DRAFT

ROME-FLOYD COUNTY

2050 METROPOLITAN TRANSPORTATION PLAN

POND

TABLE OF CONTENTS

APPENDICES

INTRODUCTION

PURPOSE OF THE MTP

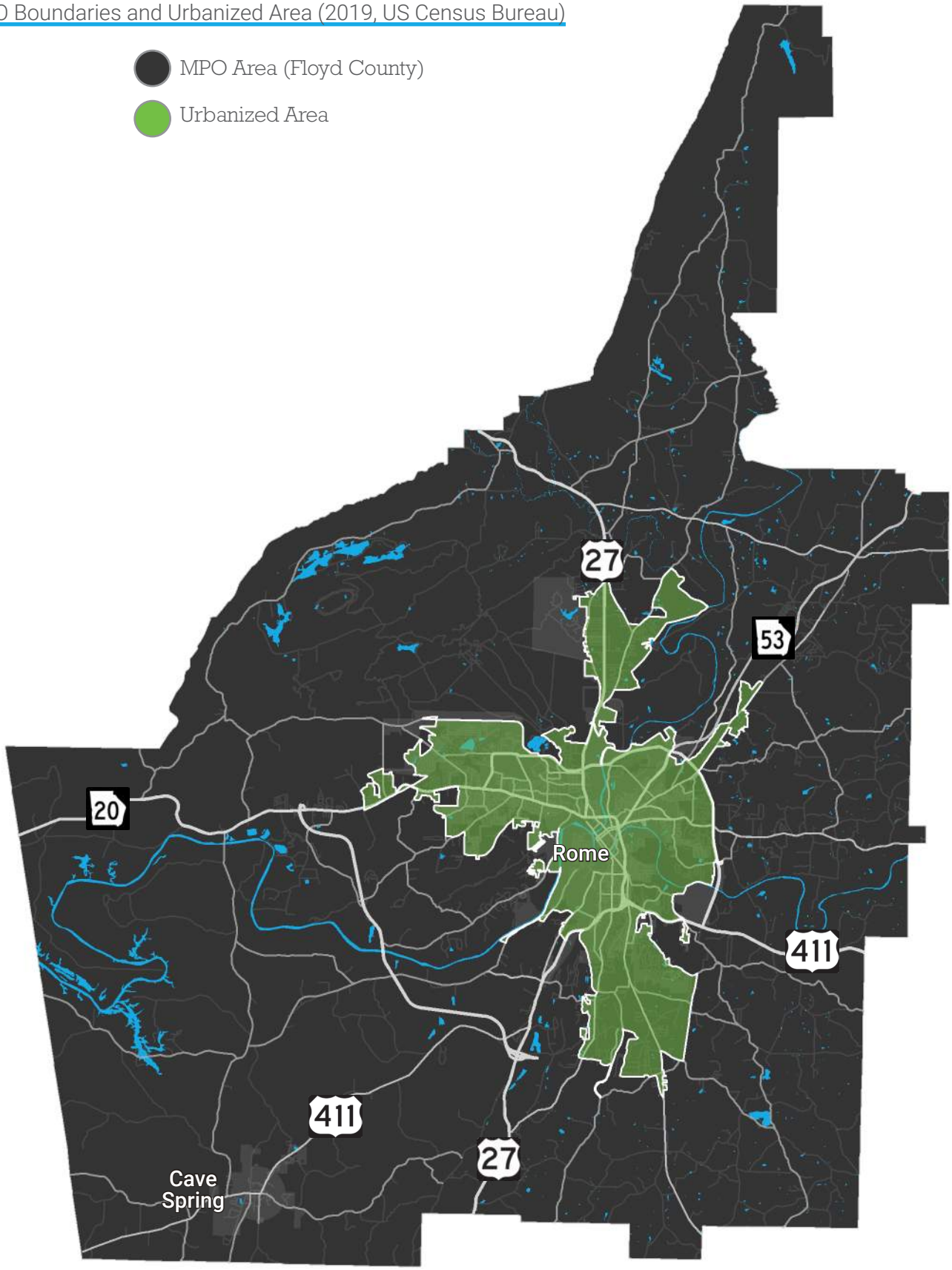
Coordinated transportation planning at a regional level has been a federal requirement since the Federal-Aid Highway act of 1962. This act stipulated that urbanized areas of 50,000 or more in population must follow a ''continuing, comprehensive, and cooperative'' planning process in order to utilize federal transportation dollars. Planning agencies call Metropolitan Planning Organizations (MPOs) were created or designated to take on these responsibilities. This planning process requires that each MPO create a transportation plan, a transportation improvement program (TIP) and a unified planning work program (UPWP). This Metropolitan Transportation Plan (MTP) fulfills the transportation plan part of the requirement.

The 2050 MTP for the Rome-Floyd MPO outlines the goals, objectives, polices, and proposed improvements needed to maintain a safe, effective, and efficient multimodal transportation system for the movement of people and goods throughout the region which includes all of the City of Rome, the City of Cave Spring, and Floyd County. Updated every five years, the MTP (previously known as a Long Range Transportation Plan). As such, the MTP articulates a multi-year program of transportation improvements that are intended to address the collective transportation needs and enhance the economic, social, and environmental assets for the entire region. A key component of the MTP process is incorporating fiscal considerations so that the program of transportation improvements is realistic based on anticipated transportation funding.

HISTORY OF THE MPO

Rome-Floyd County has been considered an Urbanized Area (UA) with a population greater than 50,000 since the 1980 census. After the 2000 census the boundary of the Urbanized Area was expanded to include all of Floyd County including the City of Cave Springs. The Rome-Floyd County Planning department is the agency responsible the MPO planning process.

MPO Boundaries and Urbanized Area (2019, US Census Bureau)



THE PLANNING PROCESS

The Rome-Floyd County MPO's primary objective is the development of plans and programs that address transportation needs of the MPO area. The planning process is conducted in accordance with 23 CFR, section 450.112 and in cooperation with the Georgia Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, Floyd County, the City of Rome, and the City of Cave Spring. This cooperation and guidance is conducted through the activities of three Rome-Floyd County MPO committees:

- **Transportation Policy Committee (TPC)** – this committee is made up of elected officials, local government management, representatives of the Citizens Advisory Committee, GDOT staff, and the Rome-Floyd Planning Commission. The TPC is the official governing body of the MPO and sets priorities and official decision making.
- **Technical Coordinating Committee (TCC)** – The TCC is comprised of staff from the local governing bodies, GDOT, and FHWA. The duties of the TCC are technical in nature and include reviewing projects and making recommendations to the TPC.
- **Citizens Advisory Committee (CAC)** - The CAC is a citizens group that reviews projects from the citizens' point of view and makes recommendations to the TPC. Members of this committee also assist MPO staff with public events.

The Rome-Floyd County MPO's last Long Range Transportation Plan (LRTP) was adopted in 2016 and looked out to the year of 2040. This current document serves as the 5-year update that plan and will look out to the year 2050.

HOW TO USE AND UNDERSTAND THE MTP

The MTP document is organized to largely reflect the process that was used to create the MTP. As such, it includes the following elements:

Chapter 1, Introduction: Introducing the purpose of the MTP and the history of the MPO.

Chapter 2, Community Profile: An exploration of underlying community conditions and trends in the MPO that influences travel behavior, transportation needs, and decision making.

Chapter 3, Community Goals: A description of various transportation and broader community related goals that are used to help guide the transportation planning process. These goals include consideration of federal and state transportation goals, localized goals and performance based planning targets, and systematic goals that describe holistically the local vision for the future of the transportation system.

Chapter 4, Plan Development: A documentation of the various efforts used to inform the plan's recommendations. This includes discussion of the community engagement efforts utilized as well as the various technical analyses utilized to determine the transportation system's existing and future needs.

Chapter 5, Evaluation and Implementation Plan: Further documentation focusing on the plan's recommendations, including the efforts to develop transportation projects and initiatives, evaluate and prioritize those projects and initiatives, and finally documentation of an Implementation Plan that includes fiscal considerations of future transportation funding and anticipated implementation costs.

COMMUNITY PROFILE

A robust transportation planning process is based on an understanding and integration with various socio-demographic conditions in the community and trends that may influence future transportation needs. This includes not only understanding future population and employment growth, but also where the locations in the community where that growth is anticipated to be more intense, understanding where vulnerable populations concentrate so that we can be equitable in our transportation decision making, identifying major commuter patterns, understanding the role of education and schools in transportation needs, and the relationship between land use planning and the transportation system.

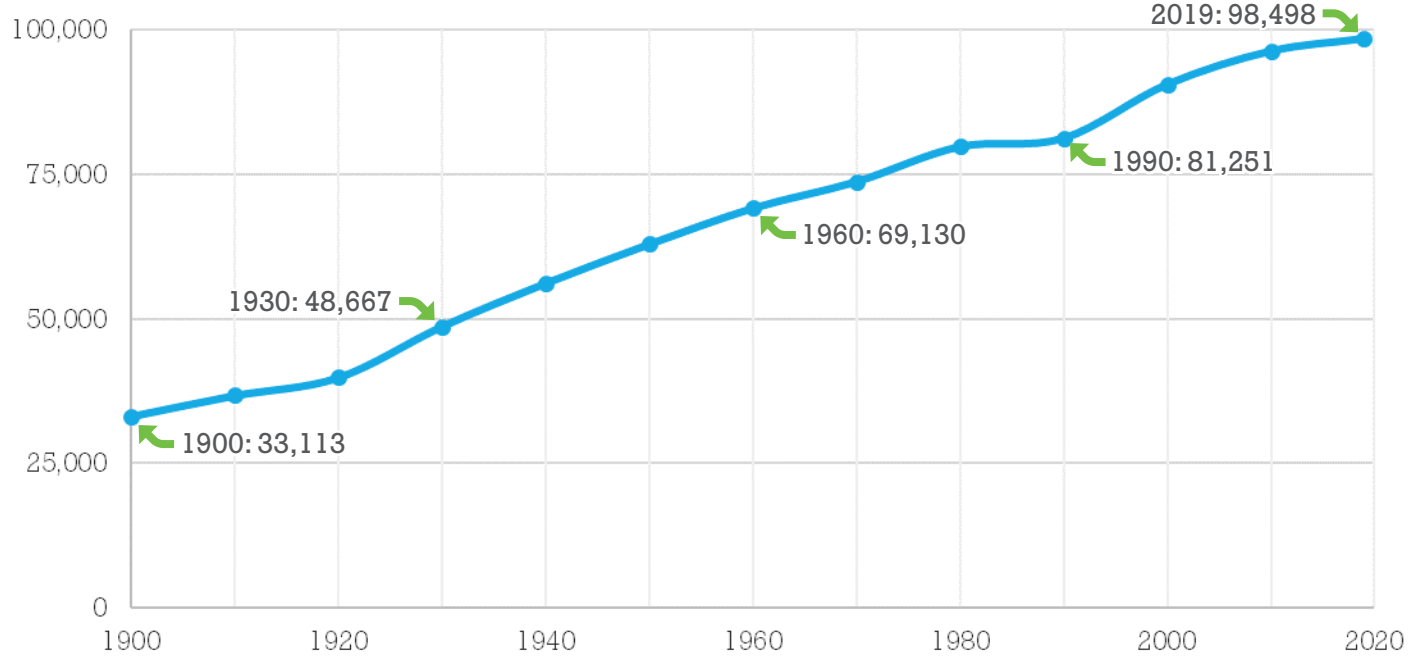
TRENDS IN POPULATION

This section describes historical and projected population growth in the Floyd County area.

Historical and Projected Growth

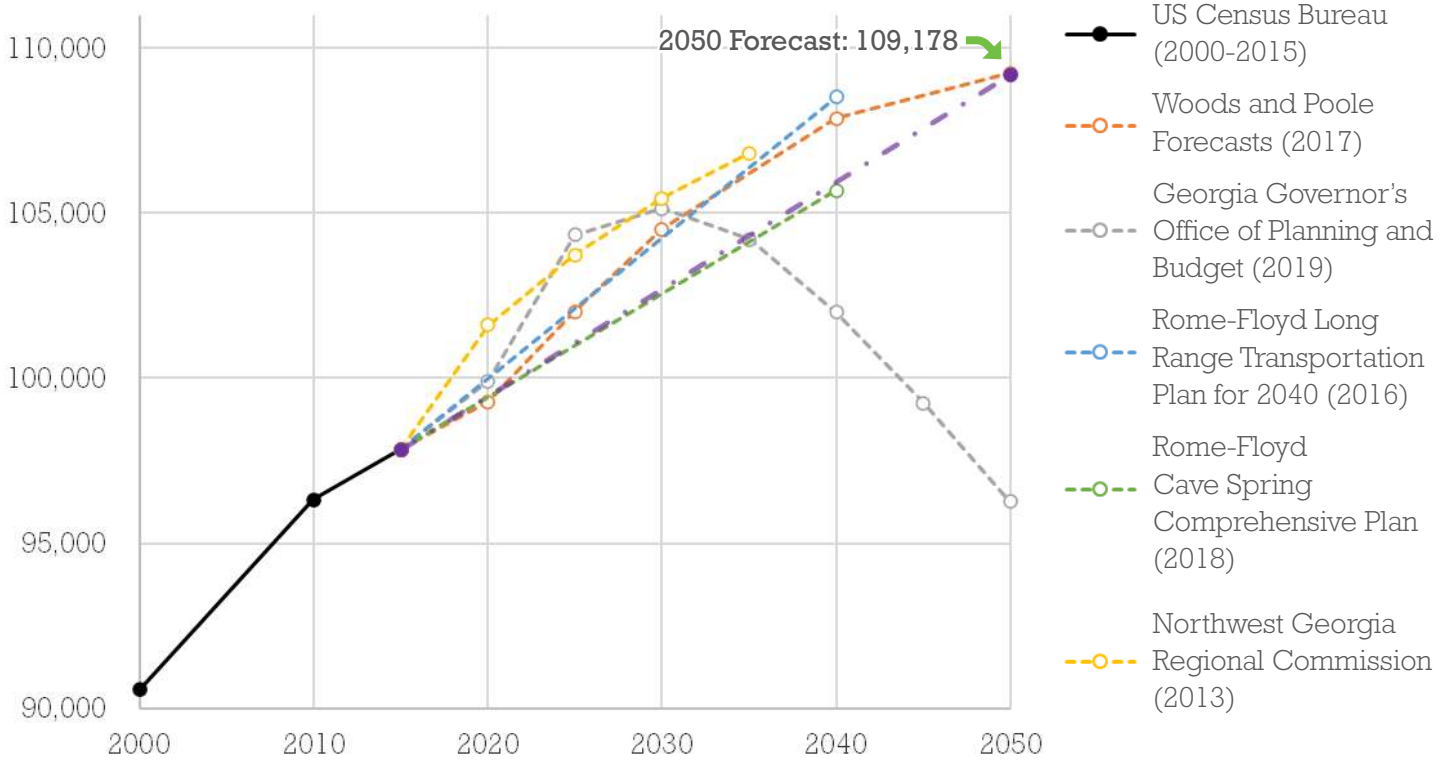
Population in Floyd County has increased slowly and steadily. From the year 1900 Floyd County has grown from a population of 33,113 to a population of just under 100,000 in 2019. This amounts to an annualized growth rate of about 2% per year. Since 2000 the annual growth rate has slowed to about .05% per year. Historical growth is shown in the graph below.

Historic Population of Floyd County (1900-2019, US Census Bureau)



Population growth is anticipated to continue through the year 2050. Several projections have been analyzed to get an accurate picture of future population as shown in the graph below. Through a process used to support travel demand modeling technical analyses for the various projections for population growth in the region were considered and combined to anticipate a year 2050 population in Floyd County of 109,178. This projection is directly in line with the projection developed for the 2018 Rome-Floyd Cave Spring Comprehensive Plan.

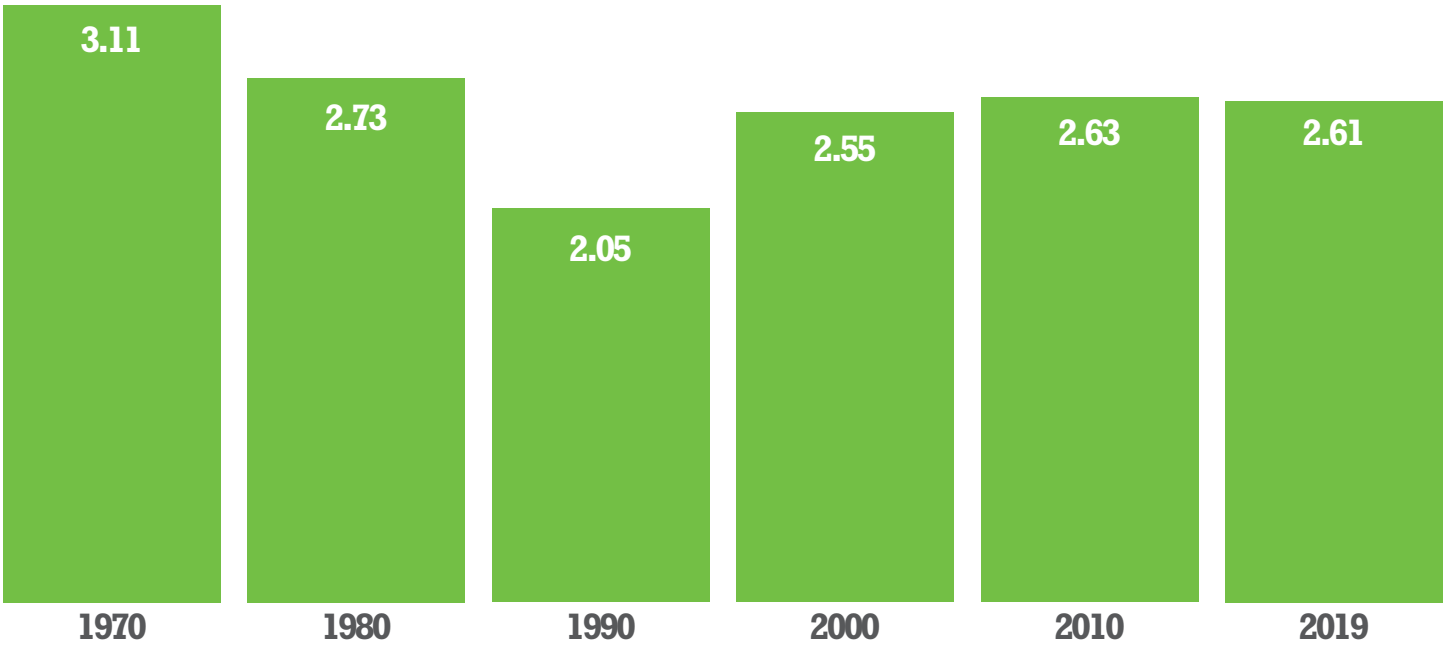
Population Projections of Floyd County



Household Size

Households are a function of population, defined by the US Census as a group of people sharing a dwelling unit. Household sizes in Floyd County have remained mostly consistent is recent years and are anticipated to not dramatically change in future years.

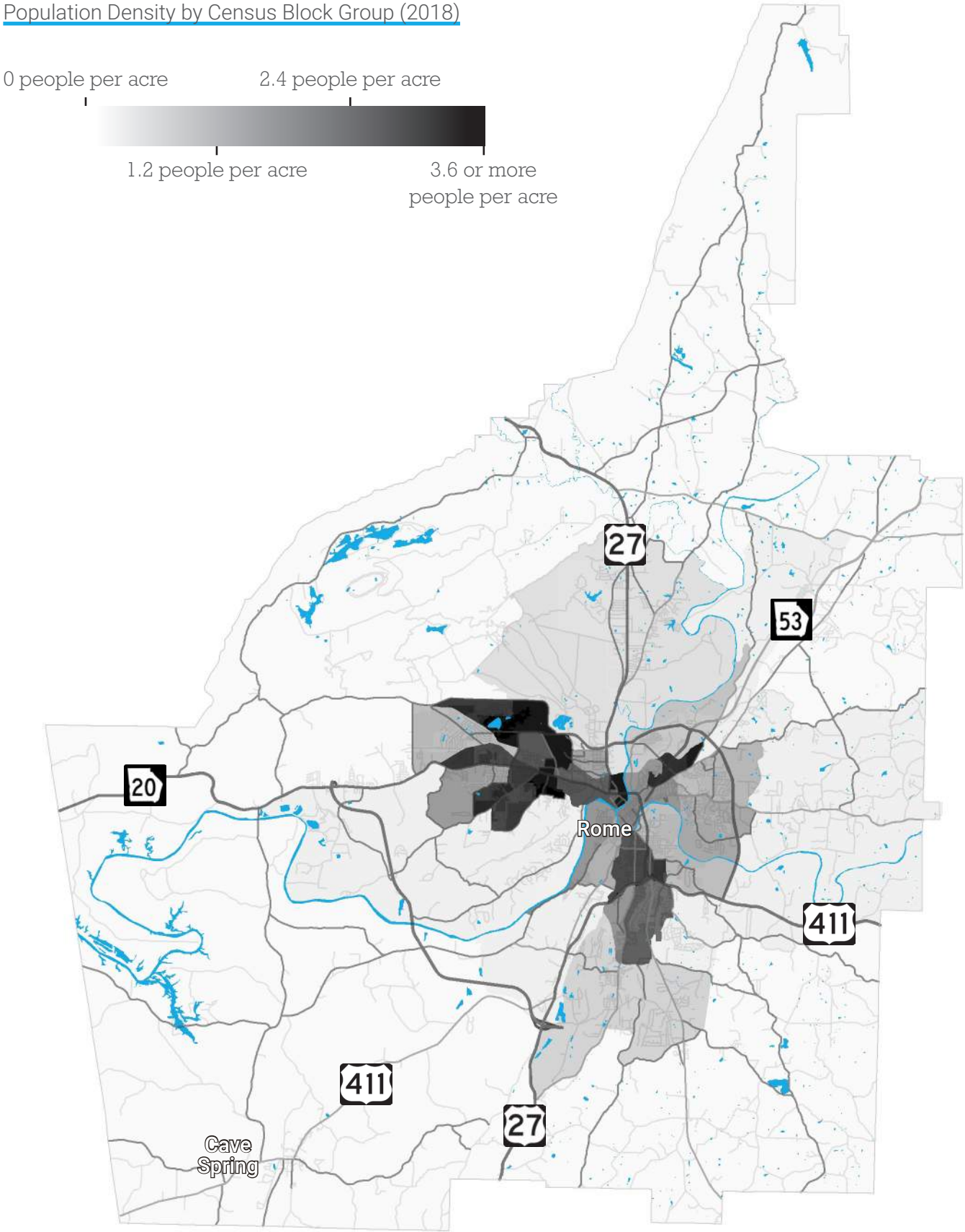
Historic Average Household Size in Floyd County (1970-2019, US Census Bureau)



Population Density

While total population and households help to define why a region or area may need specialized transportation planning through an MPO process, that planning needs to understand where and how population is clustered in the community. As the largest city in Floyd County, Rome is home to the most obvious concentration of population in the region, especially in west Rome roughly surrounding the SR 1 corridor.

Population Density by Census Block Group (2018)



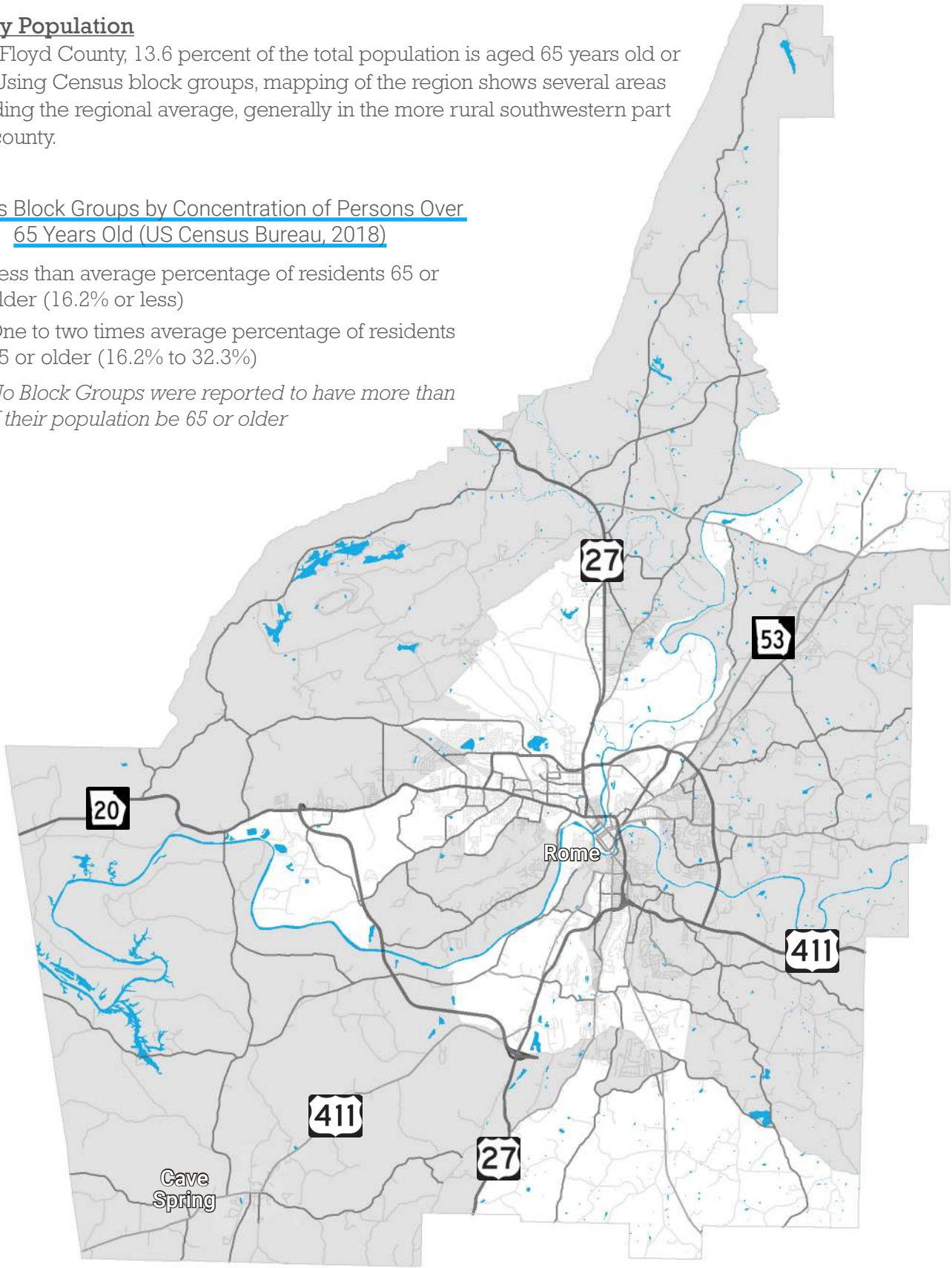
Elderly Population

Within Floyd County, 13.6 percent of the total population is aged 65 years old or older. Using Census block groups, mapping of the region shows several areas exceeding the regional average, generally in the more rural southwestern part of the county.

Census Block Groups by Concentration of Persons Over 65 Years Old (US Census Bureau, 2018)

- Less than average percentage of residents 65 or older (16.2% or less)
- One to two times average percentage of residents 65 or older (16.2% to 32.3%)

Note: No Block Groups were reported to have more than 31% of their population be 65 or older

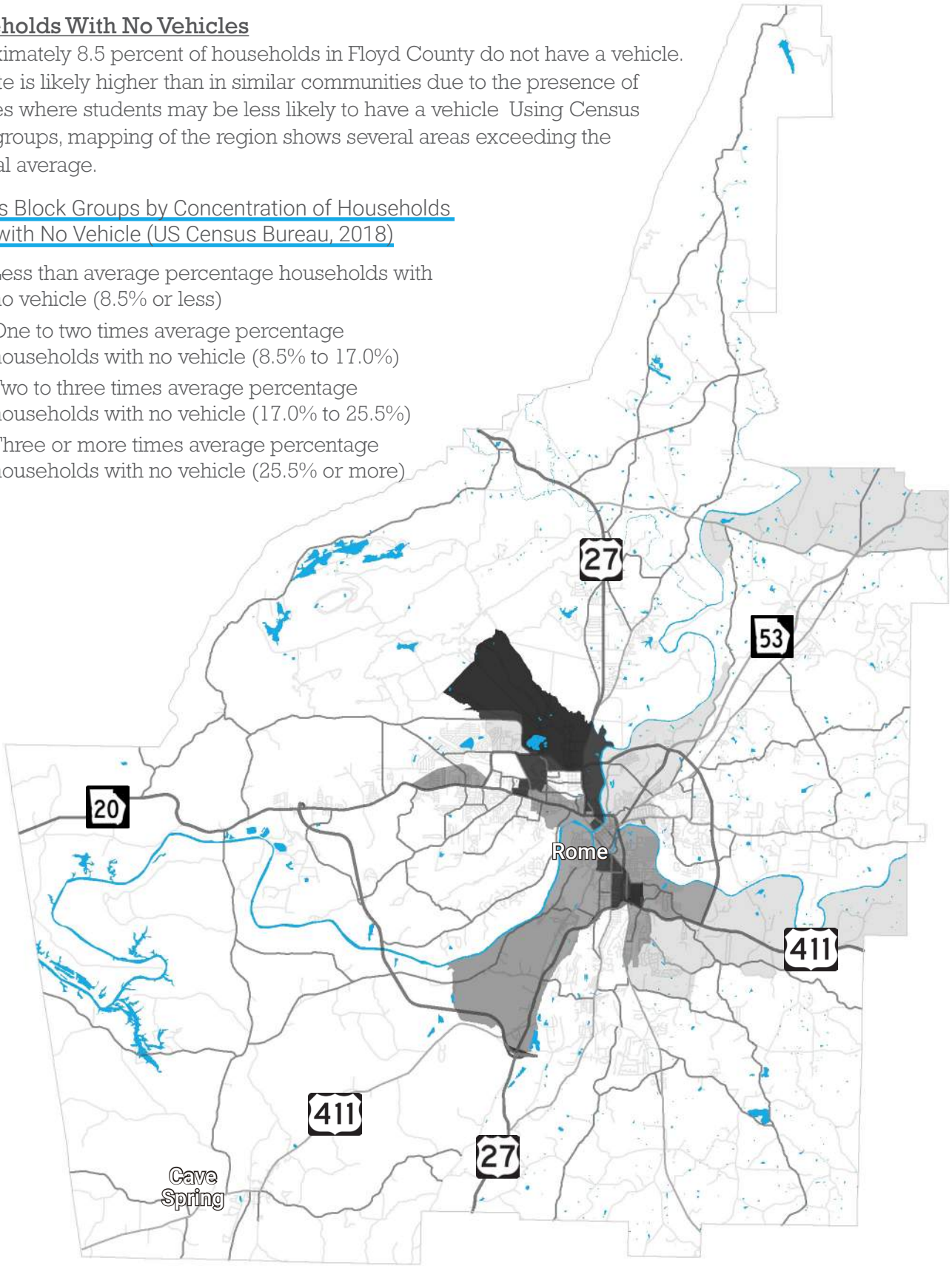


Households With No Vehicles

Approximately 8.5 percent of households in Floyd County do not have a vehicle. This rate is likely higher than in similar communities due to the presence of colleges where students may be less likely to have a vehicle Using Census block groups, mapping of the region shows several areas exceeding the regional average.

Census Block Groups by Concentration of Households with No Vehicle (US Census Bureau, 2018)

- Less than average percentage households with no vehicle (8.5% or less)
- One to two times average percentage households with no vehicle (8.5% to 17.0%)
- Two to three times average percentage households with no vehicle (17.0% to 25.5%)
- Three or more times average percentage households with no vehicle (25.5% or more)



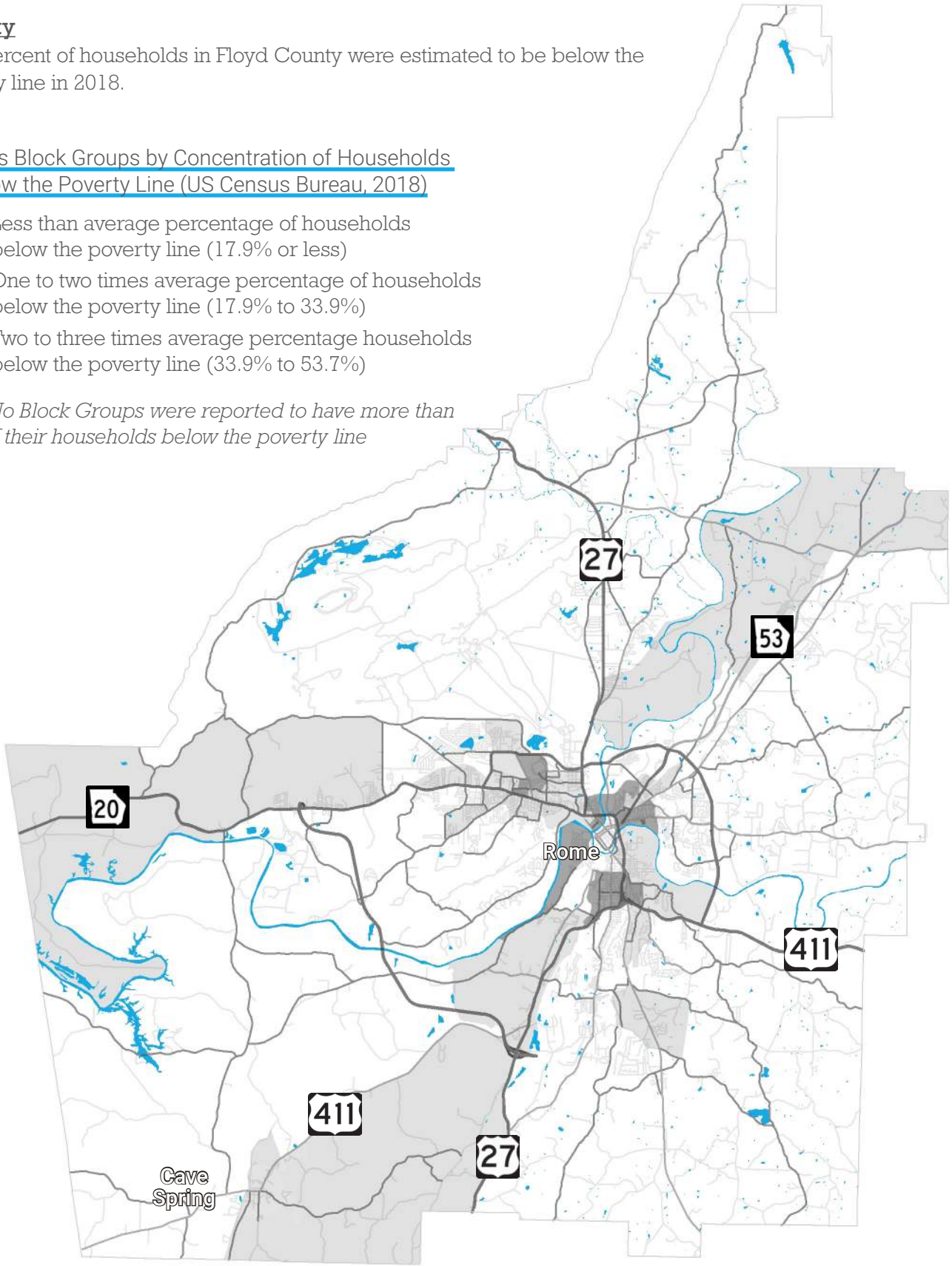
Poverty

17.9 percent of households in Floyd County were estimated to be below the poverty line in 2018.

Census Block Groups by Concentration of Households below the Poverty Line (US Census Bureau, 2018)

- Less than average percentage of households below the poverty line (17.9% or less)
- One to two times average percentage of households below the poverty line (17.9% to 33.9%)
- Two to three times average percentage households below the poverty line (33.9% to 53.7%)

Note: No Block Groups were reported to have more than 54% of their households below the poverty line



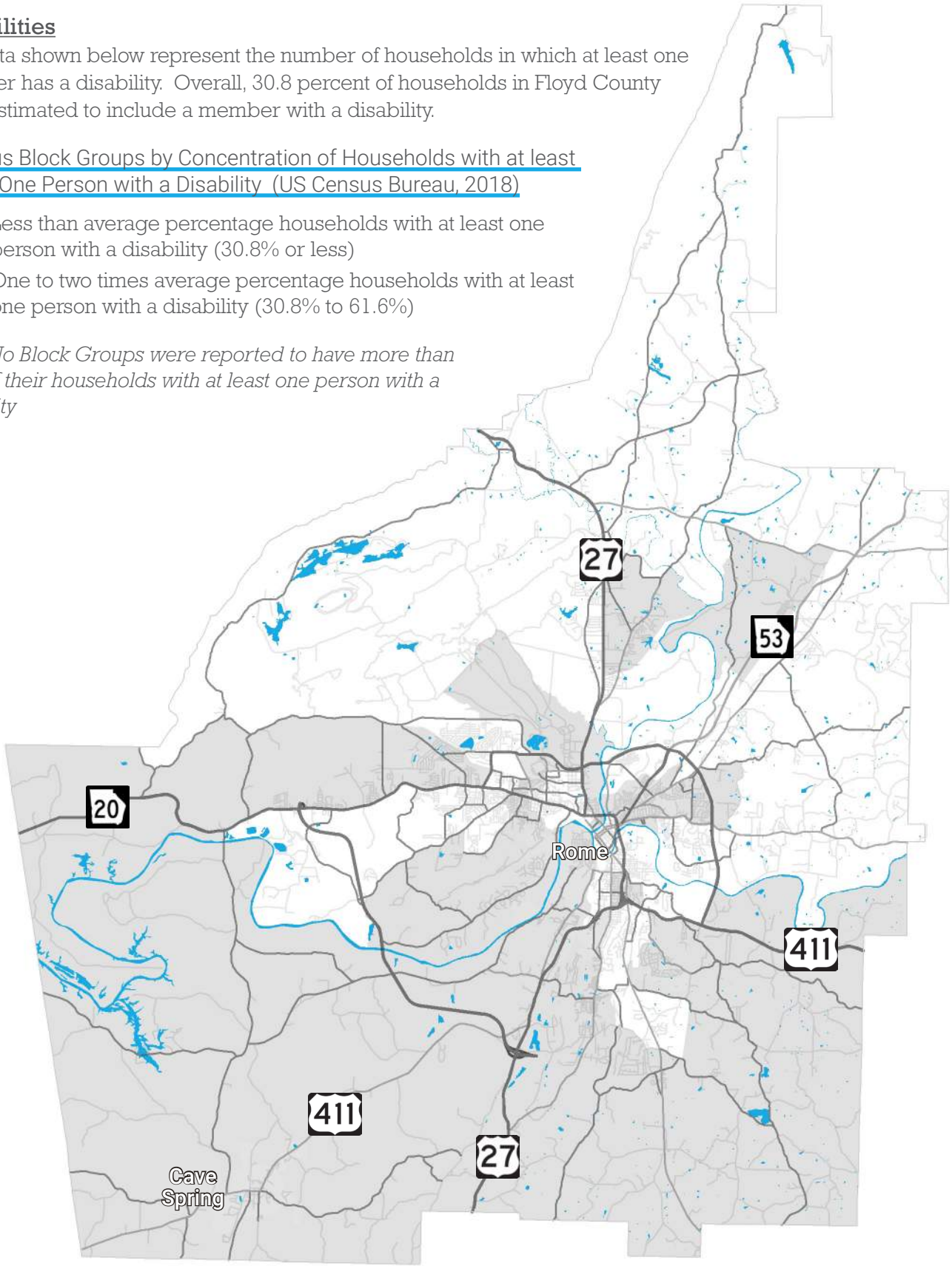
Disabilities

The data shown below represent the number of households in which at least one member has a disability. Overall, 30.8 percent of households in Floyd County were estimated to include a member with a disability.

Census Block Groups by Concentration of Households with at least One Person with a Disability (US Census Bureau, 2018)

- Less than average percentage households with at least one person with a disability (30.8% or less)
- One to two times average percentage households with at least one person with a disability (30.8% to 61.6%)

Note: No Block Groups were reported to have more than 52% of their households with at least one person with a disability

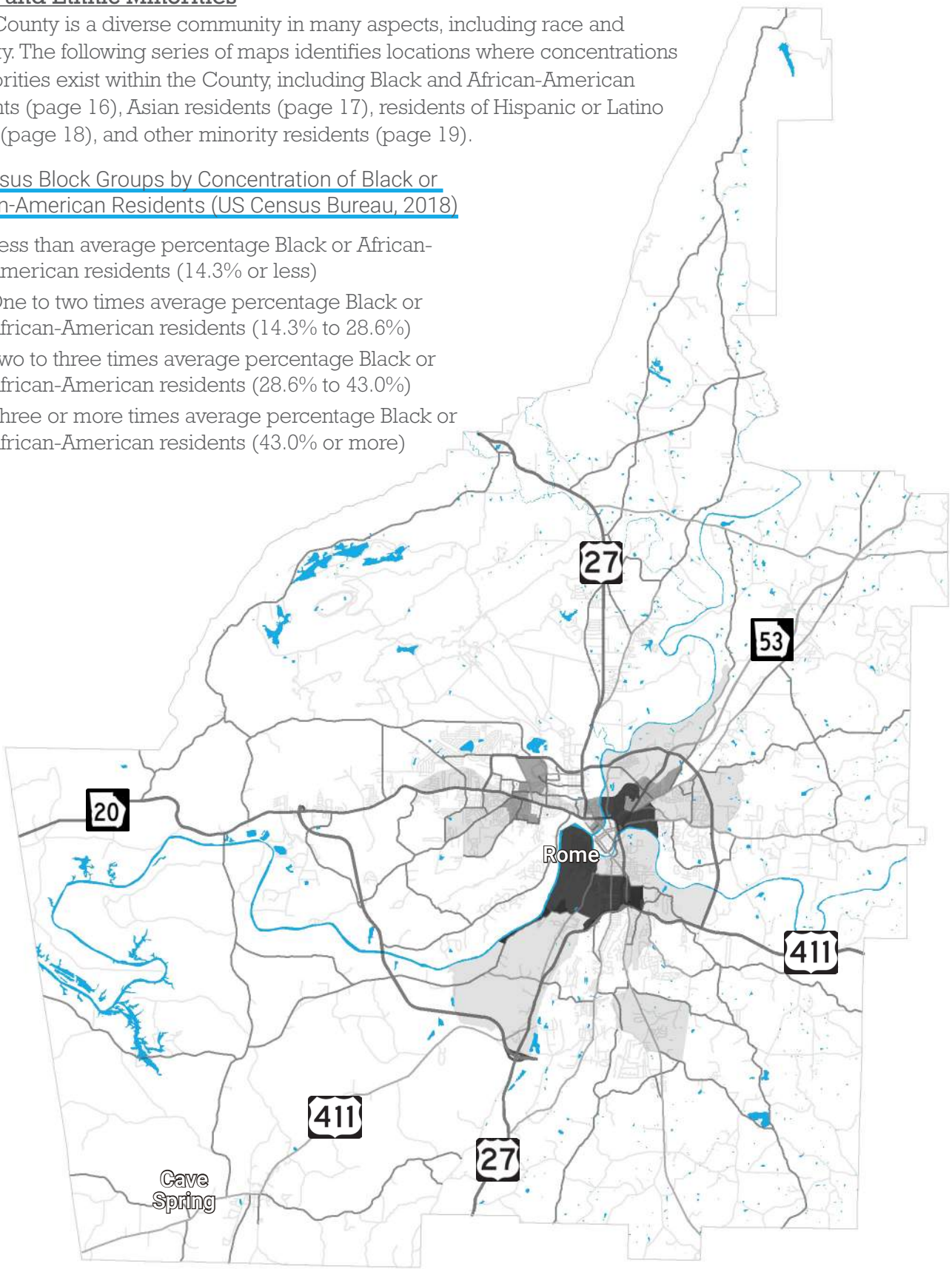


Racial and Ethnic Minorities

Floyd County is a diverse community in many aspects, including race and ethnicity. The following series of maps identifies locations where concentrations of minorities exist within the County, including Black and African-American residents (page 16), Asian residents (page 17), residents of Hispanic or Latino Origin (page 18), and other minority residents (page 19).

