

CONFORMITY DETERMINATION REPORT AMENDMENT #5

SHORT FORM

ATLANTA NONATTAINMENT AND MAINTENANCE AREAS

IN SUPPORT OF:

The Atlanta Region's Plan (2020) Amendment #5



Atlanta Regional Commission

The contents of this report reflect the views of the persons preparing the document and those individuals are responsible for the facts and the accuracy of the data presented herein. The contents of this report do not necessarily reflect the official views of the Department of Transportation of the State of Georgia. This report does not constitute a standard, specification, or regulation.

RTP MODIFICATION HISTORY

<u>Action</u>	<u>ARC Approval Date</u>
Adoption of TARP RTP (2020)	February 2020
Administrative Modification	April 2020
Amendment #1 / Admin Mod	October 2020
Amendment #2	March 2021
Amendment #3 / Admin Mod	November 2021
Amendment #4	February 2022
Amendment #5	June 2022

GLOSSARY OF ACRONYMS

ARC	Atlanta Regional Commission
CDR	Conformity Determination Report
CFR	Code of Federal Regulations
FHWA	Federal Highway Administration
FTA	Federal Transit Authority
GA EPD	Georgia Environmental Protection Division
GDOT	Georgia Department of Transportation
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standard
NO _x	Nitrogen Oxide
RTP	Regional Transportation Plan
TARP RTP (2020)	The Atlanta Region's Plan RTP adopted in 2020
TCM	Transportation Control Measure
TIP	Transportation Improvement Program
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
VOC	Volatile Organic Compound

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INTRODUCTION

This report serves as the fourth addendum to the Conformity Determination Report (CDR) for the Atlanta Regional Commission's (ARC) 2020 The Atlanta Region's Plan Regional Transportation Plan (TARP RTP (2020)) and the associated FY 2020-2025 Transportation Improvement Program (FY 2020-2025 TIP). Amendment #5 to TARP RTP (2020) does not require a new emissions analysis; the amendment only modifies: (1) conformity exempt projects and (2) financial details for nonexempt projects. For the full body of text, see the Atlanta Region's Plan documentation available on ARC's plan website at <https://www.atlantaregionsplan.org/plans-documents-resources/>.

This document provides updated information on the status of the nonattainment and maintenance areas, the projects being modified, Interagency Committee (IAC) meeting minutes, and relevant documentation for the United States Department of Transportation (USDOT) and the United States Environmental Protection Agency (USEPA) to render a conformity determination on Amendment #5.

CURRENT ATTAINMENT STATUS

There are no changes to the region's attainment status since the documentation in the Conformity Determination Report Amendment #4 was released in February 2022. This section summarizes the region's existing attainment status.

8-HR. OZONE STANDARD

The Atlanta region is currently subject to three NAAQS for 8-hr. ozone pollution: (1) the 1997 standard of 0.08 ppm, (2) the 2008 standard of 0.075 ppm, and (3) the 2015 standard of 0.070 ppm.

1997 STANDARD

The 1997 standard was set to 0.08 ppm and 20 counties in the Atlanta region were designated as marginal nonattainment in 2004 (69 FR 23857): Barrow, Bartow, Carroll, Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Hall, Henry, Newton, Paulding, Rockdale, Spalding, and Walton. In 2008, the Atlanta area was redesignated as moderate nonattainment. The Atlanta ozone nonattainment area was redesignated to attainment effective January 2, 2014 (78 FR 72040). The 1997 standard was then subject to litigation regarding maintenance area conformity requirements.

Per the *South Coast II* decision, this conformity determination is being made for a partial portion of the 1997 8-hour ozone NAAQS. For the 1997 ozone NAAQS areas, transportation conformity for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c).

2008 STANDARD

Effective July 20, 2012 (77 FR 30087), 15 counties in the Atlanta region were designated and classified as a marginal nonattainment area under the 2008 8-hr. ozone standard of 0.075 ppm: Bartow, Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Newton, Paulding, and Rockdale counties. On June 3, 2016, the Atlanta area was reclassified as moderate nonattainment (81 Fr 26697).

On July 18, 2016, GA EPD submitted a Maintenance Plan to USEPA. This document shows the state’s implementation plan for continuing to attain the 2008 ozone standard into the future. Effective June 2, 2017 (82 FR 25523), EPA approved the state’s implementation plan and the associated Motor Vehicle Emissions Budgets (MVEBs). This action redesignated the Atlanta region as a maintenance area.

2015 STANDARD

Effective December 28, 2015 (80 FR 65291), the 2015 8-hr. ozone standard was set at 0.070 ppm. Effective August 3, 2018 (83 FR 25776), seven counties in the Atlanta region were designated and classified as a marginal nonattainment area under the standard: Bartow, Clayton, Cobb, DeKalb, Fulton, Gwinnett, and Henry counties. The goal attainment date is set for August 3, 2021. Amendment #6 to TARP RTP (2016) met the first requirement for the seven-county region to demonstrate conformity to the 2015 standard.

RECENT CONFORMITY DETERMINATIONS

ARC adopted the latest Regional Transportation Plan element of The Atlanta Region’s Plan in February 2020. Table 1 below provides a summary of conformity determinations related to the initial adoption of that plan and subsequent modifications.

Table 1: Recent Conformity Determinations

Date	RTP/TIP	NAAQS
February 18, 2020	TARP RTP (2020) / FY 2020-2025 TIP	1. 1997 8-hr. Ozone 2. 2008 8-hr. Ozone 3. 2015 8-hr. Ozone
September 14, 2020	TARP RTP (2020) Amd #1 / FY 2020-2025 TIP	1. 1997 8-hr. Ozone 2. 2008 8-hr. Ozone 3. 2015 8-hr. Ozone
March 17, 2021	TARP RTP (2020) Amd #2 / FY 2020-2025 TIP	1. 1997 8-hr. Ozone 2. 2008 8-hr. Ozone 3. 2015 8-hr. Ozone
November 16, 2021	TARP RTP (2020) Amd #3 / FY 2020-2025 TIP	1. 1997 8-hr. Ozone 2. 2008 8-hr. Ozone 3. 2015 8-hr. Ozone
March 16, 2022	TARP RTP (2020) Amd #4 / FY 2020-2025 TIP	1. 1997 8-hr. Ozone 2. 2008 8-hr. Ozone 3. 2015 8-hr. Ozone

