

CONFORMITY DETERMINATION REPORT AMENDMENT #8

SHORT FORM

ATLANTA NONATTAINMENT AND MAINTENANCE AREAS

IN SUPPORT OF:

The Atlanta Region's Plan (2020) Amendment #8



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
Amendment #7 / Admin Mod	May 2023
Amendment #8	August 2023

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 eighth 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 #8 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 #8.

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	<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 1. 1997 8-hr. Ozone 2. 2008 8-hr. Ozone 3. 2015 8-hr. Ozone

STATEMENT OF CONFORMITY

TARP RTP (2020) Amendment #8 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	NOx 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	NOx 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

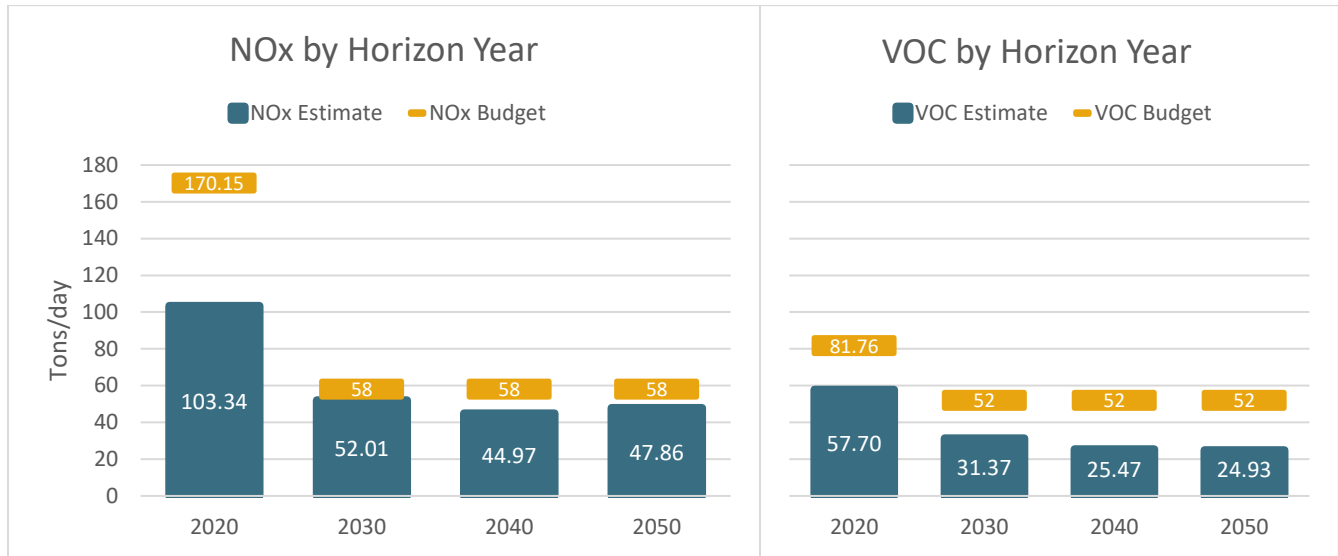
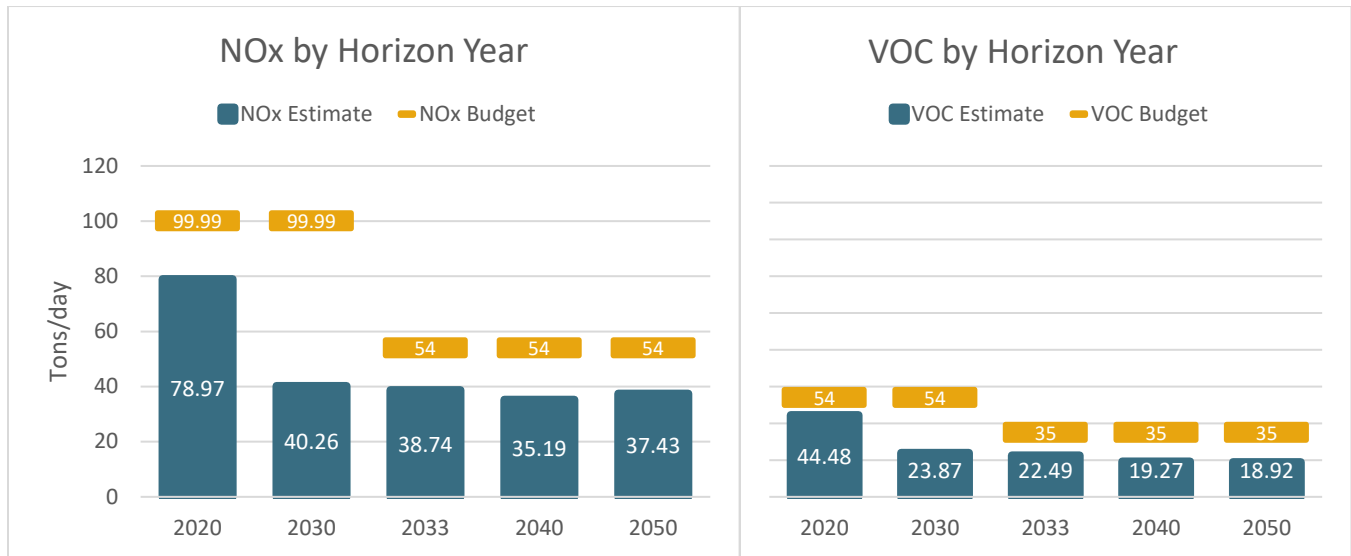


Figure 2: Results of the 7-County MVEB Test for the 2015 8-hr. Ozone Standards



INTERAGENCY CONSULTATION

The draft of Amendment #8 documents was made available to ARC planning partners through the technical and policy committees in June 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 on June 27, 2023 ahead of the initiation of public comment beginning on June 29, 2023. Final documents for Amendment #8 are anticipated to be provided in July 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

A legal ad was published in the Fulton County Daily Report and in Mundo Hispanico on June 20, 2023 that summarized the intent and content of Amendment #8 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.

