



ONE **great** REGION

# Introductions and Roles

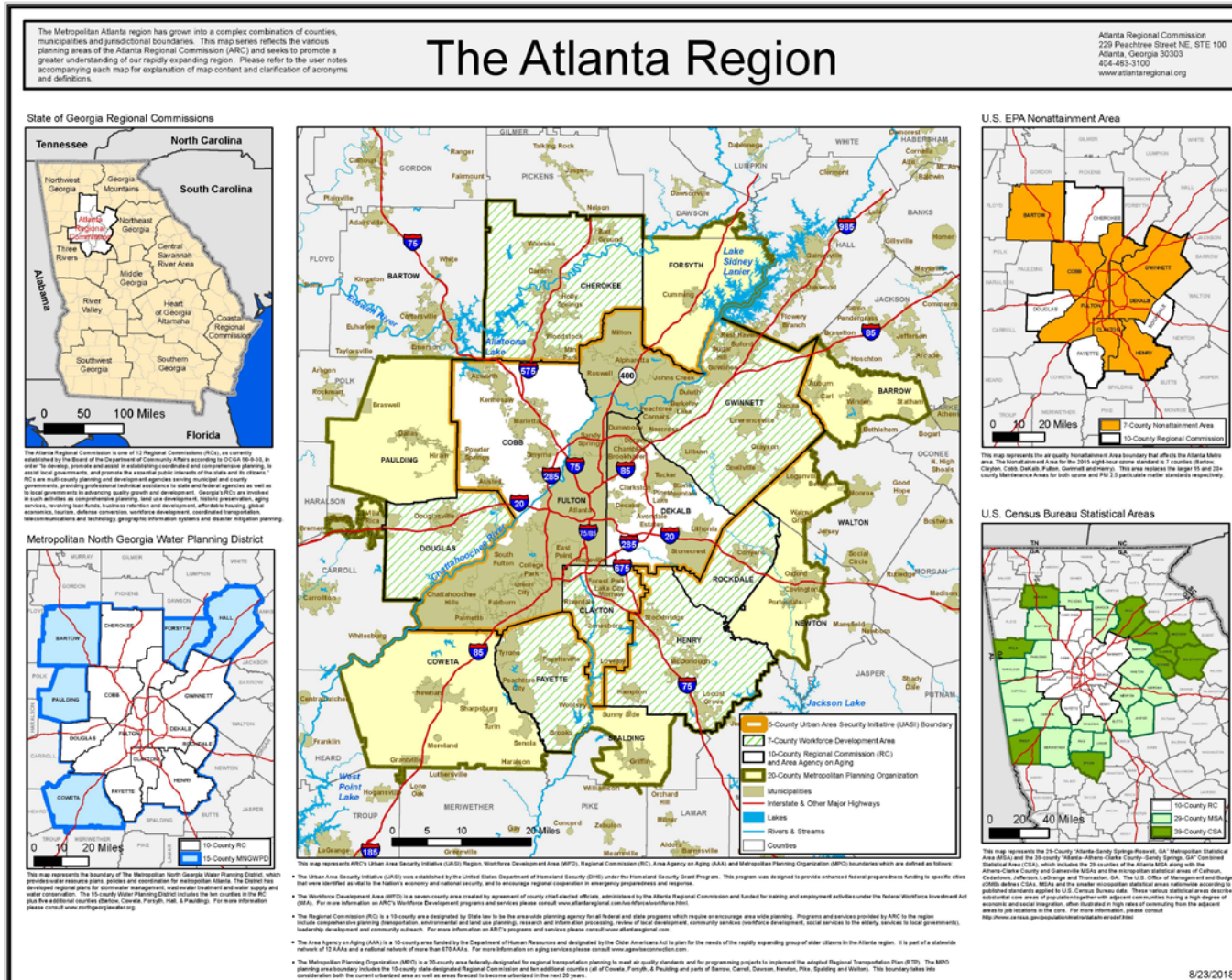
ARC TIP Training



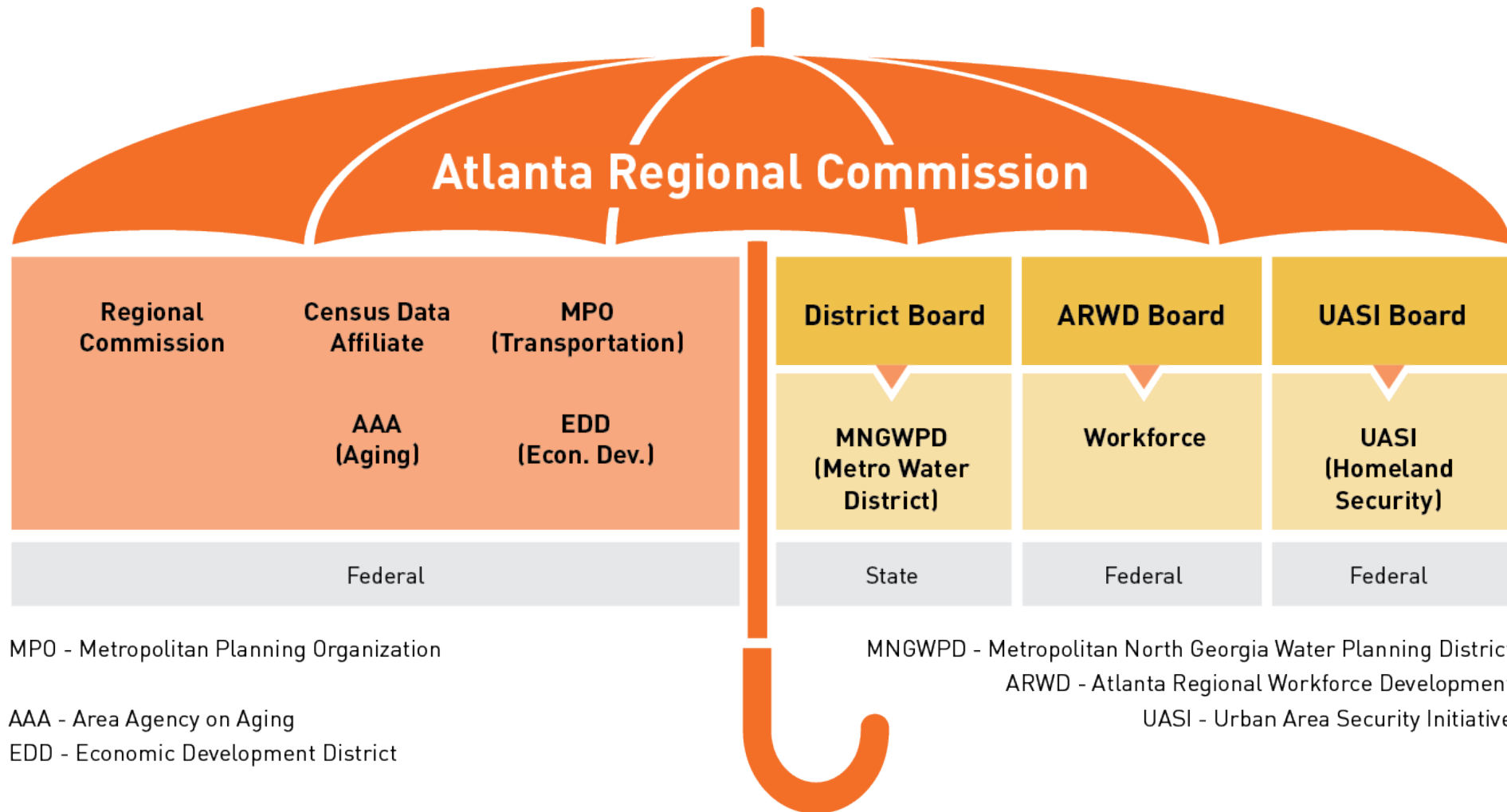
# Contents

- Welcome & ARC Staff Introductions
  - ARC Role and Responsibilities
  - ARC Partner and Local Government Relationships
  - What is the Transportation Improvement Program (TIP)?
  - Break (10 minutes)
  - TIP Maintenance
  - Lunch (On your own)
  - TIP Solicitation/LCI Implementation Project Call
  - Study Programs
  - Procurement/Contracts for Studies
  - Questions and Closing Remarks
- All TIP training resources available at <http://www.atlantaregional.org/tip>*

# What is ARC?



# ARC Designations



# What is an MPO?

ARC responsible for delivering:

