

CONFORMITY REDETERMINATION REPORT #5

FOR THE:

ATLANTA OZONE MAINTENANCE AREAS

IN SUPPORT OF:

Amendment #5 to the
Atlanta Regional Commission's
2050 Metropolitan Transportation Plan (MTP) &
FY 2024-2027 Transportation Improvement Program (TIP)



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.

Note that the technical analysis conducted and documented within this Conformity Redetermination Report is for the entire geography designated as an air quality nonattainment and/or maintenance areas, which may include jurisdictions outside the Atlanta Metropolitan Planning Area boundary. The demonstration of fiscal constraint for ARC's 2050 Metropolitan Transportation Plan and FY 2024-2017 Transportation Improvement Program is included within those documents. Similar financial information for transportation plans developed by other MPOs that have geography within any relevant nonattainment and/or maintenance areas is documented in reports produced independently by those organizations.

Cartersville-Bartow County Metropolitan Organization
bartowcountyga.gov/departments/community_development/mpo/

Gainesville-Hall County Metropolitan Planning Organization
ghmpo.org

ARC MTP AND TIP MODIFICATION HISTORY

<u>Action</u>	<u>ARC Approval Date</u>
New 2050 MTP and FY 2024-2027 TIP	February 2024
Amendment #1 / 2024 Q1 Admin Mods	May 2024
2024 Q2 Administrative Modifications	June 2024
Amendment #2	August 2024
2024 Q3 Administrative Modifications	September 2024
2024 Q4 Administrative Modifications	December 2024
Amendment #3	February 2025
2025 Q1 Administrative Modifications	March 2025
Amendment #4	May 2025
2025 Q2 Administrative Modifications	May 2025
2025 Q3 Administrative Modifications	September 2025
Amendment #5	November 2025

GLOSSARY OF ACRONYMS

ARC	Atlanta Regional Commission
CBMPO	Cartersville-Bartow County Metropolitan Planning Organization
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
GHMPO	Gainesville-Hall County Metropolitan Planning Organization
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standard
NO _x	Nitrogen Oxides
RTP	Regional Transportation Plan
2050 MTP	The Atlanta Metropolitan Transportation Plan (Adopted 2024)
TCM	Transportation Control Measure
TIP	Transportation Improvement Program
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
VOC	Volatile Organic Compound

***ARC approval resolution to be added in the final version
of this document when available in November 2025***

***USDOT conformity redetermination letter to be added in the
final version of this document when available in November 2025***

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EXHIBITS

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- Exhibit 2: Air Quality Conformity History and Current Status of the Atlanta Region
- Exhibit 3: Interagency Consultation Group Meeting Summaries
- Exhibit 4: Public Comment Report

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INTRODUCTION

This report presents information related to the fifth redetermination of air quality conformity to the Atlanta Regional Commission's (ARC) 2050 Metropolitan Transportation Plan (2050 MTP) and the associated FY 2024-2027 Transportation Improvement Program (FY 2024-2027 TIP). It summarizes the emissions analysis conducted to reflect changes to project scopes, schedules and project budgets resulting from Amendment #5 of the MTP and TIP (approved November 2025; refer to detailed list of changes in Exhibit 1). There are no changes to the region's attainment status since the previous Conformity Redetermination Report was released in May 2025 (in association with MTP/TIP Amendment #4).

The analysis covers the entire geography within any applicable air quality nonconformity and/or maintenance areas, including those falling within the jurisdiction of adjacent MPOs. Detailed information on the air quality analysis area geography and conformity history can be found in Exhibit 2.

This document contains updated information on the changes made by the amendment, planning and modeling inputs used to analyze the changes, the results of the air quality analysis, and the public/agency review and comment process on the amendment, including summaries of meetings of the Interagency Consultation Group (IAC). It provides all relevant documentation for the United States Department of Transportation (USDOT) and the United States Environmental Protection Agency (USEPA) to conduct a conformity redetermination on MTP/TIP Amendment #5.

All horizon year networks include any current transit service as of Spring 2025, of which transit expansion projects are included depending on network year. This also includes the final draft version of MARTA's Bus Network Redesign which is set to be incorporated in late 2025/early 2026 as well as ATL XPRESS's Redefining the Ride 2.0 Service Modifications, implemented in summer 2025, which significantly modified the express service in the region.

For the full body of MTP/TIP documentation, refer to <https://atlantaregional.org/mtp>.

LATEST PLANNING ASSUMPTIONS AND EMISSIONS MODEL

2015 EIGHT-HOUR OZONE STANDARD

General Methods and Assumptions

- 1) Modeling Methodology: Uses the MOVES model in inventory mode to determine the total NO_x and VOC emissions in the 7-county maintenance area.
- 2) Analysis Years: 2030, 2033, 2040, 2050
- 3) Conformity Test
 - a. Motor Vehicle Emission Budget (MVEB) Test¹
 - i. For years prior to 2033, 2018 MVEBs are used:
 1. NO_x: 99.99 tpd
 2. VOC: 54.00 tpd
 - ii. For years 2033 and later, 2033 MVEBs are used:
 1. NO_x: 54.00 tpd
 2. VOC: 35.00 tpd
- 4) Modeling Start Date: August 2025. This start date is defined by the ARC as the initiation of the first model run for plan amendment.

Travel Demand Modeling Assumptions

- 1) Base Year: 2020
 - a. Model calibrated/validated to the year 2020 (pre-pandemic conditions) using updated data and a comparison between estimated volumes and observed counts. Transit validated using 2019 Transit Onboard Survey results. See the subsection entitled “Validation / Calibration Data” for more information.
- 2) Socio-Economic Data: See the subsection entitled “Socio-Economic Data for the Travel Model” for more information.
- 3) ARC’s Activity-Based Travel Demand Model (ABM) is the basis for these runs. See the subsection entitled “Model Inputs” for an overview of ABM specifications.

Emissions Modeling Assumptions

- 1) Emissions Model: MOVES4.0.2 – Database: movesdb20250107
 - a. Emissions Process – Uses MOVES in inventory mode for a July weekday

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

- i. For the years 2030, 2033, 2040, and 2050, modeled travel data is used to calculate emissions.
 - b. Run separately for the 6-county and 1-county portions of the maintenance area²
 - i. For 6-county area activity, vehicle population and other inputs are assigned to Fulton County while running MOVES.
 - ii. For 1-county area activity, vehicle population and other inputs are assigned to Bartow County while running MOVES.
- 2) MOVES Inputs
- a. Road Type Distribution – Processed from the travel demand model, GDOT HPMS counts and MOVES defaults. Summarizes VMT fraction by road type and source type for the 6 and 1 counties separately.
 - b. Source Type Population
 - i. Derived from 2023 R.L. Polk & Company registration data for the Atlanta maintenance counties.
 - ii. Future analysis year data is grown from 2023 based on the ratio of MPO population estimates.
 - iii. Since the population of vehicle type 62 (combination long-haul trucks) can easily be underrepresented in areas with lots of through traffic, the vehicle population for MOVES source type 62 was revised using MOVES default VMT/VPOP ratios and VMT for HPMS type 60 data.
 - c. Vehicle Type VMT
 - i. HPMS VTypeYear - Processed from the travel demand model, GDOT HPMS Counts, and an EPA daily to annual VMT converter. Assigns total annual VMT by HPMS vehicle type.
 - ii. Month VMT Fraction: MOVES defaults
 - iii. Day VMT Fraction: MOVES defaults
 - iv. Hour VMT Fraction: Derived from the travel demand model by source and road type. The fractions are determined separately for the 6- and 1-county areas.
 - d. I/M Programs – Applied to the 6-county area only. See the subsection entitled “I/M Program” for more information.
 - e. Age Distribution – Age data was derived from 2023 R.L. Polk & Company registration data for the 6 and 1 counties separately for all vehicle types, except HDV8b (Source type 62) where MOVES defaults were used.
 - f. Average Speed Distribution – Processed from the travel demand model with HPMS VMT adjustment factors applied. Calculates VHT by hour by speed bin by source. The distribution is determined separately for the 6- and 1-county areas.
 - g. Fuel – Local fuel use now matches between the 6- and 1-county areas due to the relaxation of the RVP summer fuel requirement in the 6-county area. MOVES4.0.1 was updated to correctly characterize Atlanta area fuels, so MOVES defaults were

² For the 2015 eight-hour ozone NAAQS there are two sets of MOVES input files, one for the six counties that were once part of the former one-hour nonattainment area in which a specific set of emission control measures is in place, and one for the one remaining county in the 2015 8-hour ozone maintenance area.

used. The exception is AVFT (Alternate Vehicle Fuel and Technology) which with MOVES4 is expecting some local data:

- i. For MOVES vehicle types 11, 21, 41, 42, 51, 52, 53, 54, and 61 used 2023 R.L. Polk & Company registration data for the 6 and 1 counties separately for vehicle model years 2022 and earlier. For 2023 and later, vehicle model years used MOVES4 AVFT tool choosing proportional growth option.
 - ii. For MOVES vehicle types 31 and 32 used 2023 R.L. Polk & Company registration data for the 6 and 1 counties separately for vehicle model years 2022 and earlier. For 2023 and later vehicle model years used MOVES4 AVFT tool choosing national default growth option.
 - iii. For MOVES vehicle type 62 used MOVES4 defaults for all vehicle model years.
 - iv. For MOVES vehicle type 43 (school bus) used 2023 R.L. Polk & Company registration data for the 6 and 1 counties separately for years 2022 and earlier except assumed propane is CNG (fuel type 3). For 2023 and later vehicle model years used 2022 fraction for each year for fuel type 3, used AVFT tool proportional growth for other fuel types. This would cause the fractions to add up to more than one so renormalized the total of the fractions, so it added to one by keeping the same ratio of gasoline to diesel but making sure those two fractions added up, so the sum of all fuels was 1.
 - h. Meteorology – July 2018 weather for Hartsfield-Jackson Atlanta International Airport was used for this analysis consistent with the 2015 Eight-Hour Ozone Maintenance SIP.
 - i. Starts – The regional travel demand model determines the number of trip starts in each of the 6- and 1-county areas. Applies only to the trips per day input. Trips per day for MOVES4.0.1 requires the activity be split by vehicle type for each of the 6- and 1-county areas. This split is accomplished by multiplying total trips per day from the regional travel demand model times the fraction of trips by each vehicle type. This fraction is calculated from vehicle population and MOVES default starts per day per vehicle. Defaults used for the rest of the start inputs.
 - j. Idle – MOVES defaults
 - k. Hotelling – MOVES defaults
- 3) VMT Reconciliation with HPMS
- a. Calculated for the year 2019. See the subsection entitled “VMT Reconciliation with HPMS” for more information.
 - b. HPMS adjustment in base year of calibration in accordance with Section 93.122(b)(3) of the Transportation Conformity Rule which recommends that HPMS adjustment factors be developed to reconcile travel model estimates of VMT in base year of validation to HPMS estimates for the same period.

- c. Summer (seasonal) adjustment to convert from average annual VMT to summer-season VMT³
- d. Factors applied to VMT estimates generated by ARC travel demand model for 6-county portion and 1-county portion of 21-county modeling domain, separately.
- e. Factors aggregated up to MOVES road types from base HPMS functional classifications.
- 4) Off-Model Calculations
 - a. Senior I/M Exemption (emissions debit)
 - i. The Senior I/M Exemption calculated for year 2002 is conservatively high and will be added to the regional emission inventories for each analysis year.
- 5) TCMs
 - a. No additional credit is taken in the emissions modeling process for SIP TCMs.
 - b. See the subsection entitled “Status of TCMs” for a list of implemented TCMs.

2008 EIGHT-HOUR OZONE STANDARD

General Methods and Assumptions

- 1) Modeling Methodology: Use the MOVES model in inventory mode to determine the total NO_x and VOC emissions in the 15-county maintenance area.
- 2) Analysis Years: 2030, 2040, 2050
- 3) Conformity Test
 - a. Motor Vehicle Emission Budget (MVEB) Test⁴
 - i. For years prior to 2030, 2014 MVEBs are used:
 - 1. NO_x: 170.15 tpd
 - 2. VOC: 81.76 tpd
 - ii. For years 2030 and later, 2030 MVEBs are used:
 - 1. NO_x: 58 tpd
 - 2. VOC: 52 tpd
- 4) Modeling Start Date: August 2025. This start date is defined by the ARC as the initiation of the first model run for plan amendment.

Travel Demand Modeling Assumptions

- 1) Base Year: 2020
 - a. Model calibrated/validated to the year 2020 (pre-pandemic conditions) using updated data and a comparison between estimated volumes and observed counts. Transit validated using 2019 on-board survey results. See the subsection entitled “Validation / Calibration Data” for more information.

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

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- 2) Socio-Economic Data. See the subsection entitled “Socio-Economic Data for the Travel Model” for more information.
- 3) ARC’s Activity-Based Travel Demand Model (ABM) is the basis for these runs. See the subsection “Model Inputs” for an overview of ABM specifications.

Emissions Modeling Assumptions

- 1) Emissions Model: MOVES4.0.2 – Database: movesdb20250107)
 - a. Emissions Process – use MOVES in inventory mode for a July weekday
 - i. For the years 2030, 2040 and 2050, modeled travel data is used to calculate emissions.
 - b. Run separately for the 13-county and 2-county portions of the maintenance area⁵
 - i. For 13-county area activity, vehicle population and other inputs are assigned to Fulton County while running MOVES.
 - ii. For 2-county area activity, vehicle population and other inputs are assigned to Bartow County while running MOVES.
- 2) MOVES Inputs
 - a. Road Type Distribution – Processed from the travel demand model, GDOT HPMS counts and MOVES defaults. Summarizes VMT fraction by road type and source type for the 13 and 2 counties separately.
 - b. Source Type Population
 - i. Derived from 2023 R.L. Polk & Company registration data for the Atlanta maintenance counties.
 - ii. Future analysis year data is grown from 2023 based on the ratio of MPO population estimates.
 - iii. Since the population of vehicle type 62 (combination long-haul trucks) can easily be underrepresented in areas with lots of through traffic, the vehicle population for MOVES source type 62 was revised using MOVES default VMT/VPOP ratios and VMT for HPMS type 60 data.
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⁵ For the 2008 eight-hour ozone NAAQS there are two sets of MOVES input files, one for the 13 counties that make up the former one-hour ozone nonattainment area in which a specific set of emission control measures is in place, and one for the two remaining ring counties in the 2008 8-hour ozone maintenance area.

