

CONFORMITY DETERMINATION REPORT

Atlanta Nonattainment Area

In Support of:

The Atlanta Region's Plan
Gainesville-Hall Regional
Transportation Plan

Bartow on the Move

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Glossary of Acronyms

ARC	- Atlanta Regional Commission
CATS	- Cherokee Area Transportation System
CBMPO	- Cartersville-Bartow County Metropolitan Planning Organization
CCT	- Cobb Community Transit
CDR	- Conformity Determination Report
CFR	- Code of Federal Regulations
FHWA	- Federal Highway Administration
FTA	- Federal Transit Authority
FY	- Fiscal Year
GA EPD	- Georgia Environmental Protection Division
GCT	- Gwinnett County Transit
GDOT	- Georgia Department of Transportation
GHMPO	- Gainesville-Hall County Metropolitan Planning Organization
GRTA	- Georgia Regional Transportation Authority
HAT	- Hall Area Transit
HOT	- High-Occupancy Toll
HOV	- High-Occupancy Vehicle
HPMS	- Highway Performance Monitoring System
I/M	- Inspection and Maintenance Program
MAP-21	- Moving Ahead for Progress in the 21 st Century (federal transportation bill)
MARTA	- Metropolitan Atlanta Rapid Transit Authority
MOVES	- Motor Vehicle Emission Simulator (USEPA's latest emissions modeling platform)
MPO	- Metropolitan Planning Organization
MVEB	- Motor Vehicle Emission Budget
NAAQS	- National Ambient Air Quality Standards
NO _x	- Nitrogen Oxides
O ₃	- Ozone
PM _{2.5}	- Fine Particulate Matter (diameter smaller than 2.5 micrometers)
RTP	- Regional Transportation Plan
SIP	- State Implementation Plan
SOV	- Single-Occupancy Vehicle
TCM	- Transportation Control Measure
TIP	- Transportation Improvement Program
TMA	- Transportation Management Authority
TTY	- Text Telephone
USDOT	- United States Department of Transportation
USEPA	- United States Environmental Protection Agency
VMT	- Vehicle Miles Traveled
VOC	- Volatile Organic Compounds

Regional Air Quality Conformity

Introduction

This report serves to document the transportation conformity requirements for the Atlanta air quality nonattainment area. This area is comprised of three Metropolitan Planning Organizations (MPO) with three distinct transportation plans and policy committees. This serves as the first Conformity Determination Report (CDR) since the creation of the new Cartersville-Bartow MPO.

On February 11th, 2013, Governor Deal officially designated the Bartow County Community Development Department to serve as the MPO for the Cartersville Bartow Urbanized Area. The CBMPO is the newest such organization in the State and joins the ranks of 15 others already established under federal guidelines in Georgia. The CBMPO serves all of Bartow County and its six municipalities. The MPO is governed by a Policy Committee and Technical Coordinating Committee.

The three plans covered by this report are listed below and comprise the latest updates to the horizon year 2040 Regional Transportation Plans (RTP) and Transportation Improvement Programs (TIP) within the nonattainment area:

- Atlanta Regional Commission (ARC) – The Atlanta Region’s Plan Transportation Element and FY 2016-2021 TIP¹
- Gainesville-Hall County MPO (GHMPO) – 2040 Regional Transportation Plan and FY 2016-2019 TIP²
- Cartersville-Bartow County MPO (CBMPO) – Bartow on the Move and FY 2016-2019 TIP³

Together, these three plans demonstrate conformity to the 2008 eight-hour ozone and the 1997 annual PM_{2.5} standards. The conformity analysis for both the eight-hour ozone and PM_{2.5} standards is documented in full in this CDR.

The Clean Air Act & Transportation Conformity

The Clean Air Act⁴ requires the United States Environmental Protection Agency (USEPA) to set limits on how much of a particular pollutant can be in the air anywhere in the United States. National Ambient Air Quality Standards (NAAQS) are the pollutant limits set by the USEPA; they define the allowable concentration of pollution in the air for six different pollutants – carbon monoxide, lead, nitrogen dioxide, fine and coarse particulate matter, ozone and sulfur dioxide.

The Clean Air Act specifies how areas within the country are designated as either in attainment or nonattainment of an air quality standard, and provides USEPA the authority to define the boundaries of nonattainment areas. For areas designated as nonattainment for one or more NAAQS, the Clean Air Act

¹ <http://atlantaregionsplan.com/>

² www.ghmpo.org/156/Gainesville-Hall-RTP-Update

³ www.bartowga.org/mpo

⁴ www.epa.gov/air/caa

defines a specific timetable to attain the standard and requires that nonattainment areas demonstrate reasonable and steady progress in reducing air pollution emissions until such time that an area can demonstrate attainment. Each state must develop and submit a State Implementation Plan (SIP) that addresses each pollutant for which it fails to meet the NAAQS. Individual state air quality agencies are responsible for defining the overall regional plan to reduce air pollution emissions to levels that will enable attainment and maintenance of the NAAQS. This strategy is articulated through the SIP. In Georgia, the agency responsible for SIP development is the Georgia Environmental Protection Division (GA EPD).

The delineation and implementation of strategies to control emissions from on-road⁵ mobile sources is a significant element of the state plan to improve air quality, thereby creating a direct link between transportation and air quality planning activities within nonattainment areas. The process of ensuring that a region's transportation planning activities contribute to attainment of the NAAQS, or conform to the purposes of the SIP, is referred to as transportation conformity. In order to receive federal transportation funds within a nonattainment area, the area must demonstrate through a federally mandated transportation conformity process that the transportation investments, strategies and programs, taken as a whole, contribute to the air quality goals defined in all applicable SIPs.

To ensure that transportation conformity requirements are met, Section 176(c) of the Clean Air Act authorizes the USEPA Administrator to "promulgate criteria and procedures for demonstrating and assuring conformity in the case of transportation plans, programs, and projects." This is accomplished through the Transportation Conformity Rule,⁶ developed by the USEPA to outline all federal requirements associated with transportation conformity. The Transportation Conformity Rule in conjunction with the Metropolitan Planning Regulations direct transportation plan and program development as well as the transportation conformity process. The final Conformity Rule⁷ incorporates revisions resulting from the passage of MAP-21; the current federal transportation funding legislation which specifies the process for the development of metropolitan transportation plans and programs for urbanized areas.

The Atlanta Regional Commission (ARC) is the federally designated Metropolitan Planning Organization (MPO) for all or portions of 20 counties in north Georgia.⁸ ARC is directly responsible for developing a long-range RTP and short-range TIP that conform to the air quality goals established in the SIP, according to the guidelines outlined in the Metropolitan Planning Regulations and Transportation Conformity Rule.

Portions of the Atlanta urbanized area extend into Bartow, Hall and Jackson Counties. Via interagency agreement, CBMPO and GHMPO plan for those portions of the Atlanta urbanized area within their boundary.⁹ ARC performs the planning and technical work required by the Transportation Conformity Rule, including, by agreement with CBMPO and GHMPO, the emissions modeling for Bartow and Hall Counties. ARC documents the analysis in a combined CDR for all three MPOs.¹⁰ The United States Department of

⁵ On-road, or highway, sources include vehicles used on roads to transport passengers or freight.

⁶ www.fhwa.dot.gov/environment/air_quality/conformity

⁷ Last updated in March 2012

⁸ The ARC metropolitan planning area comprises the city of Atlanta and the counties of Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Paulding and Rockdale, as well as portions of the counties of Barrow, Carroll, Dawson, Newton, Pike, Spalding and Walton.

⁹ GHMPO currently plans for the portion of the Atlanta urbanized area in both Hall and Jackson Counties

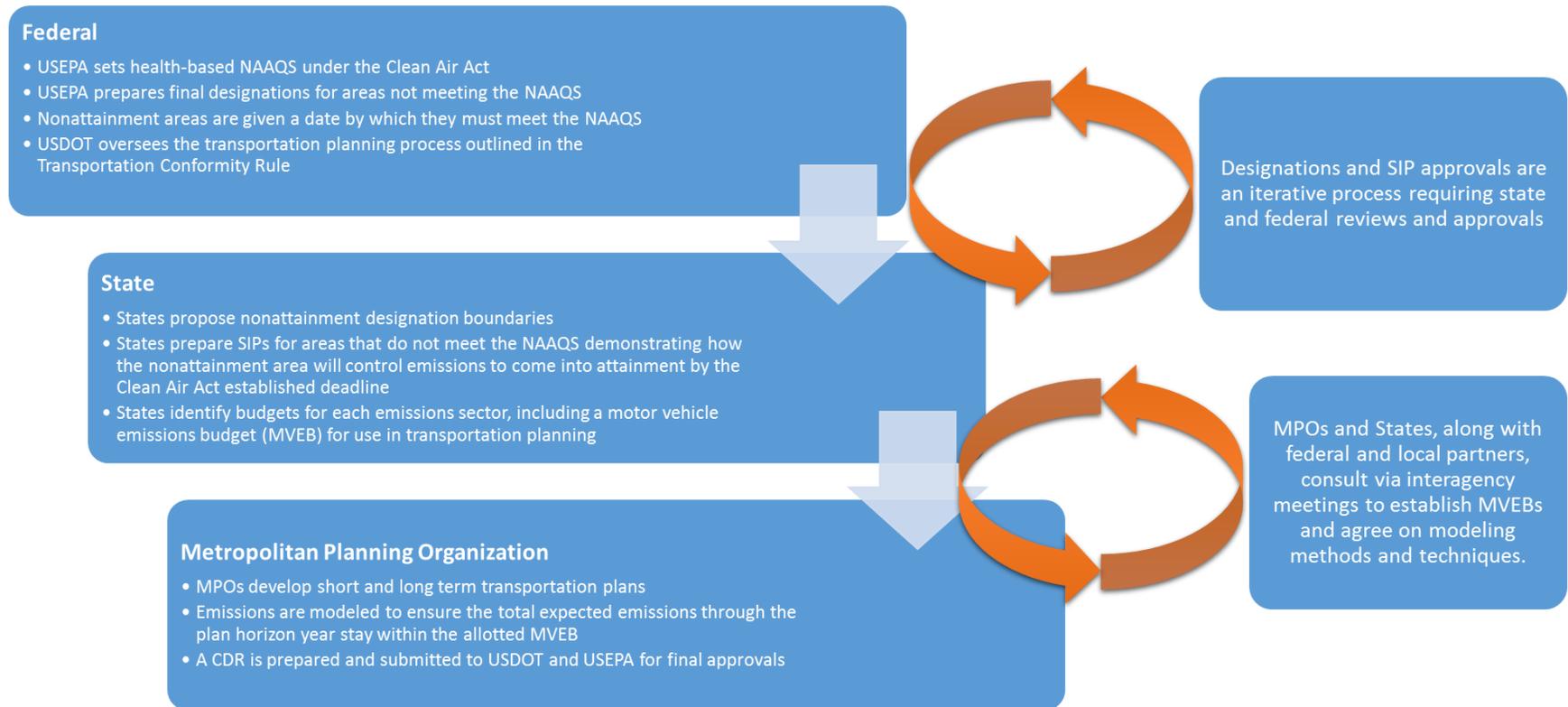
¹⁰ As of fall 2015, Bartow County is part of both the ozone and PM_{2.5} nonattainment areas, while Hall County is part of the PM_{2.5} nonattainment area.

Transportation (USDOT) approves or disapproves the conformity analysis in consultation with the USEPA. A positive conformity determination is required in order for the RTPs and TIPs to advance in all three MPOs.

If transportation plans and programs do not conform to the air quality goals established in the SIP, the transportation planning process will be delayed. Project implementation may be jeopardized through the imposition of transportation-funding restrictions that direct how federal transportation funds can be applied. This situation is referred to as a conformity lapse, during which all federal transportation funds and approvals are restricted to projects that meet certain very specific criteria.

An overview of the process is presented in Figure 1.

Figure 1: Government Actions to Implement the Clean Air Act



The Region's Current Attainment Status

Eight-Hour Ozone Standard

Effective July 20, 2012, 15 counties in the Atlanta region were classified as a marginal nonattainment area under the 2008 eight-hour ozone standard; Bartow, Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Newton, Paulding and Rockdale counties (see Figure 2). Initially, an attainment date of December 31, 2015 was established. This date was later changed through litigation to July 20, 2015 for marginal nonattainment areas. On August 27, 2015, USEPA proposed to reclassify the Atlanta nonattainment area as a moderate nonattainment area due to the failure to meet the ozone NAAQS by July 20, 2015. A new attainment date was set for July 20, 2018.

This 15-county area replaces the previously designated 20-county area under the 1997 eight-hour ozone standard. Transportation conformity for the 1997 eight-hour ozone standard was revoked for transportation conformity purposes effective April 6, 2015. Therefore, a conformity analysis is no longer required for the 1997 eight-hour ozone standard. As a result, Hall, Barrow, Walton, Spalding and Carroll counties are no longer part of the Atlanta ozone nonattainment area.

The 2008 eight-hour ozone standard was set at 0.075 ppm and replaces the 1997 eight-hour ozone standard of 0.08 ppm. The Atlanta region attained the 1997 eight-hour ozone standard with a clean data determination on June 23, 2011. USEPA approved the Atlanta 1997 Eight-Hour Ozone Redesignation Request and Maintenance Plan on December 2, 2013 with an effective attainment date of January 2, 2014 associated with the 2012 Ozone Maintenance Plan.¹¹

On October 1, 2015 USEPA announced a new eight-hour ozone standard of 0.070 ppm. Designations for this standard will occur in 2017.

Annual PM_{2.5} Standard

On December 17, 2004, the USEPA designated 20 whole counties and two partial counties near the metropolitan Atlanta area as nonattainment under the 1997 annual PM_{2.5} standard. Particulate matter, or PM, is the term for particles found in the air, including dust, dirt, soot, smoke, and liquid droplets. The primary source of concern in air quality emissions analyses is direct motor vehicle PM_{2.5} emissions, both from the combustion process and from tire and brake wear; and a precursor to PM_{2.5} formation in the atmosphere, Nitrogen Oxide (NO_x). Particles less than 2.5 micrometers in diameter are referred to as "fine" particles and are believed to pose the greatest health risks. The PM_{2.5} nonattainment area encompasses the 2008 eight-hour ozone nonattainment area plus the following additional entire counties Barrow, Carroll, Hall, Spalding, and Walton; and parts of Heard and Putnam counties (refer to Figure 2).

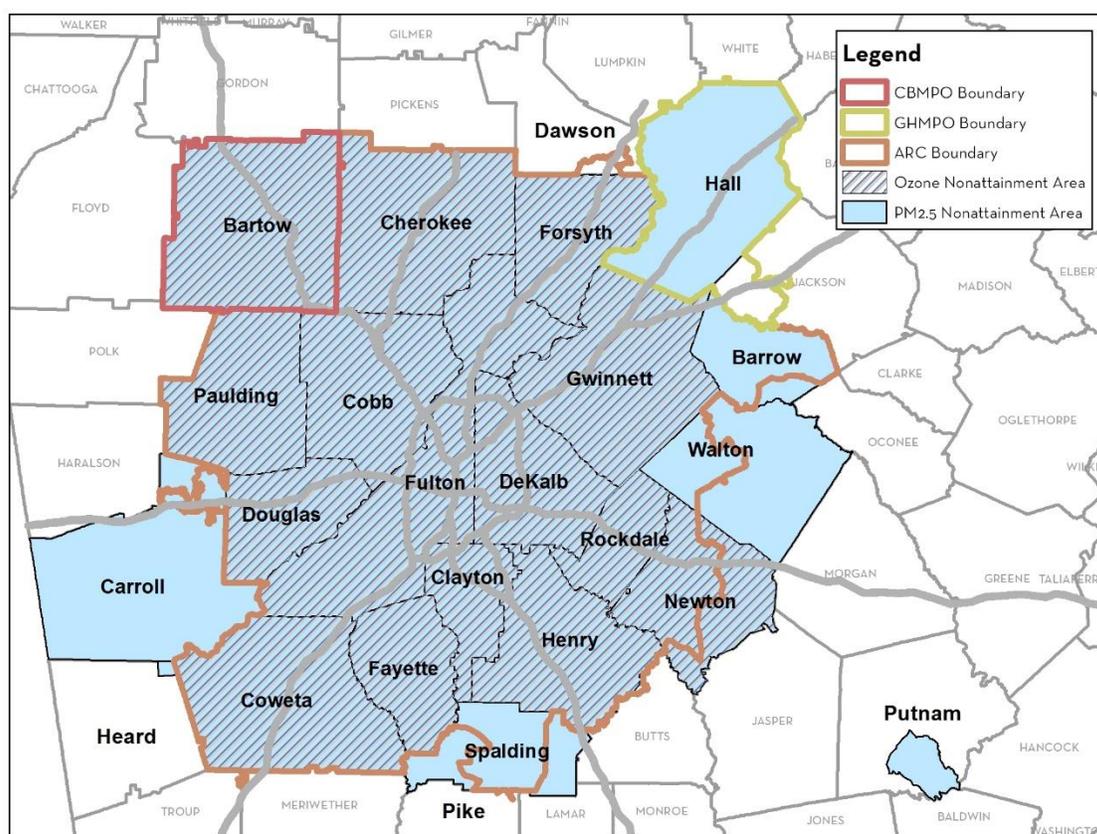
Under the initial 1997 PM_{2.5} standard, there was no classification system to determine stringency of emission control measures or attainment year. PM_{2.5} nonattainment areas were required to attain as soon as possible, but no later than April 2010, with an additional five years provided if the state can demonstrate that it is warranted. The PM_{2.5} attainment SIP was submitted to USEPA by GA EPD on July 6,

¹¹ Federal Register Notice: 78 FR 72040

2010 and subsequently withdrawn. Since that time, on December 8, 2011, the USEPA ruled that the Atlanta area has met the 1997 PM_{2.5} annual standard. As a result, no action was required on the PM_{2.5} attainment SIP. GA EPD is still awaiting USEPA action on the Atlanta PM_{2.5} Maintenance Plan. Until that time, an interim emissions methodology is used to determine conformity of the three MPOs' RTPs and TIPs.

In 2012, USEPA lowered the annual PM_{2.5} standard from 15 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) to 12 $\mu\text{g}/\text{m}^3$. Designations for this new standard occurred on December 18, 2014. Under the new standard, no counties in the Atlanta region were designated as nonattainment. Due to incomplete monitoring data, USEPA has deferred classification for the following 12 counties: Bartow, Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Forsyth, Fulton, Gwinnett, Henry and Paulding. Deferred areas will be reevaluated with complete data by USEPA in early 2016.

Figure 2: Atlanta Nonattainment Area Boundaries



Recent Conformity Determinations

Since the adoption of the ARC's last RTP (PLAN 2040) in March 2014 there have been several positive conformity determinations by USDOT and USEPA. Amendments were the result of project funding changes, programming of new projects with air quality implications, and/or rebalancing of funds. A schedule of the conformity determinations associated with PLAN 2040 is provided in Table 1.

Table 1: Recent Conformity Determinations

Date	RTP/TIP	NAAQS
April 30, 2014	PLAN 2040 / FY 2014-2019 TIP	Ozone under the 2008 eight hour standard; PM _{2.5} under the 1997 annual standard
September 29, 2014	PLAN 2040 / FY 2014-2019 TIP Amendment #1	Ozone under the 2008 eight hour standard; PM _{2.5} under the 1997 annual standard
June 2, 2015	PLAN 2040 / FY 2014-2019 TIP Technical Analysis Update to support the GHMPO RTP/TIP Update	Ozone under the 2008 eight hour standard; PM _{2.5} under the 1997 annual standard
September 29, 2015	PLAN 2040 / FY2014-2019 TIP Amendment #2	Ozone under the 2008 eight hour standard; PM _{2.5} under the 1997 annual standard

Statement of Conformity

The purpose of this Conformity Determination Report, is to document compliance with the relevant elements of the Clean Air Act (Subsections 176(c) (1) (2) and (3)), the Transportation Conformity Rule (40 CFR Parts 51 and 93) and Metropolitan Planning Regulations (23 CFR Part 450) by demonstrating that the Atlanta Region's Plan RTP (including the FY 2016-2021 TIP), Bartow on the Move and the GHMPO RTP conform to the purpose of the SIP for both eight-hour ozone and annual PM_{2.5}. ARC has conducted the conformity determination for the entire ozone and PM_{2.5} nonattainment areas, encompassing all three MPOs and parts of the state outside the boundary of the MPOs.

An updated transportation conformity analysis is required under the eight-hour ozone standard and the annual PM_{2.5} standard for the three MPO RTPs and TIPs as a result of numerous changes to regionally significant projects. ARC is updating its RTP/TIP as part of the Atlanta Region's Plan. There are numerous changes to nonexempt projects. CBMPO is producing its first RTP, also requiring a conformity determination. At this time, there are no changes to the GHMPO RTP/TIP.

The conclusion of the conformity analyses, documented below, indicates that the ARC, CBMPO and GHMPO TIPs and RTPs support the broad intentions of the Clean Air Act for achieving and maintaining the NAAQS for ozone and fine particulate matter as outlined in the Atlanta area SIPs.

Statement of Conformity – Eight-Hour Ozone Standard

For the eight-hour ozone conformity analysis the Motor Vehicle Emission Budget (MVEB) test is required to demonstrate conformity. The latest approved MVEBs applicable to conformity under the eight-hour ozone standard were established by GA EPD as part of the Atlanta Reasonable Further Progress SIP and the Atlanta Ozone Maintenance Plan.

On May 5, 2012, the interagency consultation group determined that per §93.109(c)(2)(ii)(B) of the Transportation Conformity Rule it would be acceptable for the 2008 15-county eight-hour ozone nonattainment area to demonstrate conformity through the 20-county modeling methodology developed for the 1997 standard. Any additional emission credits needed in the future to pass conformity tests, however, must come from the 15-county portion of the region. Therefore, all models and budgets established for the previous 20-county eight-hour ozone nonattainment area were carried over for the analyses conducted in this CDR.

Ozone is not emitted directly by any source; it is formed when NO_x and Volatile Organic Compounds (VOC) combine in the atmosphere in the presence of sunlight. Therefore, air pollution control strategies are aimed at controlling NO_x and VOC. Budgets are established for these two pollutants instead of ozone directly. The transportation conformity analysis for the 15-county eight-hour ozone nonattainment area was performed with the MVEB Test using the two sets of approved budgets outlined in Table 2.

Table 2: Eight-Hour Ozone Standard Conformity Tests

Establishing SIP	Effective Date	Years	MVEBs
Reasonable Further Progress SIP	December 4, 2013	All conformity years prior to 2024	NO _x – 272.67 tons/day VOC – 171.83 tons/day
Ozone Maintenance Plan	January 2, 2014	All conformity years 2024 and later	NO _x – 126 tons/day VOC – 92 tons/day

The results of the emissions analysis for the Atlanta Region’s Plan RTP, the CBMPO RTP and the GHMPO RTP demonstrate adherence to the established MVEBs. The conformity analysis was performed for the years 2017, 2024, 2030 and 2040. The analysis years meet the requirements for specific horizon years that the transportation plan must reflect as specified in 93.106(a)(1) of the Transportation Conformity Rule and specific analysis years that the regional emissions analysis must reflect per Section 93.118(b) and 93.118(d)(2). Since the eight-hour ozone standard attainment year falls inside of the RTP horizon, the year 2017 was incorporated into the emissions modeling process. In addition, the year 2024 has been included to meet the requirement to show conformity to the Ozone Maintenance Plan.

The ARC’s FY 2016-2021 TIP is a direct subset of the Atlanta Region’s Plan RTP (as are the TIPs associated with the CBMPO and GHMPO RTPs). The conformity determination for the FY 2016-2021 TIP includes the same set of projects; defined by their design concept, design scope and analysis years, as the Atlanta Region’s Plan RTP. The RTP and TIP are financially constrained consistent per 23 CFR Part 450 Subpart C (i.e., cost feasible). The funding source for construction and operation, if applicable, of all projects is identified and presented in the Atlanta Region’s Plan Transportation Element – Appendix A, and in RTP documentation associated with the CBMPO RTP and the GHMPO RTP. The FY 2016-2021 TIP also meets all other planning requirements including:

- Each program year of the FY 2016-2021 TIP is consistent with the federal funding that is reasonably expected for that year
- Required state and local matching funds, and funds for projects funded entirely by state and/or local money, are consistent with the revenue sources expected over the same period
- The FY 2016-2021 TIP is consistent with the conforming long-range plan such that the regional emissions analysis performed for the long-range plan directly applies to the TIP
- The FY 2016-2021 TIP contains all projects which must be started in the TIP time frame to implement the highway and transit system envisioned by the long-range plan in each of its horizon years
- All FY 2016-2021 TIP projects that are regionally significant are part of the specific highway or transit system envisioned in the long-range plan’s horizon years
- The design concept and scope of each regionally significant project identified in the FY 2016-2021 TIP are consistent with the Atlanta Region’s Plan RTP

Upon completion of the technical conformity analysis, ARC staff have determined that the Atlanta Region's Plan RTP, CBMPO's RTP and the GHMPO's RTP and associated TIPs together demonstrate compliance with the Clean Air Act as amended in 1990 in accordance with all conformity requirements as detailed in 40 CFR Parts 51 and 93 (the Transportation Conformity Rule) and 23 CFR Part 450 (the Metropolitan Planning Regulations as established in MAP-21).

Statement of Conformity – PM_{2.5} Standard

For the PM_{2.5} conformity analysis a dual approach was taken due to the pending approval of the Atlanta PM_{2.5} Maintenance Plan, submitted to USEPA by GA EPD on August 30, 2012. As soon as the Maintenance Plan is approved its associated budgets must be used for the purpose of transportation conformity. As a result, both a No Greater Than Base Year¹² Interim Emissions Test and a MVEB Test to the Atlanta PM_{2.5} Maintenance Plan were used.

If the Atlanta PM_{2.5} Maintenance Plan is not approved and effective prior to ARC's submission of this document to USDOT and USEPA then the No Greater Than Base Year test meets the requirements to demonstrate conformity to the annual PM_{2.5} standard. If the Atlanta PM_{2.5} Maintenance Plan is approved and effective before this document is transmitted then the PM_{2.5} MVEB Test is required to demonstrate conformity. An explanation of the required tests associated with both possibilities are outlined below and both analyses were carried out as part of the development of this CDR.

No Greater Than Base Year Interim Emissions Test

The regional emissions analysis for the annual PM_{2.5} standard was performed against a 2002 base year emissions inventory for PM_{2.5} and NO_x outlined in Table 3. The 2002 base year emissions inventory was established as part of this conformity process, as provided for in the preamble of the March 10, 2006, amendment to the Transportation Conformity Rule.