The public comment period opened on June 29, 2023 and closed on July 28, 2023, with a public hearing scheduled before the Transportation Coordinating Committee (TCC) meeting at ARC on July 14.

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 #8.

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

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

FHWA Program (See Note 5)	ESTIMATED AGGREGATE COST OF PROGRAMMED PROJECTS (Reflects TIP/MTP Amendment #8)												
	2020 (See Note e)	2021 (See Note e)	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	\$3,880,258	\$0	\$940,000	\$4,215,452	\$7,161,600	\$0	\$0	\$0	\$0	\$16,197,310
Off-System Bridge, Scenic	\$0	\$0	\$0	\$1,674,435	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,674,435
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	\$12,217,215	\$15,551,856	\$19,319,216	\$0	\$0	\$0	\$0	\$0	\$0	\$58,968,110
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$20,268,664	\$6,300,000	\$856,000	\$38,285,489	\$32,105,059	\$24,920,655	\$25,550,000	\$4,392,800	\$7,550,000	\$0	\$0	\$0	\$160,228,667
Highway Infrastructure	\$17,155,671	\$18,720,000	\$4,840,000	\$40,336,444	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$81,112,115
National Highway Freight Program (NHFP)	\$0	\$0	\$32,672,497	\$42,296,782	\$41,000,000	\$41,000,000	\$21,881,316	\$1,842,303	\$0	\$0	\$0	\$0	\$140,492,898
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
Railway Highway Hazard Elimination Setaside	\$0	\$0	\$1,864,800	\$1,864,800	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,994,400
Railway Highway Protective Devices Setaside	\$0	\$0	\$1,491,200	\$1,491,200	\$1,491,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,472,600
National Highway Performance Program (NHPP)	\$48,510,510	\$32,286,400	\$149,743,102	\$268,140,504	\$42,783,502	\$593,314,172	\$466,158,772	\$568,363,389	\$734,400,954	\$0	\$0	\$0	\$3,188,208,306
PROTECT (Y800)	\$0	\$0	\$424,000	\$0	\$5,560,785	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,984,785
STBG - Statewide Flexible (GDOT)	\$24,017,783	\$11,893,600	\$48,686,965	\$95,088,183	\$143,715,565	\$159,417,187	\$29,242,565	\$12,717,838	\$110,168,268	\$0	\$0	\$0	\$539,890,031
Off-System Bridge, Scenic	\$540,000	\$1,954,400	\$0	\$10,980,000	\$2,777,824	\$51,329,397	\$1,106,000	\$2,256,000	\$0	\$0	\$0	\$0	\$24,800,221
STBG - Urban (<200K) (ARC)	\$267,297,203	\$34,054,230	\$4,511,589	\$36,282,650	\$90,238,418	\$100,374,486	\$60,250,643	\$29,173,923	\$56,052,000	\$0	\$0	\$0	\$988,602,844
TAP - Statewide (Recreational Trails Program)	\$1,898,000	\$7,457,120	\$4,097,564	\$15,934,790	\$18,308,654	\$6,735,245	\$10,100,000	\$6,500,000	\$15,000,000	\$0	\$0	\$0	\$72,531,373
On The Job Training and Supportive Services Program	\$0	\$0	\$46,400	\$46,400	\$46,400	\$46,400	\$0	\$0	\$0	\$0	\$0	\$0	\$179,200
General Federal Aid 2026-2050	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,854,635,123	\$11,851,684,939	\$10,207,511,537	\$23,913,831,599
Total of Project Costs	\$139,187,931	\$112,661,750	\$312,899,043	\$700,864,640	\$824,698,845	\$993,323,358	\$618,502,748	\$632,437,434	\$909,671,322	\$1,854,635,123	\$11,851,684,939	\$10,207,511,537	\$29,158,072,670
Previously Programmed Project Phases (See Note e)	\$493,754,105	\$503,883,681	\$367,940,407	\$1,930,340,917	\$3,485,904,402	\$4,449,227,760	\$5,067,730,508	\$5,700,167,842	\$6,609,839,264	\$8,464,474,387	\$20,316,159,326	\$30,523,670,863	\$30,523,670,863
Running Total Cost	\$632,942,036	\$1,249,487,467	\$1,930,340,917	\$2,631,205,557	\$3,485,904,402	\$4,449,227,760	\$5,067,730,508	\$5,700,167,842	\$6,609,839,264	\$8,464,474,387	\$20,316,159,326	\$30,523,670,863	\$30,523,670,863
ESTIMATED AGGREGATE REVENUE (FROM TABLE E4)	\$777,549,022	\$823,158,448	\$865,639,244	\$881,376,201	\$903,718,832	\$936,880,042	\$942,672,541	\$959,009,303	\$975,589,564	\$2,005,431,543	\$11,399,060,560	\$18,487,932,695	\$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	\$5,179,021,789	\$6,121,694,330	\$7,080,703,633	\$8,056,293,197	\$10,061,724,740	\$21,460,785,300	\$34,941,977,995	\$94,943,977,935
NET REVENUES MINUS COSTS	\$144,606,986	\$551,220,003	\$537,005,797	\$171,517,358	\$796,537,945	\$729,794,029	\$1,053,963,821	\$1,380,535,690	\$1,446,653,933	\$1,597,240,353	\$1,138,625,974	\$4,418,307,132	\$4,418,307,132
Running Total Balance (YOE)													

