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Introductions and Roles

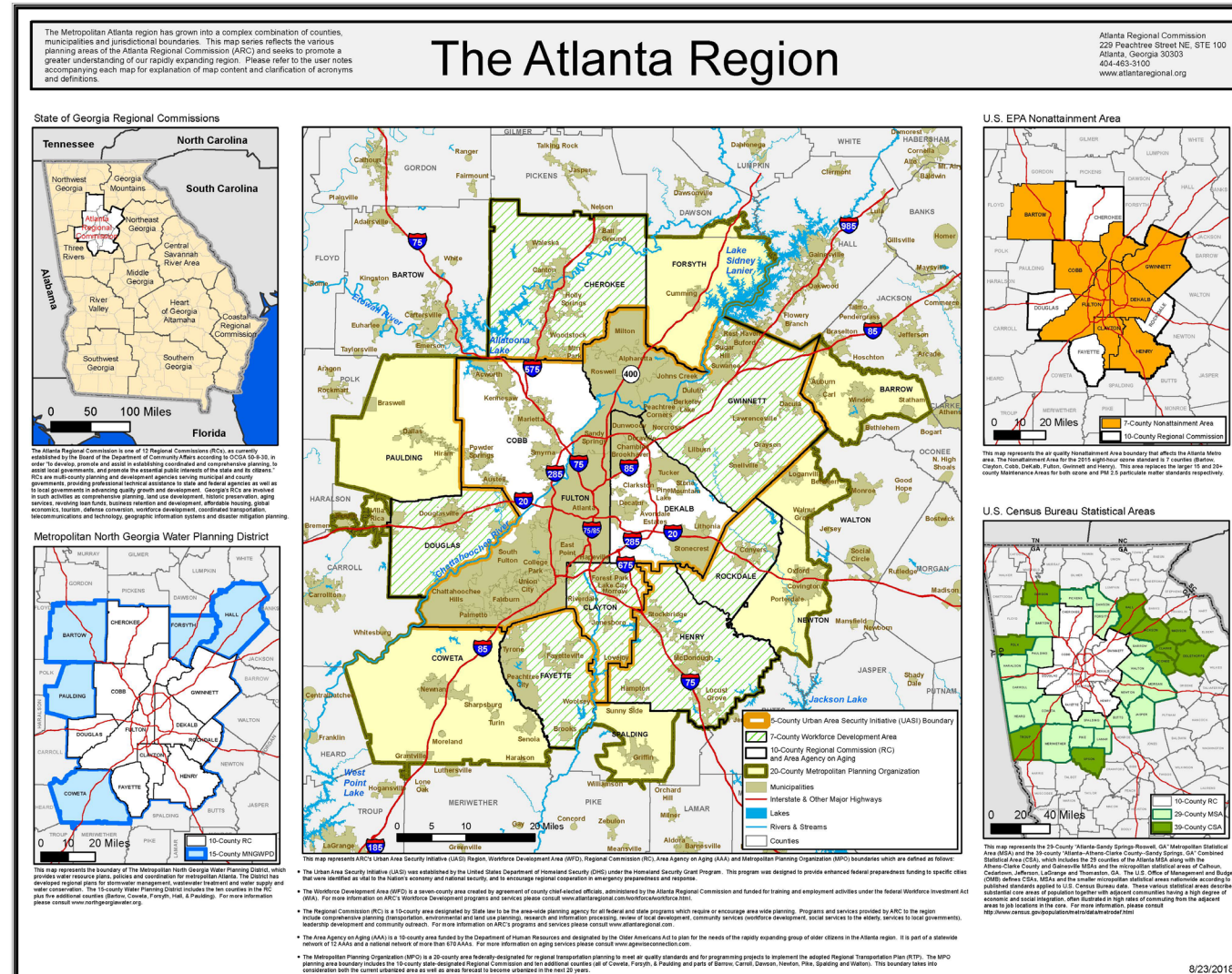
ARC TIP Training



Agenda

- Welcome & Introductions
 - ARC Role and Responsibilities
 - ARC Partner and Local Government Relationships
 - Break (10 minutes)
 - What is the Transportation Improvement Program (TIP)?
 - TIP Solicitation Process
 - Lunch
 - TIP Maintenance
 - PlanIt Demo
 - Questions and Closing Remarks
- All TIP training resources available at <http://www.atlantaregional.org/tip>*


What is ARC?