The PM_{2.5} conformity analysis was performed for the years 2017, 2024, 2030 and 2040. The analysis years meet the requirements for specific horizon years that the transportation plan must reflect as specified in 93.106(a)(1) of the Transportation Conformity Rule and specific analysis years that the regional emissions analysis must reflect per Section 93.119(g).

PM_{2.5} Motor Vehicle Emission Budget Test

The regional emissions analysis for the annual PM_{2.5} standard was performed against the MVEBs for PM_{2.5} and NO_x outlined in Table 3. For years prior to 2024, the horizon year of the Atlanta PM_{2.5} Maintenance Plan, a No Greater Than Base Year Interim Emissions Test is performed. For years 2024 and later, MVEBs established in the plan are required.

The PM_{2.5} conformity analysis was performed for the years 2017, 2024, 2030 and 2040. The analysis years meet the requirements for specific horizon years that the transportation plan must reflect as specified in 93.106(a)(1) of the Transportation Conformity Rule and specific analysis years that the regional emissions analysis must reflect per Section 93.119(g).

¹² 40 CFR Part 93.119(e)(2), 71 FR 12468, March 10, 2006

Table 3: Annual PM_{2.5} Standard Conformity Tests

Establishing SIP	Effective Date	Years	Baseline/MVEBs
No Greater Than Base Year Interim Emissions Test	N/A	All conformity years prior to 2024	PM _{2.5} – 6,405 tons/year NO _x – 194,050 tons/year
PM _{2.5} Maintenance Plan	TBD	All conformity years 2024 and later	PM _{2.5} – 2,281 tons/year NO _x – 44,429 tons/year

The ARC's FY 2016-2021 TIP is a direct subset of the Atlanta Region's Plan RTP (as are the 2016-2019 TIPs associated with the CBMPO and GHMPO RTPs). The conformity determination for the FY 2016-2021 TIP includes the same set of projects; defined by their design concept, design scope and analysis years, as the Atlanta Region's Plan RTP. The RTP and TIP are financially constrained consistent per 23 CFR Part 450 Subpart C (i.e., cost feasible). The funding source for construction and operation, if applicable, of all projects is identified and presented in the Atlanta Region's Plan Transportation Element – Appendix A, and in RTP documentation associated with the CBMPO RTP and the GHMPO RTP. The FY 2016-2021 TIP also meets all other planning requirements including:

- Each program year of the FY 2014-2019 TIP is consistent with the federal funding that is reasonably expected for that year
- Required state and local matching funds, and funds for projects funded entirely by state and/or local money, are consistent with the revenue sources expected over the same period
- The FY 2014-2019 TIP is consistent with the conforming long-range plan such that the regional emissions analysis performed for the long-range plan directly applies to the TIP
- The FY 2014-2019 TIP contains all projects which must be started in the TIP time frame to implement the highway and transit system envisioned by the long-range plan in each of its horizon years
- All FY 2014-2019 TIP projects that are regionally significant are part of the specific highway or transit system envisioned in the long-range plan's horizon years
- The design concept and scope of each regionally significant project identified in the FY 2014-2019 TIP are consistent with PLAN2040/GHMPO 2040 RTP

Upon completion of the technical conformity analysis, ARC staff have determined that the Atlanta Region's Plan RTP, CBMPO's RTP and the GHMPO RTP and associated TIPs together demonstrate compliance with the Clean Air Act as amended in 1990 in accordance with all conformity requirements as detailed in 40 CFR Parts 51 and 93 (the Transportation Conformity Rule) and 23 CFR Part 450 (the Metropolitan Planning Regulations as established in MAP-21).

Interagency Consultation

Section 93.105 of the Transportation Conformity Rule requires procedures to be established for interagency consultation related to the development of the transportation plan and program and associated conformity determination. The interagency group meets on a routine basis to address transportation and air quality issues.¹³ The interagency consultation group is comprised of the following groups:

- The MPOs: ARC, CBMPO and GHMPO
- Georgia Department of Transportation (GDOT)
- Metropolitan Atlanta Rapid Transit Authority (MARTA)
- GA EPD
- Federal Highway Administration (FHWA)
- Federal Transit Authority (FTA)
- USEPA
- Local transit providers: Cobb, Douglas and Gwinnett Counties
- Georgia Regional Transportation Agency (GRTA)

Introduction

ARC, CBMPO and GHMPO coordinated activities for this conformity analysis with the interagency consultation group and provided regular briefings to ARC's, CBMPO's and GHMPO's transportation technical and policy committees. CBMPO provided ARC staff with project details for travel demand model network coding in October 2015. GHMPO had no revisions to their RTP. Draft Atlanta Region's Plan Transportation Element documents were provided to CBMPO and GHMPO planning partners through the interagency and the Transportation Coordinating Committee (TCC), to allow for time to comment prior to the scheduled February 24, 2016 final adoption of the plan.

The draft Atlanta Region's Plan Transportation Element documents were made available to ARC planning partners through the TCC and the Transportation and Air Quality Committee (TAQC) in December, 2015, to allow for time to comment prior to formal adoption or publication, in accordance with 93.105(b)(2)(iii) of the Transportation Conformity Rule. Final Atlanta Region's Plan Transportation Element documents are anticipated to be provided on February 24, 2016, upon approval of the update, fulfilling the requirement of 40 CFR 93.105(c)(7).

ARC, CBMPO and GHMPO respond to any concern expressed by the state, a local jurisdiction, or the general public during the development of the RTP and TIP. Such concerns and ARC's, CBMPO's and GHMPO's responses are documented in the Public Comment Report included in the final Atlanta Region's Plan Transportation Element document set.

The following sections summarize the applicable requirements of Section 93.105 of the Transportation Conformity Rule that identifies specific interagency consultation procedures that must be addressed, and how the requirements have been met.

¹³ Reference Exhibit 3 for interagency consultation group meeting minutes

Emissions Analysis – Model and Assumptions

Section 93.105(c)(1)(i) of the Transportation Conformity Rule requires that the interagency partners be provided the opportunity for evaluating and choosing a model and associated methods and assumptions to be used in the regional emissions analysis needed to demonstrate conformity.

A detailed listing of the procedures and planning assumptions used for the conformity analysis is outlined in Exhibit 1. This document was submitted to the interagency consultation group in accordance with Section 93.105(c)(1)(i) of the Transportation Conformity Rule. The document includes assumptions for both the eight-hour ozone and PM_{2.5} emissions analyses. Interagency approval of these assumptions was granted on September 22, 2015.

ARC has consulted with the interagency group as to the required version of USEPA's mobile source emission model for the conformity analysis, MOVES2014. ARC worked in consultation with the GA EPD to develop necessary MOVES2014 input files that specify all federally mandated and regional motor vehicle emission control programs.

Regionally Significant Projects

A regionally significant project is a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs. Some examples include projects that: provide access to and from the area outside of the region, provide connections to key places in the region such as major activity centers, major planned developments, sports complexes, *etc.*, or transportation terminals. Modifications to roadways or transit projects that would normally be included in the modeling of a metropolitan area's transportation network are also considered regionally significant, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. Projects that are regionally significant, regardless of funding source, must be included in the regional emissions analysis in accordance with Section 93.122(a)(1) of the Transportation Conformity Rule.

Section 93.105(c)(1)(ii) of the Transportation Conformity Rule requires an interagency consultation process for determining which minor arterials and other transportation projects (i.e., those projects that are not classified as principal arterials or above) should be considered regionally significant for the purposes of regional emissions analysis. As agreed to by the interagency partners, ARC's policy is that all regional facilities that are functionally classified as minor arterial or above must be included in the travel demand model and regional emissions analysis. The project listing contains descriptions of any proposed regionally significant additions or modifications to the transportation (highway and transit) system that are expected to be operational in each horizon year within the eight-hour ozone and PM_{2.5} nonattainment areas.

For those regionally significant additions or modifications that fall within the existing 20-county ARC travel modeling domain, projects are identified and described in the following level of detail:

- ARC's highway network identifies intersections with existing regionally significant facilities
- The effect of such additions or modifications on route options between transportation analysis zones is defined

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- Highway segments identify the design concept and scope sufficiently to model travel time under various traffic volumes, consistent with ARC's modeling method
 - Transit facilities, equipment and services proposed for the future are defined in terms of design concept, scope and operating policies sufficient to model transit ridership
 - Sufficient description of the transportation network shows a reasonable relationship between forecasted land use and the future transportation system

Identification of Exempt Projects

Section 93.105(c)(1)(iii) of the Transportation Conformity Rule provides for an evaluation of whether or not projects otherwise exempt per Sections 93.126 and 93.127, should be treated as non-exempt in cases where projects may have adverse impact on emissions. Exempt projects are those considered to be neutral with respect to their impact on air quality or are air-quality beneficial.

A draft listing of the proposed projects in the RTP and TIP, including their exempt status, was provided to interagency members on September 9, 2015 for all areas except CBMPO. CBMPO staff provided a list of their RTP projects on October 16 allowing time for the interagency consultation group to review and provide comment as needed prior to Board adoption and USDOT approval of the final RTP and TIP. All procedures used in the analysis and identification of these projects were done in accordance with Section 93.105, and provided for evaluation of any nonexempt project which may have been perceived to have an adverse impact on mobile source emissions.

Transportation Control Measures

Transportation Control Measures (TCM) are physical improvements and travel demand management strategies that reduce vehicle-related emissions. A SIP TCM is any TCM that is specifically identified and committed to in an approved SIP for the purpose of reducing emissions of air pollutants from transportation sources by improving traffic flow, reducing congestion or reducing vehicle use. Section 93.105(c)(1)(iv) provides for interagency consultation regarding timely implementation of TCMs included in the SIP. The Transportation Conformity Rule specifically requires the following:

- Assurance that the transportation program does not contradict any TCM commitment in the SIP
- Assurance that the transportation program provides for the expeditious implementation of TCMs
- Assurance that the status of each TCM is included with each TIP submission until TCMs are fully implemented

TCM strategies reflected in any of the eight-hour ozone or annual $PM_{2.5}$ SIPs fall in one of the five categories listed below. Refer to Exhibit 2 for a full listing of TCMs for the Atlanta region that are included in any of the $PM_{2.5}$ or ozone SIPs for Georgia. Currently, all TCMs have been implemented in the region:

Transit – This TCM is intended to promote alternatives to Single-Occupancy Vehicle (SOV) travel by expanding public transit. Activities encompass expansion of transit service, operation improvements, express bus services and signal preemption. There is also a program to convert existing diesel fuel buses to clean fuel.

Traffic Flow Improvements – This TCM comprises improved signalization, intersection improvements, incident management, High-Occupancy Vehicle (HOV) lanes and motorist information systems designed to improve traffic flow in the region.

Shared Ride/Demand Management – This TCM is intended to promote alternatives to SOV travel by encouraging carpooling/vanpooling, by providing commute options to employers and by educating employers and commuters, of the benefits of HOV travel. The TCM also includes a region-wide park-and-ride rideshare program designed to facilitate transfers to other modes as well as to serve bus or rail transit.

Brownfield Redevelopment – This SIP TCM strategy is comprised solely of the redevelopment of a 138 acre brownfield site previously owned by Atlantic Steel near Atlanta’s central business district into a mixed-use residential and business activity center. The site supports 15 million square feet of retail, residential and office space, as well as 11 acres of public parks.

Alternative Fuel and Other – Clean fuel vehicles are included under this strategy.

Evaluation of Conformity Triggers

Triggers for an RTP and TIP conformity determination are established in Section 93.104(e) of the Transportation Conformity Rule. Triggers can include actions that establish new MVEBs for conformity, or that add, delete, or change TCMs, leading to the development of a new transportation plan and TIP conformity determination. The interagency consultation group discuss conformity triggers on an as-needed basis. A conformity determination is required within two years of the effective date of the following triggers:

- USEPA's finding that the MVEBs in a submitted SIP are adequate
- USEPA's approval of a SIP, if the budget(s) from that SIP have not yet been used in a CDR
- USEPA's promulgation of an implementation plan which establishes or revises a budget
- USEPA's approval of a SIP, or promulgation of a Federal Implementation Plan, that adds, deletes, or changes a TCM

MPO Notification of Non-Federal Regionally Significant Projects

Per Section 93.105(c)(4), the interagency consultation process must establish a mechanism to ensure that recipients of USDOT funds notify the MPO of any plans for construction of regionally significant non-federal projects. Regionally significant non-federal projects are those regionally significant projects that do not require federal funding or approval. In addition, the following requirements must be met:

- Notification of a planned project to the MPO is required even if the project sponsor has not made a final decision on project construction
- Inclusion in the MPO transportation model and the regional emissions analysis is required of all known regionally significant non-federal projects
- MPOs must respond in writing to any comments regarding regionally significant non-federal projects not adequately being accounted for in the regional emissions analysis

Public Involvement

The official public comment period for The Atlanta Region's Plan Transportation Element and associated FY 2016-2021 TIP started December 7, 2015 and ended January 15, 2016. The CBMPO public comment period extended from December 11, 2015 to January 11, 2016. GHMPO is not updating their plan at this time and therefore are not required to undergo public involvement. Below is the documentation regarding ARC's public involvement. For more information on the public involvement of the other MPOs visit their plan update websites.¹⁴

Following completion of the public comment period, ARC prepared a Public Comment Report, which summarized all stakeholder and public outreach and comments throughout the development of the RTP. Responses to specific comments received on the draft plan, including the CDR, during the final comment period are also contained in the report. This document is included as an appendix to The Atlanta Region's Plan Transportation Element.

A legal ad was published in the Fulton County Daily Report on December 6, 2015 summarizing the intent and content of The Atlanta Region's Plan Transportation Element and inviting public review and comment through email, fax, phone or text telephone (TTY). A special website was created for The Atlanta Region's Plan where a detailed explanation was given on the plan's goals and objectives. Air quality related components are posted on ARC's air quality webpage,¹⁵ as well as on the main plan page. This website address was broadcast widely through the ARC community networks in publications such as the Regional Briefings, the Community Engagement Network newsletter, and social media accounts like Facebook and Twitter. The total audience reached was over 5,200 individuals. There were announcements at all of the ARC, GRTA, and GDOT transportation committee and board meetings of the review period.

ARC's public involvement process for the development of The Atlanta Region's Plan comprised the following specific outreach strategies:

Online Surveys

ARC conducted a series of online surveys in 2014 and 2015 to gather feedback on draft planning goals and strategies. Effort was made to reach as many regional citizens as possible using online as well as face-to-face promotions. Over 15,000 responses were received from throughout the region, including more than 10,000 written comments of resident suggested-solutions.

Equitable Target Area Workshop

In September 2014, 60+ civic & non-profit leaders, equity stakeholders and locally elected officials, including previous Social Equity Committee members as well as members of the Poverty Equity Opportunity Committee, convened to share specific policy suggestions and feedback on the Equitable Target Area Index methodology and maps. The Equitable Target Areas index is a tool used by ARC to better understand complexities in communities of concern (those with high percentage of people living in poverty or high minority population) and how to make wise decisions regarding investments.

¹⁴ www.bartowga.org/departments/community_development/mpo/cbmpo_long-range_transportation_plan.php and <http://www.ghmpo.org/156/Gainesville-Hall-RTP-Update>

¹⁵ www.atlantaregional.com/environment/air

Building Opportunity Workshops

In follow up to the Equitable Target Areas Workshop, ARC hosted a 4-part outreach series to bring together community leaders, representatives from equity groups and others to give input on issues related to equity and policy in Atlanta region. This Building Opportunity series focused on policy areas of transportation access, community development, economic opportunity and livability.

Community Policy Discussion Groups

More than 105 individuals from community groups that advocate on behalf of ethnic minorities, public safety, bicycle and pedestrian needs and aging services participated in a series of community discussions during April and May 2015. In these discussions ARC shared details on regional policy development and listened to needs and concerns highlighted by the groups.

Metro Atlanta Speaks

This public opinion telephone survey was conducted in 2013 and 2014, with 6,300 participants. The statistically significant survey gauged community perceptions of key regional issues and general satisfaction with life in Metro Atlanta.

Millennials Advisory Panel

More than 135 young adults aged 18-35 from throughout the Atlanta region joined the Millennials Advisory Panel. Throughout 2015, this group gathered at a series of self-conducted civic dinner parties to generate lively discussion and gather feedback to share regarding the policies of The Region's Plan.

The Atlanta Region's Plan Open House & Public Hearing

ARC's public participation policy requires a formal public hearing as part of the planning process. The public hearing for The Atlanta Regions Plan Transportation Element was held before the Transportation and Air Quality Committee, the policy committee of the Atlanta Metropolitan Planning Organization, at its regularly scheduled January 14, 2015 meeting. At this meeting, materials were available for additional information about the subject of the hearing. The hearing was recorded by a court reporter. No speakers registered to address the ARC Board. Had there been any requests, speakers at the Public Hearing would have been allowed two minutes to give their statements or record their comments with a court reporter. These comments would be captured verbatim and posted to The Atlanta Region's Plan website as part of the aforementioned appendix of the Regional Transportation Plan.

The Atlanta Region's Plan Website

In addition to strategic outreach with identified stakeholders, a web page dedicated to distribution of information regarding The Atlanta Region's Plan was created. It contained information including all official plan documents, maps and information about how to participate in the planning process as well as information about how to submit formal comments during the public comment period.

Fiscal Constraint

The primary purpose of the TIP amendment and conformity determination is to 1) demonstrate the region's ability to meet the air quality requirements for the new 15-county ozone non-attainment area, 2) reflect the latest designs for several regionally significant projects, and 3) respond to a limited number of programming changes for projects. No long-range project costs are impacted beyond the TIP period. The revenue forecasts presented in this section were performed in support of The Atlanta Region's Plan Transportation Element, which is expected to be approved in February 2016.

The plan includes updates of financial forecast trends predate Georgia's HB 170 and the upcoming federal reauthorization bill. As such, the impact on financial constraint since the adoption of the last regional plan is minor and adequate resources are available to implement the proposed RTP. Both FHWA and FTA funding is balanced for the FY 2016-2021 TIP period and the long-range element of the RTP beyond 2021. For financial balancing purposes, the TIP is divided into two tiers. Federal planning requirements hold the first four years of the TIP (Tier 1) to a higher standard of certainty than subsequent years. Tier 2 includes expected project costs and funding for FY 2020-2021.

Project costs in the first four years of the TIP (FY 2016-2019) are consistent with federal financial balancing requirements and do not exceed available revenues. Over the FY 2016-2021 TIP period, \$3.65 billion of FHWA funds are assigned to projects (see Table 4), out of \$3.89 billion anticipated to be available. Over the entirety of the plan, \$21.5 billion of federally assigned costs are offset by \$21.9 billion of anticipated FHWA revenue (both figures are expressed in inflated year of expenditure dollars). Therefore, both the FY 2016-2021 TIP period and long-range element of the RTP meet federal financial constraint requirements for FHWA funds.

FTA funds are also balanced during the TIP period. Over the FY 2016-2021 TIP period, \$750 million of FTA funds are assigned (see Table 5) to an equivalent amount in project costs. Over the entirety of the plan, \$8.5 billion of federally assigned costs are offset by an equivalent amount in anticipated FTA revenue over the life of the plan (both figures are expressed in inflated year of expenditure dollars).

Therefore, both the FY 2016-2021 TIP period and long-range element of the RTP meet federal financial constraint requirements for FTA funds. A more detailed discussion of financial constraint for the RTP, including revenue and cost assumptions, is available in the Finances section of The Atlanta Region's Plan.

Table 4: FY 2016-2021 Yearly TIP Balances – Federal Highway Administration Funds (\$YOE)

Demonstration of Fiscal Constraint (FHWA Funds)

FHWA Program	2016	2017	2018	2019	2020**	2021**	LR 2022-2030	LR 2031-2040	Total
National Highway Performance Program (NHPP)	\$ 138,948,061	\$ 281,509,541	\$ 319,469,041	\$ 275,420,623	\$ 217,879,449	\$ 375,983,184	\$ -	\$ -	\$ 1,609,209,899
National Highway Performance Program (NHPP) Exempt	\$ 10,840,000	\$ 11,058,400	\$ 11,186,400	\$ 11,186,400	\$ 11,186,400	\$ 11,186,400	\$ -	\$ -	\$ 66,644,000
STP - Statewide Flexible (GDOT)	\$ 130,316,439	\$ 260,960,666	\$ 276,848,103	\$ 181,921,747	\$ 175,508,161	\$ 102,295,656	\$ -	\$ -	\$ 1,127,850,772
STP - Urban (>200K) (ARC)	\$ 72,000,000	\$ 72,000,000	\$ 72,000,000	\$ 72,000,000	\$ 72,000,000	\$ 72,000,000	\$ -	\$ -	\$ 432,000,000
Highway Safety Improvement Program (HSIP)	\$ 32,161,600	\$ 31,024,000	\$ 33,919,940	\$ 32,888,000	\$ 32,888,000	\$ 32,888,000	\$ -	\$ -	\$ 195,769,540
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$ 30,472,311	\$ 28,354,921	\$ 29,653,981	\$ 29,086,595	\$ 29,000,000	\$ 29,000,000	\$ -	\$ -	\$ 175,567,808
TAP - Urban (>200K) (ARC)	\$ 6,816,000	\$ 8,080,000	\$ 7,200,000	\$ 7,200,000	\$ 7,200,000	\$ 7,200,000	\$ -	\$ -	\$ 43,696,000
General Federal Aid 2022-2040	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,185,175,618	\$ 6,894,882,183	\$ 13,080,057,801
Total Project Costs (CY)	\$ 421,554,411	\$ 692,987,528	\$ 750,277,465	\$ 609,703,365	\$ 545,662,010	\$ 630,553,240	\$ 6,185,175,618	\$ 6,894,882,183	\$ 16,825,280,013
Year of Expenditure Multiplier	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.2310	1.4842	
Total Project Costs (YOE)	\$ 421,554,411	\$ 692,987,528	\$ 750,277,465	\$ 609,703,365	\$ 545,662,010	\$ 630,553,240	\$ 7,613,940,105	\$ 10,233,305,727	\$ 21,497,983,850
Running Total Cost (YOE)	\$ 421,554,411	\$ 1,114,541,939	\$ 1,864,819,404	\$ 2,474,522,769	\$ 3,020,184,779	\$ 3,650,738,019	\$ 11,264,678,124	\$ 21,497,983,850	\$ 21,497,983,850
Estimated FHWA Revenue (YOE)*	\$ 598,010,573	\$ 610,870,249	\$ 624,131,730	\$ 660,707,768	\$ 674,998,678	\$ 722,380,272	\$ 7,608,457,646	\$ 10,360,766,369	
Running Total Revenue (YOE)*	\$ 598,010,573	\$ 1,208,880,822	\$ 1,833,012,552	\$ 2,493,720,320	\$ 3,168,718,998	\$ 3,891,099,269	\$ 11,499,556,915	\$ 21,860,323,284	\$ 21,860,323,284
Running Total Balance (YOE)*	\$ 176,456,162	\$ 94,338,883	\$ (31,806,852)	\$ 19,197,551	\$ 148,534,219	\$ 240,361,250	\$ 234,878,792	\$ 362,339,434	\$ 362,339,434

* Note that all revenue estimates are based on assumptions about the average share of statewide revenues which will be directed to programs and projects in the Atlanta region. Actual amounts in any given year will fluctuate from these averages, as evidenced by the cost of projects programmed within the TIP period. GDOT has reviewed all TIP project commitments and confirms that financial resources are available to ensure no shortfall actually occurs within any individual fiscal year. Over the four year federally required TIP period (FY 2016-2019), the program is balanced and is slightly less than revenue estimates.

** Fiscal years 2020 and 2021 are not considered to be part of the federally required four year TIP. For financial constraint purposes, project costs and revenue estimates are presented for information purposes only.

Table 5: FY 2014-2019 Yearly TIP Balances – Federal Transit Administration (\$YOE)

Demonstration of Fiscal Constraint (FTA Funds)

FHWA Program	2016	2017	2018	2019	2020**	2021**	LR 2022-2030	LR 2031-2040	Total
Transit Urbanized Area Formula Program	\$ 63,971,814	\$ 63,936,800	\$ 63,936,800	\$ 63,936,800	\$ 63,936,800	\$ 63,936,800	\$ 585,000,000	\$ 650,000,000	\$ 1,618,655,814
Enhanced Mobility of Seniors and Individuals with Disabilities	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 10,800,000	\$ 12,000,000	\$ 30,000,000
Transit Nonurbanized Area Formula	\$ 760,000	\$ 760,000	\$ 760,000	\$ 760,000	\$ 760,000	\$ 760,000	\$ 11,840,000	\$ 7,600,000	\$ 24,000,000
State of Good Repair Grants	\$ 48,591,797	\$ 48,591,797	\$ 48,591,797	\$ 48,591,797	\$ 48,591,797	\$ 48,591,797	\$ 437,373,000	\$ 485,970,000	\$ 1,214,893,782
Clean Fuels Formula Program	\$ 3,700,000	\$ 3,700,000	\$ 3,700,000	\$ 3,700,000	\$ -	\$ -	\$ 40,700,000	\$ 37,000,000	\$ 92,500,000
Bus - New (80/20)	\$ 12,023,706	\$ 2,785,074	\$ 1,550,000	\$ 1,550,000	\$ -	\$ -	\$ 17,050,000	\$ 15,500,000	\$ 50,458,780
Bus and Bus Facilities Program	\$ 5,415,512	\$ 5,415,512	\$ 5,415,512	\$ 4,541,343	\$ 5,415,512	\$ 4,541,343	\$ 59,532,000	\$ 54,160,000	\$ 144,436,734
New Starts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 135,000,000	\$ 2,905,359,161	\$ 3,040,359,161
Total Project Costs (CY)	\$ 135,662,829	\$ 126,389,183	\$ 125,154,109	\$ 124,279,940	\$ 119,904,109	\$ 119,029,940	\$ 1,297,295,000	\$ 4,167,589,161	\$ 6,215,304,271
Year of Expenditure Multiplier	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.2310	1.4842	
Total Project Costs (YOE)	\$ 135,662,829	\$ 126,389,183	\$ 125,154,109	\$ 124,279,940	\$ 119,904,109	\$ 119,029,940	\$ 1,596,967,821	\$ 6,185,488,439	\$ 8,532,876,370
Running Total Cost (YOE)	\$ 135,662,829	\$ 262,052,012	\$ 387,206,121	\$ 511,486,061	\$ 631,390,170	\$ 750,420,110	\$ 2,347,387,931	\$ 8,532,876,370	\$ 8,532,876,370
Estimated FTA Revenue (YOE)*	\$ 135,662,829	\$ 262,052,012	\$ 387,206,121	\$ 511,486,061	\$ 631,390,170	\$ 750,420,110	\$ 2,347,387,931	\$ 8,532,876,370	
Running Total Revenue (YOE)*	\$ 135,662,829	\$ 262,052,012	\$ 387,206,121	\$ 511,486,061	\$ 631,390,170	\$ 750,420,110	\$ 2,347,387,931	\$ 8,532,876,370	\$ 8,532,876,370
Running Total Balance (YOE)*	\$ -	\$ -	\$ -						

* Note that all revenue estimates within the TIP period are based on historical allocations from formula programs. Actual amounts in any given year may fluctuate from these averages, based on possible legislative and formula changes. Project and program expenditures by transit agency recipients will be adjusted as necessary to match actual allocation amounts each year. Over the four year federally required TIP period (FY 2016-2019), the program is balanced.

