

DARTS MPO

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September 21, 2023

Georgia Dept. of Transportation
Office of Planning, Georgia Department of Transportation
600 West Peachtree, NE
Atlanta, GA 30308
Attn: Jacqueline Williams

Dear Mrs. Williams

This letter is to inform you that The Dougherty Area Regional Transportation Study (DARTS) has completed an amendment to the 2045 Metropolitan Transportation Plan (MTP) to reflect the following information.

P.I. #0013992 - The 2045 MTP is amended to update Utility and Construction Phase Cost Estimates to Utility Phase costs for Fiscal Year (FY) 2027 are estimated \$6,613. Construction Phase costs for FY 2027 are estimated \$17,643,727

PI# 0013583 – The 2045 MTP is amended to move project phases from Band 3 to Band 2. Preliminary Engineering (PE), Right-of-way (ROW), Utility and Construction Phase costs are updated to Preliminary Engineering Cost estimates at \$100,000 for FY 2027. ROW Phase cost estimates at \$52,285 for FY 2027. Utility and Construction Phase cost estimates at \$3,428,964 for FY 2027.

MTP ID# D-21: Widen Liberty Bypass from Dawson Rd to Slappey Blvd. – The 2045 MTP is amended to move the Construction Phase from Band 2 to Band 3. Cost Estimates inflated for the Construction Phase are inflated to an estimate of \$23,707,931.

MTP ID# D-29: Realign Intersection SR91 @ Lily Pond Rd.– The 2045 MTP is amended to move the Construction Phase from Unfunded to Band 3. Cost Estimates deflated for the Construction Phase are deflated to an estimate of \$5,229,319

MTP ID# D-9 Widen Archwood Dr. From 2 to 4 Lanes from Stuart to Westover– The 2045 MTP is amended to move the Construction Phase from Unfunded to Band 3. Cost Estimates deflated for the Construction Phase are inflated to an estimate of \$4,453,079

MTP ID# D-12: Whispering Pines Minor Widening and Straighten Curve from Nottingham to Dawson - The 2045 MTP is amended to move the PE Phase, ROW Phase, and Construction Phase from Unfunded to Band 3. Cost Estimates are deflated for the PE Phase, with cost

estimates at \$331,133. Cost Estimates are deflated for the ROW Phase with cost estimates at \$677,054. Cost Estimates are deflated for the Construction Phase with cost estimates at \$3,311,329.

MTP ID# D-10: Bridge Replacement @ GA/FLA Railnet on Oakridge Dr. - The 2045 MTP is amended to move the PE Phase, ROW Phase, and Construction Phase from Unfunded to Band 3. Cost Estimates are deflated for the PE Phase, with cost estimates at \$337,756. Cost Estimates are deflated for the ROW Phase with cost estimates at \$17,069. Cost Estimates are deflated for the Construction Phase with cost estimates at \$2,253,090.

MTP ID# D-23: Widen Liberty Bypass From Slappey Blvd to Clark Avenue— The 2045 MTP is amended to move the Construction Phase from Band 3 to Unfunded. Cost Estimates for the Construction Phase are inflated to an estimate of \$41,307,588

See Attachment below for additional information, with changes highlighted and bolded.

Thank you in advance for your assistance in this matter. If you should need additional information, please contact Tanner Anderson, of this office at (229)-302-1843 or by e-mail at taanderson@albanyga.gov.

Sincerely,



Tanner Anderson
Planner II

DARTS 2045 MTP Amendment #3

Methodology and Project Change Summary

Background:

The DARTS MPO is tasked with maintaining a fiscally balanced Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). During the development of a TIP update, the MTP must be amended to reflect the refined project costs for project phases that have not yet been “authorized” meaning the funding is committed in the TIP but not yet available for expenditure. This adjustment to funding totals and anticipated Year of Expenditure (YOE) can result in changes to the MTP prioritized project list. These changes can include the following:

1. One or more phases¹ of a project moving between “Bands” defined as ranges of time when funding is likely to be available for specified projects.
 - DARTS 2045 MTP Bands include:
 - Band 1: 2019 – 2025
 - Band 2: 2026 – 2035
 - Band 3: 2036 – 2045
 - Band 4: Unfunded
 - Ex. If the Preliminary Engineering (PE) Phase of a project moves from Band 1 to Band 2, that indicates that the funding is not likely to be available before the year 2026 and will likely be available between the years 2027 – 2035.
2. One or more phases of a project moving “into” or “out of” the cost constrained MTP.
 - Ex. If a phase of a TIP project experiences a cost increase or decrease, the fiscal balancing of each Band in the MTP is likely to be impacted.
 - a) If a phase of a project is estimated to cost more than the projected cost in the MTP, a ripple effect occurs that pushes phases of projects out until fiscal balancing is restored.
 - b) If a phase of a project is estimated to cost less than the projected cost in the MTP, a ripple effect occurs that reduces the YOE cost in each band and project phases can now move from the “unfunded” or “illustrative” portion of the MTP (Band 4) and into the Cost Constrained Project List. This is referred to as a project “coming into the plan.”
 - c) Note that YOE includes annual inflation factors that are compounding, so project costs will increase as they are pushed out into later fiscal years and decrease as they are pulled into earlier fiscal years.

