

Georgia Department of Transportation STIP

Financial Plan



The Georgia Statewide Transportation Improvement Program (STIP) is developed in accordance with 23 Code of Federal Regulations (CFR) Section 450.216 and includes a priority list of highway, passenger rail and transit projects to be implemented (Section 630.106(a)(2)).

The following describes transportation program estimates which financially constrain by year the STIP Financial Plan (SFP) for Fiscal 2008-2011. In order to provide for 23CFR Section 630.110, "Modification of Original Agreements," for project phases authorized (Section 630.106(a)(2)) under a previous STIP, the SFP reserves a portion of the funding for this purpose and allocates the remaining transportation revenues to state and local projects for a four year time period. The financial plan includes projects for which funding can reasonably be expected to be available. Only those projects or project phases (preliminary engineering, rights-of way or construction) for highway projects or (capital or operating) for transit projects are included in the STIP.

The Fiscal 2008-2011 SFP was developed on the basis of current state and federal fund balances and projected 2008, 2009, 2010 and 2011 Federal-aid and state funding for each of the four years of the STIP. Also the Transportation Improvement Programs (TIP) and their related funding, developed by Georgia's fifteen Metropolitan Planning Organizations (MPO), are incorporated into the STIP by reference.

The Fiscal 2008-2011 SFP for highways and transit totals \$9.46 billion with a FY 2008 annual program of \$3.37 billion. Funding for this four-year program includes \$6.22 billion in federal funds, \$2.73 billion in state funds of which \$1.53 billion are State Bonds, and \$0.51 billion in local funds. This level of infrastructure investment supports nearly 397,324 jobs in the construction industry as well as a well-maintained transportation system that fosters a healthy economy by providing the infrastructure for efficient movement of goods and people.

The project cost estimates used in developing the STIP are based on the best available engineering estimates at the time. Final cost for the actual project phase authorization may differ, right of way needs or design quantities are finalized through the pre-construction process. If changes due to these revisions alter the STIP description of intent, design, or scope of the project, then appropriate STIP amendment procedures, provided in this section, will be followed. Funds are also reserved for these amendments.

The cost estimates for projects and available revenue estimates are reflected in year of expenditure dollars by utilizing inflation rates for future years. Cost estimates for years beyond the current year are inflated by adding a percentage each year based on historical rates of increase in these costs. The revenue estimates are determined by adding a conservative percentage of inflation to each future year after the last complete year of federal funding obligation authority. This inflation rate is based on historical rates of revenue increases and reasonable projections of future funding.

HIGHWAY PROGRAMS – *funded by SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users)*

Interstate Maintenance (IM) - Funds used for resurfacing, restoration, and rehabilitation of the Interstate Highway System. These funds cannot be used to provide new capacity to the system, nor for construction of new facilities such as rest areas, ports of entry, etc.

National Highway System (NHS) – The system of national highways approved by Congress and considered most important to interstate travel, national defense, connectivity with other modes of transportation, and for international commerce. The system includes the current Interstate highways and other key state routes identified by the State.

Surface Transportation Program (STP) – STP funds may be used for a range of projects from new construction to resurfacing, and may be flexed to transit. STP funds are distributed according to federal guidelines and in compliance with State legislation.

The distribution of STP funds includes 62.5 percent for use in urban and rural areas of the state based on population. Another 27.5 percent can be used in any area of the state at the direction of the State Transportation Board. The remaining ten percent is used for Transportation Enhancement projects.

The Transportation Enhancement Program (TE) is very popular, especially with users of non-traditional transportation. The State Transportation Board established the Transportation Enhancements Advisory Panel to assist in project selection and to represent statewide interests with expertise in multi-modal facilities, historic resources, transportation aesthetics, scenic preservation and other TE-type activities.

There are twelve categories of TE projects.

These include "*...provisions of facilities for pedestrians and bicycles; provision of safety and educational activities for pedestrians and bicyclists; acquisition of scenic easements...or historic sites; scenic or historic highway programs (including the provision of tourist and welcome center facilities), landscaping and other scenic beautification; historic preservation, rehabilitation and operation of historic transportation buildings, structures, or facilities (including railroad facilities); preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails); control and removal of outdoor advertising; archaeological planning and research; and environmental mitigation to address water pollution due to highway runoff, or reduce vehicle-caused wildlife mortality (while maintaining habitat connectivity); and, establishment of transportation museums.*" Source: National Transportation Enhancement Clearinghouse.

