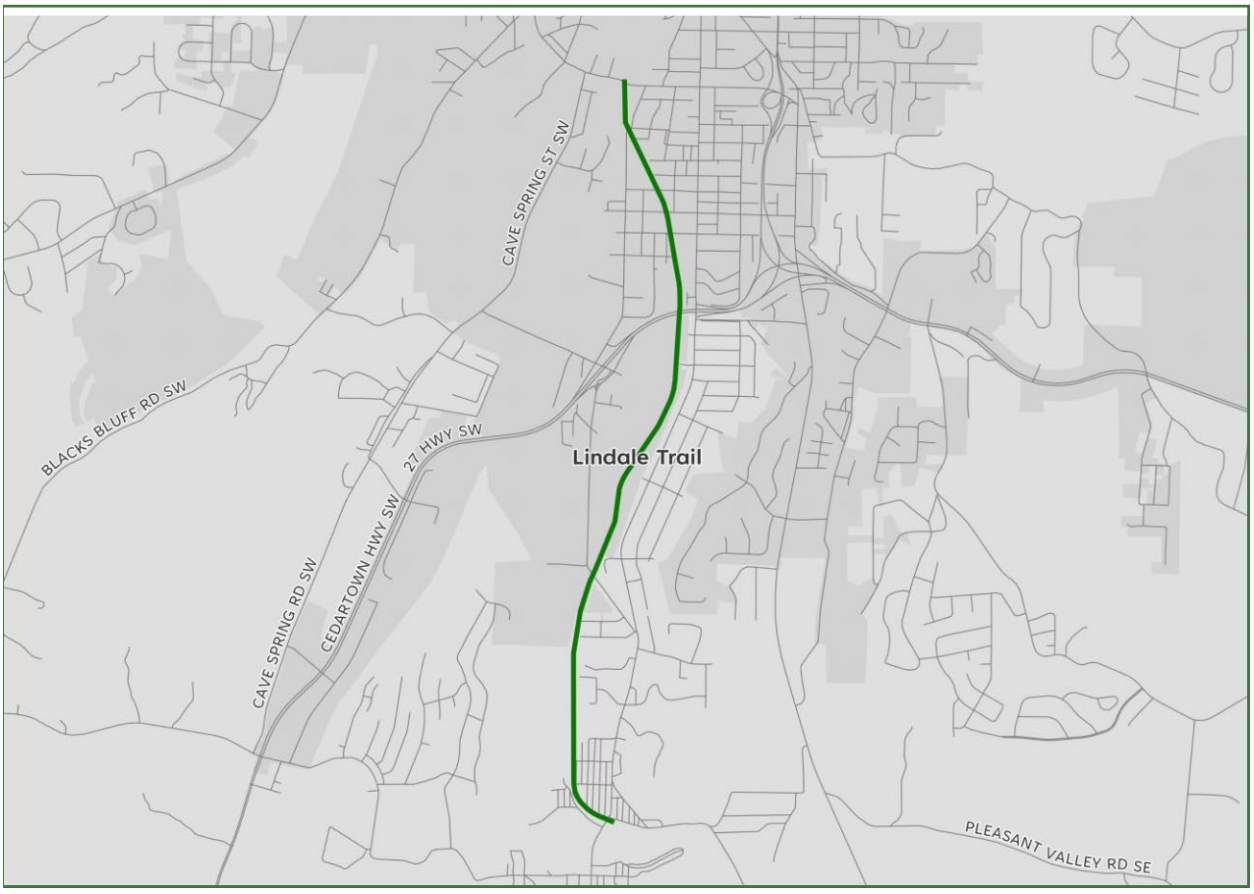
Adopted:
Amended:

Rome-Floyd Metropolitan Planning Organization

PROJECT NAME:	Lindale Trail			Fund Codes:		GDOT No:	0
PROJECT DESCRIPTION:	Continues the Heritage Trail network that is actively used for recreation, transportation, and fitness. The proposal seeks to expand the trail system south from the end of the Silver Creek Trail at East 12th Street roughly 3.6 miles to terminate in Lindale at Maple and North 1st Streets						
Connectivity:		City:	Rome	County:	Floyd		
Local Road Name:				GDOT District: 6	Cong. District: 14		
US/ST Road Name:		Existing Volume:		Design Volume (2050):			
Project Type:			Regionally Significant:		Capacity Adding:	No	
Project Termini	From:		Project Length (Mi):		RC:	NWGRC	
	To:		Exist Lanes:		Future Lanes:		
Open to Traffic Date:			Multimodal:				
Program Year:		RTP Project Phase:					

Status	Phase	Program Year	Fund Source	Federal	State	Local	Total
	TOTAL						$0

PROJECT LOCATION



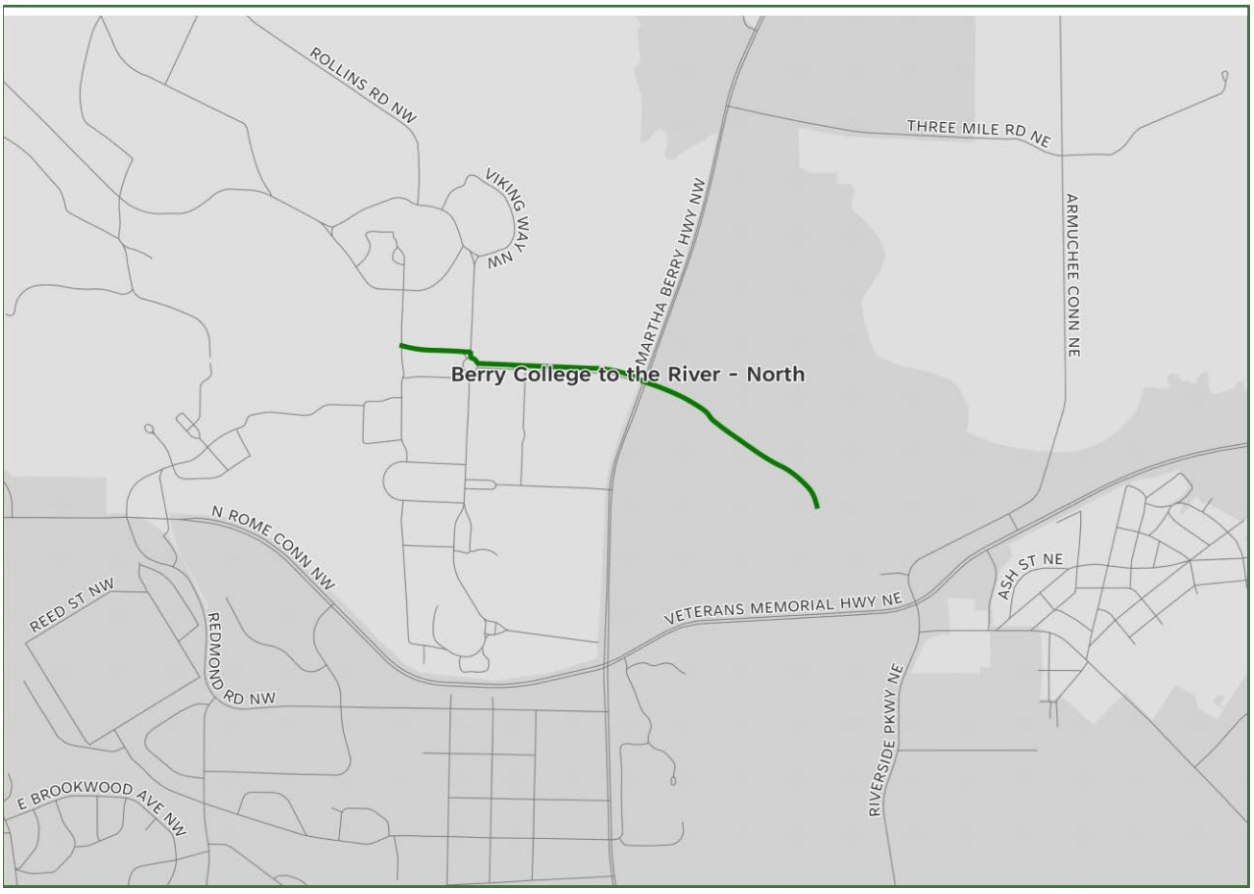
Adopted:
Amended:

Rome-Floyd Metropolitan Planning Organization

PROJECT NAME:	Berry College Trail Connection			Fund Codes:		GDOT No:	0
PROJECT DESCRIPTION:	Connection from Berry College south to Technology Parkway						
Connectivity:		City:	Rome	County:	Floyd		
Local Road Name:				GDOT District: 6	Cong. District: 14		
US/ST Road Name:		Existing Volume:		Design Volume (2050):			
Project Type:			Regionally Significant:		Capacity Adding:	No	
Project Termini	From:		Project Length (Mi):		RC:	NWGRC	
	To:		Exist Lanes:		Future Lanes:		
Open to Traffic Date:			Multimodal:				
Program Year:		RTP Project Phase:					

Status	Phase	Program Year	Fund Source	Federal	State	Local	Total
	TOTAL						$0

PROJECT LOCATION



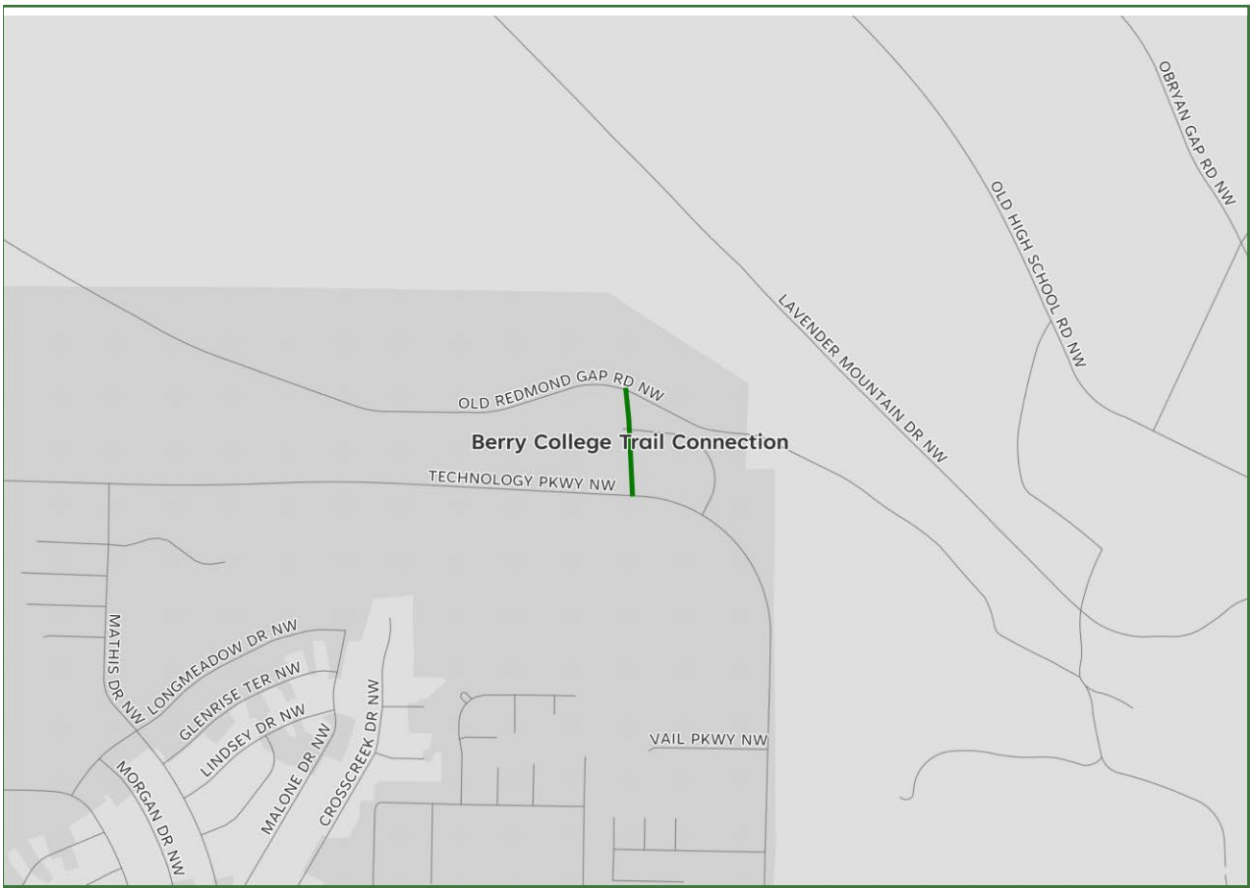
Adopted:
Amended:

Rome-Floyd Metropolitan Planning Organization

PROJECT NAME:	Berry College to the River - North			Fund Codes:		GDOT No:	0
PROJECT DESCRIPTION:	Connection from Berry College east to the trail along the Oostanaula River						
Connectivity:		City:	Rome	County:	Floyd		
Local Road Name:				GDOT District: 6	Cong. District: 14		
US/ST Road Name:		Existing Volume:		Design Volume (2050):			
Project Type:			Regionally Significant:		Capacity Adding:	No	
Project Termini	From:		Project Length (Mi):		RC:	NWGRC	
	To:		Exist Lanes:		Future Lanes:		
Open to Traffic Date:			Multimodal:				
Program Year:		RTP Project Phase:					

Status	Phase	Program Year	Fund Source	Federal	State	Local	Total
	TOTAL						$0

PROJECT LOCATION



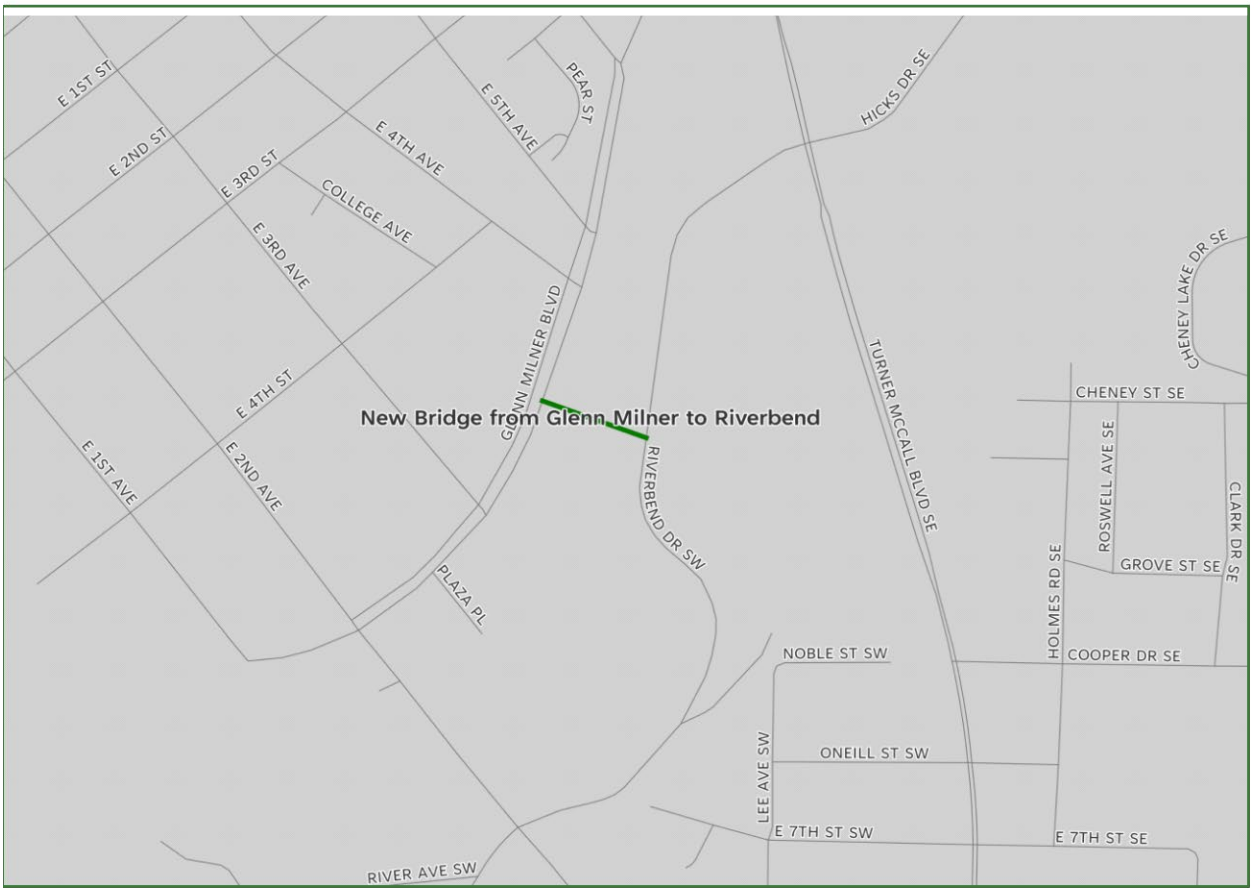
Adopted:
Amended:

Rome-Floyd Metropolitan Planning Organization

PROJECT NAME:	New Bridge from Glenn Milner to Riverbend			Fund Codes:		GDOT No:	0
PROJECT DESCRIPTION:	Pedestrian bridge across the Etowah River connecting Glenn Milner Blvd. and Riverbend Drive between 2nd Ave. and US-27.						
Connectivity:		City:	Rome	County:	Floyd		
Local Road Name:				GDOT District: 6	Cong. District: 14		
US/ST Road Name:		Existing Volume:		Design Volume (2050):			
Project Type:			Regionally Significant:		Capacity Adding:	No	
Project Termini	From:		Project Length (Mi):		RC:	NWGRC	
	To:		Exist Lanes:		Future Lanes:		
Open to Traffic Date:			Multimodal:				
Program Year:		RTP Project Phase:					

Status	Phase	Program Year	Fund Source	Federal	State	Local	Total
	TOTAL						$0

PROJECT LOCATION



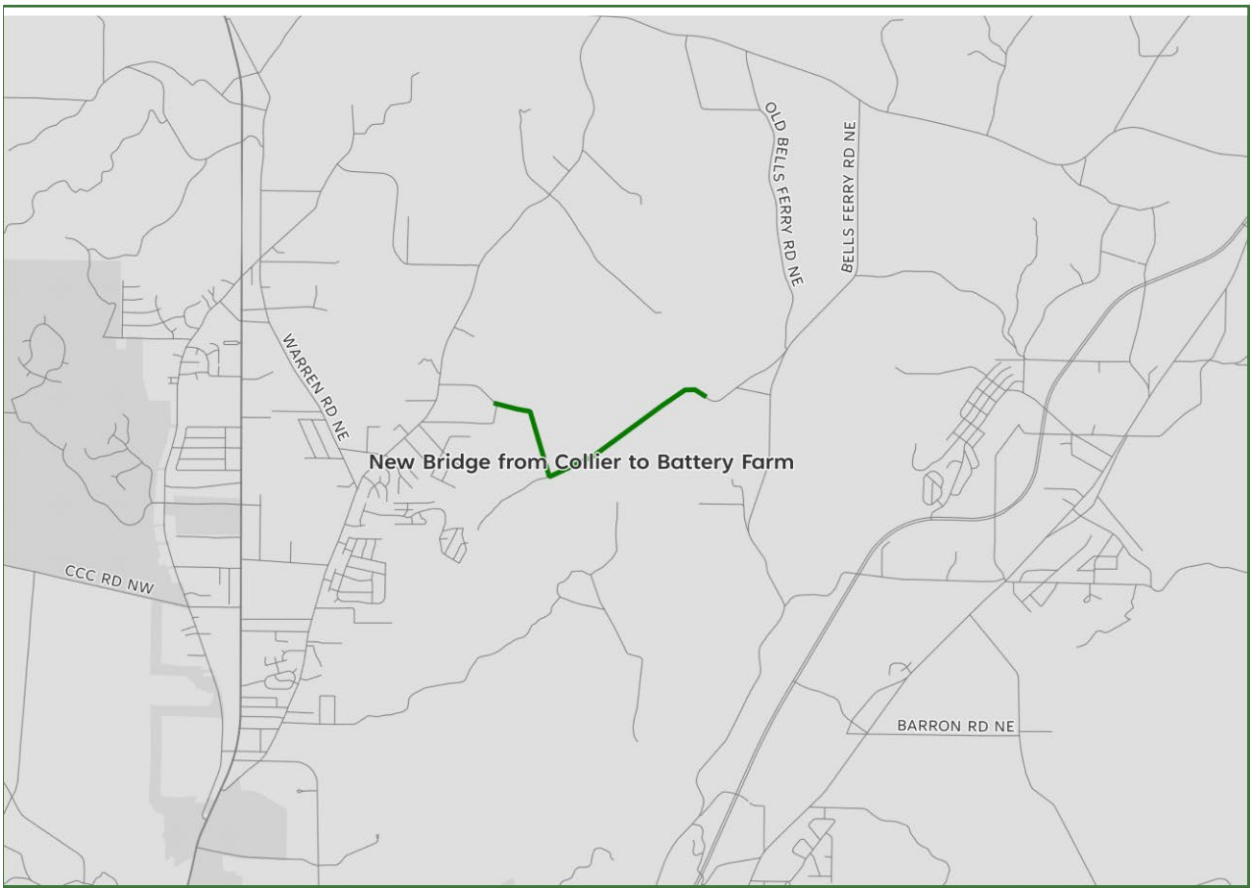
Adopted:
Amended:

Rome-Floyd Metropolitan Planning Organization

PROJECT NAME:	New Bridge from Collier to Battery Farm			Fund Codes:		GDOT No:	0
PROJECT DESCRIPTION:	Roadway and bridge connecting Old Dalton Road to Bells Ferry Road over the Oostanaula River via Battery Farm Road.						
Connectivity:		City:		County:	Floyd		
Local Road Name:				GDOT District: 6	Cong. District: 14		
US/ST Road Name:		Existing Volume:		Design Volume (2050):			
Project Type:			Regionally Significant:		Capacity Adding:	Yes	
Project Termini	From:		Project Length (Mi):		RC:	NWGRC	
	To:		Exist Lanes:		Future Lanes:		
Open to Traffic Date:			Multimodal:				
Program Year:		RTP Project Phase:					