** Fiscal years 2020 and 2021 are not considered to be part of the federally required four year TIP. For financial constraint purposes, project costs and revenue estimates are presented for information purposes only.

Latest Planning Assumptions

Overview

Section 93.110 of the Transportation Conformity Rule (Criteria and Procedures: Latest Planning Assumptions), defines the requirements for the most recent planning assumptions that must be in place at the initiation of the conformity determination process. The planning assumptions relate to the socio-economic forecasts, transit operating policies as well as the transit and toll fare policies that impact the travel demand modeling process. A January 18, 2001 (revised in December 2008), memorandum from USEPA entitled “Use of Latest Planning Assumptions in Conformity Determinations,” states that “areas are strongly encouraged to review and strive towards regular 5-year updates of planning assumptions, especially population, employment, and vehicle registration assumptions.” ARC completes frequent, recurrent updates of planning assumptions used in the travel demand and emissions modeling process. ARC continuously reviews the network-based travel model and regional emissions model as well as all assumptions and data used in model validation through the interagency consultation process. Newer assumptions and data are incorporated as appropriate.

ARC updates planning assumptions including (but not limited to) population, employment, socioeconomic variables, and vehicle miles traveled (VMT) on a recurring basis. A detailed listing of the planning assumptions for this conformity analysis is outlined in Exhibit 1 – Interagency Review of Planning Assumptions and Modeling Inputs. This document was submitted to the interagency consultation group in accordance with Section 93.105(c)(1)(i) of the Transportation Conformity Rule which requires interagency review of the model(s) and associated methods and assumptions used in the regional emissions analysis. Final interagency approval was granted on September 22, 2015.

Since the adoption of the last regional plan, PLAN 2040, there have been substantial changes to the ARC travel demand model. ARC has shifted from a trip-based travel model to an activity-based travel model. The model structure is completely different and these changes impact the emissions calculated. Exhibit 1 includes updated data on model calibration and validation. The current activity-based travel model is calibrated to the year 2010 and is validated to current conditions and traffic volumes.

Socioeconomic Forecasts

Per Section 93.110(b) of the Transportation Conformity Rule, the transportation plan and program must quantify and document the demographic and employment factors which influence the expected transportation demand, including land use forecasts.

In addition to the structural changes listed above, travel demand model enhancements include updated population and employment estimates. For the Atlanta Region’s Plan RTP/FY 2016-2021 TIP, ARC produced forecasts of population, households by income, auto ownership and number of workers and employment by industry and land use type for the entire 20-county region (which includes the nonattainment portions of GHMPO and CBMPO). ARC produces forecasts through a process briefly outlined below, and in more detail in Exhibit 1.

ARC staff was assisted in the development of these regional forecasts by a Technical Advisory Committee (TAC) of nationally known, local experts on the Atlanta regional economy. The committee met three times in late winter and early spring of 2015. TAC members advised staff on land use model calibration, policy variable development, and related iterative revisions to model runs. The TAC then recommended the final regional control total forecasts for use in the ARC's plans, including Hall and Bartow counties. Interagency consultation partners agreed on these population forecasts on September 22, 2015.

The Traffic Analysis Zone Disaggregator model was used in modeling to disaggregate the regional controls to small areas. This model runs annually and iteratively. The process is fully integrated with the ARC travel demand model, as impedances (travel costs) from the travel model are a significant influence layer for spatial allocation of population and job growth. A more detailed explanation of the techniques used to draft population and employment estimates is outlined in Exhibit 1.

Tolls and Managed Lanes

There is currently only one optional toll facility in the region, the I-85 High-Occupancy Toll (HOT) lane; there are no mandatory toll facilities in the Atlanta region. Currently, additional toll facilities are under construction and the state plans on further advancing the managed lanes system plan over the coming decades to provide enhanced travel time reliability. As a result, by the year 2040 the network of tolled lanes is programmed to include the following facilities north of the I-285 perimeter: I-75, I-575, SR 400 and an extension of I-85. In addition, the model reflects a plan to implement a toll facility on I-75 south of the perimeter and along the top end of the perimeter proper from I-20W to I-20E. To the east and west of the city, tolled managed lanes are planned on I-20 outside of the perimeter.

One advantage of the activity-based model over the trip-based model is its significantly improved sensitivity to highway pricing. This includes various forms of congestion pricing, dynamic real-time pricing and other innovative policies that cannot be effectively modeled with a four-step model. Joint travel was specifically introduced to enhance modeling of HOV/HOT facilities. There are 15 trip modes for assignment in the activity-based model, including auto by occupancy and toll/non-toll choice, walk and bike modes as well as walk and drive to transit modes. Assignments are multi-class and include the following classes:

- SOV (non-toll)
- HOV 2/car (non-toll)
- HOV 3+/car (non-toll)
- SOV (toll eligible)
- HOV 2/car (toll eligible)
- HOV 3+/car (toll eligible)
- Commercial vehicle (toll eligible)
- Medium duty truck (toll eligible)
- Heavy duty truck: I-285 by-pass (toll eligible)
- Heavy duty truck: remaining (toll eligible)

Transit Operating Procedures

The conformity determination for each transportation plan and program must discuss how transit operating policies (including fares and service levels) and assumed transit ridership has changed since the previous conformity determination per Section 93.110(c). A detailed listing of the procedures and planning assumptions, including transit modeling assumptions, for the conformity analysis of the Atlanta Region's Plan RTP/GHMPO RTP/CBMPO RTP is outlined in Exhibit 1.

For a more detailed listing of transit fares by transit provider, please see the Model Documentation of the Atlanta Region's Plan Transportation Element documentation set.¹⁶ Provided below is a summary of the major transit modeling components.

On-Board Transit Survey Expansion

ARC conducted a regional transit on-board survey in 2009-2010 to get a better understanding of transit rider travel behavior. The survey was used to make important updates to the mode choice model that were included in the modeling associated with the last RTP update. Updated items include:

- New transit coefficients were generated by trip purpose, mode of access and socioeconomic class
- Use of kiss and ride facilities was adjusted
- Walking travel distance to transit was increased
- A pedestrian environment factor was introduced to adjust for easier walking conditions in more urban areas of the region
- The transfer penalty assignment was modified

Zero-Car Household Distribution

Given that the 2009-2010 regional transit on-board survey indicated that approximately 40% of transit ridership in the Atlanta region originates in households with no automobiles, the location of those households is extremely important when estimating transit ridership. The ARC activity-based model auto ownership model is estimated with both the travel survey results and American Community Survey data. These data allow staff to develop distributions of households by number of workers and vehicles owned. The resulting output is calibrated in order to ensure that the right number of zero-car households by number of workers is generated and distributed correctly in the region. The generation and placement of zero-car households impacts the total transit tours being generated by the model.

Fare Changes

Assumptions about transit fares for the existing and planned regional transit system were made and coded in the regional travel demand model. Transit fares are used as supplied by the local transit operators and remain constant over time, throughout the life of the plan, across all network years. The fares reflect current operating plans, as provided to ARC by the various transit operators throughout the region. The

¹⁶ Available at <http://www.atlantaregional.com/transportation/travel-demand-model>

transit fare structure used to develop the plan makes use of a fare matrix on a zone-to-zone level with a universal fare structure (flat fare) for all bus and rail lines.

The current ARC coding approach enables most of the fares to be coded universally for each mode, and all providers are allowed to have different fares. In addition, a protocol was established in the model stream to allow transit fare to be coded by transit link. The current fare values in the model are weighted according to the percentage of riders using a discounted fare pass, and changes to these assumptions can be incorporated directly into the model. The ARC model currently assumes that peak and off-peak fares are equivalent.

Service Level Changes

At the time of the model development for the Atlanta Region's Plan RTP/FY 2016-2021 TIP there were six transit agencies providing fixed route service in the Atlanta non-attainment area. These included the Cherokee Area Transportation System (CATS), Cobb Community Transit (CCT), Georgia Regional Transportation Authority (GRTA Xpress), Gwinnett County Transit (GCT), Hall County Transit (HAT) and MARTA. Heavy rail service was provided by MARTA. Express bus service was provided by MARTA, GRTA, CCT, and GCT. Local bus service was provided by all except GRTA Xpress, which provides express bus only. In 2015, Atlanta Streetcar service in Downtown Atlanta began through a partnership between the City of Atlanta and MARTA.

Since the adoption of the region's previous plan (PLAN 2040), a few major service changes have occurred that involved the local transit agencies. MARTA improved rail headways during AM and PM peak periods from 15 minutes to 10 minutes and from 15 minutes to 12 minutes during the midday and early evening. After the passage of a sales tax for MARTA in Clayton County in November 2014, MARTA extended two existing bus routes and added seven bus routes in Clayton County during 2015. CCT added service to the Home Depot Headquarters in 2015. HAT restructured their routes in 2015. All other transit providers did not significantly change service since the adoption of the prior RTP in March 2014.

The model includes all university and Transportation Management Authority (TMA) shuttles, which have seen a large share of ridership increase over the past several years. Shuttles include: Atlanta University Center/Woodruff Library Shuttles, Atlantic Station Shuttle, Buckhead Uptown Connection Shuttles, Emory University/Clifton Corridor TMA Cliff Shuttles, Georgia State University Panther Express Shuttles, Georgia Tech Trolley and Shuttles, Kennesaw State University Shuttles, and the University of West Georgia Shuttles. The ATL SkyTrain, which provides free fixed guideway shuttle service to and from the Hartsfield-Jackson Atlanta International Airport Domestic Terminal, the Georgia International Convention Center, and the Hartsfield-Jackson Rental Car Center was also modeled.

Future Regional Transit Service

The CDR must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time per Section 93.110(d). ARC has included several major expansions to the regional transit system over the life of this plan. Specifics about the expansions can be found in the Atlanta Region's Plan Transportation Element – Appendix A project listings. All projects meet the requirements of fiscal constraint and are appropriately accounted for in the federally required travel demand and mobile source emission modeling processes. Provided below is a summary of the planned expansions to the transit system.

The Atlanta Region's Plan RTP provides for the expansion of a regional fixed guideway network in addition to the upcoming 2016 implementation of GRTA's adopted Horizon 1 Service Plan, which involves a cost-neutral approach to improving existing GRTA XPRESS service. Light rail/streetcar/bus rapid transit systems are planned for:

- Georgia Multimodal Passenger Terminal in downtown Atlanta
- Clifton Corridor Light Rail Transit – Phase I from Lindbergh Center MARTA Station to North Decatur
- I-20 East Transit Initiative – Phase I heavy rail transit extension from Indian Creek MARTA station to Wesley Chapel Road and bus rapid transit service from Five Points MARTA Station to Wesley Chapel Road
- Atlanta Streetcar Expansion – Phase I segments
- GA-400 Transit Initiative – Phase I heavy rail transit extension from North Springs MARTA station to Holcomb Bridge Road
- Connect Cobb/Northwest Atlanta Transit Corridor Bus Rapid Transit – Phase I
- Clayton County Rail – East Point MARTA station to Lovejoy

Quantitative Analysis

The regional emissions analysis used to demonstrate conformity to both the eight-hour ozone standard and the annual PM_{2.5} standard relies on a methodology which utilizes ARC's 20-county regional activity-based travel demand model. Updated travel model networks were created for each analysis year (2017, 2024, 2030, and 2040) to reflect projects as listed in the Atlanta Region's Plan Transportation Element – Appendix A, and in collaboration with changes to both the GHMPO and CBMPO RTPs/TIPs.

The Atlanta Region's Plan RTP is the first conformity analysis update ARC has undertaken since the release of USEPA's latest iteration of the MOVES emissions model, MOVES2014. ARC is applying this updated and improved model well ahead of the end of the grace period on October 7, 2016. As a result, this CDR includes an updated set of MOVES documentation to reflect the development and use of the MOVES2014 model and its inputs by ARC in partnership with GA EPD, GDOT and with interagency support. This document, the MOVES2014 Input Development Guide, is available on ARC's website.¹⁷

As a result of the improved emissions model, and the transition from the trip-based to activity-based model, there are some substantial differences in the output emissions between this plan update and previous CDR iterations.

Eight-Hour Ozone Standard

In May, 2012, as the Atlanta area was being designated under a smaller 15-county nonattainment area, Interagency reviewed the methodologies prescribed in the conformity guidance for a shrinking nonattainment area. Via 93.109(c)(2)(ii)(B) of the "July 2012 Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas" the MVEB Test using existing budgets for a reduced area is still considered a valid test, provided that any additional emissions reductions needed to pass the MVEB Test come from within the new nonattainment area boundary. Therefore, the analysis for the 15-county ozone nonattainment area was carried out using the 20-county travel demand model and existing 20-county budgets, per interagency agreement.

The nonattainment area is broken into a 13-county and 7-county geography and the MOVES model is run separately for each area. For a full explanation of how MOVES is run and how inputs are developed reference the MOVES2014 Input Development Guide. In addition, MOVES2014 county data manager input files used for this conformity analysis are available upon request.

Highway Performance Monitoring System (HPMS) adjustment factors were calculated in accordance with Section 93.122(b)(3) of the Transportation Conformity Rule. These factors reconcile travel model estimates of VMT in the base year of validation to HPMS estimates for the same period. These factors include summer (seasonal) adjustments to convert from average annual VMT to summer-season VMT. Factors are calculated separately for the 13-county and 7-county geographies of the nonattainment area. See Exhibit 1 for more details on planning assumptions used in this CDR.

¹⁷ <http://atlantaregional.com/environment/air/moves>

Results of Analysis - Eight-Hour Ozone Standard

The results of the emissions analysis for the Atlanta Region’s Plan RTP/CBMPO RTP/GHMPO RTP for all analysis years for the eight-hour ozone nonattainment area demonstrate adherence to the level of emissions necessary to meet the motor vehicle emissions budgets contained in the Atlanta Reasonable Further Progress SIP and the Ozone Maintenance Plan SIP. Table 6 and Figure 3 document the VOC and NO_x emissions for each analysis year, as compared to the applicable MVEBs.

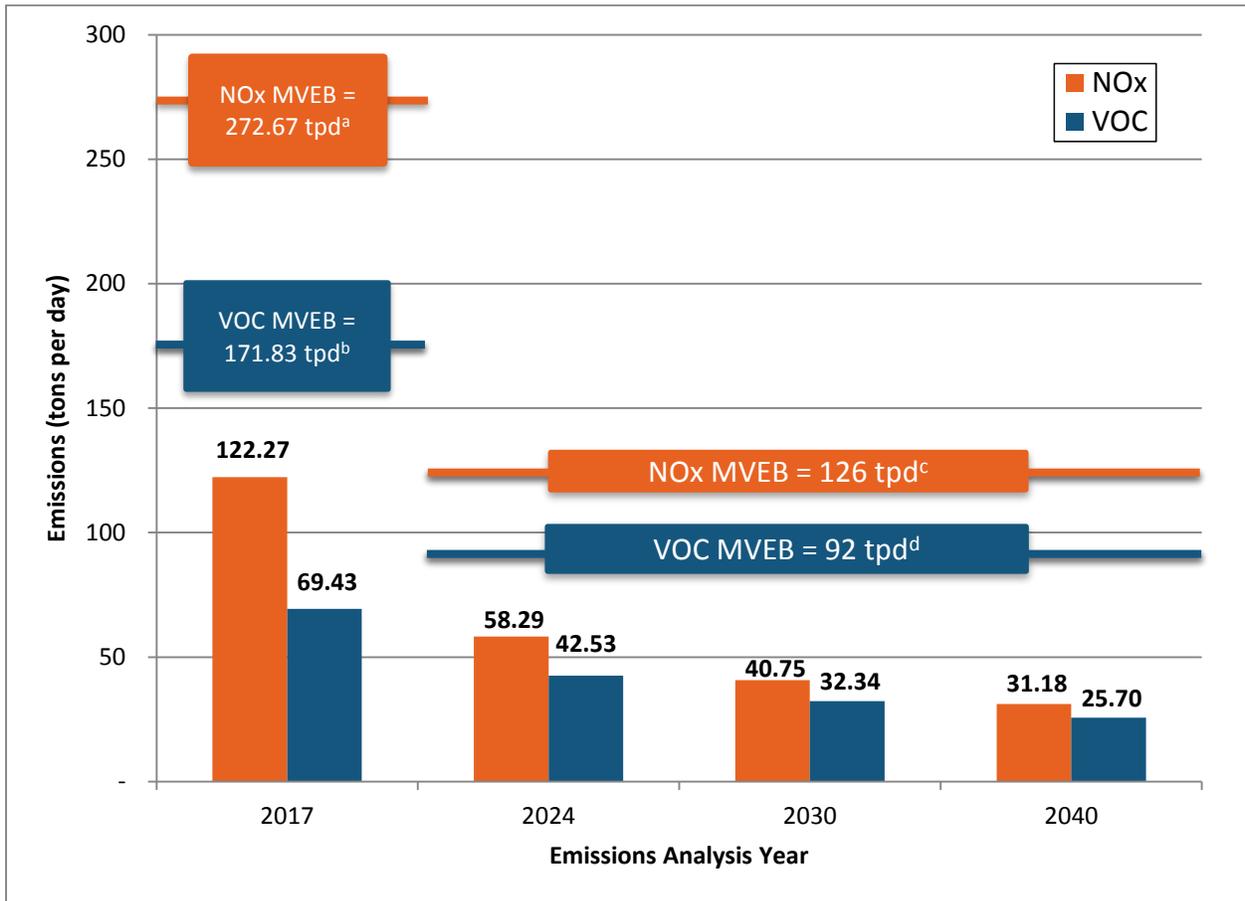
To maintain consistency between procedures used to estimate the motor vehicle emission budgets included in the ozone SIPs and the conformity analysis, ARC in consultation with GA EPD applies an off-model adjustment to emission results for the 13-county area to reflect an emissions debit resulting from a program to exempt senior citizens from the Inspection and Maintenance (I/M) program. This program was initiated by the Georgia General Assembly in 1996 (O.C.G.A Section 12-9). It exempts from emission testing vehicles ten years old or older driven fewer than 5,000 miles per year and owned by persons 65 years of age or older.

It was estimated that this senior I/M exemption increased VOC and NO_x emissions by 0.05 and 0.03 tons per day respectively. These amounts are reflected in Table 6. This off-model adjustment is conservatively high and was applied to the emission results for VOC and NO_x to produce final emission results for each analysis year in the 13-county area where the I/M program is in place. The same credit loss is assumed for each analysis year.

Table 6: 20-County Motor Vehicle Emissions Budget Test – Eight-Hour Ozone Standard

Conformity Year / MVEB Plan	NO_x (tons/day)	VOC (tons/day)
2008 Atlanta Reasonable Further Progress SIP Budgets	272.67	171.83
2017 Emissions Total	122.27	69.43
2024 Atlanta Maintenance SIP Budgets	126	92
2024 Emissions Total	58	43
2030 Emissions Total	41	32
2040 Emissions Total	31	26

Figure 3: 20-County Motor Vehicle Emissions Budget Test – Eight-Hour Ozone Standard



- a – 2008 Reasonable Further Progress SIP NO_x Budget
- b – 2008 Reasonable Further Progress SIP VOC Budget
- c – 2024 Ozone Maintenance Plan SIP NO_x Budget
- d – 2024 Ozone Maintenance Plan SIP VOC Budget

PM_{2.5} Standard

For this analysis a dual track was taken (as outlined in the Statement of Conformity section). The No Greater Than Base Year Test is used for the first track of the regional emissions analysis, assuming no budgets will be in place from the Atlanta PM_{2.5} Maintenance Plan. This test is applied to both direct PM_{2.5} and its presumed precursor NO_x. NO_x is the only precursor at this time that has been identified as a required precursor for transportation conformity by USEPA.¹⁸ The No Greater Than Base Year Test requires a demonstration that emissions in all analysis years for the entire 20+ county Atlanta nonattainment area are no greater than 2002 base year emissions for both direct PM_{2.5} and NO_x as a presumed precursor.

The second track assumes that budgets from the Atlanta PM_{2.5} Maintenance Plan are in place. A combination of MVEB and No Greater Than Base Year Tests are used. Results from both analyses are presented below.

For the PM_{2.5} standard there are three sets of MOVES input files, one for the 13 counties that make up the former one-hour ozone nonattainment area in which a specific set of emission control measures are in place, one for the seven outer counties, and one for the portion of Putnam County that is part of the Atlanta annual PM_{2.5} nonattainment area. For each set, the input files contain the same assumptions for all directly modeled analysis years (2017, 2024, 2030 and 2040).

Similar to ozone, for a full explanation of how MOVES is run and how inputs are developed reference the MOVES2014 Input Development Guide. In addition, MOVES2014 county data manager input files are provided upon request.

The same HPMS adjustment factors developed for the eight-hour ozone part of this conformity analysis were used for the PM_{2.5} analysis. However, because PM_{2.5} is an annual standard and, as decided through interagency consultation, the conformity analysis is to reflect average annual conditions, no summer adjustment factors are needed. More information on the HPMS adjustment factors is available in Exhibit 1.

PM_{2.5} Standard – Partial County Area for Heard and Putnam

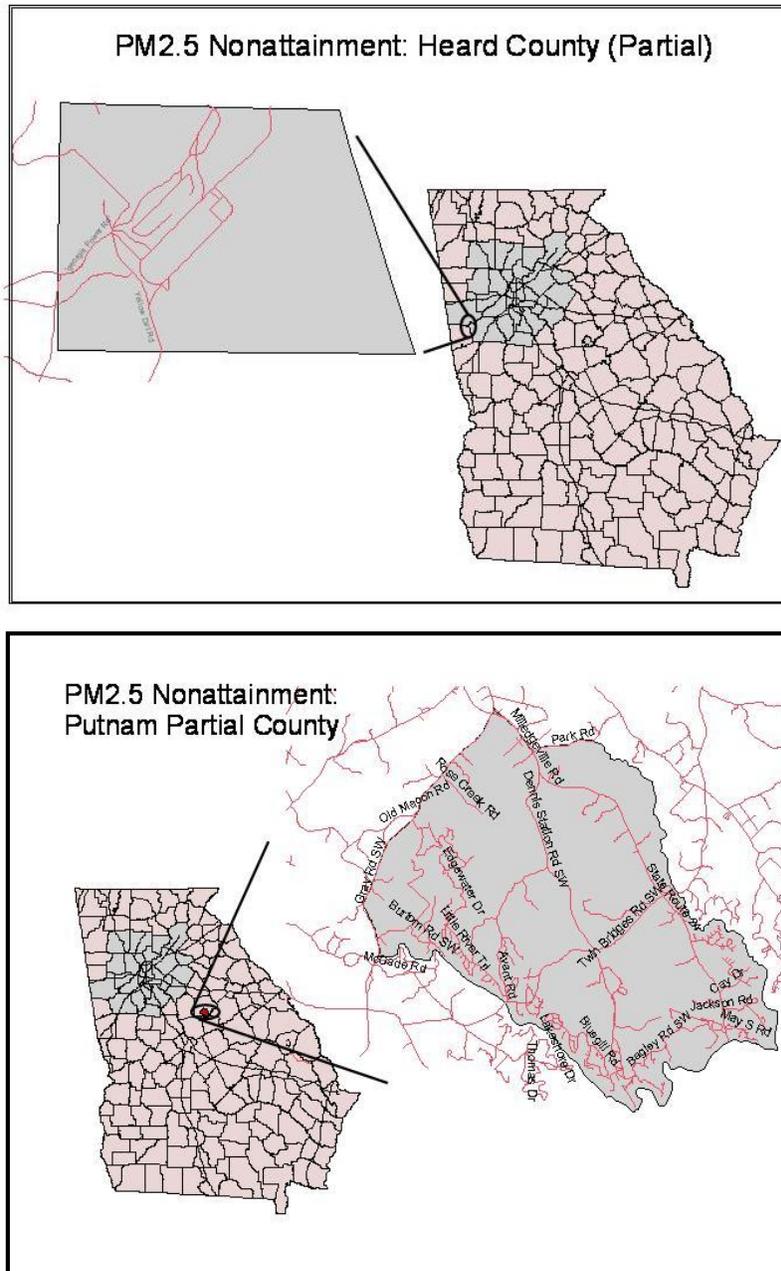
The Atlanta PM_{2.5} nonattainment area includes small parts of two counties, Heard and Putnam, which fall outside of the core 20 whole counties which make up the PM_{2.5} nonattainment area (see Figure 4). A travel model is not in place for these counties. According to the Transportation Conformity Rule 93.122(a)(7), reasonable methods shall be used to estimate nonattainment or maintenance area VMT on off-network roadways within the urban transportation planning area, and on roadways outside the urban transportation planning area. Therefore, a revised off-travel model technique was developed to estimate average annual daily VMT for use in the MOVES model in the partial county areas.

For Heard County the roads identified are private roads that service Georgia Power's Plant Wansley. These roads do not experience through-traffic and, therefore, do not need to be included in the regional emission analysis. As such, this methodology only applies to Putnam County.

¹⁸ Per USEPA's Transportation Conformity Rule amendment addressing PM_{2.5} precursors: Federal Register, Vol. 70, No. 87, May 6, 2005, pp. 24280-24292.

The methodology for calculating emissions for Putnam County is presented in its entirety in the MOVES2014 Input Development Guide.

Figure 4: Heard and Putnam County Roadways within PM_{2.5} Nonattainment Boundary



Results of Analysis – PM_{2.5} Standard

The results of the emissions analysis for the Atlanta Region’s Plan RTP/CBMPO RTP/GHMPO RTP for all analysis years for the Atlanta PM_{2.5} nonattainment area demonstrate adherence to the level of emissions necessary to meet the No Greater Than Base Year Test and the Atlanta PM_{2.5} Maintenance Plan MVEBs. Results are aggregated over the 13-county, 7-county and Putnam County portions of the PM_{2.5} nonattainment area.

