

CONFORMITY DETERMINATION REPORT AMENDMENT #2

SHORT FORM

ATLANTA NONATTAINMENT AND MAINTENANCE AREAS

IN SUPPORT OF:
The Atlanta Region's Plan (2020) Amendment #2

Expected March 2021



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	Expected March 2021

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 second 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 #2 to TARP RTP (2020) does not require a new emissions analysis; the amendment only modifies: (1) conformity exempt projects and (2) financial details for nonexempt projects. For the full body of text, see the Atlanta Region's Plan documentation available on ARC's plan website at <https://www.atlantaregionsplan.org/plans-documents-resources/>.

This document provides updated information on the status of the nonattainment and maintenance areas, the projects being modified, Interagency Committee (IAC) meeting minutes, and relevant documentation for the United States Department of Transportation (USDOT) and the United States Environmental Protection Agency (USEPA) to render a conformity determination on Amendment #2.

CURRENT ATTAINMENT STATUS

There are no changes to the region's attainment status since the documentation in the Conformity Determination Report Amendment #1 was released in October 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. On April 7, 2008, the Atlanta area was reclassified as moderate nonattainment (73 FR 12013). The Atlanta ozone nonattainment area was redesignated to attainment effective January 2, 2014 (78 FR 72040). The 1997 standard was then subject to litigation regarding maintenance area conformity requirements.

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

2008 STANDARD

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

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

2015 STANDARD

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

RECENT CONFORMITY DETERMINATIONS

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

Table 1: Recent Conformity Determinations

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

STATEMENT OF CONFORMITY

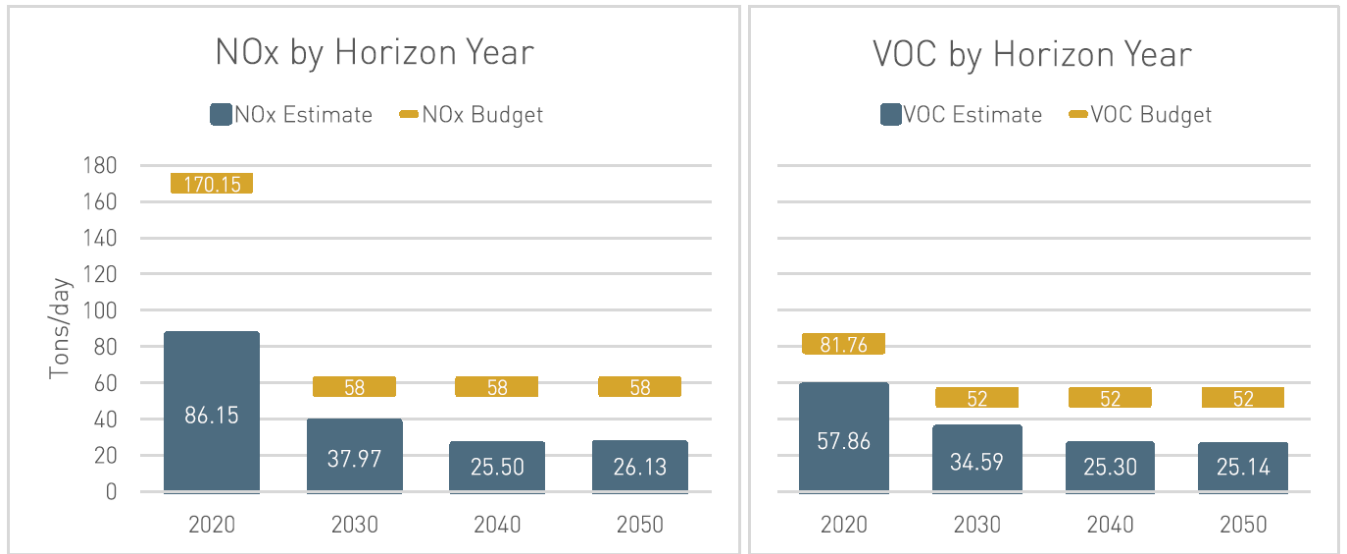
TARP RTP (2020) Amd #2 does not alter the timing or capacity of conformity nonexempt projects being amended. A list of project changes is included as Exhibit 1. As a result, this conformity determination relies on the emissions analysis for the 1997, 2008 and 2015 8-hr. ozone standards prepared for TARP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

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

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

MVEB Plan	Conformity Year	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



INTERAGENCY CONSULTATION

The draft of Amendment #2 documents were made available to ARC planning partners through the technical and policy committees in December 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 December 11, 2020 ahead of the initiation of public comment beginning on January 14, 2021. Final documents for Amendment #2 are anticipated to be provided in April 2021, upon approval on the update, fulfilling the requirements of 40 CFR 93.105(c)(7).

Exhibit 2 includes meeting minutes from the Interagency Committee 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.

PUBLIC INVOLVEMENT

The official public comment period for Amendment #2 began on January 14, 2021 and lasted for 20 days per ARC's Regional Community Engagement Plan. A legal ad was published in the Fulton County Daily Report on January 14, 2021 and in Mundo Hispanico on January 14, 2021 that summarized the intent and content of Amendment #2 and inviting public review and comment through email, fax, phone, or text telephone (TTY). Any comments received and corresponding responses are included in Appendix M of the RTP documentation posted at www.atlantaregionsplan.org.

FISCAL CONSTRAINT

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

This amendment was undertaken to accomplish two key outcomes:

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

The maximum amount of revenue from all sources which will be available for transportation services, projects and programs through 2050 will be approximately \$173.1 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 \$79.4 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 \$4.3 billion of available federal revenue remains uncommitted and could be dedicated to additional projects in future RTP updates. The tables presented in this section reflect project changes made under this TIP/RTP amendment.