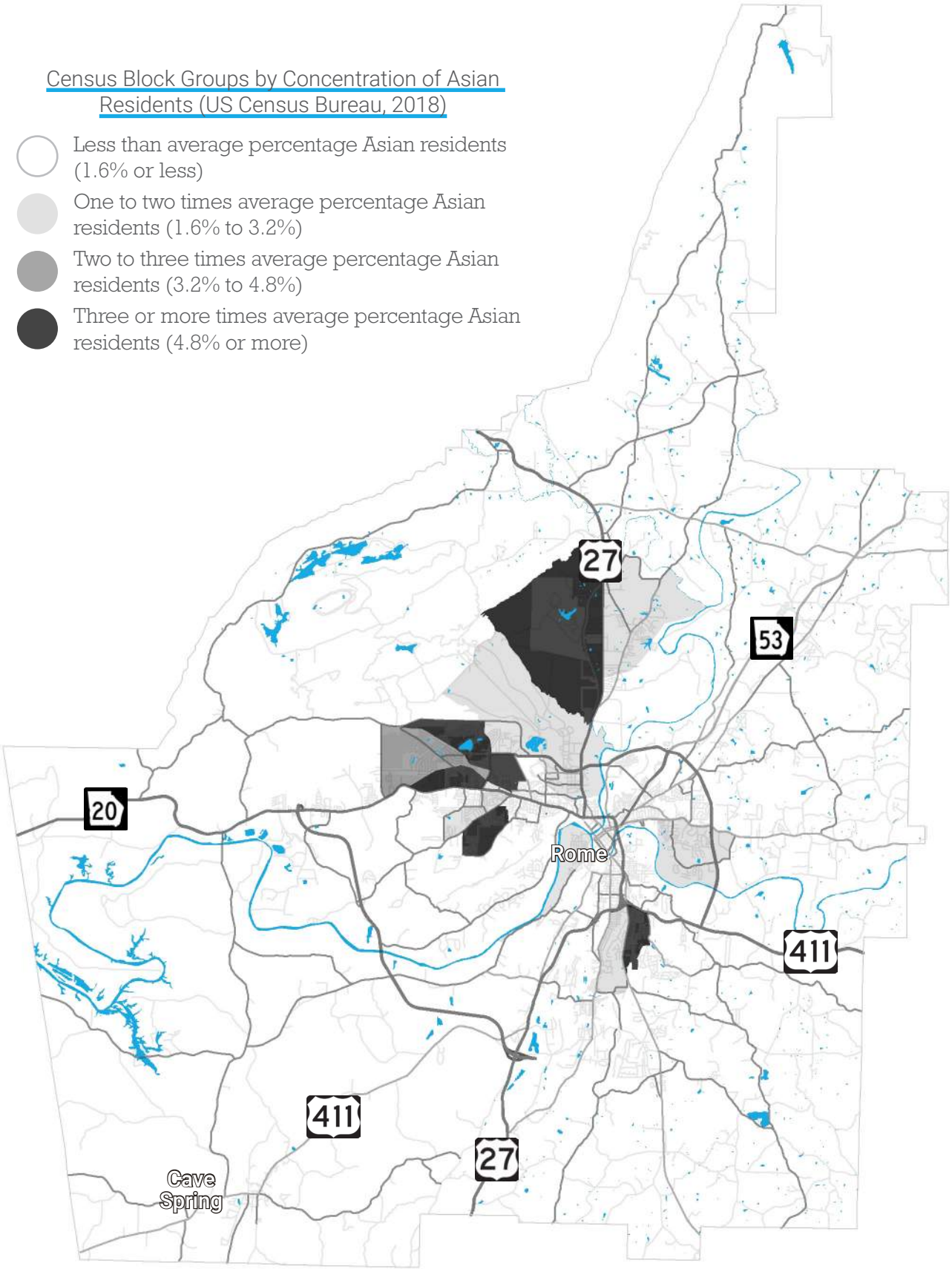
Census Block Groups by Concentration of Black or African-American Residents (US Census Bureau, 2018)

- Less than average percentage Black or African-American residents (14.3% or less)
- One to two times average percentage Black or African-American residents (14.3% to 28.6%)
- Two to three times average percentage Black or African-American residents (28.6% to 43.0%)
- Three or more times average percentage Black or African-American residents (43.0% or more)



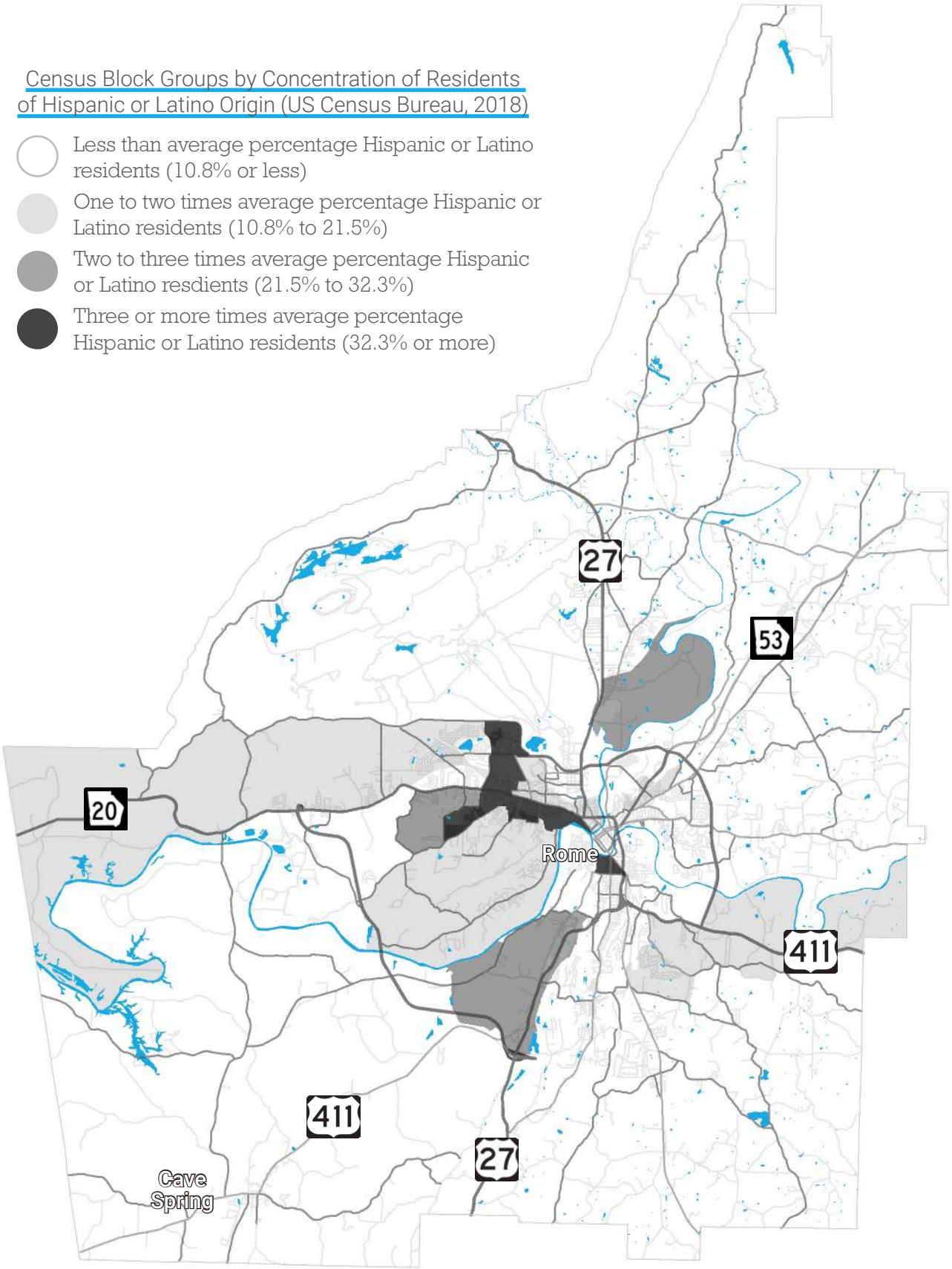
Census Block Groups by Concentration of Asian Residents (US Census Bureau, 2018)

- Less than average percentage Asian residents (1.6% or less)
- One to two times average percentage Asian residents (1.6% to 3.2%)
- Two to three times average percentage Asian residents (3.2% to 4.8%)
- Three or more times average percentage Asian residents (4.8% or more)



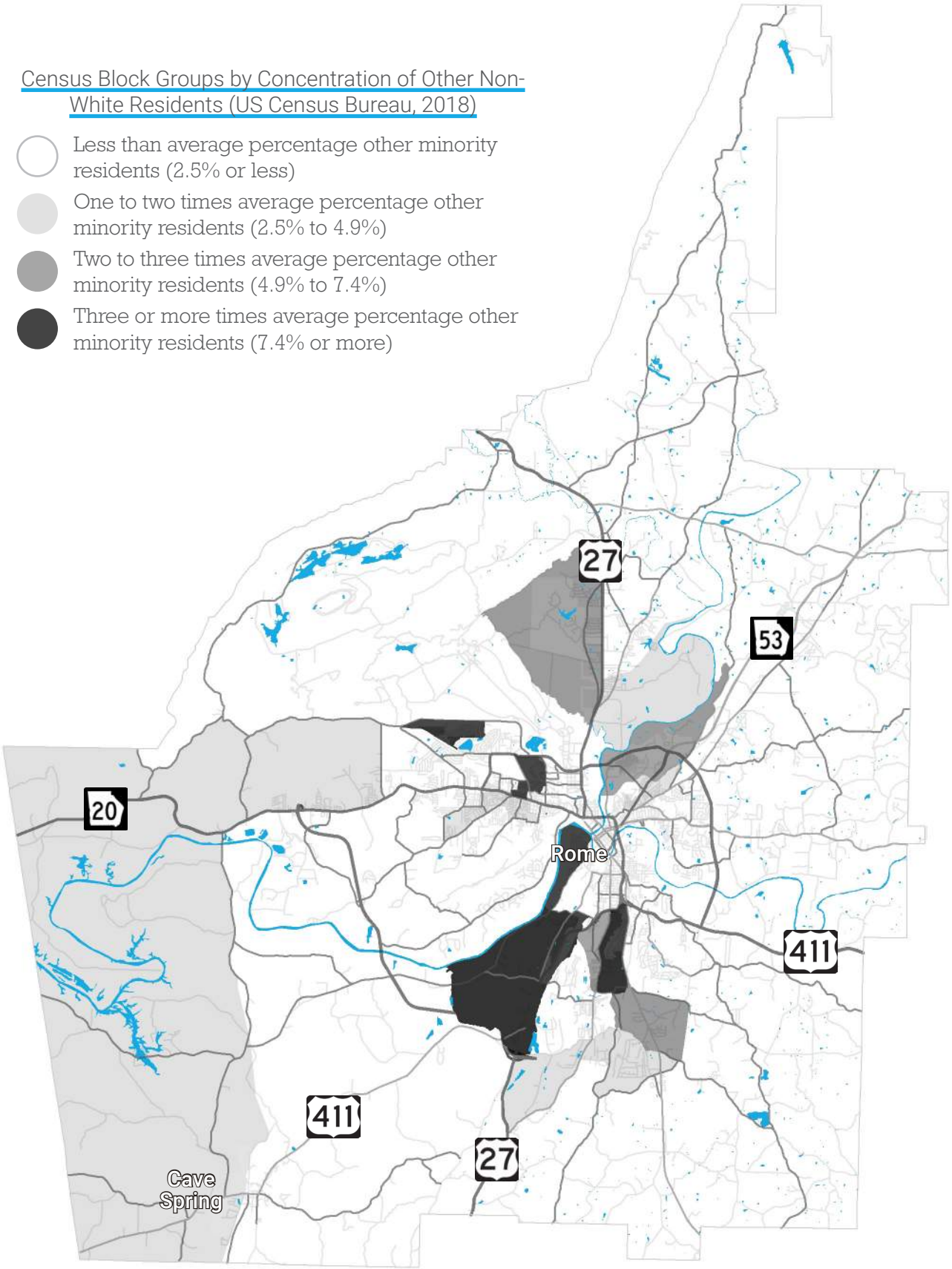
Census Block Groups by Concentration of Residents of Hispanic or Latino Origin (US Census Bureau, 2018)

- Less than average percentage Hispanic or Latino residents (10.8% or less)
- One to two times average percentage Hispanic or Latino residents (10.8% to 21.5%)
- Two to three times average percentage Hispanic or Latino resdients (21.5% to 32.3%)
- Three or more times average percentage Hispanic or Latino residents (32.3% or more)



Census Block Groups by Concentration of Other Non-White Residents (US Census Bureau, 2018)

- Less than average percentage other minority residents (2.5% or less)
- One to two times average percentage other minority residents (2.5% to 4.9%)
- Two to three times average percentage other minority residents (4.9% to 7.4%)
- Three or more times average percentage other minority residents (7.4% or more)

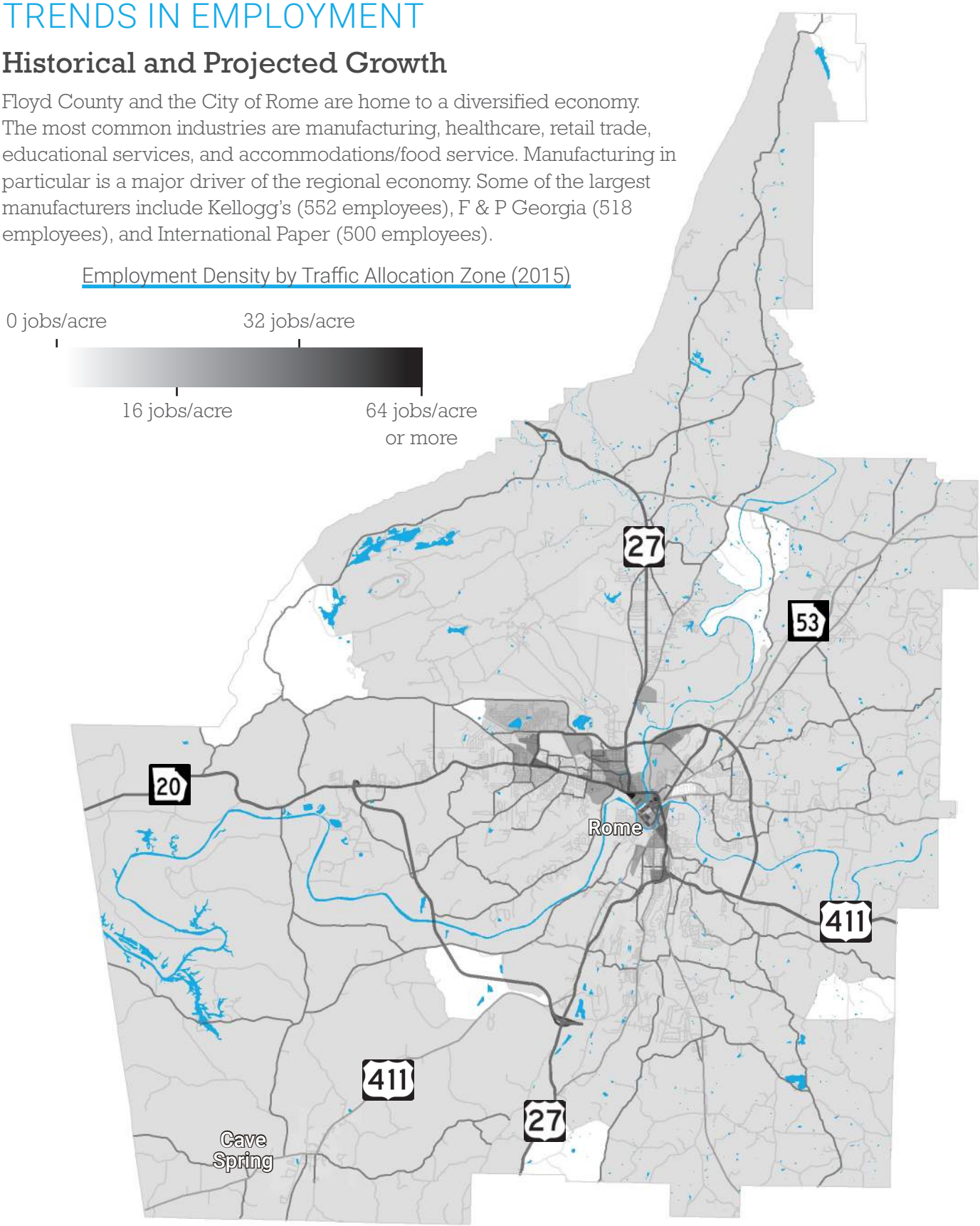


TRENDS IN EMPLOYMENT

Historical and Projected Growth

Floyd County and the City of Rome are home to a diversified economy. The most common industries are manufacturing, healthcare, retail trade, educational services, and accommodations/food service. Manufacturing in particular is a major driver of the regional economy. Some of the largest manufacturers include Kellogg's (552 employees), F & P Georgia (518 employees), and International Paper (500 employees).

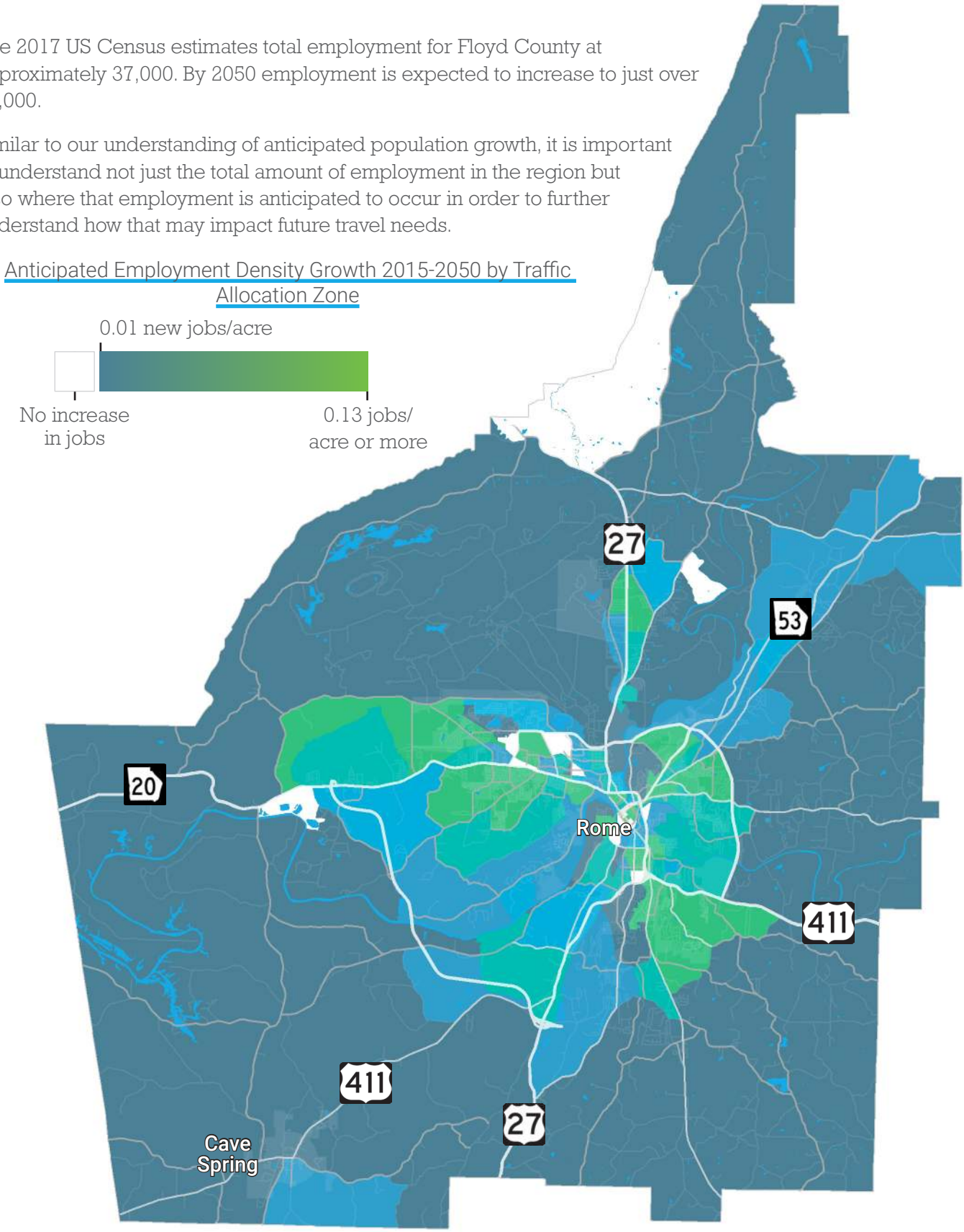
Employment Density by Traffic Allocation Zone (2015)



The 2017 US Census estimates total employment for Floyd County at approximately 37,000. By 2050 employment is expected to increase to just over 48,000.

Similar to our understanding of anticipated population growth, it is important to understand not just the total amount of employment in the region but also where that employment is anticipated to occur in order to further understand how that may impact future travel needs.

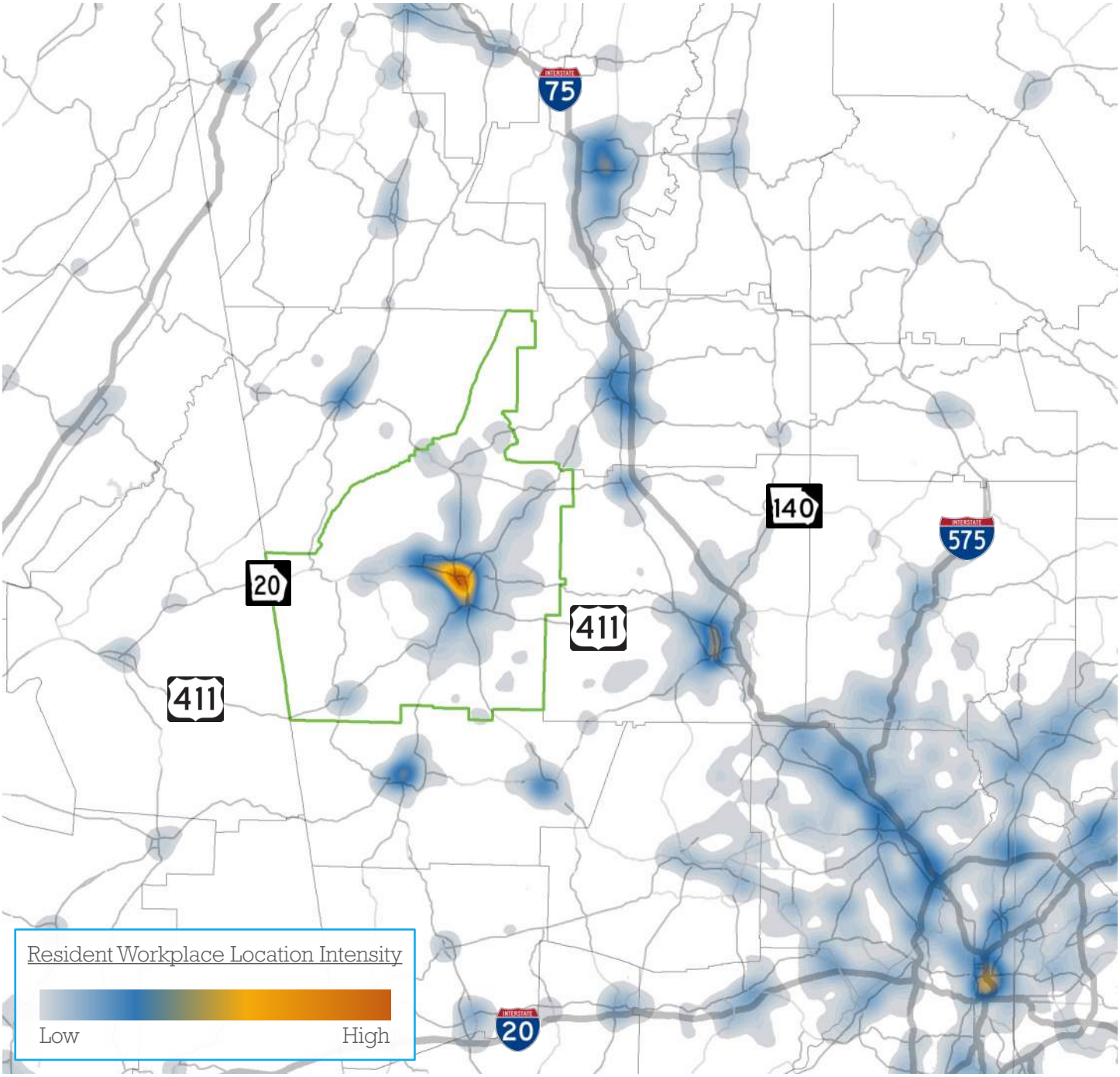
Anticipated Employment Density Growth 2015-2050 by Traffic Allocation Zone



Commuter Patterns

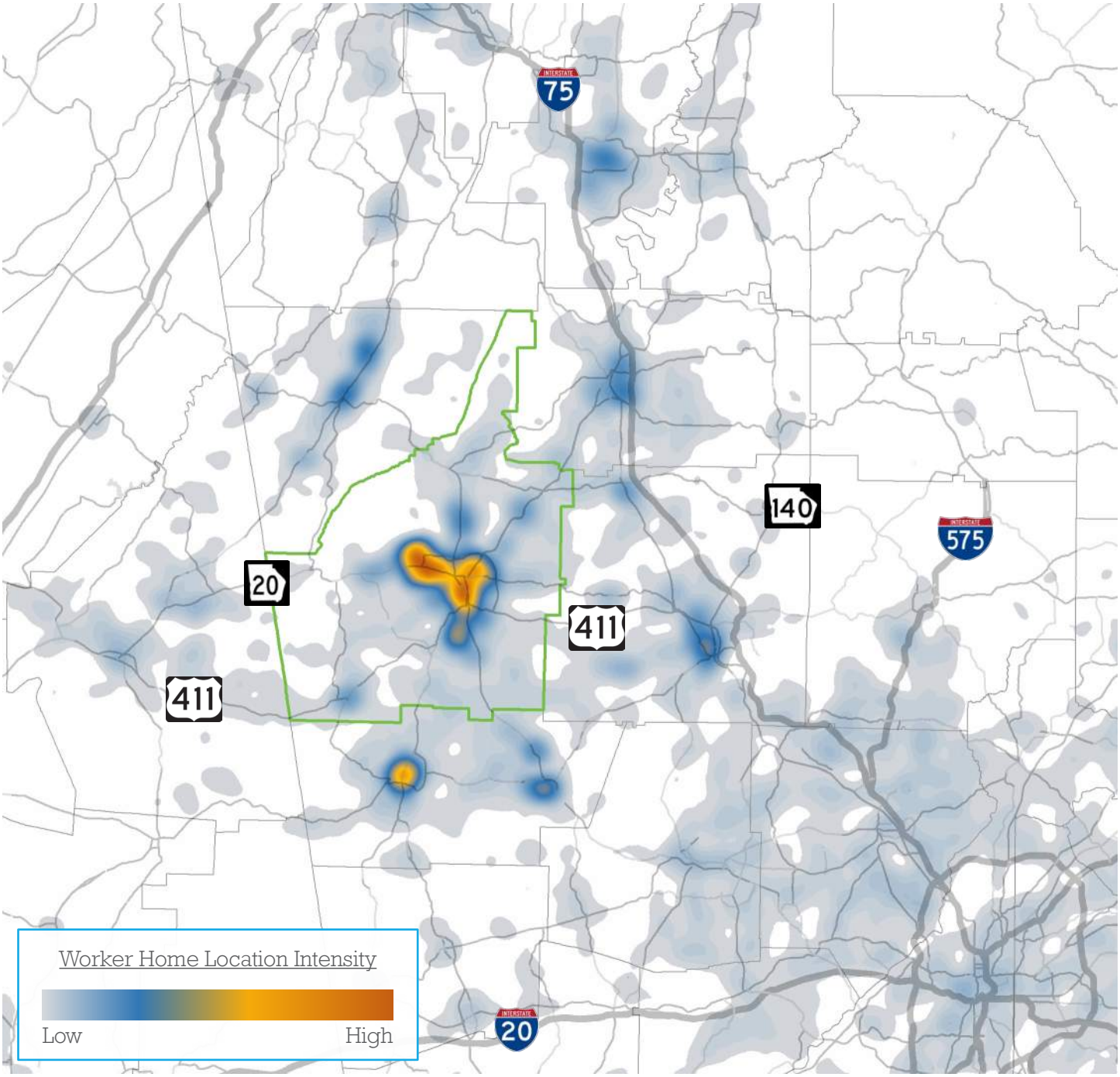
Longitudinal Employer Household Dynamic (LEHD) data allows us to understand patterns of where commuters travel to, from, and within the Rome Floyd County region travel. Focusing specifically where Floyd County Residents work, 2018 US census data shows that the almost half (46.8%) of Floyd County residents work in Floyd County. The next biggest work destinations are Cobb County (7.3%) and Fulton County (6.1%). The bordering counties of Bartow, Gordon, Whitfield and Polk capture a combined 16.1% of Floyd County residents' jobs.

Where Floyd County Residents Work (2018, US Census Bureau)



Focusing on those who work in Floyd County we can see that the commute patters are different. Over half (50.2%) of Floyd County workers live in Floyd County. However, the Rome-Floyd County region pulls workers from all surrounding counties. This illustrates the importance of Rome-Floyd County as a regional job center.

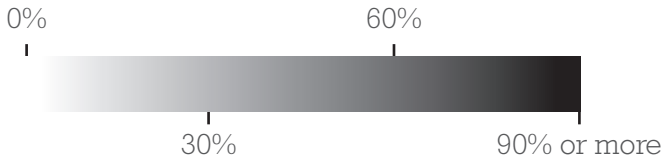
Where Floyd County Workers Live (2018, US Census Bureau)



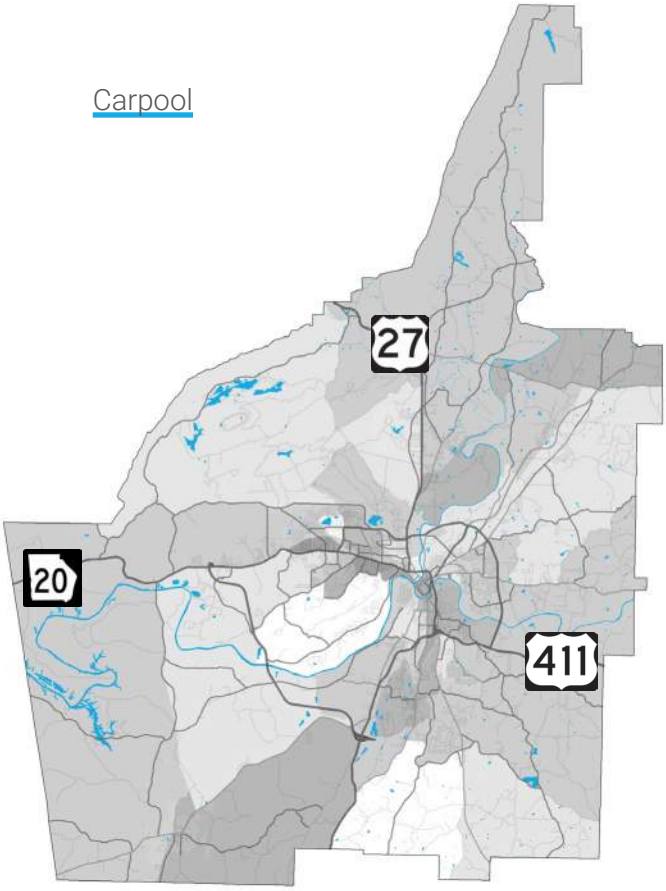
Commuter Modes of Choice

Using American Community Survey data, we can also understand that the majority of commuters in the Rome-Floyd County area (82%) drive alone to work. However, a relatively high amount of people (8% percent) indicate that they carpool with others to get to and from their place of work. The maps below and on the facing page display commute mode of choice data.

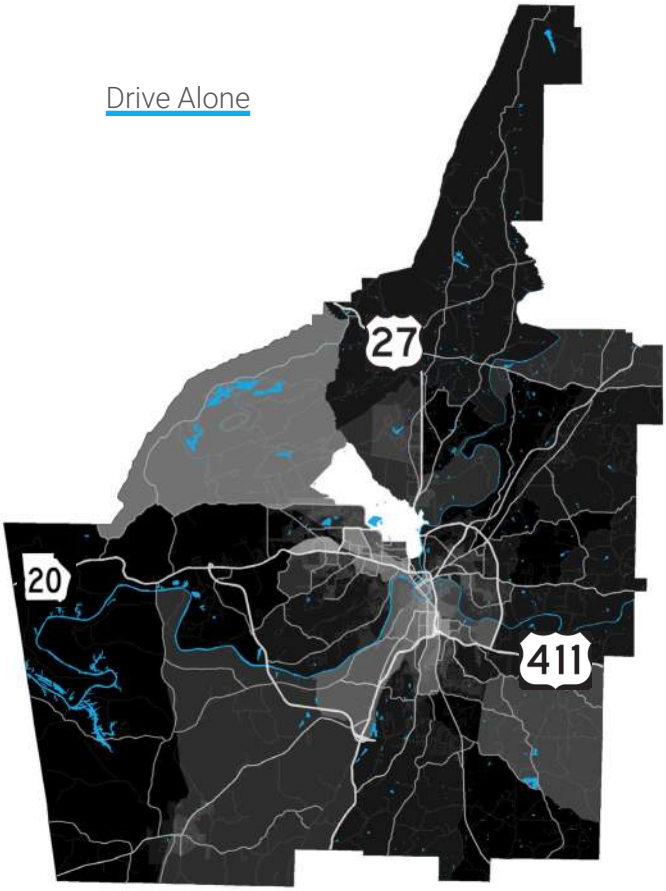
Commute Mode by Block Group (2018, US Census Bureau)



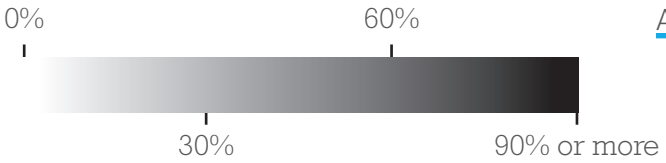
Carpool



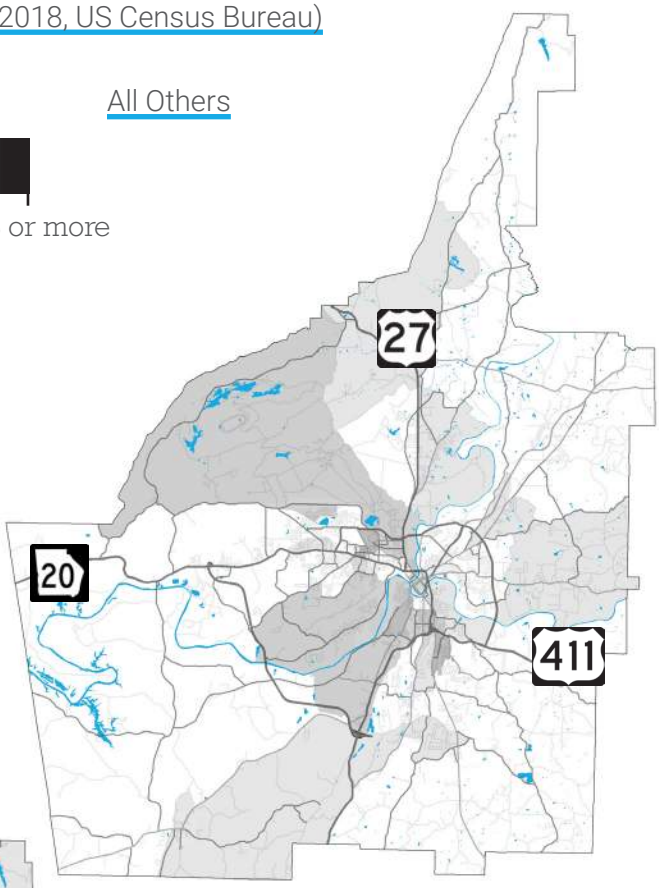
Drive Alone



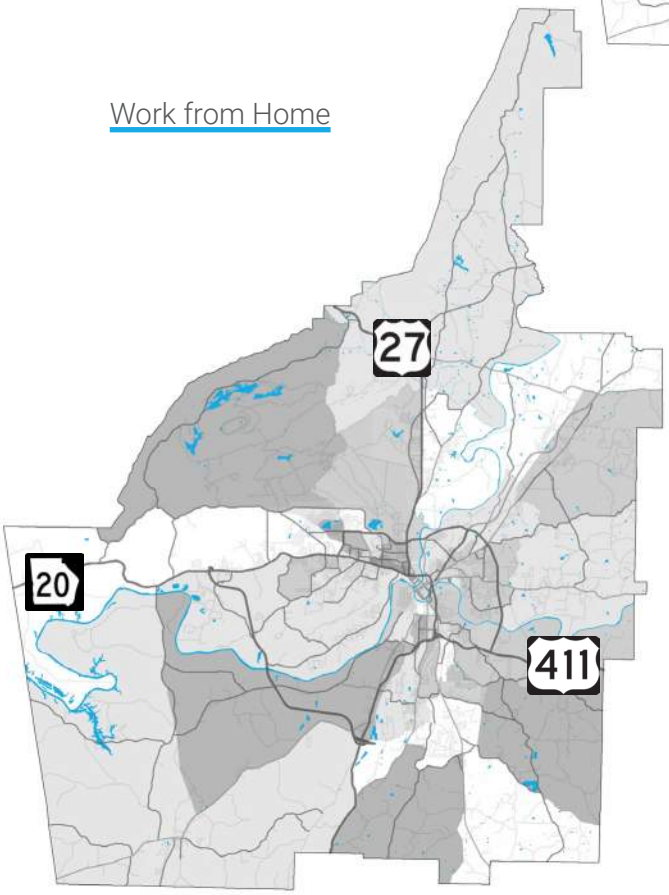
Commute Mode by Block Group, Continued (2018, US Census Bureau)



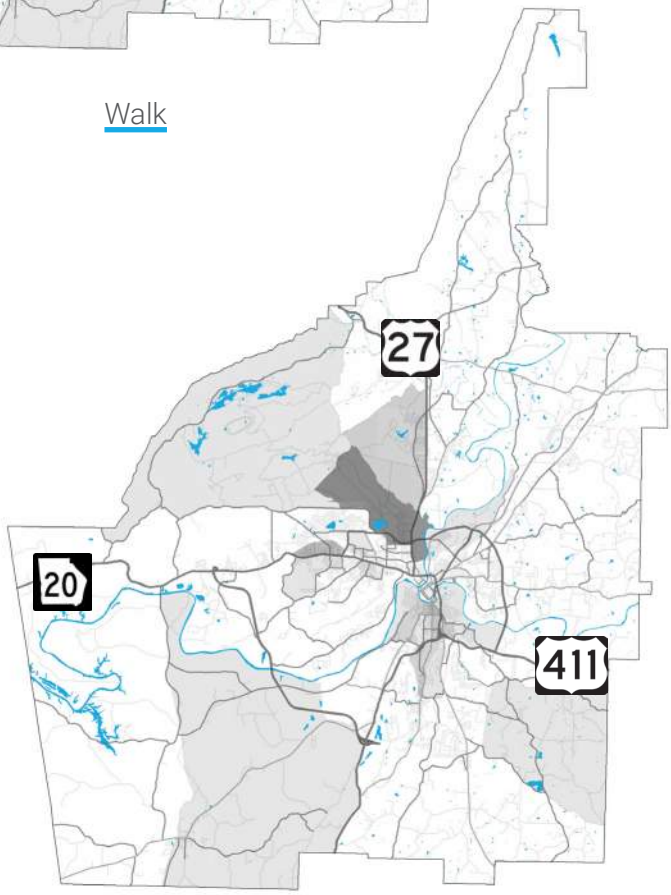
All Others



Work from Home



Walk



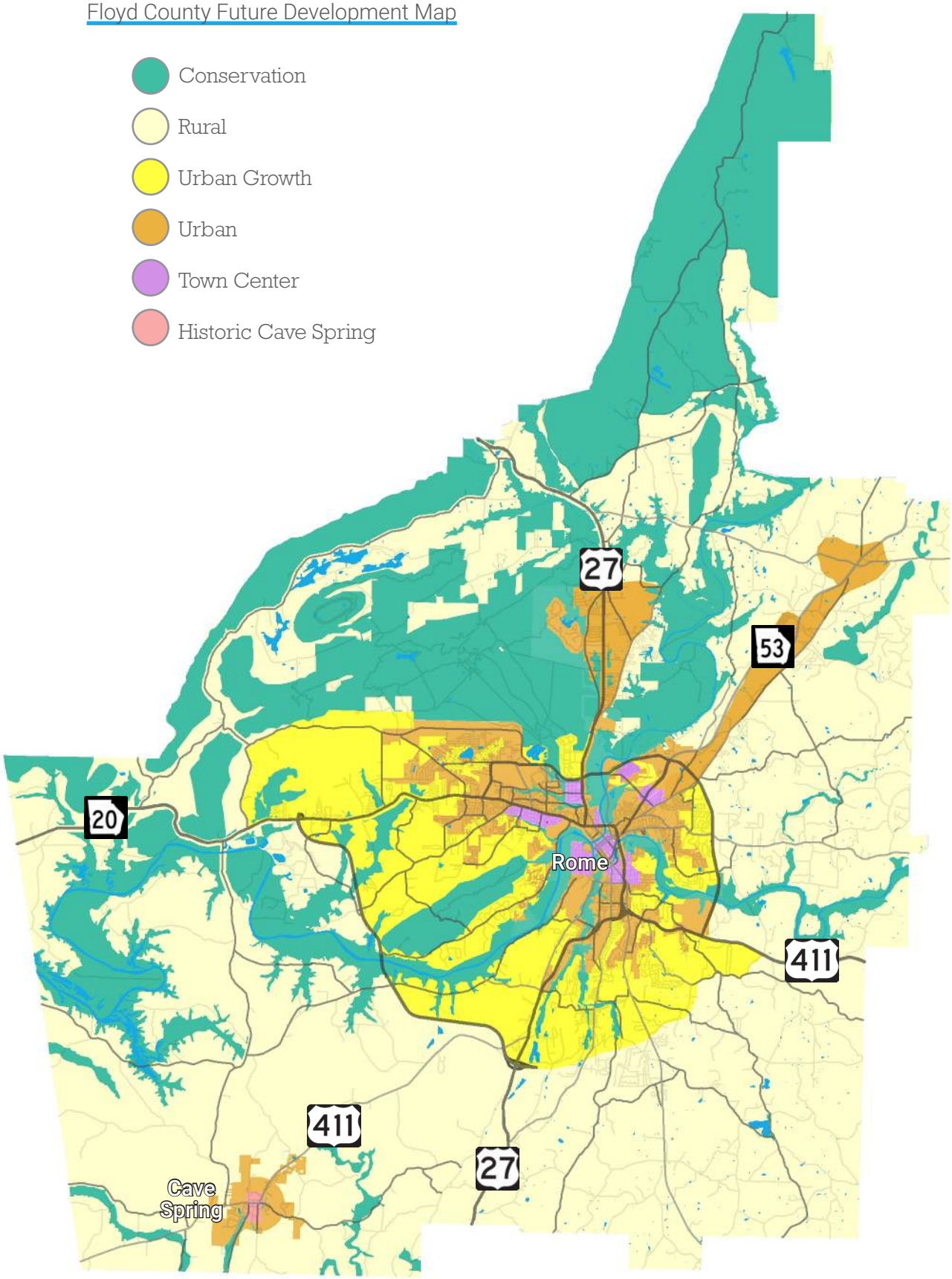
LAND USE AND COMPREHENSIVE PLANNING

Much of the anticipated growth in the region is guided by the comprehensive planning being conducted by the city and county governments in the region with particular emphasis on the elements of these plans focusing on future land use and development. Rome, Cave Spring, and Floyd County have a unified plan (Rome-Floyd Cave Spring 2040) which was adopted in 2018.