STATEMENT OF CONFORMITY

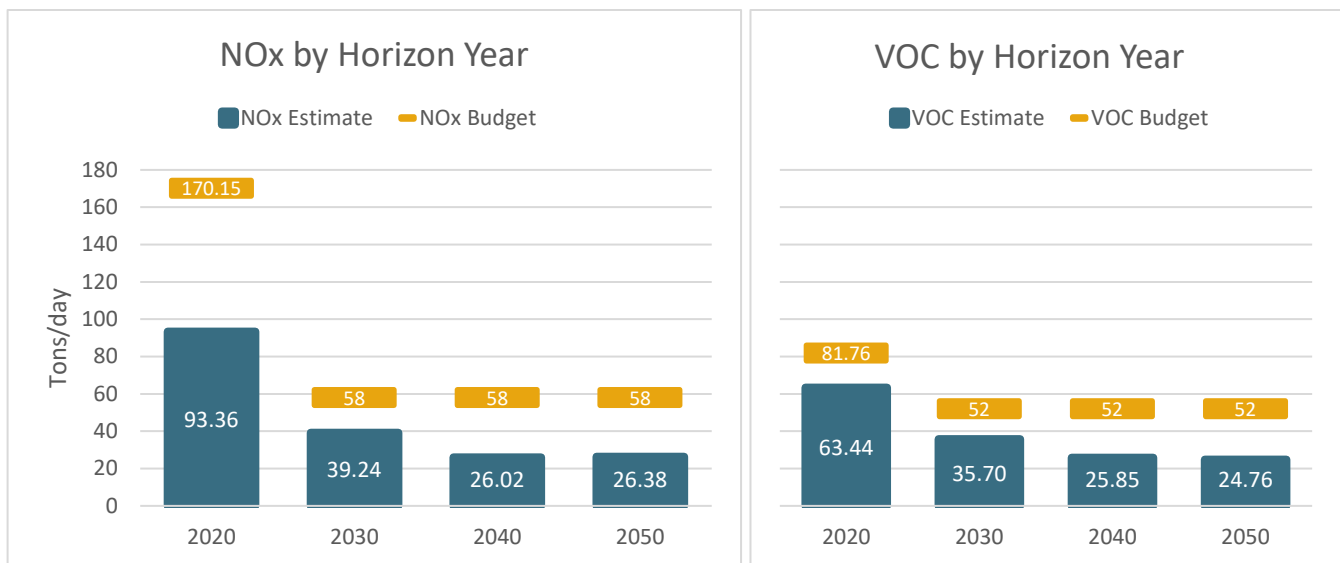
TARP RTP (2020) Amd #5 does not alter the timing or capacity of conformity nonexempt projects being amended. A list of project changes is included as Exhibit 1. As a result, this conformity determination relies on the emissions analysis for the 1997, 2008 and 2015 8-hr. ozone standards prepared for TARP RTP (2020) Amd #3 and is replicated in the Table 2 and Figure 1 below.

For detailed information regarding the modeling methodology and planning assumptions associated with the emissions analysis, refer to the initial Conformity Determination Report.

Table 2: Results of the 15-County MVEB Test for the 2008 and 2015 8-hr. Ozone Standards

MVEB Plan	Conformity Year	NOx in tons/day	VOC in tons/day
Georgia's 2008 Ozone Maintenance SIP for years before 2030	2020	93.36 (170.15 budgeted)	63.44 (81.76 budgeted)
Georgia's 2008 Ozone Maintenance SIP for years 2030 and after	2030	39.24 (58 budgeted)	35.70 (52 budgeted)
	2040	26.02 (58 budgeted)	25.85 (52 budgeted)
	2050	26.38 (58 budgeted)	24.76 (52 budgeted)

Figure 1: Results of the 15-County MVEB Test for the 2008 and 2015 8-hr. Ozone Standards



INTERAGENCY CONSULTATION

The draft of Amendment #5 documents were made available to ARC planning partners through the technical and policy committees in April 2022, to allow time for comment prior to formal adoption or publication, in accordance with 93.105(b)(2)(iii) of the Transportation Conformity Rule. The project list was provided to the Interagency Consultation Group via email on April 14, 2022 ahead of the initiation of public comment beginning on May 5, 2022. Final documents for Amendment #5 are anticipated to be provided in June 2022, upon approval on the update, fulfilling the requirements of 40 CFR 93.105(c)(7).

Exhibit 2 includes meeting minutes from the Interagency meetings since the date of the documentation for the most recent conformity determination. For all other documentation to meet conformity requirements, including the status of transportation control measures (TCMs), refer to the initial Conformity Determination Report and subsequent amendments thereto.

PUBLIC INVOLVEMENT

The official public comment period for Amendment #5 began on May 5, 2022 and lasted for 10 days per ARC's Regional Community Engagement Plan. A legal ad was published in the Fulton County Daily Report on May 5, 2022 and in Mundo Hispanico on May 5, 2022 that summarized the intent and content of Amendment #5 and inviting public review and comment through email, fax, phone, or text telephone (TTY). Any comments received and corresponding responses are included in Appendix M of the RTP documentation posted at www.atlantaregionsplan.org.

FISCAL CONSTRAINT

This primary purpose of the TIP/RTP amendment and conformity determination is to (1) demonstrate the region's continued ability to meet nonattainment and maintenance air quality requirements for the 1997, 2008, and 2015 8-hr. ozone standards, (2) reflect cost changes to the latest designs of a handful of projects, and (3) respond to a limited number of programming changes for projects. Tables 3 and 4 below demonstrate fiscal constraint for Amendment #5.

This amendment was undertaken to accomplish two key outcomes:

1. Program additional exempt funding commitments from the 2019 ARC project solicitation under the Atlanta urbanized area sub-allocation of the Surface Transportation Block Grant (STBG), Transportation Alternatives Program (TAP), and Congestion Mitigation and Air Quality Program (CMAQ); and
2. Address project cost estimate and programmatic changes that are of a time sensitive nature or cannot be handled administratively.