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

Demonstration of Fiscal Constraint (FHWA Formula Funds) - March 2021

ESTIMATED AGGREGATE COST OF PROGRAMMED PROJECTS (Reflects Amendment #1 and 3rd Quarter 2020 Administrative Modifications)

FHWA Program (See Note 3)	2020	2021	2022	2023	2024 (See Note 2)	2025 (See Note 2)	LR 2026-2030	LR 2031-2040	LR 2041-2050	Total
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$23,615,778	\$29,000,000	\$29,000,000	\$29,000,000	\$29,000,000	\$29,000,000	\$0	\$0	\$0	\$168,615,778
Projects to Reduce PM2.5 Emissions	\$2,282,793	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,282,793
TAP - Urban (>200K) (ARC)	\$7,580,827	\$7,557,120	\$7,733,691	\$7,811,028	\$7,889,138	\$7,968,030	\$0	\$0	\$0	\$46,639,634
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)	\$174,666,412	\$293,891,633	\$333,793,738	\$334,925,124	\$399,421,494	\$212,429,664	\$0	\$0	\$0	\$1,751,128,045
STBG - Statewide Flexible (GDOT)	\$170,843,130	\$95,784,527	\$155,521,953	\$95,390,369	\$124,983,146	\$118,779,430	\$0	\$0	\$0	\$761,252,555
Off-System Bridge Setaside	\$11,251,229	\$12,648,000	\$9,695,200	\$12,231,200	\$23,256,000	\$22,640,000	\$0	\$0	\$0	\$91,721,629
Enhancements Setaside	\$7,084,800	\$7,084,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,169,600
STBG - Urban (>200K) (ARC)	\$81,754,530	\$88,396,336	\$89,280,300	\$90,173,102	\$91,074,834	\$91,985,582	\$0	\$0	\$0	\$532,664,684
Highway Infrastructure	\$17,155,671	\$24,720,000	\$4,000,000	\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$49,375,671
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							\$4,677,514,536	\$11,554,912,269	\$12,560,163,272	\$28,792,590,077
Total Project Costs	\$577,668,908	\$602,337,796	\$688,539,952	\$614,186,223	\$716,685,012	\$523,913,106	\$4,677,514,536	\$11,554,912,269	\$12,560,163,272	\$32,515,921,074
Running Total Cost	\$577,668,908	\$1,180,006,704	\$1,868,546,656	\$2,482,732,879	\$3,199,417,891	\$3,723,330,997	\$8,400,845,533	\$19,955,757,802	\$32,515,921,074	\$32,515,921,074

ESTIMATED AGGREGATE REVENUE (FROM TABLE E4)

Estimated FHWA Revenue (See Note 3)	\$777,549,022	\$823,158,448	\$966,639,244	\$881,376,201	\$903,718,832	\$926,580,042	\$4,882,702,950	\$11,393,060,560	\$13,487,192,695	\$34,941,977,994
Running Total Revenue	\$777,549,022	\$1,600,707,400	\$2,467,346,714	\$3,348,722,915	\$4,252,441,747	\$5,179,021,789	\$10,061,724,739	\$21,454,785,299	\$34,941,977,994	\$34,941,977,994

NET REVENUES MINUS COSTS

Running Total Balance (YOE)	\$199,880,114	\$420,700,766	\$598,800,058	\$865,990,036	\$1,053,023,856	\$1,455,690,792	\$1,660,879,206	\$1,499,027,497	\$2,426,056,920	\$2,426,056,920
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(1) All revenue estimates are based on assumptions about the average share of statewide revenues which will be directed to programs and projects in the Atlanta region, as documented in RTP Appendix E / Tables E.1 to E.4. Actual amounts in any given year will fluctuate from these averages, as evidenced by the cost of projects programmed within the TIP period. GDOT has reviewed all TIP project commitments and confirms that financial resources are available to ensure no shortfall actually occurs within any individual fiscal year. Over the four year federally required TIP period (FY 2020-2023), the program is balanced and is less than revenue estimates.

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

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

Demonstration of Fiscal Constraint (FTA Funds) - March 2021

ESTIMATED FORMULA FUNDING ALLOCATIONS AND AGGREGATE COST OF PROGRAMMED PROJECTS (Reflects Amendment #1 and 3rd Quarter 2020 Administrative Modifications)

FTA Program	2020	2021	2022	2023	2024 (see Note 2)	2025 (see Note 2)	LR 2026-2030	LR 2031-2040	LR 2041-2050	Total
Bus - New (80/20)	\$1,550,000	\$1,550,000	\$1,550,000	\$1,550,000	\$1,550,000	\$1,550,000	\$9,224,050	\$21,483,000	\$26,704,950	\$66,712,000
Bus and Bus Facilities Program	\$7,001,994	\$4,541,343	\$4,541,343	\$4,541,343	\$4,541,343	\$4,541,343	\$25,378,032	\$66,718,762	\$76,670,365	\$198,475,869
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	\$6,705,866	\$14,782,591	\$16,987,525	\$45,675,983
New Starts	\$0	\$0	\$0	\$0	\$0	\$0	\$406,155,750	\$1,329,659,100	\$1,835,481,178	\$3,571,296,028
State of Good Repair Grants	\$54,637,294	\$48,591,797	\$48,591,797	\$48,591,797	\$48,591,797	\$48,591,797	\$271,573,464	\$598,657,998	\$687,952,313	\$1,855,780,048
Transit Nonurbanized Area Formula	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$42,470,487	\$9,362,308	\$10,758,766	\$67,151,561
Transit Urbanized Area Formula Program	\$73,831,496	\$61,736,800	\$61,736,800	\$61,736,800	\$61,736,800	\$61,736,800	\$344,998,939	\$800,723,697	\$920,157,630	\$2,448,395,762
Total Project Costs	\$142,680,784	\$122,079,940	\$122,079,940	\$122,079,940	\$122,079,940	\$122,079,940	\$1,128,525,288	\$2,892,669,451	\$3,638,460,027	\$8,412,735,250
Running Total Cost	\$142,680,784	\$264,760,724	\$386,840,664	\$508,920,604	\$631,000,544	\$753,080,484	\$1,881,605,772	\$4,774,275,223	\$8,412,735,250	\$8,412,735,250

ESTIMATED AGGREGATE REVENUE (FROM TABLES E6 AND E7)

Estimated FTA Formula Funds Revenue (see Note 4)	\$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
Running Total Revenue	\$137,289,596	\$276,500,843	\$417,661,251	\$560,797,904	\$705,938,471	\$853,111,005	\$2,273,941,178	\$6,156,602,002	\$10,293,486,835	\$10,293,486,835

NET REVENUES MINUS COSTS

Running Total Balance (YOE)	\$ (5,391,388)	\$ 11,740,119	\$ 30,820,587	\$ 51,877,300	\$ 74,937,927	\$ 100,030,521	\$ 392,335,406	\$ 1,382,326,779	\$ 1,880,751,585	\$ 1,880,751,585
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(1) Project and program expenditures by transit agency recipients are estimates based on historical spending levels and previously encumbered commitments. Line items will be adjusted periodically via future amendment processes to match actual allocation amounts each year. Over the four year federally required TIP period (FY 2020-2023), the program is balanced.