FEDERALLY RECOGNIZED FOUR-YEAR REGIONAL TIP COINCIDING WITH CURRENT STATEWIDE TIP TIME FRAME

- All revenue estimates are based on assumptions about the average share of statewide revenues which will be directed to programs and projects in the Atlanta region, as documented in RTP Appendix E / Tables E.1 to E.4. Actual amounts in any given year will fluctuate from these averages, as evidenced by the cost of projects programmed within the TIP period. GDOT has reviewed all TIP project commitments and confirms that financial resources are available to ensure no shortfall actually occurs within any individual fiscal year. Over the four year federally required TIP period (FY 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.
- 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.
- 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.
- 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 long-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.
- Italicized programs denote those which are funded from setasides established by GDOT at the statewide level. The amounts shown are in addition to commitments made from the original source program as listed above the setaside line items.
- 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 ARCS 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) - June 2023

ESTIMATED FORMULA FUNDING ALLOCATIONS & CIG PROGRAM AWARDS AND AGGREGATE COST OF PROGRAMMED PROJECTS (Reflects TIP/MTIP Amendment #8)													
FTA Program	2020	2021	2022	2023	2024	2025	2026	2027	2028	LR 2026-2030 (See Note J)	LR 2031-2040	LR 2041-2050	Total
Bus - New (80/20)	\$1,590,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,590,000
Bus and Bus Facilities Program	\$7,001,994	\$6,606,034	\$6,347,189	\$4,541,343	\$4,541,343	\$4,541,343	\$4,541,343	\$4,541,343	\$4,541,343	\$9,082,686	\$66,718,783	\$76,670,358	\$199,675,103
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	\$1,200,000	\$1,200,000	\$1,200,000	\$2,400,000	\$14,782,596	\$16,987,524	\$44,970,120
CIG Program	\$0	\$0	\$0	\$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	\$48,591,797	\$48,591,797	\$48,591,797	\$97,184,946	\$598,658,182	\$687,952,253	\$1,869,095,935
Transit Nonurbanized Area Formula	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$1,464,000	\$9,362,311	\$10,758,765	\$39,425,076
Transit Urbanized Area Formula Program	\$74,893,929	\$74,893,929	\$96,253,834	\$61,736,800	\$61,736,800	\$61,736,800	\$61,736,800	\$61,736,800	\$61,736,800	\$123,473,600	\$800,723,950	\$920,157,250	\$2,459,393,227
Total Project Costs	\$138,708,852	\$138,591,602	\$188,441,862	\$116,829,940	\$116,829,940	\$116,829,940	\$116,829,940	\$116,829,940	\$116,829,940	\$85,885,232	\$2,819,904,922	\$3,546,007,628	\$8,120,499,738
Running Total Cost	\$138,708,852	\$277,300,454	\$465,742,316	\$582,572,256	\$699,402,196	\$816,232,136	\$933,062,076	\$1,049,892,016	\$1,166,721,956	\$1,752,587,188	\$4,572,492,110	\$8,120,499,738	\$8,120,499,738
ESTIMATED AGGREGATE REVENUE (FROM TABLES E6 AND E7)													
Estimated FTA Formula Funds Revenue (See Note J)	\$472,538,852	\$159,441,602	\$189,691,862	\$145,136,653	\$145,140,567	\$147,172,534	\$149,239,950	\$151,322,214	\$153,440,722	\$319,356,028	\$1,704,599,954	\$1,958,643,963	\$5,461,897,899
Estimated FTA New Starts Revenue (See Note J)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$653,478,919	\$2,178,269,870	\$2,178,269,870	\$5,010,400,000
Running Total Revenue	\$472,538,852	\$302,380,454	\$496,072,316	\$659,208,969	\$784,349,536	\$931,522,070	\$1,080,755,020	\$1,239,077,234	\$1,385,517,953	\$1,898,356,359	\$5,781,017,183	\$9,917,902,016	\$10,371,897,899
NET REVENUES MINUS COSTS	\$3,830,000	\$25,080,000	\$30,330,000	\$56,636,713	\$84,947,340	\$115,289,934	\$147,692,944	\$182,185,215	\$218,795,997	\$145,769,171	\$1,208,525,073	\$1,797,402,278	\$2,251,396,161
Running Total Balance (YOE)													
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) 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 LR 2026-2030 period is still required. Those projects with funds programmed in FY 2026, 2027 and/or 2028 may also have a long-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 2018, the revenue for this period reflects only FY 2029 and FY 2030.

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

EXHIBITS TO THE CDR

EXHIBIT 1: PROJECT LIST

The Atlanta Region's Plan TIP/MTP Amendment 8

Proposed Programming Changes - 06/13/23

Changes Highlighted in Red

ARCID	ARCID Prop	GDOT PI	Project Description	Project Limits (Proposed)	Project Type (Proposed)	Jurisdiction (Proposed)	Sponsor (Proposed)	Status	Status Prop	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)
AT-375	AT-375	0017118	MIDTOWN CONNECTOR IMPROVEMENTS SCOPING STUDY		Other / Scoping	City of Atlanta	GDOT	Completed	Programmed	PE				2024		Congressionally Directed Spending - FY 2023 (Y926)	\$ -	\$ 3,200,000.00	\$ -	\$ -	\$ -	\$ 800,000.00	\$ -	\$4,000,000
	BA-SAP-A		BARROW COUNTY SAFE STREETS AND ROADS FOR ALL (SS4A) SAFETY ACTION PLAN		Other / Planning	Barrow County	Barrow County		Programmed	SCP				2024		Safe Streets and Roads for All	\$ -	\$ 300,000.00	\$ -	\$ -	\$ -	\$ 75,000.00	\$ -	\$375,000
	CH-SAP-A		CHEROKEE COUNTY AND MUNICIPALITIES COMPREHENSIVE SAFETY ACTION PLAN		Other / Planning	Cherokee County	Cherokee County		Programmed	SCP				2024		Safe Streets and Roads for All	\$ -	\$ 450,000.00	\$ -	\$ -	\$ -	\$ 112,500.00	\$ -	\$562,500
	CO-496		SR 3/US 41 (COBB PARKWAY) PEDESTRIAN BRIDGE	NEAR BATTERY AVENUE	Last Mile Connectivity / Pedestrian Facility	Cobb County	Cobb County		Programmed	PE				2024		Local Jurisdiction/Municipality Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,250,000.00	\$ -	\$1,250,000
	CO-496		SR 3/US 41 (COBB PARKWAY) PEDESTRIAN BRIDGE	NEAR BATTERY AVENUE	Last Mile Connectivity / Pedestrian Facility	Cobb County	Cobb County		Programmed	PE				2024		Congressionally Directed Spending - FY 2023 (Y926)	\$ -	\$ 1,000,000.00	\$ -	\$ -	\$ -	\$ 250,000.00	\$ -	\$1,250,000
	CO-496		SR 3/US 41 (COBB PARKWAY) PEDESTRIAN BRIDGE	NEAR BATTERY AVENUE	Last Mile Connectivity / Pedestrian Facility	Cobb County	Cobb County		Programmed	ROW				2026		Local Jurisdiction/Municipality Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 525,000.00	\$ -	\$525,000
	CO-496		SR 3/US 41 (COBB PARKWAY) PEDESTRIAN BRIDGE	NEAR BATTERY AVENUE	Last Mile Connectivity / Pedestrian Facility	Cobb County	Cobb County		Programmed	CST				2028		Local Jurisdiction/Municipality Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,300,000.00	\$ -	\$6,300,000
	CO-497		SR 3/US 41 (COBB PARKWAY) INTERSECTION IMPROVEMENTS	AT THIRD ARMY ROAD	Roadway / Operations & Safety	Cobb County	Cobb County		Programmed	PE				2024		Congressionally Directed Spending - FY 2023 (Y926)	\$ -	\$ 2,000,000.00	\$ -	\$ -	\$ -	\$ 500,000.00	\$ -	\$2,500,000
	CO-497		SR 3/US 41 (COBB PARKWAY) INTERSECTION IMPROVEMENTS	AT THIRD ARMY ROAD	Roadway / Operations & Safety	Cobb County	Cobb County		Programmed	ROW				2026		Local Jurisdiction/Municipality Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,375,000.00	\$ -	\$4,375,000
	CO-497		SR 3/US 41 (COBB PARKWAY) INTERSECTION IMPROVEMENTS	AT THIRD ARMY ROAD	Roadway / Operations & Safety	Cobb County	Cobb County		Programmed	CST				2028		Local Jurisdiction/Municipality Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,025,000.00	\$ -	\$8,025,000
	CO-498		SR 280 (SOUTH COBB DRIVE) TRAFFIC SAFETY IMPROVEMENTS	FROM US 41/SR 3 (COBB PARKWAY) TO ATLANTA STREET	Roadway / Operations & Safety	Cobb County	Cobb County		Programmed	PE				2024		Congressionally Directed Spending - FY 2023 (Y926)	\$ -	\$ 3,500,000.00	\$ -	\$ -	\$ -	\$ 875,000.00	\$ -	\$4,375,000
	CO-498		SR 280 (SOUTH COBB DRIVE) TRAFFIC SAFETY IMPROVEMENTS	FROM US 41/SR 3 (COBB PARKWAY) TO ATLANTA STREET	Roadway / Operations & Safety	Cobb County	Cobb County		Programmed	ROW				2026		Local Jurisdiction/Municipality Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000.00	\$ -	\$1,000,000
	CO-498		SR 280 (SOUTH COBB DRIVE) TRAFFIC SAFETY IMPROVEMENTS	FROM US 41/SR 3 (COBB PARKWAY) TO ATLANTA STREET	Roadway / Operations & Safety	Cobb County	Cobb County		Programmed	CST				2028		Local Jurisdiction/Municipality Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,250,000.00	\$ -	\$6,250,000
	CO-499		NORTH MAIN STREET/OLD HIGHWAY 41 TRAFFIC SIGNAL	AT SWIFT CANTRELL PARK	Roadway / Operations & Safety	Cobb County	Cobb County		Programmed	PE				2023		Local Jurisdiction/Municipality Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000.00	\$ -	\$100,000

The Atlanta Region's Plan TIP/MTP Amendment 8

Proposed Programming Changes - 06/13/23

Changes Highlighted in Red

ARCID	ARCID Prop	GDOT PI	Project Description	Project Limits (Proposed)	Project Type (Proposed)	Jurisdiction (Proposed)	Sponsor (Proposed)	Status	Status Prop	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)
	CO-499		NORTH MAIN STREET/OLD HIGHWAY 41 TRAFFIC SIGNAL	AT SWIFT CANTRELL PARK	Roadway / Operations & Safety	Cobb County	Cobb County		Programmed	CST				2025		Congressionally Directed Spending - FY 2023 (Y926)	\$ -	\$ 350,000.00	\$ -	\$ -	\$ -	\$ 87,500.00	\$ -	\$437,500
	CO-500		JOHNSON FERRY ROAD INTERSECTION IMPROVEMENTS	AT SHALLOWFORD ROAD	Roadway / Operations & Safety	Cobb County	Cobb County		Programmed	PE				2023		Local Jurisdiction/Municipality Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000.00	\$ -	\$500,000
	CO-500		JOHNSON FERRY ROAD INTERSECTION IMPROVEMENTS	AT SHALLOWFORD ROAD	Roadway / Operations & Safety	Cobb County	Cobb County		Programmed	ROW				2024		Local Jurisdiction/Municipality Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000.00	\$ -	\$1,000,000
	CO-500		JOHNSON FERRY ROAD INTERSECTION IMPROVEMENTS	AT SHALLOWFORD ROAD	Roadway / Operations & Safety	Cobb County	Cobb County		Programmed	CST				2026		Congressionally Directed Spending - FY 2023 (Y926)	\$ -	\$ 5,000,000.00	\$ -	\$ -	\$ -	\$ 1,250,000.00	\$ -	\$6,250,000
	CO-501		SOUTH COBB TRANSIT CENTER	SOUTH-CENTRAL COBB COUNTY	Transit / Facilities Capital	Cobb County	Cobb County		Programmed	PE				2024		Community Project Funding	\$0	\$1,600,000	\$0	\$0	\$0	\$400,000	\$ -	\$2,000,000
	CO-501		SOUTH COBB TRANSIT CENTER	SOUTH-CENTRAL COBB COUNTY	Transit / Facilities Capital	Cobb County	Cobb County		Programmed	ROW				2025		Local Jurisdiction/Municipality Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000,000.00	\$ -	\$8,000,000
	CO-501		SOUTH COBB TRANSIT CENTER	SOUTH-CENTRAL COBB COUNTY	Transit / Facilities Capital	Cobb County	Cobb County		Programmed	CST				2027		Local Jurisdiction/Municipality Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000,000.00	\$ -	\$25,000,000
	DK-475		MICHELLE OBAMA TRAIL	FROM EXISTING TERMINUS AT WALDROP ROAD TO MARTIN LUTHER KING JR. HIGH SCHOOL	Last Mile Connectivity / Sidepaths and Trails	DeKalb County	DeKalb County		Programmed	PE				2024		Congressionally Directed Spending - FY 2023 (Y926)	\$ -	\$ 1,200,000.00	\$ -	\$ -	\$ -	\$ 300,000.00	\$ -	\$1,500,000
	DK-475		MICHELLE OBAMA TRAIL	FROM EXISTING TERMINUS AT WALDROP ROAD TO MARTIN LUTHER KING JR. HIGH SCHOOL	Last Mile Connectivity / Sidepaths and Trails	DeKalb County	DeKalb County		Programmed	ROW				2026		Congressionally Directed Spending - FY 2023 (Y926)	\$0	\$2,417,500	\$0	\$0	\$0	\$604,375	\$ -	\$3,021,875
	DK-475		MICHELLE OBAMA TRAIL	FROM EXISTING TERMINUS AT WALDROP ROAD TO MARTIN LUTHER KING JR. HIGH SCHOOL	Last Mile Connectivity / Sidepaths and Trails	DeKalb County	DeKalb County		Programmed	CST				2028		Local Jurisdiction/Municipality Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,871,857.00	\$ -	\$3,871,857
	DK-476		SR 13/US 23 (BUFORD HIGHWAY) PEDESTRIAN SAFETY IMPROVEMENTS	AT I-285; OAKCLIFF ROAD; MCELROY ROAD AND LONGMIRE WAY	Last Mile Connectivity / Pedestrian Facility	DeKalb County	City of Doraville		Programmed	PE				2024		Congressionally Directed Spending - FY 2023 (Y926)	\$0	\$1,200,000	\$0	\$0	\$0	\$300,000	\$ -	\$1,500,000
	DK-476		SR 13/US 23 (BUFORD HIGHWAY) PEDESTRIAN SAFETY IMPROVEMENTS	AT I-285; OAKCLIFF ROAD; MCELROY ROAD AND LONGMIRE WAY	Last Mile Connectivity / Pedestrian Facility	DeKalb County	City of Doraville		Programmed	ROW				2026		Congressionally Directed Spending - FY 2023 (Y926)	\$0	\$529,000	\$0	\$0	\$0	\$132,250	\$ -	\$661,250