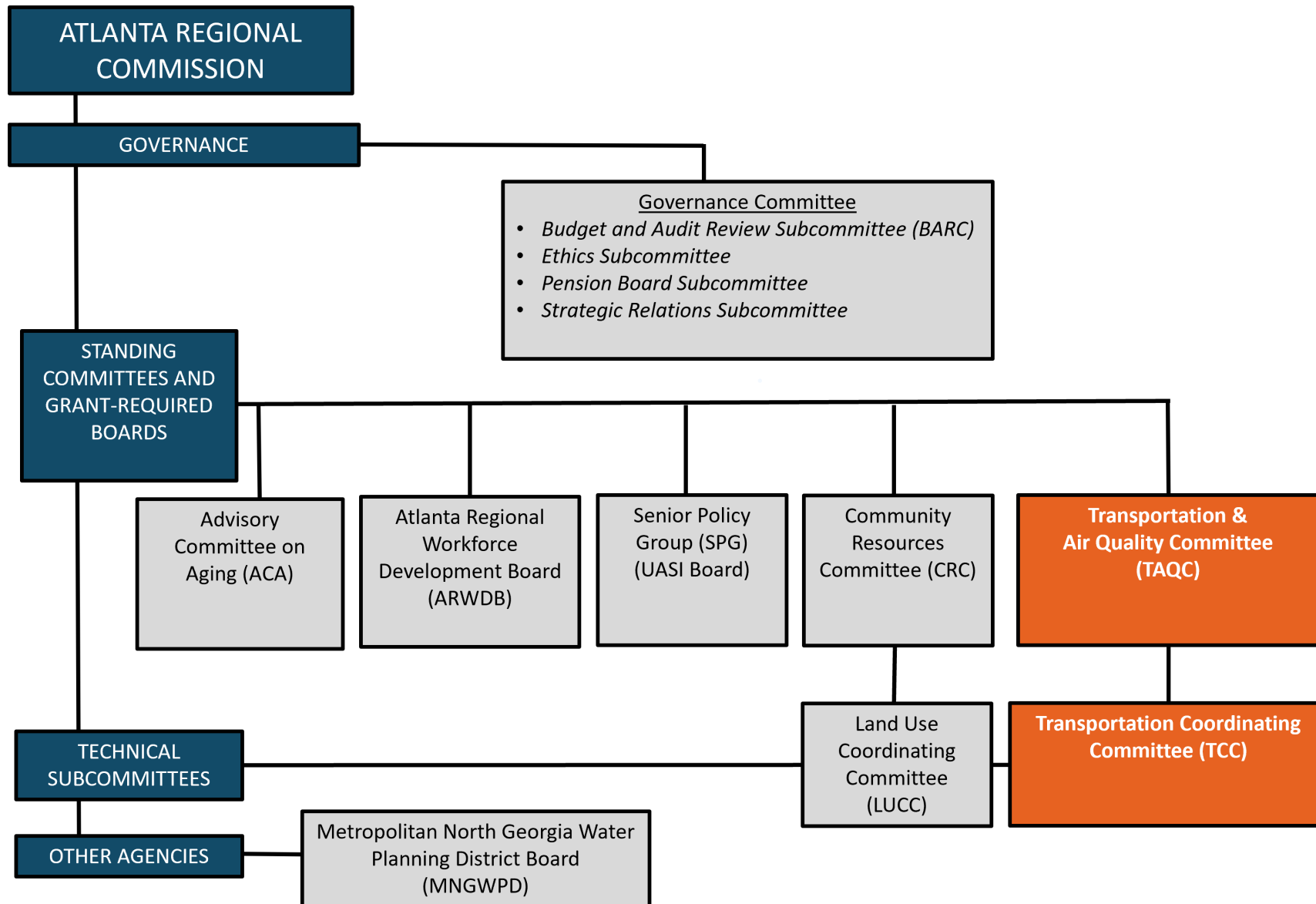
ARC Designations

- Regional Commission
- Metropolitan Planning Organization (MPO)
- Area Agency on Aging (AAA)
- Economic Development District (EDD)
- Metropolitan North Georgia Water District (State)
- Atlanta Regional Workforce Development (Federal)
- Urban Area Security Initiative (UASI) (Federal – Homeland Security)

ARC Designations

RESPONSIBLE PLANNING AGENCY		The Atlanta Urbanized Area (2010 Census) Includes Portions of 23 Counties																						
		Cherokee	Clayton	Cobb	DeKalb	Douglas	Fayette	Forsyth	Fulton	Gwinnett	Henry	Rockdale	Barrow	Bartow	Carroll	Coweta	Dawson	Hall	Jackson	Newton	Paulding	Pike	Spalding	Walton
	Metropolitan Planning Organization											PARTIAL	○	PARTIAL		PARTIAL	○	○	PARTIAL		PARTIAL			
	Regional Commission / Metropolitan Area Planning and Development Commission																							
	Area Agency on Aging																							
	Atlanta Regional Workforce Development Board																							
	Urban Area Security Initiative																							
	Metropolitan North Georgia Water Planning District																							
Cartersville-Bartow Metropolitan Planning Organization													▼											
Gainesville-Hall Metropolitan Planning Organization																		▼	▼					