(2) Fiscal Years 2024 and 2025 are not considered to be part of the federally required four year TIP. For financial constraint purposes, project costs and revenue estimates are presented for information purposes only.

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

EXHIBITS TO THE CDR

EXHIBIT 1: PROJECT LIST

The Atlanta Region's Plan (2050) RTP/FY 2020-2025 TIP Amendment #2

Summary of Proposed Changes December 11,2020 - **DRAFT**

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ARC ID	Change Category	GDOT PI	Sponsor	Description	Limits	Project Type	Proposed AQ Modeling Status	Notes
NEW FEDERAL FUNDING FOR TIP PROJECT SOLICITATION PROJECTS								
AR-450C	Edit Existing Project	0009397	Invest Atlanta	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES	FROM GLENWOOD AVENUE TO UNIVERSITY AVENUE	Last Mile Connectivity / Sidepaths and Trails	Exempt	New federal funding for TIP solicitation application AR-450C1. Funding award will cover Segment 2 of the Southeast BeltLine Trail section. Federalization of current local funded activities.
AR-550	Edit Existing Project	0015135	GRTA	XPRESS BUS MAINTENANCE AND REHABILITATION		Transit / Operations and Maintenance	Exempt	New federal funding for TIP solicitation application AR-550
AT-306	Edit Existing Project	0015019	City of Atlanta, Midtown Alliance	15TH STREET EXTENSION	FROM WEST PEACHTREE STREET TO WILLIAMS STREET	Roadway / General Purpose Capacity	Non-Exempt	New federal funding for TIP solicitation application AT-306. No changes to current scope or modeling. Federalization of current local funded activities. LCI recommendation.
AT-320	Edit Existing Project	TBD	City of Atlanta	ATLANTA TRAFFIC SIGNAL ENHANCEMENT PROGRAM - PHASE 1	AT VARIOUS INTERSECTIONS ON GREENBRIAR PARKWAY, SYLVAN ROAD, 10TH STREET, STATE STREET AND NORTH AVENUE	Roadway / Operations & Safety	Exempt	New federal funding for TIP solicitation application ATL-09. Federalization of current local funded activities.
AT-376	Add New Project	TBD	ADID, City of Atlanta	SOUTH DOWNTOWN PEDESTRIAN SAFETY ENHANCEMENTS	FROM PEACHTREE STREET BETWEEN ALABAMA STREET AND TRINITY AVENUE	Last Mile Connectivity / Pedestrian Facility	Exempt	New federal funding for TIP solicitation application ADID-01. LCI recommendation.
AT-377	Add New Project	TBD	City of Atlanta	SIGNAL ENHANCEMENT PROJECTS II - VARIOUS SEGMENTS		Roadway / Operations & Safety	Exempt	New federal funding for TIP solicitation application ATL-10
AT-378	Add New Project	TBD	Buckhead CID, City of Atlanta	LENOX ROAD MULTIUSE PATH - PHASE III	FROM PHIPPS BOULEVARD AND PIEDMONT ROAD	Last Mile Connectivity / Sidepaths and Trails	Exempt	New federal funding for TIP solicitation application BCID-03
CH-349	Add New Project	TBD	City of Canton, Cherokee County	HIGHWAY 140 AND REINHARDT COLLEGE PARKWAY INTERSECTION IMPROVEMENTS		Roadway / Operations & Safety	Exempt	New federal funding for TIP solicitation application CANT-02
CO-472	Edit Existing Project	0016036	Cobb County	SR 139 (MABLETON PARKWAY) TRAIL - PHASE II	FROM US 78 (VETERANS MEMORIAL HIGHWAY) TO FACTORY SHOALS ROAD	Last Mile Connectivity / Sidepaths and Trails	Exempt	New federal funding for TIP solicitation application CO-472
CO-473	Edit Existing Project	0016410	Cobb County	OLD HIGHWAY 41 ROUNDABOUTS	FROM STILESBORO ROAD TO KENNESAW AVENUE	Roadway / Operations & Safety	Exempt	New federal funding for TIP solicitation application CO-473. Federalization of current local funded activities.
CO-474	Edit Existing Project	TBD	Cumberland CID, Cobb County	CUMBERLAND CORE LOOP - SEGMENT C	FROM INTERSECTION OF GALLERIA DRIVE AND COBB PARKWAY TO INTERSECTION OF GALLERIA LANE AND AKERS MILL ROAD	Last Mile Connectivity / Sidepaths and Trails	Exempt	New federal funding for TIP solicitation application Cumberland-02. Federalization of current local funded activities. LCI recommendation.
CO-475	Add New Project	TBD	Cobb County	DALLAS HIGHWAY INTERSECTION IMPROVEMENTS	AT MARS HILL ROAD	Roadway / Operations & Safety	Exempt	New federal funding for TIP solicitation application CO-110