The Joint Land Use Element for this plan identifies several 'Character Areas' that relate to land use and offer narrative descriptions implying the future intensity of development and the overall 'character' intended for these areas.

- **Conservation** areas include undeveloped lands and environmentally sensitive areas like floodplains and state-protected lands. These areas may include small quantities of agriculture or residential activity, but are generally intended to remain undeveloped.
- **Rural** areas make up much of the county outside of the Rome Bypass and provide space for agriculture, industrial development, and some low-intensity residential and commercial uses.
- **Urban Growth** areas surround Rome and are intended to provide a low- to medium-density environment in a transitional area that may feature agricultural uses or residential and some mixed use areas.
- **Urban** areas are intended to provide a wide array of options for residential, commercial, and industrial uses among others, near existing developed areas and transportation infrastructure. These areas are targeted for infill development and redevelopment.
- **Town Centers** are expected to include mixed uses, with residential, commercial, and public/institutional uses supporting a more traditional downtown environment.
- **Historic Cave Spring** is called out in a separate character area due to the historic, small-town quality. In purpose, it is largely expected to feature similar uses in a similar mix to the Town Center character area.

Floyd County Future Development Map



COMMUNITY GOALS

PLANNING LEGACIES

In addition to incorporating anticipated changes in population and employment growth and the land use elements of the region's Comprehensive Plans, the MTP is influenced heavily by the legacy of transportation planning and policy for the region. Much of this is articulated in the context of national and state goals as described in the following section.

FAST Act

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act – federal law authorizing $305 billion over fiscal years 2016 through 2020 for highway, highway and motor safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act states that the metropolitan transportation planning process mut address specific factors as described below:

- Support **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the **safety** of the transportation system for motorized and non-motorized users
- Increase the **security** of the transportation system for motorized and non-motorized users
- Increase **accessibility and mobility** of people and freight
- **Protect and enhance the environment**, promote energy conservation, **improve the quality of life**, and promote consistency between transportation improvement and state and local planned growth and economic development patterns
- Enhance the **integration and connectivity of the transportation system, across and between modes, for people and freight**
- Promote **efficient system management** and operation
- Emphasize the **preservation of the existing transportation system**
- Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- Enhance **travel and tourism**

Further, the national Federal-aid Highway Program performance goals as established by Congress are:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies› work practices

Georgia Statewide Strategic Transportation Plan

Similarly, the Georgia Statewide Strategic Transportation Plan (SSTP) Update from 2018 includes several goals that relate to the federal goals as described below.

SSTP Goal	Related Federal Goal
Improve safety	Safety
Improve reliability	System Reliability
Reduce congestion	Congestion Reduction
Maintain and preserve the system	Infrastructure Condition
Improve freight/economic growth	Freight Movement and Economic Vitality
Improve the environment	Environmental Sustainability

Rome-Floyd County MPO Goals from Previous Plans

In addition to federal and statewide goals, the Rome-Floyd County MPO has established a set of goals as developed for previous planning efforts.

- **Multi-Modal**: Continue to support public transit within the City of Rome, and continue to evaluate expansion of service to unincorporated areas. Evaluate transit routes and stops to maximize service, especially along major corridors
- Connect and expand the **bike/pedestrian** system within the community and **connect** with regional trail systems, especially the Silver Comet Trail via Rockmart or Cedartown and the Sims Mountain Trail. Encourage the construction and maintenance of sidewalks within and between residential, recreational, education, and commercial developments.
- Pursue additional **bike, pedestrian, and other modes** of transportation within downtown Rome. Consider adoption of a Complete Streets Policy.
- Maintain Existing Road Network and Facilities: Commit adequate funding to **maintain** and repair existing streets, sidewalks, bridges, trails, and highways to promote an **efficient** transportation system.
- Complete Bypass System: Complete the south and southeastern segments of the Rome bypass to allow through traffic an opportunity to avoid inter-city streets. Investigate the best routes for completion of the northern and northwestern segments.
- I-75 Access: Provide improved and more direct **connection** from Rome and Floyd County to I-75 va SR 140, US 411, and/or a new route.
- **Integrate** transportation **planning** with comprehensive land use planning so transportation needs can be met pro-actively, rather than reactively.
- Work with **other counties** in the region to optimize use of financial resources.

Taken together, the federal, state and regional goals can be grouped into categories. The table on the facing page displays these thematic categories and how many times each were mentioned at each planning level.

Federal, State, and Regional Transportation Goals

Thematic Ideas	Mentions			
	Federal	State	Region	Total
Efficiency & Reliability	2	1	1	4
Multimodal			3	3
Safety & Security	2	1		3
Mobility	2		1	3
Economic Competitiveness	2	1		3
Connectivity	1		1	2
Preservation	1	1		2
Environmental Sustainability	1	1		2
Maintenance/ Resources	1		1	2
Tourism	1			1
Accessibility	1			1
Innovation	1			1
Stormwater Impacts	1			1
Congestion		1		1

PERFORMANCE BASED PLANNING TARGETS

The FAST Act also includes requirements for performance based planning stating "the metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals". The Rome-Floyd County MPO has adopted several performance based planning targets to support these goals using the FHWA SMART principles which state that the measures should be **S**pecific, **M**easurable, **A**greed, **R**ealistic, and **T**ime Bound. **Appendix B** includes the MPO's most recent System Performance Report addressing these goals.

Targets Supporting the National Goal for Safety (To achieve a significant reduction in traffic fatalities and serious injuries on all public roads).

Adopted Rome-Floyd County 2021 Safety Targets:

- Number of Fatalities 1715.0 To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.
- Number of Serious Injuries 6407.0 To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021.
- Fatality Rate 1.230 To maintain the 5-year moving average traffic fatalities per 100MVMT under the projected 1.23 (2017-2021) 5-year average by December 2021
- Serious Injury Rate 4.422 To maintain the 5-year moving average serious injury per 100MVMT under the projected 4.42 (2017-2021) 5-year average by December 2021.
- Total Number of Non-Motorized Fatalities and Serious Injuries 686.5 To maintain the 5-year moving average serious injury and fatalities among non-motorist under the projected 687 (2017-2021) 5-year average by December 2021.

Targets Supporting the National Goal for Infrastructure Condition (To maintain the highway infrastructure asset system in a state of good repair)

National Safety Performance Measures	Description	GDOT PM2 2-Year & 4-Year Targets
Percentage of pavements on the Interstate System in Good condition	Interstate pavement rated as ''good'' will be considered for potential pavement preservation treatments to maintain ''good'' rating.	Greater than or equal to 50% in Good Condition
Percentage of pavements on the Interstate System in Poor condition	Pavement conditions are measures through field inspections. Pavements in ''poor'' condition are in need of work due to either the ride quality or due to a structural deficiency.	Less than or equal to 5% in Poor Condition.
Percentage of pavements on the National Highway System (excluding the Interstate System) in Good condition	Non-interstate NHS pavements in ''good'' condition will be evaluated for potential preservation treatments.	Greater than or equal to 40% in Good Condition
Percentage of pavements on the National Highway System (excluding the Interstate System) in Poor condition	Non-interstate NHS pavements in ''poor'' condition are in need of major maintenance. These will be evaluated for potential projects.	Less than or equal to 12% in Poor Condition.
Percentage of National Highway System bridge deck area classified as in Good condition	Bridge rated as ''good'' will be evaluated as to cost to maintain Good condition. Bridges rated as ''fair'' will be evaluated as to cost of replacement vs. rehabilitation to bring the structure back to a condition rating of Good.	Greater than or equal to 60% (NHS) in Good Condition.
Percentage of National Highway System bridge deck area classified as in Poor condition	Bridge conditions are based on the results of inspections on all bridge structures. Bridges rated as ''poor'' are safe to drive on; however they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitation investments.	Less than or equal to 10% (NHS) in Poor Condition.

Targets Supporting National Goal for Congestion Reduction (To achieve a significant reduction in congestion on the National Highway System)

- Annual Hours of Peak-Hour Excessive Delay Per Capita
- Percent of Non-Single-Occupant-Vehicle (SOV) Travel

Targets Supporting the National Goal for System Reliability (To improve the efficiency of the surface transportation system)

National Safety Performance Measures	GDOT PM3 2-Year Target	GDOT PM3 4-Year Target
Percentage of Person-Miles Traveled on the Interstate System that are reliable.	73.0%	67.0%
Percentage of Person-Miles Traveled on non-interstate NHS that are reliable.	N/A	81%

Targets Supporting the National Goal for Freight Movement and Economic Vitality (To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development)

National Safety Performance Measures	GDOT PM3 2-Year Target	GDOT PM3 4-Year Target
Truck Travel Time Reliability (TTTR) Index (Interstate)	1.66%	1.78%

Targets Supporting the National Goal for Environmental Sustainability (To enhance the performance of the transportation system while protecting and enhancing the natural environment)

National Safety Performance Measures	GDOT PM3 2-Year Target	GDOT PM3 4-Year Target
Total Emission Reduction	VOC: 764.309 kg/day NOx: 1,429.118 kg/day	VOC: 748.185 kg/day NOx: 1,347.270 kg/day

ROME-FLOYD COUNTY MTP GOALS

Based on the assembled goals as set of Transportation Specific Goals for the Rome-Floyd County MTP were developed as part of the MTP process in consultation with a stakeholder committee (as described in Chapter 4) to help guide long term transportation investment decisions. These Regional Transportation Goals are:

- Promote economic development by addressing connectivity to surrounding communities and I-75
- Improve connectivity around central Rome
- Improve east-west connectivity within Rome
- Improve north-south connectivity within Rome
- Enhance active mode (bicycle and pedestrian) network
- Encourage reinvestment in downtown Rome and other nodes (such as Cave Spring)

PLAN DEVELOMPENT

Leveraging the community data described in Chapter 2 and the overall guidance in goals described in Chapter 3, the development of the Metropolitan Transportation Plan incorporates both community engagement and technical analysis to explore and understand transportation needs. This chapter describes the planning efforts and overall findings from these efforts.

COMMUNITY ENGAGEMENT

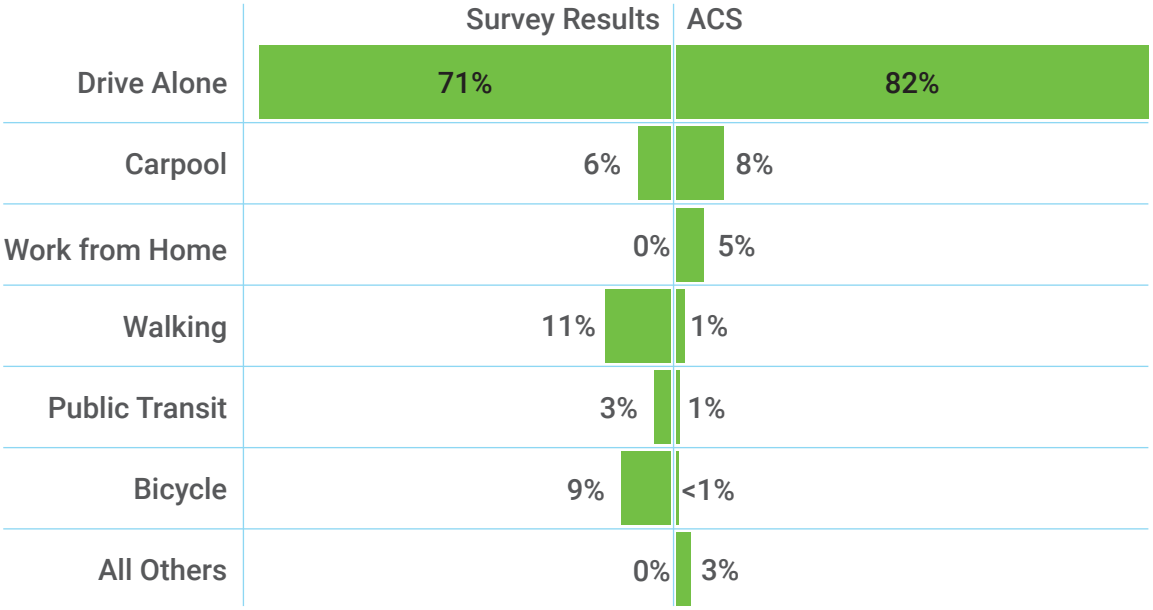
Beyond federal and state requirements for community engagement, the Rome-Floyd County MPO exercises a specific commitment to involving the community in transportation decision-making. Unfortunately, due to the COVID-19 pandemic, it was appropriate to cancel a planned series of community meetings for the Spring and Summer of 2020. Instead, a virtual engagement hub was created to offer multiple opportunities for the community to provide input. Raw details of the community engagement process are provided in **Appendix A.**

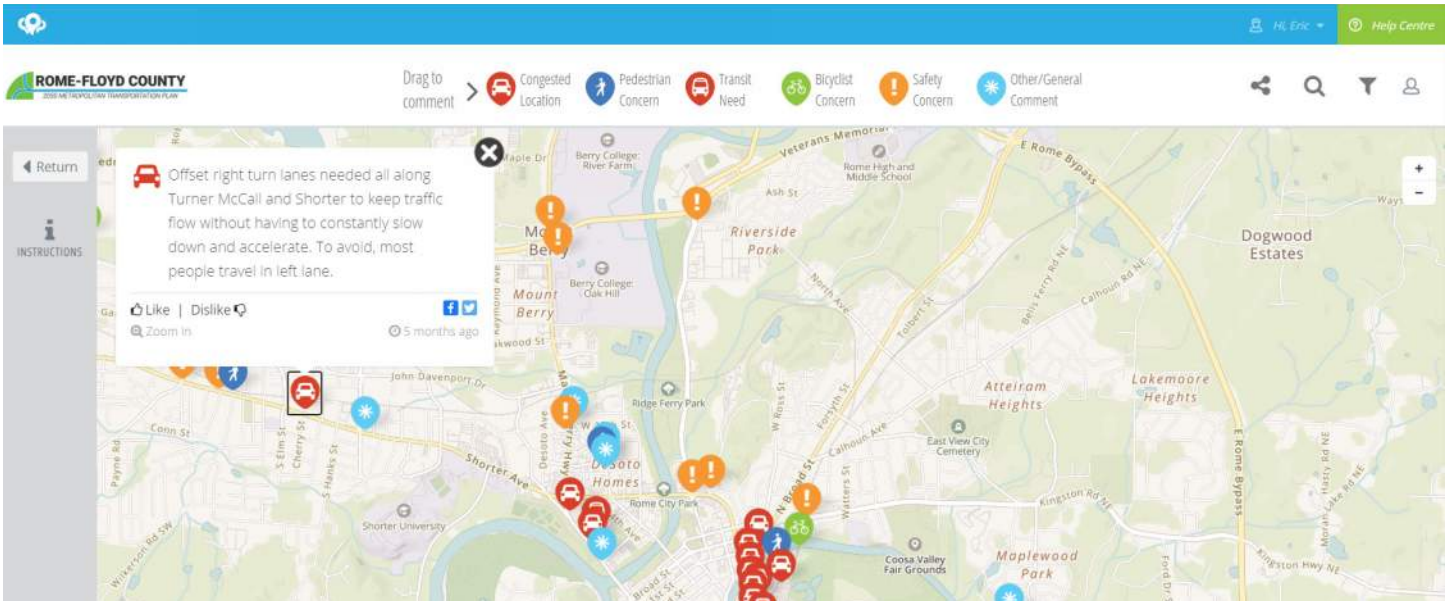
This hub was created through a Social Pinpoint website that included video presentations of initial findings, traditional survey formats, and an interactive map. This website was publicized in a variety of ways including via social media, e-mail lists, and coordination with planning partners in the region. Beginning in July 2020 through September 2020, 132 responses were provided including 51 submitted survey responses and a total of 81 comments on an interactive map. Another 153 ''up votes'' and ''down votes'' were added to those map comments, adding depth to our understanding of the public's thoughts.

MTP Website

The online survey elements were developed to replicate exercises that would normally be conducting through traditional community meetings and also included a handful of additional demographic questions in order to understand how well responses reflected known transportation conditions in the community. For instance, respondents were asked on their typical commute modes (as shown below) which compares relatively well – in both the number of 'drive alone' responses as well the relatively large number of 'carpoolers' - to data on the region from the American Community Survey.

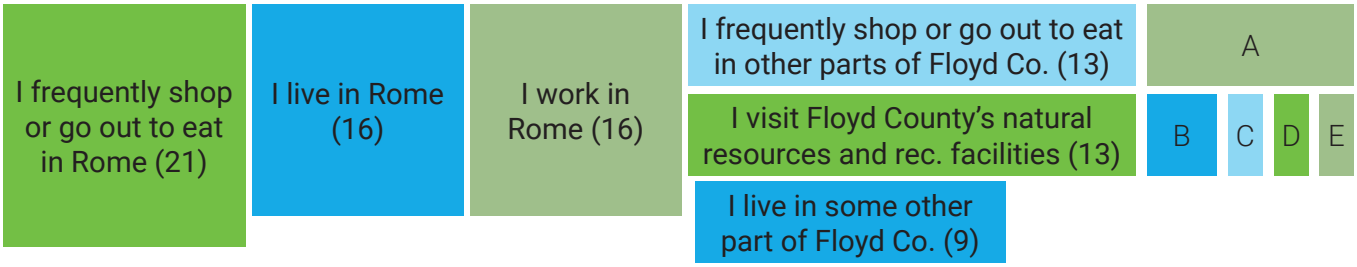
Commute Mode in Survey Respondents and in American Community Survey Estimates (2018)





Similarly, the survey inquired on each respondents relationship to the region. The majority of respondents associate with primarily with the City of Rome specifically, either as a place of work, as their home, or as a place that they shop and go out to eat.

Responses to "How do you interact with Rome, Cave Spring, and/or Floyd County?"



A - I have children who attend K-12 school in Floyd County (6)

B - I work in some other part of Floyd County (2)

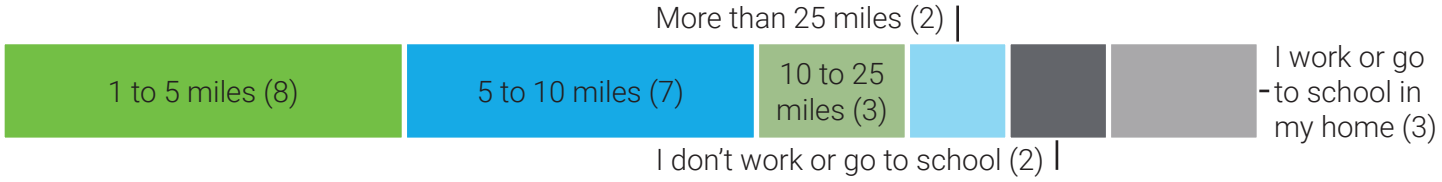
C - I attend K-12 school in Floyd County (1)

D - I attend post-secondary school in Floyd County (1)

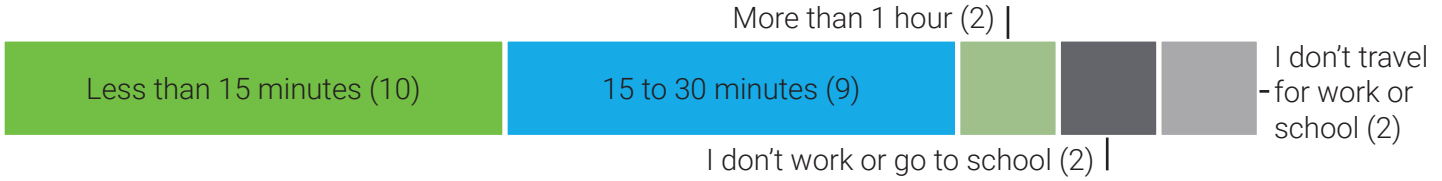
E - I have some other relationship to Floyd County (1)

Other questions in the survey focus on overall transportation conditions such as average distance and travel time to/from work.

Survey Responses to "How far do you travel to get to work or school?"

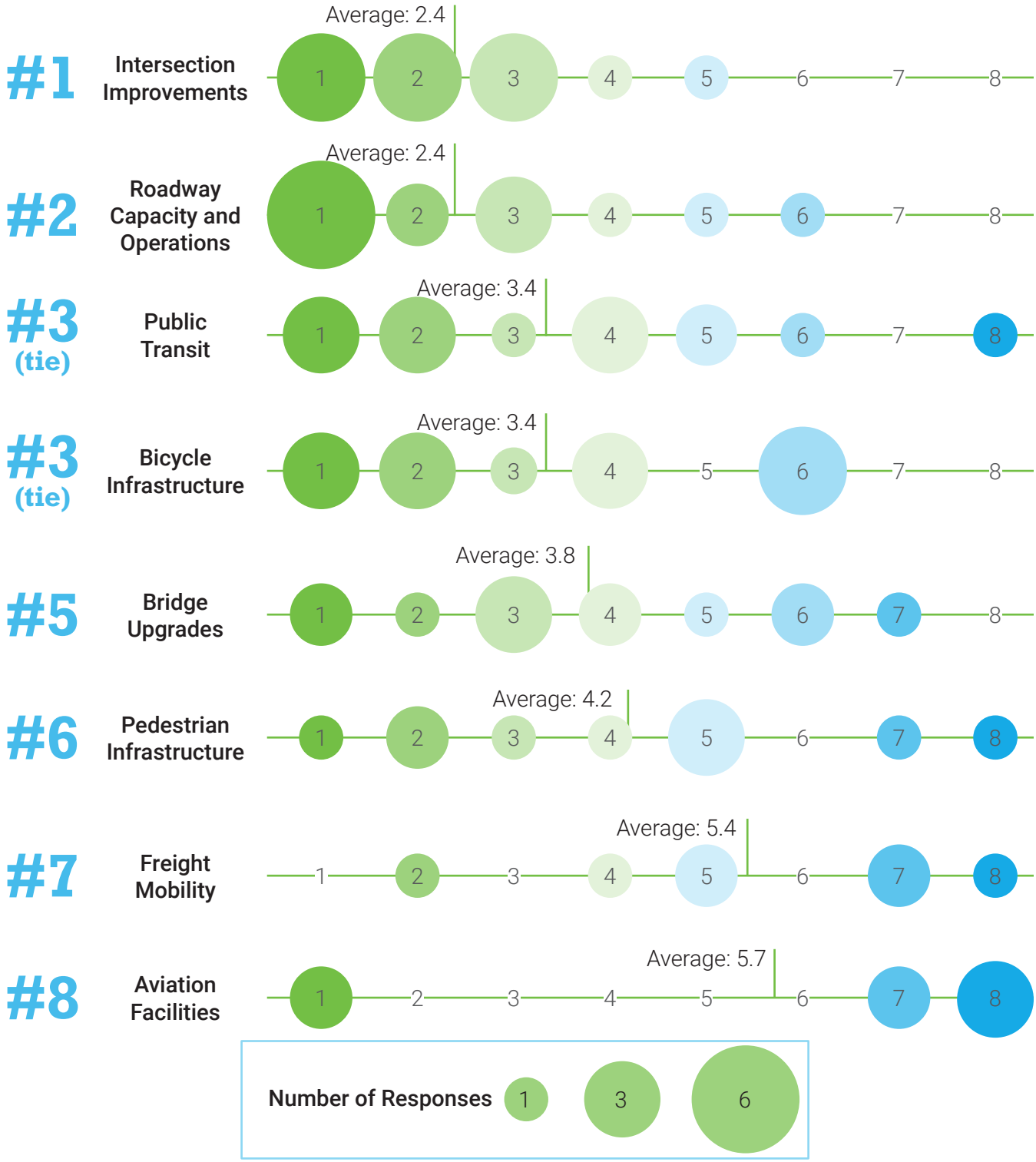


Survey Responses to "How long does it take you to get to work or school?"



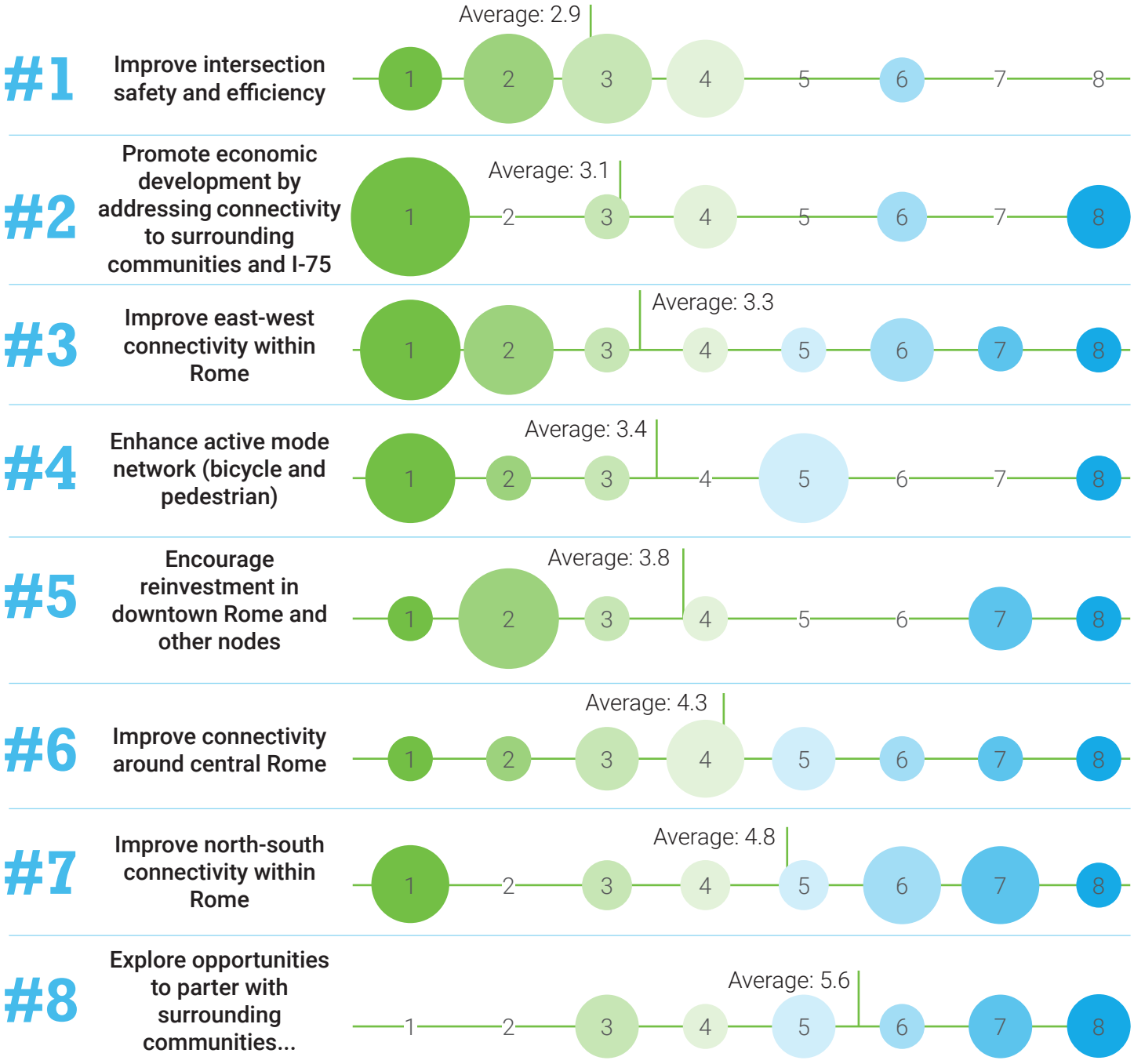
The key part of the survey focuses on the types of transportation projects that would be most helpful.

Ranking Results of "What types of transportation improvements do you think would be most helpful in Floyd County?" from 1 (most helpful) to 8 (least helpful)



Similarly, respondents were also asked on their preferences for the transportation system goals.

Ranking Results of "Rank the following potential goals from most improtant to you at the top [#1] to least important to you at the bottom [#8]"



The other component of the online engagement involved the use of an interactive map where respondents could place pins down on a map representing different types of concerns and comments and provide additional commentary as they felt needed. Categories included:

- Congested Location
- Safety
- Bicyclist Need
- Pedestrian Need
- Other Comments

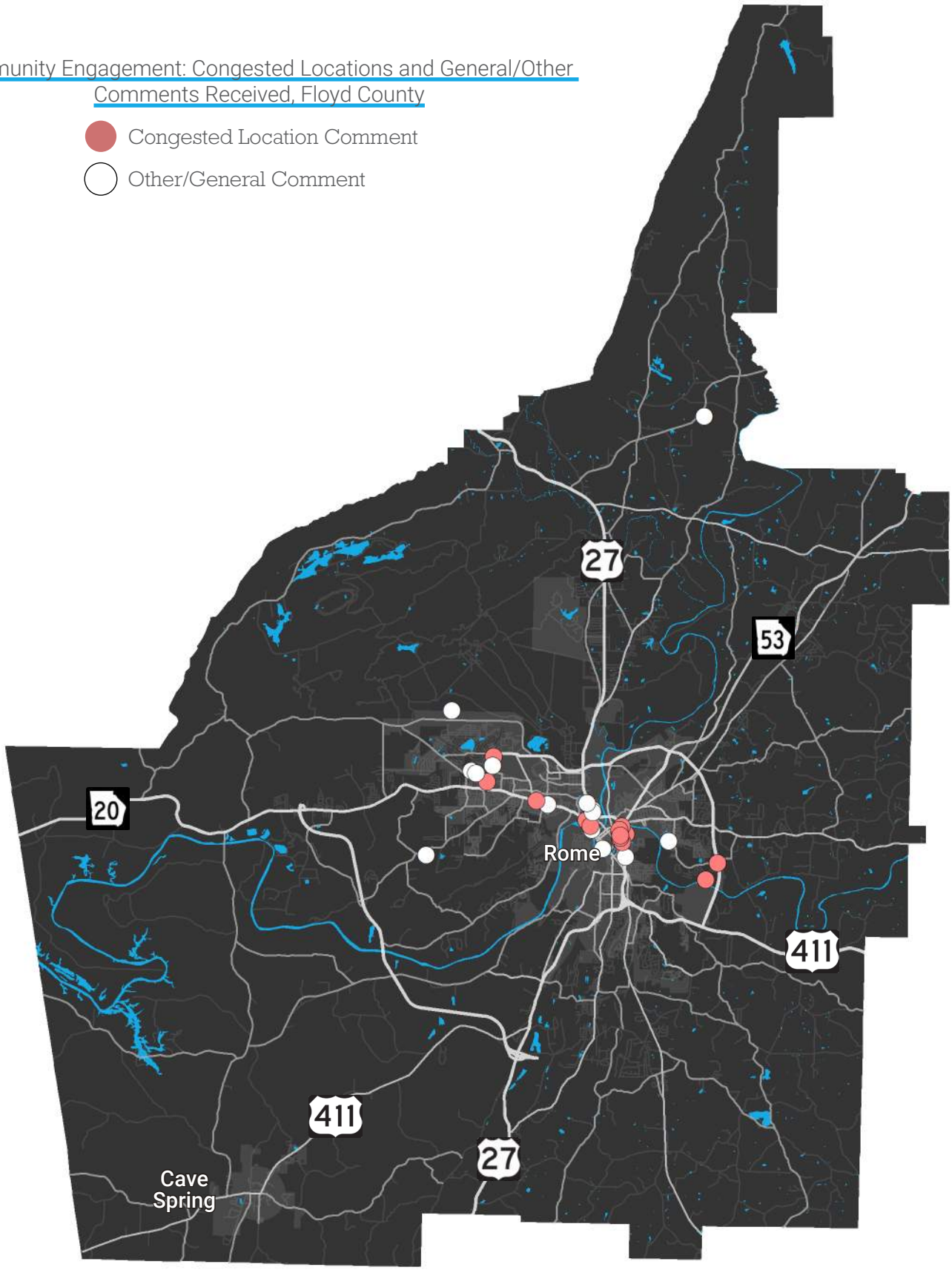
The maps on the following pages show the locations of comments received, and highlight some of the most popular comments (as measured by up votes and down voles).

Public Comment Period

Following the completion of a draft MTP, the plan document was also made available for digital review as part of a 30 day Public Comment period on the Rome-Floyd County MPO website at https://www.romefloyd.com/departments/Transportation. This Public Comment period was advertised through the local newspapers of record, via social media, and through email lists and began on March XX, 2021 and concluded on April XX, 2021. XX public comments were received and are documented in **Appendix C**. Upon careful review and consideration of the comments received, the planning team determined that the following changes to the draft documented were warranted.

Note: This section will be updated as appropriate for the final document once the Public Comment period closes.

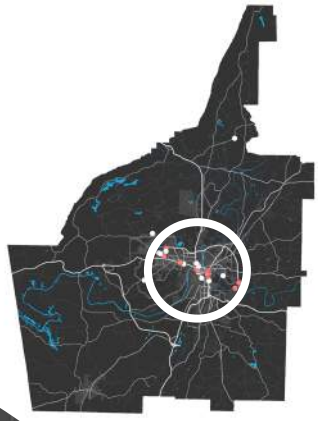
Community Engagement: Congested Locations and General/Other Comments Received, Floyd County

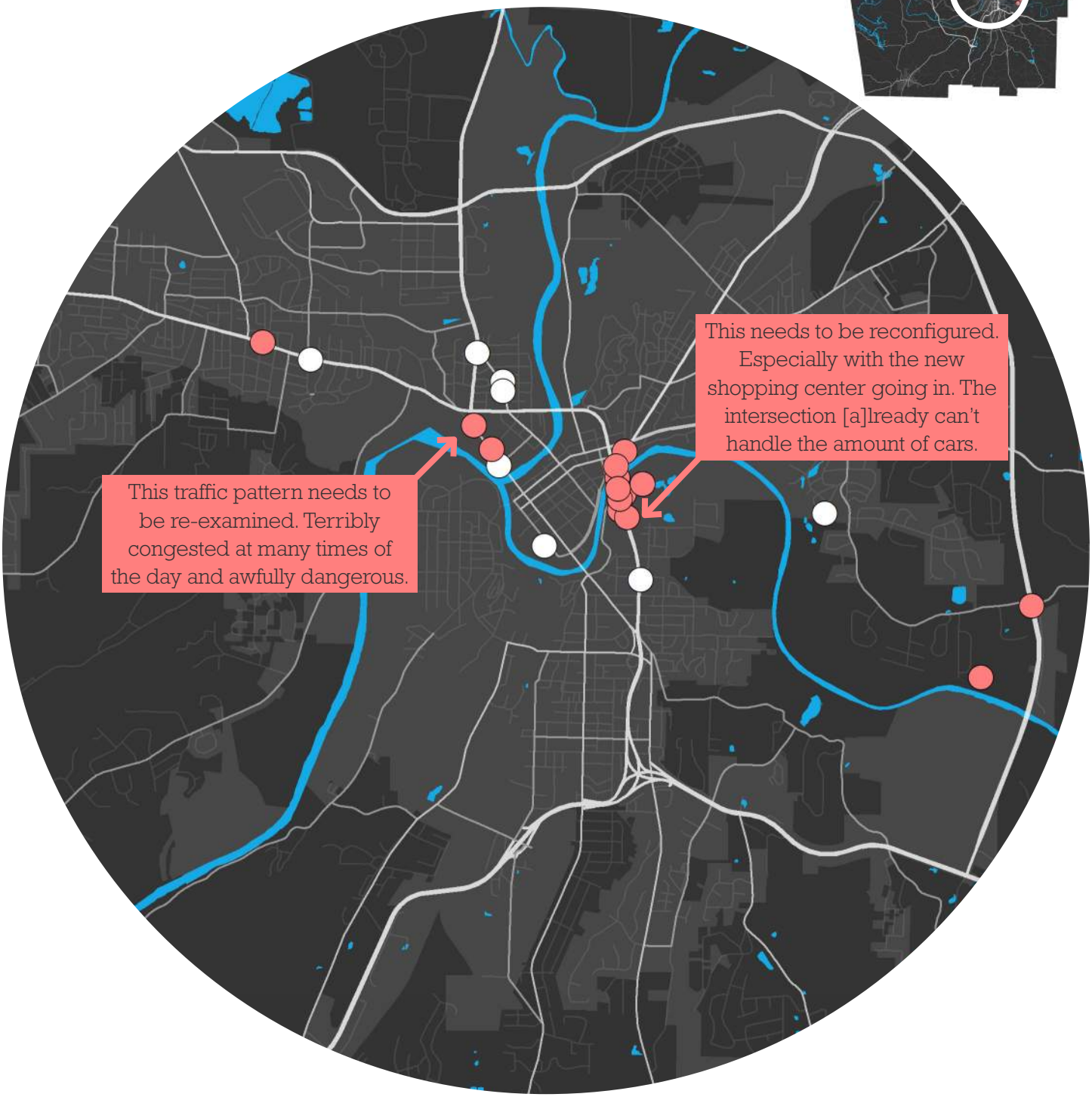


Community Engagement: Congested Locations and General/Other Comments Received, Central Rome Area