If the Atlanta PM_{2.5} Maintenance Plan is not approved and effective, Table 7 and Figures 5 and 6 document the average annual PM_{2.5} and average annual NO_x emissions for each analysis year, as compared to the applicable 2002 base year emissions. If the Atlanta PM_{2.5} Maintenance Plan is approved and effective, Table 8 and Figures 7 and 8 compare the calculated emissions to the appropriate Interim Emissions Test and MVEB Test. Emissions vary for years 2024, 2030 and 2040 due to a change in inputs required for later years under the PM_{2.5} Maintenance Plan.

To maintain consistency between procedures used to estimate the motor vehicle emission budgets included in the ozone SIPs and the conformity analysis, ARC in consultation with GA EPD applies an off-model adjustment to emission results for the 13-county area to reflect an emissions debit resulting from a program to exempt senior citizens from the I/M program. This program was initiated by the Georgia General Assembly in 1996 (O.C.G.A Section 12-9). It exempts from emission testing vehicles ten years old or older driven fewer than 5,000 miles per year and owned by persons 65 years of age or older.

It was estimated that this senior I/M exemption increased NO_x emissions by 0.03 tons per day (this amount is reflected in Tables 7 and 8) in 2002. This off-model adjustment is applied to the emission results for NO_x, as a precursor to PM_{2.5}, to produce final emission results for each analysis year in the 13-county area where the I/M program is in place. The same credit loss is assumed for each analysis year.

Table 7: Interim Test Annual PM_{2.5} Standard Emissions – Direct PM_{2.5} & NO_x Precursor

Conformity Year / MVEB Plan	PM _{2.5} Direct (tons/year)	NO _x Precursor (tons/year)
2002 Base Year Interim Test	6,405	194,050
2017 Emissions Total	1,980	43,485
2024 Emissions Total	1,407	21,846
2030 Emissions Total	1,271	15,471
2040 Emissions Total	1,301	12,155

Figure 5: Interim Test Emissions – Direct PM_{2.5}

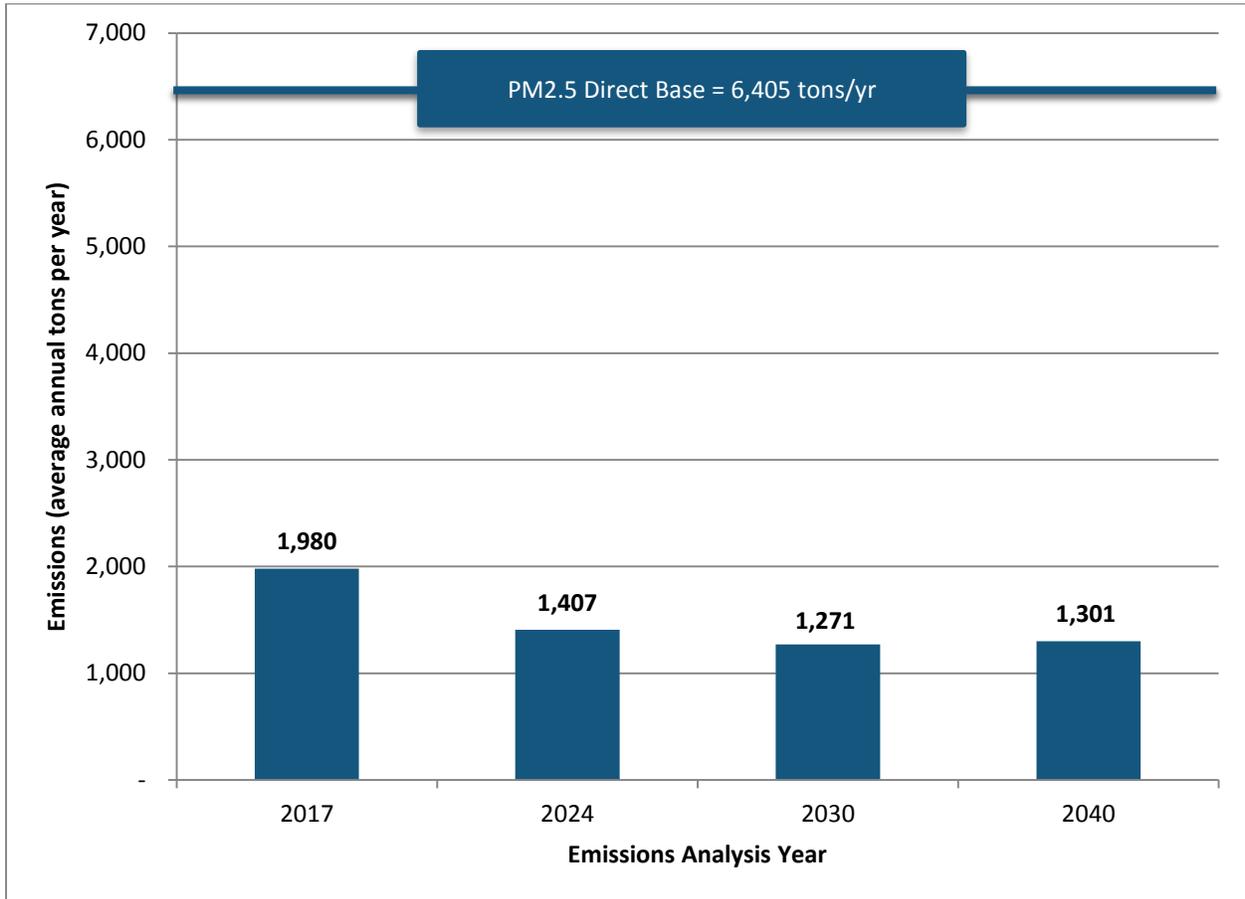


Figure 6: Interim Test Emissions – NO_x Precursor

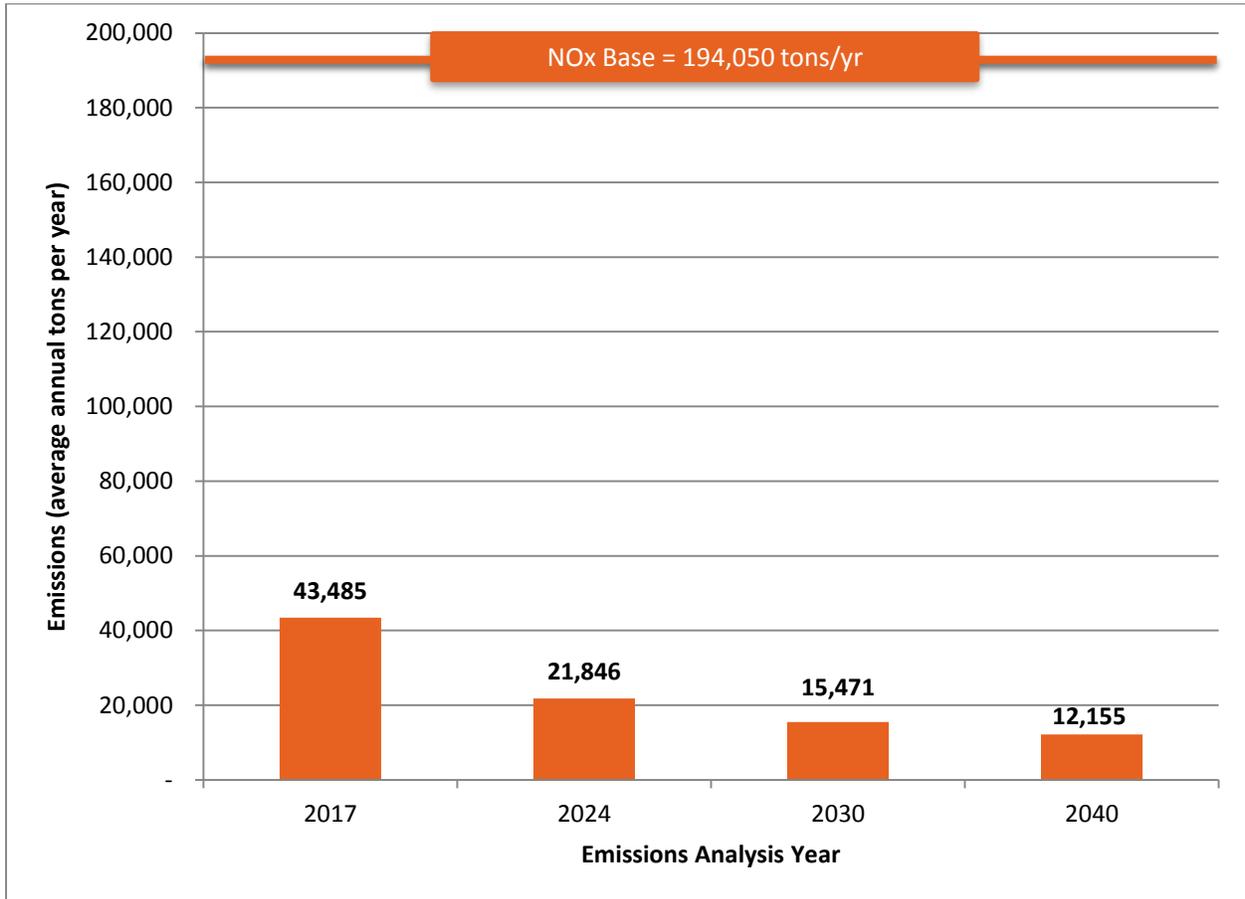
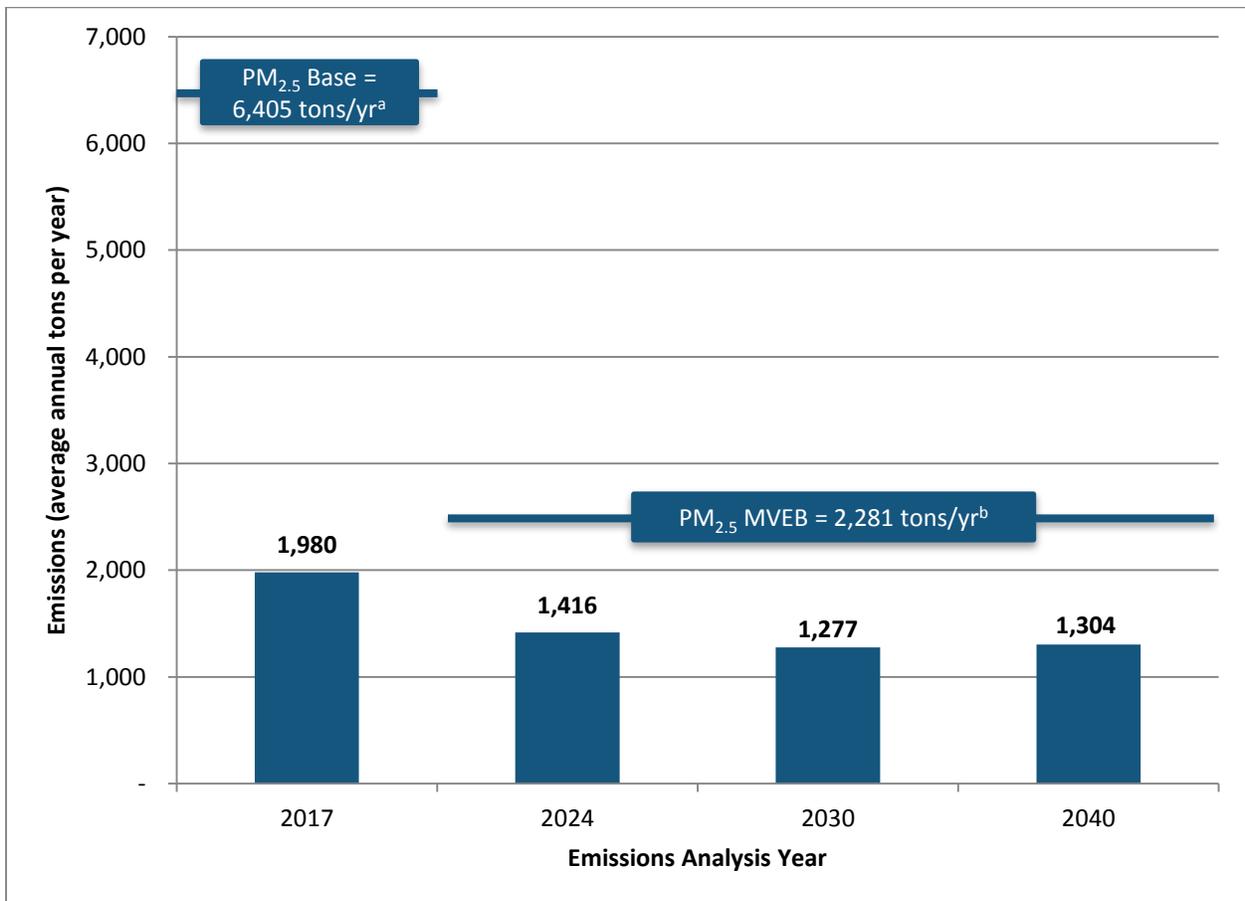


Table 8: Maintenance Plan Annual PM_{2.5} Standard Emissions – Direct PM_{2.5} & NO_x Precursor

Conformity Year / MVEB Plan	PM _{2.5} Direct (tons/day)	NO _x Precursor (tons/year)
2002 Base Year Test	6,405	194,050
2017 Emissions Total	1,980	43,485
2024 Atlanta Maintenance SIP Budgets	2,281	44,429
2024 Emissions Total	1,416	22,342
2030 Emissions Total	1,277	15,819
2040 Emissions Total	1,304	12,418

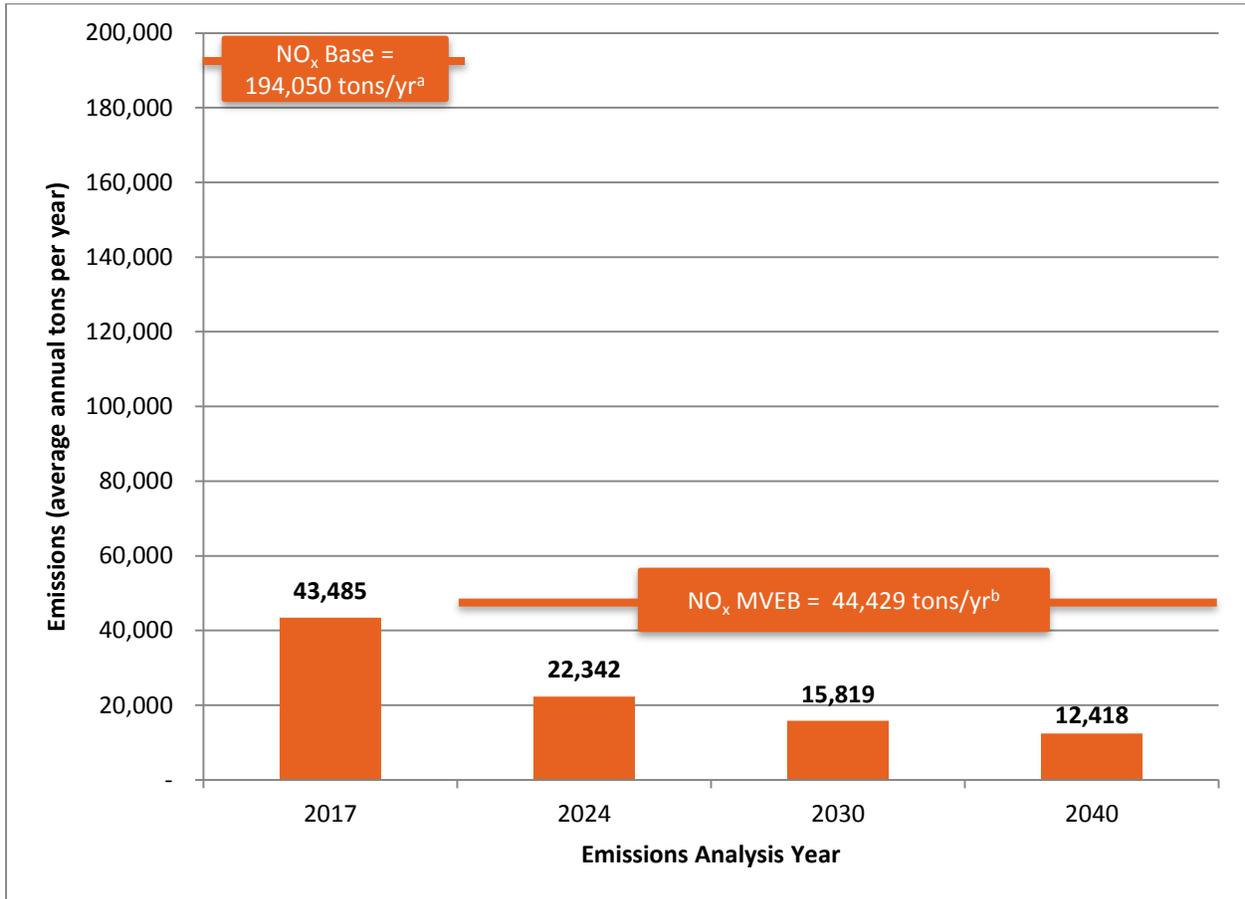
Figure 7: Maintenance Plan Regional Emissions – Direct PM_{2.5}



a – 2002 Baseline Interim Emissions Test

b – 2024 PM_{2.5} Maintenance Plan SIP PM_{2.5} Direct Budget

Figure 8: Maintenance Plan Regional Emissions – NO_x Precursor



a – 2002 Baseline Interim Emissions Test

b – 2024 PM_{2.5} Maintenance Plan SIP NO_x Budget

Conformity Determination Report

Exhibit 1

Interagency Review of Planning Assumptions and Modeling Inputs

Used in Regional Emissions Analyses

For the Atlanta Eight-Hour Ozone & Annual PM_{2.5} Nonattainment Areas

2008 EIGHT-HOUR OZONE STANDARD PLANNING ASSUMPTIONS & MODELING INPUTS

General Methods and Assumptions

- 1) Modeling Methodology: Use the MOVES model in inventory mode to determine the total NO_x and VOC emissions in the entire former 20-county nonattainment area. This test serves to meet the criteria established via Interagency consultation to test the 15-county ozone nonattainment area.
- 2) Analysis Years: 2017, 2024, 2030, 2040
- 3) Conformity Test
 - a. Motor Vehicle Emission Budget (MVEB) Test
 - i. For years prior to 2024¹
 1. NO_x: 272.67 tpd
 2. VOC: 171.83 tpd
 - ii. For years 2024 and later²
 1. NO_x: 126 tpd
 2. VOC: 92 tpd
- 4) Modeling Start Date: September 2015. This start date is defined by the ARC as the initiation of the first model run for plan amendment/update.

Travel Demand Modeling Assumptions

- 1) Calibration Year: 2010 (with some 2015 interim validations and benchmarking thereafter)
 - a. Model validated to the year 2010 using a comparison between estimated volumes and observed counts (See Appendix A)
- 2) Social/Economic Data: Updated for this model run and outlined in Appendix B
- 3) ARC recently switched modeling platforms from a trip-based to an activity-based travel model. See Appendix C for more details.

Emissions Modeling Assumptions

- 1) Emissions Model: MOVES2014 – Database: movesdb20141021
 - a. Emissions Process – use MOVES in inventory mode for a July weekday
 - i. For the years 2017, 2024, 2030 and 2040 modeled travel data is used to calculate emissions
 - b. Run separately for the 13-county and 7-county portions of the nonattainment area³

¹ MVEB established as part of Georgia's 15% Reasonable Further Progress State Implementation Plan for the Atlanta 8-Hour Ozone Nonattainment Area, March 26, 2009

² MVEB established as part of the Georgia Redesignation Request and Maintenance Plan for the Atlanta Ozone Nonattainment Area for the 1997 8-Hour Ozone NAAQS, March 21, 2012

³ For the eight-hour ozone standard there are two sets of MOVES input files, one for the 13 counties that make up the former one-hour ozone nonattainment area in which a specific set of emission control measures is in place, and one for the seven ring counties.

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- i. 13-county area activity, vehicle population and other inputs area assigned to Fulton County while running MOVES
 - ii. 7-county area activity, vehicle population and other inputs are assigned to Bartow County while running MOVES
 - 2) MOVES Inputs
 - a. Road Type Distribution – Processed from the travel demand model, GDOT HPMS counts and MOVES defaults. Summarizes VMT fraction by road type and source type for the 13 and 7 counties separately.
 - b. Source Type Population
 - i. Started with 2002 R.L. Polk & Co. registration data for the Atlanta nonattainment counties, as well as the Georgia Department of Revenue’s registration data for 2003 and 2007.
 - ii. Vehicles by type were grown from 2002 to 2007 using different growth factors by vehicle type based on either Census person population estimates or on Georgia 2007 registration data. Methodology developed by EPD for inputs to the SMOKE-MOVES Integration Tool.
 - iii. Future analysis year data is grown from 2007 based on the ratio of MPO population estimates
 - iv. Since the population of vehicle type 62 (combination long-haul trucks) can easily be underrepresented in areas with lots of through traffic, the vehicle population for MOVES source type 62 was revised using MOVES default VMT/VPOP ratios and VMT for HPMS type 60 data
 - c. Vehicle Type VMT
 - i. HPMS VTypeYear - Processed from the travel demand model, GDOT HPMS Counts, and an EPA daily to annual VMT converter. Assigns total annual VMT by HPMS vehicle type.
 - ii. Month VMT Fraction: MOVES defaults
 - iii. Day VMT Fraction: MOVES defaults
 - iv. Hour VMT Fraction: Derived from the travel demand model by source and road type. The fractions are determined separately for the 13 and 7 county areas.
 - d. I/M Programs– Applied to the 13-county area only (See Appendix D)
 - e. Age Distribution – MOBILE6 age distributions converted to MOVES format using the EPA converter. MOBILE6 distributions were derived from 2002 R.L. Polk & Co. registration data for the 13 and 7 county areas separately for all vehicle types, except for HDV8B where MOBILE6 defaults were used.
 - f. Average Speed Distribution – Processed from the travel demand model with HPMS VMT Adjustment factors applied. Calculates VHT by hour by speed bin by source. The distribution is determined separately for the 13 and 7 county areas.
 - g. Ramp Fraction – Processed from the travel demand model. Calculates VHT by freeway and ramps by area type. The fraction is determined separately for the 13 and 7 county areas.

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- h. Fuel – MOVES2014 defaults do not match local fuel due to the removal/modification of Georgia summer fuel in the 45 county Atlanta region effective Oct 1, 2015
 - i. Tier 3 Low Sulfur fuel (10ppm, 80ppm refinery gate and 95ppm downstream cap) for all counties
 - ii. Summer Fuel reclassification
 - 1. 13 counties –
 - a. Low Federal RVP summer requirements (June 1-Sept 15) for “designated volatility nonattainment areas” (40 CFR 80.27(a)(2)(ii))
 - b. Fuel region ID 178000000 replaced MOVES default 170000000
 - 2. 7 counties –
 - a. Standard Federal RVP summer requirements (June 1-Sept 15) for “designated volatility attainment areas” (40 CFR 80.27(a)(2)(i))
 - b. Fuel region ID 100000000 replaced MOVES default 170000000
 - iii. Ethanol – The current assumption is an increasing percentage of ethanol fuel
 - 1. 5% in 2017, 20% in 2024, 28% in 2030 and 20% in 2040
 - 2. The rest of the gasoline blends with a larger percent of E15 with time:
 - a. 4% in 2017, 13% in 2024, 18% in 2030 and 43% in 2040
 - 3. Remainder is E10
 - iv. Volatility waiver for E10 allows 1.0 psi RVP increase, but not in E15
 - i. Meteorology – Meteorological data from the 2009 Reasonable Further Progress (RFP) SIP were used to represent the ozone season for all analyses before the year 2024. The RFP SIP meteorological input file was developed using 2000-2002 data. Meteorological conditions from the ten worst ozone days were averaged to produce the final input. For all analyses representing the year 2024 or later, 2008 summer meteorological data was used from the 2012 Ozone Maintenance Plan.
 - j. Starts – Processed from the travel model. Determines the number of trip starts in each of the 13 and 7 county areas. Applies only to the trips per day input. Defaults used for the rest of the start inputs.
 - k. Hotelling – MOVES defaults
- 3) VMT HPMS Adjustment Factors
 - a. Calculated for the year 2010 (See Appendix E)
 - b. HPMS adjustment in base year of calibration in accordance with Section 93.122(b)(3) of the Transportation Conformity Rule which recommends that HPMS adjustment factors be developed to reconcile travel model estimates of VMT in base year of validation to HPMS estimates for the same period
 - c. Summer (seasonal) adjustment to convert from average annual VMT to summer-season VMT⁴

⁴ *Procedures for Emission Inventory Preparation, Volume IV: Mobile Sources*, Section 3.4.2.6, EPA420-R-92-009, USEPA Office of Air and Radiation, Office of Mobile Sources, 1992.

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- d. Factors applied to VMT estimates generated by ARC travel demand model for 13-county portion and 7-county portion of 20-county modeling domain, separately
 - a. Factors aggregated up to MOVES road types from base HPMS functional classifications
- 4) Off-Model Calculations
- a. Senior I/M Exemption (emissions debit)
 - i. The Senior I/M Exemption calculated for year 2002 is conservatively high and will be added to the regional emission inventories for each analysis year
- 5) TCMs
- a. No additional credit is taken in the emissions modeling process for SIP TCMs

1997 ANNUAL PM_{2.5} STANDARD PLANNING ASSUMPTIONS & MODELING INPUTS

General Methods and Assumptions

- 1) Modeling Methodology
 - a. 20-County Portion – Use the MOVES model in inventory mode to determine the total NO_x and PM_{2.5} emissions
 - b. Putnam Partial County Portion – Use an off-travel model technique to determine emissions in MOVES
- 2) Conformity Test
 - a. In the event that EPA has not approved the Atlanta PM_{2.5} Maintenance Plan before the adoption of the Region’s Plan CDR the following test will be used:
 - i. No Greater than Base Year interim emissions test
 1. 2002 base year
 2. Base year emissions to be developed as part of the conformity analysis provided in preamble to the eight-hour ozone and PM_{2.5} Transportation Conformity Rule⁵. Base year emissions will be established using the same modeling methodology presented above.
 - b. In the event that the EPA has approved the Atlanta PM_{2.5} Maintenance Plan, with associated budgets, before the adoption of the Region’s Plan CDR the following test will be used:
 - i. No Greater than Base Year interim emissions test
 1. For years prior to 2024
 - a. As indicated above in 2a
 - ii. Motor Vehicle Emission Budget (MVEB) Test
 1. For years 2024 and later⁶
 - a. PM_{2.5}: 2,281 tons per year
 - b. NO_x: 44,429 tons per year
 - b. In the event that the EPA has approved the Atlanta PM_{2.5} Maintenance Plan, with associated budgets, before the adoption of the Region’s Plan CDR the following test will be used:
 - i. No Greater than Base Year interim emissions test
 1. For years prior to 2024
 - a. As indicated above in 2a
 - ii. Motor Vehicle Emission Budget (MVEB) Test
 1. For years 2024 and later⁶
 - a. PM_{2.5}: 2,281 tons per year
 - b. NO_x: 44,429 tons per year
- 3) Conformity Analysis Years: 2017, 2024, 2030, 2040
- 4) Modeling Start Date: September 2015. This start date is defined by the ARC as the initiation of the first model run for plan amendment/update.