ARC Committee Structure



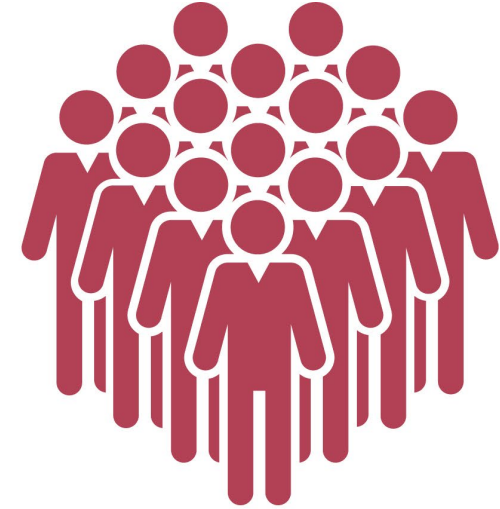
ARC Transportation Committee Structure



11 County Commission Chairs



12 County Mayors



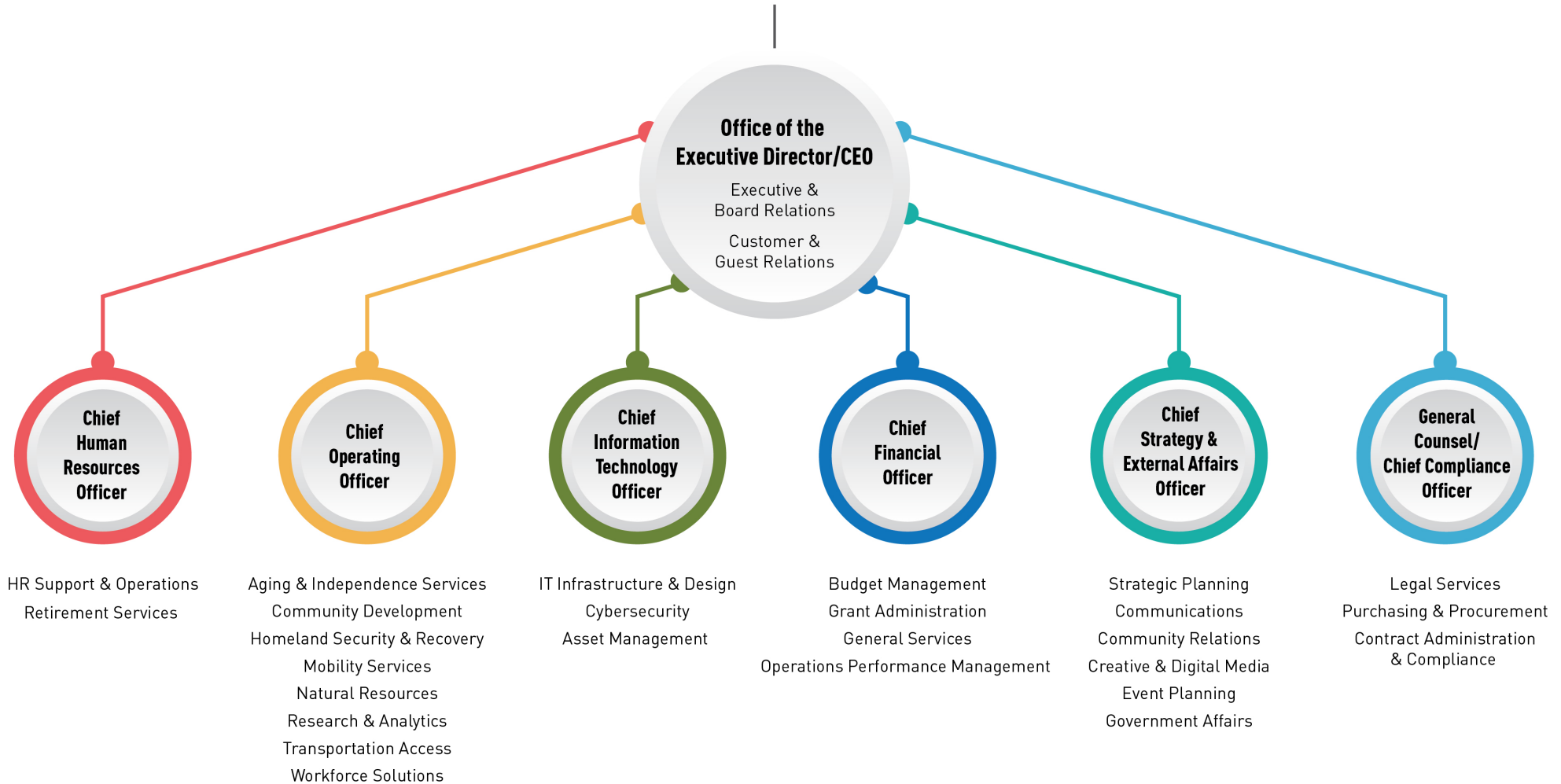
15 Citizen Members



41
Total Members

ARC Organization Structure

Atlanta Regional Commission Board



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>

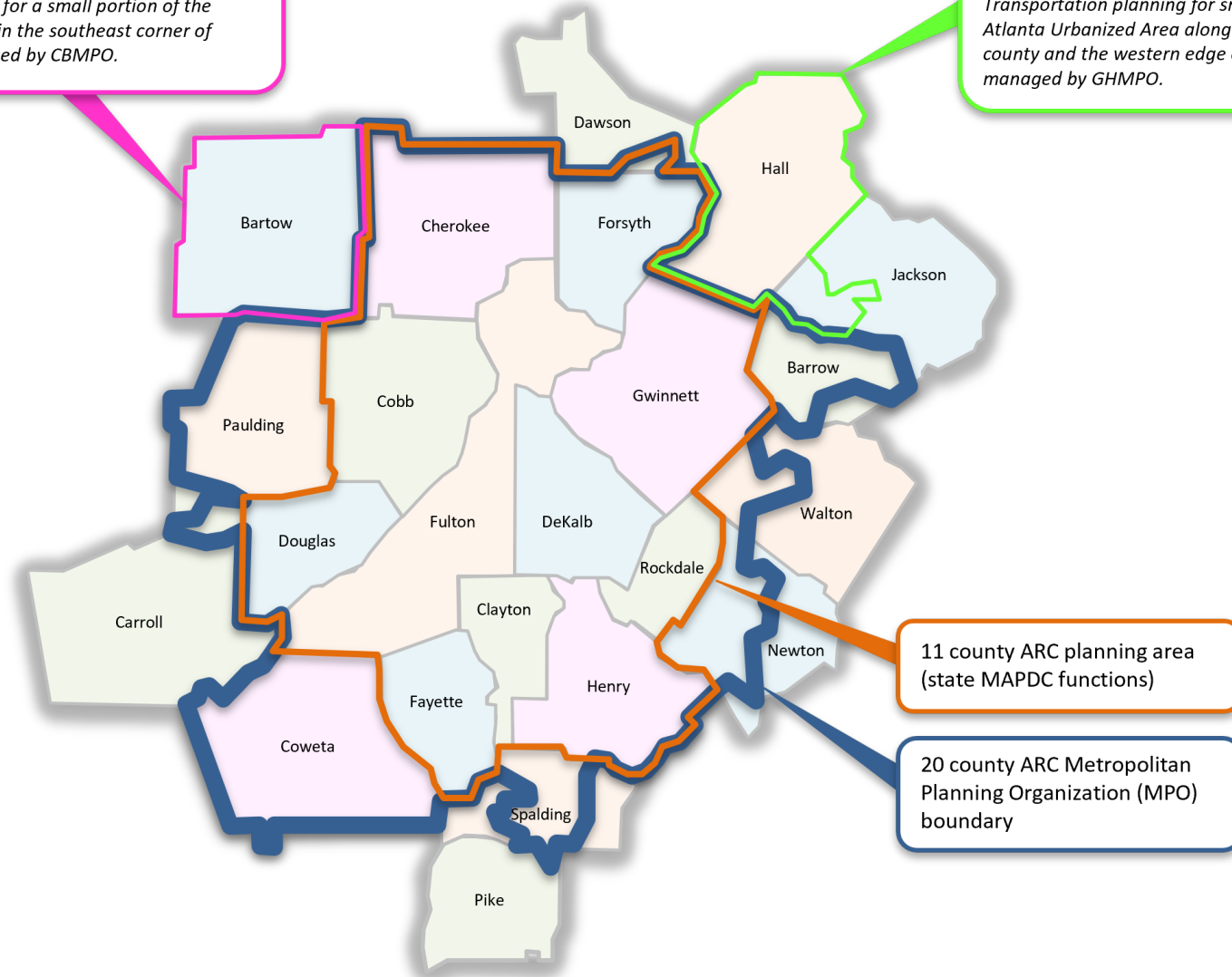
What is an MPO?

Cartersville-Bartow MPO planning area

Transportation planning for a small portion of the Atlanta Urbanized Area in the southeast corner of Bartow County is managed by CBMPO.

Gainesville-Hall MPO planning area

Transportation planning for small portions of the Atlanta Urbanized Area along the southern edge of Hall county and the western edge of Jackson County is managed by GHMPO.