The maximum amount of revenue from all sources which will be available for transportation services, projects and programs through 2050 will be approximately \$173.5 billion. Specific investments totaling \$73.6 billion have been identified and reflected in the RTP project list (Appendix A, with YOE calculations presented in Appendix D), while another \$75.8 billion remains available for commitment to future projects yet to be identified. The overwhelming majority of these future investments are small scale maintenance and modernization projects being advanced by GDOT and local governments and do not have to be individually listed in the RTP. In addition to expenditures on projects, an additional \$18 billion of the revenue generated at the state and local levels will be required to staff and operate the various agencies and departments charged with implementing projects. About \$6.1 billion of available federal revenue remains uncommitted and could be dedicated to additional projects in future RTP updates. The tables presented in this section reflect project changes made under this TIP/RTP amendment.

Table 3: FY 2020-2025 Yearly TIP Balances – Federal Highway Administration Funds (\$YOE)

Demonstration of Fiscal Constraint (FHWA Formula Funds) - June 2022

ESTIMATED AGGREGATE COST OF PROGRAMMED PROJECTS (Reflects Amendment #5)										
FHWA Program (See Note 4)	2020 (See Note 2)	2021 (See Note 2)	2022	2023	2024 (See Note 3)	2025 (See Note 3)	LR 2026-2030	LR 2031-2040	LR 2041-2050	Total
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$30,185,871	\$18,686,667	\$29,000,000	\$43,800,000	\$29,000,000	\$29,000,000	\$0	\$0	\$0	\$179,872,538
Projects to Reduce PM2.5 Emissions	\$2,282,793	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,282,793
TAP - Urban (>200K) (ARC)	\$1,898,000	\$7,657,120	\$7,733,691	\$7,811,028	\$7,889,138	\$7,968,030	\$0	\$0	\$0	\$40,957,007
TAP - Statewide (Recreational Trails Program)	\$0	\$0	\$466,400	\$466,400	\$466,400	\$466,400	\$0	\$0	\$0	\$1,865,600
Highway Safety Improvement Program (HSIP)	\$0	\$0	\$37,288,000	\$37,288,000	\$37,288,000	\$37,288,000	\$0	\$0	\$0	\$149,152,000
Railway Highway Hazard Elimination Setaside	\$0	\$0	\$1,864,800	\$1,864,800	\$1,864,800	\$1,864,800	\$0	\$0	\$0	\$7,459,200
Railway Highway Protective Devices Setaside	\$0	\$0	\$1,491,200	\$1,491,200	\$1,491,200	\$1,491,200	\$0	\$0	\$0	\$5,964,800
National Highway Performance Program (NHPP)	\$53,179,338	\$49,486,400	\$303,091,762	\$484,938,833	\$659,995,337	\$343,939,194	\$0	\$0	\$0	\$1,894,631,064
STBG - Statewide Flexible (GDOT)	\$24,840,181	\$23,549,600	\$164,352,998	\$102,219,673	\$207,597,430	\$117,086,800	\$0	\$0	\$0	\$639,596,682
Off-System Bridge Setaside	\$540,000	\$2,472,400	\$10,519,200	\$15,799,533	\$20,920,000	\$21,296,000	\$0	\$0	\$0	\$71,547,133
STBG - Urban (>200K) (ARC)	\$28,612,245	\$56,955,181	\$101,416,801	\$79,090,964	\$96,736,972	\$93,605,582	\$0	\$0	\$0	\$456,417,745
Highway Infrastructure	\$17,155,671	\$18,720,000	\$4,840,000	\$19,425,743	\$0	\$0	\$0	\$0	\$0	\$60,141,414
On The Job Training and Supportive Services Program	\$0	\$0	\$45,000	\$45,000	\$0	\$0	\$0	\$0	\$0	\$90,000
General Federal Aid 2026-2050	\$0	\$0	\$0	\$0	\$0	\$0	\$5,110,700,487	\$10,697,172,508	\$11,378,963,049	\$27,186,836,043
Total of Project Costs	\$158,694,299	\$177,527,368	\$662,109,852	\$794,241,174	\$1,063,249,277	\$653,956,006	\$5,110,700,487	\$10,697,172,508	\$11,378,963,049	\$30,696,614,019
Previously Programmed Project Phases (See Note 2)	\$474,247,737	\$439,018,063								\$474,247,737
Running Total Cost	\$632,942,036	\$1,249,487,467	\$1,911,597,319	\$2,705,838,493	\$3,769,087,770	\$4,423,043,776	\$9,533,744,263	\$20,230,916,771	\$31,609,879,819	\$31,609,879,819
ESTIMATED AGGREGATE REVENUE (FROM TABLE E4)										
Max Available FHWA Revenue (See Note 1)	\$777,549,022	\$823,158,448	\$866,639,244	\$881,376,201	\$903,718,832	\$926,580,042	\$4,882,702,950	\$11,393,060,560	\$13,487,192,695	\$34,941,977,994
Running Total Revenue	\$777,549,022	\$1,600,707,470	\$2,467,346,714	\$3,348,722,915	\$4,252,441,747	\$5,179,021,789	\$10,061,724,739	\$21,454,785,299	\$34,941,977,994	\$34,941,977,994
NET REVENUES MINUS COSTS										
Running Total Balance (YOE)	\$144,606,986	\$351,220,003	\$555,749,395	\$642,884,422	\$483,353,977	\$755,978,013	\$527,980,476	\$1,223,868,528	\$3,332,098,175	\$3,332,098,175

(1) 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, as documented in RTP Appendix E / Tables E.1 to E.4. 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 2020-2023), the program is balanced and is less than revenue estimates. Note also that revenue estimates and funding programs have not yet been updated to reflect passage of the Infrastructure Investment and Jobs Act in late 2021. This will occur either in conjunction with a later amendment or as part of the next full update of the TIP/RTP due for completion in early 2024.

(2) Most projects from FY 2020 and FY 2021 have been fully programmed and no longer have active phases remaining in the TIP/RTP. When this occurs, the project's status in ARC's database is changed and it no longer appears in published project lists. For demonstrating fiscal constraint, the sum total of those fully programmed projects is shown as a lump sum in calculations. Amounts for each funding program reflect projects which still have subsequent phases programmed later in the TIP.

(3) Fiscal years 2024 and 2025 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.