Travel Demand Modeling Assumptions

- 1) Calibration Year: 2010 (with some 2015 interim validations and benchmarking thereafter)
 - a. Model validated to the year 2010 using a comparison between estimated volumes and observed counts (See Appendix A)
- 2) Social/Economic Data: Updated for this model run and outlined in Appendix B

⁵ Federal Register, Vol. 69, No.126, July 1, 2004, p. 40015, first column

⁶ MVEB established as part of the Georgia Redesignation Request and Maintenance Plan for the Atlanta Nonattainment Area for the 1997 PM_{2.5} NAAQS, August 16, 2012

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- 3) ARC recently switched modeling platforms from a trip-based to an activity-based travel model. See Appendix C for more details.

Emissions Modeling Assumptions

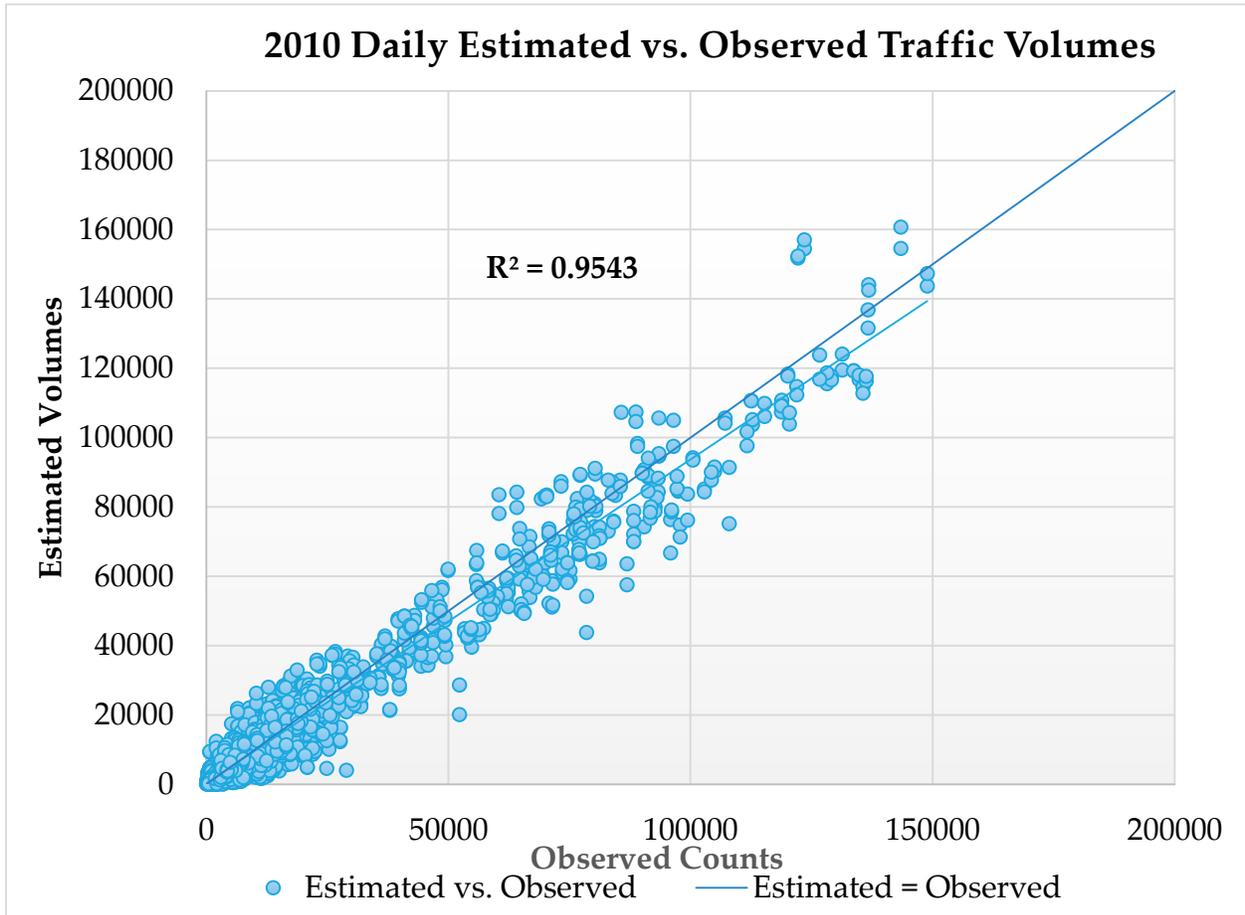
- 1) Emissions Model: MOVES2010b – Database: movesdb20141021
- a. Emissions Process – using MOVES in Inventory mode
 - i. For the years 2017, 2024, 2030 and 2040 modeled travel data is used to calculate emissions
 - b. Run separately for the 13-county and 7-county portions of the nonattainment area⁷
 - i. 13-county area activity, vehicle population, and other inputs are assigned to Fulton County while running MOVES
 - ii. 7-county area activity, vehicle population, and other inputs are assigned to Bartow County while running MOVES
- 2) MOVES Inputs
- a. Road Type Distribution – Processed from the travel demand model, GDOT HPMS counts and MOVES defaults. Summarizes VMT fraction by road type and source type for the 13 and 7 counties separately.
 - b. Source Type Population
 - i. Started with 2002 R.L. Polk & Co. registration data for the Atlanta nonattainment counties, as well as the Georgia Department of Revenue’s registration data for 2003 and 2007
 - ii. Vehicles by type were grown from 2002 to 2007 using different growth factors by vehicle type based on either Census person population estimates or on Georgia 2007 registration data. Methodology developed by EPD for inputs to the SMOKE-MOVES Integration Tool
 - iii. Future analysis year data is grown from 2007 based on the ratio of MPO population estimates
 - iv. Since the population of vehicle type 62 (combination long-haul trucks) can easily be underrepresented in areas with lots of through traffic, the vehicle population for MOVES source type 62 was revised using MOVES default VMT/VPOP ratios and VMT for HPMS type 60 data
 - v. Putnam County data grown from 2007 based on the ratio of Georgia Office of Planning and Budget future people population estimates
 - c. Vehicle Type VMT
 - i. HPMS VTypeYear - Processed from the travel demand model, GDOT HPMS Counts, and an EPA daily to annual VMT converter. Assigns total annual VMT by HPMS vehicle type
 - ii. Month VMT Fraction: MOVES defaults

⁷ For the annual PM_{2.5} standard there are two sets of MOVES input files, one for the 13 counties that make up the former one-hour ozone nonattainment area in which a specific set of emission control measures is in place and one for the seven “ring” counties.

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- iii. Day VMT Fraction: MOVES defaults
 - iv. Hour VMT Fraction: Derived from the travel demand model by source and road type. Determined separately for the 13 and 7 county areas.
 - d. I/M Programs – Applied to 13 county area only (See Appendix D)
 - e. Age Distribution – MOBILE6 age distributions converted to MOVES format using EPA converter. MOBILE6 distributions were derived from 2002 R.L. Polk & Co. registration data for the 13 and 7 county areas separately for all vehicle types, except for HDV8B where MOBILE6 defaults were used.
 - f. Average Speed Distribution – Processed from the travel demand model with HPMS VMT Adjustment factors applied. Calculates VHT by hour by speed bin by source. Determined separately for the 13 and 7 county areas.
 - g. Ramp Fraction – Processed from the travel demand model. Calculates VHT by freeway and ramps by area type. Determined separately for the 13 and 7 county areas.
 - h. Fuel – MOVES2014 defaults do not match local fuel due to the removal/modification of Georgia summer fuel in the 45 county Atlanta region effective Oct 1, 2015. Fuel was reclassified and annualized to match expected fuel in the 13 and 7 county areas as outlined.
 - i. Tier 3 Low Sulfur fuel (10ppm, 80ppm refinery gate and 95ppm downstream cap) for all counties
 - ii. Summer Fuel reclassification
 - 1. 13 counties –
 - a. Low Federal RVP summer requirements (June 1-Sept 15) for “designated volatility nonattainment areas” (40 CFR 80.27(a)(2)(ii))
 - b. Fuel region ID 178000000 replaced MOVES default 170000000
 - 2. 7 counties –
 - a. Standard Federal RVP summer requirements (June 1-Sept 15) for “designated volatility attainment areas” (40 CFR 80.27(a)(2)(i))
 - b. Fuel region ID 100000000 replaced MOVES default 170000000
 - iii. Ethanol – The current assumption is an increasing percentage of ethanol fuel
 - 1. 5% in 2017, 20% in 2024, 28% in 2030 and 20% in 2040
 - 2. The rest of the gasoline blends with a larger percent of E15 with time:
 - a. 4% in 2017, 13% in 2024, 18% in 2030 and 43% in 2040
 - 3. Remainder is E10
 - iv. Volatility waiver for E10 allows 1.0 psi RVP increase, but not in E15
 - i. Meteorology – Annual averages of the hourly average temperature and relative humidity for each hour of each month for the years 2000 – 2002 are used for analyses before the year 2024. For all analyses representing the year 2024 or later, 2008 meteorological data was used from the 2012 PM_{2.5} Maintenance Plan

-
- j. Starts – Processed from the travel model. Determines the number of trip starts in each of the 13 and 7 county areas. Applies only to the trips per day input. Defaults used for the rest of the start inputs.
 - k. Hotelling – MOVES defaults
- 3) VMT HPMS Adjustment Factors
- a. Calculated for the year 2010 (See Appendix E)
 - b. HPMS adjustment in base year of calibration in accordance with Section 93.122(b)(3) of the Transportation Conformity Rule which recommends that HPMS adjustment factors be developed to reconcile travel model estimates of VMT in base year of validation to HPMS estimates for the same period
 - c. Factors applied to VMT estimates generated by ARC travel demand model for 13-county portion and 7-county portion of 20-county modeling domain, separately.
 - d. Factors aggregated up to MOVES road types from base HPMS functional classifications
- 4) Off-Model Calculations
- a. Senior I/M Exemption (emissions debit)
 - i. The Senior I/M Exemption calculated for year 2002 is conservatively high and will be added to the regional emission inventories for each analysis year.
 - b. Putnam Partial Nonattainment Area
 - i. Total MOVES inventory-mode derived emissions in Putnam County were scaled down to the nonattainment area’s contribution based on the ratio of human population in the nonattainment area to the entire county.
 - ii. VMT in Putnam County is estimated using historical VMT estimates from GDOT’s 445 Reports
 - iii. Congested flow speeds for Putnam County are taken from the 7-county portion of the ARC travel demand model for each analysis year
- 5) TCMs
- a. No additional credit is taken in the emissions modeling process for SIP TCMs

APPENDIX A – Model Validation



APPENDIX B – Socioeconomic Data for the Travel Model

ARC periodically revises its population and employment forecasts based on best available current information. Each revision is a multi-step process. First, new region-level forecasts are produced, followed by county-level forecasts. These then become region-level controls for census tract and traffic analysis zone (TAZ) forecasts.

The most current region-level control forecasts will serve as a foundation for The Region's Plan, scheduled for agency adoption in spring of 2016. The regional series, known as Series 15.0, was completed in late spring of 2015. The charts at the end of this section summarize the new updated population and employment controls for the 20-county study area.

Development of the most current draft regional forecast began in January of 2015. This forecast was developed from a calibration of a standard forecast for the 20-County Area by the Regional Econometric Models Inc. (REMI) econometric model, build 3.6.5R. This model was released by REMI in October 2014, and included 21 specific regions consisting of the 20 counties in ARC's MPO, plus the rest of the state of Georgia. Forecasts are produced for over 6,000 economic and demographic variables.

ARC staff was assisted in the development of these regional forecasts by a Technical Advisory Committee (TAC) of nationally known, local experts on the Atlanta Regional Economy. The committee met three times in late winter and early spring of 2015. TAC members advised staff on REMI model calibration, policy variable development, and related iterative revisions to model runs. The TAC then recommended the final regional forecasts for use in the Region's Plan forecasts.

In February of 2015 (in parallel to the TAC process), Research and Analytics division staff began a series of 23 meetings to meet with MPO member jurisdictions to collect "local expert" information that would be used in assessment of the draft regional forecasts and refinement of the county and subcounty forecasts of population and employment making up the entirety of series 15.0. These 'local outreach' meetings directly reviewed a previous series of forecasts (the 'Needs Assessment' or series 14.0) of households and total employment. These meetings also refined the region's Unified Growth Policy Map (UGPM), which is a key input to the generalized zoning that influences land development in the small area allocation model.

A subsequent step in The Region's Plan forecast process was development of county-level control totals. Regression analysis, third-party datasets, and input from the outreach meetings were core resources in arriving at these county control totals. The REMI model's regional forecast was then recalibrated to mirror/reflect the county control totals. The county level controls for series 15.0 were finalized in mid-summer, 2015.

The final step in the forecasting process uses mathematical models to disaggregate the region-level/county-level control population and employment forecasts to "small areas": the superdistrict, census tract and traffic analysis zone (TAZ) level. TAZs are nested within census tracts. Census tracts nest within superdistricts. The mathematical models underlying the region-level controls have evolved and become more complex, but ARC's basic approach is the same today as in 1975.

The Production, Exchange, Consumption, and Allocation System (PECAS) model is being used as part of The Region's Plan disaggregation of regional and county controls to small areas. This PECAS model runs

annually and iteratively to produce not only a small-area allocation of population and households, but labor dollars by industry, that serve as direct inputs to the travel model sets. Further, REMI model output at the county level provided detailed age distribution data that served as direct input to the travel model's population synthesizer. The process is integrated with the ARC travel demand model, as impedances (travel costs) from the travel model are a significant influence on small-area allocation of population and job growth.

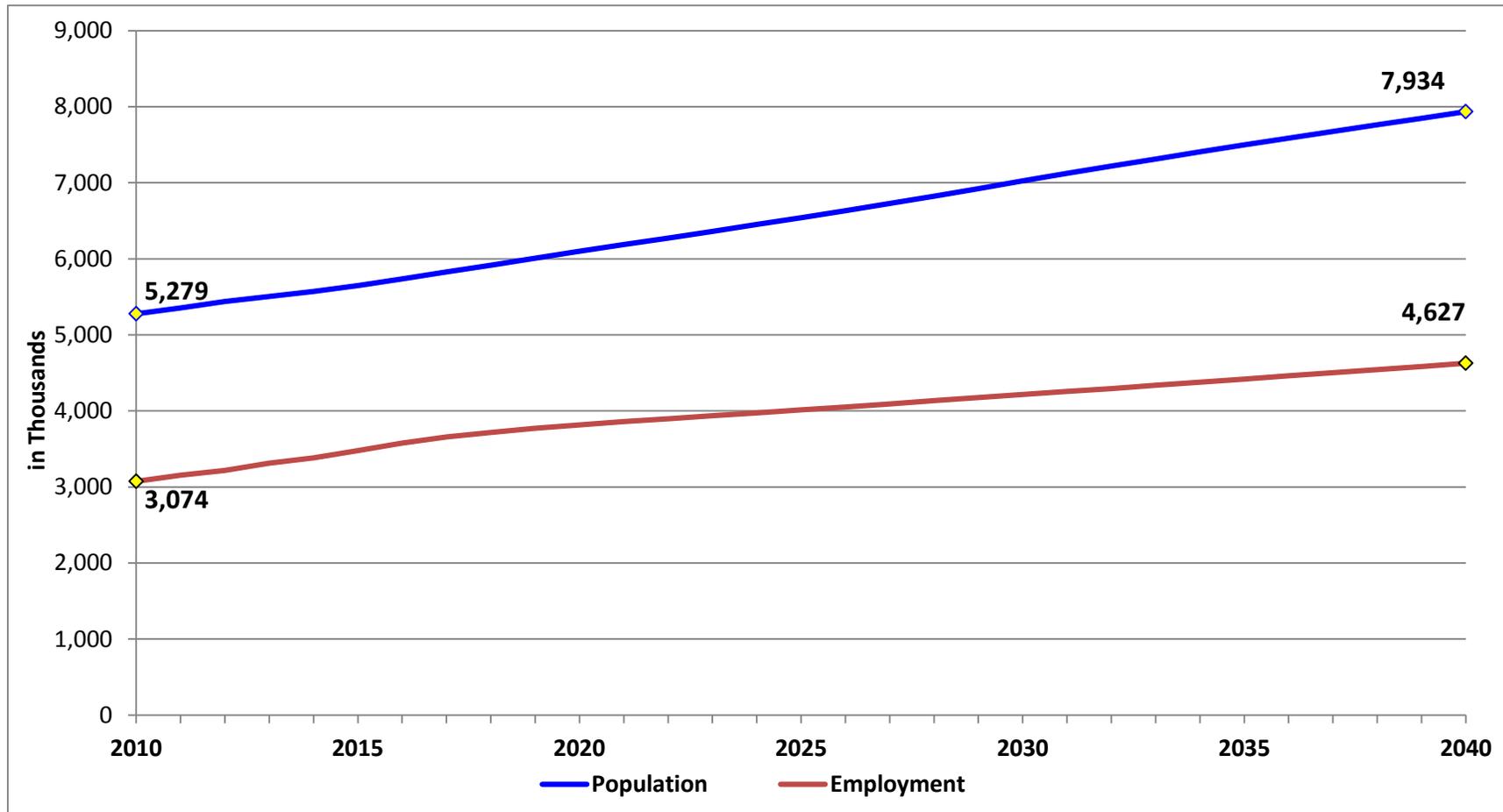
Population and job levels from each successive single-year forecast become the base for forecasts in the next model year. First, the Activity-Based Model (ABM) analyzes base year traffic patterns and produces accessibility measures (impedances or travel costs) within the 20-county forecasted area. Then, the PECAS model develops socioeconomic forecasts using the previous year's composite impedances from the TDM; the economic activity forecast by its Activity Allocation (AA) module, and resultant built space produced in response to that economic activity (and construction prices/ rents) by its Spatial Development (SD) module. The PECAS output is translated into household income by size and job by sector forecasts at the TAZ level, which then become the input used by the ABM to produce the impedance(s) measure that drives the next iteration of the integrated model run.

All these models are carefully calibrated based on the best and most current data available. Data used in the current small-area modeling effort include 2010 United States Census results, economic data from IMPLAN and REMI, parcel level datasets from local jurisdictions, joined assessor's data, third-party datasets on real estate development and construction costs, ARC annual major jurisdiction estimates of population (using a hybrid method involving building permit information, birth and death data, and American Community Survey data), and ARC semi-annual estimates of employment by industry for counties, superdistricts, tracts and TAZs/blockgroups from the state of Georgia unemployment insurance base file. National forecasts of employment and population were derived from the REMI TranSight model. The results of ARC travel surveys (including the SMARTRAQ household travel survey, transit on-board survey, Hartsfield air passenger survey, travel time studies, speed studies, and others) shape travel model parameters. Highway projects and the schedule for their completion (primary inputs to the ABM model networks) are developed as part of an extensive discussion between ARC staff, local planners, Georgia Department of Transportation and various federal agencies.

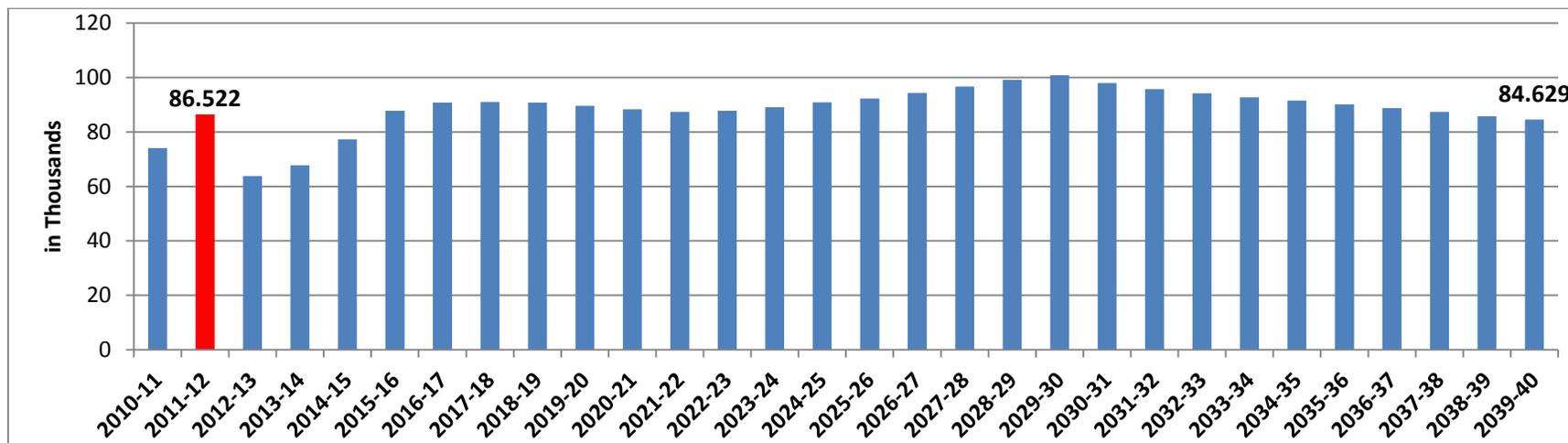
The area modeled by ARC for transportation/air quality purposes expanded from ten (10) to twenty (20) counties over the last 15 years. To meet current and future data needs, ARC produced employment estimates by county and census block group for the state of Georgia beginning in 2008, and continues to produce these estimates on a semi-annual basis. The county coverage by land-use data produced in the LandPro program expands as needed. Going forward, ARC's population forecast program area will be expanded as required from the current 20 counties, using the decennial and intercensal Census estimates, as well as other available information, as data baselines.

Post-processing adjustments are made to the ARC forecasts to account for expected large scale changes and policy priorities that would not be reflected in model output driven by historical data. Events such as expected construction of a new highway or policy input restricting development within the region are accounted for directly in the PECAS model with parameter changes to the AA module. Factors such as expected job and household growth from the completion of known major development projects (e.g. Atlantic Station) or transit-oriented development are incorporated as post processing adjustments to the model output or via specific site development changes to the parcel layers in the SD module.

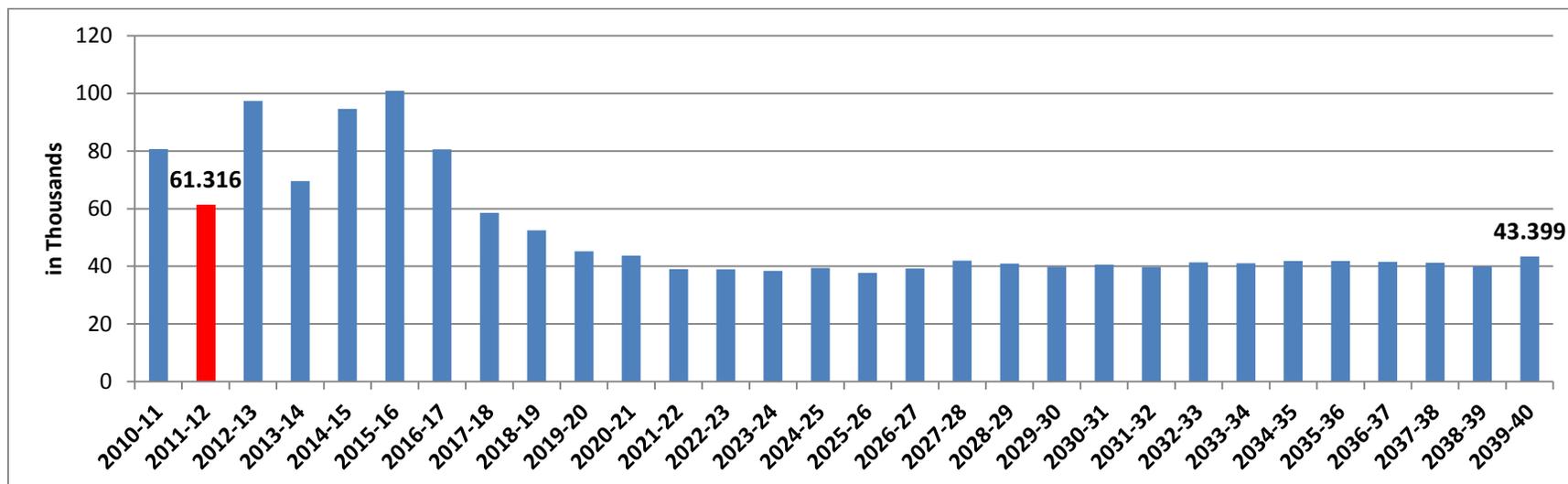
Projected Population and Employment Growth for the 20-County Area



Projected Annual Population Change for the 20-County Area



Projected Annual Employment Change for the 20-County Area



APPENDIX C – Model Inputs

In preparation for The Region’s Plan major update, ARC switched from its 4-step trip-based aggregate regional travel demand model to its newly developed, and recently calibrated disaggregate activity-based model (ABM). The ABM now serves as the major travel forecasting tool in the ARC region. This model has been developed to ensure that the regional transportation planning process can rely on forecasting tools that will be adequate for new socioeconomic environments and emerging planning challenges. It is equally suitable for conventional highway projects, transit projects, and various policy studies such as highway pricing and HOV / HOT analysis. The ARC ABM is based on the CT-RAMP (Coordinated Travel Regional Activity-Based Modeling Platform) family of Activity-Based Models. This model system is an advanced, but operational, ABM model that fits the needs and planning processes of ARC.

The ABM has been tailored specifically to meet ARC planning needs, considering current and future projects and policies and also taking into account the special market segments that exist in the Atlanta region. The model system addresses requirements of the metropolitan planning process, relevant federal requirements, and provides support to ARC member agencies and other stakeholders.

- 1) Calibration Year: 2010 (with some 2015 interim validations and benchmarking thereafter)
- 2) Project Listing: Project listings will be provided in electronic format to Interagency Consultation Group for review in September 2015 and include:
 - a. Regionally Significant and Federally Funded
 - b. Regionally Significant and Non-Federally Funded
- 3) Demographic Data: Provided as separate attachment
- 4) Speed Data: Free-flow Speed by Area Type and Facility Type⁸

FACTYPE	ABM Area Type							
	CBD	Urban Commercial	Urban Residential	Suburban Commercial	Suburban Residential	Exurban	Rural	Facility Type
1	62	63	63	63	64	65	66	interstate/freeway
2	43	46	49	52	55	58	61	expressway
3	43	46	49	52	55	58	61	parkway
4	64	65	65	65	66	67	68	freeway HOV (concurrent)
5	64	65	65	65	66	67	68	freeway HOV (barrier)
6	62	63	63	63	64	65	66	freeway truck only
7	50	50	50	55	55	55	55	system to system ramp
8	50	50	50	50	50	50	50	exit ramp

⁸ Within the ARC travel demand and emission modeling process, free flow speeds are adjusted to reflect the increase in delay and travel time on a roadway segment as traffic volumes build and congestion levels increase. Link-level congested flow speeds are used to estimate NOx and VOC emissions as required by Sections 93.122(b)(i)-(iv) and 93.122(b)(2) of the Transportation Conformity Rule.