The Atlanta Region's Plan TIP/MTP Amendment 8

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	DK-476		SR 13/US 23 (BUFORD HIGHWAY) PEDESTRIAN SAFETY IMPROVEMENTS	AT I-285; OAKCLIFF ROAD; MCELROY ROAD AND LONGMIRE WAY	Last Mile Connectivity / Pedestrian Facility	DeKalb County	City of Doraville		Programmed	UTL				2028		Local Jurisdiction/Municipality Funds	\$0	\$0	\$0	\$0	\$0	\$161,695	\$ -	\$161,695
	DK-476		SR 13/US 23 (BUFORD HIGHWAY) PEDESTRIAN SAFETY IMPROVEMENTS	AT I-285; OAKCLIFF ROAD; MCELROY ROAD AND LONGMIRE WAY	Last Mile Connectivity / Pedestrian Facility	DeKalb County	City of Doraville		Programmed	CST				2028		Local Jurisdiction/Municipality Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,190,914.00	\$ -	\$1,190,914
	DK-SAP-A		CITY OF DECATUR LOCAL ROAD SAFETY PLAN		Other / Planning	DeKalb County	City of Decatur		Programmed	SCP				2024		Safe Streets and Roads for All	\$ -	\$ 200,000.00	\$ -	\$ -	\$ -	\$ 50,000.00	\$ -	\$250,000
	DK-SAP-B		BUFORD HIGHWAY SAFETY ACTION PLAN		Other / Planning	DeKalb County	City of Doraville		Programmed	SCP				2024		Safe Streets and Roads for All	\$ -	\$ 200,000.00	\$ -	\$ -	\$ -	\$ 50,000.00	\$ -	\$250,000
DO-017	DO-017	N/A	SOUTH DOUGLAS LOOP - PHASE 1 (LEE ROAD EXTENSION/NEW ALIGNMENT)	FROM SR 92 (FAIRBURN ROAD) TO BOMAR ROAD	Roadway / General Purpose Capacity	Douglas County	Douglas County	Long Range	Programmed	PE				2024		Congressionally Directed Spending - FY 2023 (Y926)	\$ -	\$ 3,000,000.00	\$ -	\$ -	\$ -	\$ 750,000.00	\$ -	\$3,750,000
DO-017	DO-017	N/A	SOUTH DOUGLAS LOOP - PHASE 1 (LEE ROAD EXTENSION/NEW ALIGNMENT)	FROM SR 92 (FAIRBURN ROAD) TO BOMAR ROAD	Roadway / General Purpose Capacity	Douglas County	Douglas County	Long Range	Programmed	ROW				2026		Congressionally Directed Spending - FY 2023 (Y926)	\$ -	\$ 2,000,000.00	\$ -	\$ -	\$ -	\$ 500,000.00	\$ -	\$2,500,000
	FA-SAP-A		COMPREHENSIVE SAFETY ACTION PLAN FOR FAYETTE COUNTY, GEORGIA		Other / Planning	Fayette County	Fayette County		Programmed	SCP				2024		Safe Streets and Roads for All	\$ -	\$ 312,000.00	\$ -	\$ -	\$ -	\$ 78,000.00	\$ -	\$390,000
	FN-354		BIG CREEK GREENWAY COMMUNITY CONNECTIVITY STUDY		Other / Planning	Fulton County (North)	City of Roswell		Programmed	SCP				2024		Reconnecting Communities Pilot (RCP) Grant - FY 2022	\$ -	\$ 2,000,000.00	\$ -	\$ -	\$ -	\$ 500,000.00	\$ -	\$2,500,000
	FN-SAP-A		SAFE STREETS AND ROADS FOR ALL ROSWELL, GA		Other / Planning	Fulton County (North)	City of Roswell		Programmed	SCP				2024		Safe Streets and Roads for All	\$ -	\$ 200,000.00	\$ -	\$ -	\$ -	\$ 50,000.00	\$ -	\$250,000
	FN-SAP-B		SANDY SPRINGS SAFETY ACTION PLAN		Other / Planning	Fulton County (North)	City of Sandy Springs		Programmed	SCP				2024		Safe Streets and Roads for All	\$0	\$360,000	\$0	\$0	\$0	\$90,000	\$ -	\$450,000
	FS-354		EAST POINT MULTIMODAL PATH	NORMAN BERRY DRIVE/BOBBY BROWN PARKWAY FROM SUMNER PARK TO VIRGINIA AVENUE	Last Mile Connectivity / Sidepaths and Trails	Fulton County (South)	City of East Point		Programmed	PE				2024		Congressionally Directed Spending - FY 2023 (Y926)	\$ -	\$ 1,750,000.00	\$ -	\$ -	\$ -	\$ 437,500.00	\$ -	\$2,187,500
	FS-354		EAST POINT MULTIMODAL PATH	NORMAN BERRY DRIVE/BOBBY BROWN PARKWAY FROM SUMNER PARK TO VIRGINIA AVENUE	Last Mile Connectivity / Sidepaths and Trails	Fulton County (South)	City of East Point		Programmed	ROW				2026		Local Jurisdiction/Municipality Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 364,652.00	\$ -	\$364,652
	FS-354		EAST POINT MULTIMODAL PATH	NORMAN BERRY DRIVE/BOBBY BROWN PARKWAY FROM SUMNER PARK TO VIRGINIA AVENUE	Last Mile Connectivity / Sidepaths and Trails	Fulton County (South)	City of East Point		Programmed	CST				2028		Local Jurisdiction/Municipality Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,101,126.00	\$ -	\$5,101,126