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)

VISION

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MISSION

Foster thriving communities for all within the Atlanta region through collaborative, data-informed planning and investments.



VALUES

EXCELLENCE | INTEGRITY | EQUITY






Partner and Local Government Relationships





Federal

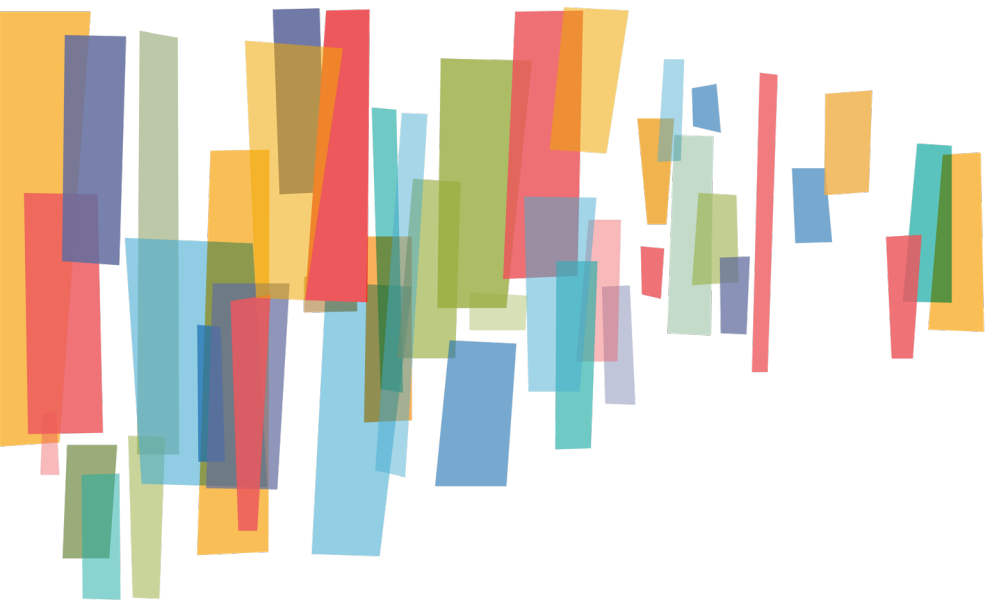
-  US DOT (FHWA/FTA)
-  US EPA

State

-  GDOT
-  Georgia EPD
-  GRTA
-  ATL Authority

Local Governments

-  County
-  City
-  Transit Operators (MARTA, CobbLinc, Ride Gwinnett, Xpress)
-  CIDs



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Questions



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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