FACTYPE	ABM Area Type							Facility Type
	CBD	Urban Commercial	Urban Residential	Suburban Commercial	Suburban Residential	Exurban	Rural	
9	45	45	45	50	50	50	50	entrance ramp
10	23	26	31	35	41	48	53	principal arterial
11	21	26	29	33	38	43	48	minor arterial
12	21	26	29	33	38	43	48	arterial HOV
13	21	26	29	33	38	43	48	arterial truck only
14	17	23	24	26	30	35	45	collector

5) Transit Modeling

- a. Model recalibrated to 2010 transit ridership estimates, provided by transit operators
- b. Reflects results from the 2009-2010 Transit On Board Survey
- c. Routes updated to reflect current operating plans
- d. Transit mode split is estimated using the mode choice model
 - i. Estimates individual modal trips from the person trip movements developed in the trip distribution model
 - ii. Composed of 15 modes, including auto by occupancy and toll/non-toll choice, walk and bike non-motorized modes, and walk and drive access to different transit line-haul modes:
 1. Auto SOV (Free)
 2. Auto SOV (Pay)
 3. Auto 2-Person (Free)
 4. Auto 2-Person (Pay)
 5. Auto 3+ Person (Free)
 6. Auto 3+ Person (Pay)
 7. Walk
 8. Bike
 9. Walk-All-Transit
 10. Walk-Premium-Only
 11. PNR-All-Transit (PNR = Park and Ride)
 12. PNR-Premium-Only
 13. KNR-All-Transit (KNR = Kiss and Ride)
 14. KNR-Premium-Only
 15. School Bus
 - iii. The mode choice model is organized in terms of seven characteristics:
 1. Mathematical structure;
 2. Trip purposes and choice sets;
 3. Limitations on choice sets;
 4. Analysis of transit access;
 5. Treatment of HOV lanes;
 6. Stratification by income groups; and
 7. Analysis of alternative transit paths.
- e. Transit Fare Modeling

-
- i. Transit fares are based on information provided by the local transit operators throughout the Atlanta region
 - ii. The base year for the travel demand model is year 2010; therefore, any costs of traveling incurred within the model are representative of year 2010 dollars
 - 1. The base year calibration utilized transit fares that were in place in 2010; however the majority of local operators have implemented a fare increase since 2010. To reflect these fare increases while maintaining year 2010 dollars, the year 2015 fares were adjusted using the Consumer Price Index (CPI) online calculator⁹ which accounts for inflation to calculate the cost of goods.¹⁰
 - iii. A CPI adjustment was applied to all the operator fares and is carried forward for all model years from 2015 and beyond
 - iv. The current ARC transit coding approach enables fares to be coded by mode and operator (cases where an operator has a different fare for different modes).
 - v. The transit fare structure includes additional fares incurred from transferring from one operator to another
 - vi. The fare structure results in a fare matrix which includes the total fare of the trip on a zone-to-zone level
- f. 2009-2010 Transit On Board Survey Calibration
- i. Update of regional transit travel targets based on expansion of the on-board survey data
 - 1. Modifications to express bus and BRT transfer constants
 - 2. Modifications to travel demand model estimates of zero-car transit work trips
 - 3. Modifications to travel demand model estimates of kiss-and-ride passenger access and use of transit system
 - 4. Overall evaluation of all modal constants
 - 5. Refinement to park-and-ride lot assumptions
 - 6. Updated walk connector and percent walk procedures
 - ii. Modified transit skimming procedures
 - iii. Re-calibrated air passenger model
 - iv. Assessment of travel demand model understanding of market segments and travel patterns relative to the on-board survey records

⁹ <http://data.bls.gov/cgi-bin/cpicalc.pl>

¹⁰ For example, the current year 2015 one-way MARTA fare of \$2.50 translates to approximately \$2.30 in year 2010 dollars. In other words, the MARTA fare increase from \$2.00 to \$2.50 outpaces inflation. So, using the consumer price index calculator, the 2015 MARTA fare in year 2010 dollars is \$2.30.

Appendix D – I/M Program

- Exhaust and Evaporative (OBD and gas cap pressure test) for 1996 and newer vehicles
 - Annual inspection required
 - Computerized test and repair OBD – Exhaust
 - Computerized test and repair OBD & GC - Evaporative
 - Applies to all LDG vehicle types
 - Three year grace period
 - 3% waiver rate for all vehicles – Exhaust test
 - 0% waiver rate for all vehicles – Evaporative test
 - 97% compliance rate
- Exhaust and Evaporative test for 1975 – 1995 vehicles
 - Annual inspection required
 - Computerized test and repair ASM 2525/5015 Phase-in – Exhaust
 - Computerized test and repair GC – Evaporative
 - Applies to all LDG vehicle types
 - 3% waiver rate for all vehicles – Exhaust
 - 0% waiver rate for all vehicles – Evaporative
 - 97% compliance rate
 - 25 year and older model years are exempt

Appendix E – VMT Adjustment Factors

Ozone VMT Adjustment Factors

Functional Class Name	Functional Classifications	Factor for 13 County Area	Factor for 7 County Area
Interstates / Freeways	1, 11, 12	0.99	0.83
Arterials	2, 14	1.02	0.90
Collectors	6, 7, 8, 16, 17	0.84	1.18
Local	9, 19	1.83	2.26

PM_{2.5} VMT Adjustment Factors

Functional Class Name	Functional Classifications	Factor for 13 County Area	Factor for 7 County Area
Interstates / Freeways	1, 11, 12	1.01	0.87
Arterials	2, 14	1.03	0.92
Collectors	6, 7, 8, 16, 17	0.87	1.20
Local	9, 19	1.83	2.31

Exhibit 2 – Status of Atlanta SIP Transportation Control Measures

Description	ARC Project #	GDOT PI #	TIP	Status
HOV LANES Sponsor – GDOT	AR 073B	713760	98-00, 99-01	Implemented
I-85N from Chamblee-Tucker Rd to SR 316 (HOT Lanes), I-85 @ SR 316, Interchange Reconstruction	GW-AR 053A GW-AR 053B	110530	01-03 02-04 03-05 05-10	Implemented Implemented
ALTERNATIVE FUEL STATION Sponsor – Douglas County	DO-AR 211	771035	98-00 99-01 00-02 01-03 02-04	TCM removed from SIP on 11/28/2006 (71 FR 68740, November 28, 2006)
ATLANTIC STATION, 17 th STREET BRIDGE Sponsor – City of Atlanta A – Bridge and Southbound off ramps C – Northside Dr over Norfolk Southern Railroad to Atlantic Station D – Northbound off ramp to 17 th Street Bridge, Williams St Relocation	AT-AR 224A AT-AR 224C AT-AR 224D	714190 0001297 0001298	00-02 01-03 02-04 03-05 05-10	A – Implemented C – Implemented D – Implemented
CLEAN FUEL BUSES Sponsors – MARTA and CCT	M-AR 232	N/A	94-95	Implemented
EXPRESS BUS ROUTES Sponsor – MARTA	M-R 160 M-R 162	770632 770632	94-96	Implemented
IMPROVE / EXPAND BUS SERVICE Sponsor – MARTA	M-R 161	770633	96-98	Implemented
INTERSECTION UPGRADE, COORDINATION & COMPUTERIZATION Sponsor(s) – GDOT in partnership with local Jurisdictions	AT 089	04Y108	93-95	Implemented
	CL 094	770600	94-96	Implemented
	CO 249	770601	94-96	Implemented
	DK 118	770603	94-96	Implemented
	FN 086	770605	94-96	Implemented
	FS 068	770605	94-96	Implemented
	GW 135	170950	94-96	Implemented
	R 098	04418	93-95	Implemented
ITS – ADVANCED TRAFFIC MANAGEMENT SYSTEM / INCIDENT MANAGEMENT PROGRAM Sponsor – GDOT I-75/I-85 within I-285, Northern portion of I- 285 between I-75 and I-85	R 098	770391	94-96	Implemented
CLEAN FUELS REVOLVING LOAN PROGRAM Sponsor – GEFA	R 195	770790, 770795	96-98	Implemented
HOV LANES Sponsor – GDOT I-75 and I-85 within I-285	R 174	320H94	94-96	Implemented

Description	ARC Project #	GDOT PI #	TIP	Status
PARK & RIDE LOTS Sponsor(s) – Douglas & Rockdale Counties Douglas County – Chapel Hill @ I-20, Rockdale County – Sigman @ I-20	DO 211C		94-96	Implemented
REGIONAL COMMUTE OPTIONS & HOV MARKETING PROGRAMS Sponsor(s) – GDOT	R 159	770631	94-96	Implemented
SIGNAL PREEMPTION Sponsor – MARTA	M-R 164	770636	94-96	Implemented
TRANSIT INCENTIVES PROGRAM Sponsor - MARTA	M-AR 231A M-AR 231B	771031 771119	98-00 99-01 00-02	Implemented
TRANSPORTATION MANAGEMENT ASSOCIATIONS Sponsor – ARC	AR 221A AR 221B AR 221C AR 221E AR 221F	771033 771140 771141 0000570 0000571	98-00 99-01 00-02 01-03	Implemented
UNIVERSITY RIDESHARE PROGRAM Sponsor - ARC	AR 220A AR 220B AR 220C AR 220D AR 200E	771032 771113 0000351 0000567 0000568	98-00 99-01 00-02 01-03 02-04	Implemented

Exhibit 3 –Interagency Consultation Group Meeting Minutes

Interagency Consultation Group
December 3, 2013

MEETING SUMMARY

Attendees	
ARC	Susie Dunn, John Orr, David D’Onofrio, David Haynes, Kyung-Hwa Kim
Cobb	
Douglas	
EPA	Dianna Smith, Brenda Johnson
EPD	Gil Grodzinsky, Jim Kelly, Jimmy Johnston
FHWA	Tamara Christion
FTA	
GDOT	Phil Peevy, Cam Yearty, Julia Billings, Kaycee Mertz
GHMPO	Sam Baker, David Fee
GRTA	Kai Zuehlke
Gwinnett	Vince Edwards
MARTA	
SRTA	
Other	

1. Welcome & Review of 8/27/13 meeting summary

Susie Dunn, ARC, called the meeting to order. She noted that the draft July 23rd meeting summary was distributed for review. There were a few modifications to the meeting summary and the summary was accepted.

2. Transportation Planning Updates

a. ARC – PLAN 2040 Update

i. Schedule

John Orr, ARC, provided committee members with information on the PLAN 2040 RTP/TIP update. After recently finishing work on the CMAQ project solicitation, ARC staff is working on draft material for public involvement. There have been numerous meetings over the past several months with local governments and planning partners to reach a fiscally constrained plan. The original plan was for public comment to begin on

Dec 9, but ARC will need to push that back about a week to address some last minute issues and finalize documentation. Pushing back the start of the public comment period does not impact the adoption timeframe. ARC staff built in additional time to public comment beyond what is federally required.

ii. Planning Assumptions / Draft CDR Results

Next, David D’Onofrio, ARC, shared a presentation with the results of the draft conformity runs ARC undertook for the plan update. ARC will meet all conformity requirements associated with the new Ozone RFP and Maintenance Plan budgets. ARC will also meet all conformity requirements tied to the no-greater-than-base-year test for PM_{2.5}. This is ARC’s first emissions analysis using the MOVES model and the new Ozone budgets. D’Onofrio pointed out two main issues in his presentation for Interagency members to be aware of going forward: linear interpolation of 2024 data and 2040 emissions creep.

Linear interpolation of year 2024 results, as allowed in federal regulations, may cause an issue with meeting the Maintenance Plan budgets for Ozone precursor NO_x. Linear interpolation is overestimating emissions and producing a non-parabolic emissions curve. D’Onofrio expressed interest in changing the interpolation methodology to be a 2nd order polynomial with a better fitting curve to the data. Dianna Smith, EPA, and Brenda Johnson, EPA, suggested ARC complete a few more tests to see which type of interpolation better fit the modeled data. ARC staff agreed to look at the data again and provide that information to EPA for their review. ARC staff is interested in a quick decision on the interpolation issue so they can finalize the Draft CDR and provide that to Interagency for review.

Modeling changes over the past 2 years have caused an increase in PM_{2.5} direct emissions. This manifests itself in emissions analyses showing a decrease in the PM_{2.5} Maintenance Plan (which has not yet been approved for use in conformity) safety margin for the year 2040 PM_{2.5} direct to about 5.5%, down from approximately 18%. ARC staff has started to investigate the causes. Changes to either the emissions model or the travel model need to be closely monitored going forward to ensure that adopted changes do not cause emissions to exceed the budgets. Smith suggested that if modeling changes are causing changes to emissions it’s possible to go into the SIP and revise it to increase safety margins. All that would be required is an explanation justifying the need for the increase. The new budgets would supersede the old budgets.

b. GHMPO Planning Update

Sam Baker, GHMPO, updated the committee on planning actions in Hall County. A proposal is out for a plan update to the GHMPO RTP/TIP to start in February and end in August. In addition, a partial update to the GHMPO bike-ped plan is underway. The plan will look at integrating the Hall County plan with neighboring counties to produce a more thorough network. Baker anticipates that plan to be complete in the spring. GHMPO will be discussing MPO boundary

areas in more detail soon with Jackson County, which has a portion of its county within the Gainesville-Hall County urbanized area.

David Fee, GHMPO, added that the Gainesville transportation master plan was completed in November. There are no immediate changes to the RTP/TIP as a result of that plan. The plan proposed over 100 additional projects. Since there are no new sources of funding, the projects will compete with existing projects for selection as part of the RTP/TIP update next year.

Dunn took this opportunity to discuss the creation of the new Cartersville-Bartow MPO (CBMPO). The MPO came into existence in February 2013 and has a staff of 1 person right now. He has been invited to sit in with this committee. ARC anticipates it will continue to perform the technical evaluations for all areas in both the Ozone and PM Atlanta nonattainment areas. Dunn also pointed out that ARC's boundaries will need to be adjusted soon to account for the region's continued spatial growth. Atlanta's urbanized area is now in parts of 23 counties (up from 19 in the 2000 census). Orr pointed out that as a result of these new boundaries, ARC is required to produce a plan that encompasses the entire urbanized area by 2016, with all the new counties pulled into its planning area.

3. Air Quality Updates

a. Ozone

Jimmy Johnston, EPD, noted that yesterday EPA published a final rule to the federal register designating Atlanta in attainment of the 1997 Ozone standard and approving of the Ozone Maintenance Plan and its associated budgets.

b. PM_{2.5}

Johnston updated the committee on the status of designation for the 2012 PM_{2.5} standard. The state has until December 13 to provide EPA with a list of recommendations. The state plans to update that list early next year, after 2013 data is available for consideration. More information will be available after December 13.

4. Announcements

Orr announced that next year ARC would start to look at climate change in more depth. ARC is interested in knowing what peer regions are doing and how our plans and programs compare. ARC staff has also prepared data on greenhouse gas emissions to share with interagency next year.

Interagency Consultation Group
March 25, 2014

MEETING SUMMARY

Attendees	
ARC	Susie Dunn, David D’Onofrio, David Haynes, Kyung-Hwa Kim
Cobb	
Douglas	
EPA	Dianna Smith, Katy Lusky
EPD	Gil Grodzinsky
FHWA	Andy Edwards
FTA	
GDOT	Phil Peevy, Julia Billings, Matthew Fowler, Nicole Spivey, Bessie Raine
GHMPO	Sam Baker
GRTA	
Gwinnett	Vince Edwards
MARTA	Mark Eatman
SRTA	
Other	

1. Welcome & Review of 12/3/13 meeting summary

Susie Dunn, ARC, called the meeting to order. She noted that the draft December 3rd meeting summary was distributed for review. There was a single modification and the summary was accepted.

2. FHWA Update

a. 1/13/14 Facilitated Georgia Statewide Interagency Consultation Bi-Monthly Call – FHWA & Other Agencies

Andy Edwards, FHWA, discussed the new bi-monthly state-wide Interagency calls being rolled out this year by FHWA. The calls will be every other month and can be cancelled if there’s no state-wide information to share. Edwards suggested keeping the agenda separate enough from the Atlanta nonattainment area Interagency (which hosts 3 out of 5 nonattainment or maintenance MPOs in the state) to reduce redundancy in meetings or to detract from the content presented at ARC. Dianna Smith, EPA, explained that these calls have been successful in other Region IV states, and that EPA is eager to see them in all the states.

b. 2/20/14 FHWA/FTA/EPA Conformity Process Review Questionnaire for Applicable GA MPOs

Edwards explained that he had received replies to the FHWA/FTA/EPA conformity questionnaire from 4 out of 5 of the state's nonattainment or maintenance MPOs. Edwards expects to discuss the results more in a future Georgia Statewide Interagency call.

3. Transportation Planning Updates

a. ARC

i. PLAN 2040 Update

David Haynes, ARC, updated the committee on the status of the PLAN 2040 RTP Update. Since our last Interagency meeting in December, the plan update has been approved by the TCC and TAQC committees and is going to the ARC Board on March 26th. The TIP will go to GRTA for approval on April 9th. USDOT is already working in collaboration with EPA to review the conformity determination. ARC staff is now starting to transition effort to the next RTP update, in 2016, which is required due to a new urbanized area boundary.

ii. Metropolitan Planning Area (MPA) Revision

Next, Dunn explained the ongoing work at ARC to create a new MPA. The MPA needs to be updated to reflect the new urbanized area established by the ARC Board in January 2013 and approved by FHWA in November 2013. The urbanized area was expanded due to new data from the 2010 Census. ARC will continue to deal with a complex system of boundaries with the MPA boundary crossing 5 Georgia Regional Commissions, nonattainment area boundaries, multiple MPOs, *etc.* ARC is working on a series of MOUs to address the complexity and has been meeting with outlying counties to establish the new MPA boundary. Meanwhile, Dunn noted that GDOT/FHWA and ARC have been working on updating the functional classifications as well.

b. GHMPO Planning Update

Sam Baker, GHMPO, updated the committee on planning actions in Hall County. The GHMPO RTP update is underway. A consultant has been hired and is working on new SE data for travel demand modeling being done by GDOT in the summer. GHMPO is hoping to have a base year, no build and build scenario for project evaluation by the fall. Dunn noted that a conformity determination will be required as part of the GHMPO plan update, which will be handled as a conformity amendment by ARC. Baker noted that he is planning on having modeling data provided to ARC by February 2015.

4. Air Quality Updates

a. Air Quality Planning for 2014

David D’Onofrio, ARC, updated the committee on air quality planning efforts for the upcoming year. PLAN 2040 Update emissions modeling provided two combinations of years/pollutants that were near budgets:

- The first, NO_x in 2024, was a result of interpolating the results for that year. ARC will not use interpolation in the future, but will instead model the year 2024 in future conformity runs.
- The second issue, PM_{2.5}-direct in 2040, is more complex and requires more testing and an active work program to manage.

2040 PM_{2.5}-direct emissions are near the Maintenance Plan budget. Safety margins originally set near 18% have been eroded to near 3% due to a variety of factors: SE/modeling changes, new VMT factors, MOVES input changes, *etc.*

In addition, there are many new factors to account for in the coming year: ARC staff will be implementing a new transportation model (the activity-based model) and a new TAZ zone structure in 2014, which could impact emissions. Also, GA EPD is investigating updating some MOVES inputs and EPA is planning a new emissions model release this year (MOVES2014). With all these changes in mind, ARC has proposed a rigorous testing schedule for the year culminating in a decision by the third quarter on whether to request that EPD increase the budget in the PM_{2.5} Maintenance Plan SIP or not. D’Onofrio explained more information would be brought to Interagency over the coming months as the new models (both EPA and ARC) come online.

b. PM2.5

Dunn reminded the committee that in the end of 2013, the Governor recommended a nonattainment area of zero counties for the new annual PM_{2.5} standard. Gil Grodzinsky, GA EPD, added that once new data for 2013 was quality checked, GA EPD would amend their proposal with that data for EPA’s review. Smith explained that EPA will provide states with the 120-day letter in August. States and tribes then have until October 29th to provide final comments before EPA designates on December 12, 2014 for the 2012 annual PM_{2.5} standard.

c. Ozone

Smith explained that EPA is currently reviewing the ozone standard and a proposed new rule is being discussed.

5. Announcements

Katy Lusky, EPA, explained that EPA is undergoing some reorganization and restructuring of divisions and staff as a response to sequestration and budget cuts. There may be some changes to staff that interact with Interagency members in various stages of the air quality planning process. Final changes will be announced by October.

Interagency Consultation Group
May 27, 2014

MEETING SUMMARY

Attendees	
ARC	Susie Dunn, David D’Onofrio, David Haynes, Kyung-Hwa Kim
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Dianna Smith
EPD	Gil Grodzinsky, Jimmy Johnston, Bert Pearce
FHWA	Tamara Christion
FTA	
GDOT	Phil Peevy, Julia Billings, Matthew Fowler, Kyle Mote, Radney Simpson
GHMPO	Sam Baker
GRTA	
Gwinnett	Vince Edwards
MARTA	Tameka Wimberly
SRTA	
Other	

1. Welcome & Review of 3/25/14 meeting summary

Susie Dunn, ARC, called the meeting to order. She noted that the draft March 25th meeting summary was distributed for review. There were no modifications and the summary was accepted.

2. FHWA Update – 5/12/14 Facilitated Georgia Statement Interagency Consultation Bi-Monthly Call – FHWA and Other Agencies

No comment on this agenda item. Susie Dunn, ARC, noted that only members from the ARC Interagency area were on the call.

3. Transportation Planning Updates

a. ARC

i. PLAN 2040 Update

David Haynes, ARC, updated the committee with the latest news on PLAN 2040. The PLAN 2040 Update was approved by the ARC board in March, with a conformity determination received on April 30, 2014. Since ARC and GHMPO have moved off a unified schedule for updates, ARC and GHMPO staff will need to better coordinate resolutions accepting conformity determinations in the future. Future amendments and updates will require all MPOs in a shared nonattainment area to pass resolutions

supporting new emissions analyses whether or not the MPO is updating their plan at the same time. This was confirmed by Dianna Smith, EPA.

ii. PLAN 2040 Update Amendment #1 Summer 2014

Haynes explained that ARC is planning on doing another conformity update this summer. Modeling will begin in June, public comment is planned for July and ARC adoption in August. The update is necessary to do some clean-up to modeling and to reflect some new priority projects in the TIP/RTP that were identified too late in the PLAN 2040 Update process that finished in the spring. Sam Baker, GHMPO, noted that his area would have committee meetings in July and August, and that they could take up a resolution in support of the emissions analysis during then to ensure the ARC amendment proceeds on schedule.

Next, Interagency reviewed the planned modeling/project changes for the upcoming amendment. Haynes explained the changes to the committee. The list has two projects that are still being worked out. First, the governor recently publicized the need to provide bonds for a rework of I-285 at SR-400 interchange. ARC will meet with GDOT staff to try to nail down how that will be reflected in the amendment. Second, Cobb County has proposed a pedestrian/transit bridge over I-285 to connect the new Atlanta Braves stadium to parking at the Galleria. There is no current information on a scope or timeline for this project. Haynes committed ARC staff to finalizing information about these two projects by Friday, June 9 for Interagency review ahead of modeling.

David D’Onofrio, ARC, announced that staff would email out the planning assumptions with the project list later today. There have been no changes to the planning assumptions other than the note that ARC would build 2024 model network years now instead of using interpolation. ARC staff has been working on a list with GDOT and will provide a list of all projects that shifted from the 2030 to the 2024 network year to Interagency as soon as possible for their review. D’Onofrio explained that ARC is seeking concurrence on these assumptions by June 3, 2014, with the caveat that ARC understands that there could be a change or two in the final project list that would require Interagency review.

Gil Grodzinsky, GA EPD, mentioned the timeline for the release of the new EPA emissions model, MOVES2014, could interfere with the amendment if it is released prior to the initialization of modeling if there is no grace period. Smith reminded the committee that new emission models have always carried a grace period of at least 3 months in the past, so it is not anticipated that this will interfere with ARC’s plan for the amendment this summer.

iii. Project Call for Scoping

Haynes announced to the committee that ARC will have a bit of unobligated STP Urban funds available for FY’15. ARC hopes to take this money and make a call for scoping of projects that already exist in the RTP. This call is based on the assumption that the current issues with the Highway Trust Fund are worked out at the federal level so that

funding remains at its current levels. ARC hopes to incorporate this scoping call into the amendment this summer; it does not impact the emissions conformity process.

iv. MPA Revision Update

Dunn explained to the committee that work is still underway to establish all the MOUs necessary to create the new metropolitan planning area boundary for ARC. These changes are required to be in place prior to the new TIP/RTP adoption in March '16, which was triggered by the 2010 Census.

b. GHMPO

Sam Baker, GHMPO, updated the committee on planning actions in Hall and Jackson Counties. The GHMPO RTP update is underway. GHMPO just adopted their UPWP with tasks focused on the work necessary for the LRTP/TIP update in summer 2015. Work has been completed on the 2010 base SE data assumptions and has been sent to GDOT for their review. GHMPO is starting to plan for community meetings, starting next month, and has spent time over the last several months meeting with elected officials to get buy-in for the new upcoming plan. A functional classification review is currently underway, and scheduled to go through committees in July and August before being forwarded to GDOT and FHWA.

c. CBMPO

Tom Sills, CBMPO, updated the committee on planning actions in Bartow County. The MPO will have a policy committee meeting on June 3 where they will adopt their UPWP. Future UPWP's will be synched with the county's budget calendar. CBMPO is working on adopting new functional classifications and a public coordination plan. Over the coming months, CBMPO, will hold meetings to develop new SE data for use in planning.

4. Air Quality Updates

a. PM_{2.5}

Smith noted that the EPA has until August to reply to the State's suggested nonattainment areas. There will then be a comment period before final designations in December. Jimmy Johnston, GA EPD, commented that Georgia recently submitted new data for EPA to consider. This data supports their decision to propose all counties be designated unclassifiable/attainment. Johnston pointed out that there may be some issues with data completeness, but they're hoping they can work out the details with EPA soon to support all counties attaining the standard.

b. Ozone

As for ozone, Smith reminded the committee that EPA is required to review the standard this year. EPA should finalize the standard by December.