The Atlanta Region's Plan (2050) RTP/FY 2020-2025 TIP Amendment #2

Summary of Proposed Changes December 11,2020 - **DRAFT**

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ARC ID	Change Category	GDOT PI	Sponsor	Description	Limits	Project Type	Proposed AQ Modeling Status	Notes
CO-476	Add New Project	TBD	Cobb County	COBB COUNTY ADA COMPLIANT SIDEWALK IMPROVEMENT		Last Mile Connectivity / Pedestrian Facility	Exempt	New federal funding for TIP solicitation application CO-520
CO-477	Add New Project	TBD	Cobb County	CUMBERLAND TRANSFER CENTER		Transit / Facilities Capital	Exempt	New federal funding for TIP solicitation application CO-551
CO-478	Add New Project	TBD	Cobb County	MARIETTA MAINTENANCE FACILITY		Transit / Facilities Capital	Exempt	New federal funding for TIP solicitation application CO-552
CO-479	Add New Project	TBD	Cobb County	MARIETTA TRANSFER CENTER		Transit / Facilities Capital	Exempt	New federal funding for TIP solicitation application CO-550
CO-480	Add New Project	TBD	City of Marietta	SR 120 (NORTH MARIETTA PARKWAY) INTERSECTION AND OPERATIONS IMPROVEMENTS	FROM FAIRGROUND STREET TO CHURCH STREET	Roadway / Operations & Safety	Exempt	New federal funding for TIP solicitation application MAR-01
CO-481	Add New Project	TBD	Town Center CID, Cobb County	NOONDAY CREEK TRAIL CROSSING	AT US 41 (COBB PARKWAY)	Last Mile Connectivity / Joint Bike-Ped Facilities	Exempt	New federal funding for TIP solicitation application NCT-CC-2019
DK-382	Edit Existing Project	0016054	City of Brookhaven	I-85 NORTH INTERCHANGE IMPROVEMENTS	AT SR 42 (NORTH DRUID HILLS ROAD)	Roadway / Interchange Capacity	Non-Exempt	New federal funding for TIP solicitation application DK-382. No scope or model coding changes. Federalization of current local funded activities.
DK-453	Edit Existing Project	0017807	City of Chamblee	CITY OF CHAMBLEE RAIL TRAIL EXTENSION	FROM PIERCE DRIVE, CHAMBLEE/DORAVILLE BORDER ON PEACHTREE ROAD	Last Mile Connectivity / Sideways and Trails	Exempt	New federal funding for TIP solicitation application CHA-01. Federalization of current local funded activities. LCI recommendation.
DK-454	Edit Existing Project	0017808	City of Brookhaven	PEACHTREE CREEK GREENWAY PHASE III	FROM BRIARWOOD RD TO CLAIRMONT ROAD / CITY LIMIT	Last Mile Connectivity / Sideways and Trails	Exempt	New federal funding for TIP solicitation application BKHVN 2019-01. Federalization of current local funded activities.
DK-455	Edit Existing Project	TBD	DeKalb County	SOUTH RIVER MULTI-USE TRAIL EXTENSION	FROM NEAR BOULDER WALK DRIVE AND INTRENCHMENT CREE TO CRESTDALE ROAD	Last Mile Connectivity / Sideways and Trails	Exempt	New federal funding for TIP solicitation application DK-02. Federalization of current local funded activities.
DK-456	Add New Project	TBD	City of Chamblee	CHAMBLEE TUCKER ROAD MULTI-USE PATH	FROM NEW PEACHTREE ROAD TO BUFORD HIGHWAY	Last Mile Connectivity / Sideways and Trails	Exempt	New federal funding for TIP solicitation application CHA-02
DK-457	Add New Project	TBD	DeKalb County	NORTH DRUID HILLS BRIDGE REPLACEMENT OVER CSX RAILROAD	FROM SPRING CREEK ROAD TO WILLIVEE DRIVE	Roadway / Bridge Upgrade	Exempt	New federal funding for TIP solicitation application DK-01
DK-458	Add New Project	TBD	DeKalb County	KENSINGTON MARTA STATION AREA AND TRAIL IMPROVEMENTS	FROM COVINGTON HIGHWAY TO MEMORIAL DRIVE	Last Mile Connectivity / Sideways and Trails	Exempt	New federal funding for TIP solicitation application DK-03. Scope of work includes a road diet from 4 to 3 lanes from Kensington Road to Mountain Road but it is less than 1 mile. LCI recommendation.

The Atlanta Region's Plan (2050) RTP/FY 2020-2025 TIP Amendment #2

Summary of Proposed Changes December 11,2020 - **DRAFT**

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ARC ID	Change Category	GDOT PI	Sponsor	Description	Limits	Project Type	Proposed AQ Modeling Status	Notes
DO-298	Edit Existing Project	0012877	Douglas County	CHC REGIONAL GREENWAY TRAIL - DOUGLAS COUNTY EXTENSION	FROM BOUNDARY OF WATERS PARK TO SWEETWATER CREEK STATE PARK	Last Mile Connectivity / Sidepaths and Trails	Exempt	New federal funding for TIP solicitation application DO-298. Federalization of current local funded activities.
DO-303	Edit Existing Project	TBD	City of Douglasville	DALLAS HIGHWAY CORRIDOR IMPROVEMENTS	FROM BROWN STREET/NEW SR 92 RELOCATION PROJECT TO MCCARLEY RAILROAD CROSSING	Last Mile Connectivity / Sidepaths and Trails	Exempt	New federal funding for TIP solicitation application DOU-01. Federalization of current local funded activities. LCI recommendation.
FN-179	Edit Existing Project	TBD	City of Alpharetta	NORTH POINT PARKWAY LID STREETScape ENHANCEMENTS AND COMPLETE STREETS UPGRADE	FROM MANSELL ROAD TO HAYNES BRIDGE ROAD	Last Mile Connectivity / Sidepaths and Trails	Exempt	New federal funding for TIP solicitation application Alpharetta-01. Federalization of current local funded activities. LCI recommendation.
FN-253	Edit Existing Project	0009640	City of Roswell	SR 9 (ROSWELL ROAD / ATLANTA STREET) PEDESTRIAN IMPROVEMENTS	AT CHATTAHOOCHEE RIVER	Last Mile Connectivity / Pedestrian Facility	Exempt	New federal funding for TIP solicitation application FN-253
FN-269	Edit Existing Project	721010-	City of Roswell	SR 9 (ATLANTA STREET) REVERSIBLE LANE REMOVAL AND WIDENING	FROM MARIETTA HIGHWAY TO RIVERSIDE ROAD/AZALEA DRIVE	Roadway / General Purpose Capacity	Non-Exempt	New federal funding for TIP solicitation application FN-269. No scope or model coding changes.
FN-287	Edit Existing Project	0012788	City of Johns Creek	SR 120 (ABBOTTS BRIDGE ROAD) OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING PEDESTRIAN CONNECTIVITY	FROM PARSONS ROAD (WEST) TO PRIMROSE PARKWAY	Roadway / Operations & Safety	Exempt	New federal funding for TIP solicitation application FN-287
FN-304	Edit Existing Project	0015023	City of Sandy Springs	PATH 400 TRAIL EXTENSION	FROM LORIDANS DRIVE TO JOHNSON FERRY ROAD	Last Mile Connectivity / Sidepaths and Trails	Exempt	New federal funding for TIP solicitation application SAN-01. Federalization of current local funded activities.
FN-308	Edit Existing Project	TBD	City of Johns Creek	CHATTAHOOCHEE GREENWAY	FROM ABBOTTS BRIDGE ROAD TO ROGERS BRIDGE ROAD	Last Mile Connectivity / Sidepaths and Trails	Exempt	New federal funding for TIP solicitation application JC-02. Federalization of current local funded activities.
FN-349	Add New Project	TBD	City of Johns Creek	BUICE ROAD BRIDGE REPLACEMENT	BRIDGE OVER JOHNS CREEK	Roadway / Bridge Upgrade	Exempt	New federal funding for TIP solicitation application JC-03
FS-215	Edit Existing Project	TBD	Aerotropolis CID, City of East Point	WELCOME ALL ROAD INTERSECTION AND REALIGNMENT	AT SR 6 (CAMP CREEK PARKWAY)	Roadway / Operations & Safety	Exempt	New federal funding for TIP solicitation application FS-215
FS-286C	Edit Existing Project	0015530	City of South Fulton	SOUTH FULTON BRIDGE REPLACEMENT PROGRAM	AT COCHRAN ROAD AT CAMP CREEK	Roadway / Bridge Upgrade	Exempt	New federal funding for TIP solicitation application FS-286C. Federalization of current local funded activities.
FS-349	Add New Project	TBD	Fulton Industrial Boulevard CID, City of South Fulton	FULTON INDUSTRIAL BOULEVARD PEDESTRIAN ENHANCEMENTS AND INTERSECTION IMPROVEMENT	FROM LAKEVIEW COURT TO WESTPARK PLACE	Last Mile Connectivity / Pedestrian Facility	Exempt	New federal funding for TIP solicitation application FIB-01