- d. I/M Programs – Applied to the 13-county area only. See the subsection entitled “I/M Programs” for more information.
- e. Age Distribution – Age data was derived from 2023 R.L. Polk & Company registration data for the 13 and 2 counties separately for all vehicle types, except HDV8b (Source type 62) where MOVES defaults were used.
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 - iii. For MOVES vehicle type 62 used MOVES4 defaults for all vehicle model years.
 - iv. For MOVES vehicle type 43 (school bus) used 2023 R.L. Polk & Company registration data for the 13 and 2 counties separately for years 2022 and earlier except assumed propane is CNG (fuel type 3). For 2023 and later vehicle model years used 2022 fraction for each year for fuel type 3, used AVFT tool proportional growth for other fuel types. This would cause the fractions to add up to more than one so renormalized the total of the fractions, so it added to one by keeping the same ratio of gasoline to diesel but making sure those two fractions added up, so the sum of all fuels was 1.
- h. Meteorology – July 2014 weather for Hartsfield-Jackson Atlanta International Airport was used for this analysis consistent with the 2008 Eight-Hour Ozone Maintenance SIP.
- i. Starts – The regional travel demand model determines the number of trip starts in each of the 13- and 2-county areas. Applies only to the trips per day input. Trips per day for MOVES4.0.1 requires the activity be split by vehicle type for each of the 13- and 2-county areas. This split is accomplished by multiplying total trips per day from the regional travel demand model times the fraction of trips by each vehicle type. This fraction is calculated from vehicle population and MOVES default starts per day per vehicle. Defaults used for the rest of the start inputs.
- j. Idle – MOVES defaults

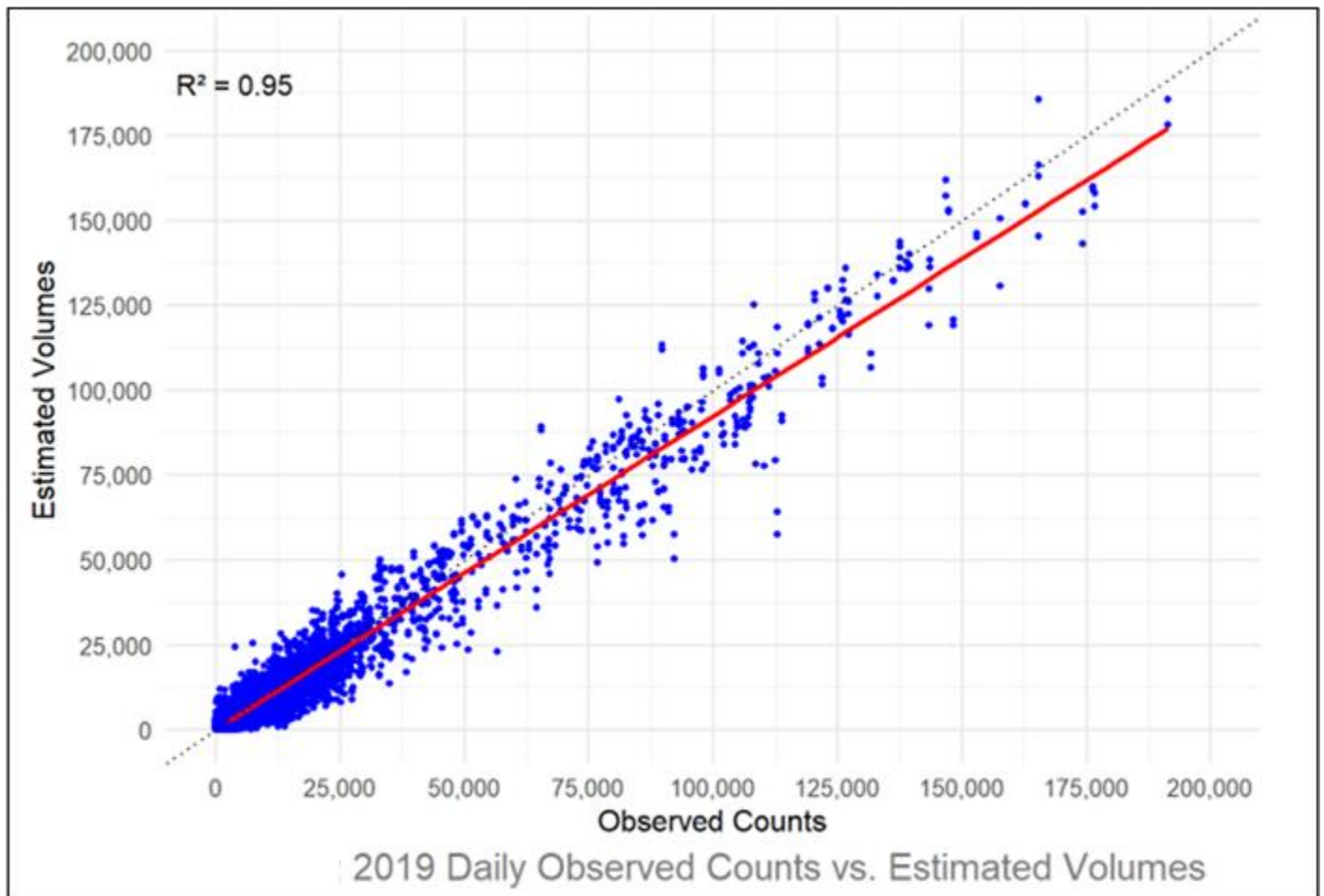
- k. Hotelling – MOVES defaults
- 3) VMT Reconciliation with HPMS
 - a. Calculated for the year 2019. See the subsection entitled “VMT Reconciliation with HPMS” for more information.
 - b. HPMS adjustment in base year of calibration in accordance with Section 93.122(b)(3) of the Transportation Conformity Rule which recommends that HPMS adjustment factors be developed to reconcile travel model estimates of VMT in base year of validation to HPMS estimates for the same period.
 - c. Summer (seasonal) adjustment to convert from average annual VMT to summer-season VMT⁶
 - d. Factors applied to VMT estimates generated by ARC travel demand model for 13-county portion and 2-county portion of 21-county modeling domain, separately.
 - e. Factors aggregated up to MOVES road types from base HPMS functional classifications.
- 4) Off-Model Calculations
 - a. Senior I/M Exemption (emissions debit)
 - i. The Senior I/M Exemption calculated for year 2002 is conservatively high and will be added to the regional emission inventories for each analysis year.
- 5) TCMs
 - a. No additional credit is taken in the emissions modeling process for SIP TCMs.
 - b. See the subsection entitled “Status of TCMs” for a list of implemented TCMs.

1997 EIGHT-HOUR OZONE STANDARD

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

⁶ *Procedures for Emission Inventory Preparation, Volume IV: Mobile Sources*, Section 3.4.2.6, EPA420-R-92-009, USEPA Office of Air and Radiation, Office of Mobile Sources, 1992.

Validation / Calibration Data



Socio-Economic Data for the Travel Model

Forecasting and Land Use Allocation Modeling

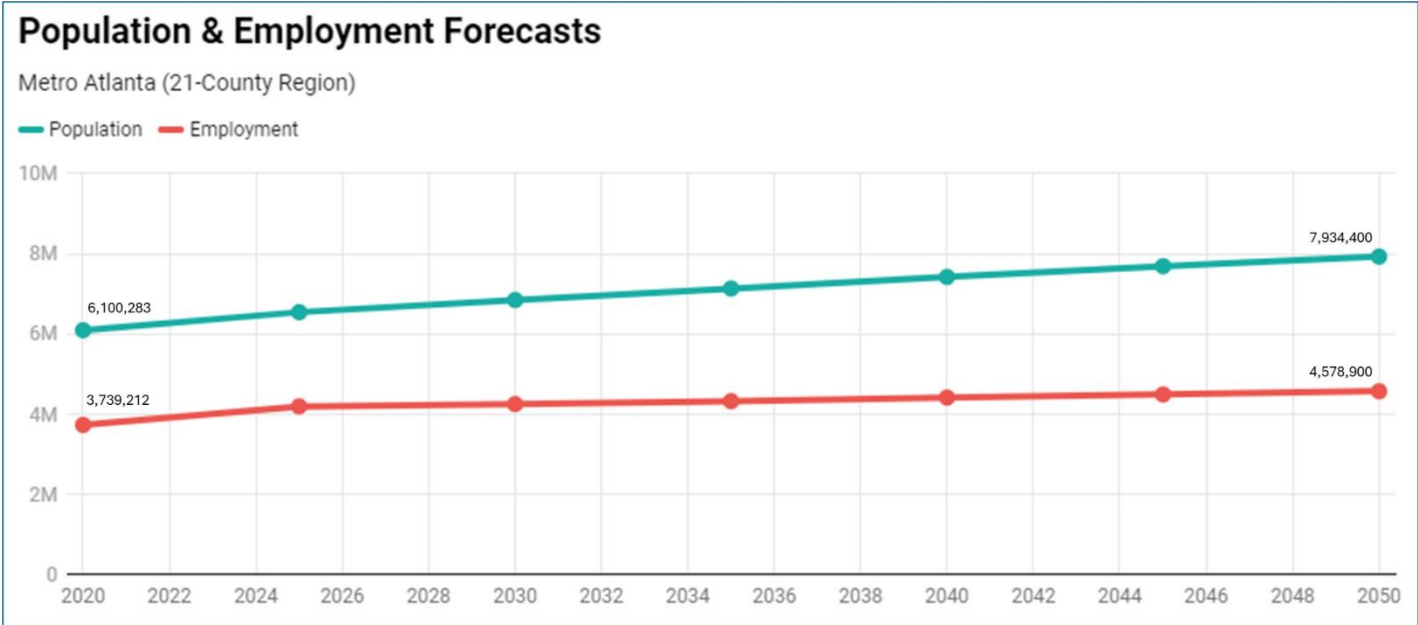
ARC uses a two-step modeling process to develop regional control totals and small area forecasts used as inputs into our Activity-Based Travel Demand Model. These models include an econometric model (REMI) that uses a national forecast that is shared out to each county in the nation as well as a land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

Prior to beginning the modeling work, ARC convenes a Technical Advisory Committee (TAC) that steers and reviews the assumptions, calibrations, and outcomes that are inherent in our econometric model. The TAC comprised of leading regional economists, technical experts, and policy advisors who advised us on different scenarios we could test through the REMI model that offered more realistic assumptions and reasonable outcomes of the local economy. Based on this feedback, we modified the standard REMI

model output to include different projections of labor force participation rates, migration, and natural growth. We also adjusted the early years of the model to reflect ARC’s population estimates rather than REMI-generated estimates based on forecasts. This resulted in several alternative scenarios that created a lower bound forecast range, mid-range and an upper bound forecast range. After three meetings and several runs of the model, the TAC endorsed the mid-range scenario as the region’s control total, which is a population of 7.9 million in the 21-county area by the year 2050.

We are forecasting the region to add approximately 1.8 million new residents and close to 860,000 more jobs between 2020 and 2050. See the chart on the following page.

Forecast Population and Employment Change, 2020-2050



REMI

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

PECAS for Small Area Forecasting (Land Use Allocation)

ARC reviewed state-of-the-art land use models, to allocate the forecast population and employment totals to small areas, between 2007 and 2008 and selected PECAS (Production Exchange Consumption Allocation System). PECAS' main purpose is to simulate the future location of activities (industries, households and government), and the development of space by developers, for both forecasting and policy analysis. It has been used in the conformity process for the first time in 2015.

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

Model Inputs

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

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

- 1) Base Year: 2020
- 2) Project Listing: Project listings will be provided in electronic format to Interagency Consultation Group for review and include:
 - a. Regionally Significant and Federally Funded
 - b. Regionally Significant and Non-Federally Funded
- 3) Demographic Data: To be provided as separate attachment

4) Speed Data: Free-flow Speed by Area Type and Facility Type⁷

Facility Type	ABM Area Type							
	Facility Type Name	CBD	Urban Commercial	Urban Residential	Suburban Commercial	Suburban Residential	Exurban	Rural
1	Interstate/Freeway	62	63	63	63	64	65	66
2	Expressway	43	46	49	52	55	58	61
3	Parkway/Rural Expressway	43	46	49	52	55	58	61
4	Freeway HOV/HOT (concurrent)	64	65	65	65	66	67	68
5	Freeway HOV/HOT (barrier)	64	65	65	65	66	67	68
6	Freeway Truck only	62	63	63	63	64	65	66
7	System to System Ramp	50	50	50	55	55	55	55
8	Exit Ramp	35	35	35	35	35	35	35
9	Entrance Ramp	35	35	35	35	35	35	35
10	Principal Arterial	23	26	31	35	41	48	53
11	Minor Arterial	21	26	29	33	38	43	48
12	Arterial HOV	21	26	29	33	38	43	48
13	Arterial Truck Only	21	26	29	33	38	43	48
14	Collector/Local	17	23	24	26	30	35	45

5) Transit Modeling

- Model calibrated/validated to 2019 transit ridership empirical observations provided by transit operators
- Reflects results from the 2019 Transit On-Board Survey
- Routes updated to reflect current operating plans
- Transit mode split is estimated using the mode choice model

⁷ Within the ARC travel demand and emission modeling process, free flow speeds are adjusted to reflect the increase in delay and travel time on a roadway segment as traffic volumes build and congestion levels increase. Link-level congested flow speeds are used to estimate NOx and VOC emissions as required by Sections 93.122(b)(i)-(iv) and 93.122(b)(2) of the Transportation Conformity Rule.

- i. Estimates individual modal trips from the person trip movements
 - ii. Composed of 16 modes, including auto by occupancy and toll/non-toll choice, walk and bike non-motorized modes, and walk and drive access to different transit line-haul modes:
 - 1. Auto SOV Drive Alone (Free)
 - 2. Auto SOV Drive Alone (Pay)
 - 3. Auto 2-Person Carpool (Free)
 - 4. Auto 2-Person Carpool (Pay)
 - 5. Auto 3+ Person Carpool (Free)
 - 6. Auto 3+ Person Carpool (Pay)
 - 7. Walk
 - 8. Bike
 - 9. Walk-All-Transit
 - 10. Walk-Premium Transit-Only
 - 11. PNR-All-Transit (PNR = Park and Ride)
 - 12. PNR-Premium Transit-Only
 - 13. KNR-All-Transit (KNR = Kiss and Ride)
 - 14. KNR-Premium Transit-Only
 - 15. School Bus
 - 16. Transportation Network Companies (TNC)
 - iii. The mode choice model is organized in terms of seven characteristics:
 - 1. Mathematical structure
 - 2. Trip purposes and choice sets
 - 3. Limitations on choice sets
 - 4. Analysis of transit access
 - 5. Treatment of HOV lanes
 - 6. Stratification by income groups
 - 7. Analysis of alternative transit paths
- e. Transit Fare Modeling
 - i. Transit fares are based on information provided by the local transit operators throughout the Atlanta region
 - ii. Any costs of traveling incurred within the model are representative of year 2010 dollars
 - iii. A CPI adjustment was applied to all the operator fares and is carried forward for all model years from 2020 and beyond
 - iv. The current ARC transit coding approach enables fares to be coded by mode and operator (cases where an operator has a different fare for different modes).
 - v. The transit fare structure includes additional fares incurred from transferring from one operator to another
 - vi. The fare structure results in a fare matrix which includes the total fare of the trip on a zone-to-zone level
- f. 2019 Transit On-Board Survey Data

- i. Update of regional transit travel targets to 2019
 1. Modifications to travel demand model estimates of zero-car household transit work trips
 2. Modifications to travel demand model estimates of kiss-and-ride passenger access and use of transit system
 3. Overall evaluation of all modal constants
- ii. Assessment of travel demand model understanding of market segments and travel patterns relative to the on-board survey records

I/M Program

- Exhaust and Evaporative (OBD test) for 1996 and newer vehicles
 - Annual inspection required
 - Computerized test and repair OBD – Exhaust
 - Computerized test and repair OBD – Evaporative
 - Applies to all LDG vehicle types
 - Three-year grace period
 - 3% waiver rate for all vehicles – Exhaust test
 - 0% waiver rate for all vehicles – Evaporative test
 - 97% compliance rate

VMT Reconciliation with HPMS

VMT Adjustment Factors for Ozone

Functional Classification Name	Functional Classification	13-County Area Factor	7-County Area Factor
Rural Interstate	1	0.92	0.79
Rural Principal Arterial	2	1.09	1.02
Rural Minor Arterial	6	1.09	1.02
Rural Major Collector	7	1.70	1.13
Rural Minor Collector	8	1.70	1.13
Rural Local Collector	9	2.15	2.17
Urban Interstate	11	0.92	0.79
Urban Principal Arterial	12	0.92	0.79
Urban Minor Arterial	14	1.09	1.02
Urban Major Collector	16	1.09	1.02
Urban Minor Collector	17	1.70	1.13
Urban Local Collector	19	2.15	2.17

Status of TCMs

Per the Final Rule published by the EPA in the Federal Register on March 8, 2021, and effective April 7, 2021, titled “Air Plan Approval; GA: Non-Interference Demonstration and Maintenance Plan Revision for the Removal of Transportation Control Measures in the Atlanta Area” (86 FR 13191), ARC is only required to report the status of a single TCM in the CDR and its amendments. The remainder of the TCMs have been removed from the SIP.

Description	ARC Project #	GDOT PI #	TIP	Status
INTERSECTION UPGRADE, COORDINATION & COMPUTERIZATION Sponsor(s) – GDOT in partnership with local jurisdictions	AT 089	04Y108	93-95	Implemented
	CL 094	770600	94-96	Implemented
	CO 249	770601	94-96	Implemented
	DK 118	770603	94-96	Implemented
	FN 086	770605	94-96	Implemented
	FS 068	770605	94-96	Implemented
	GW 135	170950	94-96	Implemented
	R 098	04418	93-95	Implemented
	R 098	770391	94-96	Implemented

STATEMENT OF CONFORMITY

The purpose of this CDR is to document compliance with the relevant elements of the Clean Air Act (Subsections 176(c) (1) (2) and (3)), the Transportation Conformity Rule (40 CFR Parts 51 and 93) and Metropolitan Planning Regulations (23 CFR Part 450) by demonstrating that the ARC 2050 MTP (2024) and FY 2024-2027 TIP, the CBMPO 2050 MTP, and the GHMPO 2050 MTP conform to the purpose of the SIP for the 8-hr. ozone standards. ARC conducts the conformity analysis for the ozone maintenance areas, encompassing all three MPOs and parts of the state outside the boundary of the MPOs. Key assumptions incorporated into the air quality modeling process are documented in the previous section.