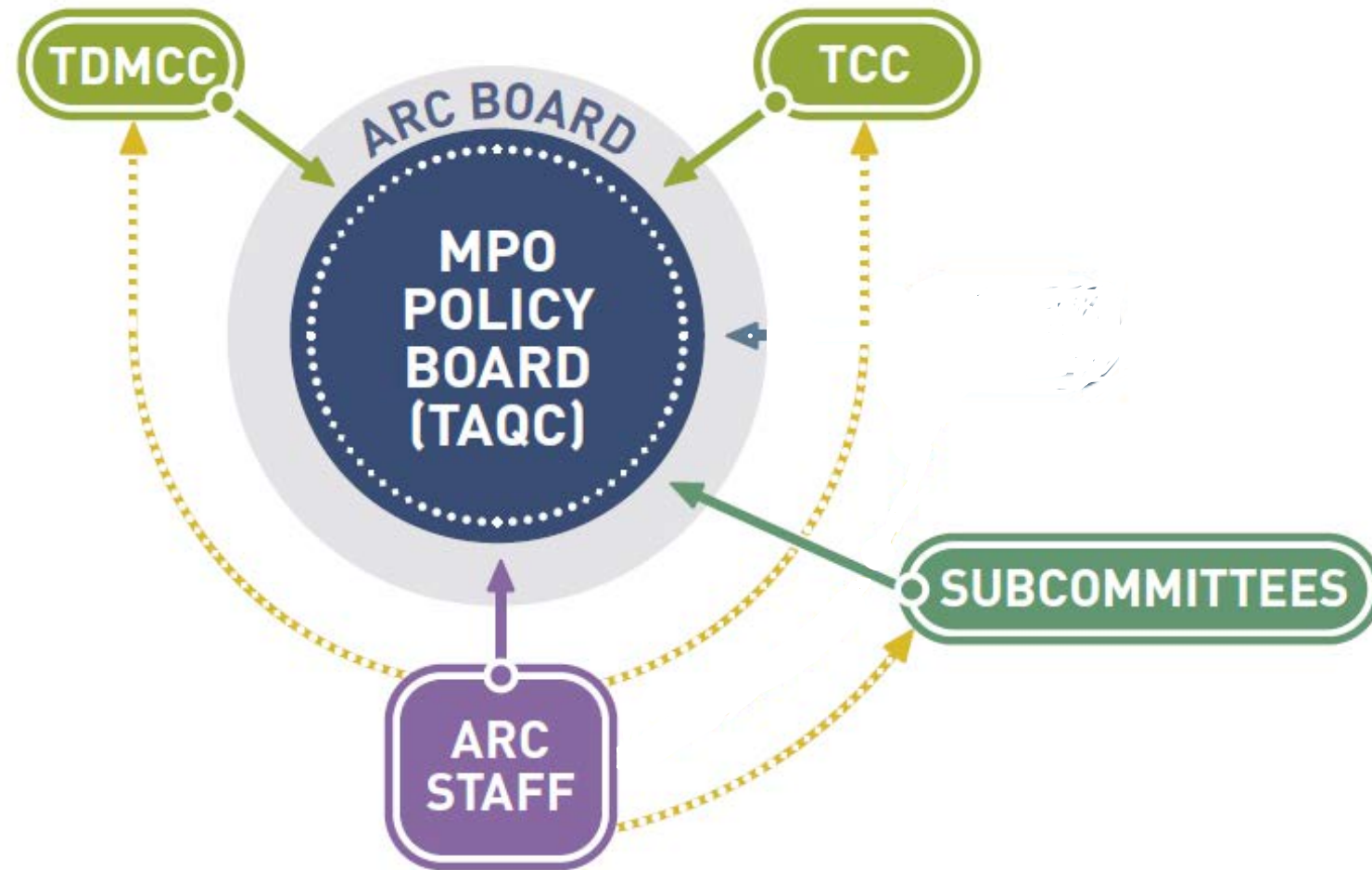
- Metropolitan Transportation Plan (MTP)
  - 20+ year Long Range Transportation Plan
  - Updated every four years
  - Regionally significant projects
- Transportation Improvement Program (TIP)
  - Short Range Plan – Section of MTP
  - Covers 6 years (current TIP runs from FY 2020-2025)
  - Fiscally constrained
  - All projects with federal funded phases required to be in TIP (includes discretionary award grants such as RAISE or INFRA)



# What is an MPO?

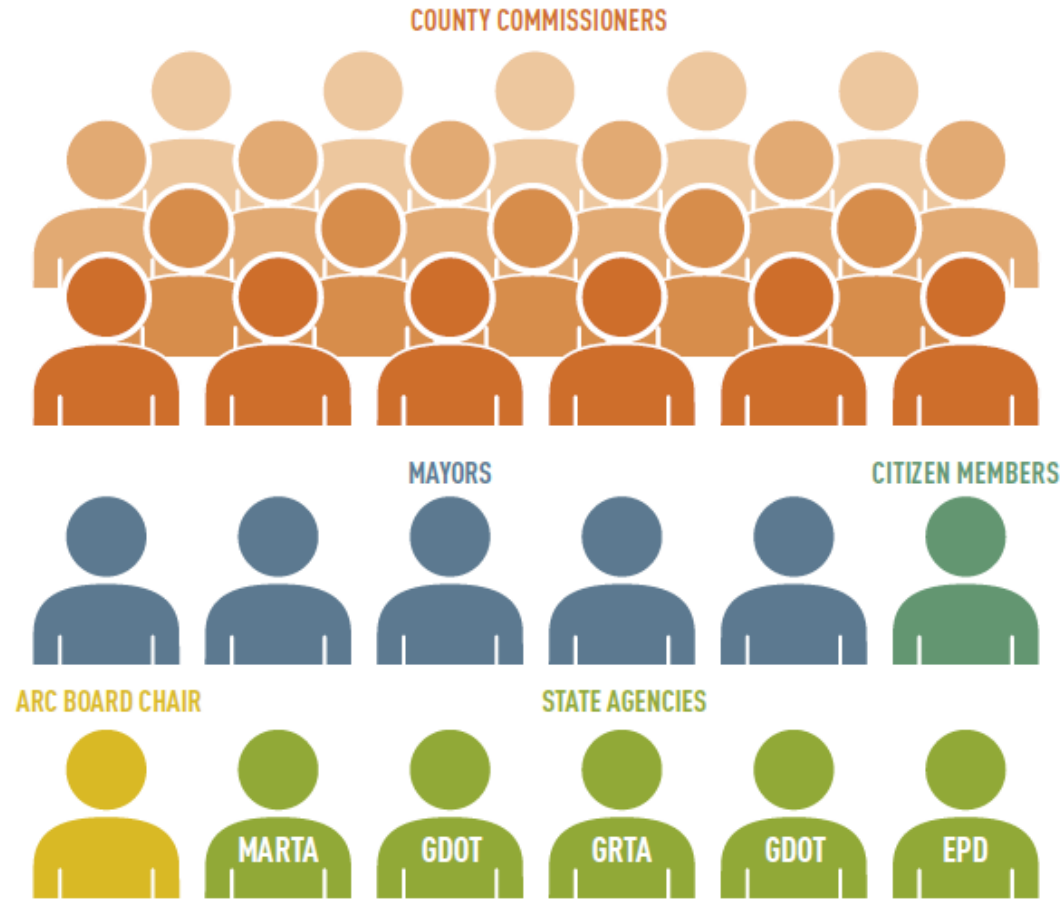
- Metropolitan Planning Organization (MPO)
  - An organization designated by federal law to provide local officials and residents input into the planning and implementation of projects funded with federal transportation dollars for metropolitan areas with populations of greater than 50,000
- Atlanta MPO Area
  - 13 full counties and 7 partial counties (Newton, Walton, Barrow, Pike, Dawson, Spalding, Carroll)
- Coordination with adjacent MPOs through Interagency Process– Cartersville-Bartow MPO and Gainesville-Hall MPO
- A Guide to Metropolitan Planning Organizations (MPO) Basics
  - <https://cdn.atlantaregional.org/wp-content/uploads/arc-cep-mpo-guide-red-final.pdf>

# ARC Transportation Committee Structure



# ARC Transportation Committee Structure

## TRANSPORTATION & AIR QUALITY COMMITTEE: THE MPO POLICY BOARD



Graphic above is a general representation of membership and is not exact

**MPO** = Metropolitan Planning Organization

**ARC** = Atlanta's MPO



# Partner and Local Government Relationships

- 📌 Federal – US DOT (FHWA/FTA)
- 📌 Federal – US EPA
- 📌 State - GDOT
- 📌 State - Georgia EPD
- 📌 State - GRTA
- 📌 State - ATL Authority
- 📌 Local Governments
  - 📌 County
  - 📌 City
- 📌 Transit Operators (MARTA, CobbLinc, Ride Gwinnett, Xpress)
- 📌 CIDs



ONE  
**great**  
REGION

# Questions



ONE **great** REGION

# Introduction to the TIP

ARC TIP Training



# Metropolitan Transportation Plan (MTP)


## Vision and Goals of The Atlanta Region's Plan



**COMPETITIVE ECONOMY**

**GOALS** | Building the region as a globally recognized hub of innovation and prosperity

Developing a highly educated and skilled workforce, able to meet the needs of 21st Century employers



**WORLD CLASS INFRASTRUCTURE**

**GOALS** | Ensuring a comprehensive transportation network, incorporating regional transit and 21st Century technology

Secured, long-term water supply



**HEALTHY LIVABLE COMMUNITIES**

**GOALS** | Developing additional walkable, vibrant centers that support people of all ages and abilities

Promoting health, arts and other aspects of a high quality of life

<http://www.atlantaregionsplan.org>

# Metropolitan Transportation Plan (MTP)

- ▮ Long Range Transportation Plan (20+ years)
- ▮ Regionally significant projects
- ▮ Costs estimates show uncommitted federal funds but RTP fiscally constrained based on revenue forecasts
- ▮ Long Range Fiscal Years
  - ▮ LR 2026-2030
  - ▮ LR 2031-2040
  - ▮ LR 2041-2050



The "long-range list" for the Atlanta region

-----

A 20+year long-range plan updated every 4 years, at a minimum.

ARC prioritizes projects based on established regional goals and evaluation criteria