Legislation limits eligible recipients to public agencies. However, private groups are encouraged to participate by applying through an appropriate public agency (County and/or City). TE program funds require a 20% match provided by the recipient.

Highway Safety Improvement Program (HSIP) - The Highway Safety Improvement Program is a new core Federal-aid funding program beginning in FY 2006 to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Safety projects include Hazard Elimination, Railroad Crossing, and Railroad Protective Devices.

Congestion Mitigation/Air Quality (CMAQ) - These funds are for projects, which can be proven to reduce traffic congestion and/or improve air quality in non-attainment areas. Projects such as park and ride lots, signal coordination, and ride sharing qualify for these funds. Currently, there are twenty eight counties in the non-attainment area: Barrow, Bartow, Bibb, Carroll, Catoosa, Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Floyd, Forsyth, Fulton, Gwinnett, Hall, Heard, Henry, Monroe, Murray, Newton, Paulding, Putnam, Rockdale, Spalding, Walker and Walton.

Bridge Replacement (BRG) - These funds are for the replacement or rehabilitation of substandard bridges both on and off the federal system. Bridges must have a span of 20 feet and must be listed on the Federal Register with a sufficiency rating of 80 or less for rehabilitation and 50 or less for replacement.

Safe Routes To School Program (SRS) - The program purpose is to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Demonstration or High Priority (Demo, HPP) – These funds are congressionally authorized and designated for specified projects.

HIGHWAY FUNDING SOURCES

State Funding Sources - The \$2.72 billion in State highway funds are available from several sources including motor fuel taxes, special fuel taxes (diesel), State Bonds and 3% state sales tax on gasoline. Eighty-two percent of these funds are used for construction and maintenance of state highways. Another eight percent are programmed for improvements to local roads. The remainder is not associated with a specific route. Revenues from these sources increase about one percent a year. State funds are part of the STIP program development, with about \$1.09 billion used for federal match.

Federal Highway Funding Sources – Federal highway funds in the STIP are estimated based on the Department’s expectations of what Congress will authorize to be spent on the program. The Department expects to get at least \$5.3 billion in federal highway funds over the next four years, from the Highway Trust and Other Funds and \$1.52 billion from carryover funding from the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and from SAFETEA-LU and previous highway laws. Georgia’s yearly share from the Highway Trust Fund alone is anticipated to be about 3.45% of the estimated \$43.3 billion or \$1.49 billion in FY 2008. The obligation ceiling, or the minimum amount of funds that Georgia will receive, is 88.1% of that amount. Estimates are subject to change based on forthcoming yearly appropriation and obligation levels set by Congress.

Advance Construction (AC) – Federal law allows states to borrow against future federal funding. Available state dollars are used to fund these projects until payments are made. These projects are then partially or completely converted to regular federal funds and the Federal Highway Administration billed for the federal portion of these payments. Georgia maintains a “rolling” AC

program where projects are AC the first year and converted the next year or so as funds are needed. Projects in the second year become the new AC projects to provide the funding needed to convert the first year projects. The process is repeated each year. This allows the state to advance projects by one or more years. The STIP shows the projects funded AC in previous years in appendix D. Many of these projects will be converted using FY 2008 federal funds. The amount converted, expected to be \$500 million, will be balanced with the total amount of FY 2008 projects funded AC. The amount shown in the Available Federal Spending Authority table is the net increase in AC balance projected as this “rolling” AC program grows.

There are four projects in the STIP (PI # 0002777, 0002689, 0002690, 0006362) establishing amounts for the conversion for debt service of state bond projects that were funded federal AC. Appendix E shows a list of projects from which these amounts will be selected based on how much work has been completed and available federal apportionment types at the time of conversion.

There are also four projects in the STIP (PI # 0006368, 0006369, 0006370, 0006371) establishing amounts for conversion for debt service of GARVEE bond projects that were funded federal AC. Appendix F shows a list of projects from which these amounts will be selected based on how much work has been completed and available federal apportionment types at the time of conversion.

Local Highway Funding Sources - During the four-year program, an estimated \$342 million in local funds will be needed to match federal-aid for local highway projects and for local contributions to matching improvements on the state highway system.