Status	Phase	Program Year	Fund Source	Federal	State	Local	Total
	TOTAL						$0

PROJECT LOCATION



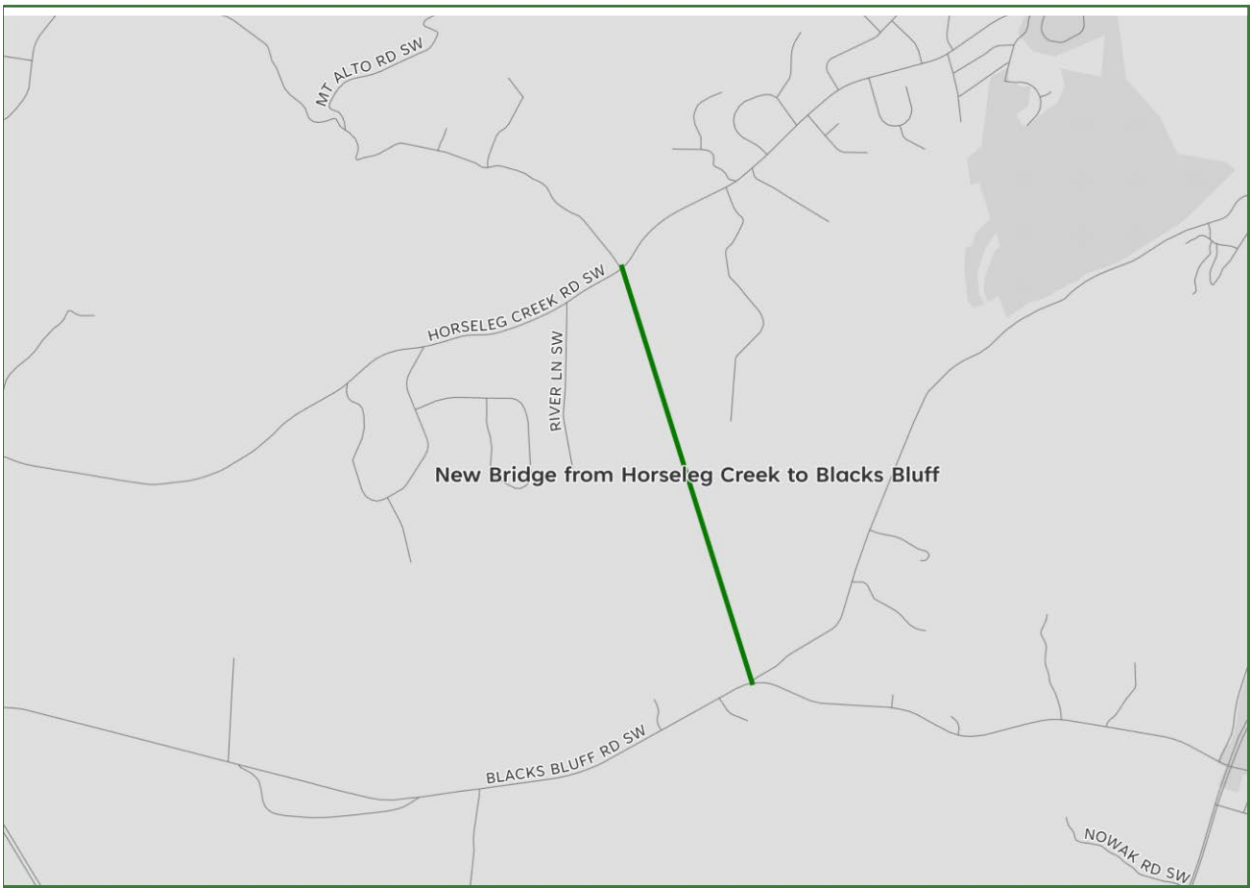
Adopted:
Amended:

Rome-Floyd Metropolitan Planning Organization

PROJECT NAME:	New Bridge from Horseleg Creek to Blacks Bluff			Fund Codes:		GDOT No:	0
PROJECT DESCRIPTION:	Roadway and bridge connecting Horseleg Creek Road to Blacks Bluff Road betweeen GA-1 Loop and downtown Rome over the Coosa River						
Connectivity:		City:		County:	Floyd		
Local Road Name:				GDOT District: 6	Cong. District: 14		
US/ST Road Name:		Existing Volume:		Design Volume (2050):			
Project Type:			Regionally Significant:		Capacity Adding:	Yes	
Project Termini	From:		Project Length (Mi):		RC:	NWGRC	
	To:		Exist Lanes:		Future Lanes:		
Open to Traffic Date:			Multimodal:				
Program Year:		RTP Project Phase:					

Status	Phase	Program Year	Fund Source	Federal	State	Local	Total
	TOTAL						$0

PROJECT LOCATION



Adopted:
Amended: