

# **ARC Transportation Improvement Program FY 2020-2025 and Regional Transportation Plan, Amendment #6 Public Review November 4, 2022 to November 18, 2022**

The Transportation Improvement Program (TIP) is the mechanism by which federal, state and local funds are approved for all significant surface transportation projects and programs in the region. The FY 2020-2025 TIP comprises the first six years of the Regional Transportation Plan (RTP) for the Atlanta region. As the federally recognized Metropolitan Planning Organization (MPO) for a 20-county region, ARC is responsible for developing and amending/updating the TIP and RTP to meet federal planning requirements and address local needs.

## **Purpose of Amendment**

- Include the addition of new non-exempt TIP solicitation projects impacting air quality conformity
- Incorporate changes to project limits and financing from the Major Mobility Investment Program (MMIP)
- Address project cost estimate and programmatic changes that are of a time sensitive nature or cannot be handled administratively.

An email was sent to ARC's interested parties distribution list indicating that the TIP/RTP Amendment was open for public review. Details regarding the amendment project list, process, and timeline were posted on ARC's website. Additionally, the request for review was advertised via newspapers and various ARC newsletters and presentations.

ARC received partner agency requests to make further updates to projects previously proposed for changes on the draft amendment project list. One written public comment was also submitted. The Public Hearing was held on November 4<sup>th</sup> prior to the Transportation Coordinating Committee (TCC) meeting. No verbal comments were submitted at the hearing. A summary of the comments received from the public and partner agencies may be found the following pages. This document, along with specific comments will be shared with ARC Transportation Coordinating and Transportation & Air Quality Committee members, as well as all appropriate regional transportation project sponsors. Additionally, this document will be shared with respondents who submitted public comment, via a link to the Amendment webpage, where this report will be posted, available at <http://www.atlantaregional.org/amendment>.

## Public Comment Submittals

The following are the public comments submitted to ARC for the TIP/RTP Amendment #6 along with a response from ARC:

### Public Comment #1

To Mr. John Orr  
Atlanta Regional Commission

I am writing today to express my support for TIP Amendment 6. Specifically, I am writing in support of the design funds being allocated to project HE-205, SR 81 road widening. The widening of state route 81 will provide operational and safety benefits along a major corridor within eastern Henry County.

Henry County voters approved the local match for this project design via SPLOST referendum in November 2019. I ask the Atlanta Regional Commission to consider moving these funds from FY 2024 to FY 2023 so that Henry County may begin the design process sooner for this project. Thank you for your consideration of my comments.

Clayton Carte  
Resident of Locust Grove, GA

### ARC Response:

Thank you for your comment. ARC supports the efforts of Henry County staff to implement mobility and safety improvements along this important corridor. ARC staff will coordinate with Henry County and GDOT staff to determine if the county is positioned to begin preliminary engineering activities in FY 2023. If funding is available, ARC will explore advancing these activities into FY 2023 as suggested.

## Partner Agency Requests

Staff at the Georgia Department of Transportation requested further changes to the following project IDs:

AR-318 (GDOT PI 0014203)  
AR-ML-200 (GDOT PI 0001758)  
AR-ML-200E (GDOT PI 0017135)  
AR-ML-210 (GDOT PI 0013917)  
AR-ML-240 (GDOT PI 0013914)  
AR-ML-300 (GDOT PI 0001757)  
AT-244 (GDOT PI 0013918)  
DK-382 (GDOT PI 0016054)  
FN-270 (GDOT PI N/A)  
FT-001E (GDOT PI 141890-)  
WA-038 (GDOT PI 0018363)

These projects were previously documented in the draft amendment list. These additional change requests to existing amendment 6 projects were analyzed and determined by ARC staff to qualify for an administrative modification when compared to the change requests initially presented for public comment. The additional change in aggregate amount of federal funding for impacted project activities fell within the threshold for an administrative modification as outlined in ARC's community engagement plan. Additionally, none of the proposed additional changes impacted project scope or delivery timeframes. The additional changes are summarized below:

### AR-318 (GDOT PI 0014203)

- Delete the previously documented FY 2024 National Highway Performance Program (NHPP) funded preliminary engineering (PE) phase (previously proposed at \$822,400 federal and \$205,600 state for a total of \$1,028,000).
- Add a new edit to the FY 2023 NHPP funded PE phase from \$704,000 federal and \$176,000 state for a total of \$880,000 to \$1,526,400 federal and \$381,600 for a total of \$1,908,000.
- Add a new edit by changing the LR 2026-2030 General Federal Aid (2029-2050) funded CST phase from \$68,039,139 federal and \$66,596,939 state for a total of \$134,636,078 to \$17,208,000 federal and \$21,032,000 for a total of \$38,240,000.