FY 2008-2011 FUNDING OF HIGHWAY PROJECTS

The \$8.64 billion highway program for FY 2008-2011 includes \$5.58 billion in federal-aid, \$2.72 billion in state funds and \$0.34 billion in local funds. The following table summarizes program funding for FY 2008-2011:

**FY 2008-2011 Highway Projects
(\$ Millions)**

Fund Source	FY 2008	FY 2009	FY 2010	FY 2011	Total FY 2008-2011	Average Annual
Federal Aid	\$2,009	\$1,444	\$1,214	\$915	\$5,582	\$1,396
State Funds	\$899	\$949	\$594	\$280	\$2,722	\$681
Local Funds	\$142	\$111	\$64	\$25	\$342	\$85
Total	\$3,050	\$2,504	\$1,872	\$1,220	\$8,646	\$2,162
Bond Funds (included in State)	\$533	\$567	\$351	\$74	\$1,525	\$381
<i>Selected Program Distribution</i>						
Sidewalks	\$33	\$21	\$2	\$1	\$57	\$14

Bicycle/Pedestrian	\$50	\$28	\$6	\$3	\$87	\$22
Transfer to Transit	\$83	\$15	\$27	\$0	\$125	\$31
HOV	\$160	\$0	\$9	\$18	\$187	\$47
ITS	\$52	\$26	\$19	\$18	\$115	\$29
Design	\$73	\$40	\$16	\$4	\$133	\$33

Local Road Assistance

Federal-aid to local governments is primarily from the Surface Transportation Program and the Bridge Replacement and Rehabilitation Program. Local governments also receive federal demonstration funds for specific projects and Congestion Mitigation/Air Quality funds based on project eligibility and selection. Enhancement projects are selected statewide based on the guidance provided through the Georgia Transportation Enhancement Program.

Total Estimated Highway Funds and Available Spending Authority (\$ Millions)

Category Groupings	FY 2008	FY 2009	FY 2010	FY 2011	Total
Apportionment					
Interstate Maintenance	\$297	\$303	\$309	\$315	\$1,224
Bridge Placement & Rehabilitation	\$89	\$91	\$92	\$94	\$366
National Highway System	\$271	\$277	\$282	\$288	\$1,118
Congestion Mitigation	\$67	\$69	\$70	\$71	\$277
Surface Transportation Program	\$365	\$372	\$380	\$387	\$1,504
Highway Safety Improvement	\$65	\$67	\$68	\$69	\$269
Safe Routes To School	\$4	\$4	\$4	\$4	\$16
Misc. Categories	\$123	\$125	\$127	\$130	\$505
Total Apportionment	\$1,281	\$1,308	\$1,332	\$1,358	\$5,279
Total Other Funds	\$0.3	\$0.3	\$0.3	\$0.3	\$1
Unobligated Balance	\$1,517				\$1,517
Grand Total	\$2,798	\$1,308	\$1,332	\$1,358	\$6,797
Available Federal Spending Authority					
Formula Obligation Ceiling	\$1,144	\$1,166	\$1,189	\$1,213	\$4,712
Other Obligation Limitation	\$2	\$2	\$2	\$2	\$8
Special Limitation Equity Bonus	\$158	\$161	\$164	\$168	\$651
Special Limitation High Priority/Earmarks	\$288	\$112	\$37	\$3	\$440

Special Limitation Appalachian Highway	\$1	\$9	\$0	\$0	\$10
Total Federal Funding Availability	\$1,593	\$1,450	\$1,392	\$1,386	\$5,821
AC with State funds	\$471	\$49	\$0	\$0	\$519
State and Bond funds	\$899	\$949	\$594	\$280	\$2,722
Local funds	\$142	\$111	\$64	\$25	\$342
Grand Total	\$3,105	\$2,559	\$2,050	\$1,691	\$9,405

Summary of Highway Available Funds and Projects
(\$ Millions)

Description	FY 2008	FY 2009	FY 2010	FY 2011	Total
Total highway projects	\$3,050	\$2,504	\$1,872	\$1,220	\$8,646
Reserve - modifications & amendments	\$55	\$55	\$178	\$471	\$759
Total projects & modifications	\$3,105	\$2,559	\$2,050	\$1,691	\$9,405
Grand Total funds available	\$3,105	\$2,559	\$2,050	\$1,691	\$9,405

Safe, Accountable, Flexible, Efficient Transportation Equity Act (A Legacy for Users) – Title 3 programs

Transit, passenger rail, aviation, freight rail and ports join highways as significant modes in Georgia's intermodal transportation system. Non-highway modes funded through Title 3 or through moneys flexed from Title 1 are part of the STIP. Because of its importance to the state's transportation program, a comprehensive summary of non-highway modal programs, funded with *other than* SAFETEA-LU funding and administered by the Georgia Department of Transportation is included in this document.