An updated transportation conformity analysis is required under the 8-hr. ozone standards for the maintenance area due to numerous changes to regionally significant projects contained in the MTPs and TIPs developed and maintained by ARC, CBMPO, and GHMPO. The conclusion of the conformity analyses, documented below, indicates that the ARC, CBMPO, and GHMPO MTPs and TIPs support the broad intentions of the Clean Air Act for achieving and maintaining the NAAQS for ozone as outlined in the Atlanta area SIPs.

8-HR. OZONE STANDARD

For the 8-hr. ozone conformity analysis the MVEB Test is required to demonstrate conformity. The latest approved MVEBs applicable to conformity under the 8-hr. ozone standard were established by GA EPD as part of Georgia's 2008 Ozone Maintenance SIP for the 15-county area and as part of Georgia's 2015 Ozone Maintenance SIP for the 7-county area.

Ozone is not emitted directly by any source; it is formed when Oxides of Nitrogen (NO_x) and Volatile Organic Compounds (VOCs) combine in the atmosphere in the presence of sunlight. Therefore, air pollution control strategies are aimed at controlling NO_x and VOC. Budgets are established for these two pollutants instead of ozone directly. The transportation conformity analysis for the 15-county 8-hr. ozone maintenance area and 7-county 8-hr. ozone maintenance area was performed with the MVEB Test using the set of approved budgets outlined in the following table.

The results of the emissions analysis for 2050 MTP (2024) demonstrate adherence to the established MVEBs. The conformity analysis was performed for the years 2030, 2033, 2040, and 2050. The analysis years meet the requirements for specific horizon years that the transportation plan must reflect as specified in 93.106(a)(1) of the Transportation Conformity Rule and specific analysis years that the regional emissions analysis must reflect per Section 93.118(b) and 93.118(d)(2).

The TIP/MTP remains financially constrained consistent per 23 CFR Part 450 Subpart C (i.e., cost feasible). The funding source for construction and operation, if applicable, of all projects is identified and presented in **Appendix 1 of Volume I: 2050 Metropolitan Transportation Plan**.

Upon completion of the technical conformity analysis, ARC staff have determined that the 2050 MTP (2024) demonstrates compliance with the Clean Air Act as amended in 1990 in accordance with all conformity requirements as detailed in 40 CFR Parts 51 and 93 (the Transportation Conformity Rule) and 23 CFR Part 450 (the Metropolitan Planning Regulations as established in IIJA). Refer to the following tables and figures for the results of this analysis.

Table 1: 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 2015 Ozone Maintenance SIP for years before 2033	2030	36.37 (58 budgeted)	33.15 (52 budgeted)
	2040	15.64 (58 budgeted)	24.38 (52 budgeted)
	2050	12.78 (58 budgeted)	20.24 (52 budgeted)

Table 2: 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	2030	27.69 (99.99 budgeted)	25.36 (54 budgeted)
Georgia’s 2015 Ozone Maintenance SIP for years before 2033	2033	19.23 (54 budgeted)	22.27 (35 budgeted)
	2040	12.03 (54 budgeted)	18.29 (35 budgeted)
	2050	9.86 (54 budgeted)	15.11 (35 budgeted)

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

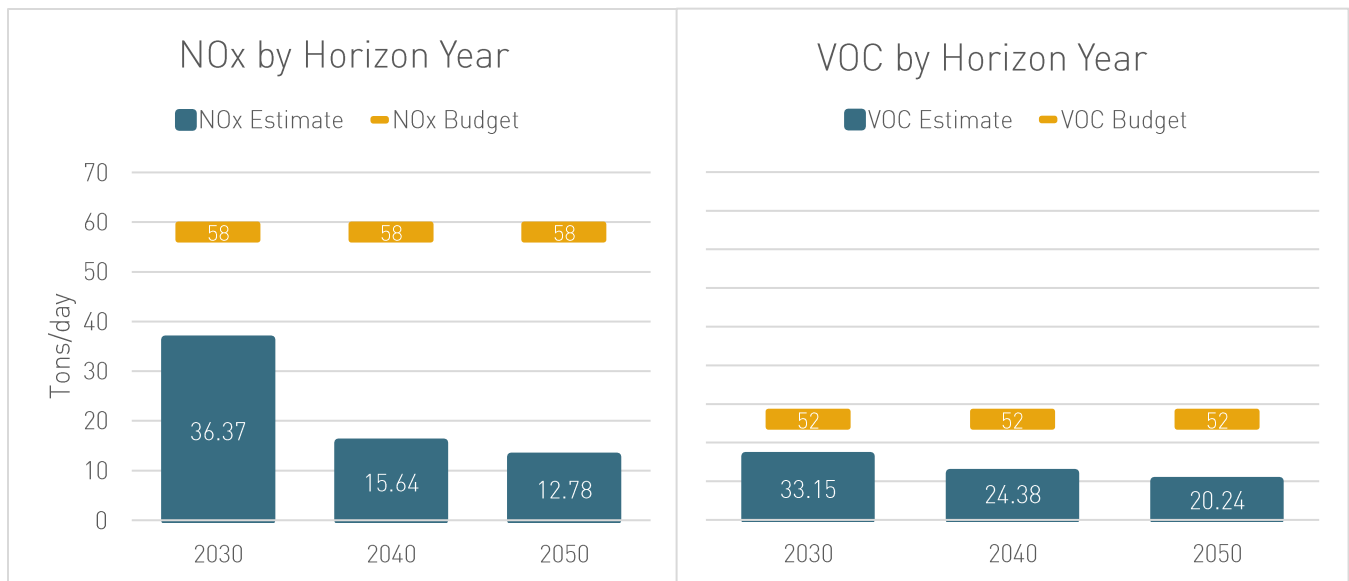
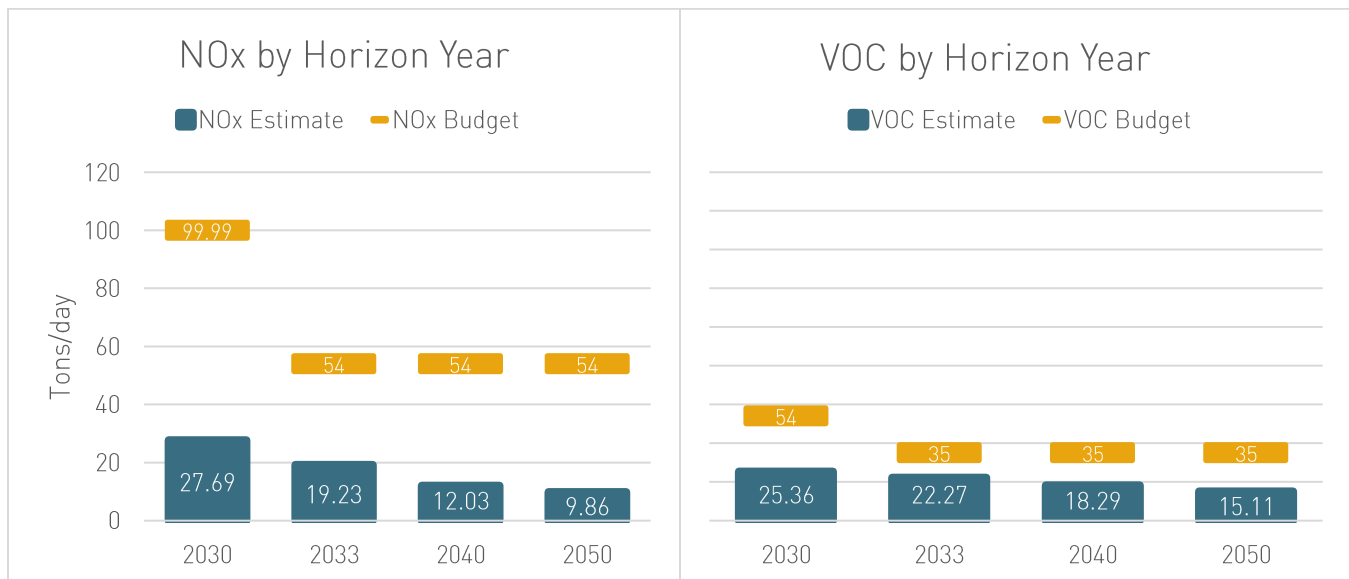


Figure 2: Results of the 7-County MVEB Test for the 2015 8-hr. Ozone Standards



INTERAGENCY CONSULTATION

The final list of proposed amendments was provided to the Interagency Consultation Group on August 19, 2025, and reviewed at their meeting on August 26, 2025. A draft version of this Conformity Redetermination Report was provided on September 9, 2025, and reviewed at their meeting on September 16, 2025. Both review processes were completed in advance of the initiation of the formal public comment period beginning on September 24, 2025. Materials related to Amendment #5 were made available to all ARC planning partners through technical and policy committees in coordination with the public comment period. This allowed time for review and comment prior to formal adoption or publication, in accordance with 93.105(b)(2)(iii) of the Transportation Conformity Rule. Final documents for Amendment #5 will be posted in November 2025, upon receipt of a conformity redetermination letter from USDOT, fulfilling the requirements of 40 CFR 93.105(c)(7).

Exhibit 3 of this report includes summaries from IAC meetings conducted since the previous conformity redetermination associated with MTP/TIP Amendment #4. 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, available at <https://atlantaregional.org/mtp>.

PUBLIC INVOLVEMENT

Legal advertisements were published in the South Fulton Neighbor in September 2025 which summarized the intent and content of MTP/TIP Amendment #5. The notice invited public review and comment through email, fax, phone, or text telephone (TTY). The public comment period opened on September 24, 2025, and closed on October 23, 2025, with a public hearing scheduled before the Transportation Air Quality Committee (TAQC) meeting at the ARC offices on October 8, 2025. The full public comment report for this amendment may be found within Exhibit 4 of this document.

EXHIBIT 1

LIST OF CHANGES

ARC'S 2050 MTP AND FY 2024-2027 TIP (AMENDMENT #5)

2050 Metropolitan Transportation Plan and FY 2024-2027 Transportation Improvement Program
Amendment #5

Table 1 - Model Coding Changes

ARCID	ARCID (Proposed)	GDOTPI (Proposed)	FEDPI (Proposed)	Description (Proposed)	Limits (Proposed)	ProjectType (Proposed)	Sponsor (Proposed)	Jurisdiction (Proposed)	Existing Lanes	Existing Lanes (Proposed)	Proposed Lanes	Proposed Lanes (Proposed)	Length	Length (Proposed)	Model Network Year	Model Network Year (Proposed)	Status	Status (Proposed)	Analysis	Analysis (Proposed)	Notes
AR-ML-200E1	AR-ML-200E1	0017135	N/A	I-285 EAST EXPRESS LANES - PHASE 1 - WESTBOUND ONLY	FROM HENDERSON ROAD TO NORTHSIDE DRIVE	Roadway / Express Lanes	GDOT	Regional - Perimeter	0	0	4	2	7.68	19	2033	2033	Programmed	Programmed	In the Region's Air Quality Conformity Analysis	In the Region's Air Quality Conformity Analysis	AR-ML-200E1 and AR-ML-200E2 now shifting to be the entire extent of the project footprint, but E1 is just the westbound lanes and E2 is strictly eastbound. Project footprint remains the same.
AR-ML-200E2	AR-ML-200E2	0019965	N/A	I-285 EAST EXPRESS LANES - PHASE 2 - EASTBOUND ONLY	FROM NORTHSIDE DRIVE TO HENDERSON ROAD	Roadway / Express Lanes	GDOT	Regional - Perimeter	0	0	4	2	5.1	19	2040	2040	Long Range	Long Range	In the Region's Air Quality Conformity Analysis	In the Region's Air Quality Conformity Analysis	AR-ML-200E1 and AR-ML-200E2 now shifting to be the entire extent of the project footprint, but E1 is just the westbound lanes and E2 is strictly eastbound. Project footprint remains the same.
AR-ML-610	AR-ML-610	0013919	N/A	I-75 SOUTH EXPRESS LANES	FROM C.W. GRANT PARKWAY TO SR 138	Roadway / Express Lanes	GDOT	Regional - Southeast	0	0	2	2	10.6	10.6	2040	TBD	Programmed	Programmed	In the Region's Air Quality Conformity Analysis	In the Region's Air Quality Conformity Analysis	Delete from model coding due to moving beyond the final network year of 2050.
AR-ML-650	AR-ML-650	0020636	N/A	I-75 EXPRESS LANES	FROM I-675 TO BILL GARDNER PARKWAY	Roadway / Express Lanes	GDOT	Henry County	2/1	2/1	4/2	4/2	10	14.56	2040	2040	Programmed	Programmed	In the Region's Air Quality Conformity Analysis	In the Region's Air Quality Conformity Analysis	Limits changing to add 4.56 miles on the southern extent.
FN-264	FN-264A	721000-	STP00-0189-01(010)	SR 120 (ABBOTTS BRIDGE ROAD / DULUTH HIGHWAY) WIDENING - PHASE I	FROM JOHNS CREEK COMMONS TO BOLES ROAD	Roadway / General Purpose Capacity	GDOT	Fulton County (North)	2	2	4	4	2.2	1.15	2030	2030	Programmed	Programmed	In the Region's Air Quality Conformity Analysis	In the Region's Air Quality Conformity Analysis	Update limits - project split into two separate phases; Original ARC ID = FN-264
New	FN-264B	0021239	N/A	SR 120 (ABBOTTS BRIDGE ROAD / DULUTH HIGHWAY) WIDENING - PHASE II	FROM SOUTH OF BOLES ROAD TO RIVER MILL DRIVE	Roadway / General Purpose Capacity	GDOT	Fulton County (North)	New	2	New	4	New	1.56	New	2030	New	Programmed	New	In the Region's Air Quality Conformity Analysis	Add new project - split off from original FN-264
GW-184B	GW-184B	0013901	N/A	SR 316 - NEW INTERCHANGE	AT DROWNING CREEK ROAD	Roadway / Interchange Capacity	GDOT	Gwinnett County	N/A	N/A	N/A	N/A	N/A	N/A	2030	2033	Programmed	Programmed	In the Region's Air Quality Conformity Analysis	In the Region's Air Quality Conformity Analysis	Change model network year.
GW-440	GW-440	0019637	N/A	I-985 - NEW INTERCHANGE	AT AT THOMPSON MILL ROAD	Roadway / Interchange Capacity	Gwinnett County	Gwinnett County	0	0	2	2	2	2	2030	2033	Programmed	Programmed	In the Region's Air Quality Conformity Analysis	In the Region's Air Quality Conformity Analysis	Change model network year.
New	GW-452	0013900	N/A	SR 316 / US 29 (UNIVERSITY PARKWAY) NEW INTERCHANGE	AT WILLIAMS FARM DRIVE	Roadway / General Purpose Capacity	Gwinnett County	Gwinnett County	New	N/A	New	N/A	New	0.4	New	2030	New	Programmed	New	In the Region's Air Quality Conformity Analysis	New GDOT-sponsored project.
RO-235D-3A	RO-235D-3A	0021220	N/A	SIGMAN ROAD WIDENING - PHASE 3A	FROM IRWIN BRIDGE ROAD TO SR 20	Roadway / General Purpose Capacity	Rockdale County	Rockdale County	2	2	4	4	1.36	1.36	2030	2033	Programmed	Programmed	In the Region's Air Quality Conformity Analysis	In the Region's Air Quality Conformity Analysis	Change model network year.