(4) Italicized programs denote those which are funded from setasides established by GDOT at the statewide level. The amounts shown are in addition to commitments made from the original source program as listed above the setaside line items.

Table 4: FY 2020-2025 Yearly TIP Balances – Federal Transit Administration (\$YOE)

Demonstration of Fiscal Constraint (FTA Funds) - June 2022

ESTIMATED FORMULA FUNDING ALLOCATIONS & CIG PROGRAM AWARDS AND AGGREGATE COST OF PROGRAMMED PROJECTS (Reflects Amendment #5)

FTA Program	2020	2021	2022	2023	2024 (See Note 2)	2025 (See Note 2)	LR 2026-2030	LR 2031-2040	LR 2041-2050	Total
5303 Metropolitan Transportation Planning	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000
5307 - Urbanized Area Formula Grants (CARES Act)	\$130,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000
Bus - New (80/20)	\$1,550,000	\$1,550,000	\$1,550,000	\$1,550,000	\$1,550,000	\$1,550,000	\$9,224,050	\$21,483,000	\$26,704,950	\$66,712,000
Bus and Bus Facilities Program	\$7,001,994	\$6,606,034	\$4,541,343	\$4,541,343	\$4,541,343	\$4,541,343	\$25,378,024	\$66,718,783	\$76,670,358	\$200,940,565
Clean Fuels Formula Program	\$3,700,000	\$3,700,000	\$3,700,000	\$3,700,000	\$3,700,000	\$3,700,000	\$22,018,700	\$51,282,000	\$63,747,300	\$159,248,000
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	\$6,705,864	\$14,782,596	\$16,987,524	\$45,675,984
CIG Program	\$0	\$0	\$0	\$0	\$0	\$0	\$406,155,750	\$1,329,659,100	\$1,835,481,178	\$3,571,296,028
State of Good Repair Grants	\$54,637,294	\$55,221,639	\$48,591,797	\$48,591,797	\$48,591,797	\$48,591,797	\$271,573,371	\$598,658,182	\$687,952,253	\$1,862,409,926
Transit Nonurbanized Area Formula	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$42,470,472	\$9,362,311	\$10,758,765	\$67,151,548
Transit Urbanized Area Formula Program	\$73,831,496	\$74,803,929	\$61,736,800	\$61,736,800	\$61,736,800	\$61,736,800	\$344,998,820	\$800,723,950	\$920,157,550	\$2,461,462,945
Total Project Costs	\$142,810,784	\$143,841,602	\$123,579,940	\$122,079,940	\$122,079,940	\$122,079,940	\$1,128,525,051	\$2,892,669,922	\$3,638,459,878	\$8,434,496,997
Running Total Cost	\$142,810,784	\$286,652,386	\$410,232,326	\$532,312,266	\$654,392,206	\$776,472,146	\$1,904,997,197	\$4,797,667,118	\$8,436,126,997	\$8,436,126,997

ESTIMATED AGGREGATE REVENUE (FROM TABLES E6 AND E7)

Estimated FTA Formula Funds Revenue (See Note 1)	\$137,289,396	\$139,211,447	\$141,160,408	\$143,136,653	\$145,140,567	\$147,172,534	\$767,351,913	\$1,704,399,954	\$1,958,623,963	\$5,283,486,835
Estimated FTA New Starts Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$653,478,260	\$2,178,260,870	\$2,178,260,870	\$5,010,000,000
Running Total Revenue	\$137,289,396	\$276,500,843	\$417,661,251	\$560,797,904	\$705,938,471	\$853,111,005	\$2,273,941,178	\$6,156,602,002	\$10,293,486,835	\$10,293,486,835

NET REVENUES MINUS COSTS

Running Total Balance (YOE)	\$ (5,521,388)	\$ (10,151,543)	\$ 7,428,925	\$ 28,485,638	\$ 51,546,265	\$ 76,638,859	\$ 368,943,981	\$ 1,358,934,894	\$ 1,857,359,838	\$ 1,857,359,838
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(1) Project and program expenditures by transit agency recipients are estimates based on historical spending levels and previously encumbered commitments. Line items will be adjusted periodically via future amendment processes to match actual allocation amounts each year. Over the four year federally required TIP period (FY 2020-2023), the program is balanced. Note also that revenue estimates and funding programs have not yet been updated to reflect passage of the Infrastructure Investment and Jobs Act in late 2021. This will occur either in conjunction with a later amendment or as part of the next full update of the TIP/RTP due for completion in early 2024.

(2) Fiscal years 2024 and 2025 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.

(3) Initial years of the TIP period may reflect carryover balances from previous years which were not obligated in grants during the year of apportionment. Refer to Appendix C of the RTP documentation for more information on how carryover balances are managed.