TRANSIT PROGRAMS

The Georgia Department of Transportation in cooperation with the Federal Transit Administration (FTA) and the state's public transit agencies work together to develop service programs and facility improvements to meet the state's public transportation needs.

One of the missions of GDOT's public transit program is to preserve and enhance the state's facilities and equipment in urban and rural public transit. Public transit projects listed in the STIP are funded with Federal Transit Administration funds (under SAFETEA-LU). These projects have

been identified by the MPOs through the transportation planning process and become a part of the Transportation Improvement programs (TIP) in urban areas. The Department in cooperation with rural transit operators identifies rural needs. Urban transit projects are listed for cities with transit programs in operation - Albany, Athens, Atlanta, Augusta, Brunswick, Columbus, Gainesville, Macon, Rome and Savannah.

Typical urban transit projects include urban capital, planning, and operating (Federal Transit - Section 5307) and statewide elderly/disabled capital (Federal Transit – Section 5310) projects. GDOT is the designated recipient of FTA funds for areas under 200,000 population. The Department receives financing from the State’s General Fund budget to match one half of the local share of transit projects in Albany, Athens, Gainesville, Macon and Rome. In addition, the Department coordinates with the Georgia Department of Human Resources (GDHR) on elderly and handicapped transportation projects.

Atlanta, Augusta, Savannah and Columbus have populations of over 200,000 and receive transit funds directly. The Department also provides one half the local share of matching funds for capital projects in these areas. The Department has played an important role in providing financial assistance to match projects for Cobb Community Transit (CCT), the Gwinnett County Transit, the Metropolitan Atlanta Regional Transit Authority (MARTA) and Douglas County.

Transit Programs include:

Job Access and Reverse Commute Program – Formerly known as the Section 3037 Program, the FTA Section 5316 provides formula funding to local governments, nonprofit organizations, and designated recipients of Federal transit funding to develop transportation services to connect welfare recipients and low income persons to employment and support services. Requires a “coordinated plan” developed locally among public transit, human services providers.

Urbanized Area Formula Program – FTA Section 5307 provides funding for capital, operating and planning assistance. Funds are distributed nationwide on a formula basis.

Capital Investment Program – FTA Section 5309 offers capital funding for public transportation systems on a discretionary basis.

Elderly and Persons with Disabilities Formula Program – FTA Section 5310 provides funding to private non-profit agencies for capital improvements to be used in the provision of transportation service to elderly and disabled persons.

Nonurbanized Area Formula Program – FTA Section 5311 provides funding to enhance the access of people in non-urbanized areas to healthcare, shopping, education, employment, public services and recreation. Funds are available for capital, operating and administrative expenses. Also provides capital funds for private intercity bus transportation.

TRANSIT FUNDING SOURCES

State Funding Sources – The State Legislature provides one-half of the required twenty percent match for federal transit funding through the General Fund. Approximately \$17 million in General Funds for transit purposes are programmed in the STIP.

Federal Transit Funding Sources – The \$645 million in federal-aid funds is partially based on estimates of federal revenue available to Georgia through the Transit Trust Fund and from earmarked funds in SAFETEA-LU.

Local Transit Funding Sources – During the four-year program, an estimated \$166 million in local funds will be needed to match federal-aid. These funds are acquired through local sales taxes, special taxing districts, property taxes as well as the general tax digest.