The Atlanta Region's Plan TIP/MTP Amendment 8

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ARCID	ARCID Prop	GDOT PI	Project Description	Project Limits (Proposed)	Project Type (Proposed)	Jurisdiction (Proposed)	Sponsor (Proposed)	Status	Status Prop	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)
	GW-442		WINNETT TRANSIT ROUTE 25 - BUS SHELTER ENHANCEMENTS	ALONG GCT ROUTE 25	Transit / Facilities Capital	Gwinnett County	Gwinnett County		Programmed	CST				2024		Community Project Funding	\$ -	\$ 2,000,000.00	\$ -	\$ -	\$ -	\$ 500,000.00	\$ -	\$2,500,000
	GW-443		SINGLETON ROAD CORRIDOR TECHNOLOGY IMPROVEMENTS	FROM INDIAN TRAIL LILBURN ROAD TO JIMMY CARTER BOULEVARD	Roadway / Operations & Safety	Gwinnett County	Gwinnett County		Programmed	CST				2024		Strengthening Mobility and Revolutionizing Transportation (SMART) Program	\$0	\$1,053,400	\$0	\$0	\$0	\$0	\$0	\$1,053,400
	GW-444		BUFORD-SUWANEE MICROTRANSIT VEHICLE PROCUREMENT		Transit / Bus Capital	Gwinnett County	Gwinnett County		Programmed	CST				2024		Community Project Funding	\$ -	\$ 2,000,000.00	\$ -	\$ -	\$ -	\$ 500,000.00	\$ -	\$2,500,000
	GW-SAP-A		COUNTYWIDE SAFETY ACTION PLAN		Other / Planning	Gwinnett County	Gwinnett County		Programmed	SCP				2024		Safe Streets and Roads for All	\$ -	\$ 200,000.00	\$ -	\$ -	\$ -	\$ 50,000.00	\$ -	\$250,000
	M-AR-457		FIVE POINTS MARTA STATION TRANSFORMATION - PHASE II	AT FIVE POINTS MARTA STATION	Transit / Facilities Capital	Regional	MARTA		Programmed	PE				2023		Local Jurisdiction/Municipality Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000,000.00	\$ -	\$20,000,000
	M-AR-457		FIVE POINTS MARTA STATION TRANSFORMATION - PHASE II	AT FIVE POINTS MARTA STATION	Transit / Facilities Capital	Regional	MARTA		Programmed	CST				2024		RAISE Discretionary Grants	\$ -	\$ 25,000,000.00	\$ -	\$ 13,800,000.00	\$ -	\$ 200,596,095.00	\$ -	\$239,396,095
	M-AR-458		MARTA SAFE ROUTES TO TRANSIT IMPROVEMENTS		Last Mile Connectivity / Pedestrian Facility	Regional	MARTA		Programmed	CST				2024		Transit Infrastructure Grants - Community Project Funding (GA04)	\$ -	\$ 1,000,000.00	\$ -	\$ -	\$ -	\$ 250,000.00	\$ -	\$1,250,000
	M-AR-458		MARTA SAFE ROUTES TO TRANSIT IMPROVEMENTS		Last Mile Connectivity / Pedestrian Facility	Regional	MARTA		Programmed	CST				2024		Transit Infrastructure Grants - Community Project Funding (GA05)	\$ -	\$ 1,000,000.00	\$ -	\$ -	\$ -	\$ 250,000.00	\$ -	\$1,250,000
	M-AR-458		MARTA SAFE ROUTES TO TRANSIT IMPROVEMENTS		Last Mile Connectivity / Pedestrian Facility	Regional	MARTA		Programmed	CST				2024		Transit Infrastructure Grants - Community Project Funding (GA06)	\$ -	\$ 1,000,000.00	\$ -	\$ -	\$ -	\$ 250,000.00	\$ -	\$1,250,000
	PA-SAP-A		PAULDING COUNTY SAFETY ACTION PLAN		Other / Planning	Paulding County	Paulding County		Programmed	SCP				2024		Safe Streets and Roads for All	\$ -	\$ 160,000.00	\$ -	\$ -	\$ -	\$ 40,000.00	\$ -	\$200,000
	RO-SAP-A		ROCKDALE COUNTY SAFE STREETS AND ROADS FOR ALL GRANT APPLICATION		Other / Planning	Rockdale County	Rockdale County		Programmed	SCP				2024		Safe Streets and Roads for All	\$ -	\$ 240,000.00	\$ -	\$ -	\$ -	\$ 60,000.00	\$ -	\$300,000

EXHIBITS TO THE CDR

EXHIBIT 2: INTERAGENCY CONSULTATION GROUP MEETING MINUTES

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

- June 27, 2023 (DRAFT)

**Interagency Consultation Group
June 27, 2023**

MEETING SUMMARY

Attendees	
ARC	David Haynes; Patrick Bradshaw; Steve Lewandowski, Guy Rousseau; John Orr; Liz Sanford; Soheil Sameti; James Granade; Kofi Wakhisi
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	William Carnright; Dianna Myers; Weston Freund; Simone Jarvis
EPD	Gil Grodzinsky
FHWA	
FTA	John Crocker; Susan Weber
GDOT	Dan Dolder; Habte Kassa; Matthew Fowler
GHMPO	
GRTA / SRTA / ATL	Jamie Fischer; Elizabeth Davis
Gwinnett	
MARTA	Natavis Harris
Other	

1. Welcome & Approval of April 25, 2023 Meeting Summary

David Haynes (ARC) called the meeting to order. He noted that the draft April 25, 2023 meeting summary was distributed for review prior to this meeting. No comments were received on the draft notes. No additional changes were suggested and the summary was accepted as final.