MTP Amendment Methodology:

When paired with a TIP update, the MTP Amendment methodology includes two distinct steps to restore fiscal constraint.

1. Updated cost estimates provided by GDOT are incorporated into projects in the MTP cost constrained tables.
2. The MTP project prioritization and fiscal balancing methodology approved by the DARTS committees (Technical Subcommittee, CAC, TCC, and PC) is applied to the MTP project list to regain fiscal balancing by Band.
 - a. Projects follow a logical progression, meaning that phases occur in order (PE, ROW, then UTL/CST) and with a reasonable amount of time to complete each phase before the other is initiated.

¹ MTP Project Phases: Preliminary Engineering (PE), Right of Way Acquisition (ROW), Utility Relocation (UTL), and Construction (CST)

- b. The iterative process of moving projects in and out of Bands occurs until the values are balanced by Band and for the MTP.
 - i. When TIP estimates are higher and the cost exceeds projected revenues in the MTP Band, the project prioritization tables will be used to dictate the phases that will be moved out to the next Band. If that project phase exceeds the value required for balancing, the next project will be evaluated.
 - ii. When TIP estimates are lower and revenues exceed projected costs, the project prioritization will be used to dictate phases that will be moved forward into the previous Band. If that project phase exceeds the available revenues for balancing, the next project will be evaluated.
- c. The DARTS MTP is considered “balanced” if the plan revenues exceed the costs, and the Bands are balanced within a margin of 1% of the total MTP value. This means that the bands can have a small surplus or a small deficit of funding, if those values do not exceed the acceptable margin of error for the plan.
- d. *****The order in which projects are presented within bands does not dictate the order in which they will be funded or constructed.*****

2045 DARTS MTP Amendment #3 Summary

Overall MTP Changes by Band (YOE Project Cost)

	Band 1	Band 2	Band 3	Net Change
2045 MTP	\$ 0	\$ 21,473,003	\$ 41,656,620	\$ 80,779,361
Proposed 2045 MTP Amendment	\$ 0	\$ 21,231,589	\$ 40,317,760	\$ 61,549,349
Total Proposed Change	\$0	\$ 241,414	\$1,338,860	\$ 19,230,012

- 8 MTP Projects Impacted by Amendment
 - TIP projects with funding and schedule updates (Cost Savings)
 - Projects with phases that moved from Band 1 to Band 2. (Delayed)
 - Project with phases that moved from Band 3 to Band 2 (Expedited)
 - Project with phases that moved from Band 3 to Unfunded (Delayed)
 - Projects with phases that moved from Unfunded Band 4 into the constrained Plan (Expedited)

The following provides a detailed description of all changes made to the DARTS 2045 Prioritized Cost Constrained Project List. The table includes the current project cost included in the approved 2045 MTP, the proposed/ amended cost, and the net change to the MTP. Note that positive net change means there are additional funds that can be redistributed to other project phases in the MTP, and a negative net change (shown in parentheses) means the funding is reduced and must be subtracted from project phases.

1. **PI# 0013992: SR 520BU @ FLINT RIVER IN ALBANY**
 - Updated costs for utility and construction phases (UTL and CST)

2045 MTP Cost (Band 1)	Proposed 2045 MTP Amended Cost (Band 2)	MTP Net Change
\$17,649,738	\$6,613 (UTL)	\$601.80

	\$17,643,727 (CST)	
	\$17,650,340	

2. PI# 0013583: SR 234 SBL @ GA-FL RAILNET INC ALBANY - SE SECTION

- o Moves from in Band 3 to Band 2 (TIP Project)
- o Adds new cost for Preliminary Engineering (PE)
- o Updated costs for utility and construction phases (ROW & UTL/CST)

2045 MTP Cost (Band 3)	Proposed 2045 MTP Amended Cost (Band 2)	MTP Net Change
\$ 1,073,631 (PE)	\$ 100,000 (PE)	\$ 1,800,145
\$ 64,698 (ROW)	\$ 52,285 (ROW)	
\$ 4,243,065 (CST/UTL)	\$3,428,964 (UTL/CST)	
	\$ 3,581,249	

3. MTP ID# D-21: Widen Liberty Bypass from Dawson Rd to Slappey Blvd.

- o CST phase move from Band 2 to Band 3
- o Cost deflated by YOE as the project is moved out to later years.
 - Band 2 Cost Reduction
 - Band 3 Cost Increase

2045 MTP (Band 2 Cost)	Proposed 2045 MTP (Band 3 Cost)	MTP Net Change
\$21,473,003 (CST)	\$ 23,707,931 (CST)	(\$ 2,234,929)