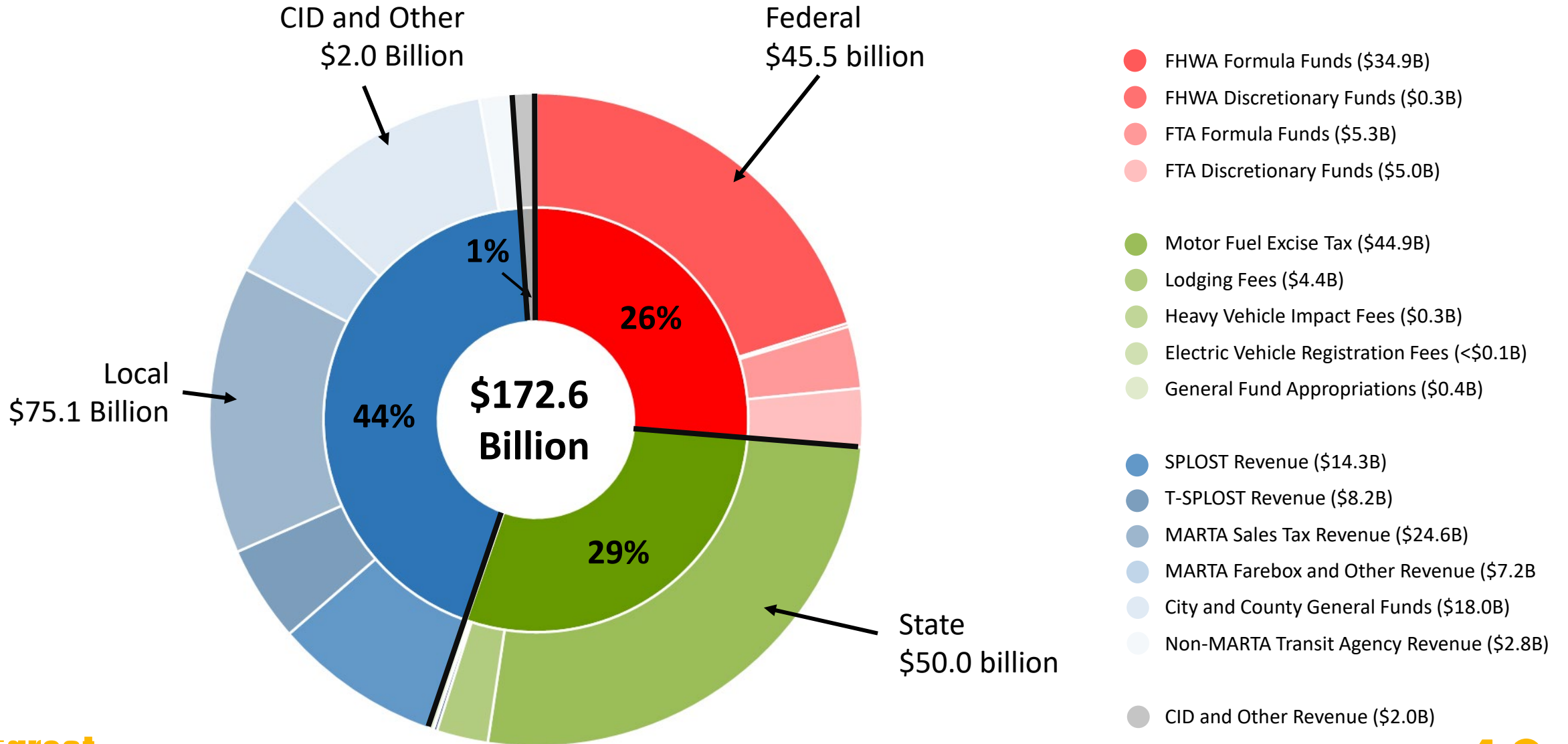
A 6-year plan that is “fiscally constrained” (funding is available!)

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 of Regional Transportation Plan (RTP)
- Current TIP - FY 2020-2025
 - Four fiscal years plus two informational
- 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

ARC IJA Resource Page

Infrastructure Investment Jobs Act Resource Database

Metro Atlanta Opportunities
 All Opportunities

FILTER PROGRAMS BY:

Category / Sub Category ▼

Funding Type ×

Eligible Recipients ▼

OR, SEARCH BY NAME:

- Competitive
- Directed
- Formula
- View All



SEARCH

[ARC Home](#) / [Infrastructure and Investments Job Act](#) / Resource Database

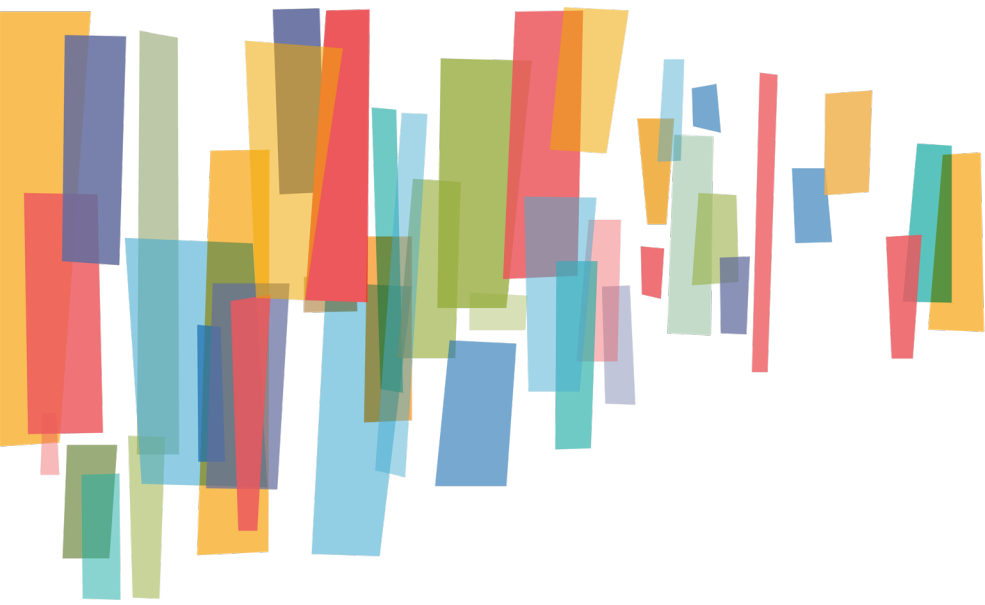
PROGRAMS FILTERED BY: × Competitive

SHOWING 50 OF 166 RESULTS UPDATED SEPTEMBER 11

EMAIL PAGE |
 PRINT PAGE |
 COPY PAGE LINK

PROGRAM	DESCRIPTION	CATEGORY	AGENCY / BUREAU	FUNDING	ELIGIBLE RECIPIENTS	APPLY
23 USC 503(b) – Highway Research & Development Program	The Highway Research and Development Program performs research and development to produce transformative solutions to improve safety, foster innovation, accelerate projects, and better meet operations, policy, and infrastructure needs.	Transportation Roads, Bridges and Major Projects	Department of Transportation Federal Highway Administration	\$610,000,000	To Be Determined	Pending (TBD)

<http://www.atlantaregional.org/iija>



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Questions



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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

**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

THE ARC TIP PROJECT EVALUATION FRAMEWORK

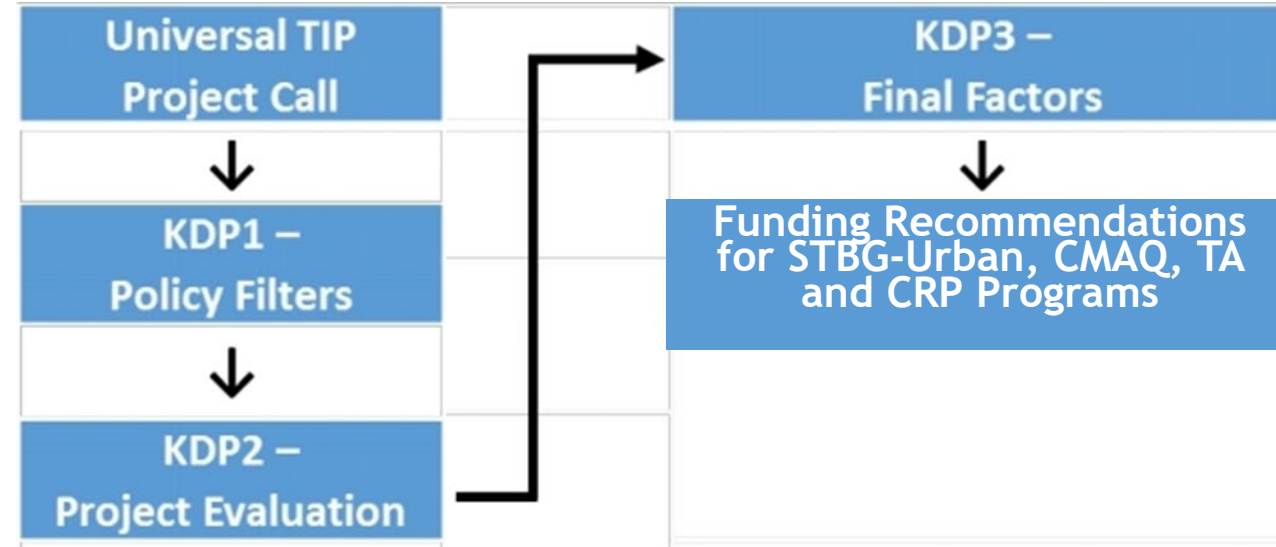
“The Project Evaluation Cookbook”

Atlanta Regional
Commission

Revised
Summer 2021

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% ¹
	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 ² , must connect two or more regional places ²
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 ³
	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
LCI Plan Implementation	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
Complete Streets	Provides bicycle and pedestrian facilities	0-15 (range based on separation, quality)
	Safety Countermeasures	0-15 (range based on quality and # of features)
Innovation & Quality of Scope	Green stormwater management infrastructure	10 pts
	Smart technology	5 pts
Transit Access or TOD	TOD project or provides bike/ped facilities within 1 mile of bus or rail stop	0-15 pts (range based on distance from transit)
Social Equity	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