2050 Metropolitan Transportation Plan and FY 2024-2027 Transportation Improvement Program
Amendment #5
Table 2 - Financial, Schedule, and Descriptive Changes Not Requiring Modeling

ARCID (Proposed)	GDOTPI (Proposed)	Description (Proposed)	Limits (Proposed)	ProjectType (Proposed)	Sponsor (Proposed)	Jurisdiction (Proposed)	Status (Proposed)	Analysis (Proposed)	Phase	Phase (Proposed)	PhaseStatus (Proposed)	Fiscal Year	Fiscal Year (Proposed)	Fund Source	Fund Source (Proposed)	Federal	Federal (Proposed)	State	State (Proposed)	Local	Local (Proposed)	Bond	Bond (Proposed)	Total	Total (Proposed)	Notes
AR-ML-200	0001758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS ALONG I-285	FROM ATLANTA ROAD TO HENDERSON ROAD AND ALONG SR 400 FROM NORTH SPRINGS MARTA STATION TO SOUTH OF THE I- 285 / SR 400 INTERCHANGE	Roadway / Express Lanes	GDOT	Regional - Perimeter	Programmed	In the Region's Air Quality Conformity Analysis	PE	PE		2026	2026	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$ 16,000,000	\$ 20,000,000	\$ 4,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000,000	\$ 25,000,000	
									PE	PE		2027	2027	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$ 19,600,000	\$ 139,600,000	\$ 4,900,000	\$ 34,900,000	\$ -	\$ -	\$ -	\$ -	\$ 24,500,000	\$ 174,500,000	
									PE	PE		LR 2029-2030	LR 2029-2030	General Federal Aid 2029-2050	General Federal Aid 2029-2050	\$ 28,800,000	\$ 48,000,000	\$ 7,200,000	\$ 12,000,000	\$ -	\$ -	\$ -	\$ -	\$ 36,000,000	\$ 60,000,000	
									ROW	ROW		2026	2026	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$ 123,200,000	\$ 8,000,000	\$ 30,800,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 154,000,000	\$ 10,000,000	
									ROW	ROW		2027	2027	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$ 116,000,000	\$ 64,000,000	\$ 29,000,000	\$ 16,000,000	\$ -	\$ -	\$ -	\$ -	\$ 145,000,000	\$ 80,000,000	
									ROW	ROW		2028	2028	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$ 68,800,000	\$ 36,000,000	\$ 17,200,000	\$ 9,000,000	\$ -	\$ -	\$ -	\$ -	\$ 86,000,000	\$ 45,000,000	
									NEW	ROW		NEW	LR 2029-2030	NEW	General Federal Aid 2029-2050	\$ -	\$ 70,698,950	\$ -	\$ 17,647,738	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 88,346,688	

2050 Metropolitan Transportation Plan and FY 2024-2027 Transportation Improvement Program
Amendment #5
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AR-ML-200E1	0017135	I-285 EAST EXPRESS LANES - PHASE 1 - WESTBOUND ONLY	FROM HENDERSON ROAD TO NORTHSIDE DRIVE	Roadway / Express Lanes	GDOT	Regional - Perimeter	Programmed	In the Region's Air Quality Conformity Analysis	UTL	UTL		2025	2026	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$ 34,400,000	\$ 35,900,191	\$ 8,600,000	\$ 8,975,048	\$ -	\$ -	\$ -	\$ -	\$ 43,000,000	\$ 44,875,239	
									CST	CST		2027	2027	Transportation Funding Act (HB 170)	Transportation Funding Act (HB 170)	\$ -	\$ -	\$ 88,340,551	\$104,471,741	\$ -	\$ -	\$ -	\$ -	\$ 88,340,551	\$ 104,471,741	
									CST	CST		2027	2027	Private Financing	Private Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,180,762	\$ 152,905,794	\$ 8,180,762	\$ 152,905,794	
									CST	CST		2028	2028	Transportation Funding Act (HB 170)	Transportation Funding Act (HB 170)	\$ -	\$ -	\$ 145,368,149	\$162,567,269	\$ -	\$ -	\$ -	\$ -	\$ 145,368,149	\$ 162,567,269	
									CST	CST		2028	2028	Private Financing	Private Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 143,975,257	\$ 611,623,175	\$ 143,975,257	\$ 611,623,175	
									CST	CST		LR 2029-2030	LR 2029-2030	Transportation Funding Act (HB 170)	Transportation Funding Act (HB 170)	\$ -	\$ -	\$ 253,246,577	\$321,397,150	\$ -	\$ -	\$ -	\$ -	\$ 253,246,577	\$ 321,397,150	
									CST	CST		LR 2029-2030	LR 2029-2030	Private Financing	Private Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 699,424,379	\$ 1,223,246,350	\$ 699,424,379	\$ 1,223,246,350	
									CST	CST		LR 2031-2033	LR 2031-2033	General Federal Aid 2029-2050	General Federal Aid 2029-2050	\$ 174,047,242	\$ 144,175,178	\$ 43,511,810	\$ 36,043,794	\$ -	\$ -	\$ -	\$ -	\$ 217,559,052	\$ 180,218,972	
									CST	CST		LR 2031-2033	LR 2031-2033	Transportation Funding Act (HB 170)	Transportation Funding Act (HB 170)	\$ -	\$ -	\$ 216,390,414	\$228,835,893	\$ -	\$ -	\$ -	\$ -	\$ 216,390,414	\$ 228,835,893	
									CST	CST		LR 2031-2033	LR 2031-2033	Private Financing	Private Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,235,649,736	\$ 1,834,869,525	\$ 1,235,649,736	\$ 1,834,869,525	
									CST	CST		LR 2034-2040	LR 2034-2040	General Federal Aid 2029-2050	General Federal Aid 2029-2050	\$ 250,648,285	\$ 65,693,297	\$ 62,662,071	\$ 16,423,324	\$ -	\$ -	\$ -	\$ -	\$ 313,310,356	\$ 82,116,621	
									CST	CST		New	2027	New	National Highway Performance Program (NHPP)		\$ -	\$ 201,450,947	\$ -	\$ 50,362,737	\$ -	\$ -	\$ -	\$ -	\$ 251,813,684	
									CST	CST		LR 2034-2040	LR 2034-2040	Private Financing	Private Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 186,513,168	\$ 458,717,381	\$ 186,513,168	\$ 458,717,381	

2050 Metropolitan Transportation Plan and FY 2024-2027 Transportation Improvement Program
Amendment #5
Table 2 - Financial, Schedule, and Descriptive Changes Not Requiring Modeling

ARCID (Proposed)	GDOTPI (Proposed)	Description (Proposed)	Limits (Proposed)	ProjectType (Proposed)	Sponsor (Proposed)	Jurisdiction (Proposed)	Status (Proposed)	Analysis (Proposed)	Phase	Phase (Proposed)	PhaseStatus (Proposed)	Fiscal Year	Fiscal Year (Proposed)	Fund Source	Fund Source (Proposed)	Federal	Federal (Proposed)	State	State (Proposed)	Local	Local (Proposed)	Bond	Bond (Proposed)	Total	Total (Proposed)	Notes
AR-ML-200E2	0019965	I-285 EAST EXPRESS LANES - PHASE 2 - EASTBOUND ONLY	FROM NORTHSIDE DRIVE TO HENDERSON ROAD	Roadway / Express Lanes	GDOT	Regional - Perimeter	Long Range	In the Region's Air Quality Conformity Analysis	CST	CST		LR 2031-2033	LR 2031-2033	General Federal Aid 2029-2050	General Federal Aid 2029-2050	\$ 117,219,100	\$ 508,475,652	\$ 29,304,775	\$127,118,913	\$ -	\$ -	\$ -	\$ -	\$ 146,523,875	\$ 635,594,565	
									CST	CST		LR 2031-2033	LR 2031-2033	Transportation Funding Act (HB 170)	Transportation Funding Act (HB 170)	\$ -	\$ -	\$ 40,543,752	\$109,989,638	\$ -	\$ -	\$ -	\$ -	\$ 40,543,752	\$ 109,989,638	
									CST	CST		LR 2031-2033	LR 2031-2033	Private Financing	Private Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 197,265,189	\$ 2,333,044,459	\$ 197,265,189	\$ 2,333,044,459	
									CST	CST		LR 2034-2040	LR 2034-2040	General Federal Aid 2029-2050	General Federal Aid 2029-2050	\$ 834,931,265	\$ 361,078,068	\$ 187,565,797	\$ 90,269,517	\$ -	\$ -	\$ -	\$ -	\$ 1,022,497,062	\$ 451,347,585	
									CST	CST		LR 2034-2040	LR 2034-2040	Private Financing	Private Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,947,678,295	\$ 2,333,044,459	\$ 1,947,678,295	\$ 2,333,044,459	
									CST	CST		LR 2041-2050	LR 2041-2050	General Federal Aid 2029-2050	General Federal Aid 2029-2050	\$ 102,897,720	\$ -	\$ 10,289,772	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 113,187,492	\$ -	
									CST	CST		New	LR 2029-2030	New	General Federal Aid 2029-2050	\$ -	\$ 420,969,809	\$ -	\$105,242,452	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 526,212,261	\$ 526,212,261
									CST	CST		New	LR 2029-2030	New	Private Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 583,261,115	\$ -	\$ 583,261,115	\$ 583,261,115
AR-ML-200W	0017124	I-285 WEST EXPRESS LANES - PHASE I	FROM NORTHSIDE DRIVE TO ATLANTA ROAD	Roadway / Express Lanes	GDOT	Regional - Perimeter	Programmed	In the Region's Air Quality Conformity Analysis	UTL	UTL		2025	2026	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$ 10,400,000	\$ 10,400,000	\$ 2,600,000	\$ 2,600,000	\$ -	\$ -	\$ -	\$ -	\$ 13,000,000	\$ 13,000,000	
									CST	CST		LR 2029-2030	LR 2029-2030	General Federal Aid 2029-2050	General Federal Aid 2029-2050	\$ 67,720,187	\$ 204,640,495	\$ 16,930,047	\$ 51,160,123	\$ -	\$ -	\$ -	\$ -	\$ 84,650,234	\$ 255,800,618	
									CST	CST		LR 2029-2030	LR 2029-2030	Transportation Funding Act (HB 170)	Transportation Funding Act (HB 170)	\$ -	\$ -	\$ 84,658,868	\$ 85,294,731	\$ -	\$ -	\$ -	\$ -	\$ 84,658,868	\$ 85,294,731	
									CST	CST		LR 2029-2030	LR 2029-2030	Private Financing	Private Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 86,896,667	\$ 573,268,913	\$ 86,896,667	\$ 573,268,913	
									CST	CST		LR 2031-2033	LR 2031-2033	General Federal Aid 2029-2050	General Federal Aid 2029-2050	\$ 246,084,304	\$ 199,064,155	\$ 61,521,076	\$ 49,766,039	\$ -	\$ -	\$ -	\$ -	\$ 307,605,380	\$ 248,830,194	
									CST	CST		LR 2031-2033	LR 2031-2033	Private Financing	Private Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 820,249,294	\$ 982,746,709	\$ 820,249,294	\$ 982,746,709	
									CST	CST		LR 2034-2040	LR 2034-2040	General Federal Aid 2029-2050	General Federal Aid 2029-2050	\$ 351,436,411	\$ 127,783,672	\$ 87,859,103	\$ 31,945,918	\$ -	\$ -	\$ -	\$ -	\$ 439,295,514	\$ 159,729,590	
									CST	CST		LR 2034-2040	LR 2034-2040	Private Financing	Private Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 714,216,850	\$ 655,164,473	\$ 714,216,850	\$ 655,164,473	

2050 Metropolitan Transportation Plan and FY 2024-2027 Transportation Improvement Program
Amendment #5
Table 2 - Financial, Schedule, and Descriptive Changes Not Requiring Modeling

ARCID (Proposed)	GDOTPI (Proposed)	Description (Proposed)	Limits (Proposed)	ProjectType (Proposed)	Sponsor (Proposed)	Jurisdiction (Proposed)	Status (Proposed)	Analysis (Proposed)	Phase	Phase (Proposed)	PhaseStatus (Proposed)	Fiscal Year	Fiscal Year (Proposed)	Fund Source	Fund Source (Proposed)	Federal	Federal (Proposed)	State	State (Proposed)	Local	Local (Proposed)	Bond	Bond (Proposed)	Total	Total (Proposed)	Notes
AR-ML-210	0013917	I-285 WEST EXPRESS LANES - PHASE II	FROM I-20 TO ATLANTA ROAD	Roadway / Express Lanes	GDOT	Regional - Perimeter	Programmed	In the Region's Air Quality Conformity Analysis	PE	PE		2028	2028	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$ 4,000,000	\$ 84,000,000	\$ 1,000,000	\$ 21,000,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 105,000,000	
									ROW	ROW		2025	2026	Transportation Funding Act (HB 170)	Transportation Funding Act (HB 170)	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	
									ROW	ROW		2026	2026	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$ 6,400,000	\$ 7,200,000	\$ 1,600,000	\$ 1,800,000	\$ -	\$ -	\$ -	\$ -	\$ 8,000,000	\$ 9,000,000	
									ROW	ROW		2027	2027	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$ 22,400,000	\$ 24,000,000	\$ 5,600,000	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ 28,000,000	\$ 30,000,000	
									ROW	ROW		2028	2028	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$ 38,400,000	\$ 42,400,000	\$ 9,600,000	\$ 10,600,000	\$ -	\$ -	\$ -	\$ -	\$ 48,000,000	\$ 53,000,000	
									ROW	ROW		LR 2029- 2030	LR 2029- 2030	General Federal Aid 2029-2050	General Federal Aid 2029-2050	\$ 50,400,000	\$ 55,684,316	\$ 12,600,000	\$ 13,921,079	\$ -	\$ -	\$ -	\$ -	\$ 63,000,000	\$ 69,605,395	
									UTL	UTL		2025	2027	Congestion Mitigation & Air Quality Improvement	National Highway Performance Program (NHPP)	\$ 2,400,000	\$ 2,400,000	\$ 600,000	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000	
									CST	CST		LR 2031- 2033	LR 2031- 2033	General Federal Aid 2029-2050	General Federal Aid 2029-2050	\$ 89,998,346	\$ 361,266,656	\$ 22,499,586	\$ 90,316,664	\$ -	\$ -	\$ -	\$ -	\$ 112,497,932	\$ 451,583,320	
									CST	CST		LR 2031- 2033	LR 2031- 2033	Private Financing	Private Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,475,961	\$ 1,710,890,965	\$ 34,475,961	\$ 1,710,890,965	
									CST	CST		LR 2034- 2040	LR 2034- 2040	General Federal Aid 2029-2050	General Federal Aid 2029-2050	\$ 598,130,535	\$ 442,034,712	\$ 149,532,634	\$110,508,678	\$ -	\$ -	\$ -	\$ -	\$ 747,663,169	\$ 552,543,390	
									CST	CST		LR 2034- 2040	LR 2034- 2040	Private Financing	Private Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,734,035,902	\$ 1,995,402,834	\$ 1,734,035,902	\$ 1,995,402,834	
									CST	CST		LR 2041- 2050	LR 2041- 2050	General Federal Aid 2029-2050	General Federal Aid 2029-2050	\$ 56,743,917	\$ -	\$ 14,185,979	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70,929,896	\$ -	
AR-ML-240	0013914	I-285 EAST EXPRESS LANES	FROM I-20 EAST TO HENDERSON ROAD	Roadway / Express Lanes	GDOT	Regional - Perimeter	Programmed	In the Region's Air Quality Conformity Analysis	PE	PE		2026	2026	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$ 4,000,000	\$ 11,600,000	\$ 1,000,000	\$ 2,900,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 14,500,000	
									PE	PE		LR 2029- 2030	LR 2029- 2030	General Federal Aid 2029-2050	General Federal Aid 2029-2050	\$ 3,200,000	\$ 163,200,000	\$ 800,000	\$ 40,800,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000	\$ 204,000,000	
									ROW	ROW		2025	2026	GARVEE Bonds (GRV)	GARVEE Bonds (GRV)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	
									ROW	ROW		2026	2026	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$ 4,800,000	\$ 12,000,000	\$ 1,200,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000	\$ 15,000,000	
									ROW	ROW		2027	2027	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$ 23,200,000	\$ 28,800,000	\$ 5,800,000	\$ 7,200,000	\$ -	\$ -	\$ -	\$ -	\$ 29,000,000	\$ 36,000,000	
									ROW	ROW		LR 2029- 2030	LR 2029- 2030	General Federal Aid 2029-2050	General Federal Aid 2029-2050	\$ 10,400,000	\$ 61,600,000	\$ 2,600,000	\$ 15,400,000	\$ -	\$ -	\$ -	\$ -	\$ 13,000,000	\$ 77,000,000	
									New	ROW		New	LR 2031- 2033	General Federal Aid 2029-2050	General Federal Aid 2029-2050	\$ -	\$ 89,674,977	\$ -	\$ 22,418,744	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 112,093,721	