2. ARC TIP/MTP Amendment #8

Patrick Bradshaw (ARC) explained that this amendment is necessary to add new discretionary program funds into the TIP. Previously, that process was allowed to occur via an administrative modification, but recent direction from USDOT required a change in approach. He then went through the list and explained the 27 individual changes, none of which will impact conformity. Dianna Myers (EPA) did note that one project (DO-017) is non-exempt and Mr. Bradshaw explained that the only change being made is to add funds; no modification to the scope or schedule are being proposed. After some discussion, it was agreed to add some additional notes to the table to help ensure clarity with respect to which of the affected projects are classified as exempt (and why) and which ones are non-

exempt, even if the changes being made have no impact on the project's fundamental conformity status.

For the benefit of new EPA staff, Ms. Myers then asked for an explanation of what a scoping phase involved. Mr. Bradshaw and Mr. Haynes provided a response which emphasized that it helps define a project's engineering and environmental feasibility between the initial planning/concept stage and the initiation of PE. Ms. Myers also asked if ARC had information on how many rail cars would be purchased using the funds being added to GW-444. Mr. Bradshaw responded that he did not have that information readily available, but would follow up after the meeting.

Mr. Bradshaw then concluded this agenda with an overview of the amendment schedule. The public comment period will begin on June 29 and extend through July 28. A public hearing will be conducted in conjunction with the July 14 TCC meeting. All approval actions will occur in August.

3. 2020 Census Urbanized Area

John Orr (ARC) updated the group on the status of establishing the urbanized area boundary between Atlanta and Gainesville. In data released earlier this year, the US Census assigned a large portion of northern Forsyth County to the Gainesville urbanized area, a shift from how it had historically been included in the Atlanta urbanized area. Following discussions with Census staff, an error in establishing the boundary was acknowledged and a correction will be made. Habte Kassa (GDOT) indicated that this will impact various formula fund calculations and that GDOT was already coordinating with FHWA. Mr. Haynes noted that this decision is particularly significant since GHMPO would have been elevated to the status of a TMA under the original boundary.

Nobody was on the call from FHWA or GHMPO to provide their comments on this information.

4. Quadrennial TMA/MPO Certification

Mr. Haynes reminded the group that ARC is currently going through its quadrennial TMA/MPO certification process. The federal review team conducted a site visit from May 23-25, which included a public meeting and a luncheon conversation with several Board members. At the conclusion of the site visit, the review team shared some initial findings. They do not intend to issue any correction action and had several commendations. Based on the notes of Mr. Haynes, there will be approximately 15 recommendations, of which four are of particular relevant to the mission of the Interagency Consultation Group:

- Separate the TIP and MTP into two separate documents.
- Continue to explore opportunities to strengthen relationships and partner with adjacent MPOs on planning activities.

- Include detailed information in the Participation Plan and when and what information will be shared with various committees in advance of any changes to a core MPO product such as the TIP, MTP or UPWP.
- Ensure the public involvement process is consistent with how GDOT manages the STIP in terms of procedures, timeframes, etc.

Mr. Haynes concluded this agenda item by noting that we won't know the precise recommendations until the draft report is provided later this summer. He committed to keeping the group informed on the process and if there are any additional noteworthy recommendations that he did not cover today.

5. Vehicle Inspection Program SIP Revision

Gil Grodzinsky (EPD) provided an update on the process to relax some of the state's vehicle inspection and maintenance program. He reported that a predraft was sent to EPA earlier in June and their review will continue into July. Mr. Grodzinsky also announced that there will be a second opportunity for public comment on July 31 and invited anybody who is interested to contact him for details. There is no timeline for completion of the process.

6. Other MPO Updates

Tom Sills (CBMPO) noted that they are working on a Safe Streets and Roads for All grant application to prepare an action plan for the county. They have also received comments from FHWA on their draft 2024 UPWP and are revising the document as necessary. Final approval is expected in August.

No representative from GHMPO was available to provide an update.

7. New Business / Announcements

Federal Partners

Ms. Myers stated that EPA is still reviewing potential changes to the PM 2.5 standard, but there is no additional information to share at this time. EPA is also working on a new MOVES4 air quality model and intends to release it prior to the end of the year. Mr. Grodzinsky noted there he was aware of a webinar scheduled for July 20 to provide a preview of the tool.

No announcements from FHWA or FTA.

State Partners

No announcements from GDOT, GRTA, SRTA, ATL or EPD.

Other Partners

No announcements from any local governments, transit operators or other agencies.

Adjournment

Mr. Haynes noted that the next meeting is scheduled for July 25, 2023. The only agenda ARC has at this time would be an update on the status of Amendment #8, which would still be within the public comment period at that time. No other additional agenda items were identified by the group at this time.

The meeting was subsequently adjourned.

DRAFT