The short-range "to-do list" of construction projects

-----

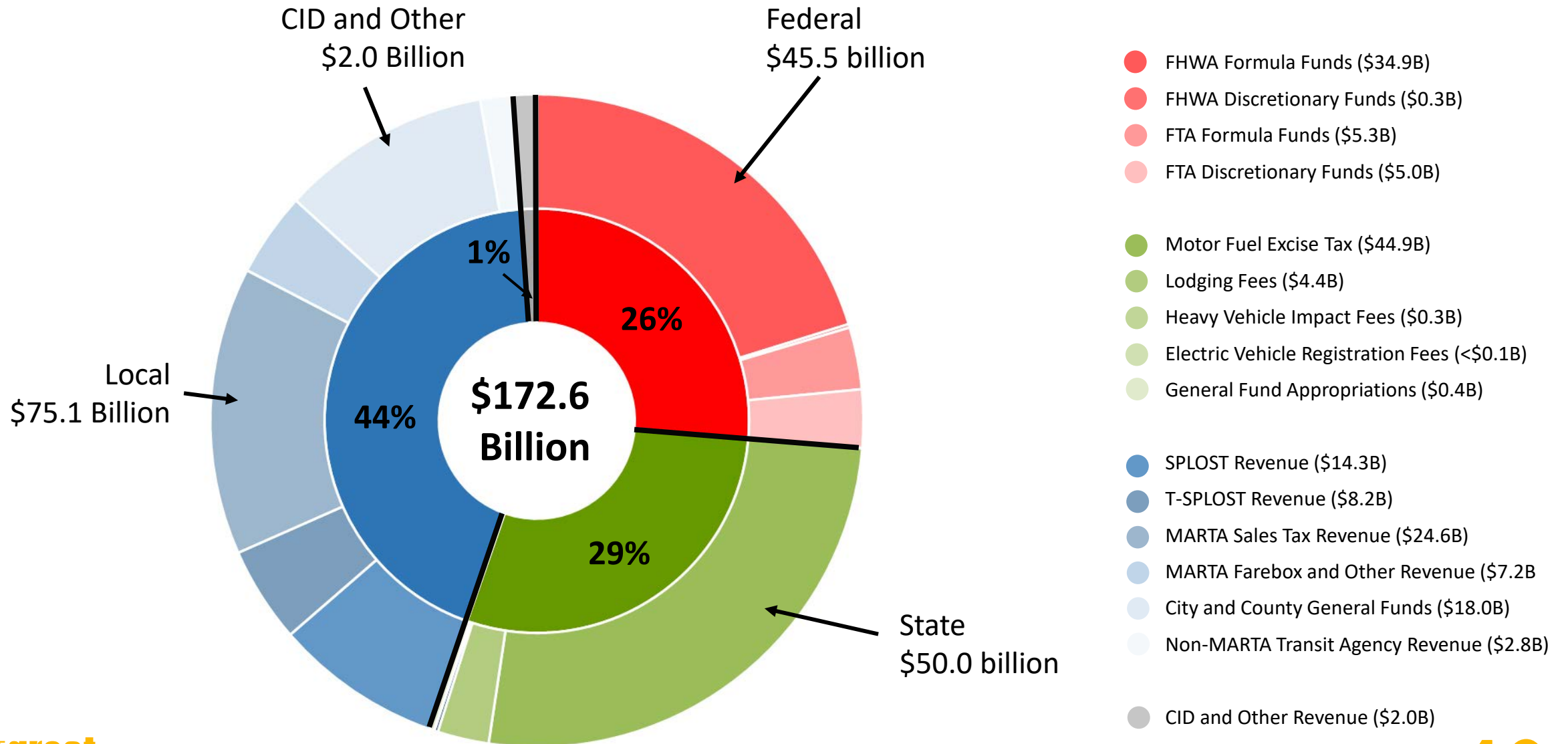
A 6-year plan that is "fiscally constrained" (funding is available!)

Source: <https://cdn.atlantaregional.org/wp-content/uploads/arc-cep-residents-guide-green-final.pdf>

# What is the Transportation Improvement Program (TIP)?

- Short range element (6 years) of Regional Transportation Plan (RTP)
- Current TIP - FY 2020-2025
- Fiscally constrained
- Phases with federal funds required to be in TIP (includes federal discretionary fund award grants)
- Phase dates follow State fiscal year (July 1 to June 30)
- 100% local funded capacity projects required to be in TIP and ARC travel demand model coding (not exempt from air quality analysis)

# MTP Revenue Sources





# Federal Fund Sources

- ARC Programming Authority
  - Surface Transportation Block Grant (STBG) Program– Urban (Pop >200K) **(Y230)**
    - Approximately \$103 million per fiscal year*
  - Transportation Alternatives (TAP) Program– Urban (Pop >200K) **(Y301)**
    - Approximately \$16 million per fiscal year*
  - Congestion Mitigation & Air Quality (CMAQ) Program\* **(Y400)**
    - \$29 million per fiscal year*

\*Programming authority under GDOT but ARC conducts project call on their behalf

# Federal Fund Sources

- ARC Programming Authority (cont.)
  - Carbon Reduction Program – Urban (Pop >200K) **(Y601)**
    - Approximately \$12 million per fiscal year*
  - Highway Infrastructure Program Suballocations **(Y900 series)**
    - Availability varies by annual appropriations bill*
- Others



ONE  
**great**  
REGION

# Questions



ONE **great** REGION

# TIP Solicitation Process

ARC TIP Training



# What is a TIP Solicitation?

- ✦ TIP Solicitation – An open call for transportation project proposals to be funded from one of the FHWA programs that ARC has programming authority over
- ✦ Open to eligible state agencies, counties, cities, community improvement districts (CIDs), etc.
- ✦ Applications evaluated by staff and approved by MPO policy body (TAQC)
- ✦ Competitive evaluation process; allows staff to identify and support projects which are consistent with and directly implement the policy goals of the Atlanta Region's Plan
  - ✦ 23 U.S.C. § 134(j)

# MTP Policy Framework



**THE REGION'S PLAN  
POLICY FRAMEWORK**

[www.atlantaregionsplan.org](http://www.atlantaregionsplan.org)

THE ATLANTA  
REGION'S  
**PLAN**

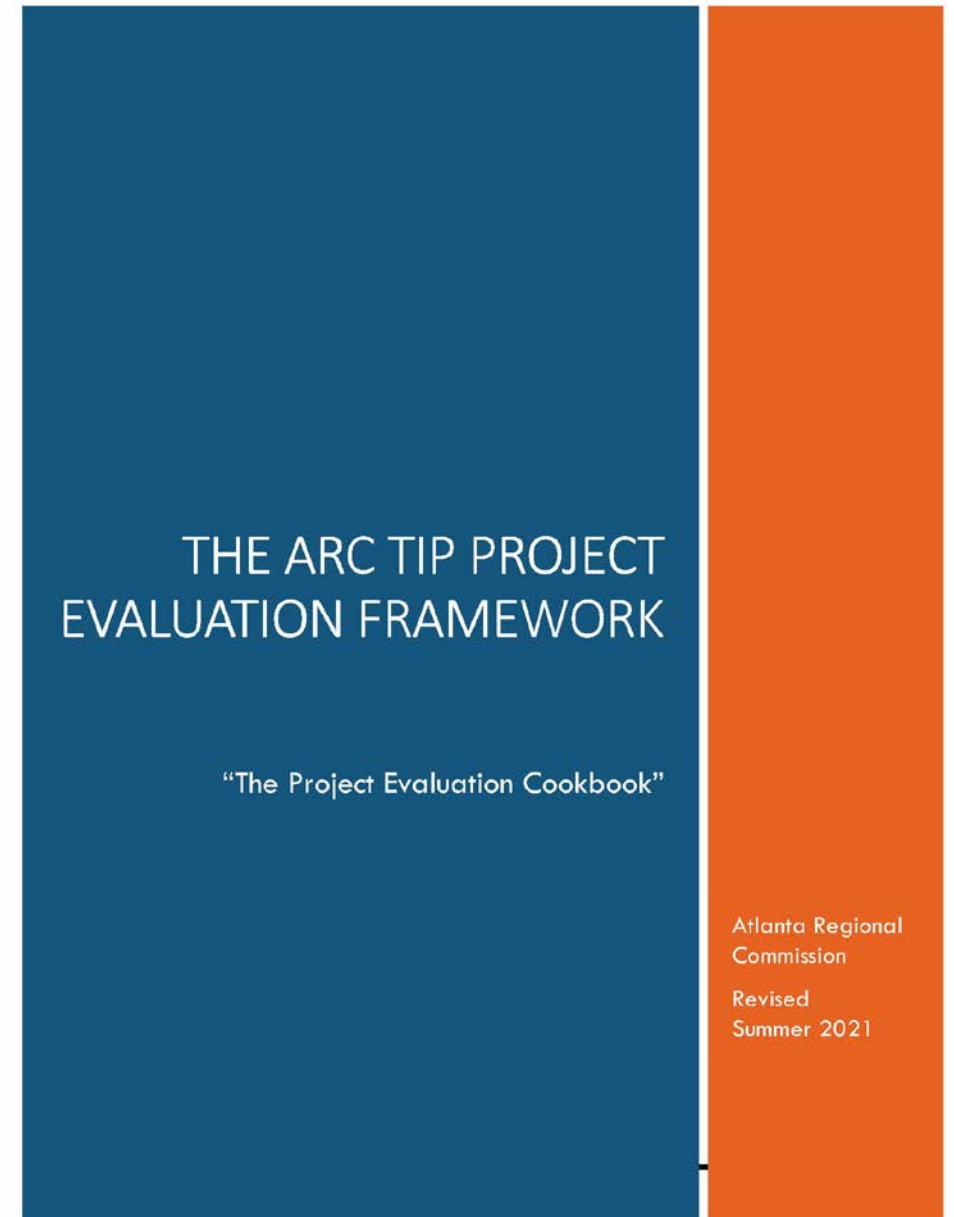
**August 2015**

**ARC**

ATLANTA REGIONAL COMMISSION

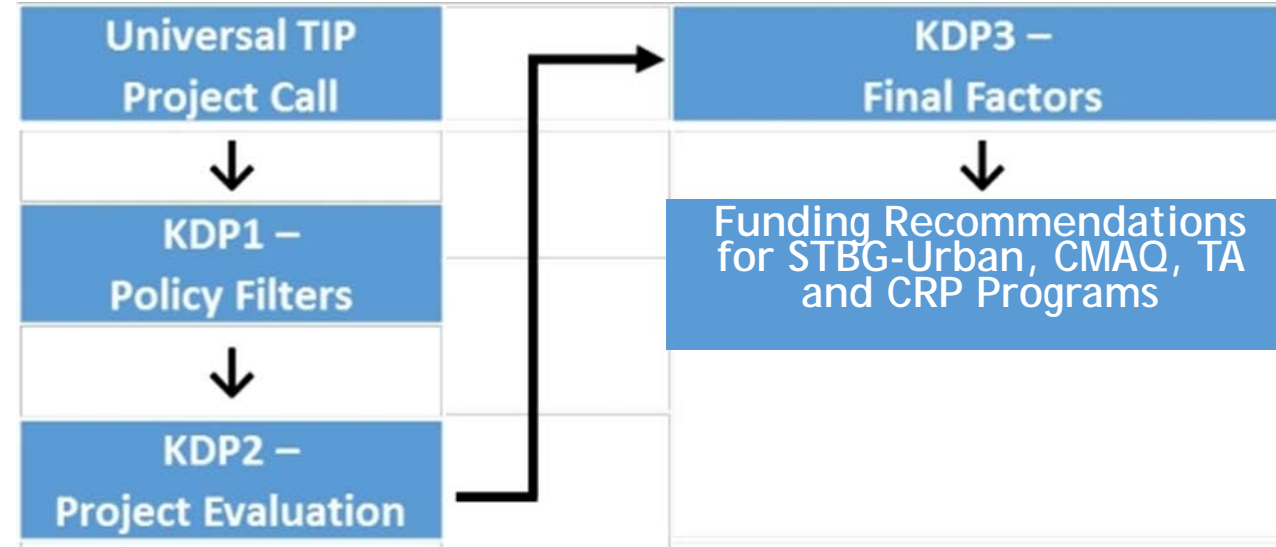
# TIP Evaluation Framework

- TIP Evaluation Framework outlines how projects are appraised for their accordance with MTP Policy Framework and comparative performance across applications
- Offers a transparent view of how project proposals are graded by ARC staff
- Organized around a Key Decision Point (KDP) structure
- Available at [www.atlantaregional.org/tipsolicitation](http://www.atlantaregional.org/tipsolicitation)