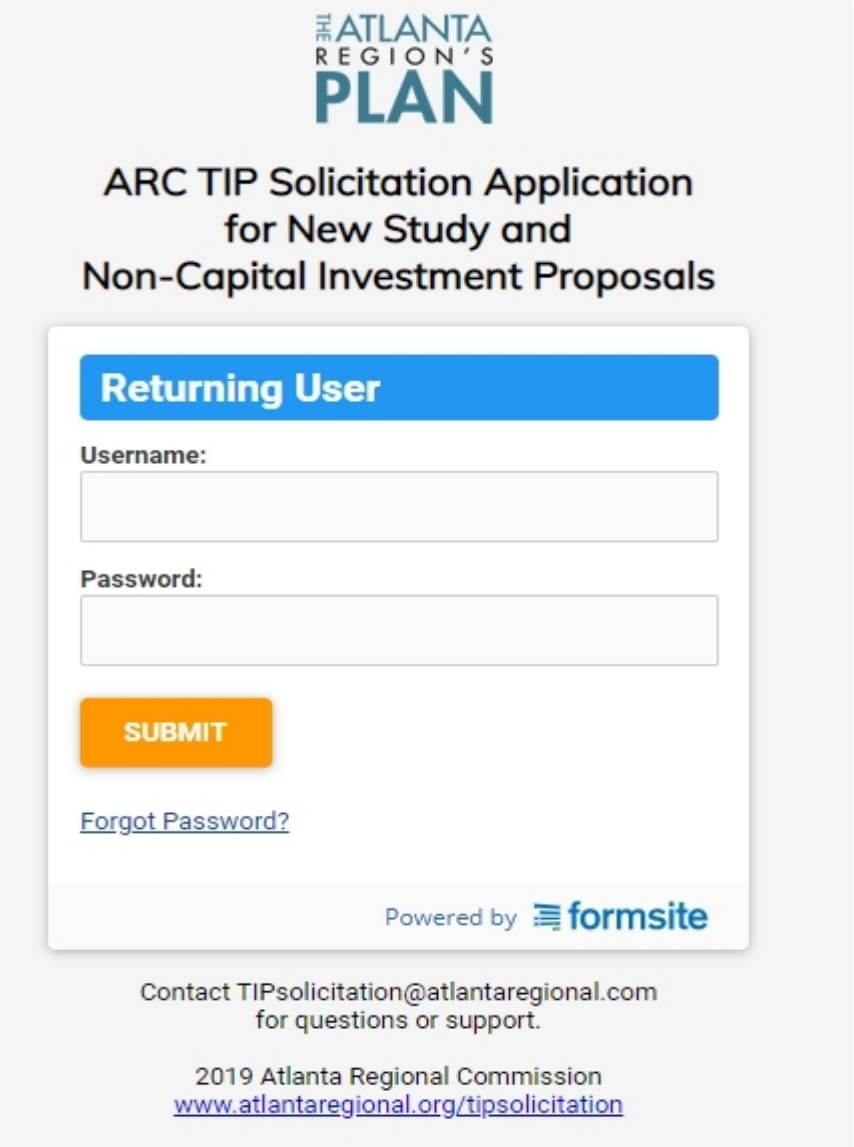
- ▮ Project priority as disclosed in project application
- ▮ Cost effectiveness derived from KDP 2 performance and project cost estimate
- ▮ Project deliverability surmised from application deliverability assessment
 - GDOT approved concept report may be submitted in lieu of deliverability assessment
- ▮ 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, contact information is provided: '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
for questions or support.

2019 Atlanta Regional Commission
www.atlantaregional.org/tipsolicitation

TIP Solicitation Page

All resources pertaining to TIP solicitations are hosted at 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*)

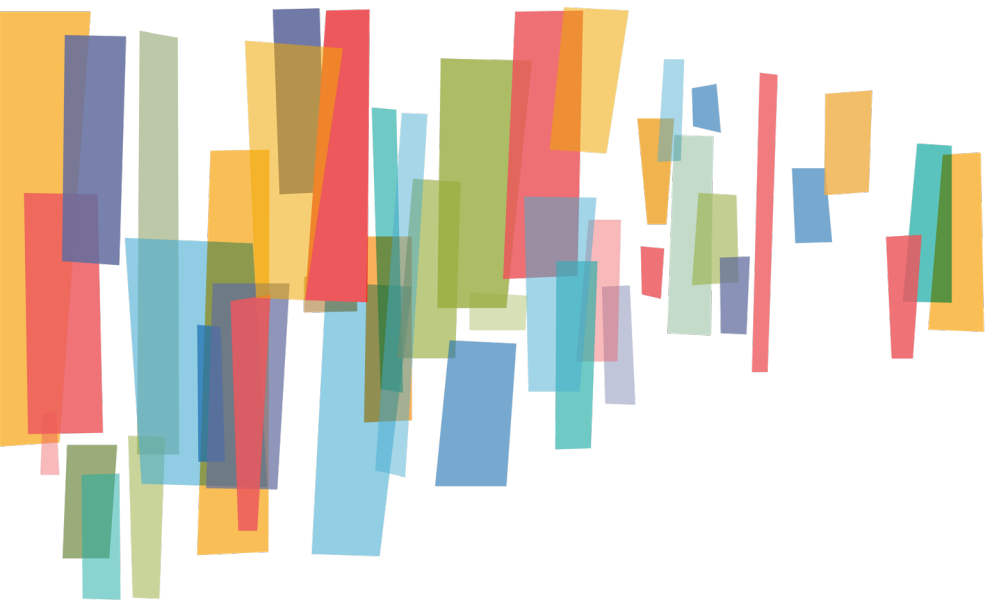
- Initial recommendations – late May 2020
- Final recommendations – TBD
- ARC Committee and Board adoption of future Amendment 1 (*conformity project award track*) – See [FY 2020-2025 TIP Amendment #1 Schedule](#)