### AR-ML-200 (GDOT PI 0001758)

- Add a new edit to the amendment by deleting FY 2024 NHPP funded PE phase (previously proposed at \$6,786,000 federal and \$1,696,500 state for a total of \$8,482,500) while also adding a new edit to change the FY 2023 NHPP funded PE phase (previously programmed with \$28,420,400 federal and \$7,105,100 state for a total of \$35,525,500) to \$35,206,400 federal and \$8,801,600 state for a total of \$44,008,000.

### AR-ML-200E (GDOT PI 0017135)

- Update the previously documented change to the general federal aid funded long range (2031-2040) consolidated CST phase from \$945,000,000 federal and \$1,155,000,000 state for a total of \$2,100,000,000 to \$907,046,708 federal with \$226,761,677 state for a total of \$1,133,808,385.

- Update the long range (2041-2050) General Federal Aid CST phase from \$947,250,000 federal and \$1,157,750,000 state for a total of \$2,105,000,000 to \$41,159,088 federal and \$10,289,772 state for a total of \$51,448,860.
- Delete the existing long range (2026-2030) General Federal Aid funded SRTA toll hardware (CST-SRTA) phase with \$6,423,062 federal and \$1,605,766 state for a total of \$8,028,828.
- Add a new state HB 170 funded long range (2029-2030) CST phase with a total of \$169,515,139.
- Delete the existing long range (2026-2030) General Federal Aid funded CST phase with \$221,161,195 federal and \$195,290,299 state for a total of \$416,451,494.
- Add a new private finance funded long range (2029-2030) CST phase with a total of \$816,082,106.

#### AR-ML-210 (GDOT PI 0013917)

- Convert the existing long range (2031-2040) \$54,229,087 TIFIA CST phase to a long range (2031-2040) \$1,619,303,818 Private Finance funded CST phase.
- Delete the long range (2026-2030) General Federal Aid funded CST-SRTA phase (previously proposed at \$15,000,000 federal and \$3,750,000 state for a total of \$18,750,000).
- Add a new NHPP funded FY 2025 PE phase with \$6,800,000 federal and \$1,700,000 state for a total of \$8,500,000.
- Convert the long range (2026-2030) General Federal Aid funded PE phase with \$2,400,000 federal and \$600,000 state for a total of \$3,000,000 to FY 2026 NHPP funded PE phase with \$13,200,000 federal and \$3,300,000 state for a total of \$16,500,000.
- Convert the long range (2026-2030) General Federal Aid funded right-of-way (ROW) acquisition phase with \$12,400,000 federal and \$3,100,000 state for a total of \$15,500,000 to FY 2026 NHPP funded ROW phase with \$32,000,000 federal and \$8,000,000 for a total of \$40,000,000.
- Delete the long range (2026-2030) General Federal Aid funded CST phase (\$97,388,231 federal and \$28,415,221 state for a total of \$125,803,452).
- Add a new NHPP funded long range (2029-2030) PE phase with \$1,600,000 federal and \$400,000 state for a total of \$2,000,000.

#### AR-ML-240 (GDOT PI 0013914)

- Delete the existing long range (2026-2030) General Federal Aid funded CST-SRTA phase with \$18,600,000 federal and \$4,650,000 state for a total of \$23,250,000.
- Add a new Private Finance funded long range (2041-2050) CST phase with a total of \$812,7036,605.

AR-ML-300 (GDOT PI 0001757)