The Atlanta Region's Plan (2050) RTP/FY 2020-2025 TIP Amendment #2

Summary of Proposed Changes December 11,2020 - **DRAFT**

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ARC ID	Change Category	GDOT PI	Sponsor	Description	Limits	Project Type	Proposed AQ Modeling Status	Notes
GW-408	Edit Existing Project	0015088	City of Buford	MORENO STREET BICYCLE/PEDESTRIAN IMPROVEMENTS	FROM WEST MAIN STREET TO EAST MAIN STREET	Last Mile Connectivity / Joint Bike-Ped Facilities	Exempt	New federal funding for TIP solicitation application GW-408. Federalization of current local funded activities. LCI recommendation.
GW-424	Add New Project	TBD	Gwinnett County	ROUTE 50 LOCAL SERVICE EXPANSION	GWINNETT PLACE TRANSIT CENTER TO MALL OF GEORGIA VIA SATELLITE BOULEVARD	Transit / Operations and Maintenance	Exempt	New federal funding for TIP solicitation application GW-BUSB
GW-425	Add New Project	TBD	Gwinnett County	GWINNETT TRANSIT CENTER AREA FACILITIES	AT GWINNETT TRANSIT CENTER	Transit / Facilities Capital	Exempt	New federal funding for TIP solicitation application GW-BUSD
GW-426	Add New Project	TBD	Gwinnett County	ITS EXPANSION ON SR 124 (BRASELTON HIGHWAY) - PHASE I	FROM SR 20 TO BARROW COUNTY LINE	Roadway / Operations & Safety	Exempt	New federal funding for TIP solicitation application GW-ITSA
GW-427	Add New Project	TBD	Gwinnett County	ITS EXPANSION - SINGLETON ROAD/SOUTH NORCROSS TUCKER ROAD/STEVE REYNOLDS BOULEVARD	FROM OLD NORCROSS ROAD TO SR 378 (BEAVER RUIN ROAD)	Roadway / Operations & Safety	Exempt	New federal funding for TIP solicitation application GW-ITSD
GW-428	Add New Project	TBD	Gwinnett County	HARBINS ROAD PARK AND RIDE LOT	AT VICINITY OF SR 316 AND HARBINS ROAD	Transit / Facilities Capital	Exempt	New federal funding for TIP solicitation application GW-PNR1
GW-429	Add New Project	TBD	Gwinnett County	SUGARLOAF PARKWAY WIDENING - SCOPING ONLY	FROM SR 124 (SCENIC HIGHWAY) TO OLD NORCROSS ROAD	Other / Planning	Exempt	New federal funding for TIP solicitation application GW-SLF6L
GW-430	Add New Project	TBD	Gwinnett County	WESTERN GWINNETT BIKEWAY - SUWANEE CREEK SPUR	FROM PEACHTREE INDUSTRIAL BOULEVARD TO SUWANEE CREEK PARK	Last Mile Connectivity / Bicycle Facility	Exempt	New federal funding for TIP solicitation application GW-WGSPUR
HE-005	Edit Existing Project	0015089	Henry County	SR 81 WIDENING	FROM EAST OF LEMON STREET TO BETHANY ROAD	Roadway / General Purpose Capacity	Non-Exempt	New federal funding for TIP solicitation application HE-005. Federalization of current local funded activities.
HE-161A	Edit Existing Project	0015090	Henry County	ROCK QUARRY ROAD WIDENING	FROM EAGLES LANDING PARKWAY TO SR 42 / SR 138	Roadway / General Purpose Capacity	Non-Exempt	New federal funding for TIP solicitation application HE-161A. Federalization of current local funded activities.
M-AR-274B2	Edit Existing Project	0015137	MARTA	MARTA CLEAN BUS PROCUREMENT		Transit / Bus Capital	Exempt	New federal funding for TIP solicitation application M-AR-274B2
M-AR-451	Edit Existing Project	TBD	MARTA	METROPOLITAN PARKWAY ARTERIAL RAPID TRANSIT (ART)	FROM WEST END MARTA STATION TO CITY OF HAPEVILLE	Transit / Operations and Maintenance	Exempt	New federal funding for TIP solicitation application MARTA-03
M-AR-452	Edit Existing Project	TBD	MARTA	CLAYTON COUNTY BUS ROUTES 197 AND 198	Route 197 - I-675 and Clayton/Henry County Line; Route 198 - South Lake Mall	Transit / Operations and Maintenance	Exempt	New federal funding for TIP solicitation application MARTA-04
M-AR-453	Add New Project	TBD	MARTA	CLAYTON TRANSIT CENTER	AT CLAYTON JUSTICE CENTER	Transit / Facilities Capital	Exempt	New federal funding for TIP solicitation application MARTA-02
NE-109	Add New Project	TBD	Highway 278 CID, City of Covington	HIGHWAY 278 MULTIUSE PATH IMPROVEMENTS	FROM TURNER LAKE ROAD TO EMORY STREET	Last Mile Connectivity / Sidepaths and Trails	Exempt	New federal funding for TIP solicitation application CID-278
NE-109	Add New Project	TBD	Newton County	BROWN BRIDGE ROAD WIDENING - SCOPING ONLY	FROM SALEM ROAD TO JACK NEELY ROAD	Other / Planning	Exempt	New federal funding for TIP solicitation application NE-109
NE-110	Add New Project	TBD	Newton County	Dial Mill Road Bridge Replacement	AT Little Haynes Creek	Roadway / Bridge Upgrade	Exempt	New federal funding for TIP solicitation application NE-03

