

CONFORMITY DETERMINATION REPORT AMENDMENT #7

SHORT FORM

ATLANTA NONATTAINMENT AND MAINTENANCE AREAS

IN SUPPORT OF:
The Atlanta Region's Plan (2020) Amendment #7

DRAFT



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
Amendment #6 / Admin Mod	December 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 seventh 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 #7 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 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 #7.

CURRENT ATTAINMENT STATUS

There are no changes to the region's attainment status since the documentation in the Conformity Determination Report Amendment #6 was released in January 2023. This section summarizes the region's existing attainment status.

8-HR. OZONE STANDARD

The Atlanta region is currently subject to three National Ambient Air Quality Standards (NAAQS) for 8-hr. ozone pollution: (1) the 1997 standard of 0.08 parts per million (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. On April 7, 2008, the Atlanta area was reclassified as moderate nonattainment (73 FR 12013). The Atlanta ozone nonattainment area was redesignated to attainment with a maintenance plan 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).

On December 17, 2021, GA EPD submitted a Limited (Second) Maintenance Plan to USEPA. This document revised the state's implementation plan assuring continued attainment of the 1997 ozone standard for the remainder of the maintenance period. Effective March 9, 2023 (88 FR 7883), EPA approved the limited maintenance plan which does not include new budget limits. This action covers the remainder of the 20-year maintenance period which expires on January 2, 2034.

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, 2008, the Atlanta area was reclassified as moderate nonattainment in 2005 (81 FR 26697),

On July 18, 2016, GA EPD submitted a maintenance plan to USEPA. This document revised the state's implementation plan assuring continued attainment of the 2008 ozone standard into the future. Effective June 2, 2017 (82 FR 25523), EPA approved the maintenance plan and the associated Motor Vehicle Emissions Budgets (MVEBs). This action redesignated the Atlanta nonattainment area to attainment with a maintenance plan.

On September 16, 2019, GA EPD submitted a revision to the 2008 8-hr ozone maintenance plan which removed all but one of the transportation control measures (TCM) from the GA SIP. On March 8, 2021, EPA approved the SIP revision with an effective date of April 7, 2021 (86 FR 13192).

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 was set for August 3, 2021. Amendment #6 to TARP RTP (2020) met, for the first time, the requirement for the seven-county region to demonstrate conformity to the 2015 standard with specific MVEBs for the 2015 ozone standard.

On February 28, 2022, the State of Georgia, through the Georgia Environmental Protection Division (GA EPD) of the Department of Natural Resources, submitted a request for the

Environmental Protection Agency (EPA) to redesignate the Atlanta, Georgia 2015 8-hour ozone nonattainment area from nonattainment to attainment for the 2015 8-hour ozone standard and to approve a State Implementation Plan (SIP) revision containing a maintenance plan for the Area. On October 17, 2022 (87 FR 62733) EPA issued a final rule, effective November 16, 2022.

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
June 14, 2022	TARP RTP (2020) Amd #5 / FY 2020-2025 TIP	1. 1997 8-hr. Ozone 2. 2008 8-hr. Ozone 3. 2015 8-hr. Ozone
January 4, 2023	TARP RTP (2020) Amd #6 / 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) Amendment #7 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) Amendment #6 and is replicated in the Table 2 and Table 3 as well as Figure 1 and Figure 2 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 8-hr. Ozone Standards

MVEB Plan	Conformity Year	NO _x in tons/day	VOC in tons/day
Georgia's 2008 Ozone Maintenance SIP for years before 2030	2020	103.34 (170.15 budgeted)	57.70 (81.76 budgeted)
Georgia's 2008 Ozone Maintenance SIP for years 2030 and after	2030	52.01 (58 budgeted)	31.37 (52 budgeted)
	2040	44.97 (58 budgeted)	25.47 (52 budgeted)
	2050	47.86 (58 budgeted)	24.93 (52 budgeted)

Table 3: Results of the 7-County MVEB Test for the 2015 8-hr. Ozone Standards

MVEB Plan	Conformity Year	NO _x in tons/day	VOC in tons/day
Georgia's 2015 Ozone Maintenance SIP for years before 2033	2020	78.97 (99.99 budgeted)	44.48 (54 budgeted)
	2030	40.36 (99.99 budgeted)	23.87 (54 budgeted)
Georgia's 2015 Ozone Maintenance SIP for years 2033 and after	2033	38.74 (54 budgeted)	22.49 (35 budgeted)
	2040	35.19 (54 budgeted)	19.27 (35 budgeted)
	2050	37.43 (54 budgeted)	18.92 (35 budgeted)