Congested Location Comment

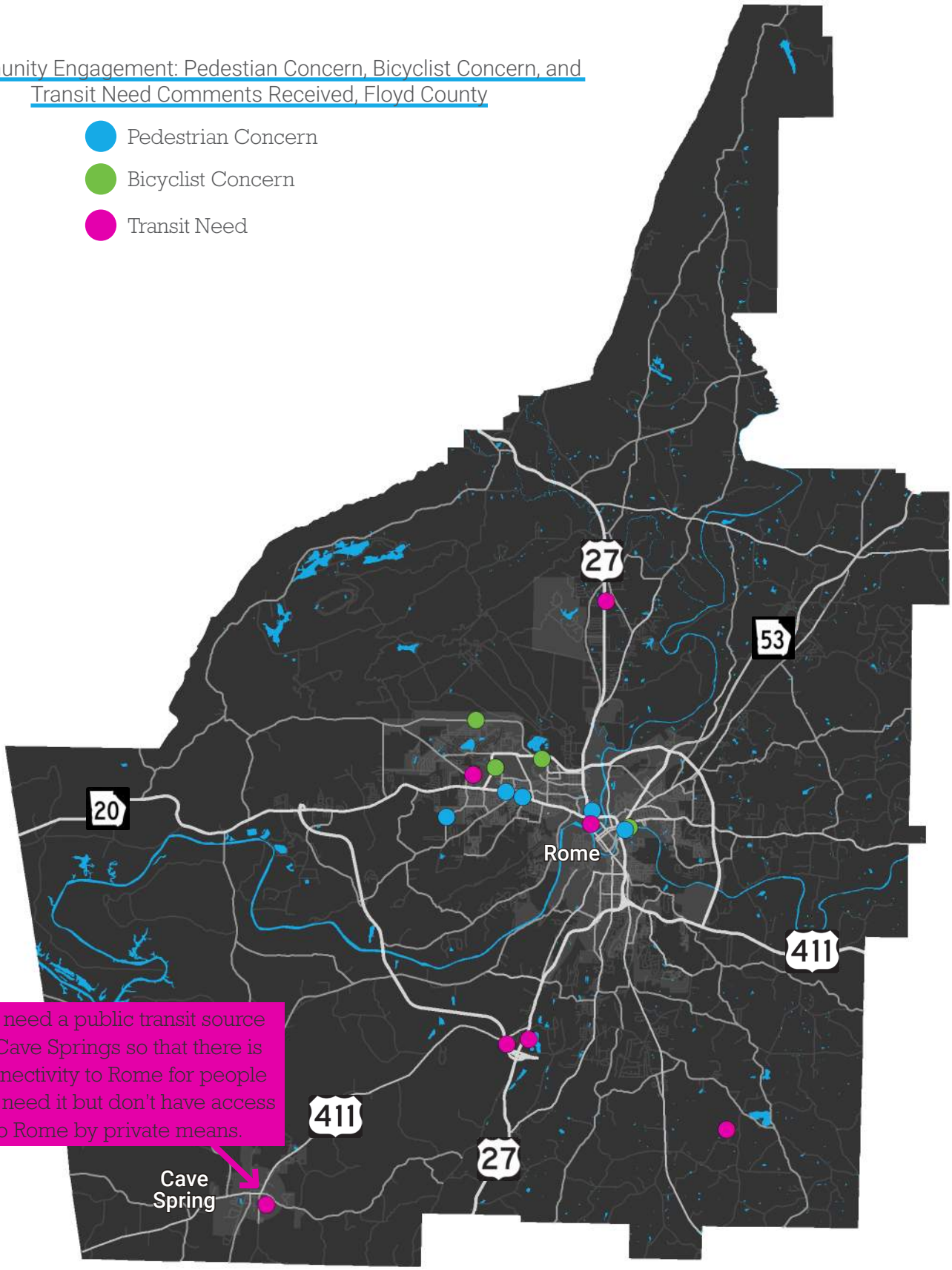
Other/General Comment





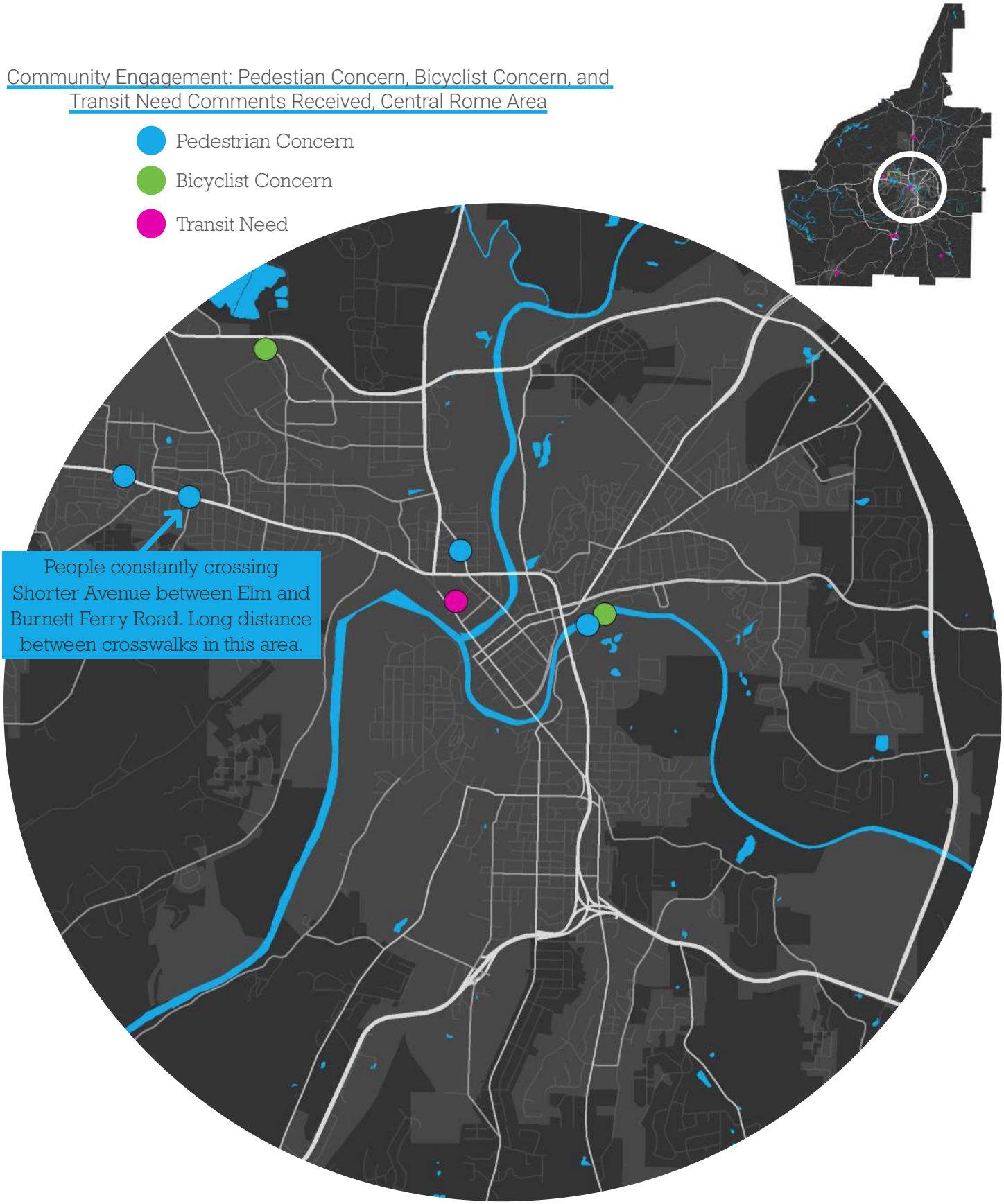
Community Engagement: Pedestian Concern, Bicyclist Concern, and Transit Need Comments Received, Floyd County

- Pedestrian Concern
- Bicyclist Concern
- Transit Need



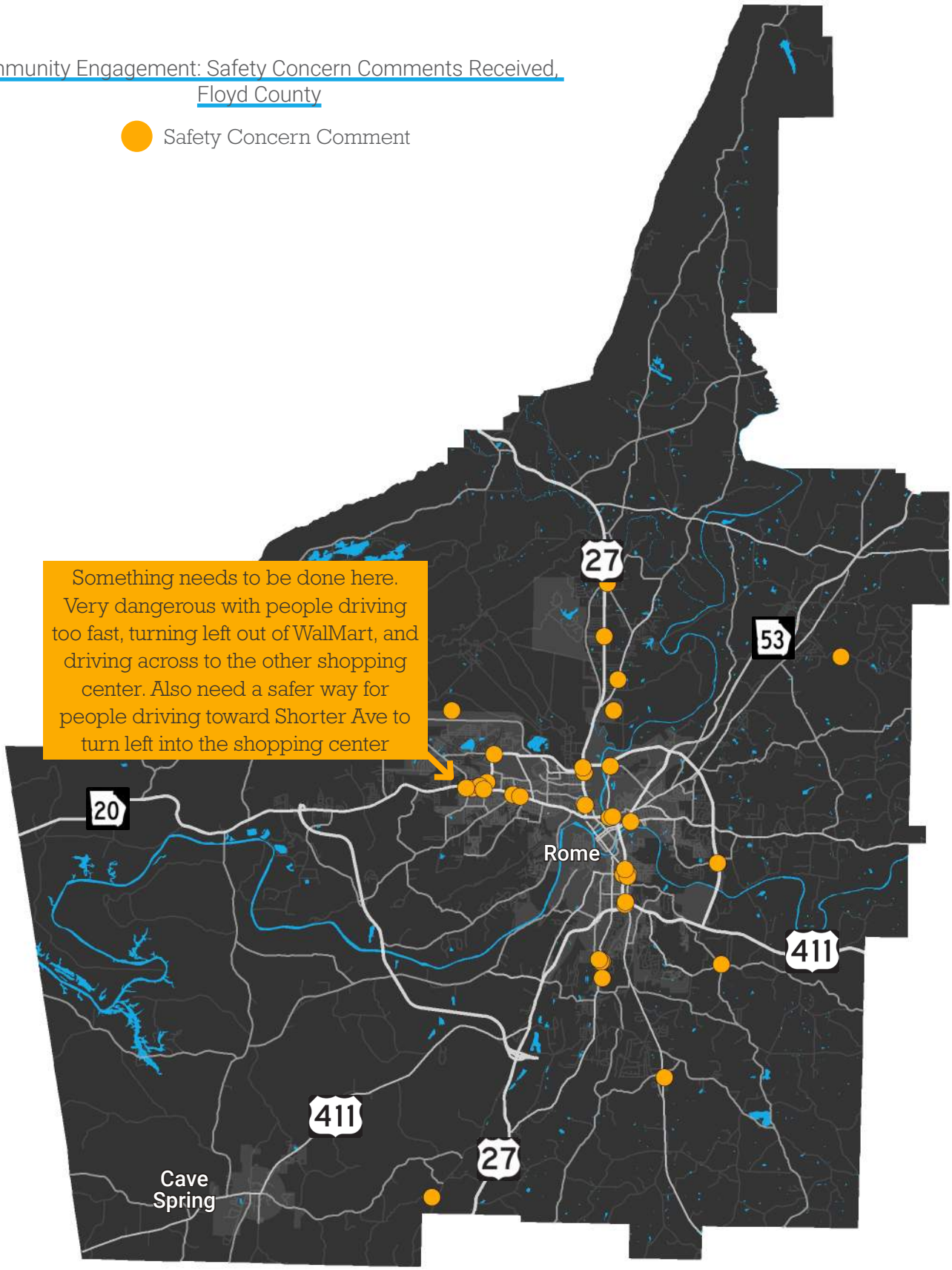
We need a public transit source in Cave Springs so that there is connectivity to Rome for people who need it but don't have access to Rome by private means.

Community Engagement: Pedestian Concern, Bicyclist Concern, and Transit Need Comments Received, Central Rome Area



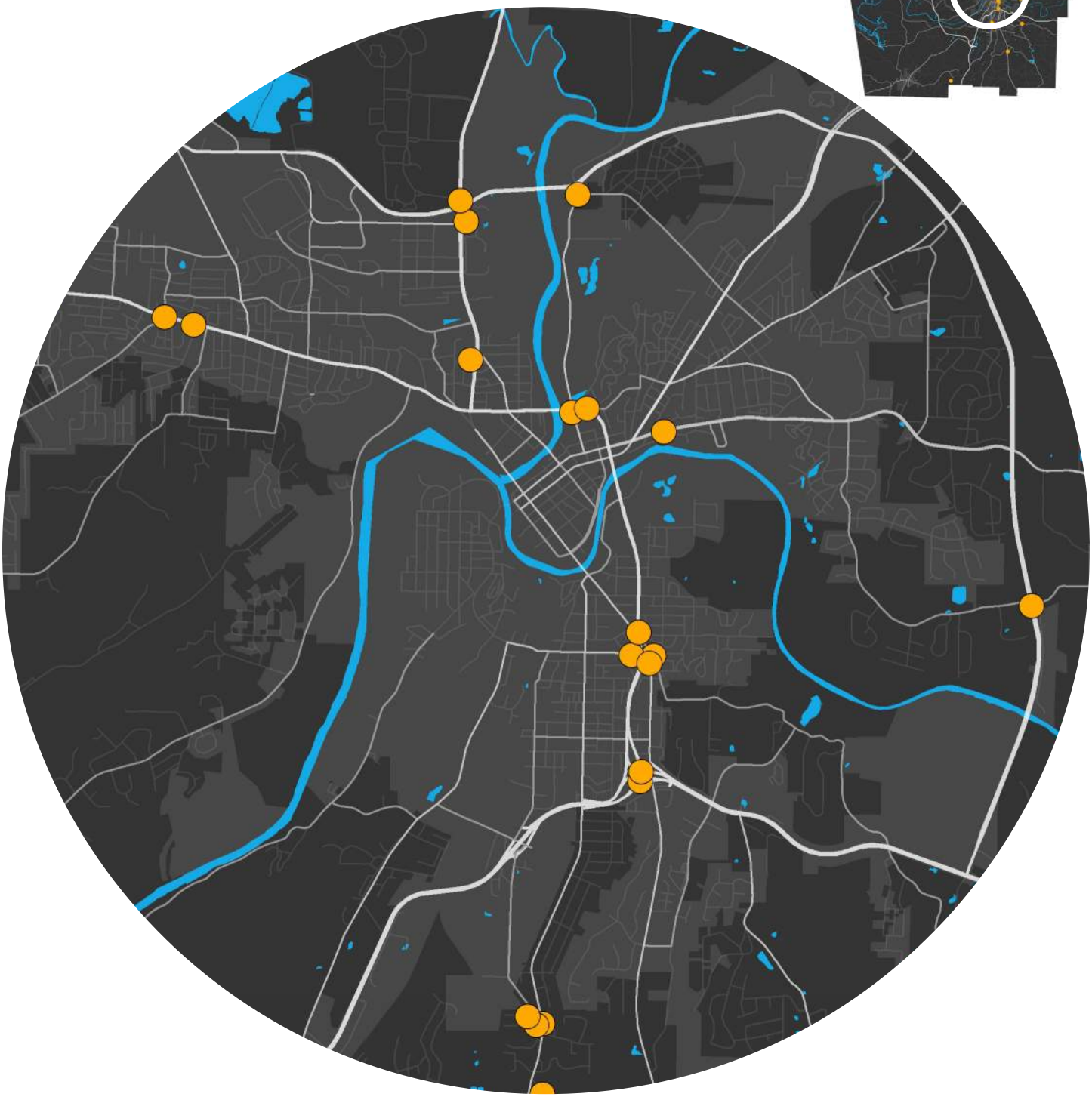
Community Engagement: Safety Concern Comments Received, Floyd County

Safety Concern Comment



Community Engagement: Safety Concern Comments Received, Central Rome Area

Safety Concern Comment



TECHNICAL ANALYSIS

Complimenting the community input during the MTP process, the technical analysis was used to evaluate and understand different aspects of the transportation system including establishing existing conditions and needs as well as identify anticipated future conditions.

Roadway Network

Functional Classification

The roadway network for the region includes a combination of different types of roadways categorized by their functional classification.

Interstates are the highest classification of roadway and were designed and constructed with mobility and long-distance travel in mind. Interstates have 'limited access' in which no direct access is provided to properties or land use abutting the roadway. Similarly, other roadways that cross the interstate do so through a grade-separation in which the other roadway crosses either under or over the interstate. In select locations – typically with arterial roadways as defined below – interchanges are built that provide entrance and exit ramps to and from the interstate. The Rome Floyd County MPO does not have an interstate roadway. I-75 is the nearest interstate facility in Bartow County to the east. Floyd County residents can access I-75 via US 411 and SR 140.

Arterials are major roadways but are able to serve land uses directly through driveways to specific parcels. Nonetheless, arterials are generally designed with mobility in mind as well and often assist in long-distance travel as well. There are classifications of arterials (principal and minor) relative to their use and importance in connecting the region. Due to the lack of interstate highways in Floyd County, all major roadways in the Rome-Floyd County MPO region are classified as arterials. The most important tier of these roadways in terms of mobility are the Principal Arterials. They are described in the table on the facing page.

Collectors gather traffic from arterial roadways and distributes them to local roads. While they may serve relatively large volumes of traffic, it is typically less in volume than arterials and they typically run must shorter distances than arterials. Similar to arterials, these roadways are classified as 'major' and 'minor' depending on their traffic volume and connectivity.

Local Roads account for the largest percent of roadways (52.4%) and offer direct access to local properties. They are not intended for long distance travel and in many cases are designed to discourage through traffic.

Private Roads are roadways built and maintained by private companies or individuals. This type of roadway functions similar to local roadways. A sizeable portion (12.5%) of Floyd County roadways are classified as private.

Principal Arterials

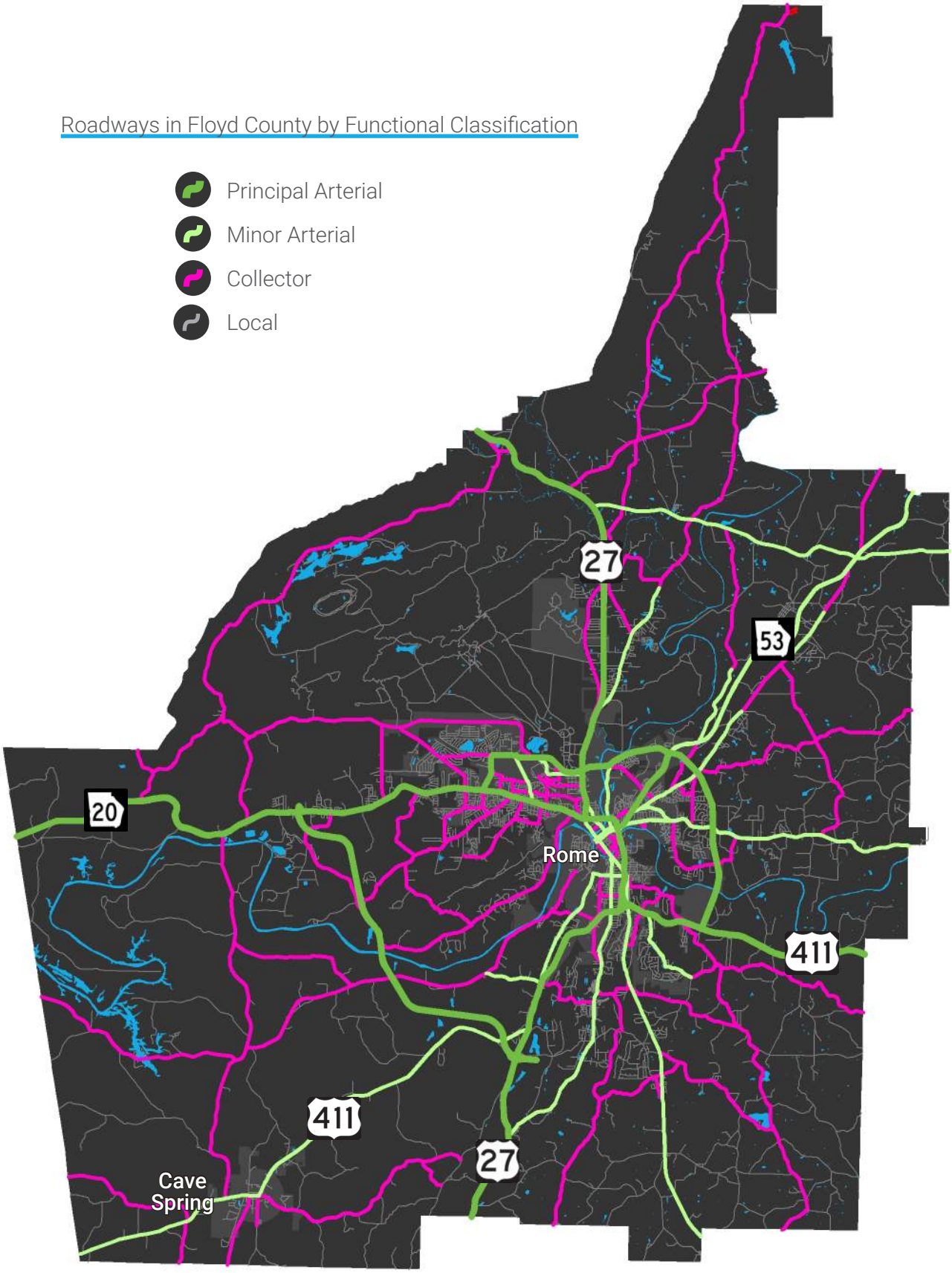
Corridor Name	From	To
SR 1 (Horseleg Creek Rd/W Rome Bypass)	US 27	SR 20 (Alabama Hwy)
SR 1/SR 20 (Alabama Hwy)	SR 1 (Horseleg Creek Rd)	Coosawattee Ave SW
SR 1 (Redmond Cr/E Rome Bypass)	Coosawattee Ave	US 411
SR 20 (Alabama Hwy)	Alabama State Line	SR 1 (Horseleg Creek Rd)
SR 20 (Shorter Ave)	Coosawattee Ave	SR 101
US 27/SR 1 (Martha Berry Hwy)	Chattooga County line	SR 101 in downtown Rome
US 27/SR 20/SR 1 (Turner McCall Blvd)	SR 101 downtown Rome	US 411/SR 20 (Cartersville Hwy)
US 27/SR 53/SR 1	US 411/SR 20	Polk County line
US 411/SR 20 (Cartersville Hwy)	Turner McCall Blvd	Bartow County Line
SR 53 (N Broad St)	SR 293 (MLK Blvd)	SR 1 (E Rome Bypass)

Centerline miles in the region by each functional classification are provided in the table below while the functional classifications in the region are depicted on the maps on the following pages.

Floyd County Functional Classification by Centerline Miles

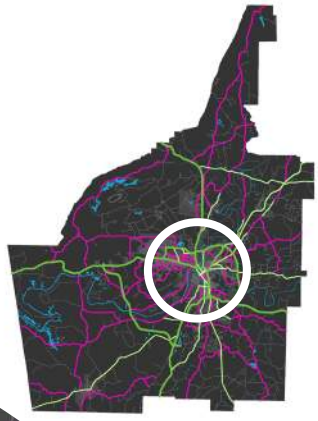
Functional Classification	Total Miles	Percent of Total
Principal Arterials	152	10.4%
Minor Arterials	112	7.7%
Collectors	248	17.0%
Local	765	52.4%
Private	182	12.5%
Total	1,459	100.0%

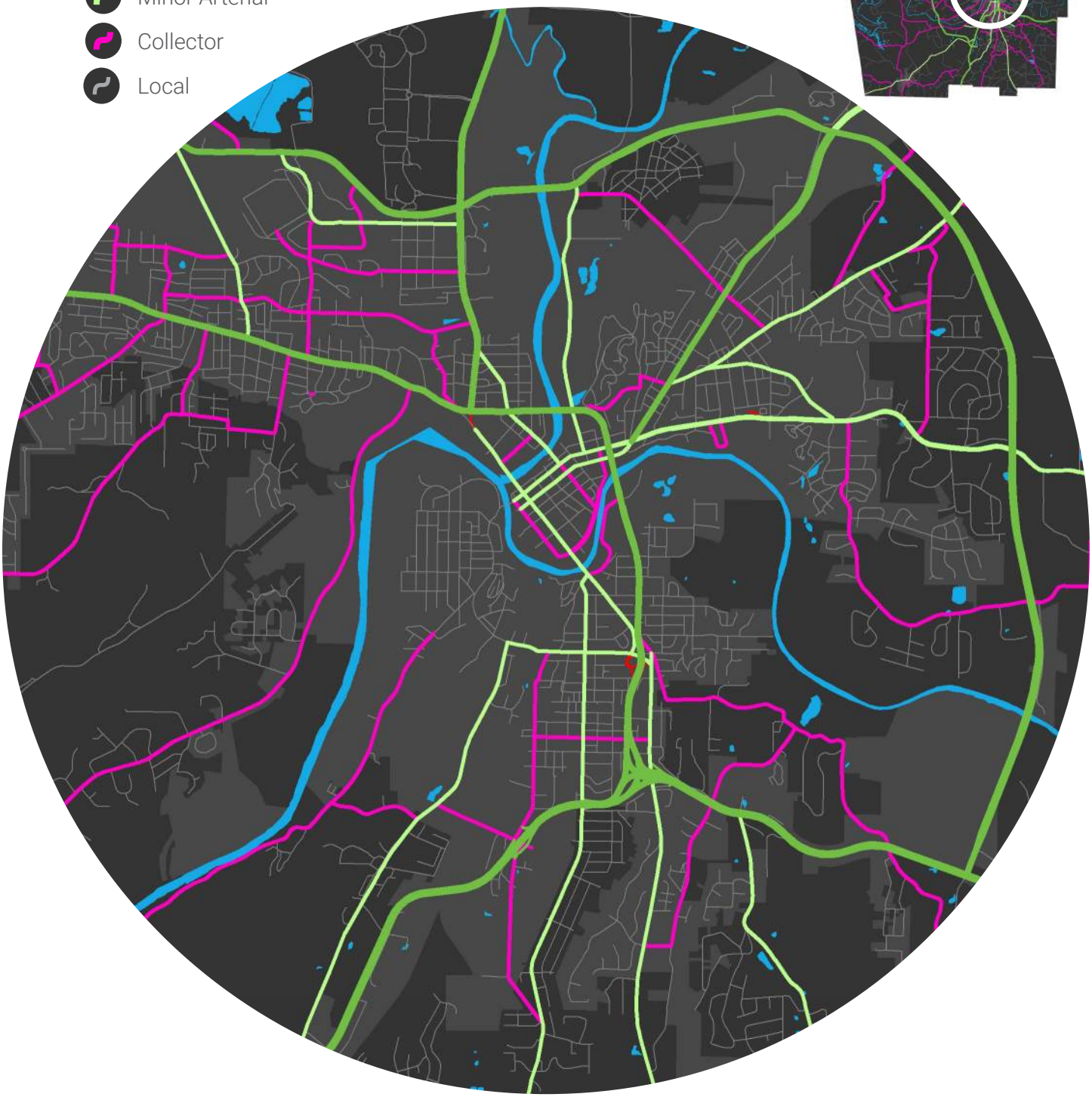
Roadways in Floyd County by Functional Classification



Roadways in Floyd County by Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Local



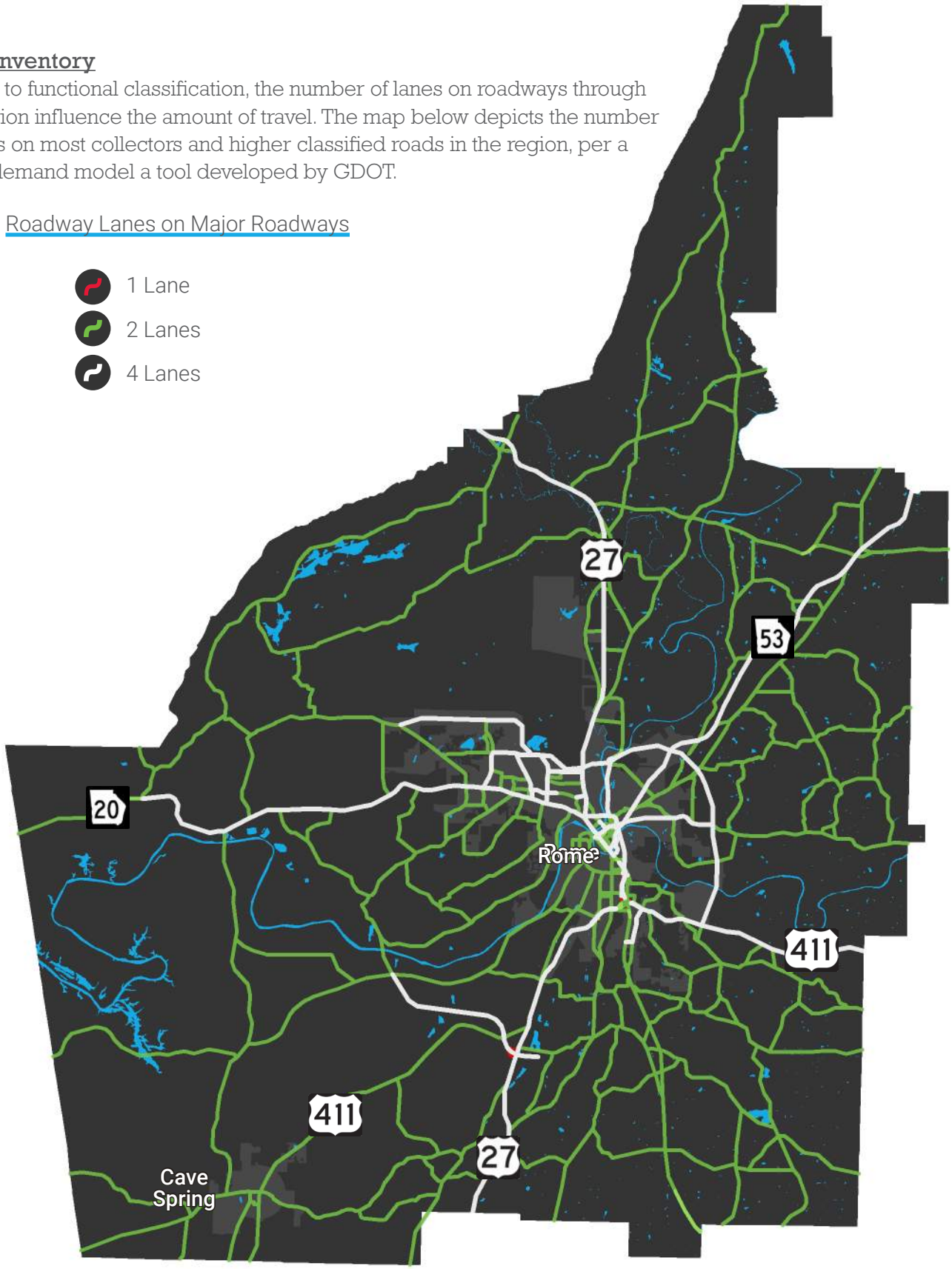


Lane Inventory

Similar to functional classification, the number of lanes on roadways through the region influence the amount of travel. The map below depicts the number of lanes on most collectors and higher classified roads in the region, per a travel demand model a tool developed by GDOT.

Roadway Lanes on Major Roadways

- 1 Lane
- 2 Lanes
- 4 Lanes



Level of Service & Congestion

Travel demand models are sophisticated tools that can be utilized to determine how changes in the transportation system coupled with development patterns affects travel patterns and congestion. GDOT maintains a travel demand model for the Rome-Floyd County MPO region which consists of a four-step process as indicated below:

- Trip Generation – Estimates the number of trips likely to be generated based on socioeconomic data such as population, employment, and income data.
- Trip Distribution – Estimates where in the region the generated trips will likely travel to based on the attraction (based on the same socioeconomic characteristics used to determine trip generation) of different parts of the region.
- Mode Split – Estimates, where applicable, the mode of travel a trip will utilize.
- Trip Assignment – Estimates the pattern and route that a trip will take to reach its destination from its origin.

As referenced in Chapter 2, a key component of the travel demand model process was to determine both base year (2015) and future anticipated (year 2050) development patterns as represented by various socioeconomic data attributes – a process referred to in detail in **Appendix D**. In turn, this data was utilized to estimate the daily 'demands' on the transportation system. In that regard, the travel demand model also include inputs to reflect the 'supply' of the transportation system – information such as that already covered including where transportation facilities are and where they connect, their functional classification, and the number of lanes (capacity). These inputs can be edited to create and analyze different scenarios of possible future conditions.

The travel demand model is used in several ways during the MTP process, many of which are discussed in Chapter 5. An initial component is to articulate the needs of the transportation system by focusing and comparing the results of the three scenarios described below:

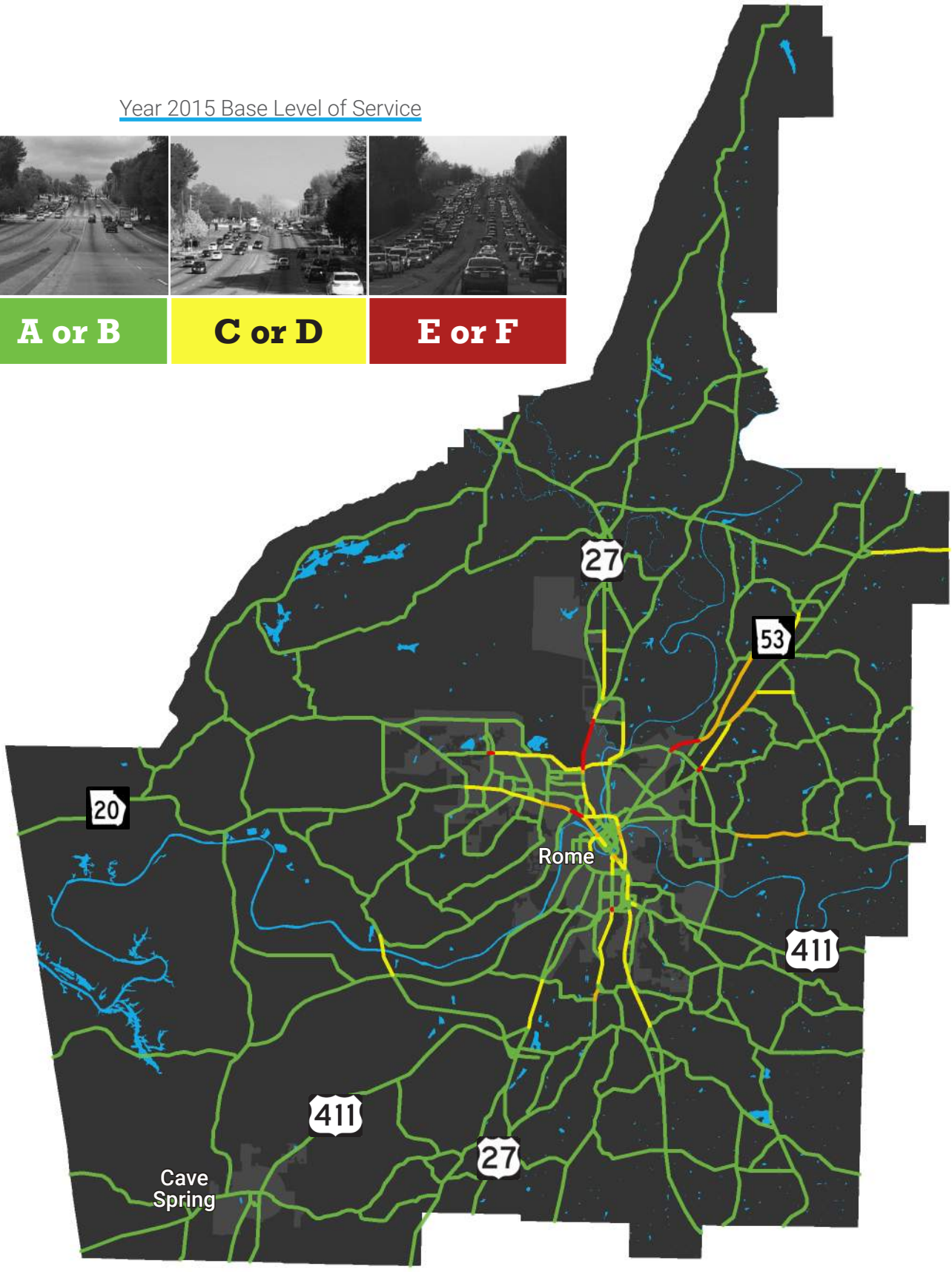
- Base Year – A travel demand modeling scenario built to represent existing conditions. In the case of the RTP, this model was developed for the year 2015 and calibrated for accuracy against actual observed 2015 conditions.
- 2050 No-Build – A scenario intended to indicate what would happen in the year 2050 if no new projects were constructed. This includes projects constructed since the year 2015.
- 2050 Existing + Committed – Scenario intended to indicate what would happen in the year 2050 if only those projects with funds committed for Right-of-Way or Construction were constructed.

Focusing on these three scenarios, the planning team was able to understand generalized existing and potential future congestion in the region – congestion measured in a traffic engineering methodology known as Level of Service (LOS), which assigns letter grades A-F based on the relative amount of capacity being utilized on each roadway in the region.

Level of Service

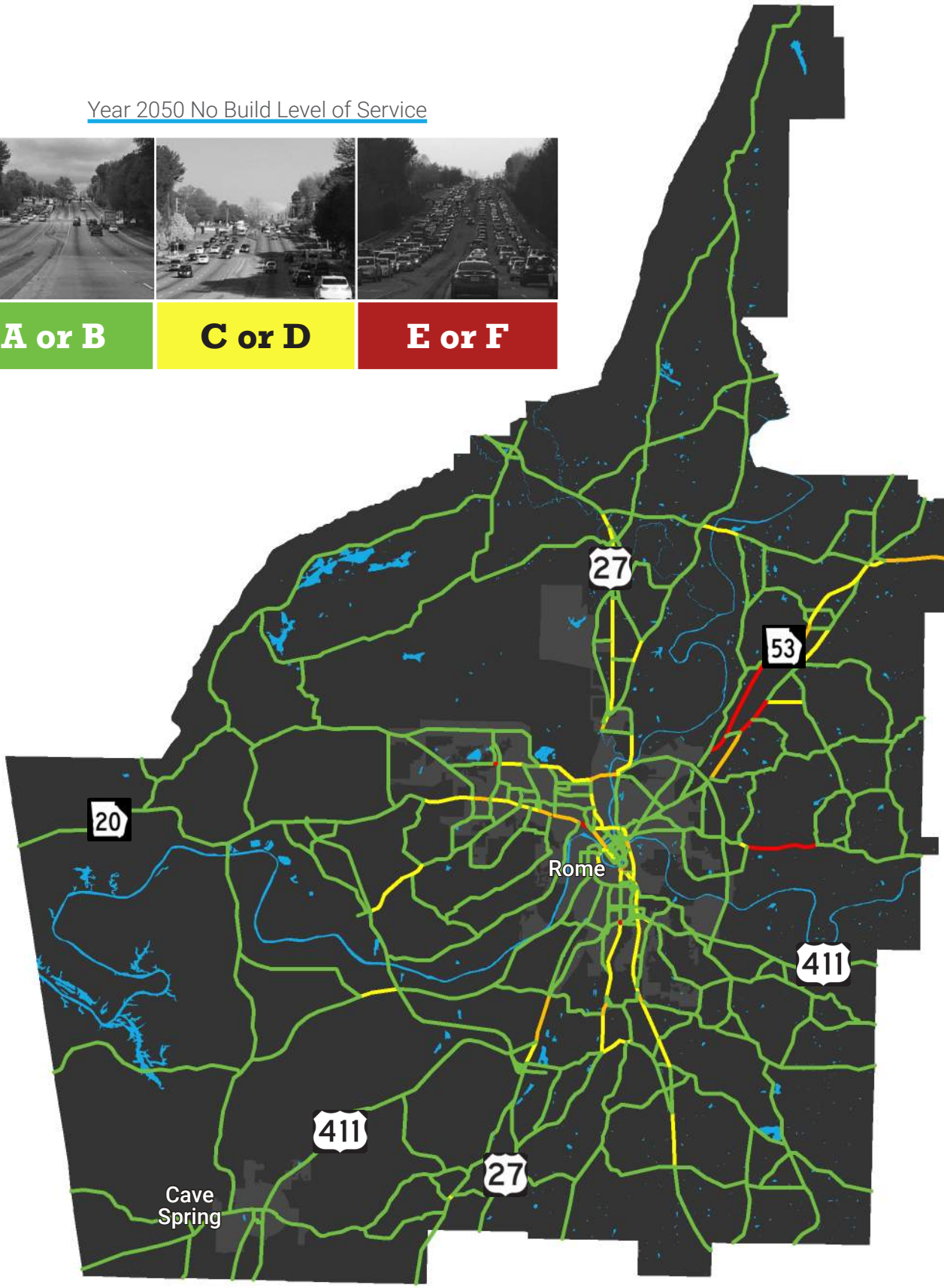
Year 2015 Base Level of Service

A or B	C or D	E or F



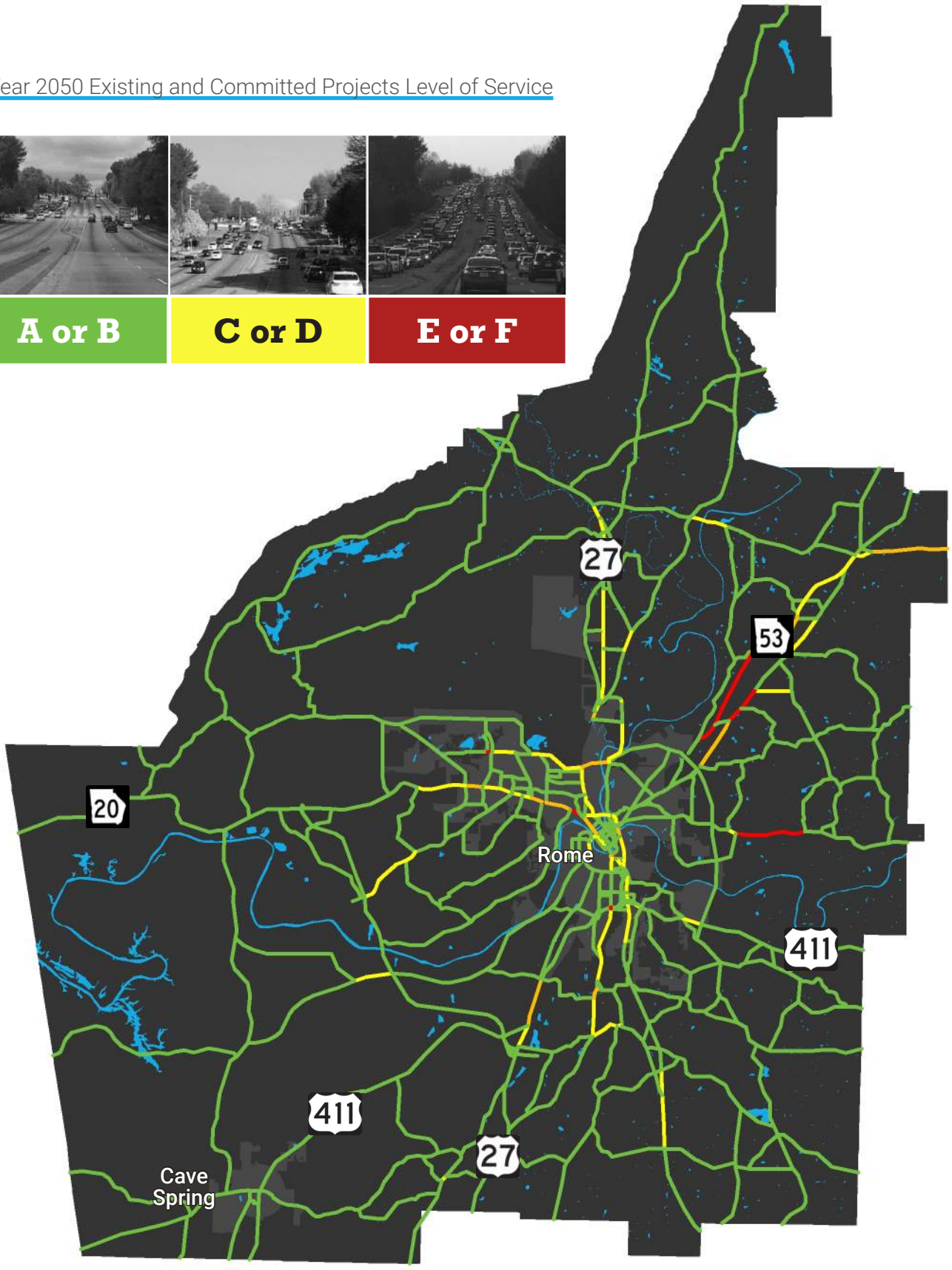
Year 2050 No Build Level of Service

A or B	C or D	E or F



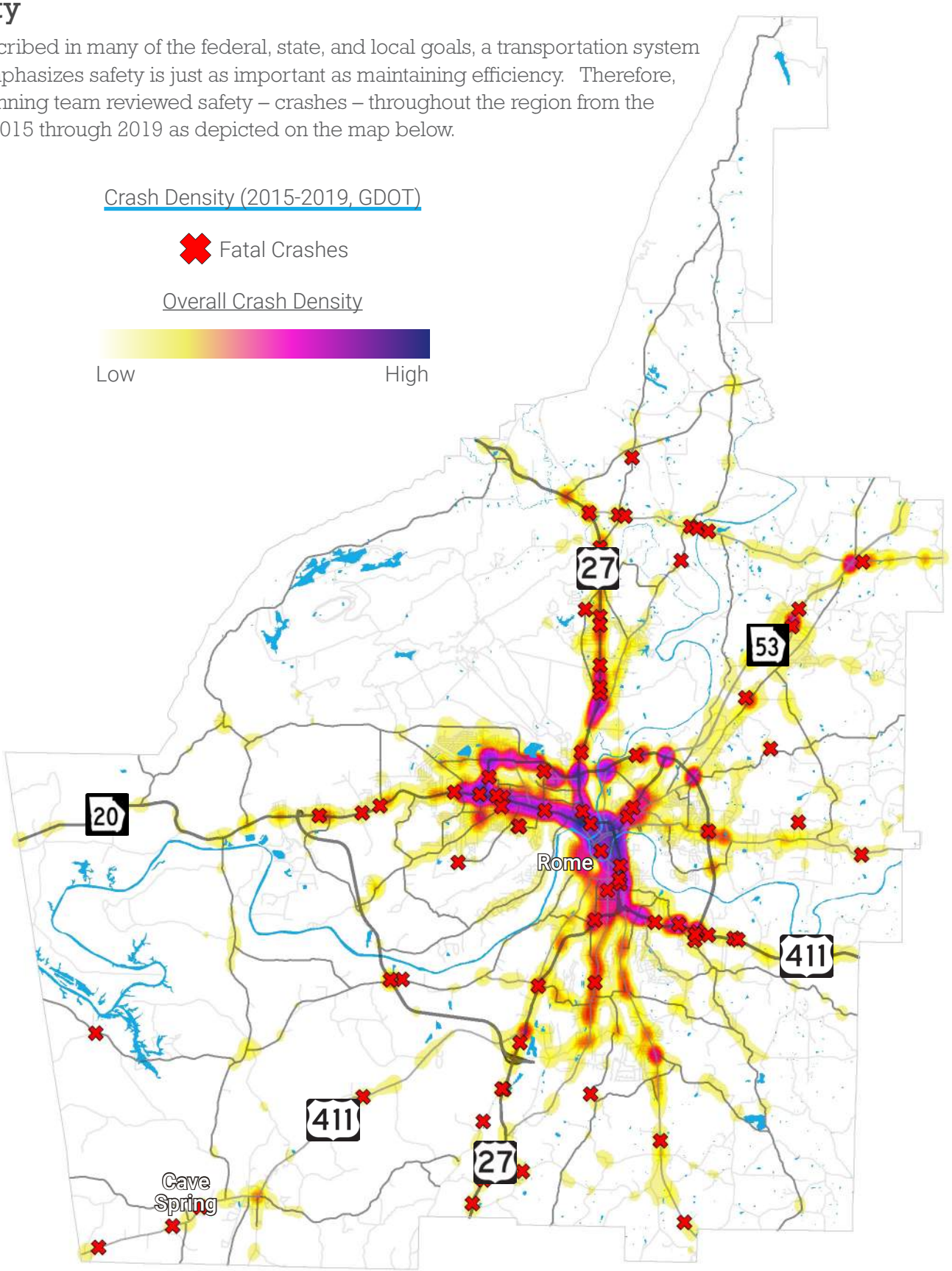
Year 2050 Existing and Committed Projects Level of Service