The Atlanta Region's Plan (2050) RTP/FY 2020-2025 TIP Amendment #2

Summary of Proposed Changes December 11,2020 - **DRAFT**

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ARC ID	Change Category	GDOT PI	Sponsor	Description	Limits	Project Type	Proposed AQ Modeling Status	Notes
RO-235E1	Edit Existing Project	752210-	Rockdale County	SIGMAN ROAD WIDENING	FROM SR 20/138 (WALNUT GROVE ROAD) TO OLD COVINGTON ROAD / DOGWOOD DRIVE	Roadway / General Purpose Capacity	Non-Exempt	New federal funding for TIP solicitation application RO-235E1. No scope or model coding changes.
RO-243	Edit Existing Project	0006934	Rockdale County	COURTESY PARKWAY EXTENSION / I-20 OVERPASS - NEW ALIGNMENT	FROM CURRENT ALIGNMENT OF COURTESY PARKWAY SOUTH OF OLD COVINGTON HIGHWAY TO INTERSECTION OF FLAT SHOALS ROAD AND MISSION RIDGE DRIVE	Roadway / General Purpose Capacity	Non-Exempt	New federal funding for TIP solicitation application RO-243. No scope or model coding changes.
RO-261	Edit Existing Project	TBD	Rockdale County	ROCKDALE COUNTY SCHOOL BUS REPLACEMENT		Transit / Bus Capital	Exempt	New federal funding for TIP solicitation application RO 1
SP-100	Edit Existing Project	0016076	City of Griffin	EAST SOLOMON STREET INTERSECTION IMPROVEMENTS	AT SPALDING STREET/SEARCY AVENUE	Roadway / Operations & Safety	Exempt	New federal funding for TIP solicitation application SP-100. Federalization of current local funded activities.
PROJECTS WITH FINANCIAL CHANGES ONLY (NO MODEL CODING CHANGES)								
AR-059	Add New Project	TBD	ARC	FREIGHT, SURVEY, AND HUMAN SERVICES TRANSPORTATION STUDIES		Other / Planning	Exempt	Add new lump sum line item.
AR-318	Edit Existing Project	0014203	GDOT	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 155	Roadway / Managed Lanes	Non-Exempt	Increase federal share PE phase. No scope or model coding changes.
AR-ML-300	Edit Existing Project	0001757	GDOT	SR 400 EXPRESS LANES	FROM I-285 NORTH TO MCFARLAND ROAD	Roadway / Express Lanes	Non-Exempt	Addition of federal funded PE phases. No scope or model coding changes.
BA-184F	Edit Existing Project	0013903	GDOT	SR 316 GRADE SEPARATION	AT CARL-BETHLEHEM ROAD	Roadway / Operations & Safety	Exempt	Addition of federal funded ROW phase.
CA-011	Edit Existing Project	631490-	City of Villa Rica	VILLA RICA BYPASS	FROM PROPOSED SR 61 BYPASS TO SR 101	Roadway / General Purpose Capacity	Non-Exempt	Addition of federal funded CST phase. Increase federal share with currently programmed CST phase. No scope or model coding changes.
DK-382	Edit Existing Project	0016054	City of Brookhaven	I-85 NORTH INTERCHANGE IMPROVEMENTS	AT SR 42 (NORTH DRUID HILLS ROAD)	Roadway / Interchange Capacity	Non-Exempt	Increase federal share ROW phase. No scope or model coding changes.
FS-283	Edit Existing Project	0013809	GDOT	SR/14 US 29 BRIDGE UPGRADE	AT CSX RAIL LINE 2.6 MILES NORTHEAST OF UNION CITY	Roadway / Bridge Upgrade	Exempt	Increase federal share CST phase.

EXHIBIT 2: INTERAGENCY CONSULTATION GROUP MEETING MINUTES

These meeting minutes cover the following meeting dates:

- July 28, 2020
- September 22, 2020
- October 27, 2020
- November 17, 2020
- December 15, 2020

Interagency Consultation Group
July 28, 2020

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, Guy Rousseau, Jean Hee Barrett, John Orr, Kyeil Kim, Kyung-Hwa Kim, Melissa Roberts, Patrick Bradshaw, Steve Lewandowski,
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Dianna Myers
EPD	Gil Grodzinsky
FHWA	Tamara Christion, David D'Onofrio
FTA	John Crocker
GDOT	Daniel Dolder, Matthew Fowler, Habte Kassa, Sarah Larocca, Megan Weiss, Charles Robinson
GHMPO	Joseph Boyd
GRTA/SRTA	Jamie Fischer
Gwinnett	
MARTA	
Other	Laura Beall

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft June 2nd meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

2. TCM Removal SIP Status

Dianna Myers noted that EPA had received one comment on the proposed rule in the Federal Register. The comment period will close soon and then the removal is expected to be finalized.

3. Transportation Planning Updates

a. ARC's Amendment #1

Patrick Bradshaw recapped the proposed changes to the project list. He noted that there are updates to the MMIP projects and that there are a few new projects for FY 2021 in the latest TIP solicitation. There are a couple of clean-up items such as minor changes to projects extents or to funding sources.

Melissa Roberts and Tamara Christion clarified that CBMPO and GHMPO can use the ARC public comment period to cover their areas' projects as long as they notify the public that they are doing so.

Guy Rousseau noted that all travel demand modeling was complete for all network years pursuant to the project changes Patrick noted earlier.

Abby Marinelli presented the final MOVES outputs and emissions analysis that will be used for the conformity determination for Amendment #1. Gil Grodzinsky noted that the entire Atlanta area is now subject to the more related RVP fuel standards.

David reviewed the fiscal constraint tables for FHWA and FTA and noted that there are a few updates to be made to capture the last-minute changes noted by Patrick earlier.

Melissa Roberts confirmed that public comment is going to run from July 31 – August 19. She noted that ARC is having a virtual public meeting in addition to traditional public comment techniques.

David noted that there will be changes to the RTP documentation that will align with the amendment. ARC expects final documentation and approvals to be granted in September.

b. CBMPO

Tom Sills noted that CBMPO is having policy meetings in August and November to address an amendment to their RTP.

c. GHMPO

There are no updates from GHMPO.

4. Air Quality Updates

Dianna Myers noted that EPA has proposed to keep the ozone standard at 0.070 ppm for the next NAAQS. EPA is also beta testing the next version of the MOVES model.

5. New Business/Announcements

David noted that the next IAC meeting is set for August 25. There were no objections to keeping that scheduled time. It may be possible to share the final documentation by email and avoid having a meeting, but that will be decided in the future.

The meeting was subsequently adjourned.