**FY 2008-2011 Transit Projects
(\$ Thousands)**

Fund Source	FY 2008	FY 2009	FY 2010	FY 2011	Total FY 2008-2011	Annual Average
Federal Aid	\$232,318	\$75,672	\$30,439	\$306,611	\$645,040	\$161,260
State Funds	\$9,868	\$2,510	\$2,095	\$2,127	\$16,600	\$4,150
Local Funds	\$74,029	\$53,556	\$23,535	\$15,142	\$166,262	\$41,566
Total	\$316,215	\$131,738	\$56,069	\$323,880	\$827,902	\$206,976

**Estimated Transit Funds FY 2008
(\$ Thousands)**

Category	Federal Funds	Required State Matching Funds	Required Local Matching Funds	Total
Job Access and Reverse Commute	\$2,335	\$100	\$552	\$2,987

Urbanized Area Formula Program - Capital*	\$21,677	\$895	\$6,028	\$28,600
Urbanized Area Formula Program-Capital MARTA	\$84,854	\$0	\$21,213	\$106,067
Urbanized Area Formula Program-Operating	\$4,043	\$0	\$18,158	\$22,201
Capital Investment Program*	\$13,674	\$1,188	\$2,231	\$17,093
Capital Investment Program-MARTA	\$78,050	\$5,800	\$13,712	\$97,562
Elderly & Persons with Disabilities Program	\$2,869	\$717	\$0	\$3,586
Nonurbanized Area Formula Program-Capital	\$3,764	\$171	\$2,565	\$6,500
Nonurbanized Area Formula Program-Operating	\$7,071	\$0	\$7,071	\$14,142
Other	\$13,981	\$997	\$2,499	\$17,477
Total Apportionment	\$232,318	\$9,868	\$74,029	\$316,215

***excludes MARTA**

AVIATION PROGRAMS

The mission of GDOT's aviation program is to preserve and enhance the State's air transportation system to meet the demands of users. The program provides financial and technical support to publicly owned, open to the public airports. The Georgia Department of Transportation is authorized to plan and support the establishment, development and maintenance of aviation and aviation facilities. The Georgia Airport Aid Program (GAAP) provides state funding assistance, appropriated by the Georgia General Assembly, for capital, maintenance, approach aid and planning projects. Development, Maintenance, Approach Aid, and Planning projects are funded at 75% state assistance or 50% state assistance for urban area airports lacking federal support. All FAA (Federal Aviation Administration) supported construction projects may be funded at 95% FAA and 2.5% state aid. Airport markings on State development projects are eligible for 100% funding. In addition, the minimum contract level of state funding assistance on all GAAP projects is \$1,500. State projects (non-federal) are selected annually based on the GAAP Priority System criteria. Federally funded projects have the highest priority for matching state funds.

RAIL PROGRAMS

The primary mission of GDOT's rail program is to preserve and enhance the State's rail transportation system for future development and expansion of rail freight and rail passenger service. Existing rail corridors in the Department's Freight Rail Plan are identified to be either acquired and rehabilitated, or rehabilitated, in order to maintain and assure strategic rail freight access to

Georgia's communities. Since 1992, GDOT has acquired 540 miles of light density railroad lines and since 1981, GDOT has rehabilitated 793 miles of light density railroad lines.

The passenger rail program defined in the document titled: *Intermodal Program for Rail Passenger Service in Georgia*, guides implementation of intrastate, intercity, and commuter rail passenger service to provide a multi-modal alternative in the State's largest travel market. Seven (7) commute services and six (6) intercity rail lines are identified in the Program to serve and connect together the Atlanta, Athens, Griffin, Macon, Bremen, Canton, Senoia, Albany, Savannah, Augusta, and Columbus metropolitan markets.

PORT PROGRAMS

The mission of GDOT's ports program is to partner with the Corps of Engineers to maintain the navigability of the Atlantic Intracoastal Waterway and Georgia's deepwater ports in Savannah and Brunswick. In order to maintain a navigable channel, the Corps of Engineers dredges the Savannah and Brunswick Harbors annually. The Department's role is to partner with the Corps to provide dredge material containment areas for the Corp's work for the federal navigation projects. The Department is required to cost/share in dike design, construction, and environmental mitigation. GDOT funds 35% of dike construction costs but no maintenance costs of disposal areas. GDOT annually requests funding from the Georgia General Assembly to cover the costs of these activities.

State Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) Amendment Process

October 11, 2007

The STIP/TIP amendment process described below details procedures that are to be used to update an existing approved STIP or TIP. A key element of the amendment process is to assure that funding balances are maintained.