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ARCID (Proposed)	GDOTPI (Proposed)	Description (Proposed)	Limits (Proposed)	ProjectType (Proposed)	Sponsor (Proposed)	Jurisdiction (Proposed)	Status (Proposed)	Analysis (Proposed)	Phase	Phase (Proposed)	PhaseStatus (Proposed)	Fiscal Year	Fiscal Year (Proposed)	Fund Source	Fund Source (Proposed)	Federal	Federal (Proposed)	State	State (Proposed)	Local	Local (Proposed)	Bond	Bond (Proposed)	Total	Total (Proposed)	Notes
AR-ML-240A	0019966	I-285 EAST EXPRESS LANES - PHASE III	FROM HENDERSON ROAD TO SR 410 / US 78	Roadway / Express Lanes	GDOT	Regional - Perimeter	Long Range	In the Region's Air Quality Conformity Analysis	CST	CST		LR 2034- 2040	LR 2034- 2040	General Federal Aid 2029-2050	General Federal Aid 2029-2050	\$ 586,924,333	\$ 741,251,258	\$ 146,731,083	\$185,312,258	\$ -	\$ -	\$ -	\$ -	\$ 733,655,416	\$ 926,563,516	
									CST	CST		LR 2034- 2040	LR 2034- 2040	Private Financing	Private Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,985,187,386	\$ 3,337,490,083	\$ 1,985,187,386	\$ 3,337,490,083	
									CST	CST		LR 2041- 2050	LR 2041- 2050	General Federal Aid 2029-2050	General Federal Aid 2029-2050	\$ 250,660,998	\$ -	\$ 62,665,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 313,326,248	\$ -	
									CST	CST		LR 2041- 2050	LR 2041- 2050	Private Financing	Private Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 222,716,071	\$ -	\$ 222,716,071	\$ -	
									New	CST		New	LR 2031- 2033	New	General Federal Aid 2029-2050	\$ -	\$ 69,685,763	\$ -	\$ 17,421,441	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 87,107,204	
									New	CST		New	LR 2031- 2033	New	Private Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 953,568,595	\$ -	\$ 953,568,595	
AR-ML-240B	0019967	I-285 EAST EXPRESS LANES - PHASE IV	FROM SR 410 / US 78 TO I-20 EAST	Roadway / Express Lanes	GDOT	Regional - Perimeter	Long Range	In the Region's Air Quality Conformity Analysis	CST	CST		LR 2034- 2040	LR 2034- 2040	General Federal Aid 2029-2050	General Federal Aid 2029-2050	\$ 363,904,245	\$ 1,050,862,373	\$ 90,976,061	\$262,715,593	\$ -	\$ -	\$ -	\$ -	\$ 454,880,306	\$ 1,313,577,966	
									CST	CST		LR 2034- 2040	LR 2034- 2040	Transportation Funding Act (HB 170)	Transportation Funding Act (HB 170)	\$ -	\$ -	\$ 127,481,834	\$146,004,428	\$ -	\$ -	\$ -	\$ -	\$ 127,481,834	\$ 146,004,428	
									CST	CST		LR 2034- 2040	LR 2034- 2040	Private Financing	Private Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,040,389,934	\$ 4,977,211,189	\$ 1,040,389,934	\$ 4,977,211,189	
									CST	CST		LR 2041- 2050	LR 2041- 2050	General Federal Aid 2029-2050	General Federal Aid 2029-2050	\$ 629,193,992	\$ 182,069,484	\$ 157,298,498	\$ 45,517,371	\$ -	\$ -	\$ -	\$ -	\$ 786,492,490	\$ 227,586,855	
									CST	CST		LR 2041- 2050	LR 2041- 2050	Private Financing	Private Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,589,327,220	\$ 1,194,530,685	\$ 1,589,327,220	\$ 1,194,530,685	
AT-003A	0018303	SR 3/ US 19 (NORTHSIDE DRIVE)	FROM WHITEHALL STREET TO GREENFERRY AVENUE	Roadway / Operations & Safety	GDOT	City of Atlanta	Programmed	Exempt from Air Quality Analysis (40	ROW	ROW		2028	2027	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$ 1,112,000	\$ 2,083,364	\$ 278,000	\$ 520,840	\$ -	\$ -	\$ -	\$ -	\$ 1,390,000	\$ 2,604,204	
AT-003B	0018343	SR 3 (NORTHSIDE DRIVE)	AT SPELMAN LANE	Roadway / Operations & Safety	GDOT	City of Atlanta	Programmed	Exempt from Air Quality Analysis (40	ROW	ROW		2028	2026	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$ 959,200	\$ 1,304,862	\$ 239,800	\$ 326,215	\$ -	\$ -	\$ -	\$ -	\$ 1,199,000	\$ 1,631,077	
AT-003C	0018304	SR 3/US 19 (NORTHSIDE DRIVE)	AT GREENSFERRY AVENUE AND MCDANIEL STREET	Roadway / Operations & Safety	GDOT	City of Atlanta	Programmed	Exempt from Air Quality Analysis (40 CFR 93)	ROW	ROW		2028	2027	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$ 1,496,000	\$ 1,866,029	\$ 374,000	\$ 466,507	\$ -	\$ -	\$ -	\$ -	\$ 1,870,000	\$ 2,332,536	
									CST	CST		2028	LR 2029- 2030	National Highway Performance Program (NHPP)	General Federal Aid 2029-2050	\$ 904,000	\$ 904,000	\$ 226,000	\$ 226,000	\$ -	\$ -	\$ -	\$ -	\$ 1,130,000	\$ 1,130,000	
									New	UTL		New	LR 2029- 2030	New	General Federal Aid 2029-2050	\$ -	\$ 722,046	\$ -	\$ 180,511	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 902,557	
AT-003D	0018301	SR 3/US 19 (NORTHSIDE DRIVE)	FROM MARIETTA STREET TO 8TH STREET	Roadway / Operations & Safety	GDOT	City of Atlanta	Programmed	Exempt from Air Quality Analysis (40	ROW	ROW		2028	2027	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$ 14,400,000	\$ 15,281,396	\$ 3,600,000	\$ 3,820,348	\$ -	\$ -	\$ -	\$ -	\$ 18,000,000	\$ 19,101,744	
AT-003E	0018302	SR 3/US 19 (NORTHSIDE DRIVE)	FROM GREENSFERRY AVENUE TO JOSEPH E BOONE BOULEVARD	Roadway / Operations & Safety	GDOT	City of Atlanta	Programmed	Exempt from Air Quality Analysis (40	ROW	ROW		2028	2027	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$ 20,168,000	\$ 21,836,265	\$ 5,042,000	\$ 5,459,066	\$ -	\$ -	\$ -	\$ -	\$ 25,210,000	\$ 27,295,331	

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ARCID (Proposed)	GDOTPI (Proposed)	Description (Proposed)	Limits (Proposed)	ProjectType (Proposed)	Sponsor (Proposed)	Jurisdiction (Proposed)	Status (Proposed)	Analysis (Proposed)	Phase	Phase (Proposed)	PhaseStatus (Proposed)	Fiscal Year	Fiscal Year (Proposed)	Fund Source	Fund Source (Proposed)	Federal	Federal (Proposed)	State	State (Proposed)	Local	Local (Proposed)	Bond	Bond (Proposed)	Total	Total (Proposed)	Notes
AT-003F	0018305	SR 3/US 19 (NORTHSIDE DRIVE)	FROM I-75 SOUTHBOUND RAMP TO SOUTH OF HOLMES STREET	Roadway / Operations & Safety	GDOT	City of Atlanta	Programmed	Exempt from Air Quality Analysis (40 CFR 93)	ROW	ROW		2028	2027	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$ 9,175,200	\$ 9,736,766	\$ 2,293,800	\$ 2,434,198	\$ -	\$ -	\$ -	\$ -	\$ 11,469,000	\$ 12,170,964	
									UTL	UTL		2028	LR 2029- 2030	National Highway Performance Program (NHPP)	General Federal Aid 2029-2050	\$ 408,000	\$ 681,932	\$ 102,000	\$ 170,483	\$ -	\$ -	\$ -	\$ -	\$ 510,000	\$ 852,415	
									CST	CST		2028	LR 2029- 2030	National Highway Performance Program (NHPP)	General Federal Aid 2029-2050	\$ 3,415,339	\$ 3,624,386	\$ 853,835	\$ 906,096	\$ -	\$ -	\$ -	\$ -	\$ 4,269,174	\$ 4,530,482	
AT-003G	0018298	SR 3/US 41 (NORTHSIDE DRIVE)	AT SR 8 (DONALD LEE HOLLOWELL PARKWAY)	Roadway / Operations & Safety	GDOT	City of Atlanta	Programmed	Exempt from Air Quality Analysis (40 CFR 93)	ROW	ROW		2028	2027	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$ 3,568,000	\$ 4,187,103	\$ 892,000	\$ 1,046,776	\$ -	\$ -	\$ -	\$ -	\$ 4,460,000	\$ 5,233,879	
									New	UTL		New	LR 2029- 2030	New	General Federal Aid 2029-2050	\$ -	\$ 1,484,206	\$ -	\$ 371,051	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,855,257	
AT-348A	0016476	SR 9/US 19 BRIDGE REPLACEMENT	AT CSX RR	Roadway / Bridge Upgrade	GDOT	City of Atlanta	Programmed	Exempt from Air Quality Analysis (40	ROW	ROW		2026	2026	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	\$ 400,000	\$ 15,405,600	\$ 100,000	\$ 3,851,400	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 19,257,000	
FN-233A	0004635	McGINNIS FERRY ROAD: SEGMENT 1 - WIDENING	FROM DOUGLAS ROAD TO HOSPITAL PARKWAY	Roadway / General Purpose Capacity	Forsyth County	Fulton County (North)	Programme d	In the Region's Air Quality Conformity	New	CST	AUTH	New	2025	New	SGF-C	\$ -	\$ -	\$ -	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	Limits changed - project split in two phases.
FN-233A2	TBD	McGINNIS FERRY ROAD WIDENING PHASE II	FROM UNION HILL ROAD TO DOUGLAS ROAD	Roadway / General Purpose Capacity	Forsyth County	Fulton County (North)	Programme d	In the Region's Air Quality Conformity	New	CST		New	2027	New	Local Jurisdiction/Munici pality Funds	\$ -	\$ -	\$ -	\$ -	\$ 41,738,220	\$ -	\$ -	\$ -	\$ -	\$ 41,738,220	New Project split off from FN- 233A. Project area already included in Region's Air Quality Conformity Analysis.
FN-264A	721000-	SR 120 (ABBOTTS BRIDGE ROAD / DULUTH HIGHWAY) WIDENING - PHASE I	FROM JOHNS CREEK COMMONS TO BOLES ROAD	Roadway / General Purpose Capacity	GDOT	Fulton County (North)	Programmed	In the Region's Air Quality Conformity Analysis	UTL	UTL		2025	-	Surface Transportation Block Grant Program (STBG)	-	\$ 2,338,913	\$ -	\$ 584,728	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,923,641	\$ -	
									CST	CST		2025	2026	State Grant Funding - Capital Construction	State Grant Funding - Capital Construction	\$ -	\$ -	\$ 50,003,623	\$ 52,530,343	\$ -	\$ -	\$ -	\$ -	\$ 50,003,623	\$ 52,530,343	
									New	UTL		New	2026	New	State Grant Funding - Capital Construction	\$ -	\$ -	\$ -	\$ 2,923,642	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,923,642	
									CST	CST		2025	-	Surface Transportation Block Grant Program (STBG)	-	\$ 2,021,376	\$ -	\$ 505,344	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,526,720	\$ -	
FN-264B	0021239	SR 120 (ABBOTTS BRIDGE ROAD / DULUTH HIGHWAY) WIDENING - PHASE II	FROM SOUTH OF BOLES ROAD TO RIVER MILL DRIVE	Roadway / General Purpose Capacity	GDOT	Fulton County (North)	Programme d	In the Region's Air Quality Conformity Analysis	New	PE		New	2026	New	STBG Statewide	\$ -	\$ 200,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	
									New	UTL		New	2028	New	STBG Statewide	\$ -	\$ 1,200,000	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	
									New	CST		New	2028	New	STBG Statewide	\$ -	\$ 24,000,000	\$ -	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000,000	

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ARCID (Proposed)	GDOTPI (Proposed)	Description (Proposed)	Limits (Proposed)	ProjectType (Proposed)	Sponsor (Proposed)	Jurisdiction (Proposed)	Status (Proposed)	Analysis (Proposed)	Phase	Phase (Proposed)	PhaseStatus (Proposed)	Fiscal Year	Fiscal Year (Proposed)	Fund Source	Fund Source (Proposed)	Federal	Federal (Proposed)	State	State (Proposed)	Local	Local (Proposed)	Bond	Bond (Proposed)	Total	Total (Proposed)	Notes
FS-358	N/A	SOUTH FULTON CHATTAHOOCHEE RIVERLANDS GREENWAY	FROM THORNTON ROAD TO MLK JR DRIVE	Other / Scoping	City of South Fulton	Fulton County (South)	Programme d	Exempt from Air Quality Analysis (40	New	SCP		New	2026	New	TAP - Urban (>200K) (ARC)	New	\$ 560,000	New	\$ 140,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700,000	Addition of a new exempt project.
GW-184B	0013901	SR 316 - NEW INTERCHANGE	AT DROWNING CREEK ROAD	Roadway / Interchange Capacity	GDOT	Gwinnett County	Programmed	In the Region's Air Quality Conformity Analysis	ROW	ROW		2027	2027	National Highway Performance Program (NHPP)	Transportation Funding Act (HB 170)	\$ 6,554,400	\$ -	\$ 1,638,600	\$ 6,554,400	\$ -	\$ -	\$ -	\$ -	\$ 8,193,000	\$ 6,554,400	
									New	UTL		New	2028	New	Transportation Funding Act (HB 170)	\$ -	\$ -	\$ -	\$ 2,318,570	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,318,570	
									CST	CST		2028	2028	National Highway Performance Program (NHPP)	Transportation Funding Act (HB 170)	\$ 33,033,800	\$ -	\$ 8,258,450	\$ 11,470,264	\$ -	\$ -	\$ -	\$ -	\$ 41,292,250	\$ 11,470,264	
GW-426	0017998	ITS EXPANSION SR 124 (BRASELTON HIGHWAY) PHASE 1	OLD PEACHTREE ROAD NE TO MOUNT MORIAH ROAD	Roadway / Operations and Safety	Gwinnett County	Gwinnett County	Programmed	Exempt from Air Quality Analysis (40	CST	CST		2027	2027	Congestion Mitigation & Air Quality Improvement	Congestion Mitigation & Air Quality Improvement	\$ 2,320,000	\$ 2,320,000	\$ -	\$ -	\$ 580,000	\$ 580,000	\$ -	\$ -	\$ 2,900,000	\$ 2,900,000	Project limits changed.
GW-452	0013900	SR 316 / US 29 (UNIVERSITY PARKWAY) NEW INTERCHANGE	AT WILLIAMS FARM DRIVE	Roadway / General Purpose Capacity	Gwinnett County	Gwinnett County	Programme d	In the Region's Air Quality Conformity Analysis	New	PE	AUTH	New	2024	New	Transportation Funding Act (HB 170)	\$ -	\$ -	\$ -	\$ 614,678	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 614,678	
									New	ROW		New	2026	New	Transportation Funding Act (HB 170)	\$ -	\$ -	\$ -	\$ 1,826,942	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,826,942	
									New	CST		New	2027	New	Transportation Funding Act (HB 170)	\$ -	\$ -	\$ -	\$ 5,141,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,141,900	
NE-117	0020146	HENDERSON MILL ROAD BRIDGE UPGRADE	AT BEAR CREEK	Roadway / Bridge Upgrade	GDOT	Newton County	Programme d	Exempt from Air Quality Analysis (40 CFR 93)	New	PE	AUTH	New	2025	New	STBG Statewide	\$ 640,000		\$ 160,000					\$ -	\$ 800,000	Addition of a new exempt project.	
									New	ROW		New	2027	New	STBG Statewide	\$ 60,000		\$ 15,000	\$ 75,000			\$ -	\$ 150,000			
									New	UTL		New	LR 2029- 2030	New	STBG Statewide	\$ 80,000		\$ 20,000			\$ -	\$ 100,000				
									New	CST		New	LR 2029- 2030	New	STBG Statewide	\$ 4,000,000		\$ 1,000,000			\$ -	\$ 5,000,000				