EXHIBITS TO THE CDR

EXHIBIT 1: PROJECT LIST

The Atlanta Region's Plan (2050) - Final Amendment 5

Programming Changes - 5/18/22 Changes/New Data Shown in Red

ARCID	ARCID Proposed	GDOTPI Proposed	Description Proposed	Limits Proposed	Project Type Proposed	Jurisdiction Proposed	Sponsor Proposed	Status	Status Proposed	Analysis Proposed	Phase	Phase Proposed	Fiscal Year	Fiscal Year Proposed	Fund Source	Fund Source Proposed	Federal	Federal Proposed	State	State Proposed	Local	Local Proposed	Total	Total Proposed	Notes
	AR-064-2022	TBD	PILOT REGIONAL BUS AND BUS FACILITIES ELECTRIFICATION PROGRAM		Transit / Facilities Capital	Regional	ARC, ATL		Programmed	Exempt from Air Quality Analysis (40 CFR 93)		CST		2022		Carbon Reduction Program - Urbanized Areas With Population Over 200K	\$0	\$11,879,823	\$0	\$0	\$0	\$2,969,956	\$0	\$14,849,779	Establish pilot program in TIP. Funds to be flexed to FTA; project administration handled by ATL.
BA-184G	BA-184G	0013904	SR 316 GRADE SEPARATION	AT HARRY MCCARTY ROAD	Roadway / Operations & Safety	Barrow County	GDOT	Programmed	Programmed	In the Region's Air Quality Conformity Analysis		SCP		2022		National Highway Performance Program (NHPP)	\$0	\$240,000	\$0	\$60,000	\$0	\$0	\$0	\$300,000	Add new federal funded phase.
	BA-186	0017927	SR 324 (HILLS SHOP ROAD) BRIDGE REPLACEMENT	AT CSX RAILROAD	Roadway / Bridge Upgrade	Barrow County	GDOT		Programmed	Exempt from Air Quality Analysis (40 CFR 93)		PE		2023		Surface Transportation Block Grant (STBG) Program Flex (GDOT)	\$0	\$680,000	\$0	\$170,000	\$0	\$0	\$0	\$850,000	Add new federal funded project
	BA-186	0017927	SR 324 (HILLS SHOP ROAD) BRIDGE REPLACEMENT	AT CSX RAILROAD	Roadway / Bridge Upgrade	Barrow County	GDOT		Programmed	Exempt from Air Quality Analysis (40 CFR 93)		ROW		2025		Surface Transportation Block Grant (STBG) Program Flex (GDOT)	\$0	\$400,000	\$0	\$100,000	\$0	\$0	\$0	\$500,000	Add new federal funded project
	BA-186	0017927	SR 324 (HILLS SHOP ROAD) BRIDGE REPLACEMENT	AT CSX RAILROAD	Roadway / Bridge Upgrade	Barrow County	GDOT		Programmed	Exempt from Air Quality Analysis (40 CFR 93)		ALL		LR 2026-2030		General Federal Aid - 2026-2050	\$0	\$5,200,000	\$0	\$1,300,000	\$0	\$0	\$0	\$6,500,000	Add new federal funded project
CO-476	CO-476	0017984	COBB COUNTY ADA COMPLIANT SIDEWALK IMPROVEMENTS		Last Mile Connectivity / Pedestrian Facility	Cobb County	Cobb County	Programmed	Programmed	Exempt from Air Quality Analysis (40 CFR 93)		CST		2022		Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	\$0	\$11,500,000	\$0	\$0	\$0	\$2,875,000	\$0	\$14,375,000	Funds to be flexed to FTA.
	DA-001	0017729	SR 53 BRIDGE REPLACEMENT	AT THOMPSON CREEK	Roadway / Bridge Upgrade	Dawson County	GDOT		Programmed	Exempt from Air Quality Analysis (40 CFR 93)		PE		2023		National Highway Performance Program (NHPP)	\$0	\$680,000	\$0	\$170,000	\$0	\$0	\$0	\$850,000	Add new federal funded project.
	DA-001	0017729	SR 53 BRIDGE REPLACEMENT	AT THOMPSON CREEK	Roadway / Bridge Upgrade	Dawson County	GDOT		Programmed	Exempt from Air Quality Analysis (40 CFR 93)		ROW		2025		National Highway Performance Program (NHPP)	\$0	\$360,000	\$0	\$90,000	\$0	\$0	\$0	\$450,000	Add new federal funded project.
	DA-001	0017729	SR 53 BRIDGE REPLACEMENT	AT THOMPSON CREEK	Roadway / Bridge Upgrade	Dawson County	GDOT		Programmed	Exempt from Air Quality Analysis (40 CFR 93)		ALL		LR 2026-2030		General Federal Aid - 2026-2050	\$0	\$942,835	\$0	\$235,709	\$0	\$0	\$0	\$1,178,544	Add new federal funded project.
DO-299	DO-299	0010821	SR 6 (THORNTON ROAD) TRUCK FRIENDLY LANES	FROM I-20 WEST IN DOUGLAS COUNTY TO SR 6 SPUR (GARRETT ROAD) IN COBB COUNTY	Roadway / Operations & Safety	Cobb County, Douglas County	GDOT	Programmed	Programmed	In the Region's Air Quality Conformity Analysis	ROW	ROW	2024	2024	Transportation Funding Act (HB 170)		\$4,800,000	\$6,000,000	\$1,200,000	\$0	\$0	\$6,000,000	\$6,000,000	Previously federal funded phase to be changed back to federal through Q2/2022 admin mods	
DO-299	DO-299	0010821	SR 6 (THORNTON ROAD) TRUCK FRIENDLY LANES	FROM I-20 WEST IN DOUGLAS COUNTY TO SR 6 SPUR (GARRETT ROAD) IN COBB COUNTY	Roadway / Operations & Safety	Cobb County, Douglas County	GDOT	Programmed	Programmed	In the Region's Air Quality Conformity Analysis	UTL		LR 2026-2030		Transportation Funding Act (HB 170)		\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000	\$0	Phase converted to federal funding and consolidated into one long range phase	
DO-299	DO-299	0010821	SR 6 (THORNTON ROAD) TRUCK FRIENDLY LANES	FROM I-20 WEST IN DOUGLAS COUNTY TO SR 6 SPUR (GARRETT ROAD) IN COBB COUNTY	Roadway / Operations & Safety	Cobb County, Douglas County	GDOT	Programmed	Programmed	In the Region's Air Quality Conformity Analysis	CST	ALL	LR 2026-2030	LR 2026-2030	Transportation Funding Act (HB 170)		\$30,123,880	\$35,654,850	\$7,530,970	\$0	\$0	\$35,654,850	\$37,654,850	Fund source conversion from state to federal	
	FS-350	0014081	SR 92 (CAMPBELLTON-FAIRBURN ROAD) CONTINUOUS FLOW INTERCHANGE	AT SR 14 ALT (SOUTH FULTON PARKWAY)	Roadway / Operations & Safety	Fulton County (South)	GDOT		Programmed	Exempt from Air Quality Analysis (40 CFR 93)		PE		2022		Transportation Funding Act (HB 170)	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$100,000	Add new federal funded project.
	FS-350	0014081	SR 92 (CAMPBELLTON-FAIRBURN ROAD) CONTINUOUS FLOW INTERCHANGE	AT SR 14 ALT (SOUTH FULTON PARKWAY)	Roadway / Operations & Safety	Fulton County (South)	GDOT		Programmed	Exempt from Air Quality Analysis (40 CFR 93)		PE		2023		National Highway Performance Program (NHPP)	\$0	\$720,000	\$0	\$180,000	\$0	\$0	\$0	\$900,000	Add new federal funded project.
	FS-350	0014081	SR 92 (CAMPBELLTON-FAIRBURN ROAD) CONTINUOUS FLOW INTERCHANGE	AT SR 14 ALT (SOUTH FULTON PARKWAY)	Roadway / Operations & Safety	Fulton County (South)	GDOT		Programmed	Exempt from Air Quality Analysis (40 CFR 93)		ROW		2025		National Highway Performance Program (NHPP)	\$0	\$5,760,000	\$0	\$1,440,000	\$0	\$0	\$0	\$7,200,000	Add new federal funded project.