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

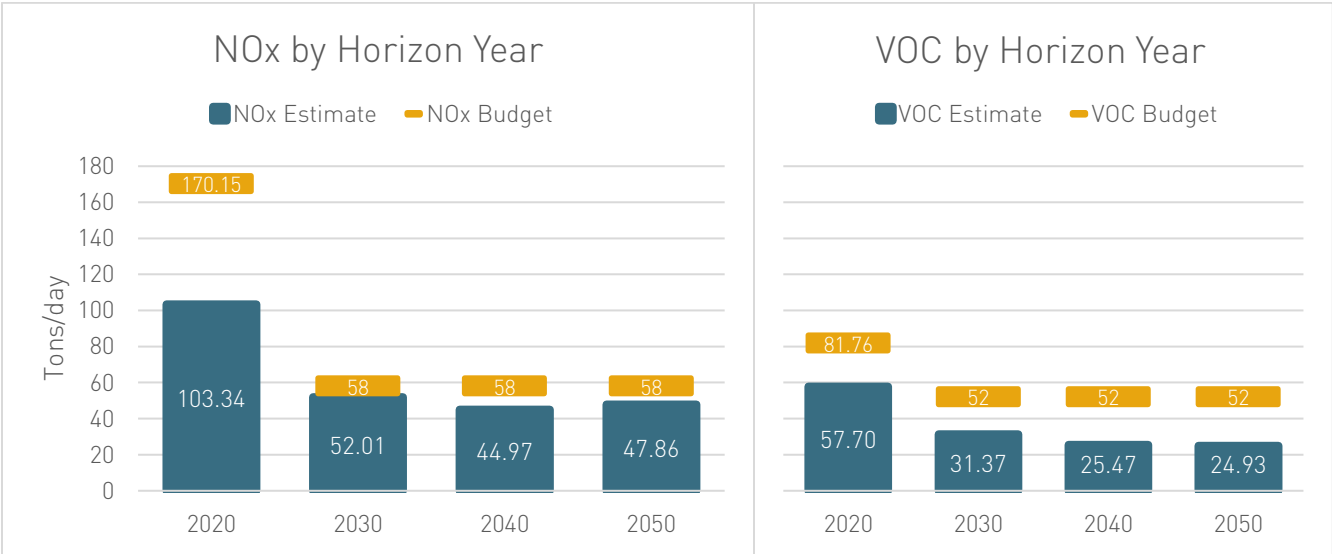
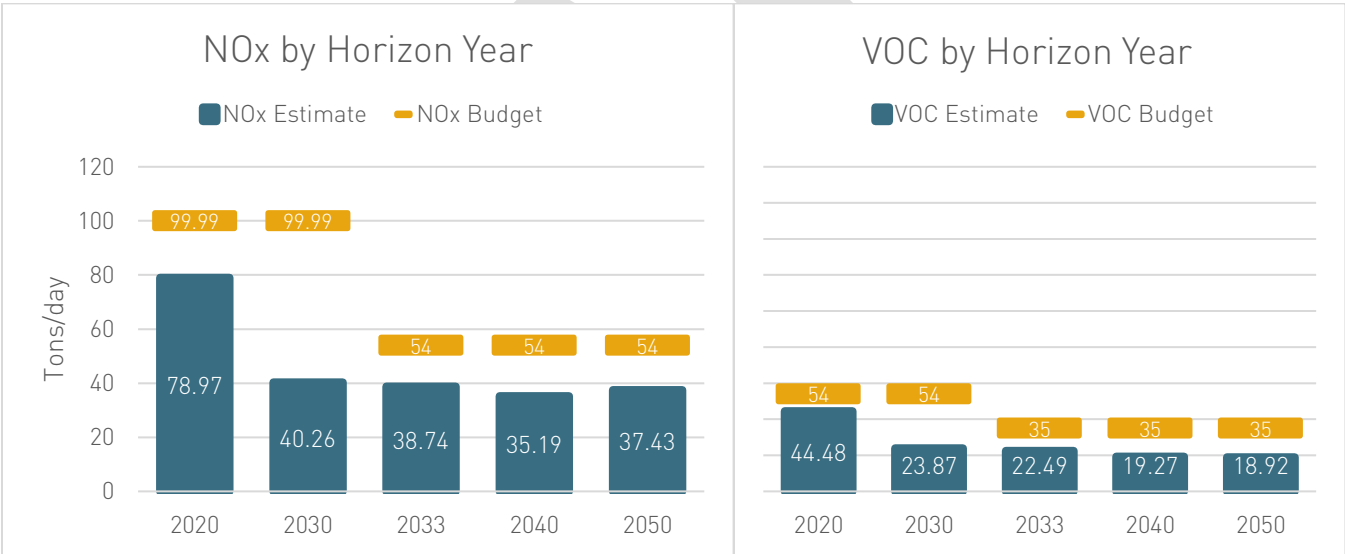


Figure 2: Results of the 7-County MVEB Test for the 2015 8-hr. Ozone Standards



INTERAGENCY CONSULTATION

The draft of Amendment #7 documents was made available to ARC planning partners through the technical and policy committees in March 2023, 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 February 21, 2023 ahead of the initiation of public comment beginning on March 16, 2023. Final documents for Amendment #7 are anticipated to be provided in April 2023, 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 #7 began on March 16, 2023 and lasted for 10 days per ARC's Regional Community Engagement Plan. A legal ad was published in the Fulton County Daily Report on March 16, 2023 and in Mundo Hispanico on March 16, 2023 that summarized the intent and content of Amendment #7 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 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 4 and 5 below demonstrate fiscal constraint for Amendment #7.

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

Demonstration of Fiscal Constraint (FHWA Formula Funds) - March 2023

ESTIMATED AGGREGATE COST OF PROGRAMMED PROJECTS (Reflects TIP/MTIP Amendment #7)

FHWA Program (See Note 5)	2020 (See Note 6)	2021 (See Note 6)	2022	2023	2024	2025 (See Note 3)	2026 (See Notes 2 and 3)	2027 (See Notes 2 and 3)	2028 (See Notes 2 and 3)	LR 2026-2030 (See Note 4)	LR 2031-2040	LR 2041-2050	Total
Bridge Formula Program	\$0	\$0	\$0	\$7,124,357	\$0	\$940,000	\$4,215,452	\$7,161,600	\$0	\$0	\$0	\$0	\$19,441,409
Off-System Bridge Setaside	\$0	\$0	\$0	\$1,671,435	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,671,435
Bridge Replacement and Rehabilitation	\$0	\$0	\$0	\$1,820,776	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,820,776
Carbon Reduction Program (200K) (ARC)	\$0	\$0	\$11,879,823	\$12,331,862	\$12,775,928	\$13,031,446	\$0	\$0	\$0	\$0	\$0	\$0	\$50,019,039
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$26,385,871	\$18,366,667	\$7,072,667	\$46,668,000	\$52,818,000	\$24,320,655	\$25,550,000	\$4,392,800	\$7,550,000	\$0	\$0	\$0	\$193,664,660
Projects to Reduce PM2.5 Emissions	\$2,282,793	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,282,793
Highway Infrastructure	\$17,155,671	\$18,720,000	\$4,840,000	\$2,877,984	\$11,602,672	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$81,056,327
Highway Safety Improvement Program (HSIP)	\$0	\$0	\$37,848,000	\$39,708,000	\$37,288,000	\$37,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$152,132,000
Roadway Highway Hazard Elimination Setaside	\$0	\$0	\$37,848,000	\$1,864,800	\$1,864,800	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$0	\$5,594,400
Roadway Highway Protective Devices Setaside	\$0	\$0	\$1,491,200	\$1,491,200	\$1,491,200	\$1,491,200	\$0	\$0	\$0	\$0	\$0	\$0	\$4,473,600
National Highway Performance Program (NHPP)	\$48,510,510	\$32,286,400	\$148,888,654	\$303,785,988	\$703,144,819	\$405,576,343	\$474,800,375	\$590,962,436	\$665,202,873	\$0	\$0	\$0	\$3,973,166,888
PROTECT (TR00)	\$0	\$0	\$273,001	\$0	\$5,560,785	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,833,786
STBG - Statewide Flexible (GOOT)	\$24,017,781	\$11,893,600	\$45,210,207	\$99,659,320	\$159,618,791	\$160,540,954	\$56,856,267	\$38,863,975	\$13,568,849	\$0	\$0	\$0	\$606,211,744
Off-System Bridge Setaside	\$540,000	\$2,472,400	\$0	\$22,662,392	\$11,805,791	\$22,662,392	\$11,805,791	\$22,662,392	\$11,805,791	\$0	\$0	\$0	\$62,883,580
STBG - Urban (200K) (ARC)	\$23,696,308	\$56,439,933	\$75,231,595	\$167,278,820	\$77,637,845	\$98,427,626	\$58,544,605	\$28,041,307	\$42,400,000	\$0	\$0	\$0	\$997,697,036
TAP - Urban (200K) (ARC)	\$5,457,120	\$4,097,564	\$13,768,334	\$15,948,351	\$13,768,334	\$10,583,701	\$7,200,000	\$6,500,000	\$0	\$0	\$0	\$0	\$63,553,070
TAP - Statewide (Recreational Trails Program)	\$0	\$0	\$466,400	\$466,400	\$466,400	\$466,400	\$0	\$0	\$0	\$0	\$0	\$0	\$1,899,200
On The Job Training and Supportive Services Program	\$0	\$0	\$45,000	\$45,000	\$45,000	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$180,000
General Federal Aid 2026-2050	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,854,635,123	\$11,892,481,048	\$10,207,511,537	\$23,954,627,708
Total of Project Costs	\$142,587,931	\$125,636,120	\$335,280,811	\$735,387,684	\$1,080,699,666	\$767,124,122	\$628,281,699	\$678,178,108	\$728,721,722	\$1,854,635,123	\$11,892,481,048	\$10,207,511,537	\$29,177,525,971
Previously Programmed Project Phases (See Note 6)	\$490,354,105	\$1,289,487,467	\$1,980,340,517	\$2,665,728,601	\$3,747,428,567	\$4,514,352,689	\$5,142,834,388	\$5,821,012,496	\$6,549,734,218	\$8,404,389,941	\$20,296,850,389	\$30,504,361,926	\$80,504,361,926
Running Total Cost	\$632,942,036	\$1,415,123,587	\$2,315,621,328	\$3,401,116,285	\$4,828,128,233	\$5,281,476,811	\$5,771,316,087	\$6,499,489,314	\$7,278,223,940	\$10,259,025,064	\$32,189,331,437	\$40,713,873,463	\$109,681,937,897