A or B	C or D	E or F



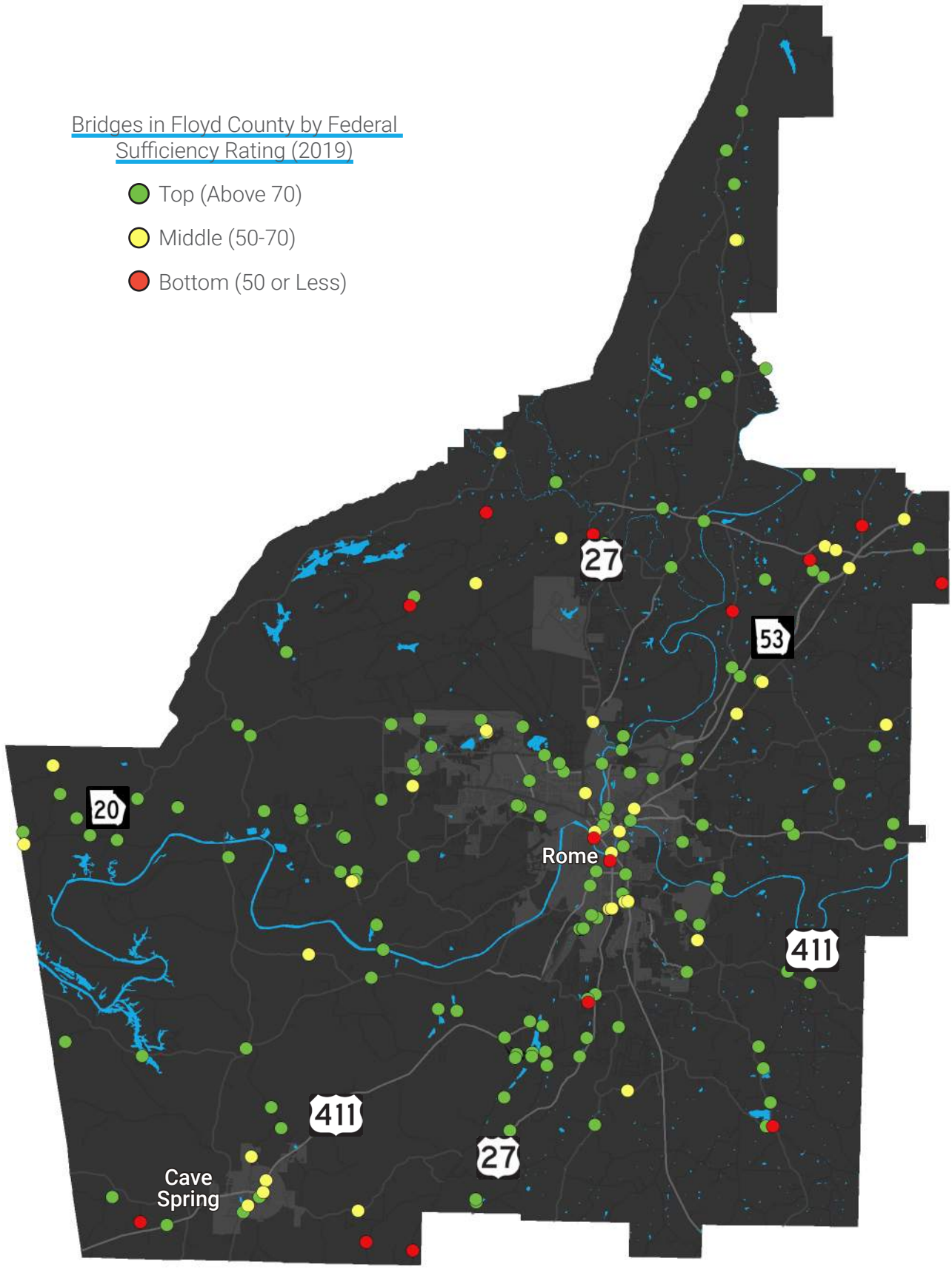
Safety

As described in many of the federal, state, and local goals, a transportation system that emphasizes safety is just as important as maintaining efficiency. Therefore, the planning team reviewed safety – crashes – throughout the region from the years 2015 through 2019 as depicted on the map below.



Bridges

GDOT calculates sufficiency ratings for each bridge by evaluating its overall condition, taking into account all factors from low load to filed/visual observation of deficiencies. GDOT's Office of Bridge Maintenance recommends that structures with a sufficiency ratings less than 50 be replaced rather than improved. Bridges with a rating between 60 and 70 are candidates for rehabilitation or reconstruction. Bridges with ratings above 70 should be in acceptable condition over the life of the plan as long as routine maintenance is conducted.

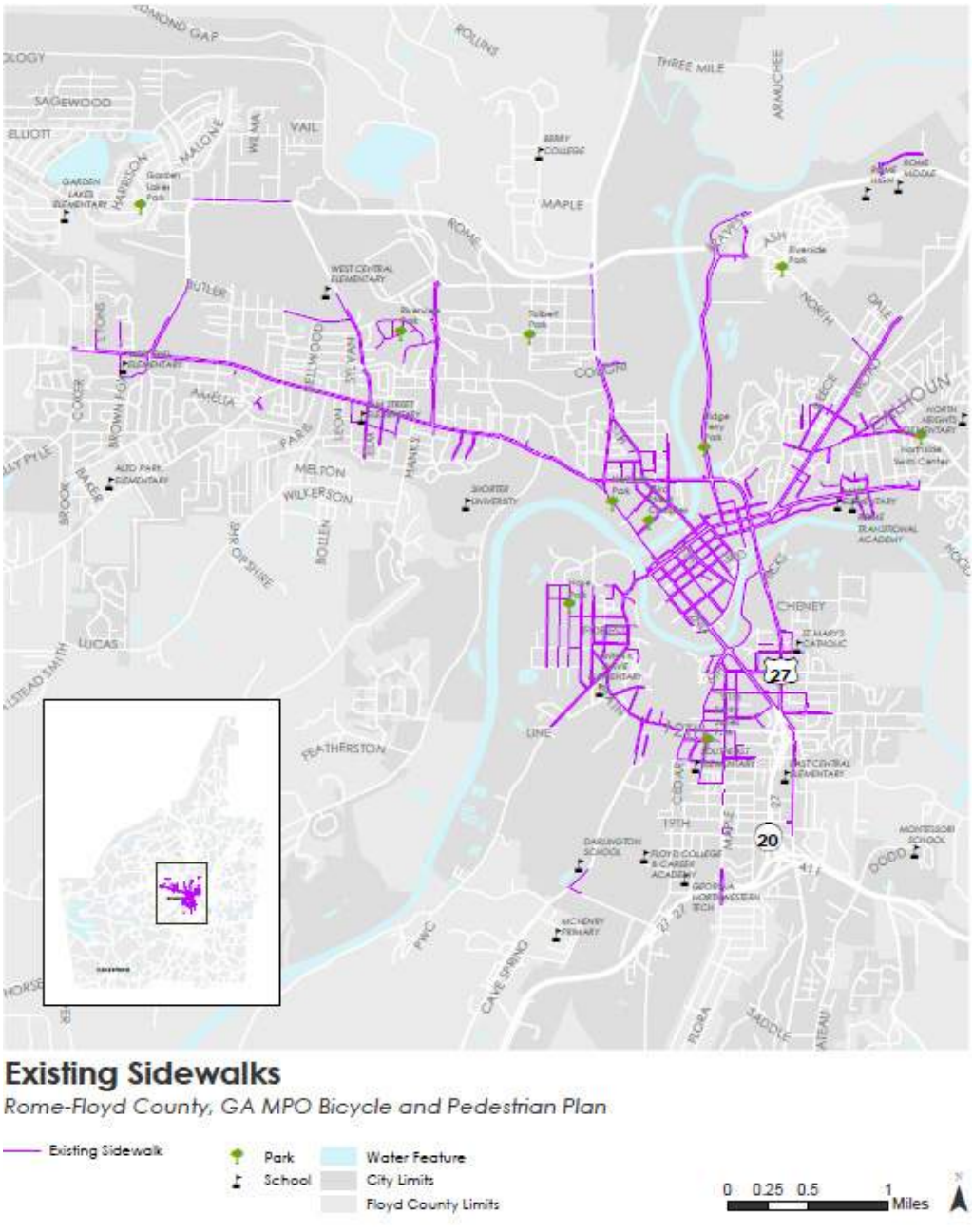

Bridges in Floyd County by Federal Sufficiency Rating (2019)
Top (Above 70)
Middle (50-70)
Bottom (50 or Less)
27
53
20
Rome
411
411
27
Cave Spring

Bicycle & Pedestrian Travel

The Rome-Floyd County MPO area transportation network includes facilities for walking and biking. According to the 2015 MPO Bicycle, Pedestrian, and Trail Master Plan, there are a total of 11.9 miles of bikeways and multi-use paths and 83 miles of sidewalks, mostly located in Rome. There is one on-road bicycle lane along the Armuchee Connector.

Floyd County boasts several multiuse trails including the Simms Mountain Trail and the Pinhoti Trail. The Pinhoti Trail is the connecting link between the Appalachian Trail and the Appalachian National Scenic Trail via the Benton MacKaye Trail, making it possible to hike the entire southern Appalachian Range. In addition, Berry College owns and maintains a large network of nature trails.

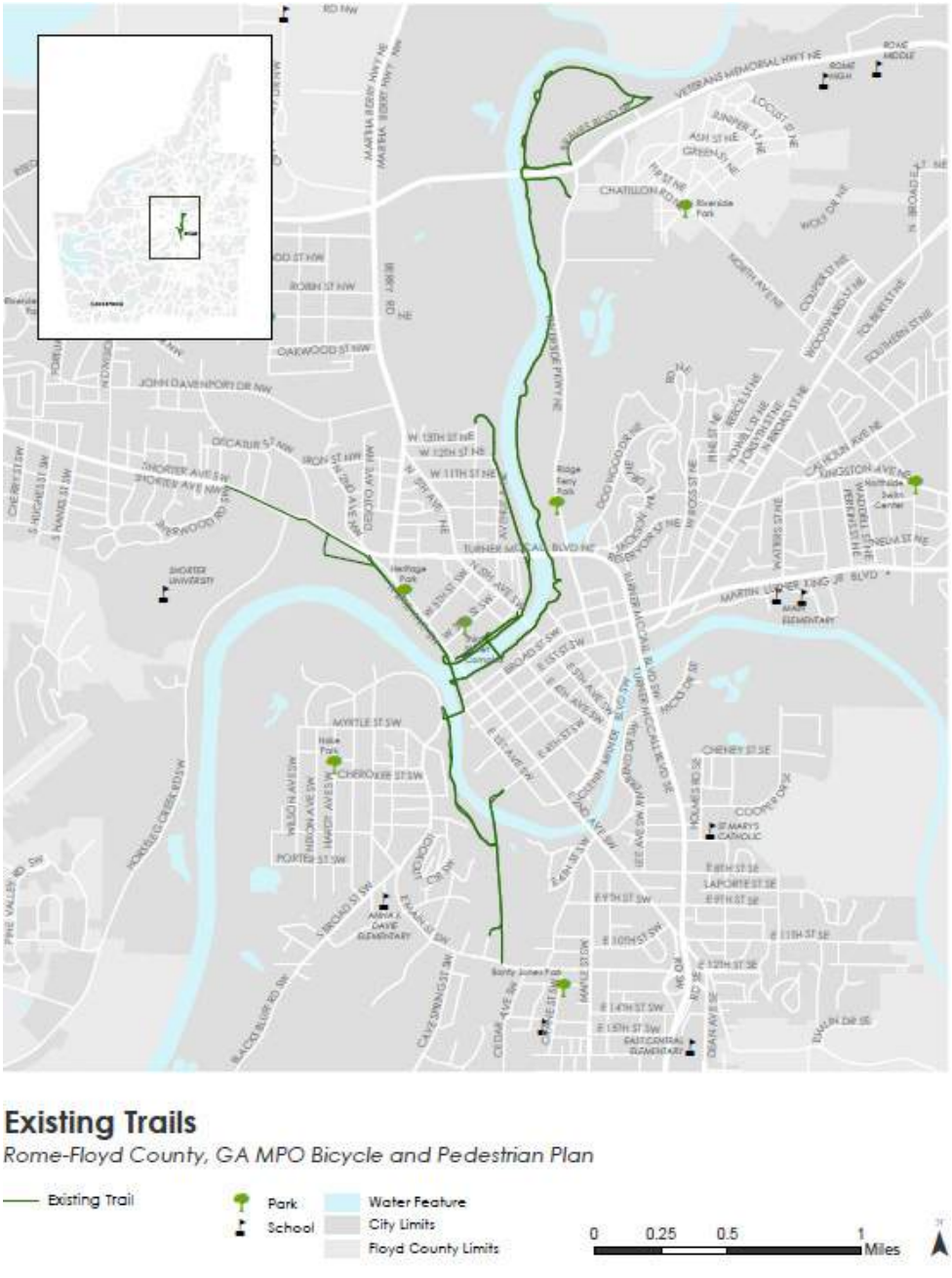
Existing Sidewalks (Rome-Floyd County, GA MPO Bicycle and Pedestrian Plan)



In 2015, a feasibility study was conducted to examine how Cave Spring could connect to the Silver Comet Trail to the south. Connecting to the trail via Cedartown would create economic development opportunities for Cave Spring and could jump-start efforts to create a more complete and connected network of bicycle and pedestrian facilities.

Twelve bicycle and/or pedestrian projects were recommended in the 2018 Comprehensive Plan. Those projects have been incorporated as recommendations into the MTP.

Existing Trails (Rome-Floyd County, GA MPO Bicycle and Pedestrian Plan)



Transit

Transit Service in the Rome-Floyd County MPO area is provided by the City of Rome Transit Department. The Rome Transit Department provides transit within the city limits including fixed route bus service and para-transit service. The fixed route service operates from 5:40 AM to 6:30 PM on one-hour headways. The para-transit service is a curb to curb service for the disabled and elderly within ¾ of a mile of the fixed route service. Para-transit service requires submission and approval an application.

Through a Federal Transit Administration (FTA) 5311 grant, the Rome Transit Department operates 6 vehicles for para-transit service and 31 vehicles for fixed route bus service. The FTA 5311 grant program recipients may use the funding for capital, operating, and administrative expenses on a formula based agreement whereas the Federal share of eligible capital and administrative expenses may not exceed 80 percent of the net project cost. Federal share of operating expenses may not exceed 50 percent of the net project operating costs. Up to 90 percent of Federal match funds may be used for projects that meet the requirements of the American with Disabilities Act, the Clean Air Act, or bicycle access projects.

The cost to ride the fixed route bus service for the general public is $1.25 for each one-way trip. Seniors, disabled, and student riders pay $0.60 for a one-way trip. The para-transit fare is $2.25 one-way.

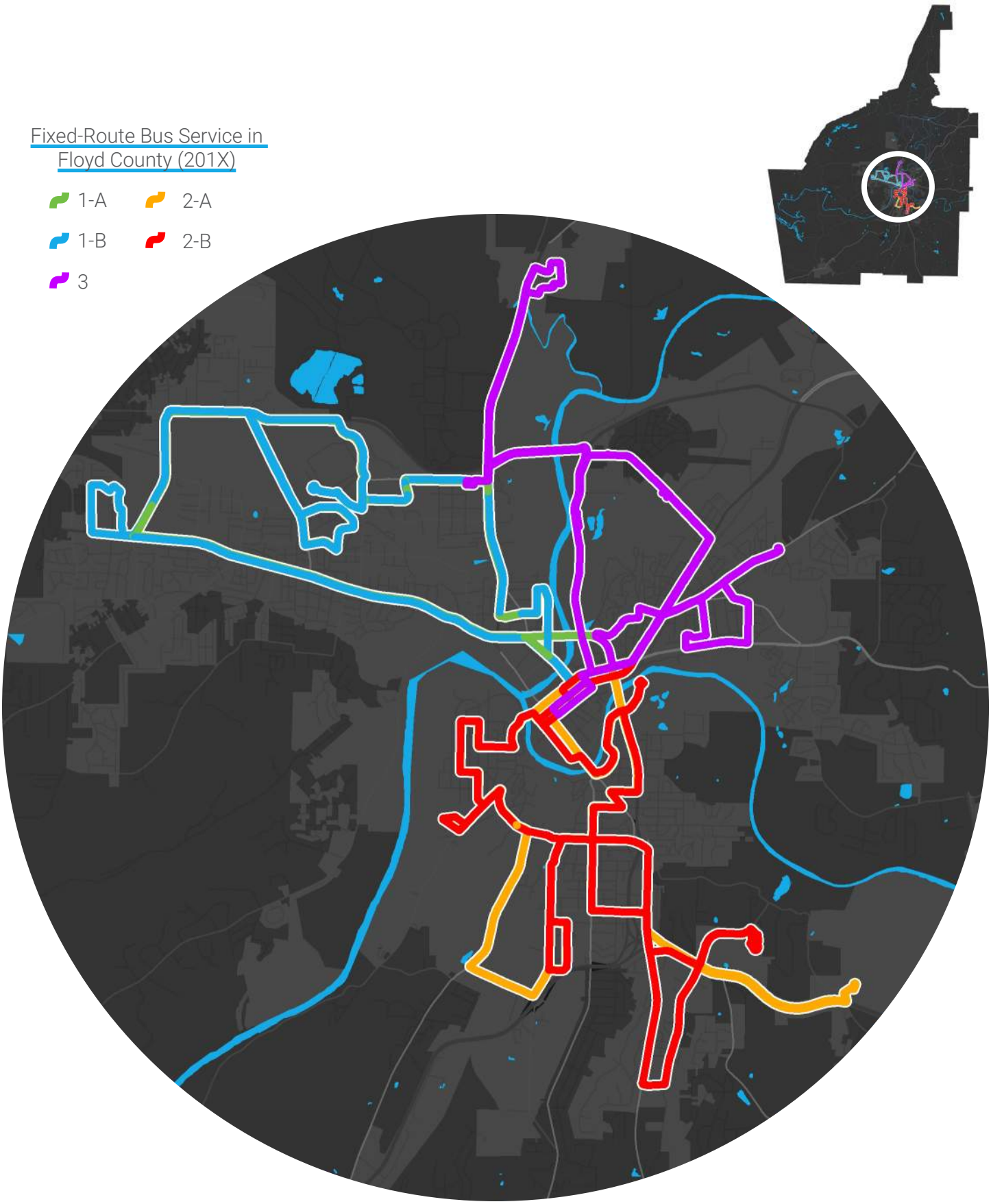
Transit Service Operations for the year 2019 are provided in the table below.

City of Rome Transit Service Operation Statistics (2019)

Total Passengers (unlinked passenger trips)	1,113,342
Operating Vehicles	37
Vehicle Revenue Miles	639,412
Vehicle Revenue Hours	40,585
Total Operating Expenses	$3,327,425
Fare Revenue	$830,577
Passenger Per Revenue Hours	27.4
Operating Expenses Per Passenger Trip	$2.99
Passengers Per Revenue Miles	1.7
Operating Expenses Per Revenue Mile	$5.20
Fare Revenue to Operating Expenses Ratio	25.0%
Operating Expense Per Passenger Mile	$0.65

Regional Transit Planning

At Transit Development Plan (TDP) process began in January of 2020. At the time of the writing of this MTP, the TDP had not yet been adopted.


Fixed-Route Bus Service in Floyd County (201X)
1-A
2-A
1-B
2-B
3

Freight

Freight transportation in the Roe-Floyd County MPO region is provided by trucking, air, and rail facilities.

Rail

Freight rail service to local industries the Rome-Floyd County MPO region is provided exclusively by the Norfolk Southern Railroad Company. There is no scheduled passenger service.

Norfolk Southern Railway maintains approximately 71 miles of track in Rome and Floyd County. The regionally most important line is the H Line, or Main Line, which traverses Rome and Floyd County along a north-south alignment and extends from the northern U.S. to Florida. This line is one of the busiest lines in the United States in respect to the number of freight trains operated and the gross tonnage of freight carried per mile. Lines running along an east-west alignment within Rome and Floyd County link several industrial sites with the Main Line. An average of 40 trains per day passes through Rome and Floyd County on the Main Line. The Main Line is rated 288K capable, and has 22 feet of clearance (Georgia Statewide Freight and Logistics Plan, 2010-2050).

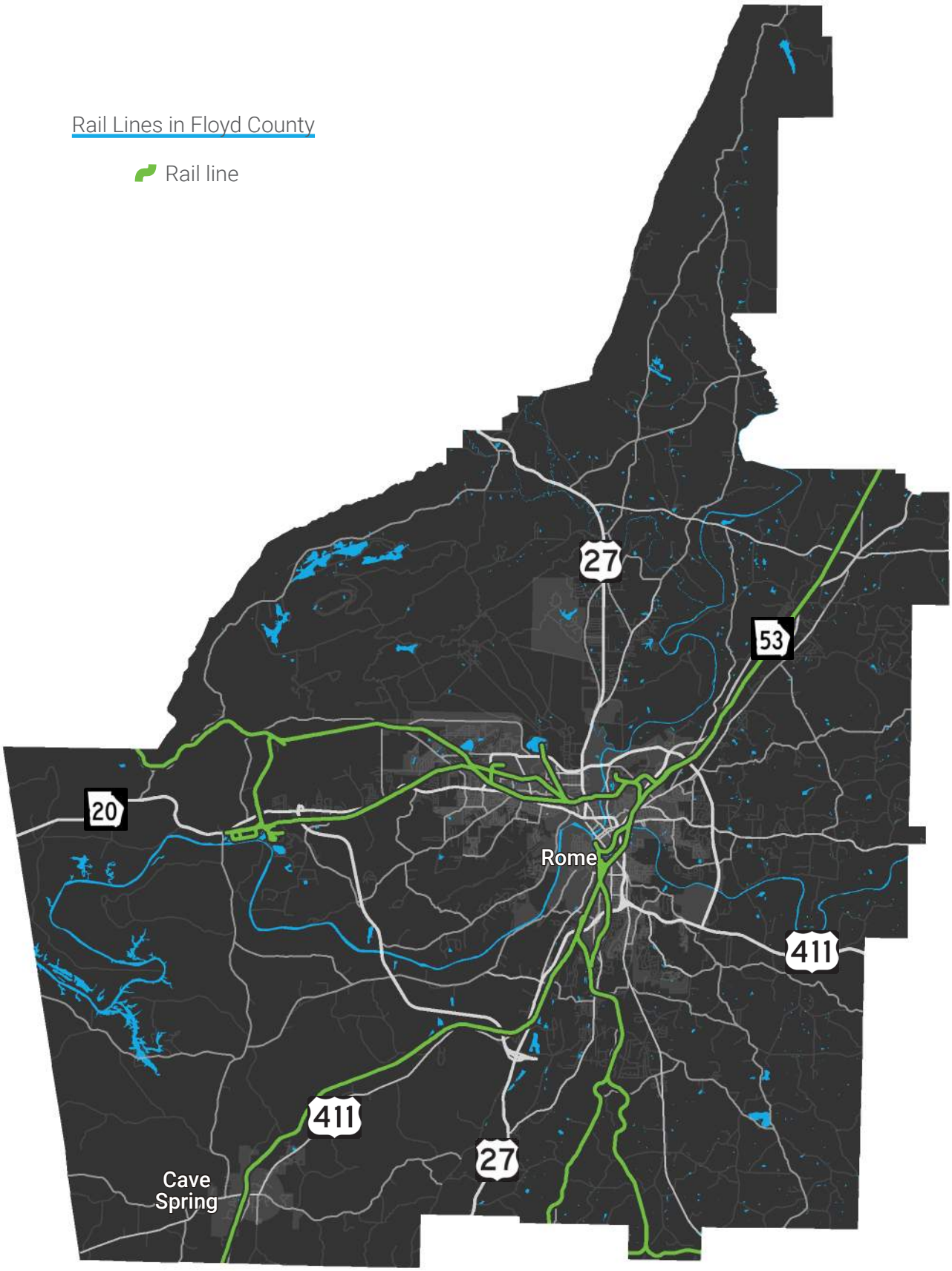
The K Line is the primary east-west route serving industry in the western portion of Rome and Floyd County. This line roughly parallels S.R. 20/Shorter Avenue. The C Line branches off of K Line at a point northwest of Rome and also travels along an east-west alignment. Both lines are rated 288K capable, but do not accommodate double stacking containers (Georgia Statewide Freight and Logistics Plan, 2010-2050).

There are two principal rail transfer facilities in Rome and Floyd County. The Forrestville Yards, located off Tolbert Street in northeast Rome, consists of 8 parallel tracks and is the site where the K line diverges from the Main Line and extends west through Rome. The Howard Yards and Long Yards, located in close proximity to each other in the Krannert/Coosa communities of western Floyd County, consist of 10 parallel tracks.

The railway lines and facilities in the area are privately owned and operated. The local governments will continue to work with the railroad companies to assure efficient movement of freight while having minimal negative impact on the safe, efficient movement of vehicles and pedestrians.

Rail Lines in Floyd County

Rail line



Aviation

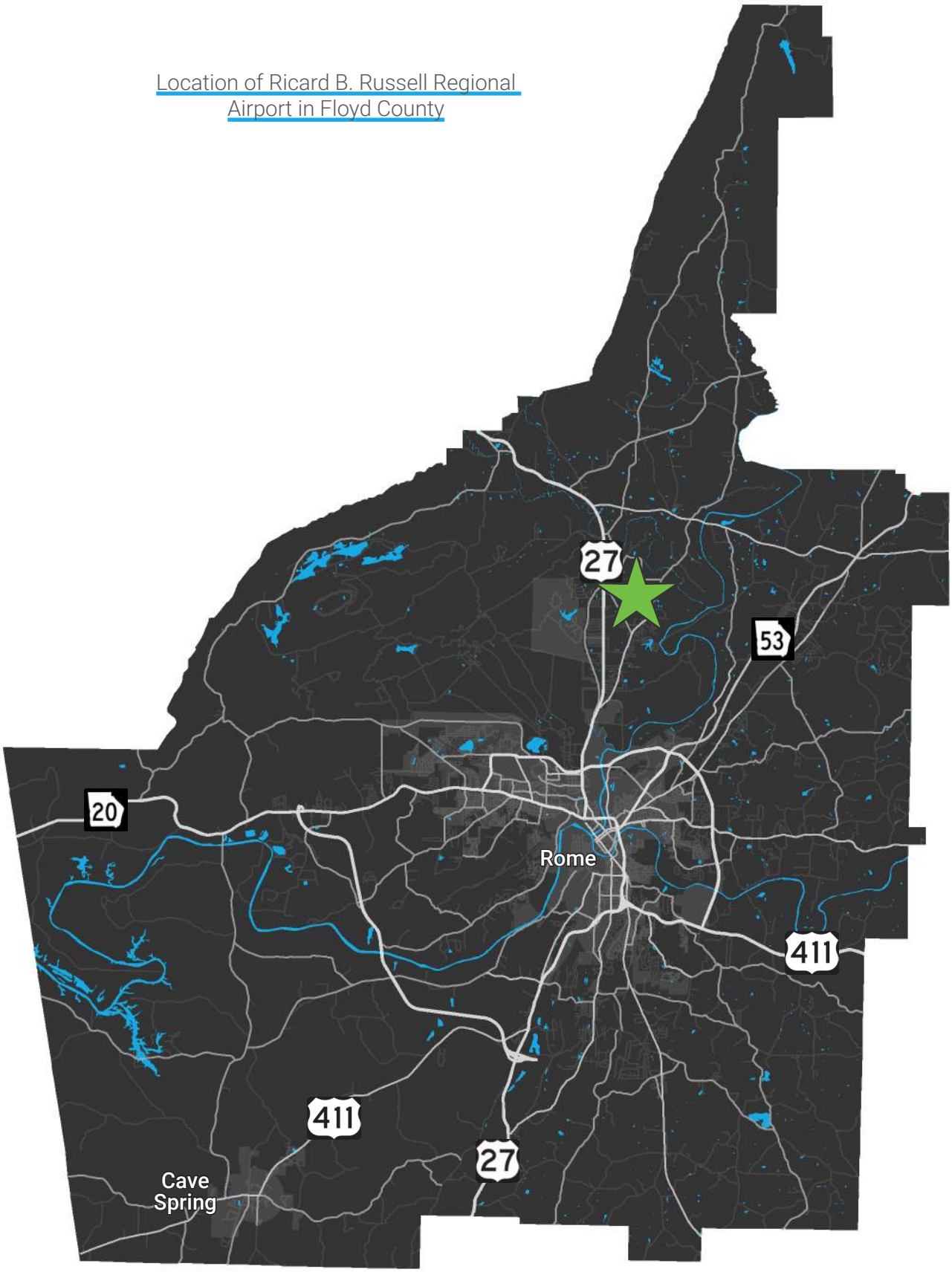
Air transportation service in Floyd County centers around the Richard B. Russell Regional Airport, which is located approximately eight miles north of downtown Rome. The airport is owned and operated by Floyd County and is certified by the Federal Aviation Administration. The Richard B. Russell Regional Airport is a regional airport serving general aviation in the ten-county, northwest Georgia area. Average flying time from Rome to the Atlanta metro area is approximately 20-30 minutes for the 65 nautical mile distance.

Richard B. Russell Regional Airport (RMG) is presently the largest aviation facility north of the Atlanta Hartsfield International Airport in Georgia. Due to the airport's location and support facilities, a large contingency of Atlanta based military units conduct aviation training missions at Russell Field. The map to the right shows the location of the airport within Floyd County.

The airport has one 6,000 foot runway and one 4,500 foot runway and is served by a state-of-the-art Instrument Landing System with distance measuring equipment on Runway 1 and GPS approaches on all runways, a weather observation system, and a 4,000 sq. ft. terminal building. The Airport has nine corporate hangars, 66 T-hangars, a large 12,000 square foot corporate hangar, (which contains a Civil Air Patrol office, four smaller offices and community room with audio-visual capabilities). Three smaller corporate/maintenance hangars are also on the airport. Additional hangar space continues to be added, along with taxiway lighting improvements, a hold apron on runway 1 and a Ground Communication Outlet with direct communications to Atlanta Center, and other enhancements. Publicly-owned airport property is approximately 1,025 acres, approximately 300 acres of which can be readily developed for aviation purposes. Floyd County continues to acquire land in the vicinity, both for future expansion and to provide a buffer between airport activities and developed Uses.

In 2013, the citizens of Floyd County voted to approve SPLOST (Special Purpose Local Option Sales Tax) which included, among other things, the Tennis Center of Georgia at Berry College and a 1,000 foot extension to runway 1/19 at Russell Regional Airport. The $5.76 million runway extension project will include a 1,000 foot asphalt extension, 1,000 foot grass safety area, and a parallel taxiway system.

Location of Ricard B. Russell Regional Airport in Floyd County



EVALUATION AND IMPLEMENTATION PLAN

PROJECT DEVELOPMENT

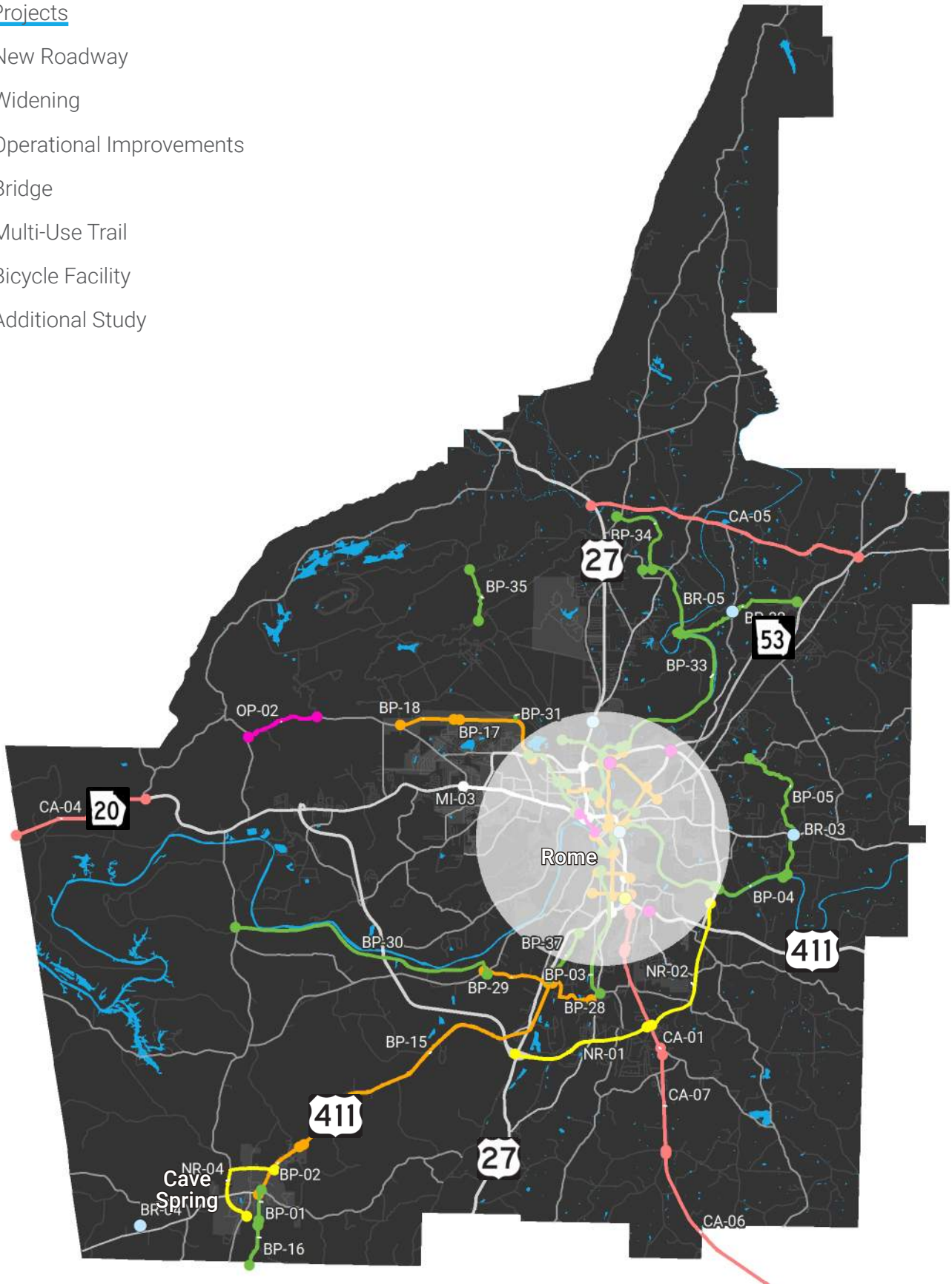
The analysis and findings discussed in Chapter 4 relate ultimately to the development of specific transportation initiatives for consideration in the Rome-Floyd County region. Starting with the remaining projects from the past LRTP and incorporating new ideas from the community and stakeholder input discussed in Chapter 4 as well as a handful of projects contemplated by local communities, a refined list of candidate transportation projects for consideration in the MTP was developed as indicated in the table and map below.