The Atlanta Region's Plan (2050) - Final Amendment 5

Programming Changes - 5/18/22 Changes/New Data Shown in Red

Offered for consideration by TCC (6/3/22), TAQC (6/8/22), GRТА Board (6/8/22)

ARCID	ARCID Proposed	GDOTPI Proposed	Description Proposed	Limits Proposed	Project Type Proposed	Jurisdiction Proposed	Sponsor Proposed	Status	Status Proposed	Analysis Proposed	Phase	Phase Proposed	Fiscal Year	Fiscal Year Proposed	Fund Source	Fund Source Proposed	Federal	Federal Proposed	State	State Proposed	Local	Local Proposed	Total	Total Proposed	Notes	
	FS-350	0014081	SR 92 (CAMPBELLTON-FAIRBURN ROAD) CONTINUOUS FLOW INTERCHANGE	AT SR 14 ALT (SOUTH FULTON PARKWAY)	Roadway / Operations & Safety	Fulton County (South)	GDOT		Programmed	Exempt from Air Quality Analysis (40 CFR 93)		CST		LR 2026-2030		General Federal Aid - 2026-2050	\$0	\$8,000,000	\$0	\$2,000,000	\$0	\$0	\$0	\$10,000,000	Add new federal funded project.	
GW-184B	GW-184B	0013901	SR 316 - NEW INTERCHANGE	AT DROWNING CREEK ROAD	Roadway / Interchange Capacity	Gwinnett County	GDOT	Programmed	Programmed	In the Region's Air Quality Conformity Analysis	PE	PE	2023	2023	Transportation Funding Act (HB 170)	National Highway Performance Program (NHPP)	\$0	\$2,305,156	\$2,200,000	\$576,289	\$0	\$0	\$2,200,000	\$2,881,445	Fund source conversion from state to federal	
GW-184B	GW-184B	0013901	SR 316 - NEW INTERCHANGE	AT DROWNING CREEK ROAD	Roadway / Interchange Capacity	Gwinnett County	GDOT	Programmed	Programmed	In the Region's Air Quality Conformity Analysis	ALL	ALL	LR 2026-2030	LR 2026-2030	Transportation Funding Act (HB 170)	General Federal Aid - 2026-2050	\$0	\$33,033,800	\$23,000,000	\$8,258,450	\$0	\$0	\$23,000,000	\$41,292,250	Fund source conversion from state to federal	
HE-107	HE-107	0007855	US 23 WIDENING	FROM DOWNTOWN MCDONOUGH TO SR 138 (NORTH HENRY BOULEVARD)	Roadway / General Purpose Capacity	Henry County	GDOT	Programmed	Programmed	In the Region's Air Quality Conformity Analysis	ROW	ROW	2022	2024	Transportation Funding Act (HB 170)	Surface Transportation Block Grant Program (STBG) Flexible	\$0	\$16,979,328	\$14,649,667	\$4,244,832	\$0	\$0	\$14,649,667	\$21,224,160	Fund source conversion from state to federal	
HE-107	HE-107	0007855	US 23 WIDENING	FROM DOWNTOWN MCDONOUGH TO SR 138 (NORTH HENRY BOULEVARD)	Roadway / General Purpose Capacity	Henry County	GDOT	Programmed	Programmed	In the Region's Air Quality Conformity Analysis	ROW	ROW	2023		Transportation Funding Act (HB 170)		\$0	\$0	\$14,649,667	\$0	\$0	\$0	\$14,649,667	\$0	Fund source conversion from state to federal	
HE-107	HE-107	0007855	US 23 WIDENING	FROM DOWNTOWN MCDONOUGH TO SR 138 (NORTH HENRY BOULEVARD)	Roadway / General Purpose Capacity	Henry County	GDOT	Programmed	Programmed	In the Region's Air Quality Conformity Analysis	ROW	ROW	2024	2025	Transportation Funding Act (HB 170)	Surface Transportation Block Grant Program (STBG) Flexible	\$0	\$25,102,035	\$19,102,667	\$6,275,509	\$0	\$0	\$19,102,667	\$31,377,543	Fund source conversion from state to federal	
HE-107	HE-107	0007855	US 23 WIDENING	FROM DOWNTOWN MCDONOUGH TO SR 138 (NORTH HENRY BOULEVARD)	Roadway / General Purpose Capacity	Henry County	GDOT	Programmed	Programmed	In the Region's Air Quality Conformity Analysis	UTL		LR 2026-2030		Transportation Funding Act (HB 170)		\$0	\$0	\$12,531,377	\$0	\$0	\$0	\$12,531,377	\$0	Remove phase.	
HE-107	HE-107	0007855	US 23 WIDENING	FROM DOWNTOWN MCDONOUGH TO SR 138 (NORTH HENRY BOULEVARD)	Roadway / General Purpose Capacity	Henry County	GDOT	Programmed	Programmed	In the Region's Air Quality Conformity Analysis	CST	ALL	LR 2026-2030	LR 2026-2030	Transportation Funding Act (HB 170)	General Federal Aid - 2026-2050	\$0	\$71,772,801	\$61,547,893	\$17,943,200	\$0	\$0	\$61,547,893	\$89,716,002	Fund source conversion from state to federal	
HE-189	HE-189	0015284	SR 155 (MCDONOUGH ROAD) WIDENING	FROM I-75 SOUTH TO HAMPTON-LOCUST GROVE ROAD/BILL GARDNER PARKWAY	Roadway / General Purpose Capacity	Henry County	GDOT	Programmed	Programmed	In the Region's Air Quality Conformity Analysis		SCP		2022		Surface Transportation Block Grant (STBG) Program Flex (GDOT)		\$0	\$400,000	\$0	\$100,000	\$0	\$0	\$0	\$500,000	Add new federal funded project phase.
M-AR-274B2	M-AR-274B2	0015137	MARTA CLEAN BUS PROCUREMENT		Transit / Bus Capital	Regional - Central	MARTA	Programmed	Programmed	Exempt from Air Quality Analysis (40 CFR 93)		CST		2022		Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		\$0	\$12,136,500	\$0	\$0	\$0	\$3,034,125	\$0	\$15,170,625	Funds to be flexed to FTA.
M-AR-453	M-AR-453	0018006	CLAYTON TRANSFER CENTER (JUSTICE CENTER)	Clayton County Justice Center	Transit / Facilities Capital	Clayton County	MARTA	Programmed	Programmed	Exempt from Air Quality Analysis (40 CFR 93)	CST	CST	2023	2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	\$5,000,000	\$9,600,000	\$0	\$0	\$1,250,000	\$2,400,000	\$6,250,000	\$12,000,000	Funds to be flexed to FTA.	
	WA-037	0017942	SR 138 BRIDGE REPLACEMENT	AT ALCOVY RIVER	Roadway / Bridge Upgrade	Walton County	GDOT		Programmed	Exempt from Air Quality Analysis (40 CFR 93)		PE		2023		National Highway Performance Program (NHPP)		\$0	\$720,000	\$0	\$180,000	\$0	\$0	\$0	\$900,000	Add new federal funded project.
	WA-037	0017942	SR 138 BRIDGE REPLACEMENT	AT ALCOVY RIVER	Roadway / Bridge Upgrade	Walton County	GDOT		Programmed	Exempt from Air Quality Analysis (40 CFR 93)		ROW		2025		National Highway Performance Program (NHPP)		\$0	\$240,000	\$0	\$60,000	\$0	\$0	\$0	\$300,000	Add new federal funded project.
	WA-037	0017942	SR 138 BRIDGE REPLACEMENT	AT ALCOVY RIVER	Roadway / Bridge Upgrade	Walton County	GDOT		Programmed	Exempt from Air Quality Analysis (40 CFR 93)		ALL		LR 2026-2030		General Federal Aid - 2026-2050		\$0	\$3,440,000	\$0	\$860,000	\$0	\$0	\$0	\$4,300,000	Add new federal funded project.