# TIP Project Evaluation Process

- ARC opens a universal call for project proposals
- Most responses collected through an application
- Applications run through KDPs






- KDP 1 - Filters applications not accordant with MTP Policy Framework
- KDP 2 - Measures performance by criteria aligned with MTP Policy Framework
- KDP 3 - Applies final factors (applicant priority, cost effectiveness, regional equity and project deliverability)



# KDP 1 – Policy Filters

Policy Filter Language	
General Filters for Infrastructure Expansion or Maintenance	Project must originate from a locally adopted plan or an official transit agency plan
	Sponsors must have Qualified Local Government (QLG) status current or pending
	New projects must originate from, or be supported by, a government with a demonstrated capacity to implement federal aid projects with on-time delivery of ARC regional program funded phases over the last three fiscal years of at least 60% <sup>1</sup>
	Projects on the state system will not be considered without a letter of support from the sponsor's GDOT District Office and the GDOT Office of Program Delivery
Roadway Capacity Filters	Project must be federal aid eligible
	Project must be located on a regional or national priority transportation network
	Project must include complete street elements that are context sensitive to the existing community and safety measures that reduce risks for all roadway users
	Projects in rural areas, as designated by the UPGM <sup>2</sup> , must connect two or more regional places <sup>2</sup>
Transit Capacity Filters	Rail and BRT capacity projects must be a part of the Concept 3 transit vision and/or the most recent ATL Regional Transit Plan <sup>3</sup>
	Project must demonstrate a firm financial package
	Project must connect to an existing public transit service or regional center

# KDP 2 – Project Evaluation

-  KDP 2 applies 4 Policy Framework-referenced performance criterion across 9 distinct application categories
-  Based on data sourced by staff and individual applicants
-  All criteria specifics outlined in TIP Evaluation Framework

			Score Criteria	Components
Healthy Livable Communities	World-Class Infrastructure	Competitive Economy	Mobility & Access	Evaluates whether the project relieves congestion, how many people it serves, can efficiently improve travel times and reliability, and connects people to destinations.
			Equity	Evaluates if the project serves historically underserved populations based on where the project physically is located, who the project serves, and the kinds of outreach the sponsor has conducted.
			Safety	Evaluates if the addition of this project addresses the transportation safety issues present in the project area.
			Resiliency	Evaluates how much the project will reduce emissions, greenhouse gases, and if it addresses stormwater management issues present in the project area.

# KDP 2.1 – LCI Project Evaluation

LCI Criterion	Measure	Points
<b>LCI Plan Implementation</b>	Affordable housing ordinance	10 pts
	Mixed-use and multi-family zoning permitted	10 pts
	Walkable community design regs, sidewalk ordinance, hist. pres. district	5 pts
<b>Complete Streets</b>	Provides bicycle and pedestrian facilities	0-15 (range based on separation, quality)
	Safety Countermeasures	0-15 (range based on quality and # of features)
<b>Innovation &amp; Quality of Scope</b>	Green stormwater management infrastructure	10 pts
	Smart technology	5 pts
<b>Transit Access or TOD</b>	TOD project or provides bike/ped facilities within 1 mile of bus or rail stop	0-15 pts (range based on distance from transit)
<b>Social Equity</b>	Moderate to Highest concentration of racial/ethnic minorities and low-income populations based on ARC's Equity mapping tool.	0-15 (graduated, based on concentration)
	Not in EJ area, but project serves low-income or subsidized housing as identified on HUD subsidy property database	10 points (in lieu of above criterion, not added to it)

# KDP 3 - Final Factors

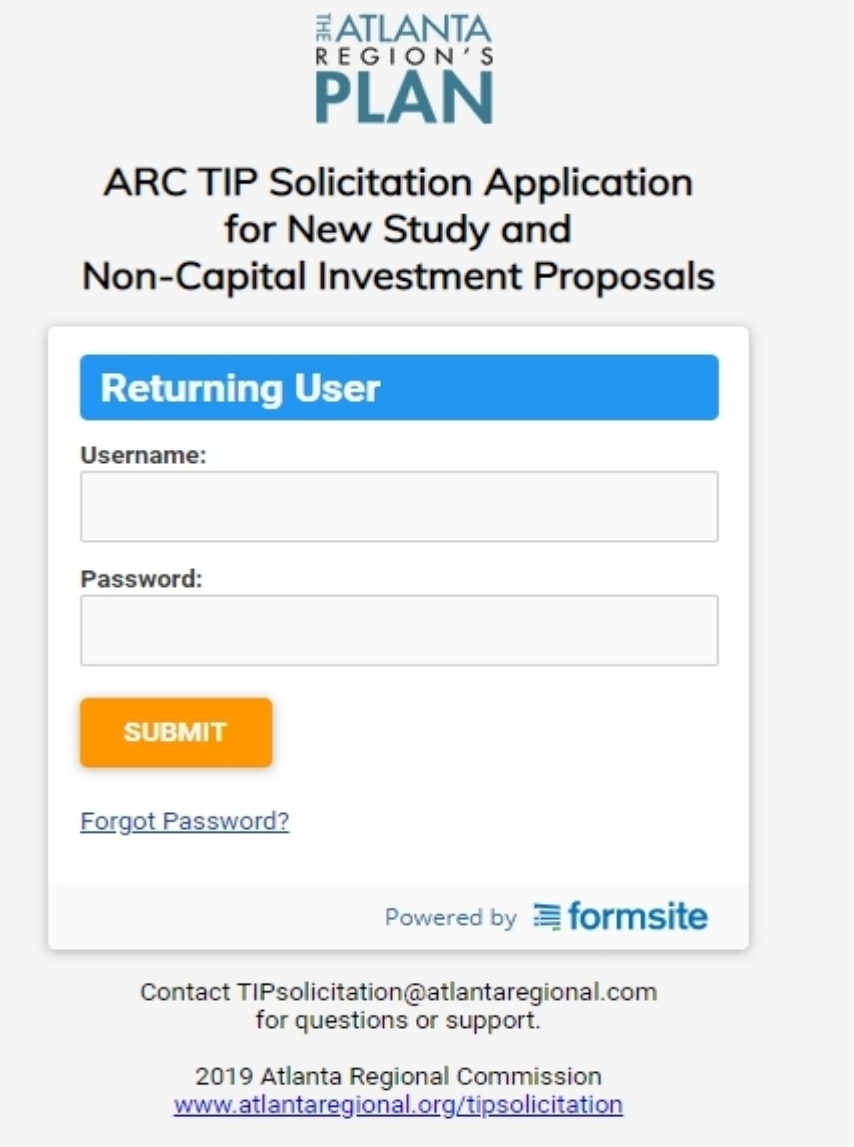
- ▮ Project priority as disclosed in project application
- ▮ Cost effectiveness derived from KDP 2 performance and project cost estimate
- ▮ Project deliverability surmised from application deliverability assessment
  - GDOT approved concept report may be submitted in lieu of deliverability assessment
- ▮ Regional equity informed by geographic distribution

# Funding Recommendations

- Staff utilize project evaluation findings to craft a draft set of recommendations
  - Applications may be recommended for full funding as requested, partially funded, converted into a scoping study or passed for funding
- Due diligence with sponsors, elected officials, TCC/TAQC and ARC executive team follow
- Recommendations finalized and published
  - ▶ Assigned to various TIP incorporation tracks (Amendment or Administrative Modification)

# TIP Solicitation Application Process

- Application window opens approximately every 2 years
- Application windows typically supported by ARC staff through open house events
- Application is online; allows applicants to save progress and return
  - In select cases a sponsor may participate directly through PLANIT
- Application designed to assist applicants submit a competitive application



The screenshot shows a web form for returning users. At the top right is the logo for 'THE ATLANTA REGION'S PLAN'. Below it is the title 'ARC TIP Solicitation Application for New Study and Non-Capital Investment Proposals'. The form has a blue header with the text 'Returning User'. It contains two input fields: 'Username:' and 'Password:'. Below the password field is an orange 'SUBMIT' button. A link for 'Forgot Password?' is located below the submit button. At the bottom right of the form area, it says 'Powered by formsite'. Below the form, there is contact information: 'Contact TIPsolicitation@atlantaregional.com for questions or support.' and '2019 Atlanta Regional Commission www.atlantaregional.org/tipsolicitation'.

THE ATLANTA REGION'S PLAN

ARC TIP Solicitation Application  
for New Study and  
Non-Capital Investment Proposals


Returning User

Username:

Password:

SUBMIT

[Forgot Password?](#)

Powered by  formsite

Contact [TIPsolicitation@atlantaregional.com](mailto:TIPsolicitation@atlantaregional.com)  
for questions or support.