All Projects Considered

Project ID	Project Short Description	GDOT PI Number (as applicable)	Project Type
BP-01	Cave Spring to Cedartown Trail, Phase I		Multi-Use Trail
BP-02	Cave Spring Trail Connector		Bicycle Facility
BP-03	Lindale Mill Trail (Floyd County)		Multi-Use Trail
BP-04	Etowah River Trail (Floyd County)		Multi-Use Trail
BP-05	Etowah River Trail Connector		Multi-Use Trail
BP-06	Braves Boulevard Bike Lanes		Bicycle Facility
BP-07	Cantrell Connector		Multi-Use Trail
BP-08	Redmond Trail Phase I Bicycle Lane		Bicycle Facility
BP-09	Redmond Trail Phase II		Multi-Use Trail
BP-10	Berry College/Shorter University Rail-to-Trail Connection		Multi-Use Trail
BP-11	Glann Milner Boulevard Rail Trail		Multi-Use Trail
BP-12	Berry College to the River - North		Multi-Use Trail
BP-13	Jackson Trail Connection		Multi-Use Trail
BP-14	Etowah River Trail		Multi-Use Trail
BP-15	Cave Spring Trail Bike Lanes (Floyd County)		Bicycle Facility
BP-16	Cave Spring to Cedartown Trail, Phase II (Floyd County)		Multi-Use Trail
BP-17	Technology Parkway Bike Lanes (east)		Bicycle Facility
BP-18	Technology Parkway Bike Lanes (west)		Bicycle Facility
BP-19	Riverside Parkway Bike Lanes (north)		Bicycle Facility
BP-20	Riverside Parkway Bike Lanes (south)		Bicycle Facility
BP-21	Broad Street Bike Lanes		Bicycle Facility
BP-22	North Broad Street Bike Lanes		Bicycle Facility
BP-23	East 2nd Avenue Bridge Cycle Track		Bicycle Facility
BP-24	12th Street Sharrows		Bicycle Facility

All Projects

- New Roadway
- Widening
- Operational Improvements
- Bridge
- Multi-Use Trail
- Bicycle Facility
- Additional Study

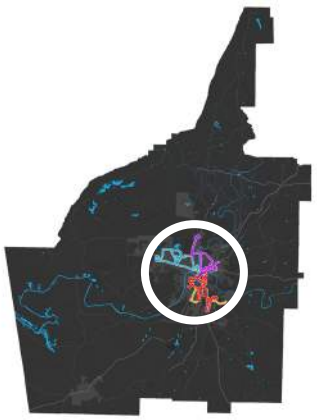


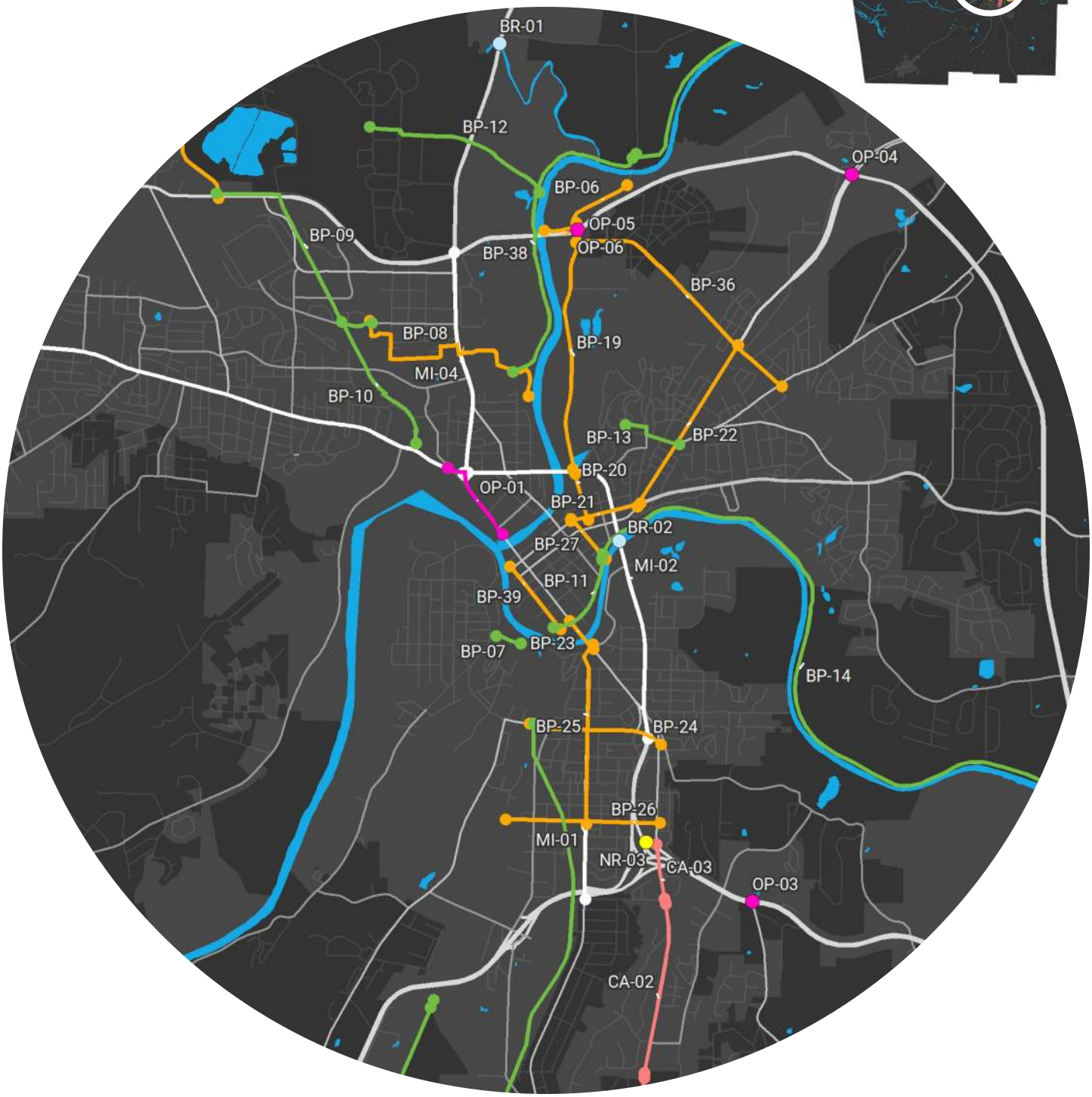
All Projects Considered (continued)

Project ID	Project Short Description	GDOT PI Number (as applicable)	Project Type
BP-25	Maple Avenue Bike Lanes		Bicycle Facility
BP-26	19th Street Sharrows		Bicycle Facility
BP-27	6th Avenue Bike Lanes		Bicycle Facility
BP-28	Lindale Mill Trail Connector		Bicycle Facility
BP-29	Walker Mountain Road Sharrows		Bicycle Facility
BP-30	Coosa River Trail		Multi-Use Trail
BP-31	Berry College Trail Connector (south)		Multi-Use Trail
BP-32	Shannon Connector Trail		Multi-Use Trail
BP-33	Oostanaula River Trail		Multi-Use Trail
BP-34	Armuchee Trail		Multi-Use Trail
BP-35	Berry College Trail Connector (north)		Multi-Use Trail
BP-36	North Avenue/Chatillon Drive Bike Lanes		Bicycle Facility
BP-37	Cave Spring Trail (Rome)		Multi-Use Trail
BP-38	Levee Trail Extension		Multi-Use Trail
BP-39	East 1st Avenue Bike Lanes		Bicycle Facility
BR-01	US 27/SR 1/Martha Berry Parkway at Big Dry Creek Bridge Replacement	0013937	Bridge
BR-02	US 27/SR 1/SR 20/Turner McCall Boulevard at Etowah River/ Norfolk Souther Railroad Bridge Replacement	0013718	Bridge
BR-03	SR 293/Kingston Highway at Dykes Creek Bridge Replacement	0015544	Bridge
BR-04	CR 10/Rehobeth Road @ Spring Creek	0017775	Bridge
BR-05	CR 924 /Bells Ferry Rd @ Woodward Creek	0016611	Bridge
CA-01	SR 101 from south of CR 633/Wax Road to north of CR 740/ McCord Drive	0000400	Widening
CA-02	SR 101 from CR 335/Lombardy Way to south of CR 740/ McCord Drive to	621690	Widening
CA-03	SR 101 from the US 411 westbound off-ramp to CR 335/ Lombardy Way	0013533	Widening
CA-04	SR 20 Widening	0006019	Widening
CA-05	SR 140/Turkey Mountain Road Widening	0007019	Widening
CA-06	SR 101/Rockmart Road Widening from Bethel Church Road/ Pleasant Hope Road to US 278 in Polk County	0000406	Widening
CA-07	SR 101/Rockmart Road Widening from Donahood Road to Bethel Church Road/Pleasant Hope Road		Widening
MI-01	Maple Avenue Corridor Study		Additional Study
MI-02	Turner McCall Boulevard Beautification Project		Additional Study
MI-03	Shorter Avenue Beautification Project		Additional Study
MI-04	Martha Berry Beautification Project		Additional Study

All Projects

- New Roadway
- Widening
- Operational Improvements
- Bridge
- Multi-Use Trail
- Bicycle Facility
- Additional Study





All Projects Considered (continued)

Project ID	Project Short Description	GDOT PI Number (as applicable)	Project Type
NR-01	South Rome Bypass	621600	New Roadway
NR-02	Southeast Rome Bypass	662420	New Roadway
NR-03	SR 101 to US 27 Ramps	632760	New Roadway
NR-04	Cave Spring Western Bypass	621740	New Roadway
OP-01	SR 1/SR 101/2nd Avenue NW Improvements	650540	Operational
OP-02	Huffaker Road Improvements		Operational
OP-03	US 411 at Chulio Road Improvements		Operational
OP-04	SR 1 at SR 53/Calhoun Highway Turn Lane Extensions		Operational
OP-05	SR 1/Veterans Memorial Highway at Riverside Parkway Turn Lane Extensions		Operational
OP-06	SR 1/Veterans Memorial Highway at Riverside Parkway/ Braves Boulevard Intersection Improvements		Operational

Travel Demand Modeling Activities

Throughout the MTP process, travel demand modeling activities were conducted to consider different scenarios of potential future project combinations. The scenarios below were already discussed in Chapter 3 to identify areas of transportation need in the region.

- Base Year – A travel demand modeling scenario built to represent existing conditions. In the case of the RTP, this model was developed for the year 2015 and calibrated for accuracy against actual observed 2015 conditions.
- 2050 Do-Nothing – A scenario intended to indicate what would happen in the year 2050 if no new projects were constructed. This includes projects constructed since the year 2015.
- 2050 Existing + Committed – Scenario intended to indicate what would happen in the year 2050 if only those projects with funds committed for Right-of-Way or Construction were constructed.

Additional scenarios were developed later in the process to include:

- 2050 With STIP Projects – Scenario intended to indicate what would happen in the year 2050 if only those projects currently in the State Transportation Improvement Program (STIP) were constructed.
- 2050 Fiscally Constrained + Aspirations MTP – Scenario intended to indicate what would happen in the year 2050 if all candidate projects conceived for the year 2050 were constructed.
- 2050 Fiscally Constrained RTP – Scenario developed to represent conditions in the year 2050 if only those projects that are predicted to be funded were constructed.

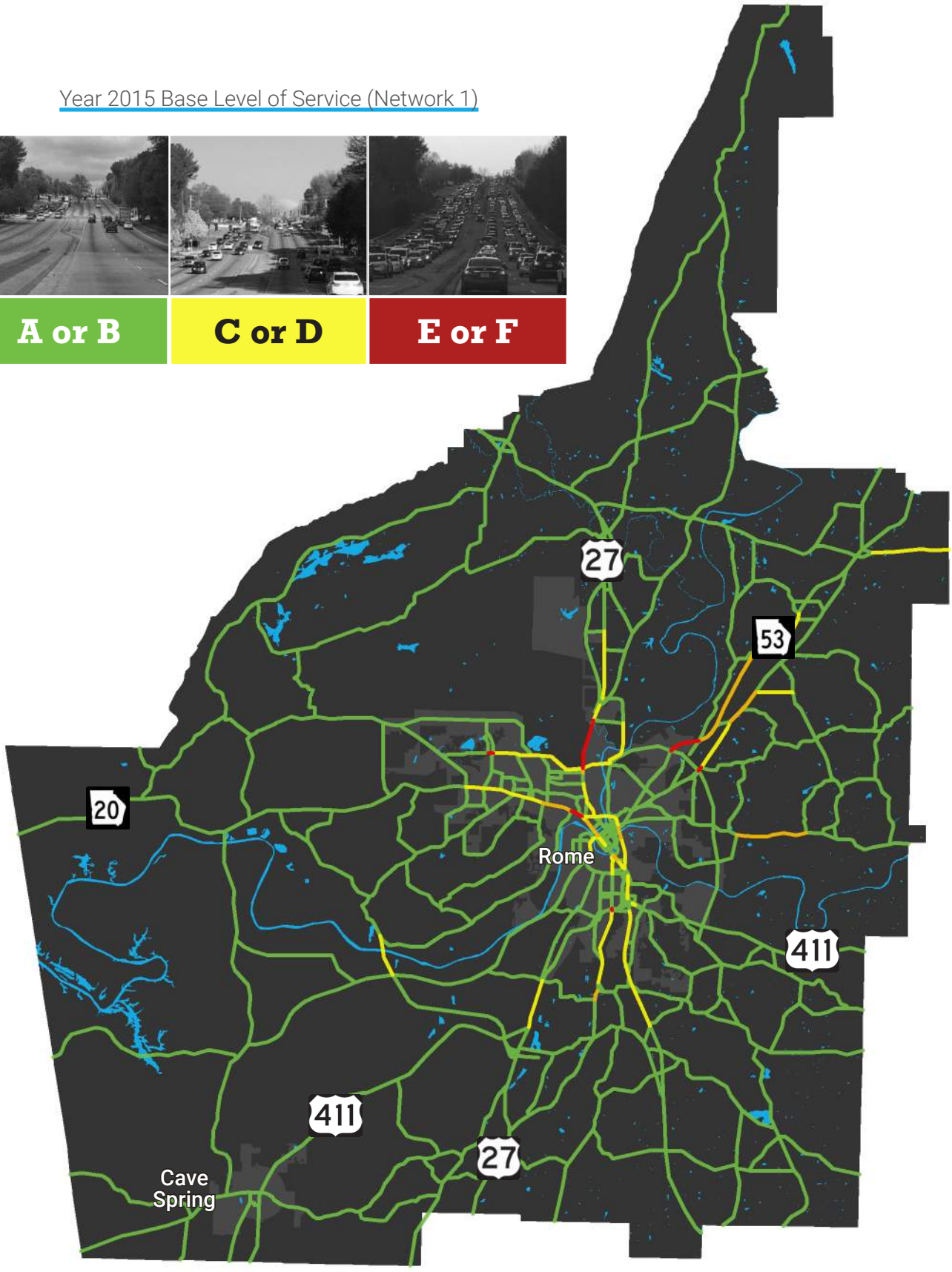
It should be noted that as a tool designed for analyzing regional travel patterns, the travel demand model does have some limitations. The model is not sensitive to relatively-small changes such as intersection improvements, signal timing adjustments, and realignments. Likewise, its predictive capabilities are limited when analyzing any one particular location in the transportation network. Rather, the travel demand model is best utilized in understanding the overall condition of the transportation network and on major regional corridors traversing long distances. As a result, the travel demand model is most effective at determining the ability of major capacity adding transportation projects (such as widenings, new roadways, and new interchanges) to improve the transportation system. Therefore, the models were utilized to determine the relative success of the candidate transportation projects that add major capacity. The table on the following pages depicts which transportation projects were incorporated into each model scenario. For the reasons discussed, projects that do not involve any kind of major capacity expansion are omitted from this table. Additionally, congestion for all six scenarios are depicted as Level of Service in the following maps. Finally, technical documentation related to the travel demand model is provided in **Appendix D.**

Projects included in Travel Demand Modeling

Project ID	Project Short Description	Project Type	Model Network			
			3	4	5	6
CA-01	SR 101 from south of CR 633/Wax Road to north of CR 740/ McCord Drive	Widening	X	X	X	
CA-02	SR 101 from CR 335/Lombardy Way to south of CR 740/ McCord Drive to	Widening		X	X	X
CA-03	SR 101 from the US 411 westbound off-ramp to CR 335/ Lombardy Way	Widening		X	X	X
CA-04	SR 20 Widening	Widening			X	
CA-05	SR 140/Turkey Mountain Road Widening	Widening			X	
CA-06	SR 101/Rockmart Road Widening from Bethel Church Road/ Pleasant Hope Road to US 278 in Polk County	Widening			X	
CA-07	SR 101/Rockmart Road Widening from Donahood Road to Bethel Church Road/Pleasant Hope Road	Widening			X	
NR-01	South Rome Bypass	New Roadway		X	X	X
NR-02	Southeast Rome Bypass	New Roadway		X	X	X
NR-03	SR 101 to US 27 Ramps	New Roadway		X	X	
NR-04	Cave Spring Western Bypass	New Roadway			X	
OP-01	SR 1/SR 101/2nd Avenue NW Improvements	Operational		X	X	X

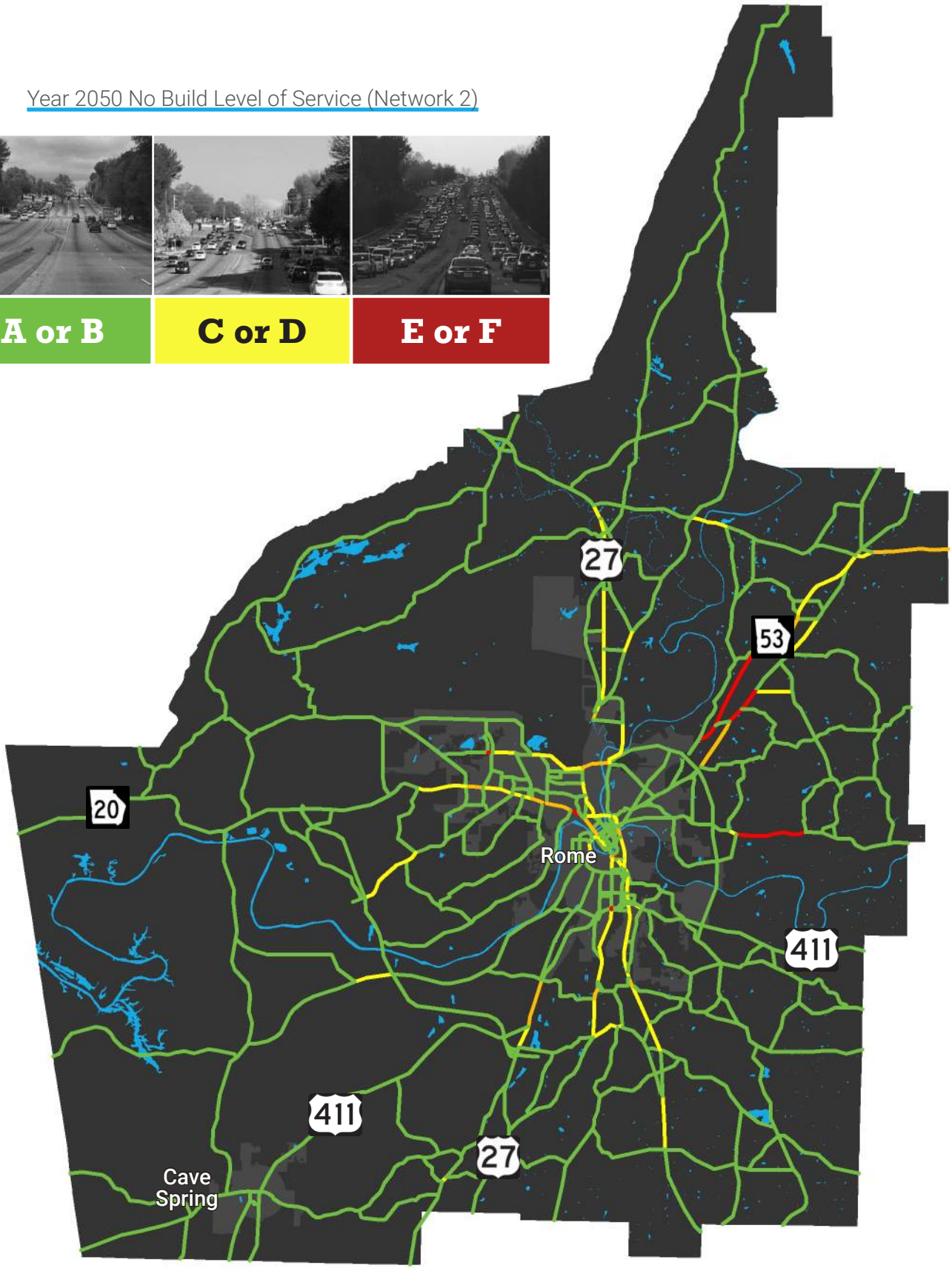
Year 2015 Base Level of Service (Network 1)

A or B	C or D	E or F



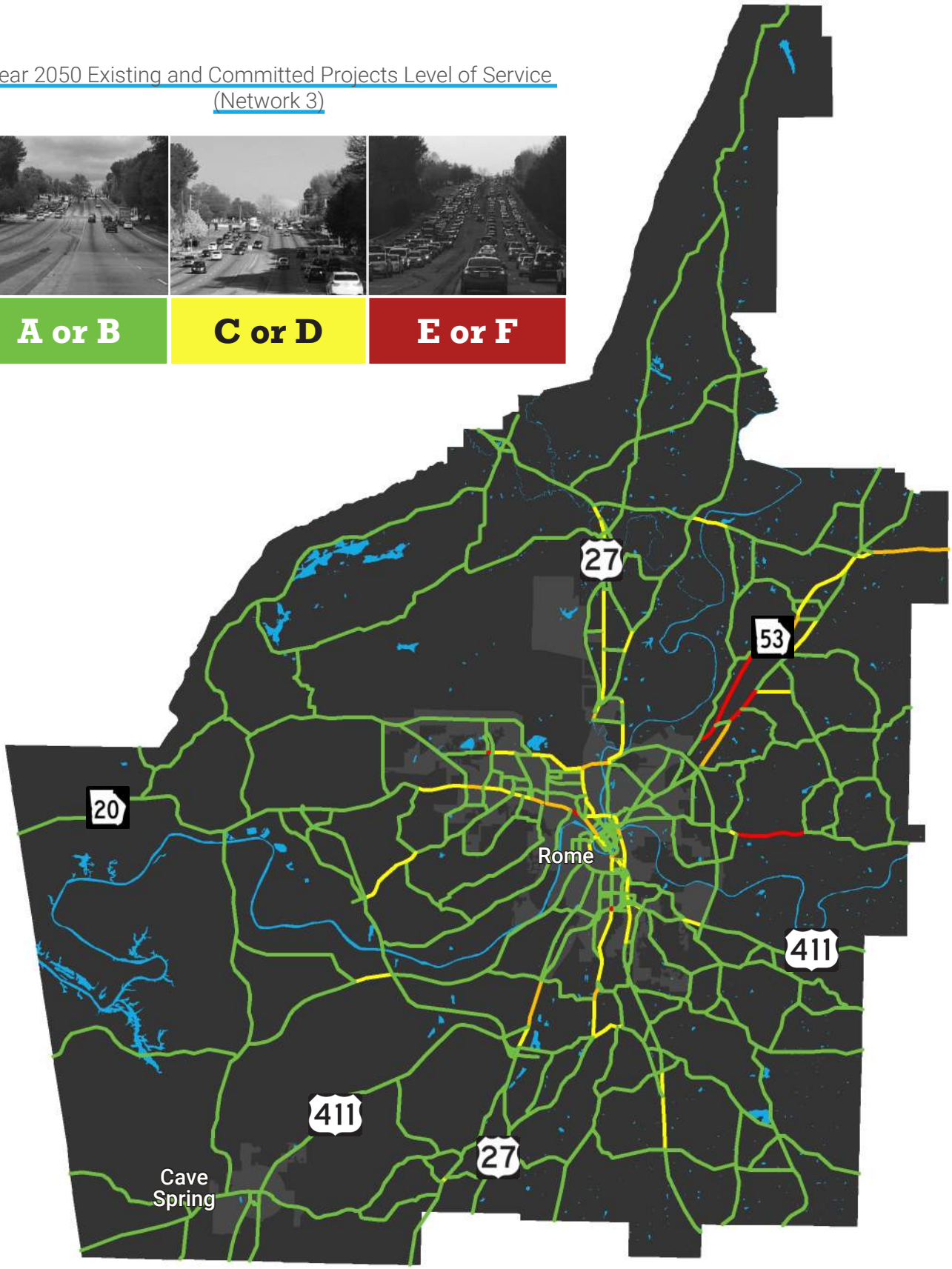
Year 2050 No Build Level of Service (Network 2)

A or B	C or D	E or F



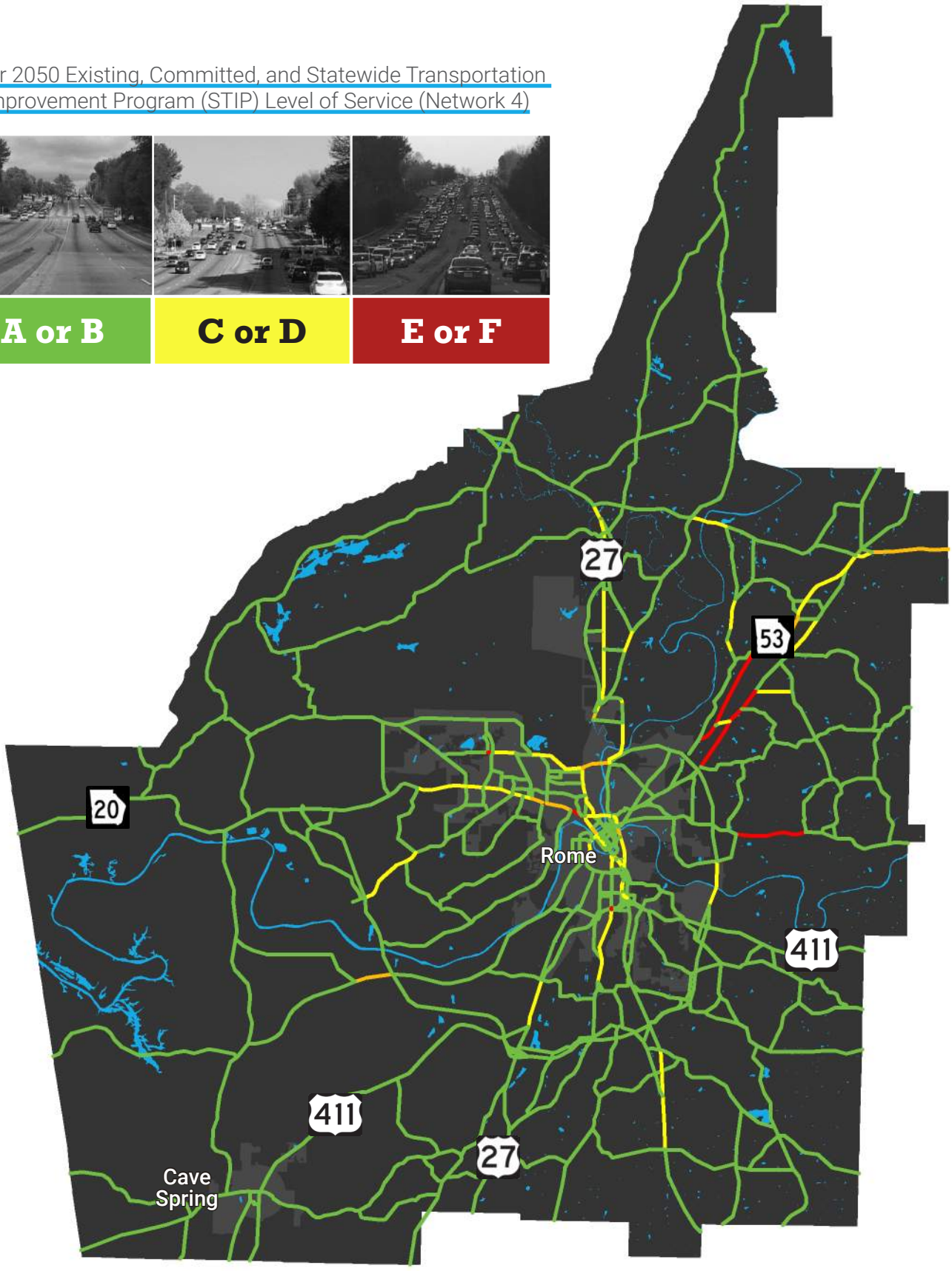
Year 2050 Existing and Committed Projects Level of Service (Network 3)

A or B	C or D	E or F



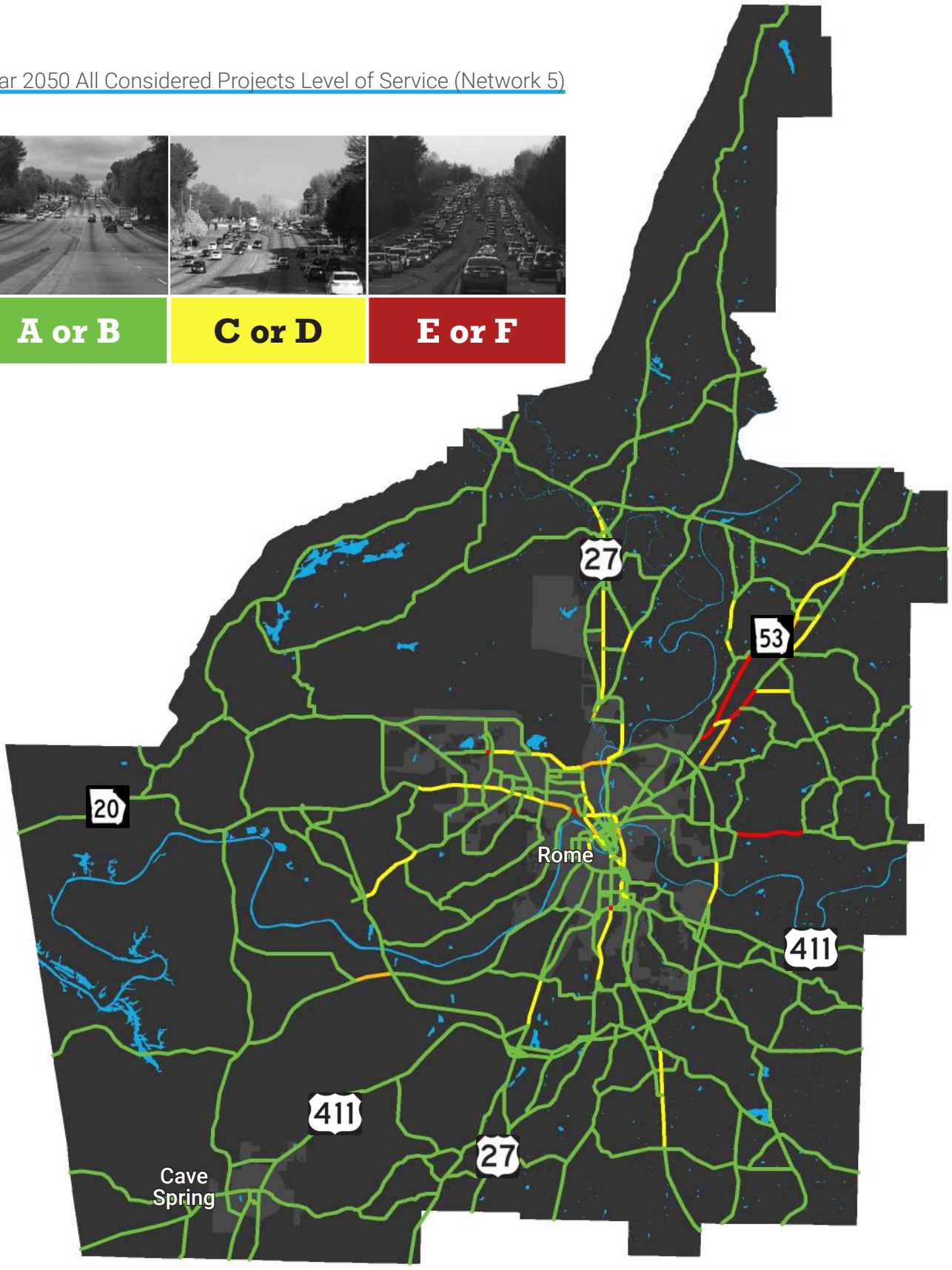
Year 2050 Existing, Committed, and Statewide Transportation Improvement Program (STIP) Level of Service (Network 4)

A or B	C or D	E or F



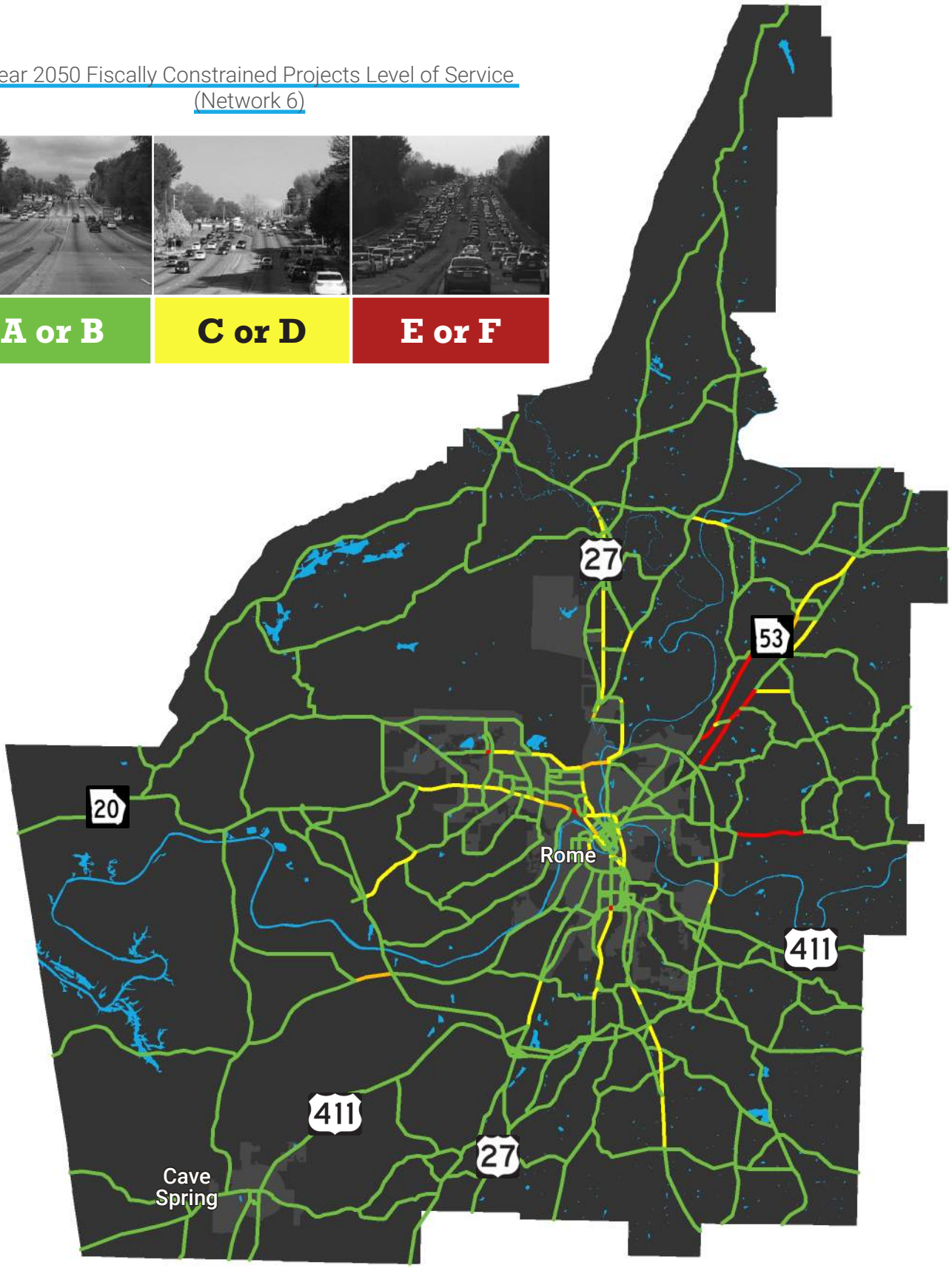
Year 2050 All Considered Projects Level of Service (Network 5)

A or B	C or D	E or F



Year 2050 Fiscally Constrained Projects Level of Service (Network 6)

A or B	C or D	E or F

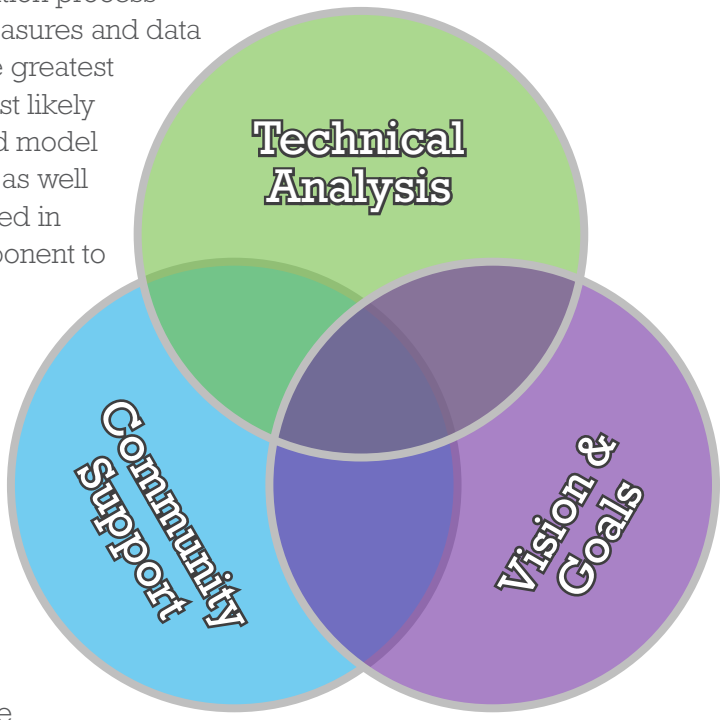


PROJECT EVALUATION

As one of the purposes of the MTP is to prioritize and fiscally constrain (determine which projects are likely to be funded within the timeframe of the plan's consideration) the candidate list of projects, an evaluation process was developed to help guide decision making on which projects are likely to be the most beneficial for the Rome-Floyd County region.

This evaluation process was carefully considered, discussed early on with project stakeholders, and developed to reflect the various federal, state, and regional goals discussed in Chapter 3 in order to evaluate and consider the projects in an objective and equitable way. As a whole, the process considers three points of view:

- Technical Analysis – this component of the evaluation process incorporates looking at specific performance measures and data to understand where transportation needs are the greatest and identify which transportation projects are most likely to address those needs. While the travel demand model informs much of this process, other metrics used as well to relate directly to the measurable goals discussed in Chapter 3, reflecting a performance based component to the project evaluation.
- Community Support – this component of the evaluation process incorporates comments and input received during the MTP process to identify those projects that reflect stated community needs and concerns the strongest
- Vision & Goals – this component of the evaluation process incorporates the Transportation System Goals developed and ranked by the community to identify those projects that reflect stated systematic goals for the transportation system



Technical Analysis

Several technical analyses were developed and implemented to evaluate the candidate transportation projects. The overall results of this component of the analysis is indicated in the table below. As different transportation project types have different potential metrics, purposes, and methods for analysis different analysis procedures were developed as discussed below.

Widenings, New Location, Intersection, Operational, and Study Projects

These projects incorporated four technical analyses procedures to evaluate the relative value of each candidate project:

Change in Corridor Congestion: In order to prioritize locations that are likely to experience the most dramatic decreases in congestion if a transportation project is introduced, the travel demand models were used to compare congestion between the 2050 Do-Nothing scenario (which effectively includes none of the candidate projects) and the 2050 Fiscally Constrained + Aspirations MTP scenario, which includes all candidate projects.

Number of Vehicles Served: Locations that are anticipated to serve the most amount of travelers in the future were prioritized by identifying the total number of travelers in the vicinity of each project location in the 2050 Fiscally Constrained + Aspirations MTP scenario in the travel demand model

Level of Existing Congestion: Locations that already suffer from some level of congestion were also prioritized by comparing the amount of congestion observed in the 2015 Existing travel demand model in the locations where projects are being considered.

Crashes: To incorporate potential safety benefits of projects, the volume of crashes in the vicinity of locations where projects are being considered were also compared with the logic that the introduction of new designs (as well as the engineering and study that goes along with these design) can be used to potentially mitigate safety challenges.

Bridge Projects

Bridge projects were analyzed using the two analysis techniques described below:

Number of Vehicles Served: Locations that are anticipated to serve the most amount of travelers in the future were prioritized by identifying the total number of travelers crossing each bridge location in the 2050 Fiscally Constrained + Aspirations MTP scenario in the travel demand model

Bridge Sufficiency Rating: Using the bridge sufficiency ratings provided by GDOT, weighted scores were used to compare and prioritize needs at different bridge locations.

Bicycle and Pedestrian Improvements

Bicycle and Pedestrian projects were analyzed using the five analysis techniques described below:

Crashes: To incorporate potential safety benefits of bicycle and pedestrian projects, the volume of crashes involving bicyclist and pedestrians the vicinity of locations where projects are being considered were compared.

Accessibility to Population Density: Acknowledging that areas in the Rome-Floyd County region that have more population density are likely to have both more bicycle and/or pedestrian need as well as more appropriateness in land use and urban character to introduce bicycle and/or pedestrian facilities, the population density of the areas surrounding candidate bicycle and pedestrian projects were compared.

Accessibility to Employment Density: Similarly, locations with more accessibility to employment were prioritized.

Accessibility to Households With No Vehicles: Locations where Census data tell us that there are more households without access to vehicles were prioritized acknowledging these communities are likely to have an acute need for bicycle and pedestrian facilities.

Level of Existing Congestion: Locations that already suffer from some level of vehicular congestion were also prioritized by comparing the amount of congestion observed in the 2015 Existing travel demand model in the locations where projects are being considered. The logic is that locations that experience higher amounts of vehicle congestion are more likely to experience mode shifts to pedestrian and bicycle travel.

All Projects By Technical Analysis Score

Project ID	Project Short Description	Project Type	Technical Analysis Score
BR-02	US 27/SR 1/SR 20/Turner McCall Boulevard at Etowah River/ Norfolk Souther Railroad Bridge Replacement	Bridge	9.7
NR-01	South Rome Bypass	New Roadway	8.6
NR-02	Southeast Rome Bypass	New Roadway	8.6
BP-14	Etowah River Trail	Multi-Use Trail	8.1
BR-01	US 27/SR 1/Martha Berry Parkway at Big Dry Creek Bridge Replacement	Bridge	7.6
BP-03	Lindale Mill Trail (Floyd County)	Multi-Use Trail	7.1
BP-10	Berry College/Shorter University Rail-to-Trail Connection	Multi-Use Trail	6.8
BP-19	Riverside Parkway Bike Lanes (north)	Bicycle Facility	6.8

All Projects By Technical Analysis Score (continued)

Project ID	Project Short Description	Project Type	Technical Analysis Score
BP-20	Riverside Parkway Bike Lanes (south)	Bicycle Facility	6.7
BP-27	6th Avenue Bike Lanes	Bicycle Facility	6.7
BP-25	Maple Avenue Bike Lanes	Bicycle Facility	6.6
CA-01	SR 101 from south of CR 633/Wax Road to north of CR 740/ McCord Drive	Widening	6.5
BP-21	Broad Street Bike Lanes	Bicycle Facility	6.4
BP-08	Redmond Trail Phase I Bicycle Lane	Bicycle Facility	6.2
BP-11	Glann Milner Boulevard Rail Trail	Multi-Use Trail	6.0
BP-22	North Broad Street Bike Lanes	Bicycle Facility	5.5
CA-02	SR 101 from CR 335/Lombardy Way to south of CR 740/McCord Drive to	Widening	5.5
CA-05	SR 140/Turkey Mountain Road Widening	Widening	5.4
CA-03	SR 101 from the US 411 westbound off-ramp to CR 335/ Lombardy Way	Widening	5.1
BP-39	East 1st Avenue Bike Lanes	Bicycle Facility	4.9
OP-01	SR 1/SR 101/2nd Avenue NW Improvements	Operational	4.9
OP-04	SR 1 at SR 53/Calhoun Highway Turn Lane Extensions	Operational	4.9
CA-06	SR 101/Rockmart Road Widening from Bethel Church Road/ Pleasant Hope Road to US 278 in Polk County	Widening	4.8
BP-26	19th Street Sharrows	Bicycle Facility	4.7
CA-04	SR 20 Widening	Widening	4.7
OP-03	US 411 at Chulio Road Improvements	Operational	4.7
NR-03	SR 101 to US 27 Ramps	New Roadway	4.6
BP-09	Redmond Trail Phase II	Multi-Use Trail	4.4
BP-24	12th Street Sharrows	Bicycle Facility	4.4
BP-17	Technology Parkway Bike Lanes (east)	Bicycle Facility	4.2
BR-03	SR 293/Kingston Highway at Dykes Creek Bridge Replacement	Bridge	4.2
NR-04	Cave Spring Western Bypass	New Roadway	4.1
OP-05	SR 1/Veterans Memorial Highway at Riverside Parkway Turn Lane Extensions	Operational	3.8
BP-23	East 2nd Avenue Bridge Cycle Track	Bicycle Facility	3.7
BP-38	Levee Trail Extension	Multi-Use Trail	3.6

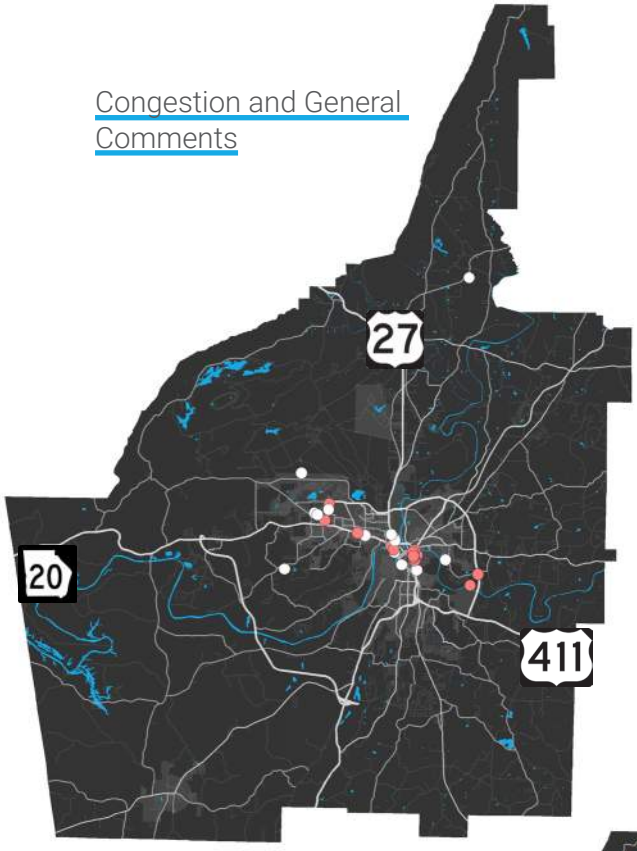
All Projects By Technical Analysis Score (continued)

Project ID	Project Short Description	Project Type	Technical Analysis Score
CA-07	SR 101/Rockmart Road Widening from Donahood Road to Bethel Church Road/Pleasant Hope Road	Widening	3.3
OP-02	Huffaker Road Improvements	Operational	3.2
BP-13	Jackson Trail Connection	Multi-Use Trail	3.0
BP-36	North Avenue/Chatillon Drive Bike Lanes	Bicycle Facility	3.0
BP-07	Cantrell Connector	Multi-Use Trail	2.5
BP-33	Oostanaula River Trail	Multi-Use Trail	1.9
BP-15	Cave Spring Trail Bike Lanes (Floyd County)	Bicycle Facility	1.3
BP-37	Cave Spring Trail (Rome)	Multi-Use Trail	1.0
BP-18	Technology Parkway Bike Lanes (west)	Bicycle Facility	0.9
BP-06	Braves Boulevard Bike Lanes	Bicycle Facility	0.8
BP-28	Lindale Mill Trail Connector	Bicycle Facility	0.8
BP-12	Berry College to the River - North	Multi-Use Trail	0.7
BP-31	Berry College Trail Connector (south)	Multi-Use Trail	0.7
BP-04	Etowah River Trail (Floyd County)	Multi-Use Trail	0.6
BP-05	Etowah River Trail Connector	Multi-Use Trail	0.6
BP-29	Walker Mountain Road Sharrows	Bicycle Facility	0.6
BP-30	Coosa River Trail	Multi-Use Trail	0.6
BP-02	Cave Spring Trail Connector	Bicycle Facility	0.4
BP-32	Shannon Connector Trail	Multi-Use Trail	0.4
BP-01	Cave Spring to Cedartown Trail, Phase I	Multi-Use Trail	0.3
BP-16	Cave Spring to Cedartown Trail, Phase II (Floyd County)	Multi-Use Trail	0.1
BP-34	Armuchee Trail	Multi-Use Trail	0.1
BP-35	Berry College Trail Connector (north)	Multi-Use Trail	0.1
MI-01	Maple Avenue Corridor Study	Additional Study	N/A
MI-02	Turner McCall Boulevard Beautification Project	Additional Study	N/A
MI-03	Shorter Avenue Beautification Project	Additional Study	N/A
MI-04	Martha Berry Beautification Project	Additional Study	N/A

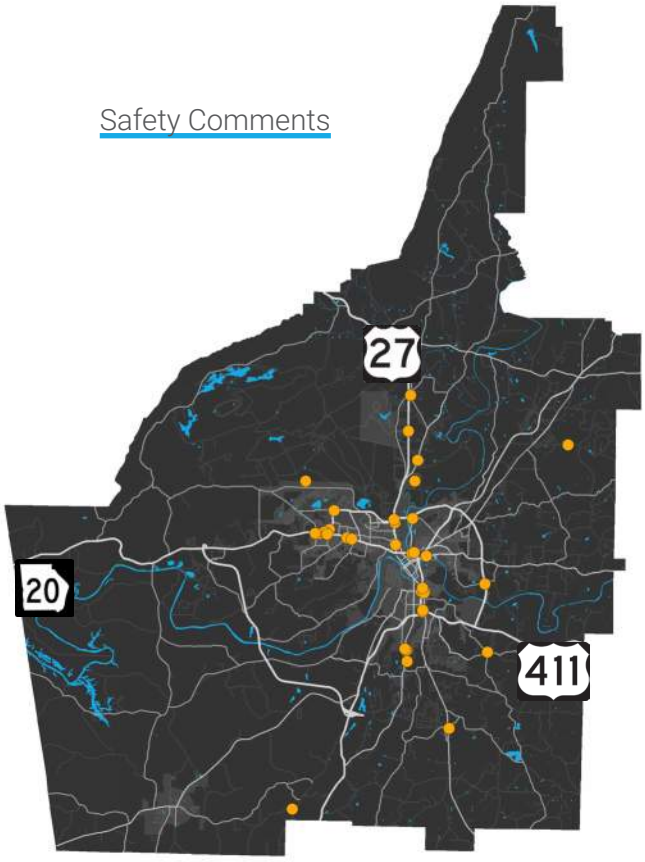
Community Engagement

Each of the candidate projects were ranked and analyzed based on the relative amount of community input received in the vicinity of their locations. Using spatial analysis, a quarter mile capture area was created around each project and compared to the geographic locations indicated by the community and stakeholders from the community and stakeholder meetings and online interactive map which were depicted in Chapter 4 on Page X and shown here again for convenience.