5. Announcements

Tamara Christion announced that FHWA would be hosting air quality training in Macon on June 30th. An invitation will be sent out with more information soon.

Interagency Consultation Group
August 26, 2014

MEETING SUMMARY

Attendees	
ARC	Susie Dunn, David D’Onofrio, David Haynes, Kyung-Hwa Kim, Kofi Wakhisi, Daniel Studdard
CBMPO	
Cobb	
Douglas	
EPA	Dianna Myers
EPD	Gil Grodzinsky, Elisabeth Munsey
FHWA	Andy Edwards
FTA	
GDOT	Phil Peevy, Julia Billings, Matthew Fowler, Cam Yearty, Kaycee Mertz
GHMPO	Sam Baker
GRTA	
Gwinnett	Vince Edwards
MARTA	Janide Sidifall
SRTA	
Other	

1. Welcome & Review of 5/27/14 meeting summary

Susie Dunn, ARC, called the meeting to order. She noted that the draft May 27th meeting summary was distributed for review. There were no modifications and the summary was accepted.

2. FHWA Update – 7/14/14 Facilitated Georgia State Interagency Consultation Bi-Monthly Call – FHWA and Other Agencies

Andy Edwards, FHWA, reminded the committee that the Notice of Proposed Rulemaking for the MAP-21 planning regulations is open to public comment until September 2, 2014. He encouraged interested parties to submit comment. Edwards also mentioned that FHWA would be sharing the results of the MPO survey conducted in early 2014 sometime soon, after all the data is compiled and a summary prepared.

3. Transportation Planning Updates

a. ARC

i. Metropolitan Planning Area (MPA) Revision Status Update

Dunn explained the current MPA boundary was being modified to match data from the 2010 Census. MoAs between ARC and neighboring jurisdictions are being enacted to modify the ARC MPO planning boundary to include all or parts of 19 counties. A small

sliver of Pike and a portion of Dawson Counties are now included in the ARC MPA boundary, while ARC's previous portion of Bartow County has been transferred to CBMPO. Conversations with Carroll County over their portion of the Atlanta urbanized area are being postponed until after the county concludes its negotiations with the US Census Bureau over their methodologies. The ARC committees took action to approve the new boundary earlier this month, and the ARC Board will vote on the boundary (sans any potential future Carroll County inclusion) on August 27.

ii. PLAN 2040 Update Amendment #1, adoption target 8/27/14

Kofi Wakhisi, ARC, updated the committee on the status of the pending Amendment #1 to the RTP and TIP. The Amendment is planned to be adopted by the ARC Board on 8/27/14. The Conformity Determination Report (CDR) was released when the amendment went out for public comment in July. The CDR coincides with an amendment to the GHMPO RTP/TIP.

David D'Onofrio, ARC, explained that emissions changed by a fraction of a percent for most modeled years. The only major difference between the results from Amendment #1 and the previous plan update in March, 2014 focuses on the switch of model year 2024 from interpolation into a full build. Interpolation results were running too high so ARC staff built a new 2024 model network year. As a result, emissions dropped by around 10% for 2024 emissions tests.

iii. Upcoming Project Solicitation, STP-Urban and TAP funding; TIP Amendment #2

Wakhisi continued with information on the upcoming project solicitation which will be tied to RTP/TIP Amendment #2 in early 2015. ARC is looking to program new projects/phases into the FY'15-'19 TIP period. The project solicitation will begin the first week of September and remain open until the end of October. In early December, ARC staff will come back with a draft set of recommendations for funding. ARC staff will begin modeling the results in December and plan to go to public comment with the Amendment #2 CDR and documentation in January for a committee/Board approval in February.

In addition to the project call, ARC staff is anticipating that the Clayton County MARTA vote will be positive and new transit service will need to be reflected in the upcoming emissions analysis. Should the MARTA referendum pass in Clayton County, future analyses will reflect MARTA's plans to extend transit service in the county in phases over the next decade.

Matthew Fowler, GDOT, recommended that ARC and GDOT continue talks about a regular schedule of RTP/TIP Amendments.

iv. Proposed TIP Amendment #3

Wakhisi mentioned that Amendment #3 is already in the pipeline to coincide with the GHMPO Plan Update in the summer of 2015. The GHMPO update requires an emissions analysis and will likely coincide with an ARC project solicitation for CMAQ projects in the spring of 2015.

v. PLAN 2040 Update – adoption targeted March 2016

David Haynes, ARC, updated the committee on the initial visioning and timetable for the next ARC regional plan, to be adopted in March 2016. The plan will consolidate the naming scheme of past plans by providing a single overarching name: The Regional Plan. ARC intends to continue using this same naming scheme in the future with subtitles to elucidate the effort.

Haynes outlined the current work program for the plan. In the fall of '14 ARC staff will work on creating some modeling scenarios to test future technology possibilities like automated vehicles and enhanced teleworking. Afterwards, in the winter/spring, staff will work to develop a preferred scenario/funding scheme to help constrain the final plan and perform project evaluation. Final approvals are anticipated in early 2016 with adoption scheduled for March, 2016. Concurrently, ARC staff is working on the Regional Needs Assessment, the roadway functional class reclassification, the activity-based model deployment and new land use and SE data for modeling needs.

b. GHMPO

Sam Baker, GHMPO, updated the committee on planning actions in Hall and Jackson Counties. The GHMPO RTP update is underway. Final adoption is expected in summer 2015. Baker also noted that GHMPO has submitted their functional classification revisions to GDOT for their review. Haynes noted that ARC staff would be in touch with Baker to discuss some issues where functional classifications vary at the boundary of ARC/GHMPO areas.

Baker mentioned that GHMPO would be changing an amended project to reflect FHWA's recommendation on logical termini. ARC staff committed themselves to determining if the change would constitute an emissions analysis and not a book keeping action.

c. CBMPO

Tom Sills, CBMPO, provided Dunn with an email explaining some of the CBMPO activities, since he was unable to attend the meeting this month. Sills explained in his correspondence that the CBMPO RTP/TIP development is underway and anticipated for completion by March 2016. ARCADIS was hired to help with the technical aspects of the plan. ARC will be providing CBMPO with socioeconomic data for use in their modeling.

Sills also explained that CBMPO is beginning to incorporate FTA 5303 and 5307 funding into its operations for calendar year 2015. The money will support the establishment of demand-response transit operations to serve the Glade Road area of the county.

d. MOVES2014 – Preliminary run results, new workgroup

D'Onofrio explained the results of a preliminary analysis of the differences in emissions between MOVES2010b and MOVES2014. In short, the MOVES2014 model incorporates new policies enacted by the EPA to reduce greenhouse gas emissions by improving fuel economy and reduce criteria pollutants by enacting tier 3 fuel standards. These policies reduce emissions in future years by 10 – 60%, depending on the pollutant.

D’Onofrio announced the formation of a new working group to deal with new inputs as a result of the transition from MOVES2010b to MOVES2014. More information will follow, but the working group would convene a few times to determine local data sources for new inputs like: local starts data, vehicle hotelling, etc.

4. Air Quality Updates

a. PM_{2.5}

Dianna Meyers, EPA, explained that EPA provided GA EPD with their 120 day letter replying to the State’s recommendations for the new 2012 PM_{2.5} standard’s nonattainment boundary. Final designations are scheduled for December 13, 2014. Some monitors in the region had incomplete data, and it was not possible for EPA to designate the region in attainment or nonattainment. EPA recommended a 12 county portion of the current nonattainment area be classified as “unclassifiable.” After enough clean data is provided, EPA would make a ruling on the status of the unclassifiable area. Per EPA’s letter, Carroll, Fayette, Spalding, Newton, Rockdale, Walton, Barrow and Hall counties from the current 20 County PM nonattainment area would be considered in attainment of the 2012 standard. GA EPD has until October 29 to reply with final thoughts on the EPA recommendation ahead of final designations.

Gil Grodzinsky, GA EPD, noted that the State is still waiting on the EPA approval of the 1997 PM_{2.5} Maintenance Plan. Myers noted that the all PM_{2.5} plans were held up due to other rulemaking, but that EPA should be looking at them sometime soon.

b. Ozone

Myers noted that EPA will announce in December whether they’ll change the ozone standard or not. If they elect to change the standard they will announce the new value in October 2015 ahead of designations in 2016.

5. Announcements

No announcements

Interagency Consultation Group
October 28, 2014

MEETING SUMMARY

Attendees	
ARC	John Orr, Susie Dunn, David D’Onofrio, David Haynes, Kofi Wakhisi, Daniel Studdard, Audrey Johnson, Jean Hee Barrett
CBMPO	
Cobb	
Douglas	
EPA	Dianna Myers
EPD	Gil Grodzinsky
FHWA	Tamara Christion
FTA	Stan Mitchell
GDOT	Julia Billings, Matthew Fowler, Kaycee Mertz
GHMPO	Sam Baker
GRTA	
Gwinnett	Vince Edwards
MARTA	Janide Sidifall, Kelly Hayden, Richard Wallace
SRTA	
Other	

1. Welcome & Review of 8/26/14 meeting summary

Susie Dunn, ARC, called the meeting to order. She noted that the draft August 26th meeting summary was distributed for review. There were no modifications and the summary was accepted.

2. Transportation Planning Updates

a. ARC

i. Metropolitan Planning Area (MPA) Revision Status Update

Dunn explained that the modified Atlanta MPA boundary was approved by the governor on September 4, 2014. The new Atlanta MPA boundary is in all or parts of 19 counties. Bartow County is now its own MPO (outside of the Atlanta MPA) and parts of Dawson and Pike counties were pulled into the Atlanta MPA. The parts of the Atlanta MPA in Carroll County are being challenged by Carroll County with the US Census Bureau. If the challenge is unsuccessful ARC will take action on incorporating them into the Atlanta MPA in the future.

ii. TIP Amendment #2

Dunn informed the committee that ARC is currently planning on preparing a conformity-triggering TIP Amendment in April of 2015. This amendment will incorporate changes from the upcoming STP Urban and TAP project call. ARC will incorporate any changes to

the GHMPO project list as well, with hopes that this conformity determination can meet the needs of their upcoming RTP/TIP update which is scheduled for adoption next summer.

Matthew Fowler, GDOT, asked if the TIP Amendment #2 would satisfy GHMPO's need to demonstrate conformity to their new plan if the plan and projects hadn't even been approved yet. Discussion was mixed on the topic and the potential for GHMPO to move up their adoption (to April) and the possible validity of the results regardless were both considered. No decision was reached on the topic, but discussion will continue.

iii. TIP Amendment #3

John Orr, ARC, continued the conversation about TIP Amendments by pointing out that ARC is planning on a third TIP Amendment for the summer of 2015. This amendment will potentially include new CMAQ projects associated with a call planned for next spring. Orr continued by stating that ARC and GDOT have been planning on rolling out a more regular pattern of TIP Amendments on a set schedule for future planning work.

b. GHMPO

Sam Baker, GHMPO, updated committee members on the status of the GHMPO RTP/TIP update targeted for adoption in summer 2015. Staff has transmitted revenue projections to GDOT and FHWA for their review. Staff is also working with GDOT on model updates for planning tests and system performance. The future financially constrained model is due to be completed by the end of November.

Baker reminded the committee that an amendment to a project requiring a conformity run was recently brought to ARC's attention. GHMPO staff had hoped the project change would be administrative in nature, but the scope of the change requires a new conformity determination. ARC will wrap that modification up with the TIP Amendment #2 in April. The project is not scheduled until 2017 so there will be no impact to the project's deliverability.

c. CBMPO

No update

d. MOVES2014 – Workgroup Meeting Summary

David D'Onofrio, ARC, explained the results of a recent workgroup meeting of Interagency technical partners on the new MOVES2014 model and associated inputs. Here are the highlights:

- An issue was identified where the state of Georgia was looking to modify fuel mix in a 15-county portion of the metro area. This modification would alter the way MOVES is run (currently via the 13 and 7 county method). Gil Grodzinsky, GA EPD, noted that the State has decided to push for revised fuel in areas collinear with the 13 and 7 county areas to match what's used for conformity and the I&M area.
- Requirements for stage II vapor recovery is going away in the near future. The State has a SIP revision heading for EPA's approval. In the meantime, ARC will continue to use

MOVES2010b and take credit for stage II vapor recovery, but when the transition is made to MOVES2014 (and EPA approves the SIP), this credit will be removed.

- GA EPD is bidding for new age fraction data and this will be reflected in the new MOVES runs in 2016 when ARC switches to MOVES2014.
- ARC will look into using the household travel survey to get data on vehicle starts, a new input in MOVES2014.
- GA EPD recommends using the default hotelling data in the MOVES2014 model. The defaults match local data.
- ARC will convert the ramp fraction input from VMT to VHT.
- All the above input modifications and changes to methodologies will be incorporated in the 2016 Regional Plan update, along with a transition to MOVES2014. For amendment conformity runs ARC will continue to use the previously approved planning assumptions.

3. MARTA Service in Clayton County

Dunn kicked off the conversation with some background information on the MARTA service issue. If the ballot measure passes for Clayton County to join the MARTA system in November, MARTA has committed to beginning some limited service on March 21, 2014. Limited service will include one new bus route and the extension of two existing MARTA routes into Clayton County. The main issue before Interagency today is whether ARC would need to take an action to include the route changes in a conformity update prior to the initiation of this limited service in Clayton County. ARC is planning an amendment for approval in April that will incorporate the outcome of the November election and December MARTA Board final approvals, but staff is concerned that another amendment one or two months early would be difficult due to the short timeline and concurrency with TIP Amendment #2.

Kelly Hayden, MARTA, also provided some more information on the planned routes and technologies. Buses would be CNG and would be housed at the Laredo Bus Facility until MARTA constructed new facilities in Clayton in the future. High capacity transit is planned for Clayton County in the year 2025.

Orr noted that historically, when MARTA has made service changes, ARC has incorporated that information into the next plan amendment. No action for conformity was required prior to the initiation of those services. Orr is hoping that the MARTA service expansion into Clayton would be similar and that the changes could be accounted for in the ARC's April Amendment #2.

At this point Dunn reminded the committee that FTA and FHWA had agreed with ARC's interpretation and opened it up to Interagency for any other comments. All members present concurred that this was an acceptable solution. Dianna Meyers, EPA, noted that hot spots could still be an issue since Clayton County is part of the PM_{2.5} Nonattainment Area and recommended FTA take that into consideration with MARTA.

4. AQ Updates

a. PM_{2.5}

Grodzinsky reminded the committee that GA EPD submitted recommendations to EPA on the new PM_{2.5} nonattainment area. GA EPD recommended that all areas that EPA considered "unclassifiable" be deferred for one year instead. The hope is that the state would then have

complete, clean data and an initial classification of “attainment” would be assigned instead. EPA will respond by the end of the year with final recommendations for classification.

b. **Ozone**

Meyers noted that EPA will announce whether they plan to tighten the new standard by December 1. Otherwise, there is no new ozone news.

5. New Business

Meyers announced that STAQS would be returning to an in-person meeting for 2015. Meyers asked if the ARC would be willing to help host the event. ARC staff agreed. More information will follow in the coming months.

Interagency Consultation Group
December 16, 2014

MEETING SUMMARY

Attendees	
ARC	John Orr, Susie Dunn, David D’Onofrio, Kofi Wakhisi, Daniel Studdard
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Dianna Myers, Katy Lusky
EPD	Gil Grodzinsky
FHWA	Tamara Christion
FTA	
GDOT	Julia Billings, Matthew Fowler, Kaycee Mertz
GHMPO	Sam Baker, Srikanth Yamala
GRTA	
Gwinnett	
MARTA	Janide Sidifall
SRTA	
Other	

1. Welcome & Review of 10/28/14 meeting summary

Susie Dunn, ARC, called the meeting to order. She noted that the draft October 28th meeting summary was distributed for review. There were no modifications and the summary was accepted.

2. AQ Updates

a. **PM_{2.5}**

Dianna Myers, EPA, noted that designations for the 2012 annual PM_{2.5} standard are due any day now. Gil Grodzinsky, GA EPD, updated the committee on the possible designation for the Atlanta region. Since the State has some incomplete data, EPA is considering classifying a 12-county portion of the region as “unclassifiable.” The State prefers that the region’s reclassification be deferred for one year instead.

What this means for conformity for the region for PM_{2.5} remains uncertain until after EPA prepares an implementation rule for the new standard. Conformity will also depend on how EPA decides to handle “unclassifiable” and/or “deferred” regions.

Grodzinsky also noted that he expects EPA to take up the PM_{2.5} Maintenance Plan next year, paving the way for reclassification of the Atlanta region as “attainment” for the 1997 annual PM_{2.5} standard.

b. Ozone

Myers noted that EPA announced on November 26 that they would be likely lowering the ozone standard to a range of 0.065 – 0.070 ppm. The exact value will be announced in October 2015, after public comment is considered and a final rule is prepared. Designations for the new 2014 ozone standard will occur in October 2017.

3. Transportation Planning Updates

a. ARC

i. Proposed Upcoming Schedule

Dunn took several minutes to explain to the committee the upcoming challenges associated with ARC's planning schedule for 2015. In order to make sure GHMPO does not lapse on their plan update a conformity determination with their new plan's projects must be granted before August 2015. ARC would prefer to include those projects in a TIP/RTP Amendment, but staff does not think that is possible given the current timelines. So, to meet GHMPO's needs, ARC staff is planning on running a special conformity run with GHMPO's TIP/RTP update projects as well as the MARTA Clayton County bus routes in spring 2015. The planned federal conformity determination would be in May.

Concurrently, ARC will begin work in the spring on a major TIP/RTP amendment that will account for planned GDOT project changes as well as new projects in ARC's TIP/RTP from a STP/TAP project call planned for the winter. ARC is targeting a conformity determination on this amendment for late summer or early fall of 2015.

Finally, in 2015 ARC will be completing work on a major plan update, scheduled for a conformity determination by March or April of 2016.

This schedule will amount to 3 conformity determinations for the Atlanta/Gainesville/Cartersville nonattainment area in the next year (typically the region has one conformity determination per year).

c. GHMPO

Sam Baker, GHMPO, updated committee members on the status of the GHMPO RTP/TIP update targeted for adoption in summer 2015. Draft documentation is being finalized. GHMPO will provide ARC with a draft project list ASAP to begin model coding. After final adoption in February, GHMPO staff will forward any changes to ARC staff for inclusion in the transportation model. The GHMPO regional plan will go to public comment as soon as ARC staff complete the conformity determination report...currently scheduled for the end of February or early March.

d. CBMPO

Tom Sills, CBMPO, explained that the CBMPO plan is still under development. 2010 SE data is being prepared to send to GDOT for modeling. All other tasks are on schedule for a final plan adoption to coincide with ARC's plan update in March/April of 2016.

4. New Business

No new business

Interagency Consultation Group
January 27, 2015

MEETING SUMMARY

Attendees	
ARC	John Orr, Susie Dunn, David D’Onofrio, Kofi Wakhisi, Kyung-Hwa Kim, David Haynes
CBMPO	Lamont Kiser
Cobb	Faye DiMassimo, Eric Meyer, Laraine Vance,
Douglas	
EPA	Dianna Myers, Katy Lusky, Amanetta Somerville
EPD	Gil Grodzinsky, Jimmy Johnston
FHWA	Andy Edwards
FTA	Keith Melton, Stan Mitchell
GDOT	Julia Billings, Matthew Fowler, Kaycee Mertz, Phil Peevy
GHMPO	Sam Baker
GRTA	Rob Goodwin, Jamie Fischer
Gwinnett	Vince Edwards
MARTA	Janide Sidifall
SRTA	
Other	Jing Xu (HNTB), Ugo Kalu (Anchortrust), Onurika Kalu (Anchortrust), Tracy Selin (CS), David Kall (CS)

1. Welcome & Review of 12/16/14 meeting summary

Susie Dunn, ARC, called the meeting to order. She noted that the draft December 16th meeting summary was distributed for review. There were no modifications and the summary was accepted.

2. Transportation Planning Updates

a. ARC

i. Planning Assumptions

ARC electronically provided planning assumptions for the upcoming February conformity run to account for the GHMPO RTP update and the expansion of MARTA into Clayton County on January 20, 2015. David D’Onofrio, ARC, described that nothing has changed with the assumptions from the last conformity run, except for the removal of a few typos. The committee accepted the planning assumptions. ARC staff plan to provide GHMPO an updated CDR by the end of February.

ii. ARC Schedule

Dunn noted that in addition to the conformity run that staff is undertaking in February, ARC anticipates having to do another conformity run during the summer to account for project changes due to the open project solicitation for TAP/STP Urban funds. In addition, the conformity run will account for project delays at GDOT due to the federal funding freeze.

John Orr, ARC, also noted that later this year staff would be updating the SE data used in the modeling process for the Region's Plan update underway to be adopted in spring 2016.

b. GHMPO

Sam Baker, GHMPO, updated committee members on the status of the GHMPO RTP/TIP update targeted for adoption in summer 2015. The 2nd draft of the plan is awaiting travel demand modeling documentation from GDOT. After the draft documentation is finalized, GHMPO staff will share the product with Interagency and seek any comments. After GHMPO receives a final copy of the updated CDR from ARC staff, they will bring the plan to public comment. GHMPO staff anticipates adopting the plan in May, ahead of the August due date for final plan adoption by USDOT.

c. CBMPO

Lamont Kiser, CBMPO, explained that the CBMPO plan is still under development. 2010 SE data has been provided to GDOT for modeling. 2040 SE data is under development. Staff is meeting with FTA to discuss the transfer of 5307 transit dollars for small urban areas. CBMPO is requesting the funds for demand response service.

3. AQ Updates

a. PM_{2.5}

Jimmy Johnston, GA EPD, updated the committee on the status of the new PM_{2.5} standard. EPA has deferred classifying a 12 county portion of the Atlanta area including: Bartow, Cherokee, Forsyth, Paulding, Cobb, Douglas, Fulton, DeKalb, Gwinnett, Coweta, Clayton and Henry counties. The remaining 8 full counties (Hall, Barrow, Walton, Rockdale, Newton, Carroll, Fayette and Spalding) of the 1997 annual PM_{2.5} nonattainment area and 2 partial counties (Heard and Putnam) are classified as attaining the 2012 annual PM_{2.5} standard.

GA EPD will provide EPA with 2014 certified PM_{2.5} data by the end of February to evaluate for the classification of the rest of the nonattainment area. All but the monitor at Fire Station #8 will have valid data for the 2012-2014 period. There is still some uncertainty at how EPA will proceed since the region has one invalid station. EPA may continue to defer the region or determine some portion of the region is unclassifiable.

Johnston went on to explain that GA EPD has met all the requirements for EPA to move on reclassifying the region as in attainment of the 1997 PM_{2.5} standard and acting on the PM_{2.5} Maintenance Plan in the coming year.

b. Ozone

Dianna Myers, EPA, explained to the committee a recent court ruling from the DC Circuit that has implications for conformity. The court ruled 2-1 to vacate revocation of old standards for the purpose of transportation conformity, stating that EPA had overstepped its bounds in only allowing for that portion of old standards to be revoked, while leaving other pieces intact. Myers recommended that the ARC continue to demonstrate conformity for the 1997 standard via the 20 county budgets until further action by EPA is taken to either appeal the ruling or fully revoke older standards, as they did with the 1-hour standard in the past. Fortunately for ARC, this is not

a disruptive ruling to the upcoming conformity demonstration since the region has continued to demonstrate conformity for a 20-county region collinear with the 1997 ozone standard.

Myers also reminded the committee that the EPA has proposed a new range for an ozone standard of 0.065-0.070 ppm. Comments on that proposed rule are due to EPA by March 17. Johnston noted that the current design value for the Atlanta region is 0.077 ppm (above the 2008 standard of 0.075 ppm) so we should anticipate some portion of the Atlanta region to be in nonattainment of whatever new standard is finalized.

Johnston noted that the DC circuit ruling also enforced an attainment deadline of July 15, 2015 for the 2008 ozone standard. If this is upheld, the Atlanta region will be required to use 2012-2014 data to determine if the region has attained. Since the current design value is 0.077 ppm the region would likely be bumped up to a classification of moderate and be required to prepare a new SIP with MVEBs for the 2008 Ozone standard.

4. New Business

a. Connect Cobb BRT

Stan Mitchell, FTA, set the stage for the conversation on the Connect Cobb BRT project. FTA reviewed the project and prepared an Air Quality Letter of Determination on December 23, 2014. The letter was provided to the Interagency Hot Spot email group for comment by January 30, 2015.

Faye DiMassimo, Cobb County DOT, provided an overview of the Connect Cobb BRT project for Interagency members. The project will be 25 miles long reaching from KSU to Arts Center Station in Atlanta. The majority of the project will be on exclusive right-of-way on Cobb Parkway connecting Cobb's key activity centers from KSU, Town Center, Marietta, Dobbins/Lockheed and Cumberland. The system will then jump onto the HOV lanes and connect to Arts Center in Atlanta. This project will replace CCT's Route 10 service to Atlanta. Ridership is estimated at 25,000 combined with express busses on the Managed Lanes system by 2030. Cobb is planning on purchasing approximately 15 diesel hybrid or CNG vehicles for the project.

b. Revising the Conformity Threshold for Regionally Significant Project Changes

Matthew Fowler, GDOT, initiated a conversation redefining the threshold for a regionally significant project that triggers a conformity determination. Historically, the region has used a ¼ mile modification to a roadway project as the trigger that requires ARC to capture the change in a conformity update. GDOT staff believes that this short threshold has constrained small project modifications and has been responsible for holding up projects, impacting project deliverability. GDOT tasked their contractor, Cambridge Systematics, to perform a peer review of other region's thresholds as well as to develop a technical methodology to establish at what threshold the changes to emissions becomes significant enough to warrant a conformity trigger. The result of their review was that at between 1 to 1.5 miles project changes began to impact emissions. GDOT is recommending that 1 mile be used for the new threshold to trigger conformity for roadway projects.

Tracy Selin, CS, provided a bit more detail on the methodology and their peer review. Selin reminded the committee that the conformity regulations allow Interagency to set what is

considered a “significant” change to a project. The peer review indicated that the surveyed MPOs apply a threshold of around 1 mile. Technical work found that the threshold for major changes was around 1.25 miles. CS proposed a 1 mile threshold in their technical work to maintain a conservative approach while still allowing for more flexibility and assistance in project implementation.

After Selin explained the research, Andy Edwards, FHWA, noted that the region has been using ¼ mile as institutional knowledge and that it was not documented or codified in any way. Going forward, Edwards hopes that statewide Interagency meetings could be a useful venue for standardizing these types of issues and documenting them. This issue will likely be brought up in the March statewide call. Edwards also noted that in the near future it would be worthwhile for the region to start to consider what constitutes a major trigger to transit projects as well.