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Table 3 - Deleted Projects

ARCID	GDOTPI	Description	Limits	Project Type	Sponsor	Status	Status (Proposed)	Analysis	Phase	Fiscal Year	Fiscal Year (Proposed)	Fund Source	Fund Source (Proposed)	Federal	Federal (Proposed)	State	State (Proposed)	Local	Local (Proposed)	Bond	Bond (Proposed)	Total	Total (Proposed)	Notes
AR-039D	0021184	TRAVEL DEMAND MODELING CONSULTANT ASSISTANCE		Other / Planning	ARC	Programmed	Delete	Exempt from Air Quality Analysis (40	SCP	2025	2025	Surface Transportation Block Grant (STBG) Program - Urban	-	\$ 480,000	\$ -	\$ -	\$ -	\$ 120,000	\$ -	\$ -	\$ -	\$ 600,000	\$ -	Deletion of an exempt project. This project was not authorized in FY 2025 - activities will be funded by the FY 2026 line item.
AR-522	N/A	FLINT RIVER GATEWAY TRAILS PROGRAM PLANNING AND SUPPORT		Other / Planning	ARC	Programmed	Delete	Exempt from Air Quality Analysis (40	SCP	2025	2025	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 7,396,197	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,396,197	\$ -	Deletion of an exempt project due to the deobligation of funds from USDOT's Reconnecting Communities and Neighborhoods (RCN) Grant Program.
AR-523A	0020918	FLINT RIVER GATEWAY TRAILS: DOWNTOWN EAST POINT PATH PHASE 4 (MAIN STREET) - SCOPING STUDY	FROM WILLINGHAM DRIVE TO VESTA AVENUE	Other / Scoping	City of East Point	Programmed	Delete	Exempt from Air Quality Analysis (40	SCP	2025	2025	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 201,425	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 201,425	\$ -	Deletion of an exempt project due to the deobligation of funds from USDOT's Reconnecting Communities and Neighborhoods (RCN) Grant Program.
AR-523B	0020919	FLINT RIVER GATEWAY TRAILS: DOWNTOWN COLLEGE PARK PATH PHASE 1 (MAIN STREET & EAST MAIN STREET) - SCOPING	FROM VESTA AVENUE TO JOHN WESLEY AVENUE	Other / Scoping	City of College Park	Programmed	Delete	Exempt from Air Quality Analysis (40	SCP	2025	2025	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 1,188,409	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,188,409	\$ -	Deletion of an exempt project due to the deobligation of funds from USDOT's Reconnecting Communities and Neighborhoods (RCN) Grant Program.
AR-523C	0020920	FLINT RIVER GATEWAY TRAILS: WILLINGHAM DR PATH PH 2 - SCOPING STUDY	FROM HEADWATERS PARK TO NORMAN BERRY	Other / Scoping	City of East Point	Programmed	Delete	Exempt from Air Quality Analysis (40	SCP	2025	2025	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 1,279,570	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,279,570	\$ -	Deletion of an exempt project due to the deobligation of funds from USDOT's Reconnecting Communities and Neighborhoods (RCN) Grant Program.
AR-523D	0020921	FLINT RIVER GATEWAY TRAILS: VIRGINIA AVENUE TRAIL - SCOPING STUDY	FROM BOBBY BROWN PARKWAY/TOFFIE TERRACE TO AIRPORT LOOP TO UNION AVENUE	Other / Scoping	City of Hapeville	Programmed	Delete	Exempt from Air Quality Analysis (40	SCP	2025	2025	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 1,089,332	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,089,332	\$ -	Deletion of an exempt project due to the deobligation of funds from USDOT's Reconnecting Communities and Neighborhoods (RCN) Grant Program.
AR-523E	0020922	FLINT RIVER GATEWAY TRAILS: NORTH LOOP TRAIL - SCOPING STUDY	FROM UNION AVENUE TO MAYNARD H. JACKSON, JR. BLVD.	Other / Scoping	Clayton County	Programmed	Delete	Exempt from Air Quality Analysis (40	SCP	2025	2025	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ -	Deletion of an exempt project due to the deobligation of funds from USDOT's Reconnecting Communities and Neighborhoods (RCN) Grant Program.
AR-523F	0020923	FLINT RIVER GATEWAY TRAILS: SOUTH LOOP TRAIL - SCOPING STUDY	FROM MAYNARD H. JACKSON, JR. BLVD TO FOREST PARKWAY	Other / Scoping	Clayton County	Programmed	Delete	Exempt from Air Quality Analysis (40	SCP	2025	2025	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	Deletion of an exempt project due to the deobligation of funds from USDOT's Reconnecting Communities and Neighborhoods (RCN) Grant Program.
AR-523G	0020924	FLINT RIVER GATEWAY TRAILS: FLINT RIVER TRAIL PH 1 - SCOPING STUDY	FROM FOREST PARKWAY TO GARDEN WALK BLVD AT CHARLES DREW HS	Other / Scoping	Clayton County	Programmed	Delete	Exempt from Air Quality Analysis (40	SCP	2025	2025	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -	Deletion of an exempt project due to the deobligation of funds from USDOT's Reconnecting Communities and Neighborhoods (RCN) Grant Program.
AR-523H	0020925	FLINT RIVER GATEWAY TRAILS: UPPER RIVERDALE ROAD PED BRIDGE - SCOPING STUDY	FROM GARDEN WALK BLVD TO ARROWHEAD BLVD	Other / Scoping	Clayton County	Programmed	Delete	Exempt from Air Quality Analysis (40	SCP	2025	2025	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 1,214,429	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,214,429	\$ -	Deletion of an exempt project due to the deobligation of funds from USDOT's Reconnecting Communities and Neighborhoods (RCN) Grant Program.
AR-523I	0020926	FLINT RIVER GATEWAY TRAILS: ARROWHEAD BLVD MULTI-USE TRAIL - SCOPING STUDY	FROM UPPER RIVERDALE ROAD TO TARA BLVD	Other / Scoping	Clayton County	Programmed	Delete	Exempt from Air Quality Analysis (40	SCP	2025	2025	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -	Deletion of an exempt project due to the deobligation of funds from USDOT's Reconnecting Communities and Neighborhoods (RCN) Grant Program.
AR-524A	0020914	FLINT RIVER GATEWAY TRAILS: EAST POINT PATH PHASE II (MAIN STREET)	FROM LAKEWOOD/FORT MCPHERSON MARTA STATION TO WEST CLEVELAND AVENUE	Last Mile Connectivity / Sidepaths and Trails	City of East Point	Programmed	Delete	Exempt from Air Quality Analysis (40 CFR 93)	PE	2025	2025	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 2,075,635	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,075,635	\$ -	Deletion of an exempt project due to the deobligation of funds from USDOT's Reconnecting Communities and Neighborhoods (RCN) Grant Program.
									ROW	2027	2027	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	
									ALL	LR 2029-2030	LR 2029-2030	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 20,285,207	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,285,207	\$ -	

2050 Metropolitan Transportation Plan and FY 2024-2027 Transportation Improvement Program
Amendment #5
Table 3 - Deleted Projects

ARCID	GDOTPI	Description	Limits	Project Type	Sponsor	Status	Status (Proposed)	Analysis	Phase	Fiscal Year	Fiscal Year (Proposed)	Fund Source	Fund Source (Proposed)	Federal	Federal (Proposed)	State	State (Proposed)	Local	Local (Proposed)	Bond	Bond (Proposed)	Total	Total (Proposed)	Notes
AR-524B	0020915	FLINT RIVER GATEWAY TRAILS: DOWNTOWN EAST POINT PATH PHASE III (MAIN STREET)	FROM WASHINGTON STREET TO WILLINGHAM DRIVE	Last Mile Connectivity / Sidepaths and Trails	City of East Point	Programmed	Delete	Exempt from Air Quality Analysis (40 CFR 93)	SCP	2025	2025	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 372,636	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 372,636	\$ -	Deletion of an exempt project due to the deobligation of funds from USDOT's Reconnecting Communities and Neighborhoods (RCN) Grant Program.
									PE	2025	2025	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 204,117	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 204,117	\$ -	
									ROW	2027	2027	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 495,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 495,000	\$ -	
									ALL	LR 2029- 2030	LR 2029- 2030	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 4,635,070	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,635,070	\$ -	
AR-524C	0020916	FLINT RIVER GATEWAY TRAILS: WILLINGHAM DRIVE PATH PHASE I	FROM FROM MAIN STREET TO HEADWATERS PARK	Last Mile Connectivity / Sidepaths and Trails	City of East Point	Programmed	Delete	Exempt from Air Quality Analysis (40 CFR 93)	SCP	2025	2025	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 470,430	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 470,430	\$ -	Deletion of an exempt project due to the deobligation of funds from USDOT's Reconnecting Communities and Neighborhoods (RCN) Grant Program.
									PE	2025	2025	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 137,917	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 137,917	\$ -	
									ROW	2027	2027	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	
									ALL	LR 2029- 2030	LR 2029- 2030	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 3,402,468	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,402,468	\$ -	
AR-524D	0020917	FLINT RIVER GATEWAY TRAILS: GARDEN WALK/DREW HIGH SCHOOL MULTIUSE TRAIL	FROM CHARLES DREW HIGH SCHOOL TO UPPER RIVERDALE ROAD	Last Mile Connectivity / Sidepaths and Trails	Clayton County	Programmed	Delete	Exempt from Air Quality Analysis (40 CFR 93)	PE	2025	2025	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 1,311,272	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,311,272	\$ -	Deletion of an exempt project due to the deobligation of funds from USDOT's Reconnecting Communities and Neighborhoods (RCN) Grant Program.
									ROW	2027	2027	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	
									ALL	LR 2029- 2030	LR 2029- 2030	Reconnecting Communities and Neighborhoods Grant - FY 2023	-	\$ 12,740,886	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,740,886	\$ -	
AR-528	0021188	REGIONAL ALTERNATIVE FUELS PLAN		Other / Planning	ARC	Programmed	Delete	Exempt from Air Quality Analysis (40	SCP	2026	2026	Surface Transportation Block Grant (STBG) Program - Urban	-	\$ 500,000	\$ -	\$ -	\$ -	\$ 125,000	\$ -	\$ -	\$ -	\$ 625,000	\$ -	Deletion of an exempt project. 0% of funds expended.
CO-499	N/A	NORTH MAIN STREET/OLD HIGHWAY 41 TRAFFIC SIGNAL	AT SWIFT CANTRELL PARK	Roadway / Operations & Safety	Cobb County	Programmed	Delete	Exempt from Air Quality Analysis (40 CFR 93)	PE	2024	2024	Local Jurisdiction/Municip ality Funds	-	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	\$ -	Deletion of an exempt project. Project still underway, but is now 100% locally funded and exempt from air quality confirmity, and as such is being removed from the TIP.
									CST	2025	2025	Local Jurisdiction/Municip ality Funds	-	\$ -	\$ -	\$ -	\$ -	\$ 437,500	\$ -	\$ -	\$ -	\$ 437,500	\$ -	

2050 Metropolitan Transportation Plan and FY 2024-2027 Transportation Improvement Program
Amendment #5
Table 3 - Deleted Projects

ARCID	GDOTPI	Description	Limits	Project Type	Sponsor	Status	Status (Proposed)	Analysis	Phase	Fiscal Year	Fiscal Year (Proposed)	Fund Source	Fund Source (Proposed)	Federal	Federal (Proposed)	State	State (Proposed)	Local	Local (Proposed)	Bond	Bond (Proposed)	Total	Total (Proposed)	Notes
CO-505	0020662	FRANKLIN GATEWAY BRIDGE UPGRADE	AT ROTTENWOOD CREEK	Roadway / Bridge Upgrade	City of Marietta	Programmed	Delete	Exempt from Air Quality Analysis (40 CFR 93)	PE	2024	2024	Local Jurisdiction/Municipality Funds	-	\$ -	\$ -	\$ -	\$ -	\$ 650,000	-	\$ -	\$ -	\$ 650,000	-	Deletion of an exempt project. Sponsor has decided not to pursue this project and will be rejecting the programmed FY 2024 Congressionally Directed Spending (CDS) funds.
									ROW	2025	2025	Local Jurisdiction/Municipality Funds	-	\$ -	\$ -	\$ -	\$ -	\$ 500,000	-	\$ -	\$ -	\$ 500,000	-	
									CST	2026	2026	Congressionally Directed Spending - FY 2024	-	\$ 4,050,000	-	\$ -	\$ -	\$ 1,012,500	-	\$ -	\$ -	\$ 5,062,500	-	
GW-450	0020399	SR 324 WIDENING	FROM FORT DANIELS DRIVE TO JIM MOORE ROAD	Roadway / General Purpose Capacity	Gwinnett County	Programmed	Delete	In the Region's Air Quality Conformity Analysis	PE	2025	2025	Local Jurisdiction/Municipality Funds	-	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	-	\$ -	\$ -	\$ 1,500,000	-	Deletion of a non-exempt project that was previously not yet included in model coding, meaning that the cancellation does not require additional air quality analysis. Sponsor has requested the cancellation.
									ROW	2026	2026	Local Jurisdiction/Municipality Funds	-	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	-	\$ -	\$ -	\$ 3,000,000	-	
									CST	2028	2028	Local Jurisdiction/Municipality Funds	-	\$ -	\$ -	\$ -	\$ -	\$ 11,500,000	-	\$ -	\$ -	\$ 11,500,000	-	

EXHIBIT 2

AIR QUALITY CONFORMITY HISTORY AND CURRENT STATUS OF THE ATLANTA REGION

This section summarizes the region's history related to attaining various standards related to ground level ozone.

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. In 2008, the Atlanta area was redesignated as moderate nonattainment.

On December 2, 2013, EPA redesignated the Atlanta area as a maintenance area, effective January 2, 2014 (78 FR 72040). When the 2008 8-hr. ozone standard was finalized and designations made, EPA then pursued the revocation of the 1997 8-hr. standard along with conformity requirements pertaining to this standard, through its “2008 Implementation of the 2008 National Ambient Air Quality Standards (NAAQS) for Ozone: State Implementation Plan (SIP) Requirements”, which was finalized and effective April 6, 2015 (80 FR 12263). Transportation conformity for the 1997 8-hr. ozone standard was no longer applied. On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Management District v. EPA* (“South Coast II,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked on April 6, 2015. These conformity determinations are required in these areas after February 16, 2019. A portion of the Atlanta Area was designated attainment for the 2008 ozone NAAQS on July 20, 2012 (77 FR 30087) with a maintenance plan for the 1997 8-hour ozone NAAQS later on January 2, 2014, with the 1997 ozone NAAQS revoked on April 6, 2015. Therefore, per the South Coast II decision, this conformity determination is being made for that 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). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA’s nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model for budget or interim emissions tests for the 1997 8-hour ozone NAAQS. Therefore, transportation conformity for the 1997 ozone NAAQS for ARC’s and GHMPO’s 2050 MTP and FY 2024–2027 TIP

can be demonstrated by showing the remaining requirements in Table 1 of 40 CFR 93.109 have been met.

Note that the federally required metropolitan planning process for Bartow County is managed by the CBMPO, while the process for Hall County is directed by the GHMPO.

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. Initially, an attainment date of December 31, 2015, was set. This date was later changed through litigation to July 20, 2015, for marginal nonattainment areas like Atlanta.

On May 4, 2016, it was published in the Federal Register that the region was reclassified from a marginal to a moderate nonattainment area (effective June 3, 2016, 81 FR 26697) for failure to meet the ozone standard before July 20, 2015. On July 14, 2016, EPA finalized a clean data determination for the 2008 ozone standard effective August 15, 2016 (81 FR 45419). This determination indicated that the Atlanta region met the 2008 ozone standard for the three summers from 2013 to 2015.

On July 14, 2016, GA EPD submitted a Maintenance Plan to US EPA. 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.

Note that the federally required metropolitan planning process for Bartow County is managed by the CBMPO.