TIP (Transportation Improvement Program) *Administrative Modifications*

The following actions are eligible as Administrative Modifications to the TIP:

- Obvious minor data entry errors.
- Splitting or combining projects.
- Minor Adjustment in expenditures for transit projects
- Changes or clarifying elements of a project description (with no change in funding). This would generally be less than 10% change in project termini. This change would not alter the original project intent.
- Increase funding less than 30% for a Lump Sum Bank
- Roadway project phase cost estimate changes less than \$5,000,000 (See Note 5)
- Roadway project phases with the initial cost over \$5,000,000 may increase up to 30% (See Note 5)

The Administrative Modifications process consists of a letter of notification from the MPO (Metropolitan Planning Organization) to all other involved parties: GDOT, FTA and FHWA. No public involvement is required for Administrative Modifications. The MPO must verify with GDOT that funds are available for the cost estimate changes.

TIP (Transportation Improvement Program) *Level 1 Amendments* (not controversial)*

An Amendment Level 1 to the TIP would include adding or deleting a phase for one of the following project types:

- Bike/pedestrian projects
- Non TE funded enhancement type projects
- Transit enhancements
- Transportation studies using capital funds (also needs to be in SPR Work Program)
- Turn lane, intersection improvements and signal projects
- Signage, lighting, landscaping or green way projects
- Recreational Trails projects
- Minor ITS/ATMS projects
- Maintenance projects
- Safety projects

*A controversial project is defined on a case by case basis through the MPO planning process. Consideration will be given to the amount of money involved, scope, geographic location and impacts in evaluating if a project may be controversial.

A Level 1 Amendment to the TIP would include making any of the following changes:

- Shifting projects within the TIP
- Move PE, ROW or Construction Funds programmed for previous year into a new TIP
- Shifting Construction funds to add a PE or ROW phase to a project
- The deletion of a project at the request of the Project Sponsor
- Increase funding more than 30% for a Lump Sum Bank (Livable Centers Initiative, maintenance, safety, hazard elimination, enhancements, R/R crossing, etc.)
- Roadway project phases with the initial cost over \$5,000,000 that increase over 30% but less than 100% with a \$20,000,000 maximum (See Note 5)

The Level 1 Amendment process for non-attainment areas requires advertising of the amendment in a legal organ and/or the MPO web site, allowing a 15-day comment period (See Note 5 for exception to the public involvement process) and responding to any comments received. Following public notice, approval action may be taken through the TIP approval process.

For all other areas the amendment would be put on the agenda for discussion at the CAC, TCC and PC meetings and any comments received prior to or at the meetings would be responded to.

A Level 1 Amendment is limited to those changes that do not affect the conformity determination in a non-attainment area or would result in a project shifting beyond its analysis year.

The MPO must verify with GDOT that funds are available for the cost estimate changes. The MPO is responsible for giving notification to GDOT and FHWA/FTA of the action taken and providing assurance that the Level 1 Amendment process and the public involvement procedure have been followed.

TIP (Transportation Improvement Program) Level 2 Amendments

Level 2 Amendments to the TIP would include the following.

- Change in scope that alters the original intent of the project
- Change in a project that would affect the conformity determination in a non-attainment area
- Increase or decrease in the scope of a project by more than 10%.
- Add/Delete a phase of a project not identified in the Level 1 Amendments section: i.e. capacity increases, regionally significant projects, major ATMS projects, controversial projects of any type.
- Roadway project phases with the initial cost over \$5,000,000 increasing over 100% or the cost increase exceeds \$20,000,000 except for Lump Sum Banks

The Level 2 Amendments process for non-attainment areas requires widespread advertisement and/or posting on the MPO web site, a 30 day public comment period, and response to all comments received, either via individual or summary form. There is no requirement for a public hearing; however, the MPO may choose to hold a hearing. The Level 2 Amendment project is put on the agenda for discussion and action through the TIP approval process.

The Level 2 Amendment process for all other areas requires public advertisement and/or posting on the MPO web site, a 15-day comment period, and response to all comments, either individually or in a summary form. There is no requirement for a public hearing. The Level 2 Amendment follows the usual CAC, TCC and PC process for action.

The MPO must verify from GDOT that funds are available for the cost estimate changes if these changes are not offset by cost reductions or shifting of other projects. The MPO is responsible for notification to GDOT and FHWA/FTA of action taken and assuring that the Level 2 Amendment process; addressing conformity (in non-attainment areas) and public involvement procedures have been followed.