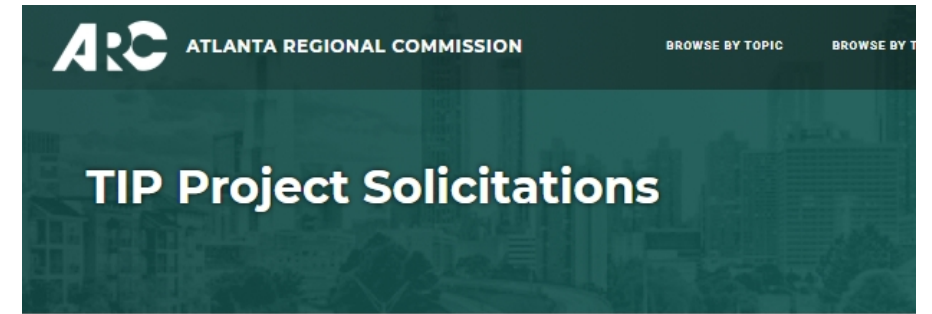
2019 Atlanta Regional Commission  
[www.atlantaregional.org/tipsolicitation](http://www.atlantaregional.org/tipsolicitation)

# TIP Solicitation Page

All resources pertaining to TIP solicitations are hosted at [www.atlantaregional.org/tipsolicitation](http://www.atlantaregional.org/tipsolicitation)

## Includes:

- Application portal login
- Solicitation dates and milestones
- Supporting resources to help craft a competitive application
- Award announcements and previous
- A summary of received applications
- Previous solicitation awards



POSTED IN: [TRANSPORTATION & MOBILITY](#)

The Atlanta Regional Commission will hold a solicitation for TIP project funding proposals during the summer of 2019. Federal funding from the Surface Transportation Block Grant Program (STBG), which includes the setaside for Transportation Alternatives, ARC's Livable Centers Initiative (LCI) program, and the Congestion Mitigation and Air Quality (CMAQ) program will be awarded to implement projects which support the goals and objectives of the Atlanta Region's Plan.

Sponsors may apply for federal funding to add new projects to the TIP, supplement funding for existing TIP projects and submit proposals for studies and related initiatives which do not result in the construction of physical infrastructure.

### 2019 TIP Solicitation – Recommendations

Initial staff funding recommendations for the 2019 TIP solicitation may be found below, organized by federal program funding category. At this time all recommendations are limited to FY 2021:

- [Surface Transportation Block Grant \(STBG\) program funding recommendations](#)
  - [STBG-funded study recommendations](#)
- [Transportation Alternatives Program \(TAP\) setaside funding recommendations](#)
- [Congestion Mitigation and Air Quality \(CMAQ\) program funding recommendations](#)
- [2019 TIP Solicitation Recommendations Report](#)

### 2019 TIP Solicitation – Applications Received

The application window for the 2019 TIP solicitation closed on October 11th, 2019. ARC staff are now in the process of evaluating all applications received, per the procedures outlined in the [TIP Project Evaluation Framework](#) document. A zip archive of applications received (for both study and infrastructure proposals) may be downloaded below:

- [Application summaries and spreadsheet](#)

### Solicitation Schedule and Milestones (*Dates are subject to change*)

- Initial recommendations – late May 2020
- Final recommendations – TBD
- ARC Committee and Board adoption of future Amendment 1 (*conformity project award track*) – See [FY 2020-2025 TIP Amendment #1 Schedule](#)

### Key Supporting Resources



# Important Closing Items

- ▮ Funds programmed by ARC through the TIP solicitation process are made to a specific project, project activity and fiscal year – NOT a project sponsor
- ▮ MPO funding forms a partnership between the sponsor and MPO
- ▮ Keeping a project on schedule is critical as MPO funding availability in future TIP years fluctuates each quarter
- ▮ Drastic changes in project scope/schedule/budget can impact ARC support





ONE  
**great**  
REGION

# Questions



ONE **great** REGION

# TIP Maintenance

ARC TIP Training



# TIP Maintenance

- Project details change frequently; sponsors are responsible for ensuring the TIP reflects those changes
- Typical project change requests include:
  - Project schedule shifts
  - Budget changes
  - Scope revisions
  - Project title/description changes
- Projects are changed in the TIP through either an administrative modification or amendment

# Administrative Modifications vs Amendments



# Administrative Modification vs Amendments

- Administrative modifications typically involve minor changes to the TIP which are handled via direct coordination between staff at ARC, GDOT and TIP project sponsors
- Administrative modifications are scheduled on a regular quarterly basis; typically take a month to process
- Amendments are reserved for major changes to the TIP; requires significant public and state involvement
- Generally, ARC schedules two amendments per year

# Administrative Modifications

Common examples of changes processed via Administrative Modification:

- Updating a project identification number
- Adjusting title or detailed description of a project
- Most changes to limits or length of an existing exempt project\*
- Minor changes to limits or length of an existing non-exempt project
- Changing sponsorship (should be submitted by current sponsor of record with new sponsor copied in request)
- Reprogramming one or more phases into a different fiscal year within the TIP (no conformity impacts)

\*Exempt project = Not included in the region's air quality conformity analysis

# Administrative Modifications (cont.)

Common examples of changes processed via Administrative Modification:

- Any changes to non-federal funding share
- Minor changes to existing federal funding attached to a specific project activity
- Programming new exempt projects from a TIP lump sum program

# Special Administrative Modification

- Under limited circumstances, ARC may process a modification which makes expedited changes to a single project or limited number of projects (AKA a Special Administrative Modification)
  - Special administrative modifications are executed on an ad-hoc basis
- Special Administrative Modifications are reserved for TIP changes which are **time sensitive** and cannot wait for the next regularly scheduled administrative modification
  - Time sensitive changes are nearly always classified as those which impact current fiscal year funding authorization





# TIP Change Schedule

- Administrative modifications are held at quarterly intervals
- Schedule for the calendar year at [www.atlantaregional.org/tip](http://www.atlantaregional.org/tip)
- Change requests made through PLANIT; typically processed within a month and a half of the request due date
- Updated project lists, fact sheets and related materials are posted to the TIP page when an administrative modification is finalized (processed)

# Administrative Modification Schedule\*

## 2<sup>nd</sup> Quarter 2023 TIP Administrative Modifications

- Due date – May 12<sup>th</sup>
- Scheduled processing date – TBD (late May/June)

## 3<sup>rd</sup> Quarter 2023 TIP Administrative Modifications

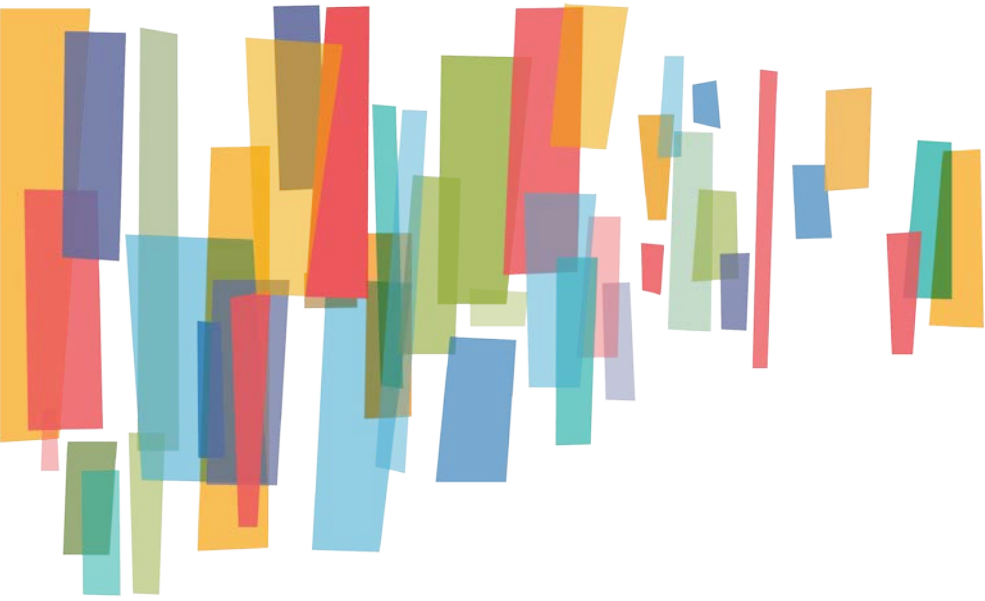
- Scheduled due date – August 31<sup>st</sup>
- Scheduled processing date – September 28<sup>th</sup>

## 4<sup>th</sup> Quarter 2023 TIP Administrative Modifications

- Scheduled due date – November 1<sup>st</sup>
- Scheduled processing date – December 1<sup>st</sup>



\* All dates subject to change – visit [www.atlantaregional.org/tip](http://www.atlantaregional.org/tip) for the latest schedule



ONE  
**great**  
REGION

# Questions and Break for Lunch

# Amendments

Common examples of changes processed via Amendment:

- Addition of a new federal funded exempt project (outside of a lump sum breakout)
- Addition of a new non-exempt project regardless of fund source
- Deletion of an existing non-exempt project
- Major change in project limits or scope of an existing non-exempt project
- Shift of a non-exempt project from one model network year to another
- Major change in federal funding commitment on an existing project
- Any request classifiable as an administrative modification, but likely to be controversial

# Two Amendment Categories

- A Conformity Amendment includes an analysis of the impacts of proposed changes to the air quality of the Atlanta Region
  - Required when major changes to are to be made to non-exempt projects
  - Adds around two to three months to an Amendment schedule to allow for travel demand model coding edits, model runs and emissions analysis
  - Covers all scope/schedule/budget changes
  - Typically executed in the late summer or early autumn of a calendar year
- A Non-Conformity Amendment does not include an air quality analysis
  - No model changes, model runs, etc.
  - Covers all scope/schedule/budget changes to exempt projects
  - Covers financial and non-major scope/schedule changes to non-exempt projects

# Major Changes to Conformity Projects: Examples

- CST phase delayed beyond travel demand model network year
- Change in extents exceeding 10 percent of existing concept or planned corridor
- Changes to the planned capacity of the project