2015 STANDARD

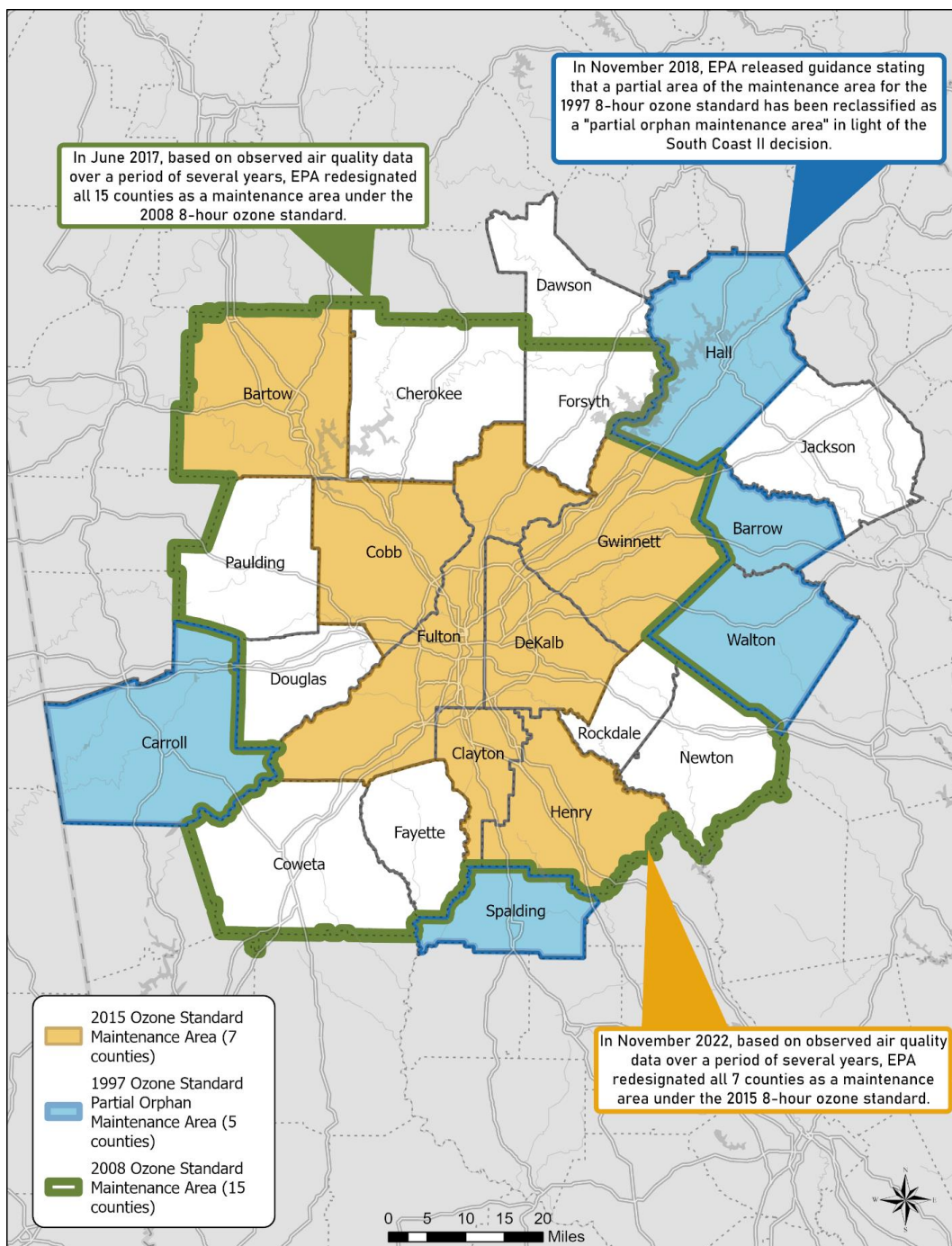
Effective December 28, 2015 (80 FR 65291), the 2015 8-hr. ozone standard was set at 0.070 ppm. Effective August 3, 2018 (83 FR 25776), seven counties in the Atlanta region were designated and classified as a marginal nonattainment area under the standard: Bartow, Clayton, Cobb, DeKalb, Fulton, Gwinnett, and Henry counties. Effective November 16, 2022, this seven-county area was redesignated as a maintenance area (87 FR 62733).

Note that the federally required metropolitan planning process for Bartow County is managed by the CBMPO.

OVERVIEW MAP

The map below provides a visual representation of the information presented above for all three ozone standards.

Current Air Quality Maintenance Area Boundaries



RECENT CONFORMITY REDETERMINATIONS

ARC completed development of the 2050 MTP and FY 2024-2027 TIP in February 2024. The table below provides a summary of conformity redeterminations related to that initial adoption, as well as subsequent amendments (but not including the one detailed in this document).

Recent Conformity Redeterminations

Date	MTP/TIP	NAAQS
February 27, 2024	2050 MTP / FY 2024-2027 TIP Major Update (New Plans)	1. 1997 8-hr. Ozone 2. 2008 8-hr. Ozone 3. 2015 8-hr. Ozone
May 15, 2024	2050 MTP / FY 2024-2027 TIP Amendment #1	1. 1997 8-hr. Ozone 2. 2008 8-hr. Ozone 3. 2015 8-hr. Ozone
September 11, 2024	2050 MTP / FY 2024-2027 TIP Amendment #2	1. 1997 8-hr. Ozone 2. 2008 8-hr. Ozone 3. 2015 8-hr. Ozone
February 27, 2025	2050 MTP / FY 2024-2027 TIP Amendment #3	1. 1997 8-hr. Ozone 2. 2008 8-hr. Ozone 3. 2015 8-hr. Ozone
May 23, 2025	2050 MTP / FY 2024-2027 TIP Amendment #4	1. 1997 8-hr. Ozone 2. 2008 8-hr. Ozone 3. 2015 8-hr. Ozone

EXHIBIT 3

INTERAGENCY CONSULTATION GROUP MEETING SUMMARIES

This exhibit contains summaries for meetings on the following dates:

- June 24, 2025
- August 26, 2025
- September 16, 2025
- October 28, 2025

These are the meetings which occurred in the interval between the approval of MTP/TIP Amendment #4 by TAQC and the ARC Board on May 14, 2025, and their approval of MTP/TIP Amendment #5 on November 12, 2025. For prior meeting summaries, refer to the original CDR and previous redetermination reports associated with Amendments #1-4.

Interagency Consultation Group
June 24, 2025

MEETING SUMMARY

Attendees	
<i>MPOs</i>	
ARC	David Haynes; Steve Lewandowski; Liz Sanford; Ansley Goddard; Guy Rousseau; Michael Haire
CBMPO	Tom Sills; Kaitlyn Alonso; Shanice Amos
GHMPO	Joseph Boyd
<i>Federal Agencies</i>	
EPA	Weston Freund; Sunday Gotvald; Simone Jarvis
FHWA	Jared Lombard
FTA	Aries Little; Ronald Smith
<i>State Agencies</i>	
EPD	Gil Grodzinsky; Ruben Gijon-Felix
GDOT	Habte Kassa; Dan Dolder; Megan Weiss; Jomar Pastorelle; Matthew Fowler; Pedro Ortiz; Miles Kemp; Elise Snider
GRTA / SRTA	Jamie Fischer
ATL	Abby Marinelli
<i>Transit Operators / Local Governments</i>	
Cherokee County	--
Cobb County	--
Douglas County	Ron Roberts
Gwinnett County	--
Henry County	--
MARTA	--
<i>Other Stakeholders</i>	
MATS MPO (Macon)	Michael Greenwald
HNTB	Kyle Morning

1. Welcome & Approval of April 22, 2025 Meeting Summary

David Haynes (ARC) called the meeting to order. He noted that the May 27, 2025 meeting had been cancelled, but the draft April 22, 2025 meeting summary was distributed for review last month and again prior to this meeting. Gil Grodzinsky (EPD) clarified some of the language related to the repeal of the Greenhouse Gas emissions standard, as well as the status of EPA's review of the second ozone maintenance plan. These edits were incorporated into the second draft version forwarded to members on June 20, 2025. No additional edits were suggested at the meeting. Accordingly, the summary was accepted as final.

2. ARC Updates

a. MTP/TIP Amendment #4

Mr. Haynes informed the group that Amendment #4 had been approved by TAQC and the ARC Board on May 14, 2025, and then by the GRTA Board on May 21, 2025. All files were forwarded to USDOT and EPA for a conformity determination on May 22, 2025. A conformity determination letter was received on May 23, 2025. ARC waited on updating all files online until after the 2nd quarter administrative modifications were processed on May 30, 2025. Notification of the availability of updated documentation and project lists was sent to key agency partners on June 11, 2025.

b. MTP/TIP Amendment #5

Michael Haire (ARC) reminded the group that this will be a long-form amendment requiring a new emissions analysis. Work began in March and adoption is scheduled for November. Mr. Haire then proceeded to highlight key milestones to date, noting that activities right now are focused on model runs and that Steve Lewandowski (ARC) would provide more information once the schedule overview is complete.

He presented two versions of the schedule for the remainder of the year, both of which share the same approval milestones and dates. Mr. Haynes helped explain that the key difference is that ARC is proposing to advance the public comment period by one week in order to leave sufficient time between the close of that period and when the report would need to be forwarded to TCC members prior to their vote on November 7, 2025. Both noted that this would require the regularly scheduled IAC meeting for the month of September be shifted from the 23rd to the 16th. Mr. Haynes asked attendees if this schedule change would be problematic

and nobody raised an objection. Accordingly, he will send a revised calendar invite soon *[Note: this action item was completed on June 25, 2025]*.

Mr. Lewandowski then highlighted key planning and modeling inputs. ARC will be using MOVES v4.0.2 for the emissions analysis, which will begin in early August following completion of the travel demand model runs. He noted a key change is moving the base year from 2015 to 2020 and described the challenges of establishing solid data for the new base year due to the pandemic. Habte Kassa (GDOT) expressed concern with the shift to 2020 since travel behavior changed dramatically in mid-March, meaning only the first couple of months of the year were close to normal conditions. Mr. Grodzinsky acknowledged the unusual circumstances, but reinforced the need to adjust the base year (which is also the calibration year) since the first horizon year must be no more than 10 years from the base year (which is also the calibration year). He suggested that we define January 2020 as the baseline “starting point” and the underlying data use a melding of the preceding 12 months to get the best possible approximation of what travel would have been like in 2020 if not for the pandemic. Jared Lombard (FHWA) and Simone Jarvis (EPA) indicated that this approach was acceptable for their agencies.

Mr. Lombard inquired about where the recent significant changes in bus services are included in the Amendment #5 modeling assumptions. Mr. Lewandowski confirmed that they are integrated into the 2030 network year. Mr. Lombard suggested that this be documented in the CDR Addendum and both Mr. Lewandowski and Mr. Haynes committed to doing so.

c. Planning Process Memoranda of Agreement

Mr. Haynes informed the group that a requirement of the MPO planning process is to have Memoranda of Agreement (MOAs) in place with all key transportation planning agency partners at the state, regional, and local levels to define roles and responsibilities. In October 2019, a Five Party Agreement was executed between ARC, ATL, GDOT, GRTA, and MARTA, which was intended to serve as a regional framework for other MOAs. The intent was to follow up and update those other agreements in 2020, but that effort was put on hold due to: 1) the COVID-19 pandemic, and 2) the pending release of a new urbanized area boundary following the 2020 census.

An inventory of all MOAs with adjacent MPOs, Regional Commissions with member counties that are within the Atlanta MPO boundary, those individual counties, and all transit agencies operating fixed-route, fixed-schedule services (other than MARTA, which was included in the Five Party Agreement) was

conducted in preparation for the quadrennial MPO certification process in 2023. This review found the need for a comprehensive update since some were up to 20 years old, had signatory agencies which had changed names, or could not be located at all.

Mr. Haynes stated that ARC is currently working on developing new templates for each group of agencies and will be reaching out to them within the next few weeks for discussion. The goal is to finalize all agreements before the end of 2025. Interagency does not need to review or approve any of the MOAs, but some of them will reference the Interagency process so it is important that IAC members be aware of this effort at an early stage. Selected MOAs, notably the ones with GHMPO and CBMPO, will also require GDOT and EPD to be signatory agencies.

Mr. Haynes showed the group a summary tracking spreadsheet identifying all existing MOAs, the dates which they were executed, and the status of preparing updated MOAs. Tom Sills (CBMPO) pointed out a couple of potential errors in the table related to how certain Regional Development Centers / Regional Centers had changed and merged over the years. Mr. Haynes committed to reviewing that information and making relevant corrections *[Note: This review was completed immediately after the meeting and the errors were corrected]*.

Mr. Lewandowski and Abby Marinelli (ATL) pointed out that CATS now operates using a microtransit model rather than fixed-route, fixed-schedule service. A brief discussion followed about whether a new MOA with CATS would be necessary. Ronald Smith (FTA) committed to discussing the question internally and providing a response to ARC. Mr. Lombard also requested that the relevant MOAs involving Barrow County reflect the fact that Winder is its own urbanized area and some language about programming their suballocated funds in the ARC MTP/TIP will be needed.

Mr. Haynes committed to providing regular updates to the group in the coming months.

d. Participation Plan

Liz Sanford (ARC) reminded the group that ARC has been working on an update to the Participation Plan for about two years. It has taken a while due to changes in federal requirements and executive orders, and adjustments were necessary. That work is essentially complete and the plan is on track to be released for public comment from August 13, 2025 to September 27, 2025, with adoption scheduled for October. Ms. Sanford suggested that IAC members be given the

opportunity to conduct an advance courtesy review of the document prior to the public comment period. Mr. Haynes committed to forwarding the draft document to members the following day *[Note: this action item was completed on June 25]*.

3. GHMPO Updates

a. No formal agenda items

Joseph Boyd (GHMPO) reported that their MTP update was adopted on May 6, 2025. He also mentioned that they will be conducting an amendment in August, so information will be presented at the July IAC meeting for concurrence on modeling assumptions.

4. CBMPO Updates

a. No formal agenda items

Tom Sills (CBMPO) noted that there will need to be some discussion at the July IAC meeting on a couple of projects. In particular, a developer has proposed a project which involves substantial changes to four intersections along US 411, along with new roadway capacity serving the development site. The project will be privately funded, so a determination on the need for it to be included in their TIP/MTP will need to be made. Mr. Haynes requested that additional details on the scope and timing of the project be made available so that the group can review and make a decision on the best path forward. Mr. Sills committed to following up soon to share information.

5. Emission Standards

a. PM2.5

No new information to report.

b. Ozone

Mr. Haynes mentioned that ARC's Office of External Affairs has received inquiries about the region's ozone air quality status. The questions arose from a meeting or speech given by an EPD official where it was mentioned that the region could slip back into nonattainment based on recent observed data. Mr. Grodzinsky confirmed that the region's ozone design value is violating the 2015 ozone NAAQS due to a variety of potential factors and EPD is examining options under the maintenance plan to reduce future concentration levels below the standard.

Regardless, no official change in attainment status is or has occurred with EPD needing to implement measures to address the issue by April 30, 2027. He noted that any proposed measures to be implemented will be reviewed with Interagency at the appropriate time and there is no action that other agencies need to take at this time.

6. New Business / Announcements

a. Partner Agency Announcements

Federal Partners

FHWA – Mr. Lombard reminded the group that SS4A applications are due on June 26.

FTA – Nothing additional to report.

EPA – Simone Jarvis reported that Dianna Myers retired from EPA effective June 13, 2025. Ms. Jarvis will be the primary EPA contact moving forward. She reported that EPA is still evaluating potential changes to the PM2.5 standard and should have more information to share in July.

State Partners

GDOT – Nothing additional to report.

GRTA / SRTA / ATL – Nothing additional to report.

EPD – Nothing additional to report.

Other Partners

Michael Greenwald (MATS) mentioned that registration for the GAMPO annual conference will open soon. The conference will be held September 25-26, 2025 in Savannah.

b. Next IAC Meeting

Mr. Haynes noted that the next meeting is scheduled for July 22, 2025. Potential agenda topics will include an update on modeling activities for the ARC MTP/TIP Amendment #5 and status of drafting and executing the new planning partner MOAs. The meeting was subsequently adjourned.