4. MTP ID# D-29: Realign Intersection SR91 @ Lily Pond Rd.

- o UTL/CST phases move from Unfunded to Band 3
- o Cost deflated by YOE as the project is moved up in years.
 - Band 3 Cost Increase

2045 MTP (Unfunded Cost)	Proposed 2045 MTP (Band 3 Cost)	MTP Net Change
\$ 5,333,905 (CST/UTL))	\$ 5,229,319 (UTL/CST)	\$104,586

5. MTP ID# D-9 Widen Archwood Dr. From 2 to 4 Lanes from Stuart to Westover

- o CST/UTL phase move from Unfunded to Band 3
- o Cost deflated by YOE as the project is moved up in years
 - Band 3 Cost Increase

2045 MTP (Unfunded Cost)	Proposed 2045 MTP (Band 3 Cost)	MTP Net Change
\$4,542,141 (CST/UTL)	\$ 4,453,079 (CST/UTL)	\$ 89,062

6. MTP ID# D-12: Whispering Pines Minor Widening and Straighten Curve from Nottingham to Dawson

- o PE, ROW & CST/UTL phase moved from Unfunded to Band 3
- o Cost deflated by YOE as the project is moved up in years.
 - Band 3 Cost Increase

2045 MTP (Unfunded Cost)	Proposed 2045 MTP (Band 3 Cost)	MTP Net Change
\$337,756 (PE)	\$ \$331,133 (PE)	\$ 86,391
\$690,595 (ROW)	\$ 677,054 (ROW)	
\$3,377,556 (CST/UTL)	\$ 3,311,329 (CST/UTL)	

\$4,405,907	\$4,319,516	
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7. **MTP ID# D-10: Bridge Replacement @ GA/FLA Railnet on Oakridge Dr.**

- PE, ROW, & CST/UTL Phases moved from Unfunded to Band 3.
- Cost deflated by YOE as the project is moved up in years
 - Band 3 Cost Increase

2045 MTP (Unfunded Cost)	Proposed 2045 MTP (Band 3 Cost)	MTP Net Change
\$ 344,723 (PE)	\$ 337,756 (PE)	\$ 52,370
\$ 17,410 (ROW)	\$ 17,069 (ROW)	
\$ 2,298,152 (CST/UTL)	\$ 2,253,090 (CST/UTL)	
\$ 2,660,285	\$ 2,607,915	

8. **MTP ID# D-23: Widen Liberty Bypass From Slappey Blvd to Clark Avenue**

- UTL/CST phases moved from Band 3 to Unfunded
- Costs deflated by YOE as the project is moved into earlier years.
 - Band 3 Cost Reduction

2045 MTP (Band 3 Cost)	Proposed 2045 MTP (Unfunded Cost)	MTP Net Change
\$ 37,413,555 (UTL/CST)	\$41,307,588 (UTL/CST)	(\$3,894,033)

The following table shows the Proposed 2045 MTP Amendment #2 changes to the cost constrained project list. All modifications have been highlighted in yellow.

**RESOLUTION BY THE DOUGHERTY AREA REGIONAL TRANSPORTATION STUDY
(DARTS) POLICY COMMITTEE
AMENDMENT TO FY 2045 DARTS METROPOLITAN TRANSPORTATION PLAN (MTP)**

BE IT RESOLVED by the DARTS Policy Committee, and it is hereby resolved by the authority of the same;

**AMENDMENT ENTITLED:
DARTS 2045 AMENDMENT (#3)**

P.I. #0013992 - The 2045 MTP is amended to update Utility and Construction Phase Cost Estimates to Utility Phase costs for Fiscal Year (FY) 2027 are estimated \$6,613. Construction Phase costs for FY 2027 are estimated \$17,643,727

PI# 0013583 – The 2045 MTP is amended to move project phases from Band 3 to Band 2. Preliminary Engineering (PE), Right-of-way (ROW), Utility and Construction Phase costs are updated to Preliminary Engineering Cost estimates at \$100,000 for FY 2027. ROW Phase cost estimates at \$52,285 for FY 2027. Utility and Construction Phase cost estimates at \$3,428,964 for FY 2027.

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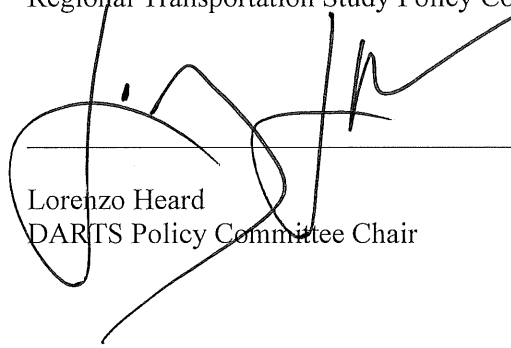
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NOW THEREFORE, BE IT RESOLVED that the DARTS Policy Committee modified the 2045

Amendment to include this change.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Dougherty Area Regional Transportation Study Policy Committee at their meeting held on September 21, 2023.



Lorenzo Heard
DARTS Policy Committee Chair