EXHIBIT 2: INTERAGENCY CONSULTATION GROUP MEETING MINUTES

Meeting minutes for the following dates are included in this exhibit:

- February 22, 2022
- March 22, 2022
- April 19, 2022 (DRAFT)

**Interagency Consultation Group
February 22, 2022**

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, Guy Rousseau, John Orr, Kofi Wakhisi, Steve Lewandowski
CBMPO	
Cobb	
Douglas	
EPA	Dianna Myers, William Carnright, Sarah Larocca
EPD	Gil Grodzinsky
FHWA	Ann-Marie Day
FTA	
GDOT	Daniel Dolder, Habte Kassa, Benjamin Kane, Miles Kemp, Charles Robinson
GHMPO	Joseph Boyd, Michael Haire
GRTA/SRTA	Jamie Fischer
Gwinnett	
MARTA	Natavis Harris
Other	Kayla Schaaf, Josue Ortiz Borrero

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft January 18th meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

2. Transportation Planning Updates

a. ARC

Mr. Haynes reviewed the current status of Amendment #4. The public comment period opened January 24th, with a public hearing held at the February 9th TAQC meeting. Eight verbal and written comments were submitted during the comment period. The public comment period ended February 11th. Five of the eight comments were related to a road diet project on Peachtree Street downtown. One comment referenced a GDOT project on Northside Drive that is already in the TIP, but the comment itself applies to a Northside Drive project that is in the amendment list. One comment referenced an East Point PATH project. One comment was not project-specific, but the commenter wants an ecology report produced before construction begins. The comments and agency responses are published as an exhibit to the RTP amendment, per the ARC public engagement policy.

TCC meets March 4th and is expected to approve Amendment #4. The ARC Board, GRTA, and TAQC are expected to approve on March 9th. The documentation will then be submitted to USDOT and USEPA.

b. CBMPO

No updates.

c. GHMPO

Joseph Boyd mentioned that several planning initiatives, including a bike/ped plan, are being held until the 2020 Census urbanized area results are published. John Orr mentioned that he has not heard an official date for publication, but perhaps this summer. Ann-Marie Day and Habte Kassa confirmed that they have heard a similar date.

3. Air Quality Updates

Mr. Haynes noted that the ARC offices are reopening Monday, February 28th. There are various schedules for each group at ARC with most groups coming into the office one or two days per week. Visitors are going to be limited. ARC committee meetings will be held in person with a virtual option, but the recommendation for other committees like IAC is to remain entirely virtual for now. If there is a clear need to meet in person IAC can do so, but it is unlikely given the success of virtual meetings for this group.

Sarah Larocca noted that there have been recent reconsiderations related to ozone and PM standards. EPA is taking comments and holding meetings on both standards that will continue through at least 2023. Ms. Larocca will send the relevant information to Mr. Haynes and he will distribute that information to the group.

Gil Grodzinsky noted that the 2015 ozone NAAQS maintenance plan is very close to a formal submission to the EPA, perhaps by the end of the week.

4. New Business/Announcements

The next meeting is scheduled for March 22nd. Mr. Haynes proposed discussing the schedule for Amendment #5 and the fiscal constraint requirements for the upcoming 2024 RTP in light of the IJA legislation.

The meeting was subsequently adjourned.

Interagency Consultation Group
March 22, 2022

MEETING SUMMARY

Attendees	
ARC	David Haynes, Guy Rousseau, John Orr, Sidney Douse, Patrick Bradshaw, Jean Hee Barrett, Kyung-Hwa Kim, Steve Lewandowski
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Dianna Myers, William Carnright, Josue Ortiz Borrero
EPD	Gil Grodzinsky
FHWA	Ann-Marie Day
FTA	John Crocker
GDOT	Daniel Dolder, Habte Kassa, Charles Robinson, Matthew Fowler, Megan Weiss
GHMPO	Joseph Boyd, Michael Haire
GRTA/SRTA	Jamie Fischer
Gwinnett	
MARTA	Natavis Harris
Other	Jonathan Ravenelle (ATL); Aileen Daney (ATL); Amanda Vandegrift (Infrastrategies); Regan Hammond (VHB); Laura Beall (Cobb Co.)

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft February 22nd meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

2. TIP/RTP Amendments

Mr. Haynes reviewed the current status of Amendment #4. TCC met on March 4th and approved the amendment. The TAQC, the ARC Board and GRTA all met on March 9th and approved the amendment. Relevant information was submitted to USDOT and USEPA and a conformity determination letter was received March 16th. ARC is now finalizing the documentation and this should be available on the website by March 25th.

Mr. Haynes then indicated that work was beginning on an amendment which will require modeling and a new air quality analysis. That amendment is expected to be completed and approved by January 2023. Patrick Bradshaw then clarified that a special purpose non-modeling amendment will occur on a faster schedule this spring, which means two amendment processes will be proceeding concurrently. Amendment #5 will be the non-modeling one, while Amendment #6 will include modeling. Mr. Bradshaw indicated that a special called IAC meeting in mid April may be needed to meet the overall schedule requirements for Amendment #5.

Gil Grodzinsky raised the issue of which air quality model would need to be used for Amendment #6. After some discussion, Dianna Myers clarified that as long as modeling work was already underway

prior to the 2-year implementation grace period expiring on January 9, 2023, we can continue to use the current MOVES 2014b model rather than the new MOVES3 model for the current budgets.

3. RTP Update Schedule Overview

Mr. Haynes reminded attendees that the role of Interagency is to proactively reach consensus on major assumptions on data and modeling practices in the RTP process so there are no issues with receiving conformity determinations. In every four-year RTP update, we also need to review financial assumptions, including both costs and revenues, in order to ensure the plan is fiscally constrained. That discussion began today with transit cost information presented by ATL Authority staff. Mr. Haynes then provided a short overview of how that effort integrates into the overall RTP update schedule, which must be completed by February 2024. He reinforced the importance of ensuring that assumptions used by ATL should be consistent with those used by ARC in the RTP update.

4. Transit Financial Assumptions

Aileen Daney provided some general context regarding the role of the ATL Authority in development of the Atlanta Region's Transit Plan and the current status of updating that plan. A new ARTP is scheduled for approval in October 2023. Jon Ravenelle then led a discussion on seven key cost and implementation assumptions: 1) minimum capital cost escalation; 2) minimum operations and maintenance cost escalation; 3) minimum cost per mile estimates; 4) early planning project timelines; 5) early planning capital cost curves; 6) maximum capital investment cost shares; and 7) maximum annual capital investment grant allocations. Amanda Vandegrift provided additional background for many of these topics to help explain the assumptions being proposed by ATL. There were a few clarification questions raised by various meeting participants, but no concerns were raised about the rationality of any of the assumptions. Unless there is subsequent feedback, ATL and ARC will continue to use the transit cost assumptions presented today in their planning activities.

5. Other MPO Updates

- a. GHMPO - Tom Sills indicated that they will be doing an RTP update which is due in early 2024, concurrent with ARC's schedule. He will coordinate with GDOT on that schedule and then follow up with ARC on modeling needs.
- b. CBMPO - Joseph Boyd indicated that their RTP update will not be due until May 2025, so there are no immediate modeling needs.

6. New Business / Announcements

The next meeting is scheduled for April 26th. Mr. Haynes indicated that we may need to advance the date of that meeting due to Amendment #5 and that additional information would be forthcoming in early April. He also indicated that a continuation of the discussion related to the financial constraint aspects of the plan development process would likely be on the next Interagency meeting.

Ms. Myers noted that we need to monitor the approval of the 2015 ozone maintenance plan and associated new budgets to determine potential impacts to modeling processes and deadlines for amendments this year.

Mr. Grodzinsky requested to follow up separately with Mr. Haynes immediately following the conclusion of the meeting to define an approach which will ensure that all deadlines and procedures are met. This involved scenarios that took into account the possibility of running MOVES3 for transportation conformity with Amendment #6 for new budgets from the 2015 ozone maintenance plan if approved and effective before completion of the transportation conformity process.

The meeting was subsequently adjourned.

Interagency Consultation Group
April 19, 2022

MEETING SUMMARY - DRAFT

Attendees	
ARC	David Haynes, Guy Rousseau, John Orr, Patrick Bradshaw, Jean Hee Barrett, Steve Lewandowski
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Sarah LaRocca
EPD	Gil Grodzinsky
FHWA	
FTA	John Crocker
GDOT	Habte Kassa, Charles Robinson, Megan Weiss
GHMPO	Joseph Boyd, Michael Haire
GRTA/SRTA	Jamie Fischer
Gwinnett	
MARTA	
Other	Kayla Schaaf (Rome MPO)

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft March 22nd meeting summary was distributed for review. Two clarifications regarding which version of the MOVES air quality model and budgets would be used for future amendments were suggested and accepted by Gil Grodzinsky. The revised summary was accepted as final.

2. ARC TIP/RTP Amendment #5

Mr. Haynes provided brief commentary on how new IIJA programs and subsequent delays in FY 2022 appropriations necessitated the need for an accelerated amendment schedule and this special called Interagency meeting. Patrick Bradshaw then provided a detailed explanation of the 14 changes which are being proposed, all of which ARC believed to be exempt in nature. Interagency members concurred, meaning the amendment can proceed without the need for travel demand modeling and air quality modeling. Mr. Bradshaw concluded the discussion by reminding members of the approval milestones, which will include actions by ARC, GRTA and USDOT in June.

3. Other MPO Updates

Tom Sills reported that CBMPO had nothing to report at this time. Joseph Boyd reported the same for GHMPO.

4. New Business / Announcements

The next meeting is scheduled for April 26th. Mr. Haynes indicated that need to continue the discussion begun in March related to fiscal constraint assumptions for the RTP update, but that ARC will not be prepared to present anything by April 26th. No urgent agenda items were identified, so Interagency members agreed to cancel the April meeting. The next regular monthly meeting will be May 24th and will include an update on the Amendment #6 scope and schedule.

The meeting was subsequently adjourned.