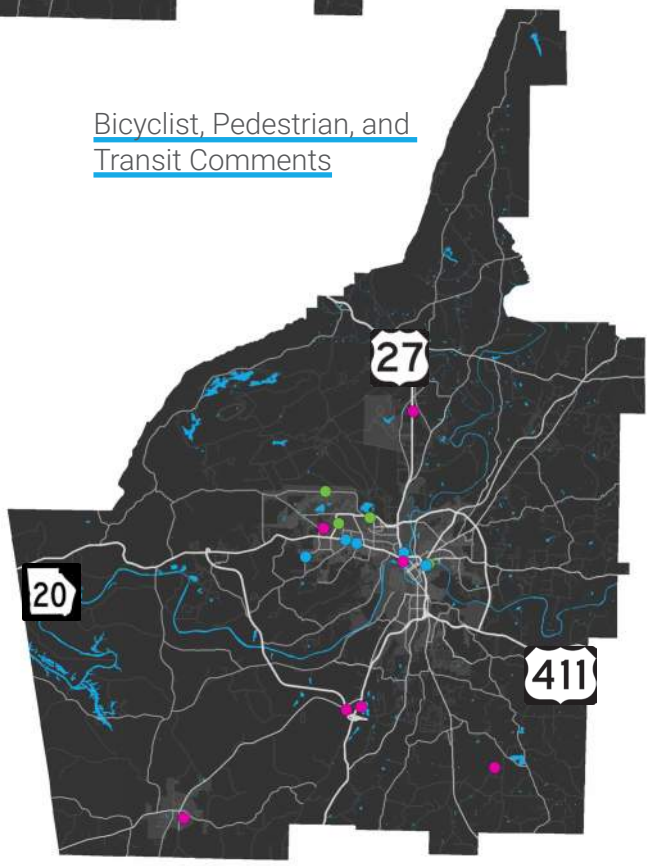
Congestion and General Comments



Safety Comments



Bicyclist, Pedestrian, and Transit Comments



Projects were ranked as shown in the table below and using the following logic:

- Comments identified as "Congested Locations" were used to score the relative volume of comments for all projects with the exception of Bicycle and Pedestrian Projects
- Comments identified as "Other Comments" were used to score the relative volume of comments for all projects with the exception of Bicycle and Pedestrian Projects
- Comments identified as "Safety" were used to score the relative volume of comments for all project types
- Comments identified as "Bicyclist Need" or "Pedestrian Need" were used to score the relative volume of comments for Bicycle and Pedestrian Projects

All Projects By Community Engagement Score

Project ID	Project Short Description	Project Type	Community Engagement Score
MI-02	Turner McCall Boulevard Beautification Project	Additional Study	10.0
MI-03	Shorter Avenue Beautification Project	Additional Study	9.9
NR-01	South Rome Bypass	New Roadway	8.2
NR-02	Southeast Rome Bypass	New Roadway	8.2
MI-04	Martha Berry Beautification Project	Additional Study	6.4
OP-01	SR 1/SR 101/2nd Avenue NW Improvements	Operational	5.8
BP-15	Cave Spring Trail Bike Lanes (Floyd County)	Bicycle Facility	4.2
BP-19	Riverside Parkway Bike Lanes (north)	Bicycle Facility	4.2
BP-24	12th Street Sharrows	Bicycle Facility	3.7
BP-20	Riverside Parkway Bike Lanes (south)	Bicycle Facility	3.5
BP-14	Etowah River Trail	Multi-Use Trail	3.2
BP-39	East 1st Avenue Bike Lanes	Bicycle Facility	3.2
BP-21	Broad Street Bike Lanes	Bicycle Facility	3.0
BP-22	North Broad Street Bike Lanes	Bicycle Facility	3.0
BP-01	Cave Spring to Cedartown Trail, Phase I	Multi-Use Trail	2.6
BP-17	Technology Parkway Bike Lanes (east)	Bicycle Facility	2.6
BP-06	Braves Boulevard Bike Lanes	Bicycle Facility	2.3
BP-09	Redmond Trail Phase II	Multi-Use Trail	2.3
BP-18	Technology Parkway Bike Lanes (west)	Bicycle Facility	2.3
BP-36	North Avenue/Chatillon Drive Bike Lanes	Bicycle Facility	2.3
CA-03	SR 101 from the US 411 westbound off-ramp to CR 335/ Lombardy Way	Widening	2.3
NR-03	SR 101 to US 27 Ramps	New Roadway	2.3

All Projects By Community Engagement Score (continued)

Project ID	Project Short Description	Project Type	Community Engagement Score
OP-05	SR 1/Veterans Memorial Highway at Riverside Parkway Turn Lane Extensions	Operational	2.3
OP-06	SR 1/Veterans Memorial Highway at Riverside Parkway/ Braves Boulevard Intersection Improvements	Operational	2.3
BP-03	Lindale Mill Trail (Floyd County)	Multi-Use Trail	1.9
BP-07	Cantrell Connector	Multi-Use Trail	1.9
BP-11	Glann Milner Boulevard Rail Trail	Multi-Use Trail	1.9
BP-23	East 2nd Avenue Bridge Cycle Track	Bicycle Facility	1.9
CA-02	SR 101 from CR 335/Lombardy Way to south of CR 740/ McCord Drive to	Widening	1.9
BP-26	19th Street Sharrows	Bicycle Facility	1.3
BP-02	Cave Spring Trail Connector	Bicycle Facility	0.0
BP-04	Etowah River Trail (Floyd County)	Multi-Use Trail	0.0
BP-05	Etowah River Trail Connector	Multi-Use Trail	0.0
BP-08	Redmond Trail Phase I Bicycle Lane	Bicycle Facility	0.0
BP-10	Berry College/Shorter University Rail-to-Trail Connection	Multi-Use Trail	0.0
BP-12	Berry College to the River - North	Multi-Use Trail	0.0
BP-13	Jackson Trail Connection	Multi-Use Trail	0.0
BP-16	Cave Spring to Cedartown Trail, Phase II (Floyd County)	Multi-Use Trail	0.0
BP-25	Maple Avenue Bike Lanes	Bicycle Facility	0.0
BP-27	6th Avenue Bike Lanes	Bicycle Facility	0.0
BP-28	Lindale Mill Trail Connector	Bicycle Facility	0.0
BP-29	Walker Mountain Road Sharrows	Bicycle Facility	0.0
BP-30	Coosa River Trail	Multi-Use Trail	0.0
BP-31	Berry College Trail Connector (south)	Multi-Use Trail	0.0
BP-32	Shannon Connector Trail	Multi-Use Trail	0.0
BP-33	Oostanaula River Trail	Multi-Use Trail	0.0
BP-34	Armuchee Trail	Multi-Use Trail	0.0
BP-35	Berry College Trail Connector (north)	Multi-Use Trail	0.0
BP-37	Cave Spring Trail (Rome)	Multi-Use Trail	0.0
BP-38	Levee Trail Extension	Multi-Use Trail	0.0
BR-01	US 27/SR 1/Martha Berry Parkway at Big Dry Creek Bridge Replacement	Bridge	0.0
BR-02	US 27/SR 1/SR 20/Turner McCall Boulevard at Etowah River/Norfolk Souther Railroad Bridge Replacement	Bridge	0.0

All Projects By Community Engagement Score (continued)

Project ID	Project Short Description	Project Type	Community Engagement Score
BR-03	SR 293/Kingston Highway at Dykes Creek Bridge Replacement	Bridge	0.0
CA-01	SR 101 from south of CR 633/Wax Road to north of CR 740/ McCord Drive	Widening	0.0
CA-04	SR 20 Widening	Widening	0.0
CA-05	SR 140/Turkey Mountain Road Widening	Widening	0.0
CA-06	SR 101/Rockmart Road Widening from Bethel Church Road/Pleasant Hope Road to US 278 in Polk County	Widening	0.0
CA-07	SR 101/Rockmart Road Widening from Donahood Road to Bethel Church Road/Pleasant Hope Road	Widening	0.0
MI-01	Maple Avenue Corridor Study	Additional Study	0.0
NR-04	Cave Spring Western Bypass	New Roadway	0.0
OP-02	Huffaker Road Improvements	Operational	0.0
OP-03	US 411 at Chulio Road Improvements	Operational	0.0
OP-04	SR 1 at SR 53/Calhoun Highway Turn Lane Extensions	Operational	0.0

Transportation System Goals

The transportation system goals developed with the stakeholder group were also used to rank the relative value of projects based on each project's ability to support the system goals. The relative importance of these goals as indicated by the community through the community meetings and online survey were used to weight the importance of each goal category as described below, with a total possible score of 100 percent.

- Projects that "Address North-South Travel" received a weighted score of 20 percent
- Projects that "Encourage Downtown Reinvestments" received a weighted score of 16 percent
- Projects that "Accommodate Freight Traffic" received a weighted score of 15 percent
- Projects that "Enhance Connections to I-75" received a weighted score of 10 percent
- Projects that "Provide Connectivity to Neighboring Communities" received a weighted score of 9 percent
- Projects that "Develop an Active Mode Network for the Region" received a weighted score of 9 percent
- Project that "Consider Opportunities for Future Transit" received a weighted score of 7 percent

Acknowledging that it would be nearly impossible for a single project to meet all of these goals, the analysis results were further weighted to that the highest observed score received the total amount of points allotted as shown in the table.

All Projects By Transportation System Goals Score

Project ID	Name/Short Description	Type	Weighted Goals Score	Normalized Goals Score
BP-34	Armuchee Trail	Multi-Use Trail	8.5	10.0
OP-03	US 411 at Chulio Road Improvements	Operational	4.3	7.1
CA-01	SR 101 from south of CR 633/Wax Road to north of CR 740/McCord Drive	Widening	4.0	6.8
OP-01	SR 1/SR 101/2nd Avenue NW Improvements	Operational	4.0	6.8
CA-02	SR 101 from CR 335/Lombardy Way to south of CR 740/McCord Drive to	Widening	4.0	6.8
MI-01	Maple Avenue Corridor Study	Additional Study	4.0	6.8
CA-04	SR 20 Widening	Widening	3.3	6.2
NR-04	Cave Spring Western Bypass	New Roadway	3.2	6.1
BP-07	Cantrell Connector	Multi-Use Trail	3.2	6.1
BP-08	Redmond Trail Phase I Bicycle Lane	Bicycle Facility	3.2	6.1
BP-13	Jackson Trail Connection	Multi-Use Trail	3.2	6.1
BP-14	Etowah River Trail	Multi-Use Trail	3.2	6.1
BP-21	Broad Street Bike Lanes	Bicycle Facility	3.2	6.1
BP-24	12th Street Sharrows	Bicycle Facility	3.2	6.1
BP-26	19th Street Sharrows	Bicycle Facility	3.2	6.1
CA-06	SR 101/Rockmart Road Widening from Bethel Church Road/Pleasant Hope Road to US 278 in Polk County	Widening	3.0	6.0
NR-03	SR 101 to US 27 Ramps	New Roadway	2.9	5.9
CA-03	SR 101 from the US 411 westbound off-ramp to CR 335/Lombardy Way	Widening	2.9	5.9
BP-03	Lindale Mill Trail (Floyd County)	Multi-Use Trail	2.9	5.8
BP-11	Glann Milner Boulevard Rail Trail	Multi-Use Trail	2.9	5.8
BP-19	Riverside Parkway Bike Lanes (north)	Bicycle Facility	2.9	5.8
BP-20	Riverside Parkway Bike Lanes (south)	Bicycle Facility	2.9	5.8
BP-22	North Broad Street Bike Lanes	Bicycle Facility	2.9	5.8
BP-23	East 2nd Avenue Bridge Cycle Track	Bicycle Facility	2.9	5.8
BP-25	Maple Avenue Bike Lanes	Bicycle Facility	2.9	5.8
BP-27	6th Avenue Bike Lanes	Bicycle Facility	2.9	5.8
BP-39	East 1st Avenue Bike Lanes	Bicycle Facility	2.9	5.8
CA-05	SR 140/Turkey Mountain Road Widening	Widening	2.8	5.7

All Projects By Transportation System Goals Score (continued)

Project ID	Name/Short Description	Type	Weighted Goals Score	Normalized Goals Score
OP-05	SR 1/Veterans Memorial Highway at Riverside Parkway Turn Lane Extensions	Operational	2.5	5.5
OP-06	SR 1/Veterans Memorial Highway at Riverside Parkway/Braves Boulevard Intersection Improvements	Operational	2.5	5.5
BP-06	Braves Boulevard Bike Lanes	Bicycle Facility	2.4	5.3
			2.3	5.2
OP-04	SR 1 at SR 53/Calhoun Highway Turn Lane Extensions	Operational	2.3	5.1
BP-01	Cave Spring to Cedartown Trail, Phase I	Multi-Use Trail	2.2	5.1
BP-02	Cave Spring Trail Connector	Bicycle Facility	2.2	5.1
BP-36	North Avenue/Chatillon Drive Bike Lanes	Bicycle Facility	2.1	5.0
BP-16	Cave Spring to Cedartown Trail, Phase II (Floyd County)	Multi-Use Trail	2.0	4.8
OP-02	Huffaker Road Improvements	Operational	1.9	4.7
BP-04	Etowah River Trail (Floyd County)	Multi-Use Trail	1.7	4.5
BP-12	Berry College to the River - North	Multi-Use Trail	1.7	4.5
BP-17	Technology Parkway Bike Lanes (east)	Bicycle Facility	1.7	4.5
BP-18	Technology Parkway Bike Lanes (west)	Bicycle Facility	1.7	4.5
BP-28	Lindale Mill Trail Connector	Bicycle Facility	1.7	4.5
BP-29	Walker Mountain Road Sharrows	Bicycle Facility	1.7	4.5
BP-30	Coosa River Trail	Multi-Use Trail	1.7	4.5
BP-32	Shannon Connector Trail	Multi-Use Trail	1.7	4.5
BP-37	Cave Spring Trail (Rome)	Multi-Use Trail	1.7	4.5
CA-07	SR 101/Rockmart Road Widening from Donahood Road to Bethel Church Road/Pleasant Hope Road	Widening	1.6	4.3
NR-01	South Rome Bypass	New Roadway	1.5	4.2
BP-09	Redmond Trail Phase II	Multi-Use Trail	1.4	4.1
BP-10	Berry College/Shorter University Rail-to-Trail Connection	Multi-Use Trail	1.4	4.1
BP-15	Cave Spring Trail Bike Lanes (Floyd County)	Bicycle Facility	1.4	4.1
BP-31	Berry College Trail Connector (south)	Multi-Use Trail	1.4	4.1
BP-33	Oostanaula River Trail	Multi-Use Trail	1.4	4.1
BP-35	Berry College Trail Connector (north)	Multi-Use Trail	1.4	4.1

All Projects By Transportation System Goals Score (continued)

Project ID	Name/Short Description	Type	Weighted Goals Score	Normalized Goals Score
BP-05	Etowah River Trail Connector	Multi-Use Trail	1.4	4.1
BP-38	Levee Trail Extension	Multi-Use Trail	1.4	4.1
NR-02	Southeast Rome Bypass	New Roadway	1.3	3.8
MI-02	Turner McCall Boulevard Beautification Project	Other	0.8	3.0
MI-03	Shorter Avenue Beautification Project	Other	0.8	3.0
MI-04	Martha Berry Beautification Project	Other	0.8	3.0
BR-01	US 27/SR 1/Martha Berry Parkway at Big Dry Creek Bridge Replacement	Bridge	0.6	2.7
BR-02	US 27/SR 1/SR 20/Turner McCall Boulevard at Etowah River/Norfolk Souther Railroad Bridge Replacement	Bridge	0.6	2.7
BR-03	SR 293/Kingston Highway at Dykes Creek Bridge Replacement	Bridge	0.6	2.7

Overall Evaluation Results

These three categories were summed together evenly to develop an overall evaluation score for each candidate project as shown in the table below.

Projects by Prioritization Scores

Project ID	Name/Short Description	Type	Technical Analysis Score	Community Engagement Score	Transportation Systems Goals Score	Overall Prioritization Score
NR-01	South Rome Bypass	New Roadway	8.6	8.2	4.2	21.0
NR-02	Southeast Rome Bypass	New Roadway	8.6	8.2	3.8	20.6
OP-01	SR 1/SR 101/2nd Avenue NW Improvements	Operational	4.9	5.8	6.8	17.5
BP-14	Etowah River Trail	Multi-Use Trail	8.1	3.2	6.1	17.4
BP-19	Riverside Parkway Bike Lanes (north)	Bicycle Facility	6.8	4.2	5.8	16.8
BP-20	Riverside Parkway Bike Lanes (south)	Bicycle Facility	6.7	3.5	5.8	16.0
BP-21	Broad Street Bike Lanes	Bicycle Facility	6.4	3.0	6.1	15.5
BP-03	Lindale Mill Trail (Floyd County)	Multi-Use Trail	7.1	1.9	5.8	14.8
BP-22	North Broad Street Bike Lanes	Bicycle Facility	5.5	3.0	5.8	14.3
BP-24	12th Street Sharrows	Bicycle Facility	4.4	3.7	6.1	14.3
CA-02	SR 101 from CR 335/Lombardy Way to south of CR 740/McCord Drive to	Widening	5.5	1.9	6.8	14.2
BP-39	East 1st Avenue Bike Lanes	Bicycle Facility	4.9	3.2	5.8	14.0
BP-11	Glann Milner Boulevard Rail Trail	Multi-Use Trail	6.0	1.9	5.8	13.7
CA-01	SR 101 from south of CR 633/Wax Road to north of CR 740/McCord Drive	Widening	6.5	0.0	6.8	13.3
CA-03	SR 101 from the US 411 westbound off-ramp to CR 335/Lombardy Way	Widening	5.1	2.3	5.9	13.3
MI-02	Turner McCall Boulevard Beautification Project	Additional Study	0.0	10.0	3.0	13.0
MI-03	Shorter Avenue Beautification Project	Additional Study	0.0	9.9	3.0	12.9
NR-03	SR 101 to US 27 Ramps	New Roadway	4.6	2.3	5.9	12.8
BP-27	6th Avenue Bike Lanes	Bicycle Facility	6.7	0.0	5.8	12.5
BP-25	Maple Avenue Bike Lanes	Bicycle Facility	6.6	0.0	5.8	12.4

Projects by Prioritization Scores (continued)

Project ID	Name/Short Description	Type	Technical Analysis Score	Community Engagement Score	Transportation Systems Goals Score	Overall Prioritization Score
BR-02	US 27/SR 1/SR 20/Turner McCall Boulevard at Etowah River/Norfolk Souther Railroad Bridge Replacement	Bridge	9.7	0.0	2.7	12.4
BP-08	Redmond Trail Phase I Bicycle Lane	Bicycle Facility	6.2	0.0	6.1	12.3
BP-26	19th Street Sharrows	Bicycle Facility	4.7	1.3	6.1	12.1
OP-03	US 411 at Chulio Road Improvements	Operational	4.7	0.0	7.1	11.7
OP-05	SR 1/Veterans Memorial Highway at Riverside Parkway Turn Lane Extensions	Operational	3.8	2.3	5.5	11.5
OP-06	SR 1/Veterans Memorial Highway at Riverside Parkway/Braves Boulevard Intersection Improvements	Operational	3.8	2.3	5.5	11.5
BP-23	East 2nd Avenue Bridge Cycle Track	Bicycle Facility	3.7	1.9	5.8	11.4
BP-17	Technology Parkway Bike Lanes (east)	Bicycle Facility	4.2	2.6	4.5	11.3
CA-05	SR 140/Turkey Mountain Road Widening	Widening	5.4	0.0	5.7	11.2
CA-04	SR 20 Widening	Widening	4.7	0.0	6.2	11.0
BP-10	Berry College/Shorter University Rail-to-Trail Connection	Multi-Use Trail	6.8	0.0	4.1	10.9
BP-09	Redmond Trail Phase II	Multi-Use Trail	4.4	2.3	4.1	10.8
CA-06	SR 101/Rockmart Road Widening from Bethel Church Road/Pleasant Hope Road to US 278 in Polk County	Widening	4.8	0.0	6.0	10.8
BP-07	Cantrell Connector	Multi-Use Trail	2.5	1.9	6.1	10.4
BR-01	US 27/SR 1/Martha Berry Parkway at Big Dry Creek Bridge Replacement	Bridge	7.6	0.0	2.7	10.3
BP-36	North Avenue/Chatillon Drive Bike Lanes	Bicycle Facility	3.0	2.3	5.0	10.2
NR-04	Cave Spring Western Bypass	New Roadway	4.1	0.0	6.1	10.2
BP-34	Armuchee Trail	Multi-Use Trail	0.1	0.0	10.0	10.1
OP-04	SR 1 at SR 53/Calhoun Highway Turn Lane Extensions	Operational	4.9	0.0	5.1	10.1

Projects by Prioritization Scores (continued)

Project ID	Name/Short Description	Type	Technical Analysis Score	Community Engagement Score	Transportation Systems Goals Score	Overall Prioritization Score
BP-15	Cave Spring Trail Bike Lanes (Floyd County)	Bicycle Facility	1.3	4.2	4.1	9.6
MI-04	Martha Berry Beautification Project	Additional Study	0.0	6.4	3.0	9.4
BP-13	Jackson Trail Connection	Multi-Use Trail	3.0	0.0	6.1	9.1
BP-06	Braves Boulevard Bike Lanes	Bicycle Facility	0.8	2.3	5.3	8.4
BP-01	Cave Spring to Cedartown Trail, Phase I	Multi-Use Trail	0.3	2.6	5.1	8.1
OP-02	Huffaker Road Improvements	Operational	3.2	0.0	4.7	7.9
BP-18	Technology Parkway Bike Lanes (west)	Bicycle Facility	0.9	2.3	4.5	7.7
BP-38	Levee Trail Extension	Multi-Use Trail	3.6	0.0	4.1	7.7
CA-07	SR 101/Rockmart Road Widening from Donahood Road to Bethel Church Road/Pleasant Hope Road	Widening	3.3	0.0	4.3	7.7
BR-03	SR 293/Kingston Highway at Dykes Creek Bridge Replacement	Bridge	4.2	0.0	2.7	6.9
MI-01	Maple Avenue Corridor Study	Additional Study	0.0	0.0	6.8	6.8
BP-33	Oostanaula River Trail	Multi-Use Trail	1.9	0.0	4.1	6.1
BP-37	Cave Spring Trail (Rome)	Multi-Use Trail	1.0	0.0	4.5	5.5
BP-02	Cave Spring Trail Connector	Bicycle Facility	0.4	0.0	5.1	5.5
BP-28	Lindale Mill Trail Connector	Bicycle Facility	0.8	0.0	4.5	5.3
BP-12	Berry College to the River - North	Multi-Use Trail	0.7	0.0	4.5	5.2
BP-30	Coosa River Trail	Multi-Use Trail	0.6	0.0	4.5	5.1
BP-04	Etowah River Trail (Floyd County)	Multi-Use Trail	0.6	0.0	4.5	5.1
BP-29	Walker Mountain Road Sharrows	Bicycle Facility	0.6	0.0	4.5	5.1
BP-32	Shannon Connector Trail	Multi-Use Trail	0.4	0.0	4.5	4.9
BP-16	Cave Spring to Cedartown Trail, Phase II (Floyd County)	Multi-Use Trail	0.1	0.0	4.8	4.9
BP-31	Berry College Trail Connector (south)	Multi-Use Trail	0.7	0.0	4.1	4.8
BP-05	Etowah River Trail Connector	Multi-Use Trail	0.6	0.0	4.1	4.7
BP-35	Berry College Trail Connector (north)	Multi-Use Trail	0.1	0.0	4.1	4.2

FINANCIAL CONSIDERATIONS

The RTP process requires the development of a financial plan to demonstrate that the recommendations can be implemented over the life of the plan (23 CFR 450.322). The primary elements of this financial plan include costs and revenue needed to operate and maintain Federal-aid highways as well as the cost for implementing capital investments.

Federal & State Funding

The major source of revenue for roadway projects from the federal government is administered through the U.S. Department of Transportation from the Highway Trust Fund (HTF). Historically, the HTF has been funded by a user fee tax on fuel (18.4 cents a gallon for gasoline and 24.4 cents for diesel) and has historically been sufficient in funding the ongoing maintenance and construction of the transportation system.

Historically, Georgia's primary source of funding for transportation has been the Motor Vehicle Fuel Tax (MVFT). The 2015 passage of House Bill 170 creating new state level revenue streams for transportation by increasing the MVFT, re-structuring vehicle registration fees, and imposing fees on tourism through hotel stays. In addition to commitments to state owned and maintained facilities, GDOT administers grants through the Local Maintenance and Improvement Grant (LMIG).

Local Funding

There is currently no dedicated local funding source in Floyd County for transportation. Any local contributions would be on an ad hoc basis.

Revenue Estimates

Revenue estimates for capital roadway projects and maintenance were developed utilizing escalation rates (1 percent annually) to reflect the impact of inflation over time to state and federal funding for capital and maintenance in order to determine anticipated funding in Year of Expenditure (YOE). While local voters may authorize SPLOSTs to assist in future transportation funding, for the purpose of a conservative fiscal analysis, no local revenue is assumed to assist in the funding of regional transportation projects. Should a SPLOST be approved by voters, this MTP can be updated to incorporate additional funding and considered projects through administrative adjustment as appropriate.

Federal and State Maintenance Funding Projections

Year	Capital Estimate	Maintenance Estimate
2021	$26,000,000	$2,454,941
2022	$26,500,000	$2,479,490
2023	$27,500,000	$2,504,285
2024	$28,556,622	$2,529,328
2025	$7,718,576	$2,554,621
2026	$7,795,762	$2,580,167
2027	$7,873,720	$2,605,969
2028	$7,952,457	$2,632,029
2029	$8,031,981	$2,658,349
2030	$8,112,301	$2,684,932
2031	$8,193,424	$2,711,782
2032	$8,275,358	$2,738,900
2033	$8,358,112	$2,766,289
2034	$8,441,693	$2,793,951
2035	$8,526,110	$2,821,891
2036	$8,611,371	$2,850,110
2037	$8,697,485	$2,878,611
2038	$8,784,460	$2,907,397
2039	$8,872,304	$2,936,471
2040	$8,961,027	$2,965,836
2041	$9,050,638	$2,995,494
2042	$9,141,144	$3,025,449
2043	$9,232,555	$3,055,704
2044	$9,324,881	$3,086,261
2050	$9,418,130	$3,117,123
Total	***$336,452,456***	***$85,394,843***

In addition to federal capital funds and state maintenance funds there are projects in the GDOT work program that have HB 170 capital funds attached. Similarly, there is one bridge project in the work program with a small amount of matching local funds. The table to the right displays all funding projections by implementation period – short, mid-, and long-term.

Anticipated Funding by Time Period and Funding Source

Time Period	Federal and State Capital Funding Projection	HB 170 Funding Projection	Local Funding Projection	Total Funding Projection
2021 - 2024	$108,556,622	$41,450,000	$75,000	$150,081,622
2025 - 2035	$89,279,494	$-	$-	$89,279,494
2036 - 2050	$138,616,340	$-	$-	$ 138,616,340
Total	**$336,452,456**	**$41,450,000**	**$75,000**	**$377,977,456**

Capital Project Costing

In order to understand how the revenue estimates relate to likely project expenses, the costs of candidate transportation projects were estimated to include the cost of preliminary engineering, right-of-way, utilities, construction, and contingencies all of which were normalized to year 2020 dollars. The majority of cost estimates are sourced from previous planning efforts and are considered 'planning-level' in that they are reflect general ballpark estimation that may fluctuate as actual engineering, design, and construction of the project is conducted. For some projects, GDOT was a source of more detailed costing information. In the following "Plan Implementation" section, the process to use the evaluation procedures in order to resolve the anticipated transportation revenues with project costs is discussed.

Transit Funding

Funding for the transit services in the region come from a combination of local, state, and federal assistance as well as fare revenues as shown in the table below to the left.

Based on this information, funding projections were prepared through the year for 2050 for the system. The funding and fare revenues for the years 2017-2019 were averaged as the basis for this forecast. Funding sources were escalated using a 1 percent annual growth rate while fare revenues were held constant in order to prepare a conservative analysis. The results are shown in the table below to the right

Rome Transit Department Funding, 2017-2019 (National Transit Database)

	2017	2018	2019
Fare Revenues	$826,224	$807,460	$830,577
Local Operating Funding	$1,338,069	$1,480,161	$1,246,527
State Operating Funding	$5,280	$59,107	$80,888
Federal Operating Funding	$1,140,832	$1,348,738	$1,169,425
Total Operating Funding	**$3,310,405**	**$3,695,466**	**$3,327,417**
Local Capital Funding	$111,796	$81,473	$56,441
State Capital Funding	$111,796	$81,473	$56,441
Federal Capital Funding	$670,778	$651,782	$451,531
Total Capital Funding	**$894,370**	**$814,728**	**$564,413**

Projected Rome Transit Department Funding, 2021-2050

Year	Funding	Fare Revenue	Total
2021	$3,414,654	$821,420	$4,236,075
2022	$3,448,801	$821,420	$4,270,221
2023	$3,483,289	$821,420	$4,304,709
2024	$3,518,122	$821,420	$4,339,542
2025	$3,553,303	$821,420	$4,374,723
2026	$3,588,836	$821,420	$4,410,256
2027	$3,624,725	$821,420	$4,446,145
2028	$3,660,972	$821,420	$4,482,392
2029	$3,697,581	$821,420	$4,519,001
2030	$3,734,557	$821,420	$4,555,977
2031	$3,771,903	$821,420	$4,593,323
2032	$3,809,622	$821,420	$4,631,042
2033	$3,847,718	$821,420	$4,669,138
2034	$3,886,195	$821,420	$4,707,615
2035	$3,925,057	$821,420	$4,746,477
2036	$3,964,308	$821,420	$4,785,728
2037	$4,003,951	$821,420	$4,825,371
2038	$4,043,990	$821,420	$4,865,410
2039	$4,084,430	$821,420	$4,905,850
2040	$4,125,275	$821,420	$4,946,695
2041	$4,166,527	$821,420	$4,987,947
2042	$4,208,193	$821,420	$5,029,613
2043	$4,250,275	$821,420	$5,071,695
2044	$4,292,777	$821,420	$5,114,197
2045	$4,335,705	$821,420	$5,157,125
2046	$4,379,062	$821,420	$5,200,482
2047	$4,422,853	$821,420	$5,244,273
2048	$4,467,081	$821,420	$5,288,501
2049	$4,511,752	$821,420	$5,333,172
2050	$4,556,870	$821,420	$5,378,290
Total	**$118,778,385**	**$24,642,600**	**$143,420,985**

FISCALLY CONSTRAINED IMPLEMENTATION PLAN

The fiscally constrained implementation plan was put together by considering the results of the candidate project evaluation results, the capital revenue projection analysis, and the estimated costs for each project. Projects were sorted using the following procedures:

- Projects that already have identified and committed funding in the next few years were advanced first for implementation
- Following those projects, the rankings from the evaluation process were used to determine which projects to advance first. In a few cases where projects that were less expensive were advanced in front of higher ranked projects in order to maximize the number of projects implemented.
- Projects were sorted into three time periods based on when construction dollars are anticipated to be available for implementation. For the first period (Short-Term, 2021-2024), projects were costed and funded year by year. For the following periods (Mid-Term, 2036-2035 and Long-Term, 2036-2050), projects were costed and funded in buckets. As discussed previously, project costs were inflated by 2% annually while funding was inflated by 1% annually.

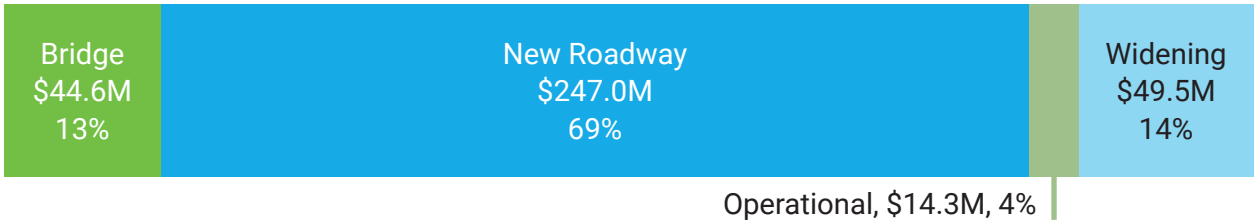
The table below indicates and summarizes the overall results of achieving fiscal constraint for the Rome-Floyd County MPO 2050 MTP. Similarly, the accompanying graph indicates the progression and comparison of revenue and expenditures over each year and time period. As shown, in some implementation periods expenditures exceed revenues. However, savings from subsequent years where revenue exceeds expenditures are used to make up the difference so that between 2021 and 2050 there is a positive balance of remaining funds of $22,543,998.

Funding and Expenditures by Time Period and Funding Source

Time Period	Federal and State Funding Projection	HB 170 Funding Projection	Local Funding Projection	Total Funding Projection	Expenditures	Balance
2021 - 2024	$108,556,622	$41,450,000	$75,000	$150,081,622	$150,081,622	-
2025 - 2035	$89,279,494	-	-	$89,279,494	$152,857,426	$(63,577,932)
2036 - 2050	$138,616,340	-	-	$138,616,340	$52,494,410	$86,121,930
Total	**$336,452,456**	**$41,450,000**	**$75,000**	**$377,977,456**	**$355,433,458**	**$22,543,998**

Similarly, expenditures by project type are indicated in the below graph. While the significant amount of expenditures of roadway widenings is indicative in part of the relative costs for that type of project compared to other project types, the results still overall reflect the guidance from the community favoring projects that increase vehicular capacity and operations with relatively limited expenditure on other project types.

Expenditures for Fiscally Constrained Projects by Project Category

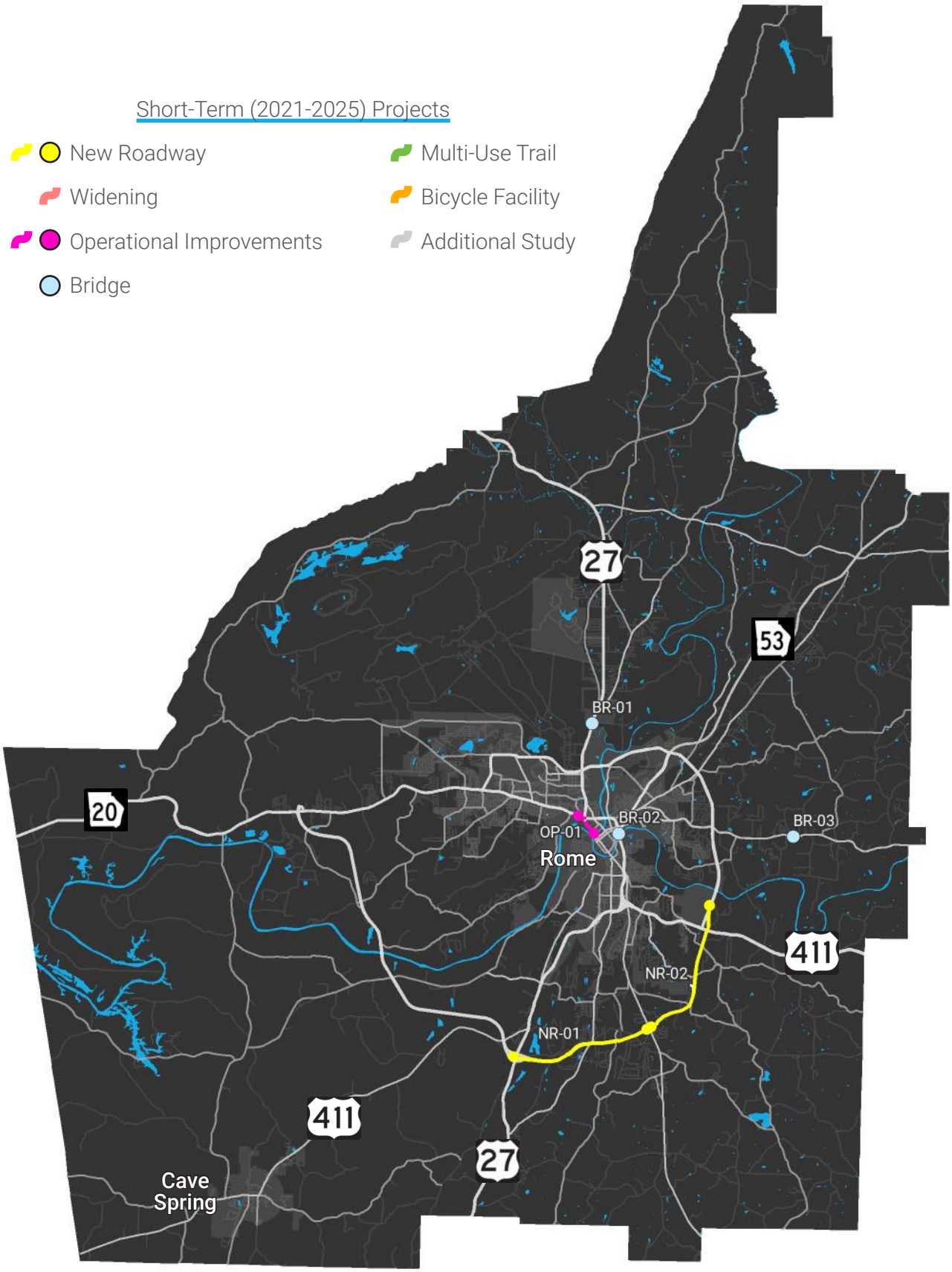


The following tables and maps indicate the projects incorporated in each of the timeframes (short-term, mid-term, and long-term) envisioned within the fiscally constrained plan. Additionally, due to the overall project needs for the region exceeding anticipated revenues, several projects are identified in the 'Aspirations' plan which represent candidate projects for future updates to the MTP or if additional sources of transportation revenue are identified.

