

# CONFORMITY DETERMINATION REPORT AMENDMENT #1

## ATLANTA NONATTAINMENT AND MAINTENANCE AREAS

IN SUPPORT OF:

The Atlanta Region's Plan (2020)  
Gainesville-Hall Regional Transportation Plan (2020)  
Bartow on the Move (2020)

Expected September 2020



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

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<u>Action</u>	<u>ARC Approval Date</u>
Adoption of TARP RTP (2020)	February 2020
Administrative Modification #1	April 2020
Amendment #1	Expected September 2020

# GLOSSARY OF ACRONYMS

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ARC	Atlanta Regional Commission
CBMPO	Cartersville-Bartow County Metropolitan Planning Organization
CDR	Conformity Determination Report
CFR	Code of Federal Regulations
DCA	Department of Community Affairs
FAST Act	Fixing America's Surface Transportation Act (federal transportation bill)
FHWA	Federal Highway Administration
FTA	Federal Transit Authority
GA EPD	Georgia Environmental Protection Division
GDOT	Georgia Department of Transportation
GHMPO	Gainesville-Hall County Metropolitan Planning Organization
HOT	High-Occupancy Toll
HOV	High-Occupancy Vehicle
HPMS	Highway Performance Monitoring System
I/M	Inspection and Maintenance Program
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century (federal transportation bill)
MARTA	Metropolitan Atlanta Rapid Transit Authority
MOVES	Motor Vehicle Emission Simulator
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAAQS	National Ambient Air Quality Standard
NO <sub>x</sub>	Nitrogen Oxide
O <sub>3</sub>	Ozone
RTP	Regional Transportation Plan
SIP	State Implementation Plan
SOV	Single-Occupancy Vehicle
TAC	Technical Advisory Committee
TARP RTP (2016)	The Atlanta Region's Plan RTP adopted in 2016
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
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

# FIGURES AND TABLES

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## FIGURES

Figure 1: Results of the 15-County MVEB Test for the 8-hr. Ozone Standards ..... 16

## TABLES

Table 1: Recent Conformity Determinations ..... 8  
Table 2: Approved MVEBs ..... 10  
Table 3: FY 2020-2025 Yearly TIP Balances – Federal Highway Administration Funds (\$YOE) ... 13  
Table 4: FY 2020-2025 Yearly TIP Balances – Federal Transit Administration Funds (\$YOE) ..... 14  
Table 5: Results of the 15-County MVEB Test for the 8-hr. Ozone Standards..... 16

# TABLE OF CONTENTS

---

Introduction.....	7
Current Attainment Status.....	7
8-hr. Ozone Standard.....	7
Recent Conformity Determinations.....	8
Statement of Conformity.....	9
Statement of Conformity for the 8-hr. Ozone Standard.....	9
Interagency Consultation.....	10
Public Involvement.....	11
Fiscal Constraint.....	11
Latest Planning Assumptions.....	15
Overview.....	15
Summer fuel changes.....	15
Quantitative Analysis.....	15
8-hr. Ozone Standard.....	15
Exhibits to the CDR.....	17
Exhibit 1: Planning Assumptions and Modeling Inputs.....	17
Exhibit 2: Status of TCMs.....	31
Exhibit 3: Interagency Consultation Group Meeting Minutes.....	33

# INTRODUCTION

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This report serves as an 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), along with the Cartersville-Bartow County MPO (CBMPO) transportation plan – Bartow on the Move – and the Gainesville-Hall County MPO (GHMPO) transportation plan. This document is being updated to reflect changes to emissions resulting from changes to project timing and scope associated with the first amendment of the 2020 Atlanta Region's Plan.

Appropriate sections of this addendum have been updated to reflect the latest planning assumptions, transportation project information, and emissions results for the 2008 8-hr. ozone standard. 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/>.

## CURRENT ATTAINMENT STATUS

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There are no changes to the region's attainment status since the documentation in the initial Conformity Determination Report was released in February 2020. 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 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



# STATEMENT OF CONFORMITY

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The purpose of this CDR, is to document compliance with the relevant elements of the Clean Air Act (Subsections 176(c) (1) (2) and (3)), the Transportation Conformity Rule (40 CFR Parts 51 and 93) and Metropolitan Planning Regulations (23 CFR Part 450) by demonstrating that TARP RTP (2020) (including the FY 2020-2025 TIP), Bartow on the Move, and the GHMPO RTP conform to the purpose of the SIP for the 8-hr. ozone standards. ARC has conducted the conformity determination for the ozone nonattainment and maintenance areas, encompassing all three MPOs and parts of the state outside the boundary of the MPOs.

An updated transportation conformity analysis is required under the 8-hr. ozone standards for the amendment to ARC's RTP/TIP as a result of numerous changes to regionally significant projects. There are numerous changes to non-exempt projects. The conclusion of the conformity analyses, documented below, indicates that the ARC, CBMPO, and GHMPO RTPs and TIPs support the broad intentions of the Clean Air Act for achieving and maintaining the NAAQS for ozone as outlined in the Atlanta area SIPs.

## STATEMENT OF CONFORMITY FOR THE 8-HR. OZONE STANDARD

For the 8-hr. ozone conformity analysis the MVEB Test is required to demonstrate conformity. The latest approved MVEBs applicable to conformity under the 8-hr. ozone standard were established by GA EPD as part of Georgia's 2008 Ozone Maintenance SIP.

On January 23, 2018 the interagency consultation group determined that per §93.109(c)(2)(ii)(B) of the Transportation Conformity Rule it would be acceptable for the 2015 7-county 8-hr. ozone nonattainment area to demonstrate conformity through the 15-county modeling methodology developed for the 2008 standard. Any additional emission credits needed in the future to pass conformity tests, however, must come from the 7-county portion of the region. Therefore, all models and budgets established for the previous 15-county 8-hr. ozone nonattainment area were carried over for the analyses conducted in this CDR.

Ozone is not emitted directly by any source; it is formed when Oxides of Nitrogen (NO<sub>x</sub>) and Volatile Organic Compounds (VOCs) combine in the atmosphere in the presence of sunlight. Therefore, air pollution control strategies are aimed at controlling NO<sub>x</sub> and VOC. Budgets are established for these two pollutants instead of ozone directly. The transportation conformity analysis for the 15-county 8-hr. ozone maintenance and 7-county 8-hr. ozone nonattainment area was performed with the MVEB Test using the two sets of approved budgets outlined in Table 2.

**Table 2: Approved MVEBs**

Establishing SIP	Effective Date	Years Applied To	MVEBs
Georgia’s 2008 Ozone Maintenance SIP	June 2, 2017	All conformity years prior to 2030	NOx: 170.15 tons/day VOC: 81.76 tons/day
Georgia’s 2008 Ozone Maintenance SIP	June 2, 2017	All conformity years 2030 and later	NOx: 58 tons/day VOC: 52 tons/day

The results of the emissions analysis for Amendment #1 demonstrate adherence to the established MVEBs. The conformity analysis was performed for the years 2020, 2030, 2040, and 2050. The analysis years meet the requirements for specific horizon years that the transportation plan must reflect as specified in 93.106(a)(1) of the Transportation Conformity Rule and specific analysis years that the regional emissions analysis must reflect per Section 93.118(b) and 93.118(d)(2). The attainment deadline year for the 2015 8-hr. ozone standard is 2021, however attainment must be demonstrated using data from the previous ozone season ending in 2020. Therefore, only horizon year 2020 is modeled, and not the actual attainment deadline year of 2021.

The ARC’s FY 2020-2025 TIP Amendment #1 is a direct subset of TARP RTP (2020) Amendment #1. The conformity determination for the FY 2020-2025 TIP Amendment #1 includes the same set of projects defined by their design concept, design scope, and analysis years, as TARP RTP (2020) Amendment #1. The RTP and TIP amendments are financially constrained consistent per 23 CFR Part 450 Subpart C (i.e., cost feasible). The funding source for construction and operation, if applicable, of all projects is identified and presented in Appendix A to TARP RTP (2020) Amendment #1. The FY 2020-2025 TIP Amendment #1 also meets all other planning requirements.

Upon completion of the technical conformity analysis, ARC staff have determined that TARP RTP (2020) Amendment #1 and the FY 2020-2025 TIP Amendment #1, together demonstrate compliance with the Clean Air Act as amended in 1990 in accordance with all conformity requirements as detailed in 40 CFR Parts 51 and 93 (the Transportation Conformity Rule) and 23 CFR Part 450 (the Metropolitan Planning Regulations as established in the FAST Act).

## INTERAGENCY CONSULTATION

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The draft of Amendment #1 documents were made available to ARC planning partners through the technical and policy committees in May 2020, to allow time for comment prior to formal adoption or publication, in accordance with 93.105(b)(2)(iii) of the Transportation Conformity Rule. Documentation was provided to the interagency consultation group via email on July 27, 2020 ahead of the initiation of public comment beginning on July 31, 2020. Final documents for Amendment #1 are anticipated to be provided on August 25, 2020, upon approval on the update, fulfilling the requirements of 40 CFR 93.105(c)(7).

# PUBLIC INVOLVEMENT

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The public comment period for Amendment #1 was held between July 31, 2020 and August 19, 2020.

- 20-Day Public Comment Period: A public review and comment period ran from July 31, 2020 through midnight on August 19, 2020. ARC must receive comments during this timeframe for those comments to be considered in the official record of comments. A summary of all comments received during the period and responses to the comments was presented to ARC's technical and policy committees and the ARC Board for their consideration before taking action on the amendment.
- Project Summary: A summary of the Amendment and related project list was prepared to provide the public with a user-friendly explanation of the most important elements of the amendment and is accessible on the ARC website.
- ARC staff was available for questions, comments, and speaking engagements by contacting 470-378-1563 or [transportation@atlantaregional.org](mailto:transportation@atlantaregional.org).
- Public Comments: Following completion of the public comment period, ARC prepared a Public Comment Report, which summarizes all stakeholder and public outreach and comments. Any comments received and corresponding responses were posted on the Amendment #1 website.

# FISCAL CONSTRAINT

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This amendment was undertaken to accomplish three key outcomes:

1. Program remaining non-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);
2. Address project cost estimate and programmatic changes that are of a time sensitive nature or cannot be handled administratively; and
3. Incorporate changes to the travel demand model coding.

The maximum amount of revenue from all sources which will be available for transportation services, projects and programs through 2050 will be approximately \$173.1 billion. Specific investments totaling \$71.4 billion have been identified and reflected in the RTP project list (Appendix A, with YOE calculations presented in Appendix D), while another \$79.5 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 \$4.2 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 RTP/TIP amendment.

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

Demonstration of Fiscal Constraint (FHWA Formula Funds) - September 2020

ESTIMATED AGGREGATE COST OF PROGRAMMED PROJECTS (Reflects Amendment #1)											
FHWA Program (See Note 3)	2020	2021	2022	2023	2024	2025	LR 2026-2030	LR 2031-2040	LR 2041-2050	Total	
	(See Note 2)	(See Note 2)	(See Note 2)	(See Note 2)	(See Note 2)	(See Note 2)	(See Note 2)	(See Note 2)	(See Note 2)	(See Note 2)	
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$39,994,128	\$32,913,252	\$29,000,000	\$45,000,000	\$29,400,000	\$29,400,000	\$0	\$0	\$0	\$205,707,380	
Projects to Reduce PM2.5 Emissions	\$2,282,793	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,282,793	
TAP - Urban (>200K) (ARC)	\$7,581,307	\$13,777,920	\$7,657,120	\$7,657,120	\$7,657,120	\$7,657,120	\$0	\$0	\$0	\$51,987,707	
TAP - Statewide (Recreational Trails Program)	\$466,400	\$466,400	\$466,400	\$466,400	\$466,400	\$466,400	\$0	\$0	\$0	\$2,798,400	
Highway Safety Improvement Program (HSIP)	\$37,288,000	\$37,288,000	\$37,288,000	\$37,288,000	\$37,288,000	\$37,288,000	\$0	\$0	\$0	\$223,728,000	
Railway Highway Hazard Elimination Setaside	\$1,864,800	\$1,864,800	\$1,864,800	\$1,864,800	\$1,864,800	\$1,864,800	\$0	\$0	\$0	\$11,188,800	
Railway Highway Protective Devices Setaside	\$1,491,200	\$1,491,200	\$1,491,200	\$1,491,200	\$1,491,200	\$1,491,200	\$0	\$0	\$0	\$8,947,200	
National Highway Freight Program (NHFP)	\$40,323,538	\$0	\$18,359,670	\$0	\$0	\$0	\$0	\$0	\$0	\$58,683,208	
National Highway Performance Program (NHPP)	\$215,883,212	\$334,143,911	\$310,620,890	\$340,158,227	\$439,210,112	\$267,894,111	\$0	\$0	\$0	\$1,907,910,463	
STBG - Statewide Flexible (GDOT)	\$169,042,716	\$100,528,700	\$129,457,612	\$96,323,207	\$131,794,318	\$124,373,030	\$0	\$0	\$0	\$751,519,583	
Off-System Bridge Setaside	\$10,711,229	\$13,188,000	\$9,695,200	\$12,231,200	\$23,256,000	\$22,640,000	\$0	\$0	\$0	\$91,721,629	
Enhancements Setaside	\$7,084,800	\$8,154,800	\$7,084,800	\$7,084,800	\$2,880,000	\$2,880,000	\$0	\$0	\$0	\$35,169,200	
STBG - Urban (>200K) (ARC)	\$81,994,530	\$109,186,035	\$81,147,837	\$74,480,351	\$84,426,209	\$86,114,733	\$0	\$0	\$0	\$517,359,696	
Highway Infrastructure	\$17,155,671	\$26,480,000	\$2,240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$46,875,671	
On The Job Training and Supportive Services Program	\$0	\$45,000	\$45,000	\$45,000	\$0	\$0	\$0	\$0	\$0	\$135,000	
General Federal Aid 2026-2050	\$0	\$0	\$0	\$0	\$0	\$0	\$4,728,098,371	\$11,492,991,762	\$12,472,872,442	\$28,698,962,575	
<b>Total Project Costs</b>	<b>\$633,164,324</b>	<b>\$679,528,018</b>	<b>\$636,418,529</b>	<b>\$624,100,305</b>	<b>\$759,734,159</b>	<b>\$582,069,394</b>	<b>\$4,728,098,371</b>	<b>\$11,492,991,762</b>	<b>\$12,472,872,442</b>	<b>\$32,608,977,305</b>	
<b>Running Total Cost</b>	<b>\$633,164,324</b>	<b>\$1,312,692,342</b>	<b>\$1,949,110,871</b>	<b>\$2,573,211,176</b>	<b>\$3,332,945,335</b>	<b>\$3,915,014,730</b>	<b>\$8,643,113,100</b>	<b>\$20,136,104,862</b>	<b>\$32,608,977,305</b>	<b>\$32,608,977,305</b>	
<b>ESTIMATED AGGREGATE REVENUE (FROM TABLE E4)</b>											
Estimated FHWA Revenue (See Note 2)	\$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	\$34,941,977,984	
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	\$34,941,977,984	\$34,941,977,984	

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

Demonstration of Fiscal Constraint (FTA Funds) - September 2020

ESTIMATED FORMULA FUNDING ALLOCATIONS AND AGGREGATE COST OF PROGRAMMED PROJECTS (Reflects Amendment #1)										
FTA Program	2020	2021	2022	2023	2024 <i>(See Note 2)</i>	2025 <i>(See Note 2)</i>	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	\$9,224,050	\$21,483,000	\$26,704,950	\$66,712,000
Bus and Bus Facilities Program	\$7,017,607	\$4,541,343	\$4,541,343	\$4,541,343	\$4,541,343	\$4,541,343	\$27,025,532	\$75,065,760	\$93,312,264	\$225,127,878
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	\$6,705,600	\$14,782,800	\$16,987,200	\$45,675,600
New Starts	\$0	\$0	\$0	\$0	\$0	\$0	\$406,155,750	\$1,329,659,100	\$1,835,483,178	\$3,571,296,028
State of Good Repair Grants	\$54,637,294	\$48,591,797	\$48,591,797	\$48,591,797	\$48,591,797	\$48,591,797	\$271,562,679	\$598,666,443	\$687,939,132	\$1,855,764,533
Transit Nonurbanized Area Formula	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$42,468,800	\$9,362,440	\$10,758,560	\$67,149,800
Transit Urbanized Area Formula Program	\$73,831,496	\$61,736,800	\$61,736,800	\$61,736,800	\$61,736,800	\$61,736,800	\$344,985,238	\$800,735,000	\$920,140,000	\$2,448,375,734
<b>Total Project Costs</b>	<b>\$142,696,397</b>	<b>\$122,079,940</b>	<b>\$122,079,940</b>	<b>\$122,079,940</b>	<b>\$122,079,940</b>	<b>\$122,079,940</b>	<b>\$1,130,146,350</b>	<b>\$2,901,036,543</b>	<b>\$3,655,070,584</b>	<b>\$8,439,349,573</b>
<b>Running Total Cost</b>	<b>\$142,696,397</b>	<b>\$264,776,337</b>	<b>\$386,856,277</b>	<b>\$508,936,217</b>	<b>\$631,016,157</b>	<b>\$753,096,097</b>	<b>\$1,883,242,447</b>	<b>\$4,784,278,990</b>	<b>\$8,439,349,573</b>	<b>\$8,439,349,573</b>
<b>ESTIMATED AGGREGATE REVENUE (FROM TABLES E6 AND E7)</b>										
Estimated FTA Formula Funds Revenue <i>(See Note 1)</i>	\$137,289,596	\$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
<b>Running Total Revenue</b>	<b>\$137,289,596</b>	<b>\$276,500,943</b>	<b>\$417,661,251</b>	<b>\$560,797,904</b>	<b>\$705,938,471</b>	<b>\$853,111,005</b>	<b>\$2,273,941,178</b>	<b>\$6,156,602,002</b>	<b>\$10,293,486,895</b>	<b>\$10,293,486,895</b>
<b>NET REVENUES MINUS COSTS</b>										
<b>Running Total Balance (YOE)</b>	<b>\$ (5,407,001)</b>	<b>\$ 11,724,506</b>	<b>\$ 30,804,974</b>	<b>\$ 51,861,687</b>	<b>\$ 74,922,314</b>	<b>\$ 100,014,908</b>	<b>\$ 390,698,731</b>	<b>\$ 1,372,323,012</b>	<b>\$ 1,854,137,262</b>	<b>\$ 1,854,137,262</b>

(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.

(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.

# LATEST PLANNING ASSUMPTIONS

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## OVERVIEW

ARC updates planning assumptions including (but not limited to) population, employment, socioeconomic variables, and vehicle miles traveled (VMT) on a recurring basis. A detailed listing of the planning assumptions for this conformity analysis is outlined in Exhibit 1 – Planning Assumptions and Modeling Inputs. This document was submitted to the interagency consultation group in accordance with Section 93.105(c)(1)(i) of the Transportation Conformity Rule which requires interagency review of the model(s) and associated methods and assumptions used in the regional emissions analysis. Final interagency approval was granted on July 28, 2020.

## SUMMER FUEL CHANGES

Since the adoption of the initial TARP RTP (2020) in February 2020, the 13-county MOVES modeling region is no longer subject to stricter/lower Federal Reid Vapor Pressure (RVP) standards during the summer months. Previously, MOVES inputs were modified to reflect the fuel differences for the 2-county and 13-county areas. Beginning with this Amendment #1, the 13-county region is modeled using the more relaxed Federal RVP fuel standards for the entire year.

## QUANTITATIVE ANALYSIS

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The regional emissions analysis used to demonstrate conformity to the 8-hr. ozone standard relies on ARC's 21-county regional activity-based travel demand model. Updated travel model networks were created for each analysis year (2020, 2030, 2040, and 2050) to reflect projects as listed in Amendment #1 to the RTP/TIP. Emissions analysis was performed using USEPA's MOVES emissions model, version MOVES2014a.

## 8-HR. OZONE STANDARD

The results of the emissions analysis for Amendment #1 for all analysis years for the 8-hr. ozone nonattainment and maintenance area demonstrate adherence to conformity requirements with levels of emissions below the MVEBs contained in the Ozone Maintenance Plan SIP. Table 5 and Figure 4 document the VOC and NO<sub>x</sub> emissions for each analysis year, as compared to the applicable MVEBs.

To maintain consistency between procedures used to estimate the MVEBs included in the ozone SIPs and the conformity analysis, ARC (in consultation with GA EPD) applies an off-model

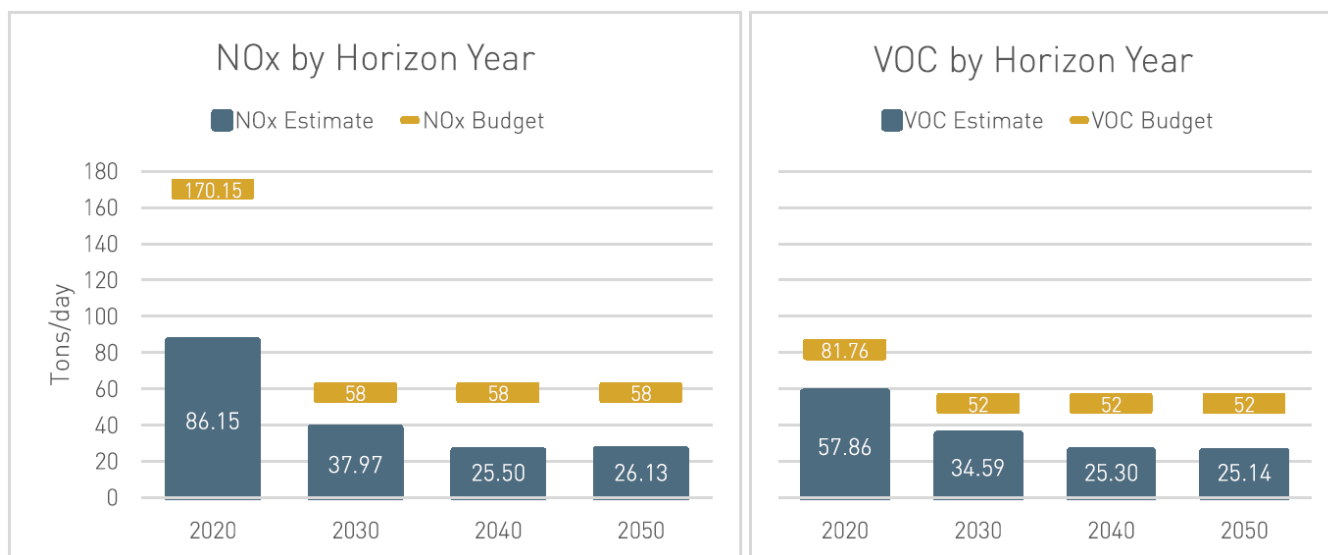
adjustment to emission results for the 13-county area to reflect an emissions debit resulting from a program to exempt senior citizens from the Inspection and Maintenance (I/M) program. This program was initiated by the Georgia General Assembly in 1996 (O.C.G.A § 12-9). It exempts from emission testing vehicles ten years old or older that are driven fewer than 5,000 miles per year and are owned by persons 65 years of age or older.

It was estimated that this senior I/M exemption increased VOC and NOx emissions by 0.05 and 0.03 tons per day respectively. These amounts are reflected in Table 5. This off-model adjustment is conservatively high and was applied to the emission results for VOC and NOx to produce final emission results for each analysis year in the 13-county area where the I/M program is in place. The same credit loss is assumed for each analysis year.

**Table 5: Results of the 15-County MVEB Test for the 2008 and 2015 8-hr. Ozone Standards**

MVEB Plan	Conformity Year	NOxin tons/day	VOC in tons/day
Georgia’s 2008 Ozone Maintenance SIP for years before 2030	2020	86.15 (170.15 budgeted)	57.86 (81.76 budgeted)
Georgia’s 2008 Ozone Maintenance SIP for years 2030 and after	2030	37.97 (58 budgeted)	34.59 (52 budgeted)
	2040	25.50 (58 budgeted)	25.30 (52 budgeted)
	2050	26.13 (58 budgeted)	25.14 (52 budgeted)

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





# EXHIBITS TO THE CDR

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## EXHIBIT 1: PLANNING ASSUMPTIONS AND MODELING INPUTS

### ***2015 EIGHT-HOUR OZONE STANDARD PLANNING ASSUMPTIONS & MODELING INPUTS***

The requirement to demonstrate conformity for the 2015 eight-hour ozone (National Ambient Air Quality Standards) NAAQS is satisfied through the demonstration of conformity with the 2008 eight-hour ozone NAAQS maintenance plan motor vehicle emissions budgets (MVEBs). Since the nonattainment area shrank in size, pursuant to §93.109(c)(2)(ii)(B) a demonstration of conformity to the older standard with a larger geography meets the requirement for the smaller nonattainment area until such a time that new budgets are established.

### ***2008 EIGHT-HOUR OZONE STANDARD PLANNING ASSUMPTIONS & MODELING INPUTS***

#### **General Methods and Assumptions**

- 1) Modeling Methodology: Use the MOVES model in inventory mode to determine the total NO<sub>x</sub> and VOC emissions in the 15-county maintenance area.
- 2) Analysis Years: 2020, 2030, 2040, 2050
- 3) Conformity Test
  - a. Motor Vehicle Emission Budget (MVEB) Test<sup>1</sup>
    - i. For years prior to 2030, 2014 MVEBs are used:
      1. NO<sub>x</sub>: 170.15 tpd
      2. VOC: 81.76 tpd
    - ii. For years 2030 and later, 2030 MVEBs are used:
      1. NO<sub>x</sub>: 58 tpd
      2. VOC: 52 tpd
- 4) Modeling Start Date: July 2020. This start date is defined by the ARC as the initiation of the first model run for plan amendment/update.

#### **Travel Demand Modeling Assumptions**

- 1) Calibration Year: 2015
  - a. Model calibrated/validated to the year 2015 using updated data and a comparison between estimated volumes and observed counts. See Appendix A for validation/calibration information.
- 2) Social/Economic Data: See Appendix B.
- 3) ARC's Activity-Based Travel Demand Model (ABM) is the basis for these runs. See Appendix C for an overview of ABM specifications.

#### **Emissions Modeling Assumptions**

- 1) Emissions Model: MOVES2014a – Database: movesdb20151028
  - a. Emissions Process – use MOVES in inventory mode for a July weekday

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<sup>1</sup> *Procedures for Emission Inventory Preparation, Volume IV: Mobile Sources*, Section 3.4.2.6, EPA420-R-92-009, USEPA Office of Air and Radiation, Office of Mobile Sources, 1992.

- i. For the years 2020, 2030, 2040 and 2050 modeled travel data is used to calculate emissions
  - b. Run separately for the 13-county and 2-county portions of the nonattainment area<sup>2</sup>
    - i. 13-county area activity, vehicle population and other inputs are assigned to Fulton County while running MOVES
    - ii. 2-county area activity, vehicle population and other inputs are assigned to Bartow County while running MOVES
- 2) MOVES Inputs
  - a. Road Type Distribution – Processed from the travel demand model, GDOT HPMS counts and MOVES defaults. Summarizes VMT fraction by road type and source type for the 13 and 2 counties separately.
  - b. Source Type Population
    - i. Started with 2017 R.L. Polk & Co. registration data for the Atlanta nonattainment counties
    - ii. Future analysis year data is grown from 2017 based on the ratio of MPO population estimates
    - iii. Since the population of vehicle type 62 (combination long-haul trucks) can easily be underrepresented in areas with lots of through traffic, the vehicle population for MOVES source type 62 was revised using MOVES default VMT/VPOP ratios and VMT for HPMS type 60 data
  - c. Vehicle Type VMT
    - i. HPMS VTypeYear - Processed from the travel demand model, GDOT HPMS Counts, and an EPA daily to annual VMT converter. Assigns total annual VMT by HPMS vehicle type.
    - ii. Month VMT Fraction: MOVES defaults
    - iii. Day VMT Fraction: MOVES defaults
    - iv. Hour VMT Fraction: Derived from the travel demand model by source and road type. The fractions are determined separately for the 13 and 2 county areas.
  - d. I/M Programs – Applied to the 13-county area only (See Appendix D)
  - e. Age Distribution – Age data was derived from 2017 R.L. Polk & Co. registration data for the 13 and 2 counties separately for all vehicle types, except HDV8b (Source type 62) where MOVES defaults were used
  - f. Average Speed Distribution – Processed from the travel demand model with HPMS VMT adjustment factors applied. Calculates VHT by hour by speed bin by source. The distribution is determined separately for the 13 and 2 county areas.
  - g. Ramp Fraction – Processed from the travel demand model. Calculates VHT by freeway and ramps by area type. The fraction is determined separately for the 13 and 2 county areas.

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<sup>2</sup> For the 2008 eight-hour ozone NAAQS there are two sets of MOVES input files, one for the 13 counties that make up the former one-hour ozone nonattainment area in which a specific set of emission control measures is in place, and one for the 2 remaining ring counties in the 2008 8-hour ozone maintenance area.

- h. Fuel – Local fuel use now matches between the 13- and 2-county areas due to the relaxation of the RVP summer fuel requirement in the 13-county area.
    - i. Tier 3 Low Sulfur fuel (10ppm, 80ppm refinery gate and 95ppm downstream cap) for all counties
    - ii. Summer Fuel reclassification
      - 1. 13 counties –
        - a. Standard Federal RVP summer requirements (June 1-Sept 15) for “designated volatility attainment areas” (40 CFR 80.27(a)(2)(i))
        - b. Fuel region ID 170000000 kept but fuel formulations reflect region 100000000 for any model years after 2019
      - 2. 2 counties –
        - a. Standard Federal RVP summer requirements (June 1-Sept 15) for “designated volatility attainment areas” (40 CFR 80.27(a)(2)(i))
        - b. Fuel region ID 170000000 kept but fuel formulations reflect region 100000000 for any model years after 2015
    - iii. Ethanol – The current assumption is an increasing percentage of ethanol fuel
      - 1. 2% in 2014, 28% in 2030 and 21% in 2040
      - 2. The rest of the gasoline blends with a larger percent of E15 with time:
        - a. 0.8% in 2014, 19% in 2030 and 23% in 2050
      - 3. Remainder is E10
      - iv. Volatility waiver for E10 allows 1.0 psi RVP increase
    - i. Meteorology – July 2014 weather for Hartsfield-Jackson Atlanta International Airport was used for this analysis consistent with the 2008 Eight Hour Ozone Maintenance SIP
    - j. Starts – The regional travel demand model determines the number of trip starts in each of the 13 and 2 county areas. Applies only to the trips per day input. Defaults used for the rest of the start inputs.
    - k. Hotelling – MOVES defaults
- 3) VMT HPMS Adjustment Factors
- a. Calculated for the year 2019 (See Appendix E)
  - b. HPMS adjustment in base year of calibration in accordance with Section 93.122(b)(3) of the Transportation Conformity Rule which recommends that HPMS adjustment factors be developed to reconcile travel model estimates of VMT in base year of validation to HPMS estimates for the same period
  - c. Summer (seasonal) adjustment to convert from average annual VMT to summer-season VMT<sup>3</sup>
  - d. Factors applied to VMT estimates generated by ARC travel demand model for 13-county portion and 2-county portion of 21-county modeling domain, separately

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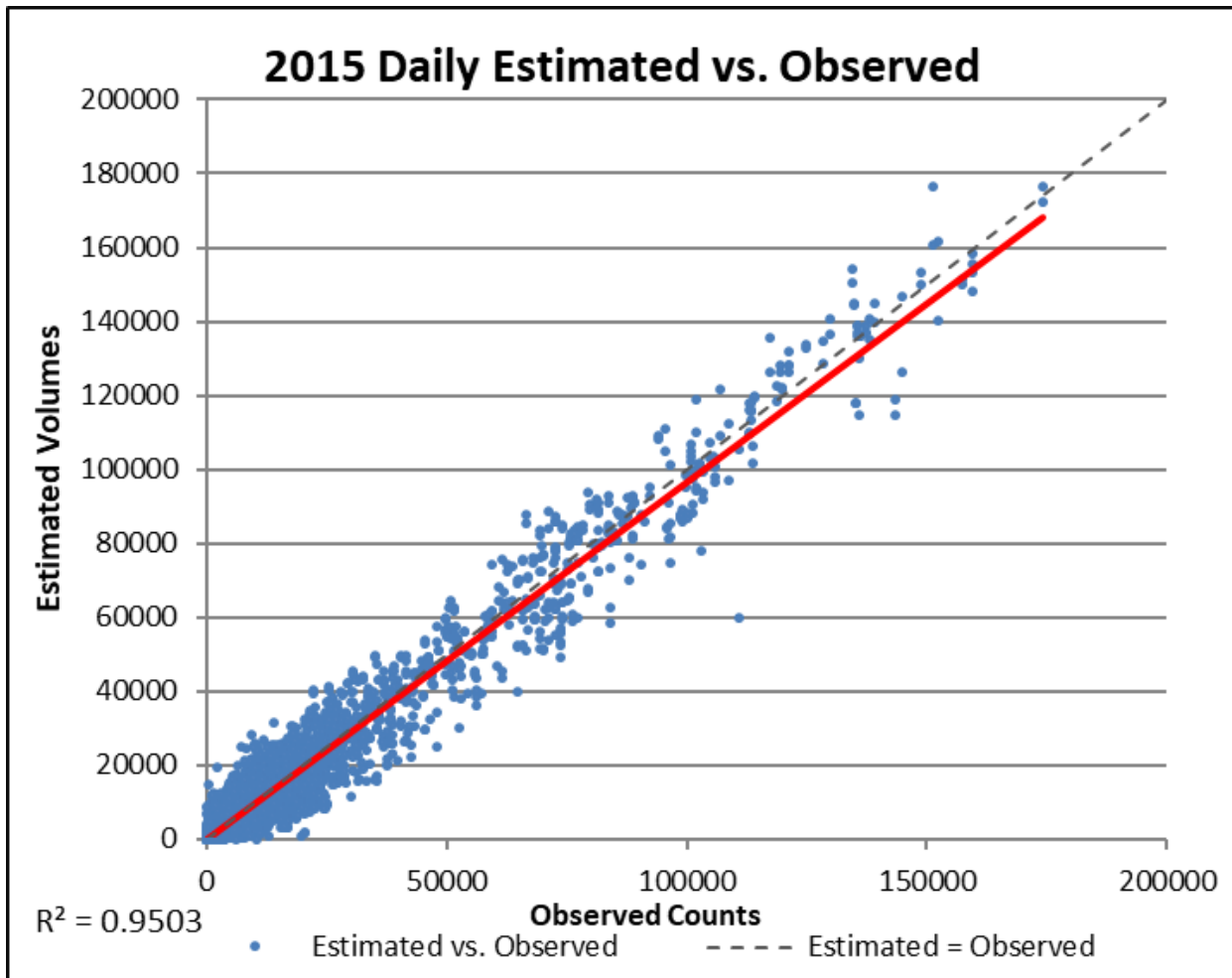
<sup>3</sup> *Procedures for Emission Inventory Preparation, Volume IV: Mobile Sources*, Section 3.4.2.6, EPA420-R-92-009, USEPA Office of Air and Radiation, Office of Mobile Sources, 1992.

- e. Factors aggregated up to MOVES road types from base HPMS functional classifications
- 4) Off-Model Calculations
  - a. Senior I/M Exemption (emissions debit)
    - i. The Senior I/M Exemption calculated for year 2002 is conservatively high and will be added to the regional emission inventories for each analysis year
- 5) TCMs
  - a. No additional credit is taken in the emissions modeling process for SIP TCMs
  - b. A full list of implemented TCMs is attached as Exhibit 2 to the CDR.

### ***1997 EIGHT-HOUR OZONE STANDARD PLANNING ASSUMPTIONS & MODELING INPUTS***

Pursuant to EPA Guidance released on November 29, 2018 (EPA-420-B-18-050) titled “Transportation Conformity Guidance for the *South Coast II* Court Decision” emissions modeling (i.e. regional emissions analysis) is not required to demonstrate conformity for the 1997 eight-hour ozone standard (see 40 CFR 93.109(c)). As such, no planning assumptions are prepared to demonstrate conformity. Instead, the Conformity Determination Report will document the requirements to meet the 1997 standard for the orphan maintenance area in tandem with the 2008 and 2015 eight-hour ozone standards.

APPENDIX A – Model Validation



## APPENDIX B – Socioeconomic Data for the Travel Model

### Forecasting and Land Use Allocation Modeling

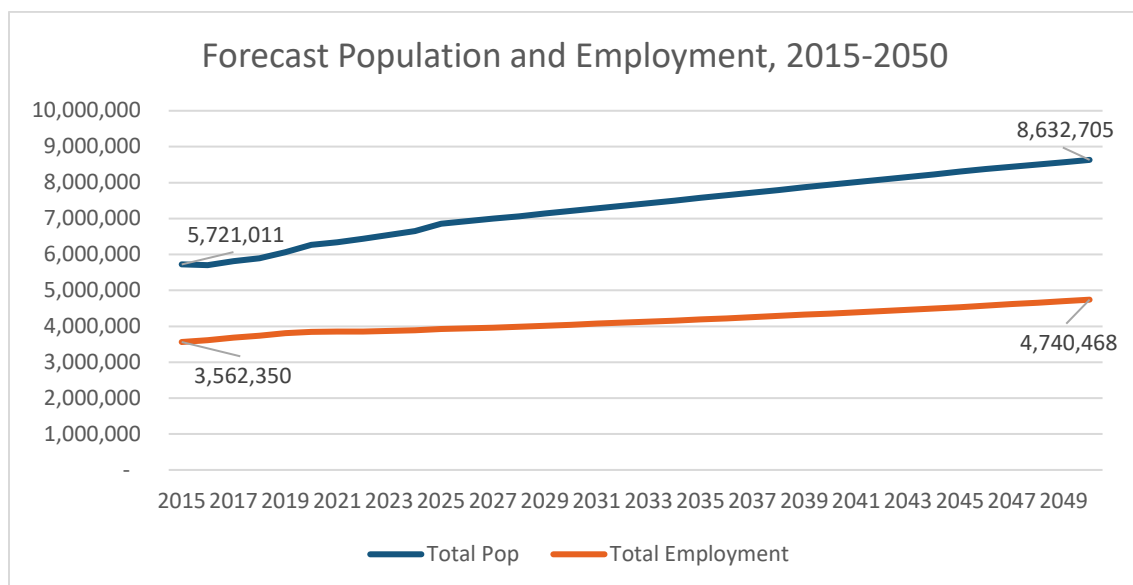
ARC uses a two-step modeling process to develop regional control totals and small area forecasts used as inputs into our Activity Based Travel Demand Model. These models include an econometric model (REMI) that uses a national forecast that is shared out to each county in the nation. We then use an “agent” model (PECAS) that simulates future location of activities and the development of space by developers. More information about these two models are below.

Prior to beginning the technical, modeling work, however, ARC starts with a Technical Advisory Committee (TAC) that reviews the assumptions and calibrations that are inherent in our econometric model. The TAC consisted of leading local economists who advised us on different scenarios we could test through the REMI model that offered more realistic assumptions and reasonable outcomes of the local economy. Based on this feedback, we modified the standard REMI model output to include different projections of labor force participation rates, and we also adjusted the early years of the model to reflect ARC’s population estimates rather than REMI-generated estimates based on forecasts. This resulted in several different scenarios that created a lower bound forecast range, and mid-range and, finally an upper bound forecast range. After four meetings and several runs of the model, the TAC chose the mid-range scenario as the region’s control total, which is a population of 8.6 million in the 21-county area by the year 2050.

Here are other initial findings from our *DRAFT* Series 16 forecasts:

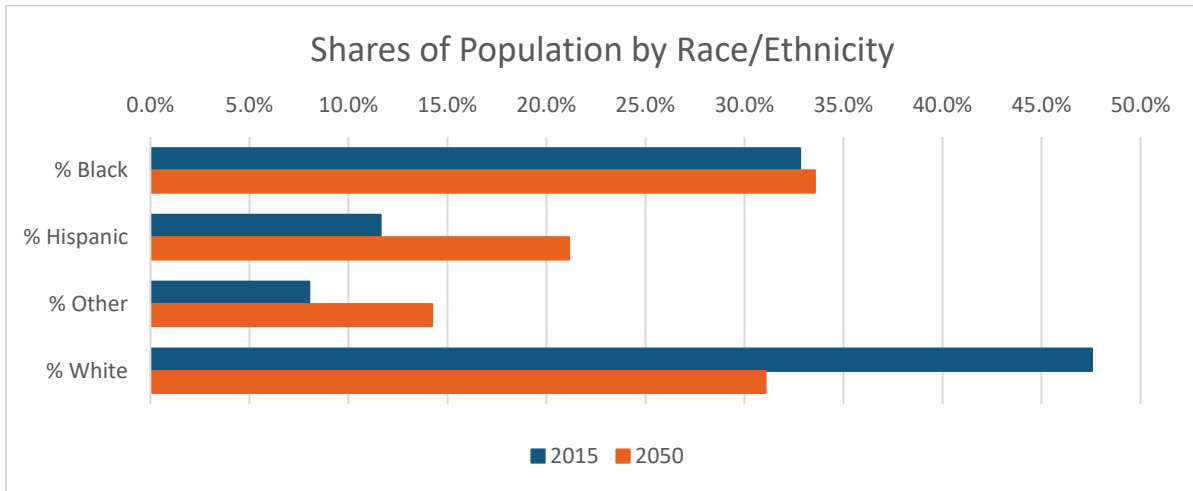
We are forecasting the region to add approximately 2.9 million new residents and close to 1.2 million more jobs between 2015 and 2050. See Figure 1 below.

Figure 1. Forecast Population and Employment Change, 2015-2050



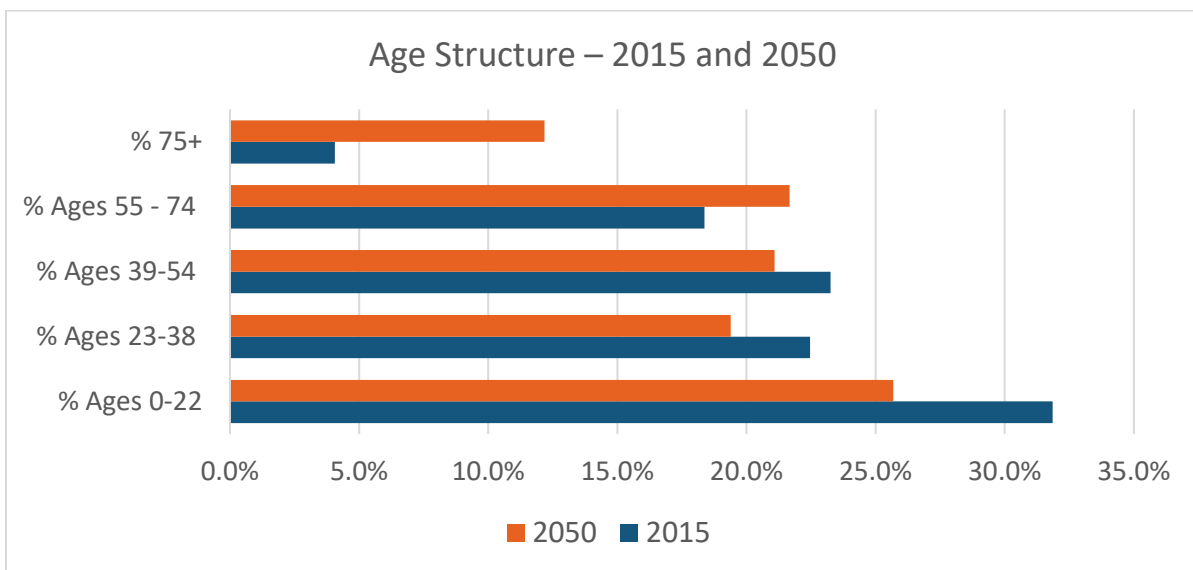
As with previous forecast series, our current Series 16 draft is forecasting a significant reduction in the overall share of White population between 2015 and 2050. See figure 2 below.

**Figure 2. Share of Population by Race/Ethnicity**



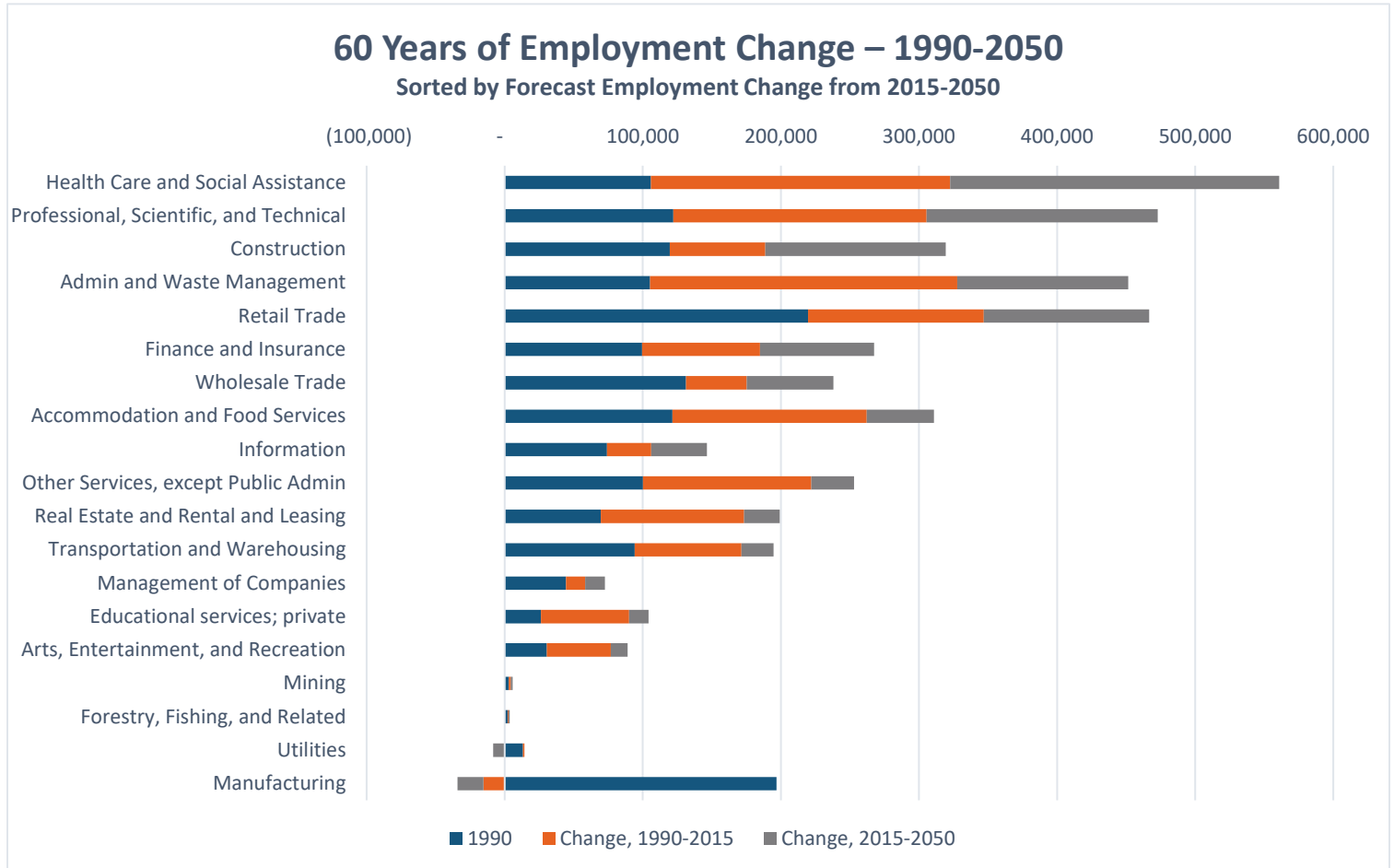
Again, in line with previous forecasts, our current Series 16 draft is also forecasting a tremendous increase in the share of 75+ population between 2015-2050. But please note – these are SHARE changes, not total population changes. So even though we are showing a reduction in the SHARE of those age 0-22, the actual population of that age cohort increases. See figure 3 below.

**Figure 3. Age Structure**



Finally, and again consistent with previous forecasting series, our current Series 16 draft is forecasting that the “Health Care and Social Assistance” sector will see the most jobs between 2015 and 2050. See Figure 4 below.

Figure 4. 60 Years of Employment Change: 1990-2050



## REMI

The REMI model (Regional Economic Models, Inc.) is a very widely used regional economic policy analysis model. The model is used by government agencies on the national, state, and local level, as well as by private consulting firms, utilities, and universities. REMI is a structural economic forecasting and policy analysis model. It integrates input output, computable general equilibrium, econometric, and economic geography methodologies. The model is dynamic, with forecasts and simulations generated on an annual basis and behavioral responses to wage, price, and other economic factors.

## PECAS for Small Area Forecasting (Land Use Allocation)

ARC reviewed state-of-the art land use models, to allocate the forecast population and employment totals to small areas, between 2007 and 2008 and selected PECAS (Production Exchange Consumption Allocation System). PECAS’ main purpose is to simulate the future



location of activities (industries, households and government), and the development of space by developers, for both forecasting and policy analysis. It has been used in the conformity process for the first time in 2015.

The ARC PECAS model includes the two standard PECAS modules: The Activity Allocation module (AA) and the Space Development module (SD). AA follows an aggregate approach and represents how and why industries, government and households choose to locate in different zones or locations in the region. SD follows a microsimulation approach and simulates development at the parcel level, considering developers' profit-motivated behavior as well as land and market characteristics. These two modules interact with each other, and both also interact with the Atlanta transport model by providing it with land use data. The travel demand model, in turn, provides an indication of travel conditions for use in AA.

## APPENDIX C – Model Inputs

In 2016, ARC switched from its 4-step trip-based aggregate regional travel demand model to its newly developed, and recently calibrated disaggregate activity-based model (ABM). The ABM now serves as the major travel forecasting tool in the ARC region. This model has been developed to ensure that the regional transportation planning process can rely on forecasting tools that will be adequate for new socioeconomic environments and emerging planning challenges. It is equally suitable for conventional highway projects, transit projects, and various policy studies such as highway pricing and HOV / HOT analysis. The ARC ABM is based on the CT-RAMP (Coordinated Travel Regional Activity-Based Modeling Platform) family of Activity-Based Models. This model system is an advanced, but operational, AB model that fits the needs and planning processes of ARC.

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

- 1) Calibration Year: 2015
- 2) Project Listing: Project listings will be provided in electronic format to Interagency Consultation Group for review and include:
  - a. Regionally Significant and Federally Funded
  - b. Regionally Significant and Non-Federally Funded
- 3) Demographic Data: To be provided as separate attachment
- 4) Speed Data: Free-flow Speed by Area Type and Facility Type<sup>4</sup>

FACTYPE	ABM Area Type							
	CBD	Urban Commercial	Urban Residential	Suburban Commercial	Suburban Residential	Exurban	Rural	Facility Type
1	62	63	63	63	64	65	66	interstate/freeway
2	43	46	49	52	55	58	61	Expressway
3	43	46	49	52	55	58	61	Parkway
4	64	65	65	65	66	67	68	freeway HOV (concurrent)
5	64	65	65	65	66	67	68	freeway HOV (barrier)
6	62	63	63	63	64	65	66	freeway truck only
7	50	50	50	55	55	55	55	system to system ramp
8	35	35	35	35	35	35	35	exit ramp
9	35	35	35	35	35	35	35	entrance ramp
10	23	26	31	35	41	48	53	principal arterial

<sup>4</sup> Within the ARC travel demand and emission modeling process, free flow speeds are adjusted to reflect the increase in delay and travel time on a roadway segment as traffic volumes build and congestion levels increase. Link-level congested flow speeds are used to estimate NOx and VOC emissions as required by Sections 93.122(b)(i)-(iv) and 93.122(b)(2) of the Transportation Conformity Rule.

FACTYPE	ABM Area Type							
	CBD	Urban Commercial	Urban Residential	Suburban Commercial	Suburban Residential	Exurban	Rural	Facility Type
11	21	26	29	33	38	43	48	minor arterial
12	21	26	29	33	38	43	48	arterial HOV
13	21	26	29	33	38	43	48	arterial truck only
14	17	23	24	26	30	35	45	collector

## 5) Transit Modeling

- a. Model calibrated/validated to 2015 transit ridership empirical observations provided by transit operators
- b. Reflects results from the 2009-2010 Transit On-Board Survey, re-expanded to 2015
- c. Routes updated to reflect current operating plans
- d. Transit mode split is estimated using the mode choice model
  - i. Estimates individual modal trips from the person trip movements
  - ii. Composed of 15 modes, including auto by occupancy and toll/non-toll choice, walk and bike non-motorized modes, and walk and drive access to different transit line-haul modes:
    1. Auto SOV Drive Alone (Free)
    2. Auto SOV Drive Alone (Pay)
    3. Auto 2-Person Carpool (Free)
    4. Auto 2-Person Carpool (Pay)
    5. Auto 3+ Person Carpool (Free)
    6. Auto 3+ Person Carpool (Pay)
    7. Walk
    8. Bike
    9. Walk-All-Transit
    10. Walk-Premium Transit-Only
    11. PNR-All-Transit (PNR = Park and Ride)
    12. PNR-Premium Transit-Only
    13. KNR-All-Transit (KNR = Kiss and Ride)
    14. KNR-Premium Transit-Only
    15. School Bus
  - iii. The mode choice model is organized in terms of seven characteristics:
    1. Mathematical structure;
    2. Trip purposes and choice sets;
    3. Limitations on choice sets;
    4. Analysis of transit access;
    5. Treatment of HOV lanes;
    6. Stratification by income groups; and
    7. Analysis of alternative transit paths.
- e. Transit Fare Modeling

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

## Appendix D – I/M Program

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

## Appendix E – VMT Adjustment Factors

### Ozone VMT Adjustment Factors

Functional Class Name	Functional Classification	Factor for 13 County Area	Factor for 7 County Area
Rural Interstate	1	1.02	0.87
Rural Principal Arterial	2	0.94	0.93
Rural Minor Arterial	6	0.94	0.93
Rural Major Collector	7	1.14	0.80
Rural Minor Collector	8	1.14	0.80
Rural Local Collector	9	2.20	2.41
Urban Interstate	11	1.02	0.87
Urban Principal Arterial	12	1.02	0.87
Urban Minor Arterial	14	0.94	0.93
Urban Major Collector	16	0.94	0.93
Urban Minor Collector	17	1.14	0.80
Urban Local Collector	19	2.20	2.41

## EXHIBIT 2: STATUS OF TCMS

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

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



## **EXHIBIT 3: INTERAGENCY CONSULTATION GROUP MEETING MINUTES**

The following pages contain the approved minutes from the Interagency Consultation Group meetings beginning in January 2018. Some of these minutes are also attached to previous CDRs, and are additionally attached here to present a complete record of discussions regarding this CDR.

Interagency Consultation Group  
November 19, 2019

MEETING SUMMARY

Attendees	
ARC	Guy Rousseau, Aileen Daney, Abby Marinelli, David Haynes, Kofi Wakhisi, Melissa Roberts, Kyung-Hwa Kim, Steve Lewandowski
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Dianna Myers
EPD	Gil Grodzinsky
FHWA	Tamara Christion
FTA	John Crecker
GDOT	Daniel Dolder, Charles Robinson, Habte Kasse, Phil Peavey, Johnathan McLoyd, Sarah Lamothe
GHMPO	Joseph Boyd
GRTA/SRTA	
Gwinnett	
MARTA	
Other	

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft August 27th meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

2. TCM Removal SIP

This is submitted to EPA and is being reviewed.

3. Five Party Memorandum of Agreement

David Haynes reported that the five parties have finalized, signed, and approved the Memo about how the functions of the MPO will be fulfilled. The Interagency Memorandum of Agreement will be updated in 2020.

4. Transportation Planning Updates

a. ARC

David Haynes reviewed the ARC RTP which is now open for public comment. ARC hosted the single required public meeting during TAQC and six additional open houses to present the plan to the public. David noted that the drafts for the RTP, the project list, the appendices, the CDR, and the project map are available on the plan website. He noted that the plan was fiscally constrained and is projected to cost approximately \$172.6 billion. Abby Marinelli noted that the plans have 4 horizon years (2020, 2030, 2040, and 2050) and that the draft RTP

passed all emissions test for all years. David discussed the performance of the draft projects. The draft RTP includes the currently active federal and state targets for project performance and ARC will monitor progress over time and report of those targets. The plan also includes additional measures that will be tracked over time. The ARC board is expected to vote to approve the RTP on 2/26/20.

b. CBMPO

CBMPO board is scheduled to adopt their RTP on 2/5/20. Tom Sills called in to report on their progress. They are in the process of holding public meetings and are on track to meet their adoption deadline. During plan developed, CBMPO surveyed local governments to understand on-going projects and desired projects. They currently show a funding surplus for several periods, but they expect some of that money to be allocated to projects. The RTP is financially constrained.

c. GHMPO

GHMPO board is scheduled to adopt their RTP on 3/10/20. Joseph Boyd reported that the final project list was adopted in September. They expect to spend over \$800 million over the course of the RTP for Gainesville, over \$100 million for the rest of Hall county, and about \$40 million for the portion of Jackson county inside their planning area. The plan is fiscally constrained. They hosted open houses and the official public comment period. Joseph clarified that all projects have project numbers or are being numbered by GDOT.

5. ARC's continuing schedule

ARC is in the process of running "clean-up" runs for the ABM model and the MOVES model to capture all of the projects from CBMPO and GHMPO. These runs are expected to be finished in January and the CDR will be updated to reflect the minor changes expected.

6. Air Quality Updates

The new Reid Vapor Pressure rule will take effect in 2020. A new version of the MOVES model that effects on-road mobile sources will be released in 2020. The PM standard is being reviewed by EPA and a new rule is expected in late 2020.

7. New Business/Announcements

The regularly scheduled December meeting is cancelled, and the January 2020 meeting will be pushed to the 28<sup>th</sup> to allow time for the clean-up runs to be completed. The regular IAC meetings beginning in February 2020 will be moved to the fourth Tuesday of each month.

The meeting was subsequently adjourned

Interagency Consultation Group  
January 28, 2020

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, Kyung-Hwa Kim, Aileen Daney, Steve Lewandowski, Guy Rousseau, Patrick Bradshaw, Tejas Kotak, Lizzy Sandlin
CBMPO	Tom Sills (by phone)
Cobb	
Douglas	
EPA	Dianna Myers, Sarah LaRocca
EPD	Gil Grodzinsky
FHWA	
FTA	
GDOT	Daniel Dolder, Megan Weiss, Habte Kassa (by phone)
GHMPO	Joseph Boyd
GRTA/SRTA	
Gwinnett	
MARTA	
Other	

8. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft November 19th meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

9. Old Business/Tracking

EPA is still reviewing the TCM removal SIP prepared by Ga EPD.