Interagency Consultation Group
September 22, 2020

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, Guy Rousseau, Jean Hee Barrett, Kyung-Hwa Kim, Patrick Bradshaw
CBMPO	Tom Sills
Cobb	Laura Beall
Douglas	
EPA	Dianna Myers, Richard Wong, Kelly Sheckler
EPD	Gil Grodzinsky, Richard McDonald
FHWA	Tamara Christion, David D'Onofrio
FTA	John Crocker
GDOT	Daniel Dolder, Habte Kassa, Sarah Larocca
GHMPO	Michael Haire
GRTA/SRTA	Jamie Fischer
Gwinnett	
MARTA	
Other	

1. Welcome & Review of Previous Meeting Summary

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

2. TCM Removal SIP Status

Dianna Myers reported that the comment period was closed and the document was moving through the signature chain.

Gil Grodzinsky reviewed the changes to the conformity modeling process after the SIP changes are made. He noted that soon we will only have a single TCM in the SIP and will need to review the modeling process at that time. Currently, we don't really take credit for the TCMs at the regional level other than performing a small off-model calculation to add some amount to the emissions numbers. In the future, we will have to note in the CDR that the TCMs are no longer part of the modeling process but we are running the conformity models the same way as we did previously because the TCMs didn't really affect the outcome of the conformity models. Ms. Myers noted that it will include minor changes to the ABM and a note in the CDR.

Mr. Grodzinsky also noted that a new MOVES model will be available soon. It will need to be used for the next available conformity determination. Richard Wong noted that the model should be released by the end of 2020 and will be called MOVES 3. He noted that there will be a phase-in period before it is required. Ms. Myers noted that there is anywhere from 3 months to

24 months grace period to use the new model, with the exception of new SIPs. With new SIPs (and depending on the timing of the SIP and the model release), agencies generally need to use the most recent model available.

Mr. Grodzinsky also noted that the region is on track to attain the 2015 ozone standard and will need to prepare for a new maintenance plan. ARC and Ga EPD will work together to prepare the plan.

3. Transportation Planning Updates

a. ARC

Mr. Haynes reviewed the current status of the RTP Amendment #1. The public comment is now closed and TCC and TAQC have both approved the documentation. We received the conformity determination on September 14th. There was a small change requested by GDOT that changes some of the fiscal constraint information.

Patrick Bradshaw previewed Amendment #2. Amd2 will contain all of the 2019 TIP Solicitation projects scheduled for 2022-2025. (Amendment #1 addressed only those projects through 2021 due to the uncertainty around the pandemic-related shutdowns and revenue projections.) Amd2 is not a conformity amendment and will not run the travel demand model or MOVES. Mr. Bradshaw expects the final project list to be available in mid-October and the review period to last until about Thanksgiving. ARC has a planned slow-down to accommodate the holidays and will conduct a public comment period in January. The approval period is currently scheduled for March 2021. Jamie Fischer asked for Mr. Bradshaw to send a summary of key dates for Amd2.

b. CBMPO

Tom Sills noted that CBMPO is on track for their upcoming TIP and UPWP to be approved during their November policy meeting.

c. GHMPO

There were no updates from GHMPO.

4. CMAQ Mid-Performance Period Reports

Habte Kassa reviewed the performance measures set by the GDOT Office of Planning in 2018. Mr. Kassa reported that we are currently meeting the set targets. The GDOT executive board can decide to adopt a stricter set of targets, but it is not being recommended by the Office of Planning at this time. Mr. Haynes noted that these measures will be included in the updated RTP documentation available in October.

5. Other Business

There was no other business to discuss.

6. New Business/Announcements

The next meeting is current set for October 27th. The meeting was subsequently adjourned.

Interagency Consultation Group
October 27, 2020

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, Guy Rousseau, Kyung-Hwa Kim, Mike Carnathan, Steve Lewandowski, Wei Wang, Kyeil Kim
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Dianna Myers
EPD	Gil Grodzinsky
FHWA	Tamara Christion
FTA	John Crocker
GDOT	Daniel Dolder, Habte Kassa, Sarah Larocca,
GHMPO	
GRTA/SRTA	Jamie Fischer
Gwinnett	
MARTA	
Other	Miles Kemp, Megan Weiss, Richard Wong

1. Welcome & Review of Previous Meeting Summary

Abby Marinelli called the meeting to order. She noted that the draft September 22nd meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

2. TCM Removal SIP Status

Dianna Myers noted that the removal update is working through the signature chain.

3. Ozone Maintenance Plan Development Process

Gil Grodzinsky gave an overview of the maintenance plan development process. The region expects to attain the 2015 ozone standard after the close of the current ozone monitoring season (ends October 31st). EPD will prepare a maintenance SIP. Currently, we would like to submit a pre-draft to EPA by approximately April 1, 2021 and a final draft to EPA in July 2021. Based on this schedule, and assuming EPA takes the maximum allowable time to review the SIP (18 months), we expect an approved plan to go into effect in early 2023. Additionally, a clean data determination is usually available in the May following the close of an ozone monitoring season, but EPD is accelerating the process this year in hopes of having a clean data determination by the end of 2020.

The new maintenance SIP will cover only the 7-county area designated as nonattainment for the 2015 8-hr. ozone standard. ARC will have to run conformity analyses for both the 2008 and 2015 standard SIPs, once the 2015 SIP is effective. Until the 2015 standard SIP is effective,

conformity analysis will only be performed for the existing 2008 standard SIP. The 7-county area will be split into a 6-county and a 1-county (Bartow) area to accommodate modeling assumption differences in those geographies, similar to the 13/2 split in the 2008 SIP modeling assumptions.

For the new maintenance SIP, two modeling years will need to be run: 2018 as the base year and 2033 for the horizon year. It might be possible to use 2040 as the horizon year, but this needs to be addressed by the EPA home office; until that is confirmed, we will assume we need to model 2033. The base year needs to be a year in the conforming design value calculation (2018, 2019, and 2020). 2018 is the best choice given the ready availability of data. 2033 was chosen for the horizon year since it needs to be at least 10 years after the effective date of the maintenance SIP and we expect a 2023 effective date.