ESTIMATED AGGREGATE REVENUE (FROM TABLE E4)

Max Available FHWA Revenue (See Note 1)	\$771,549,022	\$823,158,448	\$866,639,244	\$881,376,201	\$903,718,832	\$906,380,042	\$942,672,541	\$959,089,303	\$975,589,564	\$2,009,481,548	\$11,393,060,560	\$13,487,192,695	\$32,474,631,281
Running Total Revenue	\$777,549,022	\$1,600,707,470	\$2,467,346,714	\$3,348,722,915	\$4,252,441,747	\$5,159,021,789	\$6,121,694,330	\$7,080,783,632	\$8,056,293,197	\$10,065,774,746	\$21,454,785,306	\$34,941,977,995	\$67,416,609,276

NET REVENUES MINUS COSTS

Running Total Balance (YOE)	\$144,606,986	\$185,583,883	\$151,725,386	\$647,336,630	\$1,169,713,514	\$1,382,645,677	\$1,478,372,643	\$1,401,304,322	\$1,377,709,257	\$1,256,293,698	\$1,137,394,910	\$4,487,616,088	\$4,487,616,088
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FEDERALLY RECOGNIZED FOUR-YEAR REGIONAL TIP COINCIDING WITH CURRENT STATEWIDE TIP TIMEFRAME

- (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. GOOT 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 2021-2024), 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 in conjunction with the next full update of the TIP/RTP due for completion in early 2024.
- (2) Fiscal years 2026, 2027 and 2028 are only being partially programmed during this TIP/RTP Amendment. Additional projects and programs will be added during future administrative modifications, amendments and the full update of the TIP/RTP scheduled for completion in early 2024. As a result, running total balances shown at the bottom of the table will reduce accordingly.
- (3) Fiscal years 2025-2028 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) Fiscal years 2026, 2027 and 2028 are only being partially programmed during this TIP Update / RTP Amendment, hence a LR 2026-2030 period is still required. Those projects with funds programmed in FY 2026, 2027 and/or 2028 may also have a longer-range phase defined as LR 2029-2030. Those amounts are included within the total expenditures shown here. To avoid double counting the revenue attributed to FY 2026, 2027 and 2028, the revenue for this period reflects only FY 2029 and FY 2030.
- (5) Italicized programs denote those which are funded from setasides established by GOOT 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.
- (6) Most projects from FY 2020 to FY 2022 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.

Table 5: FY 2020-2025 Yearly TIP Balances – Federal Transit Administration (\$YOE)

Demonstration of Fiscal Constraint (FTA Funds) - March 2023

ESTIMATED FORMULA FUNDING ALLOCATIONS & CIG PROGRAM AWARDS AND AGGREGATE COST OF PROGRAMMED PROJECTS (Reflects TIP/MTP Amendment #7)

FTA Program	2020	2021	2022	2023	2024	2025 (See Note 2)	LR 2026-2030	LR 2031-2040	LR 2041-2050	Total
Bus - New (80/20)	\$1,550,000	\$1,550,000	\$1,550,000	\$1,550,000	\$1,550,000	\$1,550,000	\$7,750,000	\$21,483,000	\$26,704,950	\$65,237,950
Bus and Bus Facilities Program	\$7,001,994	\$6,606,034	\$6,347,189	\$4,541,343	\$4,541,343	\$4,541,343	\$10,151,210	\$66,718,783	\$76,670,358	\$187,119,597
Clean Fuels Formula Program	\$3,700,000	\$3,700,000	\$3,700,000	\$3,700,000	\$3,700,000	\$3,700,000	\$18,500,000	\$51,282,000	\$63,747,300	\$155,729,300
Coronavirus Response and Relief Supplemental Appropriations Act	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000,000
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	\$2,400,000	\$16,632,000	\$20,674,800	\$46,906,800
CIG Program	\$0	\$0	\$0	\$0	\$0	\$0	\$341,250,000	\$1,329,659,100	\$1,835,481,178	\$3,506,390,278
State of Good Repair Grants	\$54,637,294	\$55,221,639	\$83,880,839	\$48,591,797	\$48,591,797	\$48,591,797	\$97,194,946	\$598,658,182	\$687,952,253	\$1,723,320,544
Transit Nonurbanized Area Formula	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$12,464,000	\$9,362,311	\$10,758,765	\$37,145,076
Transit Urbanized Area Formula Program	\$73,559,564	\$74,803,929	\$96,253,834	\$61,736,800	\$61,736,800	\$61,736,800	\$123,473,600	\$800,723,950	\$920,157,550	\$2,274,182,827
Total Project Costs	\$142,408,852	\$159,841,602	\$193,691,862	\$122,079,940	\$122,079,940	\$122,079,940	\$613,183,756	\$2,894,519,326	\$3,642,147,154	\$8,012,032,371
Running Total Cost	\$142,408,852	\$302,250,454	\$495,942,316	\$618,022,256	\$740,102,196	\$862,182,136	\$1,475,365,892	\$4,369,885,217	\$8,012,032,371	\$8,012,032,371

ESTIMATED AGGREGATE REVENUE (FROM TABLES E6 AND E7)

Estimated FTA Formula Funds Revenue (See Note 1)	\$142,538,852	\$159,841,602	\$193,691,862	\$143,136,653	\$145,140,567	\$147,172,534	\$767,351,913	\$1,704,399,954	\$1,958,623,963	\$5,361,897,900
Estimated FTA New Starts Revenue (See Note 1)	\$0	\$0	\$0	\$0	\$0	\$0	\$653,478,260	\$2,178,260,870	\$2,178,260,870	\$5,010,000,000
Running Total Revenue	\$142,538,852	\$302,380,454	\$496,072,316	\$639,206,969	\$784,349,536	\$931,522,070	\$2,352,352,243	\$6,235,013,067	\$10,371,897,900	\$10,371,897,900