## CW-041 Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	MCINTOSH PARKWAY: PHASES I AND II - NEW ALIGNMENT FROM CURRENT TERMINUS WEST OF NEWNAN CROSSING BYPASS TO INTERSECTION OF WASHINGTON STREET AND FARMER STREET		
GDOT Project No.	N/A		
Federal ID No.	N/A		
Status	Programmed		
Service Type	Roadway / General Purpose Capacity		
Sponsor	City of Newnan		
Jurisdiction	Coweta County		
Analysis Level	In the Region's Air Quality Conformity Analysis		
Existing Thru Lane	<input type="text" value="0"/>	LCI	<input type="checkbox"/>
Planned Thru Lane	<input type="text" value="6"/> <del>7</del>	Flex	<input type="checkbox"/>
Network Year	<input type="text" value="2020"/> <del>2020</del>	<input type="text" value="2030"/>	
Corridor Length	<input type="text" value="1.0"/> <del>1.0</del>	<input type="text" value="1.0"/>	miles
Detailed Description and Justification	<p>The East Washington Street Extension, which will be known as McIntosh Parkway, will provide east-west connectivity and enhance mobility between the emerging regional center at Newnan Crossing Bypass and the Newnan Central Business District. The roadway will also provide congestion relief to State Route 34 (Bullsboro Drive).</p>		

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE Local Jurisdiction/Municipality Funds	AUTH	2015	\$713,000	\$0,000	\$0,000	\$0,000	\$713,000
ROW Local Jurisdiction/Municipality Funds	AUTH	2016	\$1,080,638	\$0,000	\$0,000	\$0,000	\$1,080,638
CST Georgia Transportation Infrastructure Bank		2017	\$1,754,000	\$0,000	\$1,754,000	\$0,000	\$0,000
CST Local Jurisdiction/Municipality Funds		<del>2017</del> 2022	\$5,468,000	\$0,000	\$0,000	\$0,000	\$5,468,000
			\$9,015,638	\$0,000	\$1,754,000	\$0,000	\$7,261,638

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

# Federal Funding Change Threshold

- The “\$2 million or 20 percent” rule is applied to determine whether an increase to federal funding can be handled administratively or requires an amendment
- The rule is applied to federal funds programmed to specific project activities\*
  - If the current TIP federal amount is \$10M or less, the federal share may be increased by an additional \$2M administratively
  - If the current TIP federal amount is greater than \$10M, the cost may be increased by a maximum of 20 percent administratively

\* Not applicable to programmatic or lump sum items in TIP

# Federal Funding Threshold Examples

Phase	Fiscal Year	Current Federal Share	Proposed Federal Share	Current Local Share	Proposed Local Share	Current Total Funding	Proposed Total Funding
ROW	2017	\$2,000,000	\$3,750,000	\$500,000	\$937,500	\$2,500,000	\$4,687,500

## Notes

- The total federal amount currently programmed to ROW activities is under \$10M
- The proposed increase in federal funding is below \$2,000,000 (\$1,750,000)
- Therefore, the proposed change can be handled administratively



# Federal Funding Threshold Examples (cont.)

Phase	Fiscal Year	Current Federal Share	Proposed Federal Share	Current Local Share	Proposed Local Share	Current Total Funding	Proposed Total Funding
ROW	2017	\$27,000,000	\$32,000,000	\$6,750,000	\$8,000,000	\$33,750,000	\$40,000,000

## Notes

- The total federal amount currently programmed to ROW activities is over \$10M
- The proposed increase in federal funding is below 20 percent (18.5%)
- Therefore, the proposed change can be handled administratively

# Amendment Process

- ARC contacts TIP/MTP project sponsors (including GDOT) to inform them to submit change requests ahead of the submission deadline
  - TIP solicitation recommendations and requests in need of an amendment held from previous administrative modification cycles automatically incorporated
- After the deadline, ARC reviews requests and creates a draft change list, which is vetted through the Inter-Agency Consultation (IAC) group
  - Interagency consultation builds consensus on the air quality conformity status of each project considered for amendment
  - New projects cannot be added to proposed amendment after interagency consultation, though existing projects brought interagency may be modified in certain cases up until the end of the public comment period
- After IAC review, further coordination occurs with GDOT and GRTA
  - Transmittal and fine-tuning of any financial programming details

# Amendment Process (cont.)

## ■ Air quality conformity analysis (if applicable)

- For conformity amendments, projects are evaluated for their forecast impact to the region's air quality
- Requires several months of travel demand model runs and coding

## ■ Public comment period

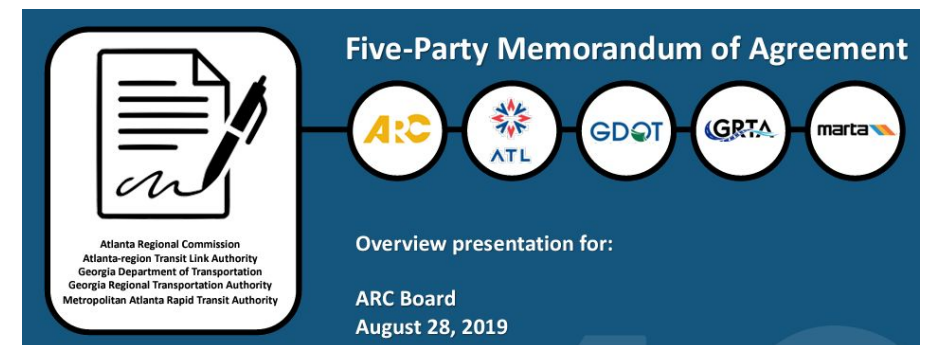
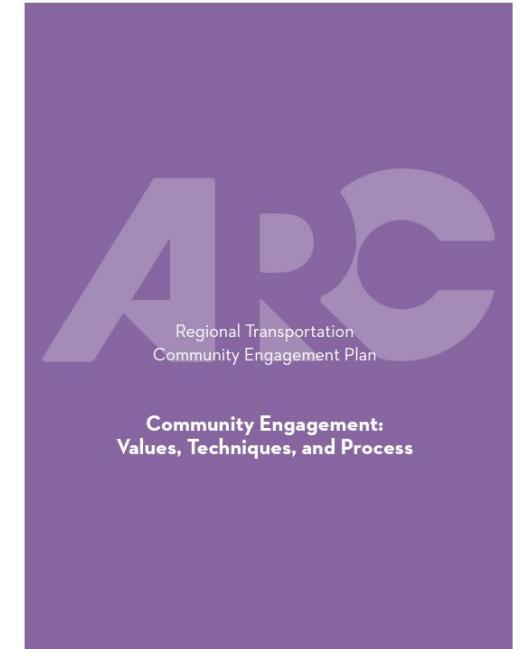
- The public is given 30 days to review the full project list, project programming and draft air quality conformity determination report
- Upon close of the public comment period, a public comment report is released and the final amendment list is shared with the public and decision-making bodies which act on the amendment
  - ARC TCC
  - ARC TAQC (official policy body of the MPO)
  - ARC Board
  - GRTA Board (Governor's agent for TIP amendment approvals)

# Amendment Process (cont.)

- Upon GRTA approval of the amendment, all amendment materials are transferred to US DOT for review
- US DOT may take up to 30 days to approve (or reject) the amendment – ARC must wait for this approval before updating the TIP/MTP
- Upon US DOT approval, a new TIP/MTP is posted to ARC's website and shared with sponsors via email
  - When possible, amendments are processed concurrently with administrative modifications

# Policy and Business Practice Updates

- ARC is working on a review and refresh of TIP programming policies and practices
- Issues to address
  - How to best handle the return of earmarks and increased federal discretionary grants authorized by IIJA of 2021
  - Price inflation and amendment financial thresholds
- Collaboration with planning and implementation partners
  - GDOT/GRTA/ATL/MARTA/FHWA/FTA/GAMPO
- Major themes: efficiency and service



# Flex Projects from FHWA to FTA

- Must demonstrate a nexus to transit to be eligible
- Operator/Sponsor must be an FTA direct recipient (if not a direct recipient, must work with operator/sponsor/agency that has this FTA designation)

## Direct Recipients – Atlanta Region

ATL Authority	Cobb	Cherokee	City of Atlanta
ARC	Gwinnett	Henry	
MARTA	Douglas	Rockdale	

- Applies to STBG-Urban, TAP, and CMAQ fund sources (*LCI projects are funded under STBG-Urban*)
- “Flexed” project approvals and administration handled by FTA

# Flex Process Summary

- ARC flex-eligible funding programmed into the TIP
- ARC requests an FTA grant number from project sponsor
- ARC transmits a formal request to GDOT to initiate funds transfer
- Items included in letter:
  - ARC ID
  - GDOT PI Number
  - FTA Grant Number
  - Project Title
  - Federal Amount to be Transferred
- GDOT makes request to FHWA to transfer funds to FTA
- FHWA division office and HQ review and execute transfer to FTA
- FTA HQ programs funding into their database (TRAMS)
- FTA regional office notifies project sponsor of funding availability
- Project sponsor submits a final application in TRAMS for use on project

\*\*Flex project shown in TIP for additional two years until FTA grant approved





ONE  
**great**  
REGION

# Questions









ONE **great** REGION

# Studies and Procurement

ARC TIP Training



# Study Programs

-  Regional Transportation Study Program
-  LCI Studies
-  Freight Cluster Plans
-  Comprehensive Transportation Plan (CTP) Program

# Regional Transportation Study Plan (RTSP)

The Regional Transportation Planning Study (RTPS) program provides local governments and Community Improvement Districts funds for transportation plans, scoping studies, corridor studies and feasibility studies that support the goals and objectives of the Atlanta Region's Plan. The purpose of these is to develop project concepts that improve safety, mobility and access to all roadway users, while also preparing them for advancement to Scoping and/or PE phases (in future TIP project solicitations).

# Regional Transportation Study Plan (RTSP)

Funding for transportation studies helps to determine viable TIP projects. Typical study types include:

- ✚ Planning study identifies transportation issues and provides improvement options
- ✚ Feasibility are used to determine if a recommended approach to a transportation issues is feasible.
- ✚ Scoping study identifies and explores the initial parameters of a transportation project. Required before funding is awarded for roadway expansion projects.