STIP (Statewide Transportation Improvement Program) *Administrative Modification*

The following actions are eligible as Administrative Modifications to the STIP:

- Project number change or Project identification number change.
- Splitting or combining projects.
- Increase in Lump Sum Banks by less than 30%.
- Fund source change.
- Obvious minor data entry errors.
- Minor change in expenditures for transit projects
- Changes or clarifying elements of a project description (with no change in funding). This would generally be less than 10% change in project termini. This change would not alter the original project intent.
- Roadway project phase cost estimate changes less than \$5,000,000 (See Note 5)
- Roadway project phases with the initial cost over \$5,000,000 may increase up to 30% (See Note 5)

The STIP Administrative Modifications process consists of notification to all involved parties in the latest version of the Department's Construction Work Program. There is no public involvement required in such instances. If an Administrative Modifications is made at the time of submittal of a project for authorization, that form will serve as such notice.

STIP (Statewide Transportation Improvement Program) *Level 1 Amendments*

A Level 1 Amendment to the STIP would include the following.

- Shifting projects within the STIP.
- Move PE, ROW or Construction Funds programmed to another year of the STIP
- The deletion of a project at the request of the Project Sponsor.
- Shifting Construction funds to add a PE or ROW phase to a project
- Addition or deletion of a phase of a project shown on the TIP Level 1 Amendment list
- Increase funding more than 30% for Lump Sum Banks (maintenance, safety, enhancement, hazard elimination, R/R crossing etc.)
- Roadway project phases with the initial cost over \$5,000,000 that increase over 30% but less than 100% with a \$20,000,000 maximum (See Note 5)

Written notification is submitted to the FHWA, FTA and the MPO showing the change made and stating the source of funding assuring that the financial balance of the STIP is maintained. Cost changes made to the second and third years of the STIP will be balanced during the STIP yearly update process. Level 1 and Level 2 Amendments to the STIP are denoted as addendum's and consecutively numbered.

STIP (Statewide Transportation Improvement Program) Level 2 Amendments

Level 2 Amendments to the STIP would include the following:

- Addition of an annual TIP.
- Add/Delete a phase of a project not identified in the Level 1 TIP Amendments list: i.e. capacity increases, regionally significant projects, major ATMS projects, controversial projects of any type.
- Major change to scope of work of an existing project. A major change would be any change that alters the original project intent i.e. a change in the number of through lanes, a change in termini of more than 10 percent, or a change in location
- Roadway project phases with the initial cost over \$5,000,000 increasing over 100% or the cost increase exceeds \$20,000,000 except for Lump Sum Banks

The Department handles the public advertisement and/or posting on the Department web site, a 15-day comment period, and responds to all comments, either individually or in summary form. For a STIP Level 2 Amendment that is solely inclusion of an approved TIP or approved amended TIP, such public involvement is not necessary as this requirement was fulfilled by the MPO prior to State approval.

An Level 2 Amendment will be submitted to FHWA and FTA requesting approval of the addition or change made and stating the source of funding to maintain a balanced STIP. Cost changes made to the second and third year of the STIP will be balanced during the STIP yearly update process. The Department assures that the Level 2 Amendment process and the public involvement procedure had been followed.

Notes:

- 1) A Level 2 Amendment to the STIP or TIP is not necessary for adding individual projects from Lump Sum Bank categories as long as they are consistent with the category definitions.
- 2) The date at which a TIP becomes effective is when the Governor or his designee approves it or USDOT in non-attainment areas.
- 3) The date at which a STIP becomes effective is when FHWA and FTA approve it.
- 4) The STIP is developed on the state fiscal year which is July 1-June 30.
- 5) Roadway cost changes: The cost thresholds shown will also apply to project phase modifications which are changes to project costs after the initial authorization.

Funds for these increases will come from those set aside in the STIP financial plan by the Department for modifications and cost increases. Fiscal Constraint will be maintained in the STIP at all times. For projects needing an administrative modification for cost increases, the Department will e-mail the amendment to the project sponsor and any affected MPO, allowing a five working day comment period prior to receiving any FHWA approvals. All comments will be addressed. For non-attainment areas, no cost changes will be made that result in a project affecting conformity shifting beyond its analysis year.

This process applies to projects with no significant scope change. Any project with scope changes over 10% will be treated as Level 2 Amendments as set forth previously in this process.

The cost change process applies to rural areas of the state and all MPOs except that the TMA MPO may elect to set more restrictive limits on MPO controlled funds (STP funds set aside for areas over 200,000 population.) If so, projects needing more of these funds will follow the MPO process for making cost changes.