NET REVENUES MINUS COSTS

Running Total Balance (YOE)	\$130,000	\$130,000	\$130,000	\$21,186,713	\$44,247,340	\$69,339,984	\$876,986,351	\$1,865,127,850	\$2,359,865,529	\$2,359,865,529
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← FEDERALLY RECOGNIZED FOUR-YEAR REGIONAL TIP COINCIDING WITH CURRENT STATEWIDE TIP TIMEFRAME →

- (1) All future revenue estimates are based on historical funding levels for transit formula programs in the Atlanta region, as documented in RTP Appendix E / Tables E.6 and E.7. As apportionments are announced by FTA each fiscal year, actual revenues replace previous estimates in this table, resulting in a balance between revenues and expenditures. Through various COVID relief bills, certain programs received amounts well in excess of the original estimates for one or more years. Over the four year federally required TIP period (FY 2021-2024), 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 in conjunction with the next full update of the TIP/RTP due for completion in early 2024.
- (2) FY 2025 is 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

DRAFT

The Atlanta Region's Plan MTP Amendment 7

ARC Staff Analysis - February 15, 2023

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Highlighted text denotes new or changed cell values

ARC ID	Change Category	GDOT PI	Sponsor	Description	Limits	Project Type	Proposed AQ Modeling Status	Regionally Significant?	Scope Change?	Current	Proposed	Change?	Current	Proposed	Change?	Current	Proposed	Change?	Current	Proposed	Change?	Notes
EXEMPT AND NON-EXEMPT PROJECTS WITH A FINANCIAL OR SCHEDULING CHANGE ONLY (NO CHANGES TO MODEL CODING)																						
AR-ML-200	Edit Existing MTP project	0001758	GDOT	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS (PE AND ROW ACTIVITIES ONLY) ALONG I-285	AT FROM ATLANTA ROAD TO HENDERSON ROAD AND ALONG SR 400 FROM NORTH SPRINGS MARTA STATION TO SOUTH OF THE I- 285 / SR 400 INTERCHANGE	Roadway / Express Lanes	Exempt from Air Quality Analysis (40 CFR 93)	No	No	N/A	N/A	No	N/A	N/A	No	TBD	TBD	No	19.27	19.27	No	Financial and schedule changes
AT-003G	Edit Existing MTP project	0018298	GDOT	SR 3/US 41 (NORTHSIDE DRIVE)	AT SR 8 (DONALD LEE HOLLOWELL PARKWAY)	Roadway / Operations & Safety	Exempt from Air Quality Analysis (40 CFR 93)	No	No	N/A	N/A	No	N/A	N/A	No	TBD	TBD	No	0.4	0.4	No	Financial and schedule changes
AT-306	Edit Existing MTP project	0015019	City of Atlanta,Midtown Alliance	15TH STREET EXTENSION	FROM WEST PEACHTREE STREET TO WILLIAMS STREET	Roadway / General Purpose Capacity	In the Region's Air Quality Conformity Analysis	Yes	No	0	0	No	1	1	No	2030	2030	No	0.2	0.2	No	Financial changes
AT-316	Edit Existing MTP project	0015999	Buckhead CID,City of Atlanta	LENOX ROAD CORRIDOR TRAIL AND SAFETY IMPROVEMENTS	FROM EAST PACES FERRY ROAD TO SR 141 (PEACHTREE ROAD)	Last Mile Connectivity / Pedestrian Facility	Exempt from Air Quality Analysis (40 CFR 93)	No	No	N/A	N/A	No	N/A	N/A	No	TBD	TBD	No	0.39	0.39	No	Financial changes
CL-AR-180	Edit Existing MTP project	0012759	GDOT	I-75 SOUTHBOUND COLLECTOR/DISTRIBUTOR LANES	FROM I-285 TO SR 331 (FOREST PARKWAY)	Roadway / Interchange Capacity	In the Region's Air Quality Conformity Analysis	Yes	No	0	0	No	2	2	No	2030	2030	No	0.4	0.4	No	Financial changes
FN-287	Edit Existing MTP project	0012788	City of Johns Creek	SR 120 (ABBOTTS BRIDGE ROAD) OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING PEDESTRIAN CONNECTIVITY	FROM PARSONS ROAD (WEST) TO PRIMROSE PARKWAY	Roadway / Operations & Safety	Exempt from Air Quality Analysis (40 CFR 93)	No	No	2	2	No	2	2	No	TBD	TBD	No	1.5	1.5	No	Financial and schedule changes
FS-350	Edit Existing MTP project	0014081	GDOT	SR 92 (CAMPBELLTON-FAIRBURN ROAD) CONTINUOUS FLOW INTERCHANGE	AT AT SR 14 ALT (SOUTH FULTON PARKWAY)	Roadway / Operations & Safety	Exempt from Air Quality Analysis (40 CFR 93)	No	No	4	4	No	4	4	No	TBD	TBD	No	0.8	0.8	No	Financial and schedule changes
GW-331	Edit Existing MTP project	0007535	Gwinnett County	NORTH EVERMORE PARKWAY - NEW ALIGNMENT	FROM HEWATT ROAD TO BRITT ROAD	Roadway / General Purpose Capacity	In the Region's Air Quality Conformity Analysis	Yes	No	0	0	No	2	2	No	2030	2030	No	1	1	No	Financial and schedule changes

The Atlanta Region's Plan MTP Amendment 7

ARC Staff Analysis - February 15, 2023

www.atlantaregional.org Highlighted text denotes new or changed cell values

www.atlantaregional.org					Highlighted text denotes new or changed cell values								Modeled Existing Lanes			Modeled Future Lanes			Model Network Year			Length			
ARC ID	Change Category	GDOT PI	Sponsor	Description	Limits	Project Type	Proposed AQ Modeling Status	Regionally Significant?	Scope Change?	Current	Proposed	Change?	Current	Proposed	Change?	Current	Proposed	Change?	Current	Proposed	Change?	Notes			
EXEMPT AND NON-EXEMPT PROJECTS WITH A FINANCIAL OR SCHEDULING CHANGE ONLY (NO CHANGES TO MODEL CODING)																									
GW-389A	Edit Existing MTP project	0013104	Gwinnett County	I-85 NORTH - NEW INTERCHANGE PHASE I	AT MCGINNIS FERRY ROAD	Roadway / Interchange Capacity	In the Region's Air Quality Conformity Analysis	Yes	No	N/A	N/A	No	N/A	N/A	No	2030	2030	No	0.8	0.8	No	Financial changes			
HE-161A	Edit Existing MTP project	0015090	Henry County	ROCK QUARRY ROAD WIDENING	FROM NORTH OF EAGLE SPRINGS DRIVE TO SR 42 / SR 138	Roadway / General Purpose Capacity	In the Region's Air Quality Conformity Analysis	Yes	No	2	2	No	4	4	No	2030	2030	No	2.43	2.43	No	Financial changes			
HE-201	Edit Existing MTP project	0013995	GDOT	SR 42 BRIDGE REPLACEMENT	AT NORFOLK SOUTHERN LINE 5 MILES SOUTH OF MCDONOUGH	Roadway / Bridge Upgrade	Exempt from Air Quality Analysis (40 CFR 93)	No	No	2	2	No	2	2	No	TBD	TBD	No	0.4	0.4	No	Financial changes			