# RTSP- ARC's Staff Role

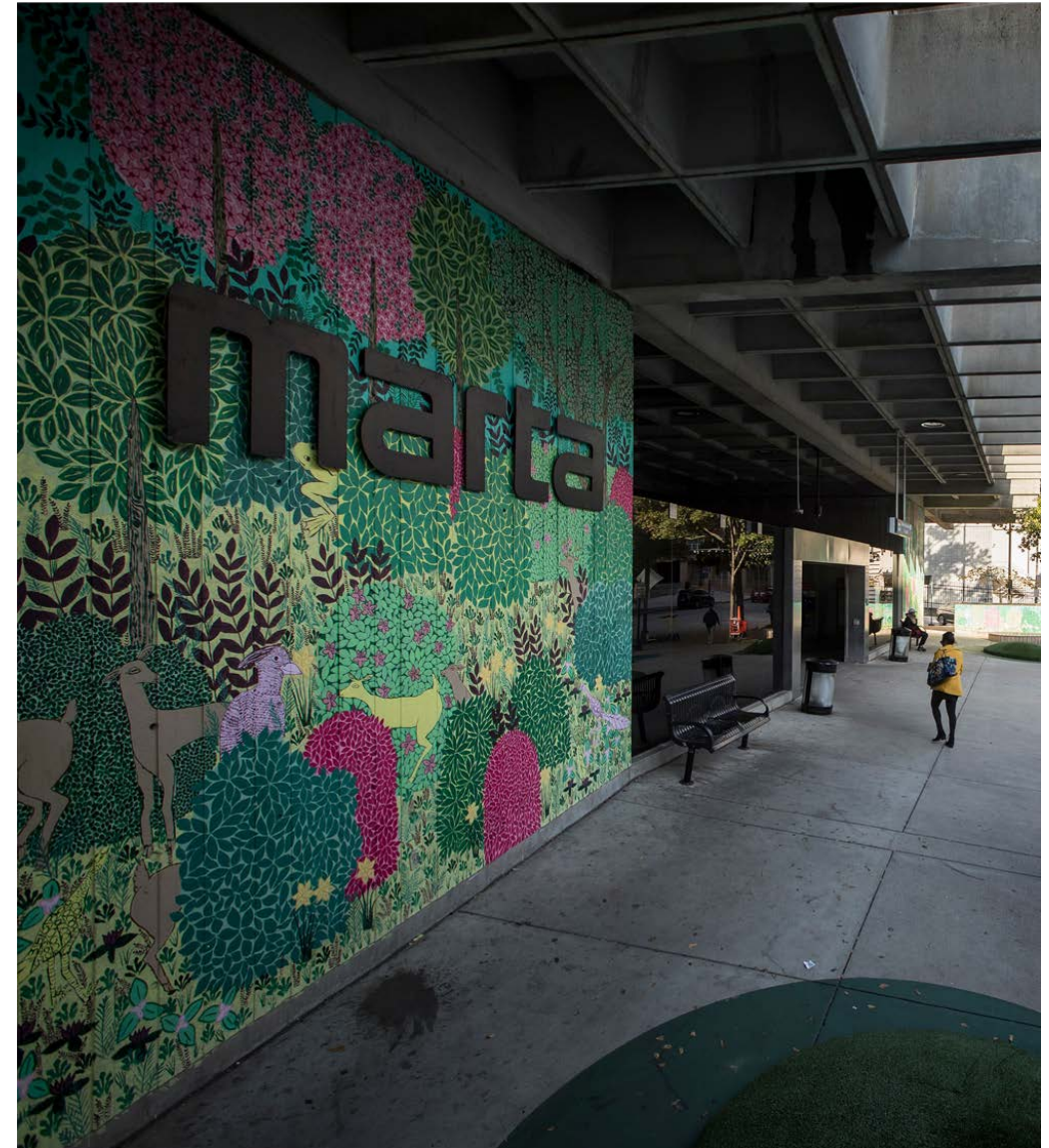
- Main point of contact between the study process and ARC (assist with developing scopes of work and RFPs)
- Receive, review, and process invoices and monthly progress reports
- Attend Project Management Team meetings and other public meetings
- Ensures study is meeting milestones and meets ARC needs

# RTSP-Local Sponsor's Role

- Main point of contact at the local level
- Procurement and management of the consultant and serves as the main point of contact for study project
- Ensures timely invoicing and monthly progress reports
- Ensures study meets the community needs; Review final deliverables
- Pays consultants in timely manner
- Ensure coordination with ARC Project Manager

# Livable Centers Initiative (LCI)

- LCI originally adopted in 1999 by ARC Board as part of the RTP (Mobility 2030)
- Current funding committed in the RTP (through 2050):
  - \$2 Million per year for studies
  - \$20 Million per year for transportation infrastructure
- To date, LCI has funded ~\$250 Million on 120 transportation projects and \$18 Million on 278 studies in 122 distinct centers and corridors.



# Livable Centers Initiative (LCI) Studies

- Program goals: increasing density, mix of uses, mobility options, improved access jobs, services and retail, and affordable housing.
- Eligible areas: **Town Centers** (e.g. County seats, historic town centers) and **districts with high-capacity transit service** (MARTA station areas, bus transfer centers, locations with BRT or multiple bus lines)
- Current focus areas: Affordable housing, Creative Placemaking, Green Infrastructure and Smart Technology.





# Livable Centers Initiative (LCI) Studies

## Annual grant cycle – general timeline:

- Application opens in January
- Applications due in March
- Awards in April
- Approx. 18 months for study (including procurement)

## Grants range from \$80K-\$400K (\$150K typical)

## Evaluation Criteria:

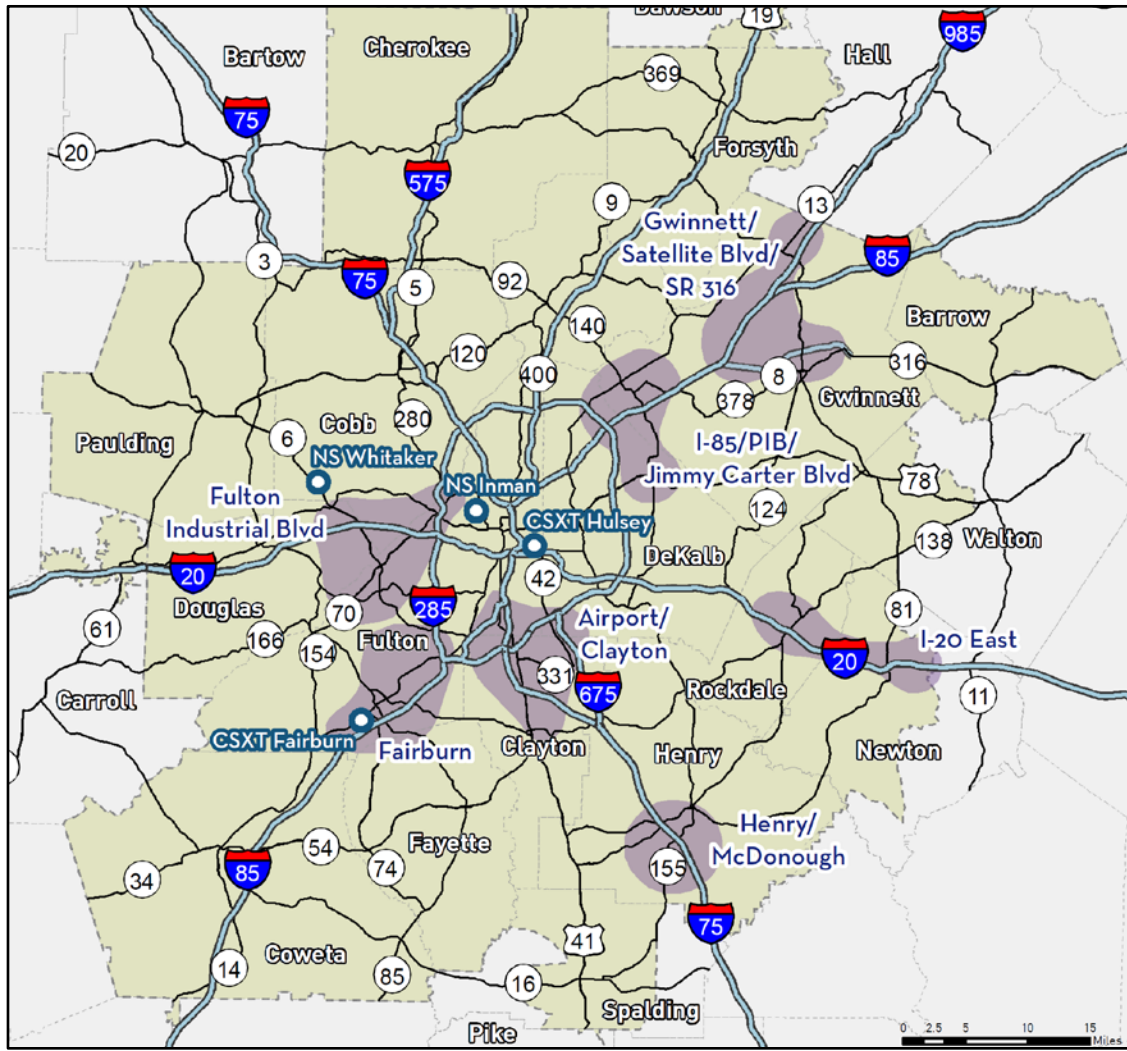
- Study Need and Innovation
- LCI Program Goals & Priority Issues
- Commitment and Ability to Implement
- Geographic Diversity



North Point PARKway  
Greenway Crossings



# Freight Cluster Plans



- Freight Clusters were identified as part of the 2016 Regional Freight Plan Update
- Industrial development commonly is located near other industrial development
- Found a lack of local planning in these freight clusters areas
- Applicant study areas must be in a freight cluster or in a location with ongoing industrial growth, i.e. Spalding County