ARC needs to prepare ABM runs for 2018 and 2033 in order to generate some inputs for the MOVES run. Other MOVES inputs will be produced by EPD. The 2015 SIP will use the forthcoming MOVES3 model (expected by the end of the year) for the creation of MVEBs and for the conformity analyses in the future. [Conformity for the 2008 SIP will continue to use MOVES2014b until the grace period ends for MOVES3 to maintain consistency with previous conformity runs.] ARC anticipates the following time requirements: (1) production of the SE data will take 1 week in total; (2) production of the networks will take 1 week per modeling year and can be done concurrently with the production of SE data; (3) Popsyn and ABM runs will take 2-3 weeks per modeling year and must be done subsequent to the SE data and network production for each modeling year; (4) MOVES modeling will take 1 week in total and must be done subsequent to the completed ABM run for each modeling year. Overall, it will likely take 8 weeks for both network years to be completed.

4. Transportation Planning Updates

a. ARC

No updates.

b. CBMPO

Tom Sills noted that Bartow has opened the realigned portion of Cass-White Road and will be celebrating with a dedication ceremony in the first week of November. There is a pre-construction meeting scheduled for November 4th for the Old Alabama Road project. Megan Weiss noted that the CBMPO TCC recommended their new plan for adoption and that it is scheduled to be adopted on November 4th.

c. GHMPO

No updates.

5. Air Quality Update

Richard Wong reported that MOVES3 is going to be released by the end of the year and that training will be held virtually.

6. New Business/Announcements

There was no new business to add to the agenda. The next meeting is currently scheduled for November 14th at 1pm and the main agenda item is the 2015 ozone standard maintenance plan development process. The meeting was subsequently adjourned.

Interagency Consultation Group
November 17, 2020

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, Guy Rousseau, John Orr, Kyeil Kim, Steve Lewandowski, Patrick Bradshaw, Kyung-Hwa Kim, Kofi Wahkisi
CBMPO	
Cobb	
Douglas	
EPA	Dianna Myers, Richard Wong
EPD	Gil Grodzinsky
FHWA	Tamara Christion
FTA	John Crocker
GDOT	Daniel Dolder, Habte Kassa, Megan Weiss
GHMPO	Michael Haire, Joseph Boyd
GRTA/SRTA	Jamie Fischer
Gwinnett	
MARTA	
Other	

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft October 27, 2020 meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

2. Old Business / TCM Removal from SIP

Dianna Myers reported that the TCM removal is still working through the signature chain at EPA.

3. Ozone Maintenance SIP Development

Abby Marinelli reviewed ARC's current schedule for modeling related to the SIP development. The committee agreed that we will use 2033 as the horizon year for the new SIP and forego the use of the existing 2040 network. Dianna Myers will pass along any information from EPA about the use of 2040, just for informational purposes.

ARC's schedule will allow enough time to perform 2018 and 2033 model runs and air quality analyses by early February 2021. Adding a buffer, ARC proposes a delivery date of March 1, 2021 to EPD. Gil Grodzinsky will confirm the 3/1/21 date with EPD and provide the answer back to IAC as soon as possible.

4. Transportation Planning Updates

a. ARC

John Orr provided an update about ARC's RTP update plan. The next major update is due in February 2024. ARC is actively reviewing current trends (Covid, etc.) and how they may impact future transportation plans. In 2021, ARC will undertake a series of plans and studies to lay the groundwork for the 2024 plan update.

b. CBMPO

No updates.

c. GHMPO

No updates.

5. Air Quality Updates

No additional updates from EPA or EPD.

6. Other Business

No other business.

7. New Business/Announcements

IAC agreed to tentatively cancel the December 2020 meeting. This will be reviewed one week in advance of the meeting. The schedule for the 2021 meetings will continue to be the fourth Tuesday at 1:00pm.

John Crocker announced that planning certification reviews are delayed for one year; therefore the next review will be 2024 instead of 2023. Tamara Christion could not confirm this update. IAC decided to maintain assuming a 2023 schedule unless we hear otherwise.

The meeting was subsequently adjourned.

Interagency Consultation Group
December 15, 2020

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, Patrick Bradshaw, Jean Hee Barrett, Guy Rousseau, John Orr, Kyung-Hwa Kim, Steve Lewandowski
CBMPO	
Cobb	Laura Beall
Douglas	
EPA	Richard Wong, Dianna Myers
EPD	Gil Grodzinsky
FHWA	Tamara Christion
FTA	
GDOT	Daniel Dolder, Matthew Fowler, Habte Kassa, Megan Weiss
GHMPO	Joseph Boyd
GRTA/SRTA	Jamie Fischer
Gwinnett	
MARTA	
Other	

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft November 17th meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

2. Old Business / Tracking

Dianna Myers reported there were no changes to the status of the TCM removal.

3. TIP/RTP Amd #2 Concurrence on Modeling Assumptions

Jean Hee Barrett reviewed the project list for Amendment #2. The changes in Amendment #2 do not require modeling and are exempt from air quality analysis. These changes include some minor changes to project phases in 2021 in 2022 and also includes the TIP solicitation projects for 2023 and beyond that were not included in Amendment #1. There are a few financial-only changes to projects. Ms. Barrett clarified that project GW-424 is titled "... Expansion" but only includes operating-assistance funding and is therefore exempt. Ms. Barrett noted that public comment will open in January 2021 and a public hearing will occur at the February 10th TAQC meeting.

The Interagency Consultation Group concurred with the exempt nature of all of the projects listed.

4. Ozone Maintenance Plan Modeling Status Update

Abby Marinelli provided an update of ARC's ongoing activities. ARC is on-schedule with the modeling required for the new SIP and expects to be done with the 2018 run by the end of the month. The 2033 run will begin in January 2021.

Patrick Bradshaw described the process for building the 2033 network. He started with the existing 2030 network and researched the projects that have a GDOT project identifier number and are scheduled to be completed by 2033 and added them to the existing 2030 network to create a new network for the upcoming run. For projects that do not have a GDOT project identifier number, further research into county comprehensive plans to determine the open date. Matthew Fowler asked about the origin of the 2033 network; Mr. Haynes clarified that the 2033 network will not be reflected in the RTP, and was only built for the production of the new SIP.

Gil Grodzinsky asked if there will be a 2020 dataset that includes observed results that include pandemic-related travel changes. Guy Rousseau responded that ARC is not currently planning that kind of research effort. Mr. Grodzinsky also noted that the long-haul truck numbers for 2018 need to be adjusted for the upcoming MOVES3 modeling effort. He will work with Ms. Marinelli to accomplish this.

5. Transportation Planning Updates

a. ARC

No updates.

b. CBMPO

No updates.

c. GHMPO

No updates.

6. Air Quality Updates

No updates.

7. New Business/Announcements

The next meeting is scheduled for January 26th. ARC will provide another update to Amendment 2 and the new SIP modeling effort.

The meeting was subsequently adjourned.