The Atlanta Region's Plan TIP/MTP Amendment 7

Proposed Programming Changes - 02/21/23

Changes Highlighted in Red

ARCID	GDOT PI	Project Description	Project Limits	Jurisdiction	Project Sponsor	Phase (Current)	Phase (Proposed)	Phase Status (Current)	Phase Status (Proposed)	Fiscal Year (Current)	Fiscal Year (Proposed)	Fund Source (Current)	Fund Source (Proposed)	Federal Share (Current)	Federal Share (Proposed)	State Share (Current)	State Share (Proposed)	Local Share (Current)	Local Share (Proposed)	Project Phase Total (Current)	Project Phase Total (Proposed)
AR-ML-200	0001758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS (PE AND ROW ACTIVITIES ONLY) ALONG I-285	AT FROM ATLANTA ROAD TO HENDERSON ROAD AND ALONG SR 400 FROM NORTH SPRINGS MARTA STATION TO SOUTH OF THE I- 285 / SR 400 INTERCHANGE	Regional - Perimeter	GDOT	PE	PE			2026	2026	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$4,609,600	\$17,409,600	\$1,152,400	\$4,352,400	\$0	\$0	\$ 5,762,000	\$21,762,000
AR-ML-200	0001758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS (PE AND ROW ACTIVITIES ONLY) ALONG I-285	AT FROM ATLANTA ROAD TO HENDERSON ROAD AND ALONG SR 400 FROM NORTH SPRINGS MARTA STATION TO SOUTH OF THE I- 285 / SR 400 INTERCHANGE	Regional - Perimeter	GDOT	ROW	ROW			LR 2029-2030	2025	General Federal Aid 2029-2050	National Highway Performance Program (NHPP)	\$4,609,600	\$36,800,000	\$1,152,400	\$9,200,000	\$0	\$0	\$ 5,762,000	\$46,000,000
AT-003G	0018298	SR 3/US 41 (NORTHSIDE DRIVE)	AT SR 8 (DONALD LEE HOLLOWELL PARKWAY)	City of Atlanta	GDOT	ROW	ROW			2027	2028	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$3,568,000	\$3,568,000	\$892,000	\$892,000	\$0	\$0	\$ 4,460,000	\$4,460,000
AT-003G	0018298	SR 3/US 41 (NORTHSIDE DRIVE)	AT SR 8 (DONALD LEE HOLLOWELL PARKWAY)	City of Atlanta	GDOT	UTL				2028		National Highway Performance Program (NHPP)		\$284,000	\$0	\$71,000	\$0	\$0	\$0	\$ 355,000	\$0
AT-003G	0018298	SR 3/US 41 (NORTHSIDE DRIVE)	AT SR 8 (DONALD LEE HOLLOWELL PARKWAY)	City of Atlanta	GDOT	CST	ALL			2028	LR 2029-2030	National Highway Performance Program (NHPP)	General Federal Aid 2029-2050	\$2,504,096	\$2,788,096	\$626,024	\$697,024	\$0	\$0	\$ 3,130,120	\$3,485,120
AT-306	0015019	15TH STREET EXTENSION	FROM WEST PEACHTREE STREET TO WILLIAMS STREET	City of Atlanta	City of Atlanta,Midtown Alliance	CST	CST			2023	2023	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	\$2,000,000	\$5,760,000	\$0	\$0	\$500,000	\$1,440,000	\$ 2,500,000	\$7,200,000
AT-316	0015999	LENOX ROAD CORRIDOR TRAIL AND SAFETY IMPROVEMENTS	FROM EAST PACES FERRY ROAD TO SR 141 (PEACHTREE ROAD)	City of Atlanta	Buckhead CID,City of Atlanta		CST				2023		Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	\$0	\$4,919,842	\$0	\$0	\$0	\$1,229,961	\$ -	\$6,149,803
CL-AR-180	0012759	I-75 SOUTHBOUND COLLECTOR/DISTRIBUTOR LANES	FROM I-285 TO SR 331 (FOREST PARKWAY)	Regional	GDOT		PE				2028		Surface Transportation Block Grant Program (STBG) Flexible	\$0	\$2,400,000	\$0	\$600,000	\$0	\$0	\$ -	\$3,000,000
FN-287	0012788	SR 120 (ABBOTTS BRIDGE ROAD) OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING PEDESTRIAN CONNECTIVITY	FROM PARSONS ROAD (WEST) TO PRIMROSE PARKWAY	Fulton County (North)	City of Johns Creek	CST	CST			2026	2023	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	\$6,200,000	\$19,360,808	\$0	\$0	\$12,935,383	\$4,840,202	\$ 19,135,383	\$24,201,010