10. Transportation Planning Updates

a. ARC

ARC expects that the RTP will be approved in February 2020. Interagency has received the final version of the RTP, CDR, and the RTP Appendices that include the comments from the Public Comment period. These final documents include the public engagement report, the clean-up runs for MOVES (includes all the of the projects from GHMPO and CBMPO), and updates to the fiscal constraint information. David showed the final version of the RTP and reviewed the updated sections. David also reviewed the public comments ARC received on the RTP in depth. Abby Marinelli gave a brief update on the changes to the emissions analysis; there were extremely minimal changes between the results presented in November and those in the final CDR. David noted that the changes to the fiscal constraints were minimal. David requested that GDOT review the responses to public comments about the managed lanes. David noted that ARC would like all last-minute changes need to be

submitted by Wednesday afternoon in preparation for a submission to TCC and TAQC members by Friday.

**b. CBMPO**

Tom Sills noted that CBMPO has engaged a consulting firm to help update the RTP and TIP. The agency held two public open houses (August and December) and a public comment period that ended December 23, 2019. TCC met January 15, 2020 and recommended that the plan be adopted alongside the CDR. The policy committee meets February 5, 2020 and expects to adopt then.

**c. GHMPO**

Joseph Boyd noted that there are no changes to the project list which was adopted in September. The GHMPO draft RTP was presented to the GHMPO staff last week and will be brought for committee review in February and March. Joseph expects to be formally adopted on May 12, 2020.

**11. Air Quality Updates**

No updates from Ga EPD or EPA. The design value for 2019 Ozone was 0.73 ppm, above the acceptable level. If the 2020 design value is again too high, the region will be reclassified by moderate nonattainment.

**12. Potential 2020 Meeting Topics**

**a. TIP/RTP Amendment 1**

Patrick Bradshaw previewed the TIP1 schedule for 2020. Approvals for the RTP amendment is expected in August. This amendment will involve GDOT MMIP and GDOT "Advanced Improvement Projects" that need to be brought into the plan. Funding, modeling, and emissions estimates will be impacted. A public comment period is also necessary. The deadline for CBMPO and GHMPO to submit project updates is late March.

**b. IAC Agreement**

The current IAC Memorandum of Agreement was adopted in February 1999. David would like to see that Agreement updated this year. David proposed that IAC adopt the rules put forth in the Ga DNR's 2010 manual (Conformity SIP). Gil noted that everything needs to meet the standards in the Conformity SIP, especially related to the role of The ATL. Any major changes would need a new Conformity SIP prepared by EPD and approved by EPA.

**13. New Business/Announcements**

Gil noted that a new MOVES model is on the horizon, perhaps later this year. Dianna Myers introduced Sarah LaRocca as a new member of the EPA Region 4 team.

The meeting was subsequently adjourned.

Interagency Consultation Group  
April 28, 2020

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, John Orr, Guy Rousseau, Jean Hee Barrett, Kofi Wakhisi, Kyung-Hwa Kim, Patrick Bradshaw,
CBMPO	Artagus Newell, Kayla Schaaf
Cobb	
Douglas	
EPA	Dianna Myers, Sarah Larocca
EPD	Gil Grodzinsky
FHWA	Tamara Christion, David D'Onofrio
FTA	John Crocker
GDOT	Charles Robinson, Daniel Dolder, Habte Kassa, Matthew Fowler, Megan Weiss
GHMPO	Joseph Boyd
GRTA/SRTA	Parker Martin,
Gwinnett	
MARTA	
Other	Cheikh Seck

14. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft January 28, 2020 meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

15. Old Business

There were no updates from Dianna Myers on the submitted SIP.

16. Transportation Planning Updates

a. ARC

ARC has completed the major RTP update and is in the process of creating Amendment #1. The biggest changes are from the MMIP projects and funding changes over the last few months to take COVID-19 lockdowns and stimulus money into consideration. Because we don't know what the economic fallout will be because of COVID-19, ARC is not sure how federal, state, and local dollars will be impacted. For example, right now the motor fuel tax is not being collected at the rate it previously was, so state funding is in question. David expects a lag in reporting of government revenue collections and therefore a lag in what the true impact will be. John noted that it seems like VMT has dropped by up to 60%. Gil Grodzinsky noted that the requirement for a positive conformity determination is that everyone in Interagency agree on the fiscal situation, so it should not be a problem.

Patrick updated the group on the TIP amendment #1 status. Previously, ARC assumed that they would be able to take all the current applications and program out several years of projects. However, the economic impacts of the COVID-19 situation aren't yet known, so ARC is focusing on projects for 2021 since those projects tend to have existing funding sources aren't beholden to funds that are currently being impacted. MMIP projects are experiencing significant changes to extents and phasing. The top end express lanes project is currently in the TIP with PE, ROW, and Construction. That is changing to remove the construction activities from the existing ARC-ID. That construction will be broken into two construction phases with new ARC-IDs. The open years will remain the same.

Patrick updated the group on the TIP Amendment #1 schedule. IAC should expect a project list by the end of May. Public comment is currently scheduled for late July. Committee and board actions are expected in September. Documentation submittal is scheduled for September and ARC expects a positive conformity determination in October.

David noted that ARC is planning on creating a "right-sizing" amendment in 2021 to review the fiscal constraint based on the outcomes of the COVID-19 situation. Therefore, Amendment #1 will not contain those adjustments. There were no objections to this procedure during the meeting. Tamara Christion (FHWA) and John Crocker (FTA) noted that they would work with their leadership to confirm this procedure is acceptable.

b. CBMPO  
No updates.

c. GHMPO  
Joseph Boyd noted that the GHMPO RTP is scheduled to be adopted on May 12<sup>th</sup>.

#### 17. Air Quality Updates

Dianna Myers noted that a proposal for PM2.5 changes (to keep the 2012 12-hr. standard, 24-hr. standard, and secondary standards) are currently available and it will be published in the federal register soon. She also noted that the TCM removal SIP revision was still being reviewed internally at EPA and there was nothing new to report on its status.

Gil Grodzinsky noted that Air Quality Awareness Week is coming up via webinar.

Abby Marinelli noted that ozone numbers since March have looked better than expected due probably to lack of commute trips being made during the week.

18. Other Business  
None.

#### 19. New Business/Announcements

David Haynes proposed moving the scheduled May meeting away from Memorial Day weekend and into the first week of June. The meeting was subsequently adjourned.

Interagency Consultation Group  
June 2, 2020

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, Kyung-Hwa Kim, Guy Rousseau, Steve Lewandowski, Patrick Bradshaw, Kofi Wakhisi, Mike Alexander
CBMPO	
Cobb	
Douglas	
EPA	Dianna Myers
EPD	Gil Grodzinsky
FHWA	Tamara Christion
FTA	John Crocker
GDOT	Daniel Dolder, Sarah Larocca, Charles Robinson, Megan Weiss
GHMPO	
GRTA/SRTA	
Gwinnett	
MARTA	
Other	

20. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft April 28th meeting summary was distributed for review. There were no additional modifications and the summary was accepted as final.

21. Old Business

The SIP approval has progressed to the Regional Administrator. She is expected to sign and pass it along for publication in the Federal Register to undergo a 30-day public comment period.

22. Transportation Planning Updates

a. ARC

Amendment 1 to the RTP is underway. Patrick Bradshaw presented the amended project list. Amendment 1 includes exempt and non-exempt project changes. Non-exempt projects require travel demand modeling and air quality modeling to provide a conformity analysis.

Patrick detailed changes to individual projects in the first sublist and noted that many projects are only undergoing network year changes. The MMIP projects are being broken into several smaller projects, but the overall extent is not changing. Some of the MMIP network years are also changing. There are several other projects that are changing extents or are new to the plan and need to be modeled. There are a few projects that are being removed from the RTP because of a lack of federal funding. Patrick detailed changes to



projects in the next sublist that contained only scheduling or fiscal changes and that do not require modeling changes. The next sublist contained projects that are seeking federal funding during the TIP solicitation process, but are not changing otherwise. There are a few projects outside of the MPO area that affect the travel demand model that are being amended as well.

The Amendment is on schedule to be adopted in October. Jamie Fischer at SRTA noted that the SRTA board is moving to a quarterly board schedule that might impact adoption dates. More information to follow at future meetings

b. CBMPO  
No updates.

c. GHMPO  
No updates.

#### 23. Air Quality Updates

No updates from EPA or Ga EPD.

#### 24. New Business/Announcements

The next meeting is currently scheduled for June 23rd. David proposed to cancel the June meeting and move the July meeting from the 28<sup>th</sup> to the 21<sup>st</sup>. The next meeting is now scheduled for July 21, 2020 at 2:00 pm.

The meeting was subsequently adjourned.