# Freight Cluster Plans



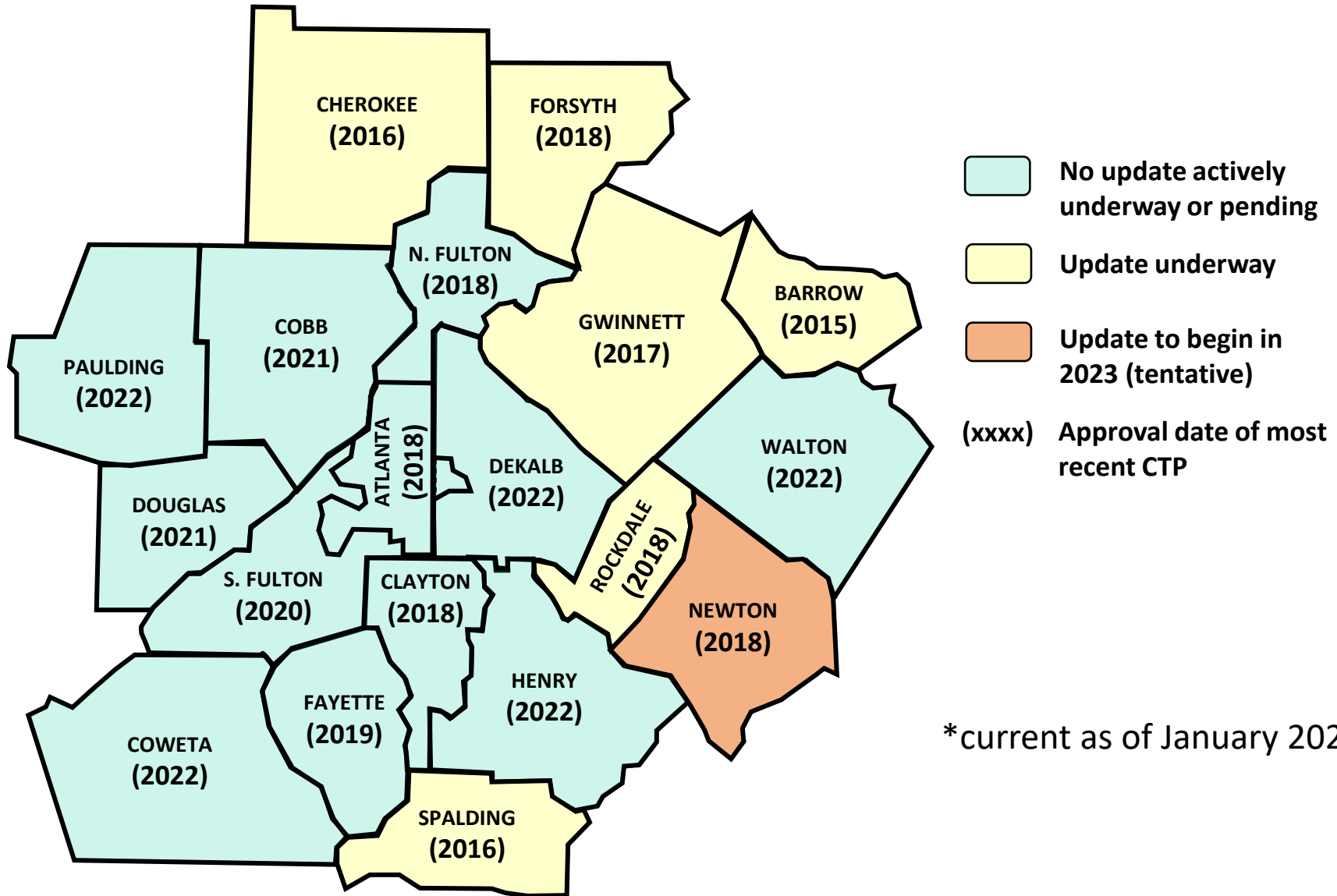
## Scope Content

- 📌 Roadways/Connectivity
- 📌 Safety/Crash Data Review
- 📌 Access to Jobs – Bike/Ped/Transit
- 📌 Traffic Study – Stand alone task
- 📌 Changing freight/logistics industry
- 📌 Technology Needs – ITS, CAV, etc.
- 📌 Growth potential
- 📌 Land use conflicts
- 📌 Truck Parking
- 📌 Alternative fuels
- 📌 Bridges
- 📌 Signage
- 📌 Rail Activity
- 📌 Lighting

# CTP Program

- Local long-range planning program established in 2005
- Fundamental building blocks of the Regional Transportation Plan
- Knits together community level plans developed under the Regional Transportation Study Program, LCI Program, Freight Cluster Studies Program and others
- Robust community engagement and local government adoption are required
- Includes a fiscally reasonable short-range component that can serve as a blueprint for SPLOST/TSPLOST votes and funding solicitations

# CTP Status



\*current as of January 2023

# Study Program Contacts

-  **LCI Studies** - Lauren Blaszyk, [lblaszyk@atlantaregional.org](mailto:lblaszyk@atlantaregional.org)
-  **LCI Transportation Projects** - Amy Goodwin, [agoodwin@atlantaregional.org](mailto:agoodwin@atlantaregional.org)
-  **LCI website** - [www.atlantaregional.org/lci](http://www.atlantaregional.org/lci)
-  **Regional Transportation Study Program** – Marquitrice Mangham, [mmangham@atlantaregional.org](mailto:mmangham@atlantaregional.org)
-  **Freight Cluster Plans** – Daniel Studdard, [dstuddard@atlantaregional.org](mailto:dstuddard@atlantaregional.org)
-  **Comprehensive Transportation Plan (CTP) Program** – David Haynes, [dhaynes@atlantaregional.org](mailto:dhaynes@atlantaregional.org)

# Study Contracts and Procurement

# Contracting & Budgeting

- Contracts are between ARC and your Organization (no PFA with GDOT).
- Procurement must be competitive
  - Either RFP or RFQ
  - Include your ARC Project Manager on the procurement process including interviews (except for CTP studies)
- If the final study budget is less than your LCI grant that is OK. If it is more, your organization will have to make up the difference.



# Role of Consultant

- Prepares Plan or Study
  - Manages the study to ensure work meets scope requirements and deadlines
  - Manages the process and schedules meetings and presentations in coordination with sponsor and ARC
  - Manages consultant team.

# Invoicing & Progress Reports

<Place on sponsor or consultant letterhead>

**Progress Report # XX**  
Date:

Study Name:  
Study Sponsor:  
Contact Name & Email:  
Reporting Period (begin date-end date):

---

**Activities completed this period:**

**Task 1:** <insert name of task from ARC contract>  
 • <detail activities completed here>  
 • <use as many bullets needed>

**Task 2:** <insert name of task from ARC contract >  
 • <use as many bullets needed>

**Task 3:** <insert name of task from ARC contract >  
 • <use as many bullets needed>

**Task 4:** <insert name of task from ARC contract >  
 • <use as many bullets needed>

**Task XX** (list additional tasks as needed)

**Upcoming tasks, deliverables and activities:**  
 • <Enter text>  
 •

**Issues, comments and schedule status:**  
 • <Enter text>  
 •

**INVOICE**

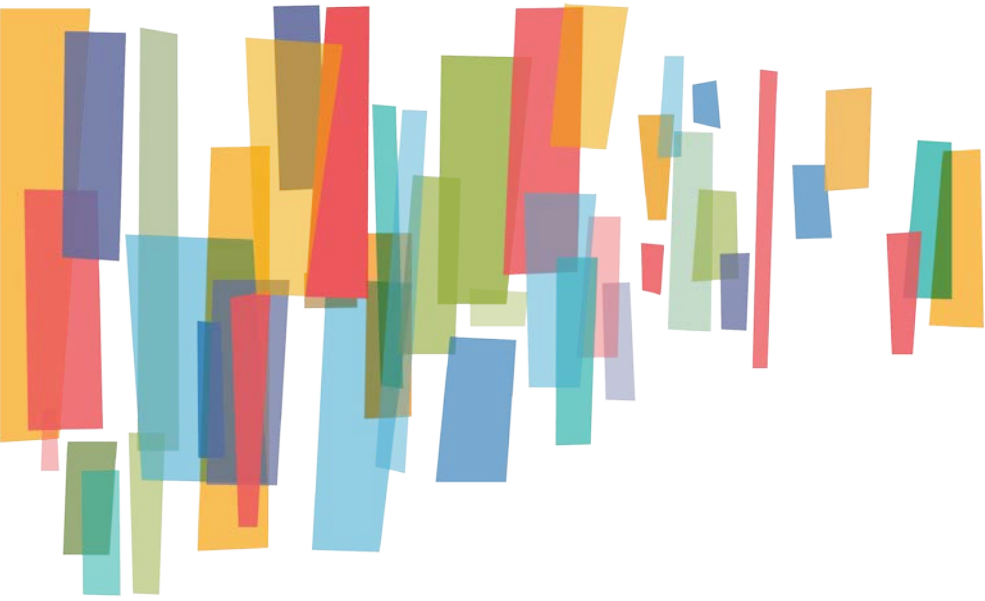
Date:  
Project:  
Invoice #:  
Invoice Period:

Work/Task	Description	Contract Lump Sum Amount	Percent Complete To Date	Amount Expended To Date	Total Previously Billed	Amount Expended This Invoice
Task 1	XXXXXXXXXX	-\$\$\$\$	%%	-\$\$\$\$	-\$\$\$\$	\$\$\$\$\$
Task 2	XXXXXXXXXX	-\$\$\$\$	%%	-\$\$\$\$	-\$\$\$\$	\$\$\$\$\$
Task 3	XXXXXXXXXX	-\$\$\$\$	%%	-\$\$\$\$	-\$\$\$\$	\$\$\$\$\$
Task 4	XXXXXXXXXX	-\$\$\$\$	%%	-\$\$\$\$	-\$\$\$\$	\$\$\$\$\$
Task 5	XXXXXXXXXX	-\$\$\$\$	%%	-\$\$\$\$	-\$\$\$\$	\$\$\$\$\$
<b>Totals</b>		-\$\$\$\$	%%	-\$\$\$\$	-\$\$\$\$	\$\$\$\$\$
				Total this invoice:		\$\$\$\$\$
				20% Local Share:		\$\$\$\$\$
				80% ARC Share:		\$\$\$\$\$
				<b>Payment Due:</b>		\$\$\$\$\$

**DBE Participation:**

Name of DBE	Contract Amount	Earned To Date	Paid To Date	Contract Balance

Signature and Title of Appropriate Official



ONE  
**great**  
REGION

# Questions