- Add a CST phase be authorized in FY 2023 funded with Highway Safety Improvement Program funding with \$360,000 federal share and \$40,000 state share for a total phase amount of \$400,000.
- Add a CST phase be authorized in FY 2027 funded with INFRA grant funding with \$8,124,447 federal share for a total phase amount of \$8,124,447.
- Add a CST phase be authorized in FY 2027 funded with Guaranteed Revenue Bond funding with \$13,000,000 bond share for a total phase amount of \$13,000,000.
- Add a CST phase be authorized in FY 2026 funded with Guaranteed Revenue Bond funding with \$14,000,000 bond share for a total phase amount of \$14,000,000.
- Add a CST phase be authorized in FY 2026 funded with INFRA grant funding with \$56,000,000 federal share for a total phase amount of \$56,000,000.
- Add a CST phase be authorized in FY 2026 funded with NHPP funding with \$63,520,765 federal share and \$15,880,191 for a total phase amount of \$79,400,956.
- Add a CST phase be authorized in FY 2028 funded with NHPP funding with \$270,760,936 federal share and \$67,690,234 for a total phase amount of \$338,451,170.
- Add a FY 2027 CST phase funded with \$393,280,769 in Private Finance funding.
- Delete the long range (2041-2050) general federal aid funded CST phase with \$320,760,596 federal and \$579,239,404 state for a total of \$900,000,000.
- Delete the long range (2051+) Design Build Finance (DBF) Repayment – Federal CST phase with \$430,051,378 federal and \$689,948,622 state for a total of \$1,120,000,000.
- Delete the \$324,954 FY 2025 Local Jurisdiction/Municipal-funded CST phase
- Add a FY 2025 CST Private Finance funded phase with \$37,828,590.
- Update the FY 2025 CST phase funded with INFRA Grant funding with \$57,142,800 total to \$32,000,000 total.
- Update the FY 2025 CST phase funded with Guaranteed Revenue Bond funding with \$24,257,200 to \$33,000,000 total.
- Update the FY 2022 CST phase funded with INFRA Grant funding with \$7,020,000 total to \$48,000,000 federal share and \$12,000,000 state share for a total phase amount of \$60,000,000.
- Add a FY 2026 Private Finance funded CST phase with \$228,539,440 total.
- Delete the FY 2023 NHPP funded CST-SRTA phase with \$16,258,677 federal and \$4,064,669 state for a total of \$20,323,346.
- Delete the \$9,949,494 long range (2026-2030) Local Jurisdiction/Municipal-funded CST phase.

- Add a CST phase be authorized in FY 2024 funded with INFRA Grant funding with \$40,000,000 federal share and \$10,000,000 state share for a total phase amount of \$50,000,000.
- Add a CST phase be authorized in FY 2027 funded with NHPP funding with \$180,743,042 federal share and \$18,245,444 state share for a total phase amount of \$198,998,486.
- Update long range (2031-2040) General Federal Aid-funded CST phase with \$432,951,186 federal and \$417,048,814 state for a total of \$850,000,000 to long range (2029-2030) with \$276,941,404 federal share and \$69,235,351 state share for a total phase amount of \$346,176,755.
- Update long range (2026-2030) General Federal Aid-funded CST phase with \$147,643,922 federal and \$131,605,606 state for a total of \$279,249,528 to a Private Finance funded long range (2029-2030) with \$132,157,331 in total funding.

#### AT-244 (GDOT PI 0013918)

- Shift the previous edit to add a NHPP funded FY 2024 PE phase with \$2,800,000 federal and \$700,000 state for a total of \$3,500,000 to the existing FY 2023 NHPP funded PE phase, resulting in \$7,050,726 federal and \$1,762,681 state for a total of \$8,813,407.
- Delete the General Federal Aid funded long range (2026-2030) CST phase with \$505,615,078 federal with \$126,403,769 state for a total of \$632,018,847.
- Add a new HB 170 funded long range (2029-2030) CST phase with \$399,594,000.
- Add a new edit to the long range (2031-2040) CST phase funded with General Federal Aid funding from \$80,000,000 federal and \$20,000,000 state for a total of \$100,000,000 to \$293,333,333 federal and \$73,333,334 state for a total of \$366,666,667.
- Convert the long range (2026-2030) general federal aid funded CST phase with \$505,615,078 federal and \$126,403,769 state for a total of \$632,018,847 to a long range (2029-2030) HB 170 funded CST phase with \$399,594,000.

#### DK-382 (GDOT PI 0016054)

- Edit the previously requested change to FY 2023 NHPP funded CST from \$16,418,335 federal and \$4,104,584 local for a total of \$20,522,919 to \$21,070,000 federal and \$5,267,500 state for a total of \$26,337,500.

#### FN-270 (GDOT PI N/A)

- Address typo on programming list by adding references in project list to existing FY 2022 local jurisdiction/municipality funded PE and FY 2023 local jurisdiction/municipality funded ROW phase (along with the CST phase referenced on the draft change list).

FT-001E (GDOT PI 141890-)

- Add references in project list to the deletion of the FY 2008 Surface Transportation Program funded PE phase and the long range 2026-2030 HB 170 funded CST phase to be deleted (along with the ROW phase already referenced on the draft change list).

WA-038 (GDOT PI 0018363)

- Address typo by removing financial programming details from project list, as this project is outside of the MPO area. Project will continue to be included in the region's travel demand model (as added by this amendment) as it is within the ozone maintenance area.