The Atlanta Region's Plan TIP/MTP Amendment 7

Proposed Programming Changes - 02/21/23

Changes Highlighted in Red

ARCID	GDOT PI	Project Description	Project Limits	Jurisdiction	Project Sponsor	Phase (Current)	Phase (Proposed)	Phase Status (Current)	Phase Status (Proposed)	Fiscal Year (Current)	Fiscal Year (Proposed)	Fund Source (Current)	Fund Source (Proposed)	Federal Share (Current)	Federal Share (Proposed)	State Share (Current)	State Share (Proposed)	Local Share (Current)	Local Share (Proposed)	Project Phase Total (Current)	Project Phase Total (Proposed)
FS-350	0014081	SR 92 (CAMPBELLTON-FAIRBURN ROAD) CONTINUOUS FLOW INTERCHANGE	AT AT SR 14 ALT (SOUTH FULTON PARKWAY)	Fulton County (South)	GDOT	ROW	ROW			2025	2028	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$5,760,000	\$5,760,000	\$1,440,000	\$1,440,000	\$0	\$0	\$ 7,200,000	\$7,200,000
FS-350	0014081	SR 92 (CAMPBELLTON-FAIRBURN ROAD) CONTINUOUS FLOW INTERCHANGE	AT AT SR 14 ALT (SOUTH FULTON PARKWAY)	Fulton County (South)	GDOT	CST	CST			2028	LR 2029-2030	National Highway Performance Program (NHPP)	General Federal Aid 2029-2050	\$8,000,000	\$8,000,000	\$2,000,000	\$2,000,000	\$0	\$0	\$ 10,000,000	\$10,000,000
GW-331	0007535	NORTH EVERMORE PARKWAY - NEW ALIGNMENT	FROM HEWATT ROAD TO BRITT ROAD	Gwinnett County	Gwinnett County		CST				2023		Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	\$0	\$12,907,795	\$0	\$0	\$0	\$3,226,949	\$ -	\$16,134,744
GW-331	0007535	NORTH EVERMORE PARKWAY - NEW ALIGNMENT	FROM HEWATT ROAD TO BRITT ROAD	Gwinnett County	Gwinnett County	CST		AUTH		2022		Local Jurisdiction/Municipality Funds		\$0	\$0	\$0	\$0	\$7,629,022	\$0	\$ 7,629,022	\$0
GW-331	0007535	NORTH EVERMORE PARKWAY - NEW ALIGNMENT	FROM HEWATT ROAD TO BRITT ROAD	Gwinnett County	Gwinnett County		CST		AUTH		2022		Federal Earmark Funding (LY 20)	\$0	\$36,335	\$0	\$0	\$0	\$9,084	\$ -	\$45,419
GW-331	0007535	NORTH EVERMORE PARKWAY - NEW ALIGNMENT	FROM HEWATT ROAD TO BRITT ROAD	Gwinnett County	Gwinnett County		CST		AUTH		2022		SAFETEA-LU Earmark	\$0	\$14,452	\$0	\$0	\$0	\$3,613	\$ -	\$18,065
GW-331	0007535	NORTH EVERMORE PARKWAY - NEW ALIGNMENT	FROM HEWATT ROAD TO BRITT ROAD	Gwinnett County	Gwinnett County	CST	CST	AUTH	AUTH	2022	2022	Federal Earmark Funding	Federal Earmark Funding	\$1,490,308	\$1,439,520	\$0	\$0	\$372,577	\$359,880	\$ 1,862,885	\$1,799,400
GW-389A	0013104	I-85 NORTH - NEW INTERCHANGE - PHASE I	AT MCGINNIS FERRY ROAD	Gwinnett County	Gwinnett County	CST	CST			2023	2023	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$11,231,028	\$14,203,558	\$2,807,757	\$3,550,890	\$0	\$0	\$ 14,038,785	\$17,754,448
HE-161A	0015090	ROCK QUARRY ROAD WIDENING	FROM NORTH OF EAGLE SPRINGS DRIVE TO SR 42 / SR 138	Henry County	Henry County	CST	CST			2023	2023	Highway Infrastructure – COVID Supplemental – 23 U.S.C. 133(b) activities in urbanized areas with a population > 200,000 (Z972)	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	\$7,000,000	\$19,088,298	\$0	\$0	\$26,092,335	\$4,772,075	\$ 33,092,335	\$23,860,373

The Atlanta Region's Plan TIP/MTP Amendment 7

Proposed Programming Changes - 02/21/23

Changes Highlighted in Red

ARCID	GDOT PI	Project Description	Project Limits	Jurisdiction	Project Sponsor	Phase (Current)	Phase (Proposed)	Phase Status (Current)	Phase Status (Proposed)	Fiscal Year (Current)	Fiscal Year (Proposed)	Fund Source (Current)	Fund Source (Proposed)	Federal Share (Current)	Federal Share (Proposed)	State Share (Current)	State Share (Proposed)	Local Share (Current)	Local Share (Proposed)	Project Phase Total (Current)	Project Phase Total (Proposed)
HE-161A	0015090	ROCK QUARRY ROAD WIDENING	FROM NORTH OF EAGLE SPRINGS DRIVE TO SR 42 / SR 138	Henry County	Henry County		CST				2023		Local Jurisdiction/Municip ality Funds	\$0	\$0	\$0	\$0	\$0	\$5,029,111	\$-	\$5,029,111
HE-161A	0015090	ROCK QUARRY ROAD WIDENING	FROM NORTH OF EAGLE SPRINGS DRIVE TO SR 42 / SR 138	Henry County	Henry County		CST				2023		Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000 (Z910)	\$0	\$1,288,413	\$0	\$0	\$0	\$322,103	\$-	\$1,610,516
HE-201	0013995	SR 42 BRIDGE REPLACEMENT	AT NORFOLK SOUTHERN LINE 5 MILES SOUTH OF MCDONOUGH	Henry County	GDOT	UTL	UTL			2025	2025	Surface Transportation Block Grant Program (STBG) Flexible	Surface Transportation Block Grant Program (STBG) Flexible	\$113,873	\$123,259	\$28,468	\$30,815	\$0	\$0	\$142,341	\$154,074
HE-201	0013995	SR 42 BRIDGE REPLACEMENT	AT NORFOLK SOUTHERN LINE 5 MILES SOUTH OF MCDONOUGH	Henry County	GDOT	CST	CST			2025	2025	Surface Transportation Block Grant Program (STBG) Flexible	Surface Transportation Block Grant Program (STBG) Flexible	\$3,690,457	\$11,750,782	\$922,614	\$2,937,696	\$0	\$0	\$4,613,071	\$14,688,478

EXHIBITS TO THE CDR

EXHIBIT 2: INTERAGENCY CONSULTATION GROUP MEETING MINUTES

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

- January 24, 2023
- February 28, 2023
- March 28, 2023 (pending)

DRAFT

Interagency Consultation Group
January 24, 2023

MEETING SUMMARY

Attendees	
ARC	David Haynes; Patrick Bradshaw; James Granade; Kofi Wakhisi; John Orr; Byron Rushing; Kyung-Hwa Kim; Jean Hee Barrett; Soheil Sameti
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Dianna Myers; William Carnright; Sarah LaRocca; Josue Ortiz Borrero; Jane Spann; Richard Wong
EPD	Gil Grodzinsky
FHWA	Ann-Marie Day; Jared Lombard
FTA	John Crocker
GDOT	Dan Dolder; Matthew Fowler; Habte Kassa
GHMPO	Michael Haire; Joseph Boyd
GRTA / SRTA / ATL	Jamie Fischer; Abby Marinelli; Aileen Daney
Gwinnett	
MARTA	
Other	Artagus Newell (Rome MPO)

1. Welcome & Review of Previous Meeting Summary

David Haynes (ARC) called the meeting to order. He noted that the draft October 25, 2022 meeting summary was distributed for review prior to this meeting. No changes were suggested and the summary was accepted as final.

2. ARC TIP/MTP Amendment #6

Mr. Haynes notified the group that a conformity determination letter was received from USDOT/FHWA on January 4, 2023 and that all revised TIP/MTP documentation has been uploaded to the ARC website. Ann-Marie Day (FHWA) acknowledged that some key Interagency partners had been inadvertently omitted from the conformity determination notification email and requested that Mr. Haynes advise her of any people to add to the distribution list for future similar notices. Mr. Haynes followed up on this request after the meeting ended.

3. ARC TIP/MTP Amendment #7

Patrick Bradshaw (ARC) advised the group that ARC is beginning TIP/MTP Amendment #7 process. This amendment will not involve any changes which will impact either the travel demand or air quality models. The emphasis will be on making financial and scheduling changes to close out FY 2023 before the end of the state fiscal year.