After discussion on the topic ended, Dunn asked the committee to vote on the 1 mile conformity threshold for regionally significant project changes. The committee accepted the modification.

5) **Announcements**

- Johnston announced that he would be retiring from GA EPD on March 15. Jim Boylan would be his replacement. Johnston is relocating to take a position with the TN DEC.
- Katy Lusky updated the committee on the EPA reorganization. As of Monday, January 26, 2015, the reorganization was official. Meyers will remain the point of contact for transportation conformity but has been nested in a separate division. EPA Region IV is trying to increase their expertise with MOVES and Amanetta Somerville will be the primary contact for those issues. A new org chart will be available soon.

Interagency Consultation Group
April 28, 2015

MEETING SUMMARY

Attendees	
ARC	John Orr, Susie Dunn, Kofi Wakhisi, Kyung-Hwa Kim, David Haynes, Haley Berry, Jim Skinner
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Dianna Myers, Lynorae Benjamin
EPD	Gil Grodzinsky, Elizabeth Munsey
FHWA	
FTA	
GDOT	Julia Billings, Matthew Fowler, Kaycee Mertz, Phil Peevy
GHMPO	Sam Baker
GRTA	Jamie Fischer
Gwinnett	Vince Edwards
MARTA	
SRTA	
Other	

1. Welcome & Review of 1/27/2015 meeting summary

Susie Dunn, ARC, called the meeting to order. She noted that the draft January 27th meeting summary was distributed for review. There were no modifications and the summary was accepted.

2. Transportation Planning Updates

a. ARC

i. CDR Update adopted 4/22/2015

ARC adopted an update of the Atlanta Nonattainment Area (NAA) Conformity Determination Report (CDR), with no required associated Atlanta TIP amendment. A request was sent to FHWA, FTA and EPA on 4/22/15 for a conformity determination following their receipt of a signed adoption resolution from GHMPO. Gainesville will take action on an update of their RTP and TIP in May.

ii. Upcoming Planning Schedule

John Orr, ARC, noted that with MAP-21 expiring at the end of May (extension pending) along with the end of the state fiscal in June, ARC will make several planning schedule changes. With the uncertainty of federal funding, the TAQC Subcommittee directed staff to use available FY16 funding (STP-urban and TAP) for existing projects first. New projects that were submitted during the recent TIP solicitation should be incorporated into the RTP update that is going on now and will be adopted in February 2016.

- May 2015– As part of the quarterly TIP Administrative Modification process, ARC will shift projects to the extent possible, from FY15 to FY16 that will not make the fiscal year due to deliverability issues.
- Summer 2015 - There will be a TIP Amendment to address some of the cost increases from the recent TIP solicitation process, and to add additional STP-urban and TAP funding from the recent solicitation process for selected *existing* TIP projects.
- February 2016 – There will be two tracks. Projects rolled over in May will have reduced the surface transportation and TAP balances, thereby reducing the amount of available funding in FY16. Selected *new* projects from the solicitation will be added to the extent possible.

Jamie Fischer, GRTA, inquired whether project deliverability was due to the funding issues or projects not being shovel ready. It was noted that project deliverability issues are primarily due to the funding issues; however, there are projects that will not be shovel ready by the end of the fiscal year. Sam Baker inquired whether this funding issue would impact their new TIP; GDOT noted that since the first year of the new GHMPO TIP is FY16, this would not be applicable. Gil Grodzinsky, EPD, asked if MAP-21 gets extended, would it still be possible to authorize applicable FY15 projects. GDOT responded that it is unlikely due to the time required and the short time until the end of the State fiscal year on June 30th.

Orr also noted there is still programming and conformity changes that need to be rectified. There are potentially projects that would require a conformity determination – for example, Forsyth County bond projects. Baker noted that all GHMPO projects have been captured in the latest conformity determination evaluation adopted by ARC in April. ARC will confer with GDOT, GHMPO, and CBMPO to make a final decision on running a conformity determination this summer in conjunction with the anticipated TIP amendment. EPA reminded that a project list must be provided to EPA prior to public comment to verify that exempt projects meet the definition of exempt.

Baker asked about the new transportation funding bill (HB 170) which is awaiting the Governor's signature. Orr noted that ARC is still working to get a comprehensive understanding of it all while Matthew Fowler, GDOT, noted that it is too early for GDOT and the MPOs to think about the funding as everyone is still working on the mechanics of the bill. Some of the revenue will not be available in the budget until July 2016 (collection starting July 2015) and the revenues from the other fees outlined in the bill will have to be added to the budget which is not likely to happen before January when the legislature

typically passes a mid-year budget. Dunn noted that ARC will work closely with GDOT. Fowler noted that the Chamber report published earlier this year concluded that \$1 billion is needed for maintenance and preservation of existing infrastructure. It is not likely that all the revenues (estimated at \$900 million) will go to maintenance and preservation; however, it is likely a large portion of it will.

c. GHMPO

Baker updated committee members on the activities of GHMPO, including adoption of their updated RTP and TIP, UPWP, environmental justice policy, complete streets policy and logo for the trail network all in May.

d. CBMPO

Tom Sills updated committee members on activities pertaining to the development of their initial RTP and TIP. CBMPO staff is currently meeting with local governments to introduce the MPO, its activities, and the RTP. On June 16th CBMPO is hosting a public information session on the RTP. Sills also noted the policy committees of the MPO have been set up and are meeting. John suggested at some point joint working sessions between Technical Coordinating Committees (TCC) to ensure coordination and information sharing. CBMPO policy committee meets the 3rd Wednesday of every month. Dunn noted that she is on the committee's distribution list.

e. Draft SE Forecast Development, ARC Research and Analytics

Orr noted that federal rules require coordination on planning assumptions. As part of that coordination, the Interagency Committee is updated on regional forecasting at key milestones. Jim Skinner, ARC Research & Analytics Division, provided an update of the draft regional forecast for The Region's Plan.

Key takeaways :

- As recently as July 2014, the region was still under pre-recession peak levels for employment. Only in October 2014 did the region exceed peak pre-recession levels and since then things have been much better. Between February 2014 and February 2015, things increased dramatically for the better with the region ranking 4th among MSAs across the county with over 4.5 percent year to year employment increase. Jobs in the core area of the region have grown more strongly than the external areas over the 2010-2014 period.
- As for population, there has been a significant pickup in permitting activity since the 2011 and 2012 period and the region is looking at a new population landscape (as well as employment landscape). Long range trends for population show a larger senior population with a constrained labor force supply as life expectancy continues to increase and fertility rates (among white, non-hispanic population in particular) decrease.
- In terms of regional employment, forecast suggests strong growth coming out of the recession, in near term years, moderating to an average of 45,000 jobs per year over the 2015-2040 period. The regional labor force participation rate is currently higher than the nation; however, the regional rate will be slightly lower (at 58.5%) than the nation in 2040.

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- The region has a younger population now compared with the nation, but the region will be slightly older than the region in 2040.
- The population forecast for 2040 for the region is 7.934 million people and the employment forecast for the region in 2040 is 4.627 million. This is lower than the forecast in PLAN 2040, but slightly higher than the currently adopted Transportation Update forecast.
 - As for population characteristics:
 - The region is still becoming diverse. In all age groups (cohorts) except 65+, non-Hispanic whites are under 50% by 2040—and in that cohort share will decline from over 80% to just over 50%. The Hispanic population continues to grow in all age groups.
 - The region’s population is aging faster than the rest of the country, with Atlanta’s relatively high shares of younger baby boomers and Generation Xers aging into the retirement cohorts over the forecast period.
 - Employment characteristics: The region will see significant growth through 2040 in low wage and low education attainment employment sectors, such as retail, administration services, and construction for example—as well as in lower-wage occupations, presenting many challenges. Nationally, the same trend is occurring.

Skinner then reviewed how the regional forecasts feed into small area forecasts, which is the next activity to be completed, and ultimately into the transportation planning process. Orr suggested another presentation to the group regarding the small area forecasting work. He also requested a presentation on the new ABM model that ARC will be using for The Region’s Plan. Sills suggested ARC take a good look at immigration in their forecasting model, with Skinner responding that international migration is a key component of total migration, and thus of total population increase, in the current forecast results.

3. AQ Updates

a. **PM_{2.5}**

Dianne Myers and Lynorae Benjamin, both with EPA, updated the committee on the status of the new PM_{2.5} standard. EPA deferred designating a new PM_{2.5} standard for the Atlanta area due to data issues. 2015 data will be used along with 2012, 2013, 2014 data to make the determination; however, that is unlikely to happen before the end of the year. EPA is currently working with EPD on a plan for the 1997 standard, including reviewing new rules submitted by EPD to see if there would be change in designation. Although EPA is actively working on it, there is no timeframe. EPA is currently taking comments on what to do with the 1997 standards, how to implement the 2012 standard and how to deal with the changes between the 1997 and the 2012 standard. This could impact motor vehicle emission budgets.

f. **Ozone**

Elizabeth Munsey, EPD, noted that the region will likely be bumped up from a classification of **marginal** to **moderate** and be required to prepare a new SIP with MVEBs for the 2008 Ozone standard. EPA confirmed that the area will be bumped up if EPA meets statutory obligations. With the new classification, the attainment date will change. A new date would be published by January 2016 (EPA’s deadline).

The court date to finalize ozone standards is October 1st. EPA is currently looking at either maintaining or establishing a new standard.

4. New Business

a. Senate Bill 4 Implications

Section 9 of SB 4 (currently awaiting the Governor's signature) permits a local government in the Atlanta urbanized area or Atlanta Nonattainment Area which participates as a limited member in the Atlanta MPO to choose to participate in the federal mandated transportation and air quality planning process by associating with its local regional commission (RC) rather than its current MPO. Each chosen RC would act as an MPO, empowered to perform the transportation and air quality planning under state (not federal) law.

Dunn inquired with EPA as to whether motor vehicle emission budgets can be split in a nonattainment area. Grodzinsky noted that there are rules in place that provide multi-jurisdictional guidance based on precedent from other areas in the country. EPD noted Charlotte as an example with multiple MPOs that have a structure where the planning horizons for the RTP and TIP are uniform and the one model is used; however, they otherwise act independently. EPA noted that regardless of how the structure is set up, the region is still tied together as federally mandated deadlines and compliance are intertwined across the MPOs of a region. For example, if one MPO fails to meet a deadline, the entire region is impacted and there will be implications for the other MPOs involved. nteragency will be kept updated on this legislation as things progress.

Interagency Consultation Group
June 23, 2015

MEETING SUMMARY

Attendees	
ARC	John Orr, Susie Dunn, David D’Onofrio, Kofi Wakhisi, Kyung-Hwa Kim, David Haynes, Haley Berry
CBMPO	
Cobb	
Douglas	
EPA	Lynorae Benjamin
EPD	Gil Grodzinsky, Elizabeth Munsey
FHWA	
FTA	
GDOT	Kaycee Mertz, Phil Peevy
GHMPO	Sam Baker
GRTA	Jamie Fischer
Gwinnett	Vince Edwards
MARTA	
SRTA	
Other	

1. Welcome & Review of 4/28/2015 meeting summary

Susie Dunn, ARC, called the meeting to order. She noted that the draft April 28th meeting summary was distributed for review. There were no modifications and the summary was accepted.

2. Transportation Planning Updates

a. ARC

i. TIP Amendment in August

Kofi Wakhisi, ARC, updated the committee on actions related to ARC’s PLAN 2040 Update Amendment #2. The amendment will come to TCC/TAQC/ARC Board in August. Planning assumptions were approved by Interagency on June 5th. Since approval, there were a couple additions/changes to the project list:

- First, the non-exempt project HE-113 was added back to the modeling list. It had been provided to Interagency, then removed in an edited version of the project list, but replaced since then. The project involves a change in limits and has been reflected in the regional travel model for the upcoming emissions analysis.

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- Second, operational changes to GA-400 have been made to the regional travel model to reflect shoulder running during peak periods. This does not require an amendment to the TIP, but will be reflected in the upcoming emissions analysis.
 - Third, there was a change to the PE funding phase for a project in Paulding County (PA-061C1). This change will not impact the emissions analysis.

These changes from the planning assumptions will be reflected in future documentation and are accounted for in the emissions modeling for the Conformity Determination Report.

ii. The Region's Plan (Policy Adoption/Overall Schedule)

John Orr, ARC, outlined the schedule for the upcoming Region's Plan adoption. The Region's Plan will serve as the next RTP for the Atlanta Region, as well as being a comprehensive development plan. The current schedule for adoption of the Region's Plan by the ARC Board is February, 2016. To date, staff has worked on updating the policy framework for the Region's Plan, which is available for comment through ARC's committees. The ARC Board will adopt this framework in August.

David D'Onofrio, ARC, explained that to prepare Interagency for action on planning assumptions in September, ARC will bring information about changes to the emissions modeling process to the group over the next couple months. In July, ARC staff will present on the new Activity-Based Travel Model (ABM) followed by information on new socioeconomic forecasts in August. For conformity for the Region's Plan, ARC will be implementing new land use, transportation and emissions (MOVES2014) models and staff want to make sure committee members are brought up to speed when presented with planning assumptions for their approval in September.

iii. Other

Susie Dunn, ARC, brought up a short list of hot topic items to make the group aware of:

- ARC has a quick/easy air quality 101 presentation for anyone that'd like D'Onofrio to give it in person or provide slides for others to present.
- ARC will be undergoing Quadrennial Certification on August 18-20. This certification is part of the MPO evaluation process from FHWA. ARC staff may reach out to Interagency partners to participate on topics related to regional coordination or air quality.
- The Georgia Association of MPOs will be meeting at GDOT on Friday, June 26th if anyone is interested in participating.

b. GHMPO

Sam Baker, GHMPO, explained that Gainesville would be undertaking a non-conformity triggering amendment to their recently developed RTP/TIP in August at GDOT's request. One project's costs are being modified. GHMPO will prepare a conformity short-form indicating that

they will rely on the previous emissions analysis. In addition, staff have been working with ARC on the development of Socio-economic data for Hall County.

c. CBMPO

Dunn updated the committee on behalf of Tom Sills, CBMPO. CBMPO is on schedule to adopt their RTP/TIP in conjunction with ARC in February, 2016. Staff have held two public meetings for planning outreach and are currently working on transportation project development for the plan.

3. AQ Updates

a. PM_{2.5}

Lynorae Benjamin, EPA, reiterated for the group that 12 counties in the Atlanta region are deferred in regards to the 2012 PM_{2.5} annual standard until December 14, 2015. EPA will take new data provided by GA EPD into consideration when determining a final status for the region. Elizabeth Munsey, EPD, added that the State will need until December to collect data and then some time to qa/qc it before providing it to EPA for their final review.

A 20 county area of the region is still in nonattainment for the 1997 annual standard until EPA reclassifies the region and approves the Maintenance Plan. It's possible that after being reclassified as attaining the 1997 standard, PM Implementation associated with the 2012 annual standard will revoke the 1997 standard completely.

b. Ozone

Benjamin noted that the court-ordered date for an announcement on a new ozone standard is set for October 1. EPA will announce if they will lower the standard at that time. If a new standard is instituted, data from designations will occur in 2017 using 2014-2016 monitor data.

After July 20th, EPA will prepare a notice of proposed action to redesignate part of the Atlanta region area as a moderate ozone nonattainment area under the 2008 standard. Final action will occur within 6 months of the announcement.

c. Other

Dunn provided members with a few snippets of information that had come up in recent weeks. Of particular note is the pending change in Georgia summer fuel. Currently, a 45 county portion of the State uses specially formulated fuel in summer months. Earlier this year the Georgia General Assembly removed the requirement for this fuel, however the fuel is still required due to the existing SIP. GA EPD has requested a SIP modification to remove the summer fuel requirement and it's currently pending EPA action. Once approved, GA EPD will provide ARC with new fuel inputs for use in conformity modeling.

4. New Business

Finally, the committee briefly discussed schedule possible schedules for next year SIP development. Since the region will be reclassified for the 2008 ozone standard, GA EPD will be required to prepare

a new SIP with RFP budgets. If the state has clean data after this summer GA EPD will move quickly to develop a maintenance plan instead of a new SIP. Both actions will require budget planning that ARC staff should account for in planning work for calendar year 2016.

Interagency Consultation Group
August 25, 2015

MEETING SUMMARY

Attendees	
ARC	John Orr, Susie Dunn, David D’Onofrio, Kofi Wakhisi, Kyung-Hwa Kim, David Haynes, Haley Berry, Kyeil Kim, Mike Alexander, Steve Lewandowski
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Lynorae Benjamin, Dianna Myers
EPD	Gil Grodzinsky, Elizabeth Munsey
FHWA	Tamara Christion
FTA	
GDOT	Kaycee Mertz, Phil Peevy, Julia Billings
GHMPO	Sam Baker
GRTA	Jamie Fischer
Gwinnett	Vince Edwards
MARTA	Janide Sidifall
SRTA	
Other	Jon Morton

1. Welcome & Review of 6/23/2015 meeting summary

Susie Dunn, ARC, called the meeting to order. She noted that the draft June 23rd meeting summary was distributed for review. There was one modification and the summary was accepted.

2. Transportation Planning Updates

a. ARC

David D’Onofrio, ARC, explained the focus of today’s Interagency meeting would be on new models and assumptions that form the basis for the Region’s Plan RTP Update (for approval in February 2016). Official planning assumptions will come before the committee in September.

i. Transition to the Activity-Based Travel Model

Kyeil Kim, ARC, informed Interagency on the work to transition ARC’s four-step trip-based travel model (TBM) to an activity-based travel model (ABM). Model development began in 2002, but earnest calibration and validation efforts picked up in 2013-2014 based on 2010 and 2011 transit and household travel surveys. ARC also calibrated the model to 2010 HERE speed data provided by FHWA in 2014.

There are substantial differences between the TBM and the ABM. The ABM simulates the entire region's population which makes it possible to attribute tours and trips to particular home or work locations and simulated individuals. In addition, the ABM more closely matches free-flow traffic speeds observed in the region, due to its calibration to HERE data. The ABM runs on a 6,000 TAZ system (instead of 2,000) so there are more links and zones for trips to flow through the region, which impacts estimates of congestion.

Kim explained that the ABM validates to observed data for the year 2010 better than the TBM. ARC considers the ABM to be a valid calibrated model. The ABM will be used from now on for transportation conformity.

ii. New Socio-Economic Data Overview

Next Mike Alexander, ARC, updated Interagency on the development of new socio-economic (SE) data for use in the Region's Plan. A Technical Advisory Committee was established to review and evaluate future projections of employment and population. This committee met throughout 2015 to prepare regional control totals. By 2040, ARC anticipates 7.9 million people and 4.6 million jobs. Since the previous projection used in PLAN 2040, the estimated population has increased by 100,000 in 2040. Alexander also explained that his staff meet with 23 jurisdictions from February to July to fine-tune projections.

ARC has put new land use tools in place to compliment the development of the ABM. These tools allow for finer scale forecasts as well as integration of new employment modeling codes (NAICS). For regional control totals ARC has migrated to the REMI model from IPEF. For small area forecasts (like traffic analysis zones) ARC has migrated to PECAS from DRAM/EMPAL. The PECAS model is designed to take input from the ABM to refine future forecasts as part of an integrated land use and transportation forecasting process.

Alexander also provided information about the changing demographics of the Atlanta region out to the year 2040. White population will continue to decline as a share of the region's total population. Atlanta in the year 2040 will be a very diverse place with similar numbers of black, white and Hispanic populations.

By 2040, the Atlanta region will be younger than the nation on average, but the labor force participation rate is expected to continue to decline from 66% in 2010 to 59% in 2040. The lower labor participation and the aging of the national population will result in a reduction in GDP annual growth to around 2% in the mid and outer forecasted periods of the Region's Plan.

iii. Emissions Modeling & Preliminary Tests

David D'Onofrio, ARC, provided Interagency with preliminary emissions modeling input and test emission run outputs for review ahead of the completion of planning assumptions in September.

ARC has worked over the past few months to prepare MOVES travel-related inputs from the ABM. In addition, ARC and GA EPD staff have worked to prepare the following inputs:

- Starts input to account for local vehicle starts in the nonattainment area
- New fuel files to account for the removal of summer fuel in parts of the nonattainment area
- Removal of Stage II credits
- Transition of ramp fractions to VHT from VMT

D’Onofrio then explained a series of tests to explore the impact of new models and inputs on expected conformity emissions. The transition to MOVES2014 drops emissions in future years by 20-65% depending on the pollutant. New locally developed starts, the transition to the ABM and new inputs also have an impact on emissions. As a whole, ARC anticipates that emissions for the Region’s Plan will be 10-60% lower (depending on the year and pollutant) than in the last conformity emissions analysis.

The last part of the conversation shifted to anticipated EPA regulatory actions that could impact planning assumptions. As of 8/25/15 ARC is planning on removing summer fuel and Stage II based on pending regulatory action. In the coming weeks, ARC staff will be in discussion with EPA about the likelihood of the approval of the PM_{2.5} Maintenance Plan ahead of the adoption of the Region’s Plan in February, since it impacts budgets and inputs.

b. GHMPO

In the interest of time, Sam Baker, GHMPO, provided no update on actions in Hall County.

c. CBMPO

Tom Sills, CBMPO, asked EPA on the process to make sure PM_{2.5} hot spot analyses were completed as needed. Dianna Myers, EPA, explained that FHWA would request Interagency review of projects of concern as they move into preliminary engineering.

3. AQ Updates

a. PM_{2.5}

Lynorae Benjamin, EPA, reminded Interagency that the Atlanta region is still classified as a deferred area under the 2012 PM_{2.5} standard. When GA EPD provides EPA with validated data in early 2016 EPA will prepare a new suitable designation.

b. Ozone

Benjamin explained that on August 19, 2015 EPA signed a proposed rule to bump the Atlanta area up to moderate nonattainment for the 2008 ozone standard. The rule should be in the federal register soon. EPA will be seeking comment on options for when updated SIP documents will be due.

Gil Grodzinsky, GA EPD, noted that as of today the Atlanta region is showing clean data for ozone. If this holds for the rest of the season, after data is validated, GA EPD will seek a clean data determination and will begin to prepare a new Maintenance Plan.

4. New Business

Finally, Dunn announced that this would be her last Interagency meeting. Dunn is retiring on September 18, 2015.

Interagency Consultation Group
October 29, 2015

MEETING SUMMARY

Attendees	
ARC	John Orr, David D’Onofrio, Kyung-Hwa Kim, David Haynes, Guy Rosseau, Melissa Roberts
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Dianna Myers, Zuri Farngalo
EPD	Gil Grodzinsky, Elizabeth Munsey
FHWA	
FTA	
GDOT	Kaycee Mertz, Phil Peevy, Julia Billings, Matthew Fowler
GHMPO	
GRTA	Jamie Fischer
Gwinnett	
MARTA	Janide Sidifall
SRTA	
Other	

1. Welcome & Review of 8/25/2015 meeting summary

David D’Onofrio, ARC, called the meeting to order. He noted that the draft August 25th meeting summary was distributed for review. There were no modifications and the summary was accepted.

2. Transportation Planning Updates

a. ARC

D’Onofrio, explained the focus of today’s meeting would be on the vision outlined in The Atlanta Region’s Plan, a part of which will serve as the region’s next RTP when adopted in February. ARC staff explained the vision and the public involvement plan for the update.

i. The Atlanta Region’s Plan Status Update

David Haynes, ARC, updated the committee on the status of The Atlanta Region’s Plan RTP component. Staff has wrapped up preliminary coding for the update and have begun to finalize the network years and model coding necessary to run the conformity analyses.

The transportation element is designed to follow the lead established in the Policy Framework, adopted by ARC’s board in August. The framework outlines 7 objectives and 23

policies to guide the development of the transportation plan. A portion of the final documentation will be committed to explaining what's on the horizon. With the approval of HB 170, increased transportation funding is expected next year. Several counties will also be pursuing new SPLOSTS and federal transportation legislation is pending. These will all be addressed qualitatively in the documentation and in more detail in future amendments to The Atlanta Region's Plan.

ii. Community Engagement Plan

Next Melissa Roberts, ARC, outlined the plan for public involvement for The Atlanta Region's Plan. ARC plans to take the RTP to public comment on December 7 – January 15. A public hearing will be held during TAQC at ARC on January 14. ARC is preparing a new public online survey to share plan goals and objectives.

As for offline meetings, ARC is planning to incorporate the plan recommendations into committee meetings over the month of December. In addition, staff will share information at the Building Opportunities for Equity Forum, through the Millennials Advisory Panel, with the United Way and other partners.

b. GHMPO

No updates.

c. CBMPO

Tom Sills, CBMPO, explained that CBMPO was still on track to prepare a RTP in March. Sills brought up a couple projects they were finalizing scope for ahead of ARC's final coding. CBMPO and GDOT discussed finalizing those plans within a week, ahead of final model coding for conformity.

Sills also brought up a question about whether the STIP could stand in for the TIP for the first half of next year. ARC, GDOT and CBMPO agreed to look into that issue quickly with federal partners if necessary.

3. AQ Updates

a. PM_{2.5}

Dianna Meyers, EPA, kicked off the conversation with an update on the PM_{2.5} Maintenance Plan. The plan is still going through the EPA chain. It's not certain if it will be effective ahead of the approval of The Atlanta Region's Plan RTP. D'Onofrio explained that ARC will prepare a dual track of output for either contingency in the Conformity Determination Report.

Elizabeth Munsey, GA EPD, updated the committee on the current attainment status of the region in regards to the 2012 PM_{2.5} standard. By the end of December, EPA must reclassify the Atlanta area from deferred. The state is working to finalize ambient monitoring data at the end

of December. The Atlanta area will likely be considered unclassifiable until quality approved data is provided to EPA for their consideration early next year. This step will kick off the approvals necessary to designate the Atlanta area as attainment of the 2012 annual PM_{2.5} standard.

b. Ozone

Munsey provided the committee with a fact sheet relating some Georgia specific data for ozone in regards to the announcement in October of the new 2015 eight-hour ozone standard. The standard has been lowered from 0.075ppm to 0.070ppm. EPA will require 2014-2016 data to produce designations by October of 2017. Final designations will take into account not just monitors, but a variety of other contributing factors to monitors that don't meet the standard.

In regards to the 2008 Ozone standard, Munsey reminded the group that the region was bumped up to a moderate nonattainment when we did not meet the 2008 eight hour-ozone standard. As of now, the state believes it has clean data for the Atlanta region and will be working to provide the clean data determination as well as the Maintenance Plan ASAP. ARC will be involved in the development of MVEBs for the Maintenance Plan in the coming months.

4. New Business/Announcements

No announcements.