Interagency Consultation Group
August 26, 2025

MEETING SUMMARY

Attendees	
<i>MPOs</i>	
ARC	David Haynes; Steve Lewandowski; Liz Sanford; Jean Hee Barrett; Guy Rousseau; Michael Haire; Ansley Goddard
CBMPO	Tom Sills; Shanice Amos; Mark Cox
GHMPO	Joseph Boyd
<i>Federal Agencies</i>	
EPA	Weston Freund; Sunday Gotvald
FHWA	Jared Lombard; Ann-Marie Day; Olivia Lewis
FTA	Ronald Smith
<i>State Agencies</i>	
EPD	Gil Grodzinsky; Ruben Gijon-Felix
GDOT	Habte Kassa; Megan Weiss; Jomar Pastorelle; Matthew Fowler; Pedro Ortiz; Miles Kemp; Elise Snider; Wonuolaoluwa Bank-Olemoh; Helen Pinkston-Pope; Stephanie Williams
GRTA / SRTA	Jamie Fischer
ATL	Abby Marinelli
<i>Transit Operators / Local Governments</i>	
Cherokee County	Michael Powell
Cobb County	--
Douglas County	Ron Roberts
Gwinnett County	--
Henry County	Tye Salters
MARTA	--
<i>Other Stakeholders</i>	
MATS MPO (Macon)	--
HNTB	--

1. Welcome & Approval of June 24, 2025 Meeting Summary

David Haynes (ARC) called the meeting to order. He noted that the July 22, 2025 meeting had been cancelled, but the draft June 24, 2025 meeting summary was distributed for review last month and again prior to this meeting. Gil Grodzinsky (EPD) clarified some of the language related to the modeling base year for ARC's MTP/TIP Amendment #5, as well as additional context related to the region's ozone attainment in light of recent exceedances. These edits were incorporated into the second draft version forwarded to members on August 19, 2025. No additional edits were suggested at the meeting. Accordingly, the summary was accepted as final.

2. ARC Updates

a. MTP/TIP Amendment #5

Mr. Haynes reminded the group that a list of proposed changes which must be modeled for air quality conformity purposes had previously been shared with them in the spring. The information reviewed today are additional changes and are being shared in advance of the public comment period to help ensure accuracy and completeness. No concurrence action is being requested.

Michael Haire (ARC) then reviewed the list of proposed changes, highlighting cost increases to MMIP projects, the addition of two new exempt projects to the plan, minor schedule and descriptive adjustments to multiple projects, and the deletion of several line items due to the loss of federal funding grants.

Mr. Haire then stated that the final complete list of changes would be provided to IAC on or before September 9 for advance review prior to the next scheduled meeting on September 16. The public comment period will basically be the month of October and the amendment is scheduled for action by TCC and TAQC in November.

Mr. Haynes noted a couple of minor changes which will need to be made to the list as a result of feedback received prior to the meeting. He also provided additional context for why a non-exempt project was being removed from the list.

Mr. Haynes also provided a status update on the analyzing fiscal constraint. The work is in progress and ARC and GDOT are coordinating on some of the assumptions. Final results will be presented in the documentation to be provided to IAC on September 9.

Jared Lombard (FHWA) asked if the fiscal constraint analysis information in the TIP is updated when amendments are conducted. Mr. Haynes stated that it has not been ARC's practice to revise the original TIP document, instead relying on the CDR Addendum produced for each amendment to provide the latest numbers. Jean Hee Barrett (ARC) asked if it would be acceptable to include the summary tables directly on the TIP webpage in lieu of updating them within the document itself. Mr. Lombard agreed that was an acceptable approach. Ms. Barrett and Mr. Haynes committed to doing that once the amendment process is complete.

Steve Lewandowski (ARC) concluded the discussion by informing the group that the ABM runs are nearly complete and the emissions modeling work should begin before the end of this week, which tracks with the overall amendment schedule.

b. Public Participation Plan

Liz Sanford (ARC) updated the group on work to finalize the Public Participation Plan. A draft version was shared with IAC members in June and comments were received from FHWA that were significant enough to warrant a shift in releasing the document for public comment. ARC is nearly complete making those edits and plans to open the comment period on September 3. Public comment will close on October 18. First reads will occur at the TCC meeting in September and the TAQC meeting in October, with final approvals scheduled for November.

3. GHMPO Updates

a. No formal agenda items

Joseph Boyd (GHMPO) asked if there was a timeline for completion of the new planning MOA between ARC and GHMPO. Mr. Haynes said that ARC had prepared drafts of all MOAs (including CBMPO, adjacent Regional Commissions, and limited membership MPO counties) and they were still under internal legal review. As soon as that is complete, ARC will share the drafts with the other agencies for review and comment. The intention is to finalize all agreements by early 2026, or sooner if possible.

4. CBMPO Updates

a. MTP/TIP Amendment #3

Tom Sills (CBMPO) explained a variety of changes being made to their project list, including schedule and cost adjustments. A list of the changes, including revised

project fact sheets, had been shared with IAC members in advance. Mr. Sills indicated that a 30-day public comment period had already been conducted and CBMPO could have adopted the amendment in August, but that was delayed pending IAC review of the changes. The next opportunity for approval will be November 5.

Ann-Marie Day (FHWA) noted that the public comment period should not have occurred prior to IAC review, but FHWA would not require a new engagement process since no comments were received. Ms. Day emphasized that future amendments would need to follow the required steps. Mr. Haynes stated that ARC would coordinate more closely and proactively with CBMPO to avoid similar situations in the future.

Gil Grodzinsky (EPD) inquired about whether the changes proposed to the CBMPO had already been included within ARC's process. Mr. Lewandowski confirmed that the modeling for all non-exempt projects within the entire modeling domain would be synched up with the planning documents upon completion of ARC's Amendment 5. Mr. Haynes emphasized that CBMPO conducts its own separate public review and comment process and that the materials which ARC plans to release related to its amendment will not include information on CBMPO projects.

5. Emission Standards

a. PM2.5

Weston Freund (EPA) reported that EPA is working on a rough timeline for revisiting the 2024 PM2.5 standard. A proposal could be released this fall, with a final rule by February 2026.

b. Ozone

Mr. Grodzinsky stated that there are still two months left in the 2025 ozone season and he can provide an update on the region's status later this year. He indicated that the numbers this summer have been encouraging so far, but EPD does not want to release any findings or make any recommendations on next steps until the season is complete and they have a complete dataset.

6. New Business / Announcements

a. Partner Agency Announcements

Federal Partners

FHWA – Nothing additional to report.

FTA – Nothing additional to report.

EPA – Nothing additional to report.

State Partners

GDOT – Nothing additional to report.

GRTA / SRTA / ATL – Nothing additional to report.

EPD – Nothing additional to report.

Other Partners

Nothing additional to report..

b. Next IAC Meeting

Mr. Haynes noted that the next meeting is scheduled for September 16, 2025. He emphasized that this is a week earlier than normal and that members should double check their calendars and confirm they received the updated invitation. Potential agenda topics will include a review of materials to be released for public comment related to ARC's MTP/TIP Amendment #5, including the CDR Addendum. The meeting was subsequently adjourned.

Interagency Consultation Group
September 16, 2025

MEETING SUMMARY

Attendees	
<i>MPOs</i>	
ARC	David Haynes; Steve Lewandowski; Liz Sanford; Jean Hee Barrett; Michael Haire; Ansley Goddard; Kyung-Hwa Kim; John Orr
CBMPO	Tom Sills; Mark Cox
GHMPO	--
<i>Federal Agencies</i>	
EPA	Simone Jarvis
FHWA	Jared Lombard; Ann-Marie Day; Olivia Lewis
FTA	Ronald Smith
<i>State Agencies</i>	
EPD	Gil Grodzinsky
GDOT	Habte Kassa; Megan Weiss; Jomar Pastorelle; Matthew Fowler; Pedro Ortiz; Miles Kemp; Wonuolaoluwa Bank-Olemoh; Stephanie Williams; Ryan Endorf; Kelly Martin; Angie Robinson
GRTA / SRTA	Jamie Fischer; Brittany Giles
ATL	--
<i>Transit Operators / Local Governments</i>	
Cherokee County	--
Cobb County	--
Douglas County	--
Gwinnett County	--
Henry County	--
MARTA	--
<i>Other Stakeholders</i>	
MATS MPO (Macon)	--
HNTB	--

1. Welcome & Approval of August 26, 2025 Meeting Summary

David Haynes (ARC) called the meeting to order. He noted that the August 26, 2025 meeting summary was distributed for review prior to this meeting and that one minor correction to the name of an attendee had been brought to ARC's attention. That edit had been made and no additional edits were suggested at the meeting. Accordingly, the summary was accepted as final.

2. ARC Updates

a. MTP/TIP Amendment #5

Mr. Haynes reported that ARC is preparing to open up the public comment process for the amendment and that a draft CDR Addendum had been prepared and circulated to the group for advance review. The document still has some placeholders that can only be filled once the process is complete, such as the approval resolution, conformity determination letter and public comment period.

Mr. Haynes addressed a concern that had been raised by FHWA about the structure and content of the document. Since the CDR (and all subsequent addenda) are for an air quality maintenance area which includes areas outside the MPO planning boundary (i.e., Bartow County), it is a document which must be used by other agencies (i.e., CBMPO) for their planning purposes as well. So some content which is unique to the Atlanta MPO process should not be included in the CDR document and reflected elsewhere in the overall MTP and TIP documentation set.

Mr. Haynes reported that as an interim measure to avoid revisiting the existing documentation structure which has been used for several years, ARC had made notations within the CDR addendum which explained the issue and identified content with relevance only to the Atlanta MPO process. This iteration of the document had also been made available to the group in advance of the meeting.

Ann-Marie Day (FHWA) indicated that this approach was not acceptable and that it could present a challenge to ARC receiving a conformity determination letter from FHWA if not corrected. After discussion, it was agreed that ARC would remove the fiscal constraint tables from the CDR addendum and present them separately in the information package to be posted on the ARC website for public comment. The tables would then be integrated within the MTP and TIP documents in some manner at the conclusion of the amendment process.

Mr. Haynes then highlighted the key findings of the technical analysis process for the amendment, indicating that the plan would continue to meet all air quality

conformity requirements and that it was still fiscally constrained. Jared Lombard (FHWA) inquired about the status of removing projects, notably the Stitch, which had received federal competitive award funding that had subsequently been rescinded. Michael Haire (ARC) reported that ARC had been coordinating with the City of Atlanta to remove the federal funding, but to maintain the project in the plan with local funds while options are being explored.

Mr. Haynes concluded the discussion by saying that a revised CDR Addendum, reflecting today's discussion, would be circulated to IAC members within the next day or two prior to ARC opening up the public comment period on September 24. The comment period will conclude on October 23, with approvals scheduled in November.

b. 2055 MTP / FY 2028-2031 TIP Development

Mr. Haynes informed the group that efforts are underway to develop a new 2055 MTP and an associated TIP. There was some discussion regarding whether the TIP would be for FY 2027-2030 (which is the timeframe for the STIP currently under development by GDOT) or for FY 2028-2031 (which could possibly be the timeframe for the next STIP, but the schedule for approving that has not yet been determined). Mr. Haynes assured the group that ARC's TIP years would be consistent with the STIP regardless and that a final decision would be made in coordination with GDOT as we approach the early 2028 adoption deadline for the new MTP. Gil Grodzinsky (EPD) noted that by extending the horizon year of the plan, there would need to be discussion and consensus regarding network model years.

Mr. Haynes then explained that ARC is currently in a procurement process to hire a consultant team to assist with key tasks in developing the new MTP and TIP. He noted that an RFP had been issued in July, proposals had been received in early September and that a shortlist of teams had been identified for interviews, which will be conducted in late September or early October. The goal is to have a team under contract before the holidays so that work may begin in January. Mr. Haynes clarified that ARC staff would continue to do much of the work, but help is needed on certain tasks to provide new perspective and to address loss in expertise which will occur due to the pending retirements of key senior staff.

Mr. Haynes highlighted three tasks where Interagency could expect to receive briefings and perhaps serve in an advisory capacity: 1) fiscal constraint tool development, 2) regional performance measures, and 3) documentation. Ms. Day suggested that ARC conduct a peer review of how other MPOs conduct their fiscal constraint analysis and Mr. Haynes responded that this was included in the

consultant work scope. Ms. Day also expressed a concern about the expected level of involvement of IAC in the work and Mr. Haynes clarified that members would only be asked to review information and provide guidance at key guidance, not serve in a direct development capacity.

Jamie Fischer (GRTA/SRTA) inquired if a peer review would also be conducted for other tasks related to scenario planning, project selection, and modeling. Mr. Haynes responded affirmatively, noting that an internal ARC team had already conducted meetings with several other MPOs about their project evaluation, ranking, and selection process earlier this year. He committed to having those staff members follow up directly with Ms. Fischer to address additional detailed questions that she had about the topic.

c. 2026 UPWP

Mr. Haynes reported that ARC is nearing completion of the 2026 UPWP, which is being developed in conjunction with the agencywide budget and work program. The draft document will be posted on the ARC website for an informal 30-day public and agency review/comment period on or about October 1. This will allow for incorporation of any feedback into the final document which is scheduled for approval in November. Interagency members will be notified when the document is available for review.

d. 2026 Interagency Meeting Schedule

Mr. Haynes asked the group if the current meeting schedule (4th Tuesday of each month, except for 3rd Tuesday in November and December) remains acceptable for the upcoming year. There was consensus to maintain that schedule and Mr. Haynes committed to getting calendar invites emailed to everybody before the end of the week.

3. GHMPO Updates

a. No formal agenda items

Mr. Haynes informed that group that Joseph Boyd (GHMPO) had contacted him in advance of the meeting to say that he would not be in attendance, but GHMPO had no items to bring forward to the group for discussion.

4. CBMPO Updates

a. No formal agenda items

Tom Sills (CBMPO) reported that CBMPO had no items to bring forward to the group for discussion. He noted that CBMPO and FHWA had some recent discussions about a variety of process changes, including improving coordination between CBMPO and ARC.

5. Emission Standards

a. PM2.5

Simone Jarvis (EPA) reminded the group that EPA is working on a rough timeline for revisiting the 2024 PM2.5 standard, but there was no new information to report since the prior meeting. Habte Kassa (GDOT) asked Mr. Grodzinsky about data which had been submitted for 2024 and how it compared to data for previous years. Mr. Grodzinsky stated that the raw data would need to be adjusted for humidity and other factors, including exceptional events such as prescribed burns. EPA would make the final determination on adjustments to the data. The overall long-term trend shows continual improvement, but he can't make any statement about 2024 data specifically at this time.

b. Ozone

Mr. Grodzinsky noted that EPD is continuing to compile and analyze data for 2025 but will wait until after the season ends in October to provide a report and discuss next steps regarding any potential actions the region will need to undertake.

6. New Business / Announcements

a. GDOT CMAQ Competitive Funding Proposal

Mr. Haynes informed the group that GDOT had initiated a call for CMAQ projects following a change in federal guidance that made additional areas of the state eligible for funding. Ryan Endorf (GDOT) stated that the call was being conducted in conjunction with a call for TAP funding and that the application window (which opened on September 15) would run through October 31. The change in process was at the request of FHWA to ensure that all areas which are eligible for CMAQ funding are able to apply. Ms. Day then reiterated that point to ensure it is captured accurately in the record.

Mr. Haynes noted that local governments in the Atlanta region had been anticipating ARC conducting a call for projects in the spring for CMAQ, STBGP Urban, TAP, and CRP funds and that this may catch them by surprise. He stated that ARC would notify member agencies and help address questions and any concerns.

Mr. Grodzinsky posed a question about the eligibility of electric and natural gas charging stations outside the eligible areas shown on GDOT's map. Mr. Lombard noted that there could be some flexibility for those types of projects outside the defined areas. Mr. Haynes noted that the guidance language stated that projects in the surrounding area could be eligible if it can be demonstrated that the majority of benefits would occur within the defined eligible areas. Ms. Day noted that any clarification on eligibility would be determined by FHWA (highway projects) or FTA (transit projects).

b. Partner Agency Announcements

Federal Partners

FHWA – Nothing additional to report.

FTA – Nothing additional to report.

EPA – Nothing additional to report.

State Partners

GDOT – Nothing additional to report.

GRTA / SRTA

ATL – Nothing additional to report.

EPD – Nothing additional to report.

Other Partners

Nothing additional to report.

c. Next IAC Meeting

Mr. Haynes noted that the next meeting is scheduled for October 28, 2025. He noted that that this would be after the conclusion of the public comment period for ARC's MTP/TIP Amendment #5 and that ARC would provide an update on any feedback received. The meeting was subsequently adjourned.

DRAFT

***Final meeting summaries for September 2025 and October 2025
will be added in the final version of this document
following approval of the amendment in November 2025.***

EXHIBIT 4

PUBLIC COMMENT REPORT

This exhibit contains an overview of the public comment process for ARC'S MTP/TIP Amendment #5, including comments received and responses to those comments.

***To be added in the final version of this document
following completion of the public comment period in November 2025***