Draft changes should be compiled for review in February and a final set of changes will be made available for public comment beginning in mid-March and running through mid-April. There will be a 30-day comment period with a public hearing held in conjunction with the regularly scheduled TCC meeting on March 17. ARC approvals are expected in May, with a conformity determination from USDOT/FHWA hopefully no later than June 9.

Discussion ensued regarding making sure that IAC has the opportunity to review all materials to be made available to the public prior to the opening of the comment period. This should include the detailed list of programming changes and the entire CDR documentation. ARC committed to making these materials available as early as possible. FHWA indicated that if they are available 15 days in advance, the final review timeframe following the comment period could be reduced to 15 days (rather than the regular 30 days).

Jamie Fischer (GRTA/SRTA/ATL) noted that GRTA will need to call a special meeting of the Board in May following ARC action on the amendment. She noted that the agency in the past had been able to provide its approval in advance of the ARC votes, contingent on affirmative votes from ARC. That flexibility was no longer being allowed by FHWA, so to avoid delays in beginning the USDOT/FHWA review, a special meeting is required. Ann-Marie Day (FHWA) confirmed that the “clock” on the review period officially begins with the GRTA vote since that constitutes final approval of any changes to the TIP on behalf of the Governor.

4. 2024 MTP/TIP Update

David Haynes (ARC) reminded the group that a major MTP/TIP update is currently underway and due in January 2024, with much of the technical work to be completed over the next 6-8 months. Because ARC has conducted a number of substantive amendments since the last update in 2020, much of the project list review has already been conducted. A major engagement process will begin this spring related to vision, drivers of change and alternate futures, with much of that work informing a secondary update anticipated in 2026 (rather than waiting until the next required update in 2028). The 2024 update will meet all federal requirements constituting an update, but will be more technically oriented (updating forecasts, project costs & schedules, updating fiscal constraint assumptions, etc.). John Orr (ARC) noted that as part of the 2024 update, ARC will also be responding to the new directives and emphasis areas under IIJA/BIL.

The conversation then transitioned to a review of data used to make certain key fiscal constraint assumptions. Mr. Haynes showed the group recent and historic data related to inflation rates, noting that the current MTP assumed a 2.2% annual rate. Economists are now predicting an annual rate somewhere between 2.5% and 3.0% over the next ten years. Since project costs from GDOT for the STIP are assumed to already be inflated, consistency with GDOT in the near-term years is essential. Habte Kassa (GDOT) said he would look into what assumptions his agency is using and report back. Ann-Marie Day (FHWA) reported that she was not aware of a specific number being used by other MPOs or recommended by her agency, but would investigate and provide some feedback (but something around 2.5% is probably reasonable). John Crocker (FTA) said he could support something in the 2.2% or 2.5% range based on the data presented. There was some general discussion and consensus around the idea that it is better to assume a higher inflation rate to provide a financial cushion, rather than underestimating inflation and then having to raise costs and/or delay projects in future amendments/updates.

The next assumption reviewed by the group related to the growth rate of the FHWA federal formula funding programs. The current plan assumes a 1.4% annual increase using the FAST Act as the foundation. IIJA resulted in an increase of 21% between 2021 and 2022, with an additional 2% increase from 2022 to 2023. IIJA will expire in 2026, so that raised the question about what baseline of funding should be used for the rest of the planning horizon (IIJA, FAST, or something else). Mr. Haynes showed calculations that based on which foundation and annual rate are used, the difference in FHWA funding could be as much as \$14.4 billion (statewide). There was minimal discussion at the meeting, but Ann-Marie Day (FHWA) followed up after the meeting to report that it is acceptable to use IIJA as the baseline and increase that amount by 1% annually.

Mr. Haynes then asked for guidance on what assumption to use regarding the percent of those statewide formula funds which would be used within the Atlanta region. He presented data which showed the region's share of the overall state's population growing from about 56.9% currently to about 59.9% in 2050. The share of employment will increase from 62.6% to about 64.4%. The current plan uses employment as the metric for determining the region's share of funding since an argument can be made that it is a better indicator of the volume of travel than population is. Jamie Fischer (GRTA/SRTA/ATL) pointed out that changes in commute patterns post-pandemic may not support that assumption as strongly now. Mr. Haynes said that ARC would give this some additional thought and discussion would continue at a future IAC meeting.

Finally, Mr. Haynes asked the group about whether ARC should make any assumptions about the availability of federal discretionary programs. The current plan does not base its fiscal constraint on the receipt of any of those funds (with the exception of CIG for transit expansion projects). IIJA significantly expanded the number of programs and the amount of funding and a "fair share" calculation could mean as much as \$2.7 billion for the region over the next few years. Ann-Marie Day (FHWA) recommended that we

continue to not assume any funds from these programs as part of the fiscal constraint process and that we amend the plan accordingly when, and if, awards are made. The group concurred with that recommendation. There was some discussion that a follow-up meeting with FTA and ATL should be held to revisit CIG funding availability. John Crocker (FTA) also indicated that his agency could be open to including some discretionary funding assumptions related to bus and bus facility grants which the region has a successful track record in securing.

Mr. Haynes closed out the discussion by acknowledging this was a lot of information to absorb and members may want to think a bit more about the assumptions. ARC will request follow-up meetings with various agencies as appropriate and will also include time for additional conversation at future IAC meetings.

5. Proposed New Particulate Matter Air Quality Standards

Dianna Myers (EPA) notified the group that EPA released information on January 5 related to a proposal to strengthen the PM_{2.5} standard. The proposal will be announced in the Federal Register for comment and there will also be a public hearing, but no dates have been set yet. Ms. Myers followed up after the meeting by sending David Haynes (ARC) a presentation with additional information on the proposal. Mr. Haynes then distributed the file to the IAC distribution list.

6. Other MPO Updates

Tom Sill (CBMPO) said that they will have a consultant under contract within a month to conduct their plan update. The schedule will align with ARC's schedule.

Joseph Boyd (GHMPO) reported that their plan update will begin in the spring or summer of this year and their process will extend through May 2025.

7. New Business / Announcements

Ann-Marie Day (FHWA) announced that USDOT will be conducting a quadrennial certification of the ARC's MPO planning process this year, with a site visit scheduled from May 23-25. She invited anybody from IAC who wants to participate in the site visit to advise her and she will add them to the invite list.

The next meeting is scheduled for February 28, 2023. The agenda will include an update on TIP/MTP Amendment #7 and continued discussion on fiscal constraint assumptions. No additional agenda items were proposed for the next meeting by other committee members today.

Following a round robin call for any final announcements, the meeting was subsequently adjourned.