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



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Questions



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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
- 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*

1st Quarter 2023 TIP Administrative modifications

- Due date – March 3rd
- Processed – April 7th

2nd Quarter 2023 TIP Administrative Modifications

- Due date – May 12th
- Processed – June 1st

3rd Quarter 2023 TIP Administrative Modifications

- Due date – July 25th
- Processed – August 23rd

1st Quarter 2024 TIP Administrative Modifications

- Approximate due date – March 2024
- Approximate processing date – April 2024



* All dates subject to change – visit www.atlantaregional.org/tip for the latest schedule

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 Non-Exempt 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"/> 2	Flex	<input type="checkbox"/>
Network Year		<input type="text" value="2020"/> 2020	<input type="text" value="2030"/>
Corridor Length		<input type="text" value="1.0"/> 1.0	<input type="text" value="1.0"/> miles
Detailed Description and Justification			
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).			

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		2017 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

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 an amendment
- 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

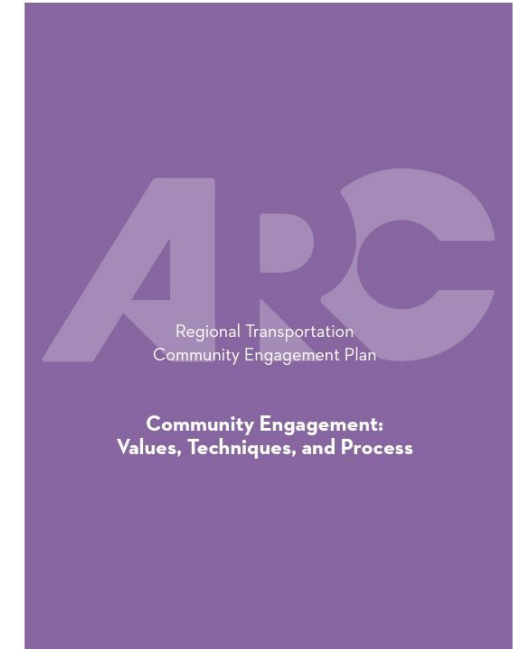
- The public is given a period of time to review the full project list, project programming and draft air quality conformity determination report (if CDR is required)
- Upon close of the public comment period, a public comment report is released and the final amendment list is shared with the public 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 amending the TIP/MTP
- Upon US DOT approval, the amended TIP/MTP is posted to ARC's website and shared with sponsors via email
 - When possible, amendments are processed concurrently with administrative modifications

Public Participation Plan Revisions

- ARC is working a revision of the public participation plan for the TIP
- Will define three amendment categories
 - Long form CDR amendment
 - Covers all changes to exempt and non-exempt projects
 - Travel demand model is run
 - 30 day public comment period
 - Short form CDR amendment
 - Covers schedule and financial changes to exempt and non-exempt projects
 - No travel demand modeling
 - 15 day public comment period
 - Non-CDR amendment
 - Schedule and financial changes to exempt projects only
 - 15 day public comment period; streamlined IAC and FHWA approval process



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	

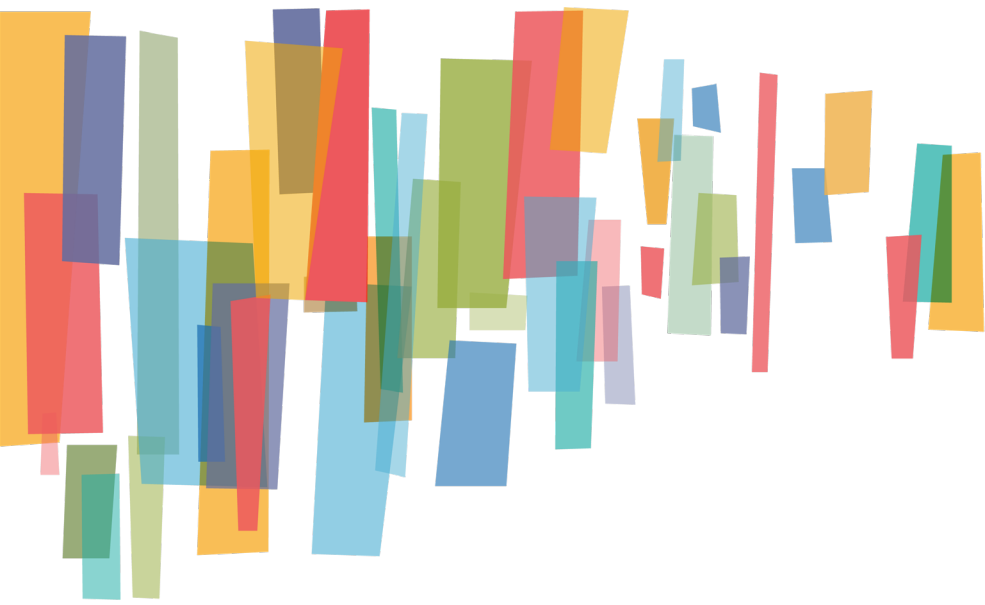
- Applies to STBG-Urban, TAP, and CMAQ fund sources (*LCI projects are funded under STBG-Urban*)
- “Flexed” project approvals and administration handled by FTA

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