Finally, for further reference information sheets for individual fiscally constrained projects are provided in **Appendix E.**

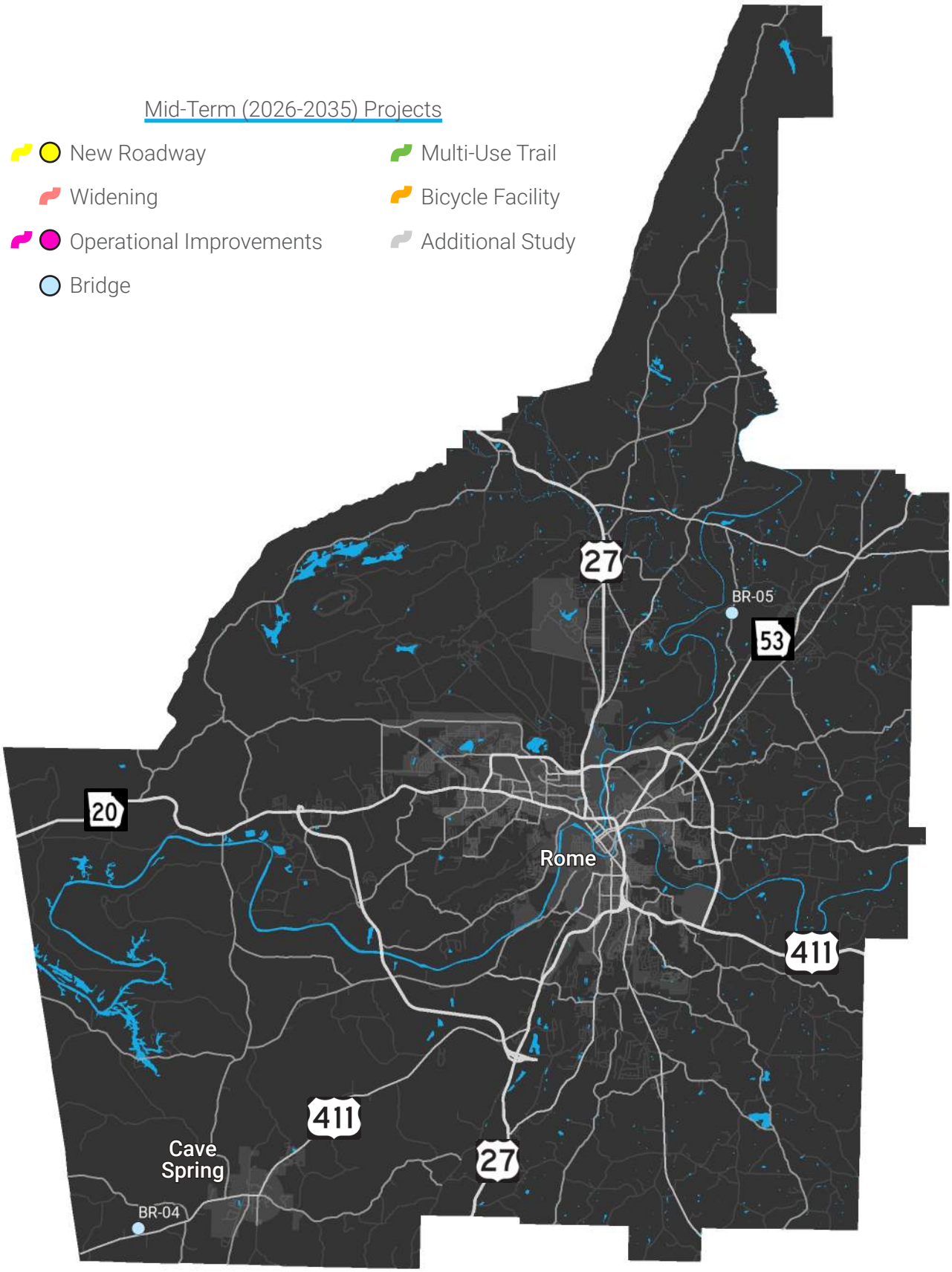
Short Term (2021-2025) Projects

Project ID	Project Name/Description	Project Type	PI Number (as applicable)	Total Project Cost
BR-01	US 27/SR 1/Martha Berry Parkway at Big Dry Creek Bridge Replacement	Bridge	0013937	$5,958,560
BR-02	US 27/SR 1/SR 20/Turner McCall Boulevard at Etowah River/Norfolk Souther Railroad Bridge Replacement	Bridge	0013718	$30,433,726
BR-03	SR 293/Kingston Highway at Dykes Creek Bridge Replacement	Bridge	0015544	$4,171,163
NR-01	South Rome Bypass	New Roadway	621600	$124,209,451
NR-02	Southeast Rome Bypass	New Roadway	662420	$122,818,361
OP-01	SR 1/SR 101/2nd Avenue NW Improvements	Operational	650540	$11,317,785


Short-Term (2021-2025) Projects
New Roadway
Widening
Operational Improvements
Bridge
Multi-Use Trail
Bicycle Facility
Additional Study
27
53
BR-01
20
OP-01
BR-02
BR-03
Rome
411
NR-02
NR-01
411
27
Cave Spring

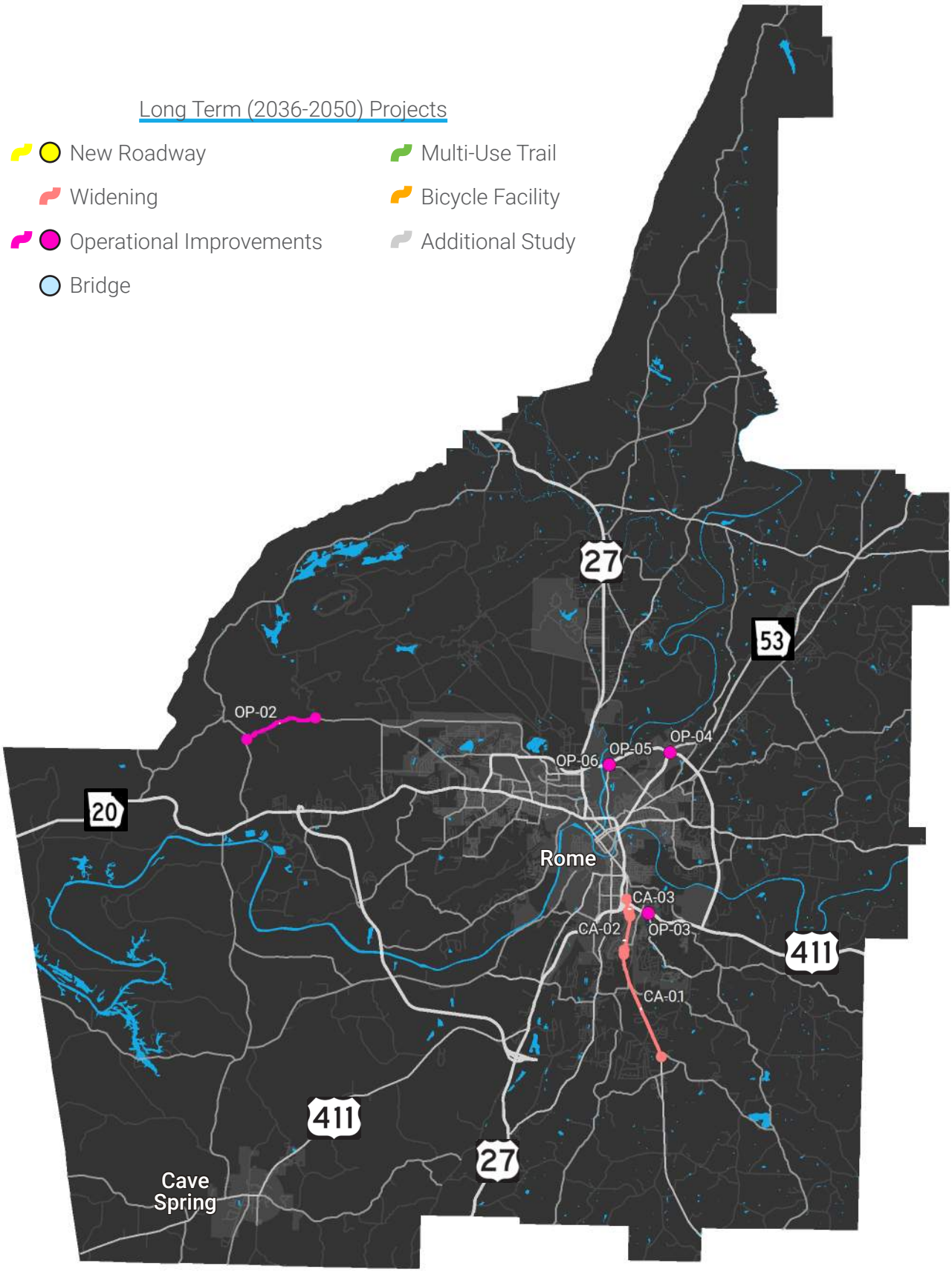
Mid-Term (2026-2035) Projects

Project ID	Project Name/Description	Project Type	PI Number (as applicable)	Total Project Cost
BR-04	CR 10/Rehobeth Road @ Spring Creek	Bridge	0017775	$1,450,000
BR-05	CR 924 /Bells Ferry Rd @ Woodward Creek	Bridge	0016611	$2,585,000


Mid-Term (2026-2035) Projects
New Roadway
Widening
Operational Improvements
Bridge
Multi-Use Trail
Bicycle Facility
Additional Study
27
BR-05
53
20
Rome
411
411
Cave Spring
27
BR-04

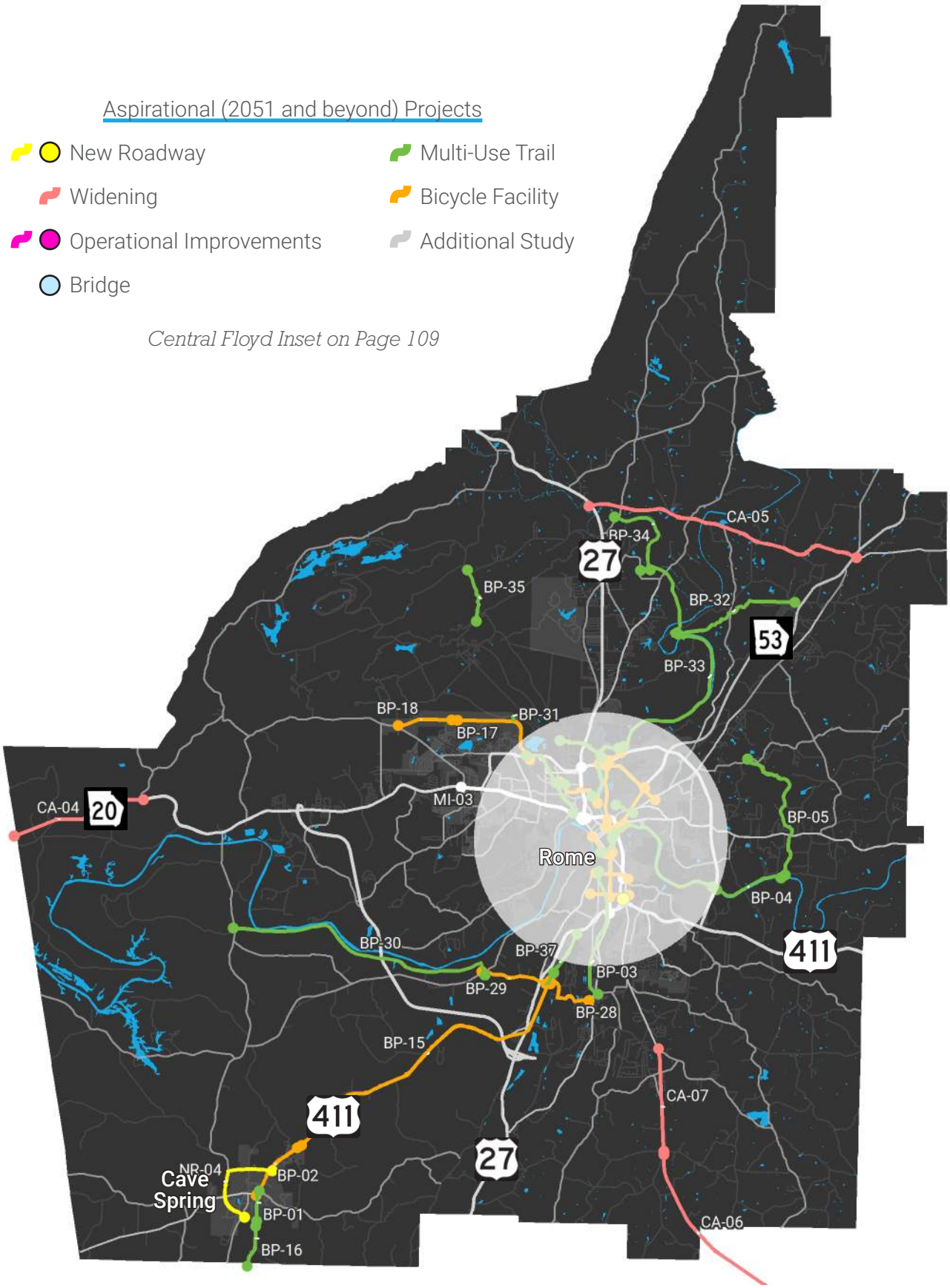
Long Term (2036-2050) Projects

Project ID	Project Name/Description	Project Type	PI Number (as applicable)	Total Project Cost
OP-02	Huffaker Road Improvements	Operational		$953,868
OP-03	US 411 at Chulio Road Improvements	Operational		$1,545,979
OP-04	SR 1 at SR 53/Calhoun Highway Turn Lane Extensions	Operational		$154,597
OP-05	SR 1/Veterans Memorial Highway at Riverside Parkway Turn Lane Extensions	Operational		$154,597
OP-06	SR 1/Veterans Memorial Highway at Riverside Parkway/Braves Boulevard Intersection Improvements	Operational		$154,597
CA-01	SR 101 from south of CR 633/Wax Road to north of CR 740/McCord Drive	Widening	0000400	$2,964,316
CA-02	SR 101 from CR 335/Lombardy Way to south of CR 740/McCord Drive to	Widening	621690	$19,732,417
CA-03	SR 101 from the US 411 westbound off-ramp to CR 335/Lombardy Way	Widening	0013533	$26,834,039


Long Term (2036-2050) Projects
New Roadway
Widening
Operational Improvements
Bridge
Multi-Use Trail
Bicycle Facility
Additional Study
27
53
20
411
411
27
OP-02
OP-04
OP-05
OP-06
CA-03
CA-02
OP-03
CA-01
Rome
Cave Spring

Aspirational (2051 and beyond) Projects

Project ID	Project Name/Description	Project Type	PI Number (as applicable)	Total Project Cost
BP-01	Cave Spring to Cedartown Trail, Phase I	Multi-Use Trail		$2,826,811
BP-02	Cave Spring Trail Connector	Bicycle Facility		$339,217
BP-03	Lindale Mill Trail (Floyd County)	Multi-Use Trail		$2,223,758
BP-04	Etowah River Trail (Floyd County)	Multi-Use Trail		$1,507,632
BP-05	Etowah River Trail Connector	Multi-Use Trail		$1,884,541
BP-06	Braves Boulevard Bike Lanes	Bicycle Facility		$155,475
BP-07	Cantrell Connector	Multi-Use Trail		$84,804
BP-08	Redmond Trail Phase I Bicycle Lane	Bicycle Facility		$942,270
BP-09	Redmond Trail Phase II	Multi-Use Trail		$942,270
BP-10	Berry College/Shorter University Rail-to-Trail Connection	Multi-Use Trail		$810,352
BP-11	Glann Milner Boulevard Rail Trail	Multi-Use Trail		$518,249
BP-12	Berry College to the River - North	Multi-Use Trail		$848,043
BP-13	Jackson Trail Connection	Multi-Use Trail		$320,372
BP-14	Etowah River Trail	Multi-Use Trail		$2,072,995
BP-15	Cave Spring Trail Bike Lanes (Floyd County)	Bicycle Facility		$1,743,200
BP-16	Cave Spring to Cedartown Trail, Phase II (Floyd County)	Multi-Use Trail		$2,826,811
BP-17	Technology Parkway Bike Lanes (east)	Bicycle Facility		$706,703
BP-18	Technology Parkway Bike Lanes (west)	Bicycle Facility		$433,444
BP-19	Riverside Parkway Bike Lanes (north)	Bicycle Facility		$433,444
BP-20	Riverside Parkway Bike Lanes (south)	Bicycle Facility		$75,382
BP-21	Broad Street Bike Lanes	Bicycle Facility		$103,650
BP-22	North Broad Street Bike Lanes	Bicycle Facility		$282,681
BP-23	East 2nd Avenue Bridge Cycle Track	Bicycle Facility		$37,691
BP-24	12th Street Sharrows	Bicycle Facility		$1,885
BP-25	Maple Avenue Bike Lanes	Bicycle Facility		$282,681
BP-26	19th Street Sharrows	Bicycle Facility		$2,261
BP-27	6th Avenue Bike Lanes	Bicycle Facility		$75,382

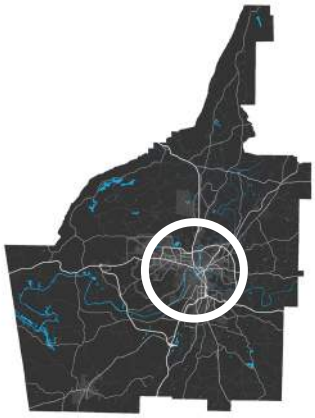

Aspirational (2051 and beyond) Projects
New Roadway
Widening
Operational Improvements
Bridge
Multi-Use Trail
Bicycle Facility
Additional Study
Central Floyd Inset on Page 109
CA-05
RP-34
27
BP-35
BP-32
53
BP-33
BP-18
BP-31
BP-17
MI-03
CA-04
20
Rome
BP-05
BP-04
411
BP-30
BP-37
BP-03
BP-29
BP-28
BP-15
CA-07
411
27
NR-04
Cave Spring
BP-02
BP-01
BP-16
CA-06

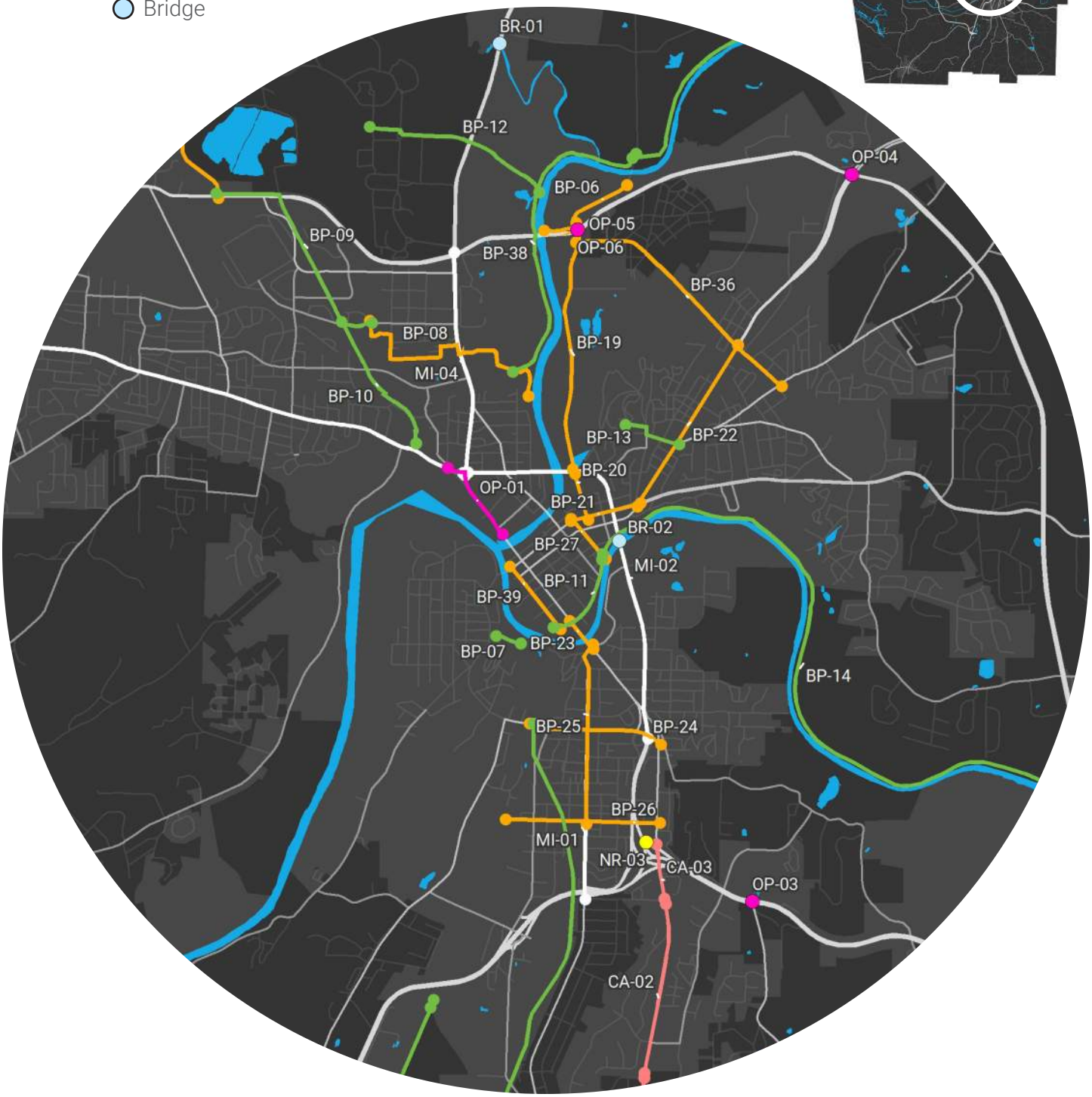
Aspirational (2051 and beyond) Projects (continued)

Project ID	Project Name/Description	Project Type	PI Number (as applicable)	Total Project Cost
BP-28	Lindale Mill Trail Connector	Bicycle Facility		$2,827
BP-29	Walker Mountain Road Sharrows	Bicycle Facility		$2,827
BP-30	Coosa River Trail	Multi-Use Trail		$3,580,627
BP-31	Berry College Trail Connector (south)	Multi-Use Trail		$30,153
BP-32	Shannon Connector Trail	Multi-Use Trail		$659,589
BP-33	Oostanaula River Trail	Multi-Use Trail		$3,957,535
BP-34	Armuchee Trail	Multi-Use Trail		$1,790,314
BP-35	Berry College Trail Connector (north)	Multi-Use Trail		$942,270
BP-36	North Avenue/Chatillon Drive Bike Lanes	Bicycle Facility		$399,523
BP-37	Cave Spring Trail (Rome)	Multi-Use Trail		$2,223,758
BP-38	Levee Trail Extension	Multi-Use Trail		$1,413,405
BP-39	East 1st Avenue Bike Lanes	Bicycle Facility		$367,485
CA-04	SR 20 Widening	Widening	0006019	$78,424,343
CA-05	SR 140/Turkey Mountain Road Widening	Widening	0007019	$164,971,759
CA-06	SR 101/Rockmart Road Widening from Bethel Church Road/Pleasant Hope Road to US 278 in Polk County	Widening	0000406	$56,390,346
CA-07	SR 101/Rockmart Road Widening from Donahood Road to Bethel Church Road/Pleasant Hope Road	Widening		$26,665,417
MI-01	Maple Avenue Corridor Study	Additional Study		$94,227
MI-02	Turner McCall Boulevard Beautification Project	Additional Study		$942,270
MI-03	Shorter Avenue Beautification Project	Additional Study		$1,884,541
MI-04	Martha Berry Beautification Project	Additional Study		$1,884,541
NR-03	SR 101 to US 27 Ramps	New Roadway	632760	$18,492,044
NR-04	Cave Spring Western Bypass	New Roadway	621740	$19,527,242

Aspirational (2051 and beyond) Projects

- New Roadway
- Widening
- Operational Improvements
- Bridge
- Multi-Use Trail
- Bicycle Facility
- Additional Study





PLAN CONCLUSIONS

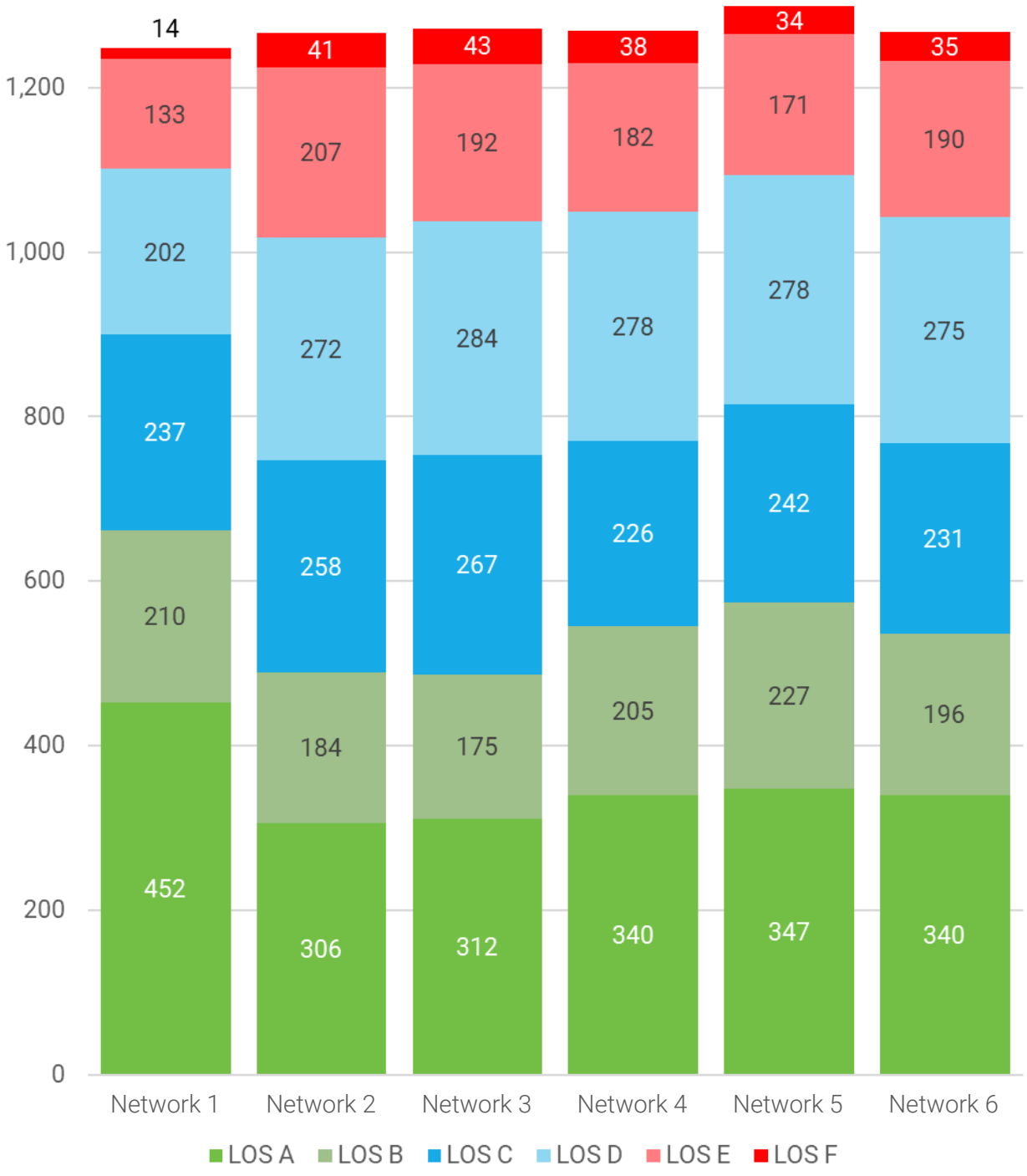
While the ultimate goal of the MTP is the development of the fiscally constrained project list, it also provides the framework for meeting a fundamental community need: effective and efficient transportation. As shown in the previous section, the plan combines the community vision, preferences, and goals with technical assessments of needs and anticipated performance to provide a plan that delivers the mobility needed to support the community, while increasing transportation mode options and supporting economic development initiatives.

As reproduced in the tables and graphs below, a comparison of the performance of a 2050 Do-Nothing Scenario with the 2050 Fiscally Constrained Plan reveals a tremendous amount of benefit, including a large decrease both the number of lane miles with congested conditions and the amount of cumulative time spent traveling within the region. Though vehicle miles traveled will increase, the overall results indicate better traffic flow.

Travel Demand Model Overview Statistics

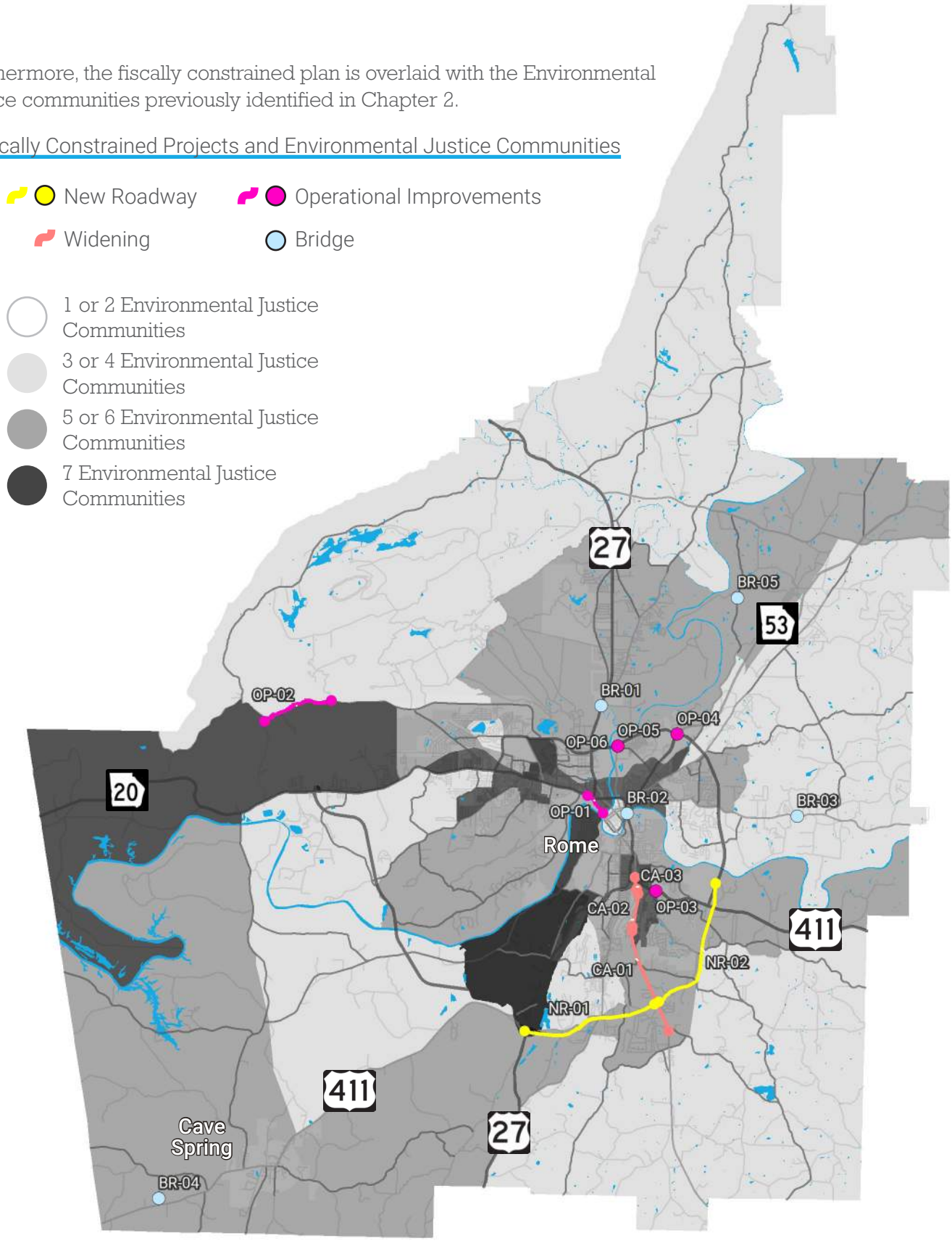
	Year 2015 Base (Network 1)	Year 2050 Do Nothing (Network 2)	Year 2050 Existing and Committed (Network 3)	Year 2050 with STIP Projects (Network 4)	Year 2050 All MTP Projects (Network 5)	Year 2050 Fiscally Constrained MTP (Network 6)
Total Lane Miles	1,249	1,267	1,272	1,269	1,299	1,268
Lane Miles at LOS D or Better	1,102	1,018	1,037	1,049	1,093	1,043
Lane Miles at LOS E or Worse	147	248	235	220	206	225
Vehicle Miles Traveled	2,317,157	2,988,340	2,989,719	3,024,231	3,014,032	3,026,040
Vehicle Hours Traveled	74,962	102,453	102,207	99,773	97,778	99,131

Lane Miles by Level of Service by Travel Demand Modeling Scenario

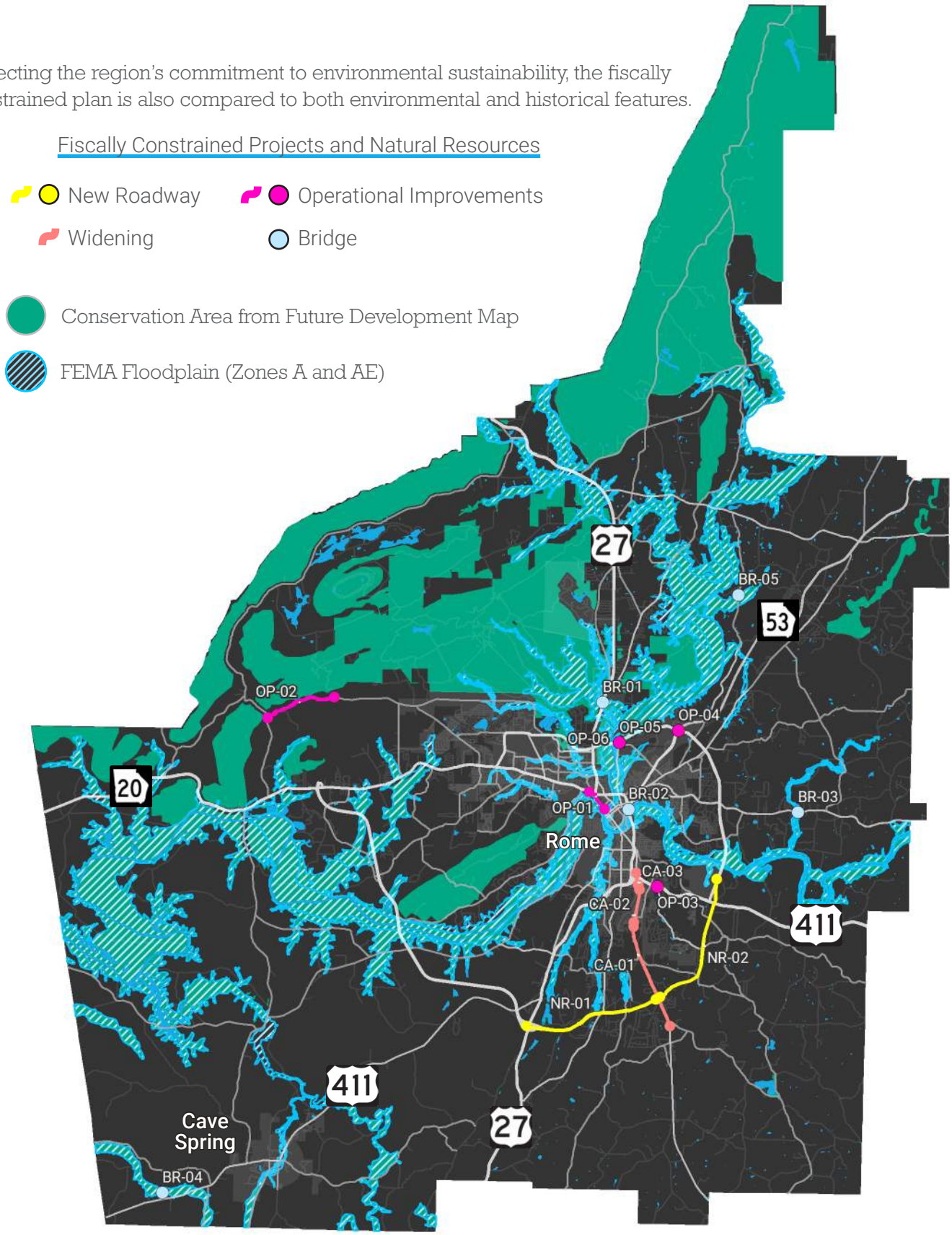


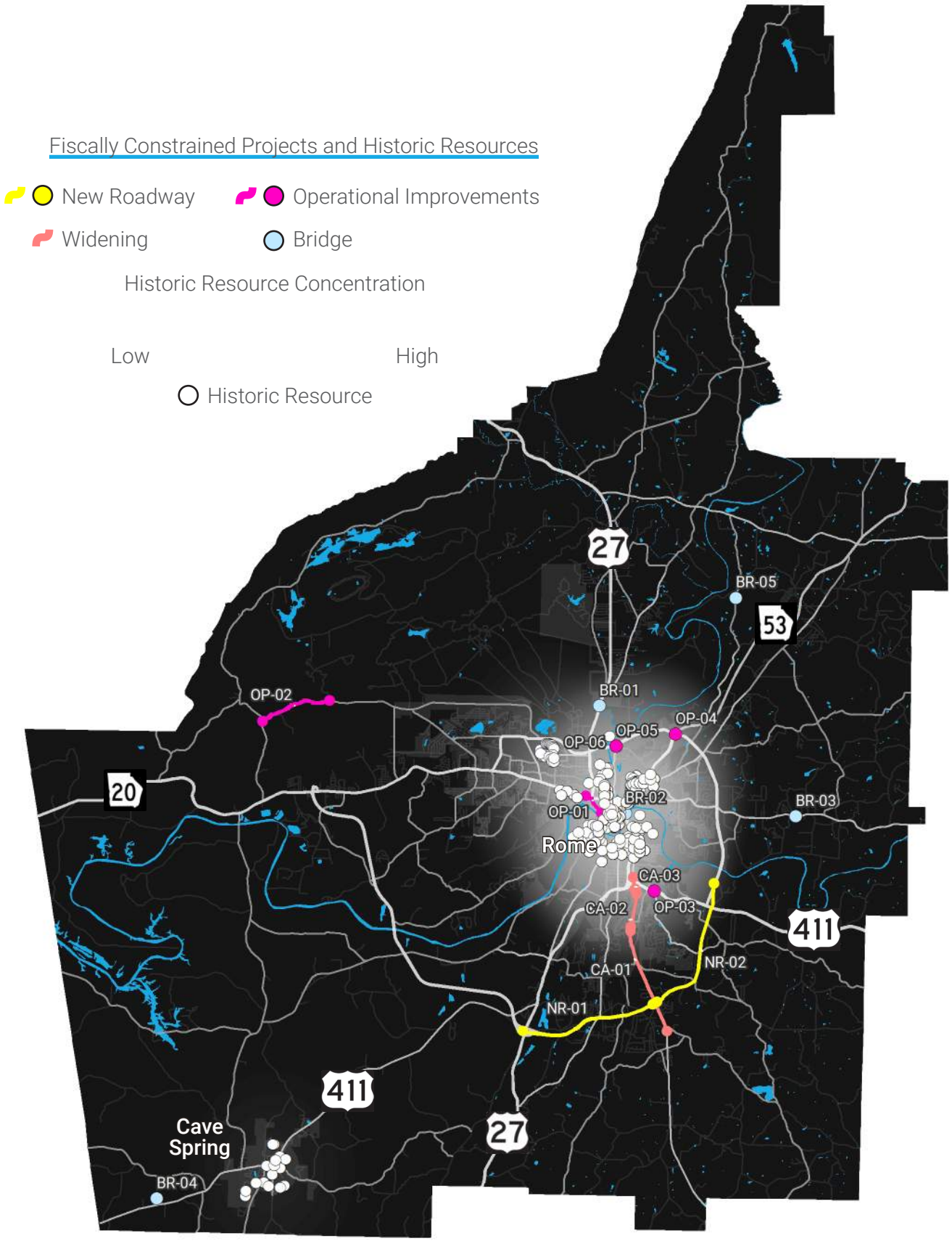
Furthermore, the fiscally constrained plan is overlaid with the Environmental Justice communities previously identified in Chapter 2.

Fiscally Constrained Projects and Environmental Justice Communities



Reflecting the region's commitment to environmental sustainability, the fiscally constrained plan is also compared to both environmental and historical features.




Fiscally Constrained Projects and Historic Resources
New Roadway
Operational Improvements
Widening
Bridge
Historic Resource Concentration
Low
High
Historic Resource
27
BR-05
53
OP-02
BR-01
OP-04
OP-05
OP-06
20
BR-02
BR-03
OP-01
Rome
CA-03
CA-02
OP-03
411
CA-01
NR-02
NR-01
411
27
Cave Spring
BR-04

The MTP reflects a balance in addressing the strategic systematic goal categories discussed with the community and reflects the comments and vision of the community through the individual projects recommended, which were expressly supported through community engagement.

Additionally, the fiscally constrained plan includes a remaining balance of $22,543,998. This remaining balance should be preserved in order to allow flexibility and contingency as funding and cost assumptions change, or the need arises to fund different transportation projects through administrative adjustments.

Funding and Expenditures by Time Period and Funding Source

Time Period	Federal and State Funding Projection	HB 170 Funding Projection	Local Funding Projection	Total Funding Projection	Expenditures	Balance
2021 - 2024	$108,556,622	$41,450,000	$75,000	$150,081,622	$150,081,622	-
2025 - 2035	$89,279,494	-	-	$89,279,494	$152,857,426	$(63,577,932)
2036 - 2050	$138,616,340	-	-	$138,616,340	$52,494,410	$86,121,930
Total	**$336,452,456**	**$41,450,000**	**$75,000**	**$377,977,456**	**$355,433,458**	**$22,543,998**

Rome-Floyd County Metropolitan Planning Organization

A Resolution by the Rome-Floyd County Metropolitan Planning Organization Policy Committee Adopting the 2050 Metropolitan Transportation Plan

WHEREAS, in accordance with the U.S. Bureau of the Census officially designated Urbanized Area Boundaries established on 1983; and

WHEREAS, the Rome-Floyd County Metropolitan Planning Organization (MPO) has been designated by the Governor of Georgia as the MPO for the Greater Dalton Urbanized Area in accordance with Federal requirements of Title 23, Section 134 of the United States Code to have a Cooperative, Comprehensive, and Continuous transportation planning process; and

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

WHEREAS, the Rome-FLoyd MPO will conduct federally-required transportation planning activities that will improve the transportation system and help coordinate the area's future growth within the area bounded, at minimum, by the existing Urbanized Area; and

NOW, THEREFORE, BE IT RESOLVED that the Rome-Floyd County MPO TPC has adopted the 2050 Metropolitan Transportation Plan.

A motion was made by PC member Terry Jones and seconded by PC member Bonnie Askew and approved this the 24th of May, 2018.

Mark Cochran, Policy Chair

Subscribed and sworn to me this the 19th of April, 2021

Joye G. Weeks
Notary Public

My Commission expires 2-3-2024

JOYE G WEEKS NOTARY EXPIRES GEORGIA Feb. 3, 2024 PUBLIC POLK COUNTY