Interagency Consultation Group
February 28, 2023

MEETING SUMMARY

Attendees	
ARC	David Haynes; Patrick Bradshaw; Byron Rushing; Steve Lewandowski, Guy Rousseau
CBMPO	
Cobb	
Douglas	
EPA	Dianna Myers; William Carnright; Sarah LaRocca; Josue Ortiz Borrero; Richard Wong
EPD	Gil Grodzinsky
FHWA	Ann-Marie Day; Jared Lombard
FTA	John Crocker
GDOT	Dan Dolder; Matthew Fowler; Habte Kassa
GHMPO	Michael Haire; Joseph Boyd
GRTA / SRTA / ATL	Jamie Fischer; Jon Ravenelle
Gwinnett	
MARTA	
Other	Artagus Newell (Rome MPO)

1. Welcome & Approval of January 24, 2023 Meeting Summary

David Haynes (ARC) called the meeting to order. He noted that the draft January 24, 2023 meeting summary was distributed for review prior to this meeting. One typographical error was corrected in advance of the meeting. No additional changes were suggested in the meeting and the summary was accepted as final.

2. ARC TIP/MTP Amendment #7

Patrick Bradshaw (ARC) reminded the group that this amendment only involves financial and minor schedule changes and will not impact any travel demand or air quality modeling. He explained that the public comment period will open on March 16 and close on April 14, with a public hearing scheduled in conjunction with the regular Transportation Coordinating Committee (TCC) meeting on April 7. TCC will vote on May 5, TAQC/ARC Board on May 10 and GRTA on May 16.

Mr. Bradshaw then reviewed the detailed list of programming changes with the group. Ann-Marie Day (FHWA) made an observation that some of the cost increases were significant and a question about how fiscal constraint is being maintained. Mr. Haynes reminded the group that the CDR for every amendment includes a redemonstration of

fiscal constraint and those tables were in the file distributed prior to the meeting. In the follow-up conversation, this led to some questions about inflation assumptions. Mr. Haynes deferred that discussion to the following agenda item.

Mr. Bradshaw noted that for projects where the local cost share is currently greater than 20%, the amendment will increase federal funding to the maximum allowable 80%, thus freeing up local funds for other projects. Jamie Fischer (GRTA/SRTA/ATL) asked if those local funds were reflected in the amendment. Mr. Bradshaw explained that those other projects would likely be 100% locally funded and not regionally significant, so they would not appear in the TIP/MTP. If a decision is made to add local funds to a project which is in the TIP/MTP project list, those changes would need to be reflected in a future amendment or update.

Mr. Haynes then asked Gil Grodzinsky (EPD) to explain some edits that he suggested to the draft CDR Addendum. Mr. Grodzinsky explained that most of his edits related to the region's new air quality classification and the status of the maintenance plan, which has been approved and will have an effective date of March 9, 2023. These edits keep the language accurate and can be the foundation for future air quality documentation in the MTP update. Mr. Haynes indicated that a revised version of the CDR Addendum incorporating those changes would be forwarded to the group before the end of the week. Dianna Myers (EPA) requested that the original file with the marked-up edits also be provided and Mr. Haynes committed to doing that.

3. 2024 MTP/TIP Update

Mr. Haynes reminded the group that there was a discussion on fiscal constraint assumptions at the January 24 meeting and this agenda item would be a continuation of that topic. Before doing a short review of the previous conversation, he asked Jon Ravenelle (ATL) to provide information on transit cost and revenue assumptions used in that agency's planning work. That work will be the foundation for the transit component of the new MTP/TIP.

Mr. Ravenelle provided a presentation which outlined their research and methodology on developing cost estimates. This included per mile costs at the planning level for various technologies, as well as likely federal funding contributions for each type of service based on historical allocations under the Capital Investment Grants (CIG) program. He noted that these initial cost estimates will continue to be refined as projects go through planning, engineering, and construction.

Mr. Ravenelle then explained that annual appropriations for the CIG program under current federal law (IIJA) could range from \$1.6 billion to \$4.6 billion annually and that for the first two years the amounts were about \$3.8 billion. ATL is still working on developing estimates of what a reasonable share of funding for the region might be and will provide an update at the next meeting on March 28. John Crocker (FTA) indicated

that the approach employed thus far seemed reasonable and defensible. Mr. Crocker also noted that it would be reasonable to assume that some funding would be available under other smaller discretionary program, such as Bus and Bus Facilities, based on the region's historical success rate.

Mr. Haynes then provided a brief recap of the January 24 conversation on fiscal constrain assumptions. Points of consensus were documented in the meeting notes for that meeting and are not repeated here. Regarding the share of statewide FHWA formula fund apportionment which the Atlanta region can assume, ARC proposes to base calculations on a formula which equally weights population and employment, based on the previous discussion. No objections were raised to that approach. Jared Lombard (FHWA) notes that since Winder will be its own urbanized area, that will need to be reflected in our revenue estimates. Mr. Haynes proposed that the annual cost inflation rate beyond the TIP/STIP period be increased from 2.2% annually to 2.5% to reflect recent experience. Ms. Day indicated that she requested guidance from FHWA Headquarters and they were not able to suggest a rate, but she was personally concerned that 2.5% might be too low. Habte Kassa (GDOT) stated that he was comfortable with 2.5% in light of recent Federal Reserve actions and inflation trends over the latter half of 2022. No consensus was reached, but Mr. Haynes committed to doing some additional analysis to determine the potential impacts of 2.5% versus 3.0% and present that information in March in order to make a final decision.

Guy Rousseau (ARC) gave a presentation on the travel demand modeling process. He noted a variety of data inputs used to ensure the model is state-of-the-practice and using the most current information available. The pandemic has caused some disruptions in that regard, but recent peer reviews have been very complimentary on the model's quality and the process used in developing/maintaining/enhancing it. He noted that the primary outstanding data input which won't be incorporated in time for this MTP/TIP update will be an updated household travel survey. That survey will be completed in 2024 and used in future modeling efforts. There were no questions for Mr. Rousseau.

4. Other MPO Updates

Joseph Boyd (GHMPO) noted that GHMPO is working with GDOT and FHWA to understand what is involved in becoming a Transportation Management Area (TMA) due to the 2020 Census showing that its urbanized area has exceeded 200,000 people. He stated that they will be applying for PL funds next month to support their long-range plan update process.

No update was available from CBMPO.

5. New Business / Announcements

Mr. Grodzinsky informed the group that EPD intends to modify its vehicle inspection program so that the waiver for new vehicles extended from three years to five years. This will require a revision to the State Implementation Plan (SIP). He noted that he had already been working with ARC modeling staff related to this effort and that he can provide more information on the process and a status update at the March meeting.

Mr. Fischer asked for confirmation that Mr. Bradshaw or Jean Hee Barrett (ARC) would be available for a pre-read for Amendment #7 at the GRTA Board meeting next week. Mr. Bradshaw confirmed that is correct.

Artagus Newell (Rome MPO) noted that his agency has hired a new trails and transportation planner named Julie Smith and that they will be initiating a freight planning process in the coming weeks.

Mr. Haynes noted that the next meeting is scheduled for March 28, 2023. The agenda will include an update on TIP/MTP Amendment #7, continued discussion on inflation assumptions and CIG discretionary program funding levels, and a status update of EPD's SIP revision. No additional agenda items were proposed for the next meeting by other committee members today.

The meeting was subsequently adjourned.