

# Project Funding Documentation



## Congestion Mitigation and Air Quality Program: 2013 Project Solicitation

**ARC**

ATLANTA REGIONAL COMMISSION

**GDOT**  
Georgia Department of Transportation

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Document summarizing the three transportation funding programs administered by the Atlanta Regional Commission: Surface Transportation Program (STP) Urban, Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives Program (TAP).

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# Background on Funding Decisions



## Summary

The Atlanta Regional Commission (ARC) and the Georgia Department of Transportation (GDOT) are pleased to announce the final funding decisions resulting from the 2013 project solicitation for the Congestion Mitigation and Air Quality (CMAQ) program. The projects chosen to be funded represent a wide array of methods to address air quality and congestion, and each project displays a strong emissions benefit – requirements for CMAQ funding, which is only available to areas of air quality nonattainment. In accomplishing these benefits, projects are spread across a wide geographic area and multiple modes of mobility including transit, travel demand management, roadway operations to reduce queuing, and expanding the region’s network of HOV 3+ High Occupancy Toll Lanes.

Of 83 applications totaling more than \$320 million in requested federal funds, a total of 28 projects were determined to be consistent with the parameters of the solicitation process and justified to receive funding for implementation. Projects were added to the region’s short-term Transportation Improvement Program (TIP) in conjunction with the Regional Transportation Plan (RTP) Update, which was adopted the second quarter of 2014. Federal funding commitment for all 28 projects totals approximately \$113 million. Of this total, \$44 million was an unobligated CMAQ balance carried forward from previous fiscal years by GDOT, so new funding awarded through this project solicitation is \$69 million.

The table below represents a summary of the funding commitments by project type:

Program Type	Number of Projects	Total Federal Funding Commitment	Percent of All Funding Committed
Advanced Traffic Management Systems	7	\$10,603,000	9.4%
Diverging Diamond Interchange	2	\$9,648,580	8.6%
Incident Management	1	\$2,320,000	2.1%
Managed Lanes	1	\$44,000,000	39.0%
Signal Timing/Upgrade	9	\$11,788,000	10.4%
Transit Start-Up Operations and Expansion	5	\$26,884,450	23.8%
Travel Demand Management	3	\$7,590,000	6.7%
<b>Totals</b>	<b>28</b>	<b>\$112,834,030</b>	<b>100.0%</b>

\*Several recommended projects (eg. Windy Hill) are newly identified alternatives to previously proposed projects, streamlined based on available funds

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## Regional and State Planning Context

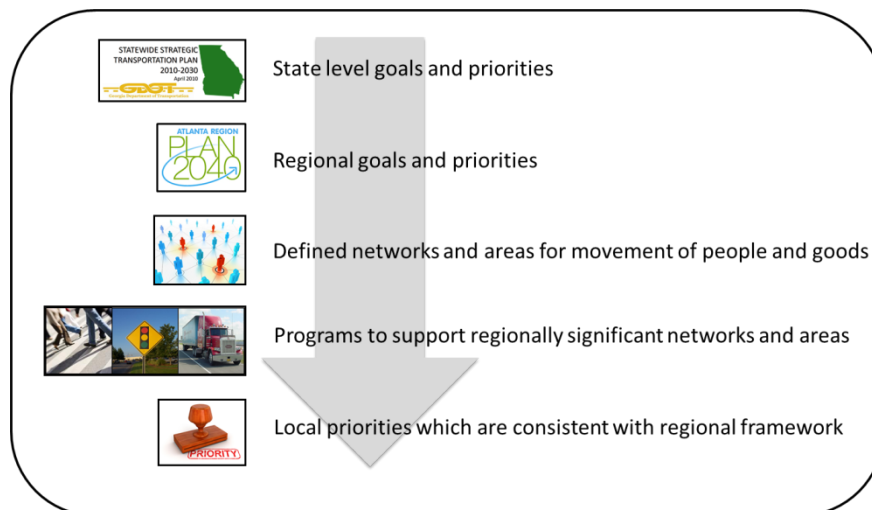
In July 2011, following a three-year community engagement process, the Atlanta region adopted PLAN 2040, which defines our long-range vision for transportation. This regional transportation plan is being updated, and opened for public comment in conjunction with the CMAQ recommendations. The regional plan was developed to complement the Statewide Strategic Transportation Plan approved by Governor Purdue in June 2010. It also conforms to all federal and state planning requirements. Additionally, the SSTP began the update process in May 2013 and is expected to be complete in 2015.

PLAN 2040 includes major investments for maintaining existing infrastructure, strategic investments to optimize the current transportation system, and several large-scale investments to improve mobility, such as new interchanges, managed lanes and transit lines. It defines several priority networks, both along corridors and within activity centers, where the need to move the greatest volume of people and goods is the highest. These networks receive first consideration for limited federal and state funding.

## Programs to Support Local Priorities

The plan also includes several programs which provide financial resources for cities and counties to identify and prioritize mobility, safety and accessibility issues and to then develop cost-effective solutions which can be supported by citizens and local leaders. These planning activities are supported at various levels. A County Transportation Plan (CTP) program helps county and city governments understand movements between communities within the same county and to/from adjacent counties. These plans form the building blocks of the regional plan. Similar programs exist to examine needs and identify solutions along major transportation corridors and within town centers and other significant employment areas.

The figure below provides a schematic representation of how the three funding programs and recommended projects fit within well-established state and regional policies and priorities.



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All of these plans, regardless of whether the geography studies is the entire state, the region, a county, a city or a single transportation corridor, recognize that localized small-scale investments can also have significant impacts on the ability to drive, walk, bike or take transit safely and efficiently. Providing travel options, particularly for short trips, can also be a cost-effective way of addressing transportation challenges within a community. Improvements at the local level, such as adding a turn lane at a key congested intersection, building a sidewalk connecting a transit station with nearby office buildings, or installing bike lanes which allow school children to safely ride between their neighborhood and a nearby school, are all ways to reduce community-level roadway congestion without expensive, disruptive and controversial major capacity projects.

## **Project Solicitation Process**

In the summer of 2013, ARC announced a CMAQ “solicitation” to the ARC Transportation Coordinating Committee (TCC) for projects in the \$1 million - \$5 million range. Leading to this announcement, ARC staff collaborated with both the Transportation and Air Quality Committee (TAQC) Subcommittee, of the larger TAQC, which is comprised of elected officials in the region, and with GDOT to develop CMAQ program Emphasis Areas in order to help guide local governments to submit projects that historically perform well in reducing emissions (see [Appendix A](#)). These Emphasis Areas are:

- Travel Demand Management
- Clean Vehicle & Technology Programs
- Transit Service Start-up Operation (and Expansion)
- Roadway ITS / Operations / Incident Management
- Managed Lanes

Program Goals and Principles were defined through this collaboration, and these were designed to communicate the intentions of how the region can most effectively utilize CMAQ federal funds. The three goals were: Have a strong emissions / congestion benefit; Immediately impact emissions and/or congestion upon completion; Project deliverability. A “CMAQ Calculator” was also developed to model the emissions benefits of projects submitted. The figure below provides a condensed summary of the overall solicitation process.

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## Summary of 2013 CMAQ Solicitation Process:



To announce the CMAQ project solicitation, ARC presented to TCC on the program's Goals & Principles, Emphasis Areas, and encouraged all potential applicants to coordinate with their ARC jurisdiction liaison – ARC transportation planners assigned as the first point of contact for local jurisdictions in the Atlanta region – for assistance in building a strong application. Additionally, TCC members were introduced to the application form and mapping software designed for the CMAQ solicitation. Applicants were given two months to develop and submit application materials. A total of 83 applications were received with a collective federal funding request of over \$320 million.

Through October 2013 the CMAQ selection committee, comprised of representatives from ARC and GDOT, reviewed all applications. The first round of project review concentrated on basic CMAQ eligibility based on FHWA Program Guidance and adherence to the Program Emphasis Areas outlined in the ARC CMAQ Program Overview. Sponsors of applications meeting these criteria were contacted through a coordinated outreach effort of jurisdiction liaisons, asking for specific technical data needed

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to calculate emissions benefits. Applicants who were unable to produce portions of this technical data were assisted by ARC staff, who used a wide range of available datasets and model data to ensure that all projects were given an equal chance despite the level of technical resources available to applicants.

Projects that met all FHWA requirements for CMAQ, aligned with ARC's CMAQ Emphasis Areas, and produced a positive emissions benefit were shortlisted. There was one exception: the CMAQ solicitation committee decided to categorically exclude alternative fuel vehicles/programs from shortlisting due to the current backlog of these types of projects, to have the ability to study their unique deliverability challenges, and to postpone funding such projects until GDOT completes an alternative fuels study in order to most effectively align State investments with federal CMAQ investments in the future.

Projects shortlisted were judged on a cost/benefit analysis of emissions reduction, the ability to deliver the projects submitted, a calculation of how many people live and work within ¼ mile of the project (a proxy for estimating how many people benefit from the improved air quality/emissions reduction), and the annual reduction in vehicle hours of delay. The critical factor in this phase of project review was assessing the deliverability of each shortlisted project. In order to most effectively analyze this component, ARC worked with the GDOT Office of Program Delivery to develop a set of deliverability questions for all applicants to answer, as well as a detailed project schedule to complete.

After reviewing the responses to the deliverability questionnaire, ARC followed up with applicants on any additional questions needed to fully assess each application. All applicants were then required to participate in a "deliverability summit" with GDOT Program Delivery to determine the project delivery schedule and the overall ability of each applicant to deliver their project(s) based on recent experience with applicants delivering federally-funded projects through the GDOT Plan Development Process (PDP).

Based on the four-tiered post-shortlisting assessment described above, ARC staff assembled a spreadsheet of the top-performing, deliverable projects, plotting requested funding by year in order to align with available funding. A final recommendations list was developed and approved by decision-makers at ARC and GDOT, was agreed to by representatives from the Georgia Environmental Protection Division, and was sent to the Georgia branch of FHWA for preliminary eligibility determination. Upon approval from all parties, the project list was released in conjunction with the public comment period for the RTP Update.

The final list was comprised of 28 projects, totaling \$113 million. Of this total, \$44 million was an unobligated CMAQ balance carried forward from previous fiscal years by GDOT, so new funding awarded through this project solicitation is \$69 million. Fiscal years 2014 and 2015 were fully programmed, and \$3.1 million was left available in FY 2016. Half the available funds in fiscal year 2017 were programmed, and one construction phase was placed in FY 2018. The available funding balances were maintained in order to allow for a project solicitation to take place in calendar year 2015. The complete list of projects, which includes the emissions calculations, is located in [Appendix B](#). Other projects which were shortlisted in October, but not recommended for funding following the technical and deliverability analyses are shown in [Appendix C](#).

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## **Additional Information**

More detailed information on scope, schedule and phase costs for each project was made available following incorporation of these projects into the region's Transportation Improvement Program. This milestone was completed during the second quarter of 2014. Information is available through ARC's project database portal and included on fact sheets posted on the online interactive mapping site. Both the database and mapping site are accessible from the TIP website at [www.atlantaregional.com/tip](http://www.atlantaregional.com/tip).

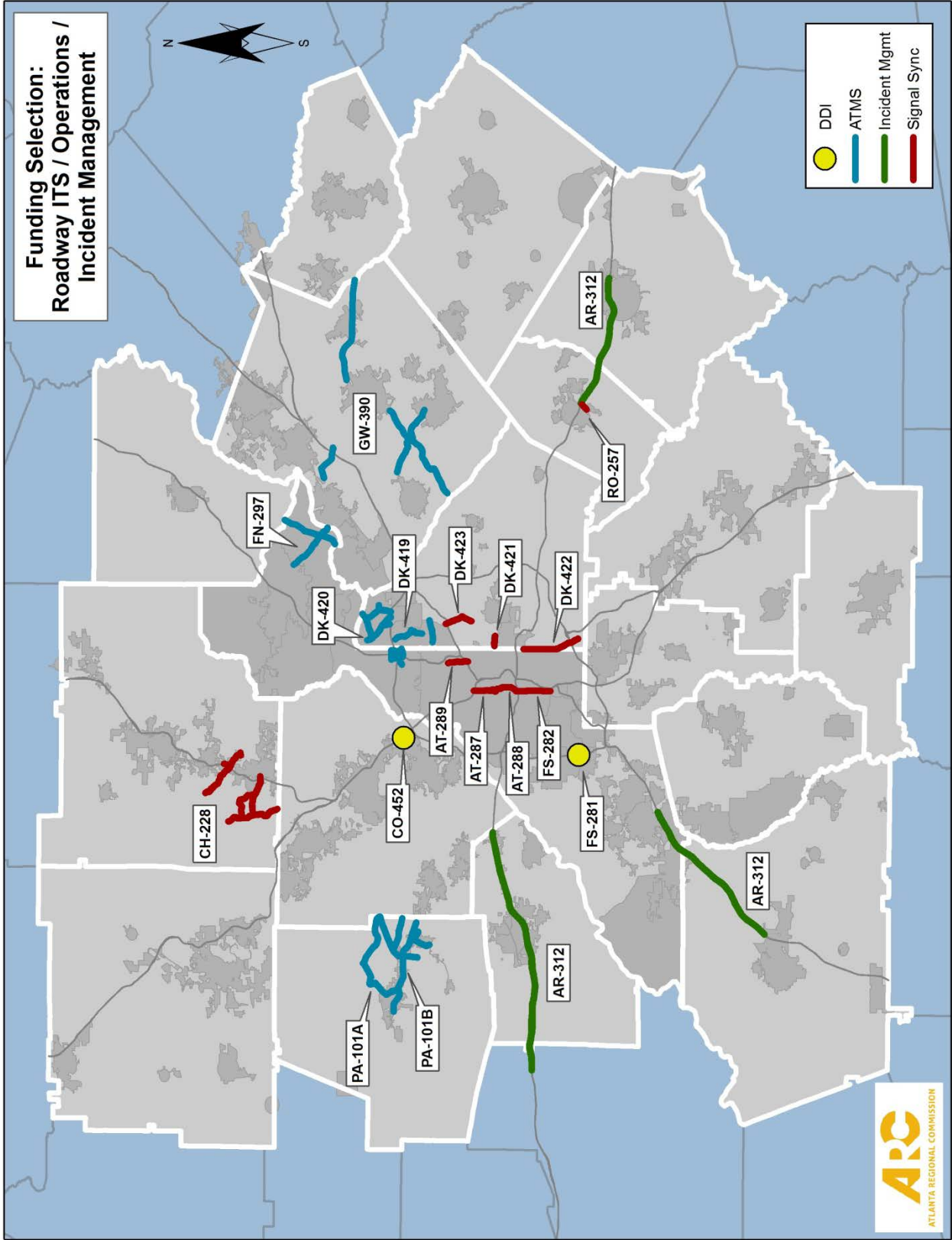


## Funding Selection:

### Roadway ITS / Operations / Incident Management Emphasis Area

To help improve roadway operations by reducing queuing and improving traffic flow through key corridors in the region, Roadway ITS / Operation / Incident Management was identified as an Emphasis Area. Signal synchronization and adding communications elements to signals to help improve traffic flow during various traffic/volume conditions were funded on several corridors. Advanced traffic management systems that allow for instantaneous monitoring and signal cycle adjustment, many of which feed into one of several centralized traffic monitoring centers, received funding. Diverging Diamond Interchanges, which modeled extremely high emissions reductions, were chosen to receive funding as well. Support was also given to expanding the HERO coverage area, which helps reduce impacts of crashes on the interstate system through incident management services. (See map on p. 10)

2013 CMAQ Solicitation - Projects Selected for Funding			
ARC ID/ Application ID	Project Name	Project Type	Amount Awarded
<b>Roadway ITS / Operations / Incident Management Projects Recommended for CMAQ Funding</b>			
DK-419/ BRO-01	Intelligent Transportation Systems on Ashford Dunwoody and Dresden Corridors in the City of Brookhaven	ATMS	\$900,000
DK-420/ DUN-01	Citywide Signal Communications Network in the City of Dunwoody	ATMS	\$900,000
GW-390/ GW-CMAQ-02	ATMS/ITS Infrastructure Expansion on Major Gwinnett County Corridors	ATMS	\$4,674,000
FN-297/ JOH-02	Signal Sync & Flashing Yellow Arrows + 7 Intersection Improvements on State Bridge and Medlock Bridge Corridors in the City of Johns Creek	ATMS	\$800,000
PA-101A/ PA-01	Advanced Traffic Management Systems Expansion to Monitor 75% of all Signals in Paulding County	ATMS	\$1,297,000
PA-101B/ PA-02	Advanced Traffic Management Systems Expansion to Monitor 75% of all Signals in Paulding County (second phase; combined into PA-01)	ATMS	\$1,012,000
FN-298/ SAN-01	Advanced Traffic Management Systems Expansion along Glenridge-Hammond-Peachtree Dunwoody in Sandy Springs	ATMS	\$1,020,000
FS-281/ CCPIA	Diverging Diamond Interchange at Camp Creek and I-285	DDI	\$3,648,580
CO-452/ CO-01	Diverging Diamond Interchange at Windy Hill and I-75	DDI	\$6,000,000
AR-312/ GDOT-16	HERO Truck Service Area Expansion: I-85 S (Fulton & Coweta Counties), I-20 E (Rockdale & Newton Counties), I-20 W (Douglas & Carroll Counties)	Incident Management	\$2,320,000
CH-228/ CH-502	County-Wide Signal Timing Project on Major Corridors in Cherokee County	Signal Timing/Upgrade	\$700,000
RO-257/ GDOT-04	Signal Upgrades on SR 138 (McDonough Hwy) in the Conyers Area	Signal Timing/Upgrade	\$288,000
FS-282/ GDOT-06	Signal Upgrades on SR 3 (Metropolitan) and SR 6 (Camp Creek) in South Atlanta	Signal Timing/Upgrade	\$2,304,000
DK-422/ GDOT-07	Signal Upgrades on the SR 42 (Moreland Ave) Freight Corridor in Atlanta	Signal Timing/Upgrade	\$1,728,000
AT-287/ GDOT-09	Signal Upgrades on SR 3 (Northside Dr) and CS 696/Hemphill Ave at SR 9 in the Atlanta/Georgia Tech Area	Signal Timing/Upgrade	\$1,584,000
AT-288/ GDOT-11	Signal Upgrades on SR 3 (Northside Dr) in the Atlanta/Stadium Area	Signal Timing/Upgrade	\$1,872,000
DK-421/ GDOT-12	Signal Upgrades on SR 8 (Ponce de Leon) in the Atlanta/Decatur/Emory Area	Signal Timing/Upgrade	\$720,000
AT-289/ GDOT-13	Signal Upgrades on SR 237 (Piedmont Rd) in the Buckhead/Lindbergh Area	Signal Timing/Upgrade	\$1,440,000
DK-423/ GDOT-14	Signal Upgrades on SR 155 (Clairmont Rd) in the Emory/CDC Area	Signal Timing/Upgrade	\$1,152,000
<b>Total</b>			<b>\$34,359,580</b>



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## Funding Selection:

### Transit Start-up Operations & Expansion Emphasis Area

In an effort to support the expansion of transit services in the Atlanta region, Transit Start-up Operations and Expansion was chosen as an Emphasis Area. Projects receiving funding include a reduction in heavy rail service headways during peak periods, the replacement of diesel buses with CNG buses, as well as operations support for the Atlanta Streetcar and the Cobb County Transit Route 10x. (See map on p. 12)

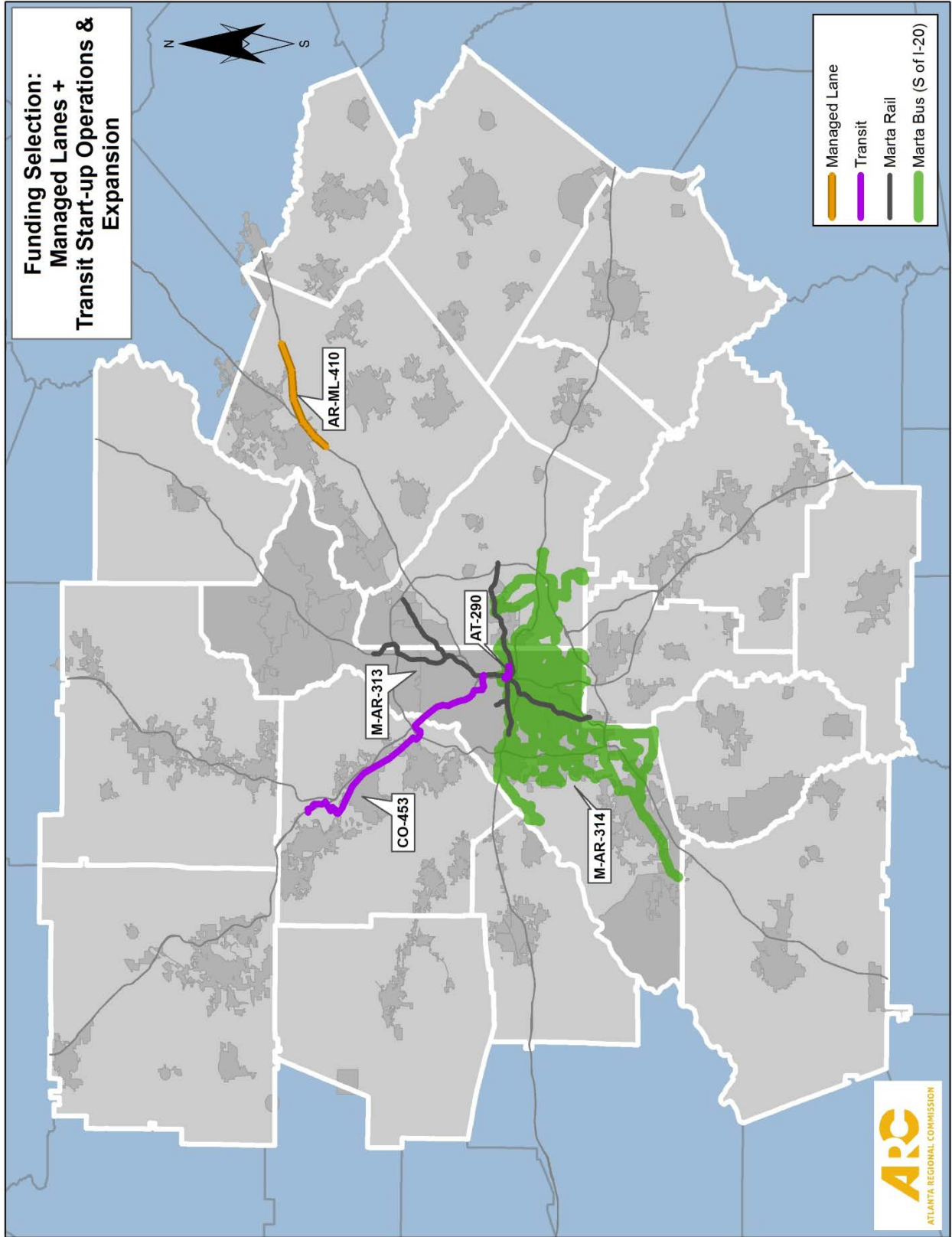
2013 CMAQ Solicitation - Projects Selected for Funding			
ARC ID / Application ID	Project Name	Project Type	Amount Awarded
<b>Transit Start-up Operations &amp; Expansion Projects Recommended for CMAQ Funding</b>			
AT-290/ ATL-01	New Transit Service Operations Assistance for the Atlanta Streetcar	Transit	\$12,200,000
AT-291/ ATL-02	Transit Real-time Arrival Information Pilot Project	Transit	\$300,000
CO-453/ CO-05	New Transit Service Operations Assistance for Route 10X	Transit	\$1,600,000
M-AR-313/ M-01	Rail Service Frequency Improvements to Reduce Headways from 15 Minutes to 10 Minutes During Peak Periods	Transit	\$7,000,000
M-AR-314/ M-02	CNG Bus Acquisition to Replace Diesel Buses in South Fulton County	Transit / Alternative Fuel	\$5,784,450
<b>Total</b>			<b>\$26,884,450</b>

## Funding Selection:

### Managed Lanes Emphasis Area

Another project type identified as an Emphasis Area for CMAQ funding is Managed Lanes. These projects provide a reliable trip time through congestion pricing, while also helping to reducing overall congestion on interstate corridors. An extension of the High Occupancy Toll Lanes, which includes an HOV 3+ component, was chosen for funding. (See map on p. 12)

2013 CMAQ Solicitation – Projects Selected for Funding			
Project ID	Project Name	Project Type	Amount Awarded
<b>Managed Lanes Projects Recommended for CMAQ Funding</b>			
AR-ML-410/ GDOT-02	I-85 North HOT3+ Managed Lanes Extension from Old Peachtree Road to Hamilton Mill Road	Managed Lanes	\$44,000,000
<b>Total</b>			<b>\$44,000,000</b>



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## Funding Selection:

### Travel Demand Management Emphasis Area

TDM programs in the Atlanta region have proven to be very successful in delivering a high benefit and relatively low cost. They are a diverse set of activities that support better decision-making for travelers choosing modes, times, routes, and locations. Projects receiving funding include the Regional Rideshare efforts and Transportation Demand Management Services in Transportation Management Association Areas. These programs are administered through the ARC Transportation Access and Mobility Division, as well as the Georgia Commute Options program. Total funding recommended for TDM programs is approximately \$7.5 million, or 6.7% of total CMAQ commitments through this solicitation.

2013 CMAQ Solicitation – Projects Selected for Funding			
Project ID	Project Name	Project Type	Amount Awarded
<b>Travel Demand Management Projects Recommended for CMAQ Funding</b>			
AR-013/ ARC-01	Evaluation of TDM Program in TMAs to Guide Program Development	TDM	\$40,000
AR-010/ ARC-02	Transportation Demand Management Services in Transportation Management Association Areas	TDM	\$3,200,000
AR-011/ ARC-03	Regional Rideshare Support	TDM	\$4,350,000
<b>Total</b>			<b>\$7,590,000</b>

# WHICH PROGRAM IS THE BEST FIT FOR MY PROJECT?

Program	STP URBAN	CMAQ	TAP
<b>Goals &amp; Principles</b>	<ul style="list-style-type: none"> <li>- Improve and preserve the safety, quality, and movement along corridors classified above local collector<sup>[1]</sup></li> <li>- Expand transportation options for pedestrians, bicyclists, and transit riders</li> </ul>	<ul style="list-style-type: none"> <li>- Invest in projects that provide significant reductions in emissions and congestion for the broadest area possible</li> <li>- Strategically implement projects with measurable emissions and/or congestion benefit immediately upon completion</li> </ul>	<ul style="list-style-type: none"> <li>- Optimize and expand transportation options by investing in the safety, accessibility and mobility of bicyclists, pedestrians and transit riders<sup>[1]</sup></li> <li>- Focus on projects of regional significance<sup>[1]</sup></li> </ul>
<b>Emphasis Areas</b>	<p><b>Last Mile Connectivity</b> – Localized pedestrian and bicyclist safety, access and mobility with emphasis on correcting “hot spot” issues near transit &amp; schools</p> <p><b>Roadway Safety</b><sup>[1]</sup> – Address multimodal safety issues along key roadways, with emphasis on thoroughfares</p> <p><b>Freight Safety</b><sup>[1]</sup> – Address multimodal safety issues along truck routes</p> <p><b>Livable Centers Initiative</b> – Projects within designated LCI areas that are defined in LCI plan, linking transportation and land use to create sustainable, livable communities</p> <p><b>Transit Capital and Preventative Maintenance</b><sup>[1]</sup> – Transit infrastructure projects to maintain state of good repair and/or improve overall patron experience</p>	<p><b>Travel Demand Management</b><sup>[1]</sup> – Physical assets and services that provide real-time information network performance and support better decision-making for travelers</p> <p><b>Clean Vehicle &amp; Technology Programs</b> – Purchase alternative fuel vehicles or convert fleets to run on alternative fuels</p> <p><b>Transit Service Start-up Operation</b><sup>[1]</sup> – Transit facilities, operation assistance (3 year max), or vehicles (bus, rail, or van) associated with new mass transit service that expands current system</p> <p><b>Roadway ITS/Ops/Incident Management</b><sup>[1]</sup> – Signal synchronization, traffic management, and traveler information systems, with emphasis on thoroughfare and truck routes</p> <p><b>Managed Lanes</b><sup>[1]</sup> – Tolling infrastructure such as transponders, roadway modifications to enable tolling, marketing, public outreach, and support services</p>	<p><b>Regional Trail Networks</b> – Shared-use paths that enhance mobility &amp; access in the region</p> <p><b>Safe Routes to Schools</b> – Enhancing safe &amp; convenient access to elementary and middle schools; can be projects that complement education, outreach, and planning efforts to enhance safe access to schools</p> <p><b>Transit &amp; Station Area Access</b><sup>[1]</sup> – Increase the safe and convenient access to regional transit systems, including rail, bus (local or express), and the first-mile and last-mile connectivity to the regional transit network</p> <p><b>Comprehensive Activity Center Strategy</b><sup>[1]</sup> – Substantial safety and accessibility improvements to a geographically-focused activity center or high-demand destination</p> <p><b>Other</b> – Any other federally-eligible TA project types as defined by FHWA that significantly and comprehensively enhance safety, accessibility, and mobility for bicyclists, pedestrians, and transit riders</p>
<b>Scale</b> <sup>[2]</sup>	\$1,000,000 - \$5,000,000	\$1,000,000 - \$5,000,000	\$1,000,000 - \$7,500,000
<b>Est. Funding</b>	\$70,000,000 per Year	\$29,000,000 per Year	\$7,500,000 per Year
<b>Key Dates</b>	(TBD)	LOI due 10/2013; Projects added to TIP 12/2013	LOI 6/2013; Projects added to TIP 9/2013

<sup>[1]</sup>Defined component of regional strategy in the adopted Decision-Making Framework for the PLAN 2040 RTP/TIP Update in 2014

<sup>[2]</sup>General range; award amount may be higher or lower depending on merits of project / program and level of federal financial assistance required

regional impact + local relevance

APPENDIX B

Projects Selected to Receive CMAQ Funding

2013 CMAQ Solicitation - Staff Recommendations

ARC ID	Project ID on Application (from Sponsor)	Sponsor	Project Name	Project Type	Amount Awarded	Congestion Hours of Delay (Annual)	GHG Emissions [t CO2]	NOx Emissions (Grams)	Air Quality VOC Emissions (Grams)	PW2.3 Emissions (Grams)	Impact Pop. + Imp in 1/4 MI Radius	Notes / Explanation of Funding Decision
DK-419	RHO-01	City of Brookhaven	Intelligent Transportation Systems on Ashford Dunwoody and Deciden Corridors in the City of Brookhaven	ATMS	\$900,000	71,459	138,096,395	213,343	83,308	10,716	11,922	PTOP has proven to be a very successful program, and this project expands the PTOP coverage area
DK-420	DUN-01	City of Dunwoody	Advanced Traffic Management Systems Expansion along Glenridge-Hammud-Piedmont in Dunwoody	ATMS	\$900,000	173,693	221,073,346	410,380	153,530	20,594	20,778	PTOP has proven to be a very successful program, and this project expands the PTOP coverage area. Supports the TDM being built by the City of Dunwoody, which has an expected completion date in 2014
GW-390	GW-CMAQ-02	City of Gwinnett County	Citywide Signal Communications Network in the City of Dunwoody	ATMS	\$4,674,000	667,862	724,938,493	453,258	663,095	184,480	31,386	Project scores well in the emissions impact. Addresses a large number of intersections on two corridors for a relatively low cost. Expands the conversion to signals with flashing yellow arrows
FN-297	JOH-02	City of Johns Creek	Signal Sync & Flashing Yellow Arrows + 7 Intersection Improvements on State Bridge and Medlock Bridge Corridors in the City of Johns Creek	ATMS	\$800,000	253,688	634,474,306	1,207,518	414,184	78,656	18,869	The two phases of this project are combined into one program. Expands fiber network along critical corridors in Paulding, including freight corridors, and complements the large local investment made in Paulding's current fiber network
PA-103A	PA-01	Paulding County	Advanced Traffic Management Systems Expansion to Monitor 75% of all Signals in Paulding County	ATMS	\$1,297,000	206,979	176,397,650	314,703	192,720	35,385	9,381	Expands the PTOP coverage area. Targets the corridors serving Northside Hospital to aid access into and movement through the area
PA-103B	PA-02	Paulding County	Advanced Traffic Management Systems Expansion to Monitor 75% of all Signals in Paulding County	ATMS	\$1,012,000	186,217	1,08,594,796	195,881	90,555	20,314	14,866	Project has extremely high emissions and congestion impact. Supports local and regional investments being made in the area. GDOT will take the lead to ensure deliverability of the locally-sponsored project
FN-298	SAW-01	City of Sandy Springs	Advanced Traffic Management Systems Expansion along Glenridge-Hammud-Piedmont in Sandy Springs	ATMS	\$1,020,000	200,934	176,106,225	335,055	129,345	17,509	42,702	Expands the successful HERO coverage area to include the following counties: Douglas, Carroll, Rockdale, Newton, South Fulton, and Coweta
FS-281	CCPA	GDOT	Diverging Diamond Interchange at Camp Creek and I-285	DDI	\$3,648,280	16,012,876	152,486,933,969	430,448,705	64,113,104	26,936,875	837	Project scores well in the emissions impact. Leverages federal funds with the local SPLOST
CO-452	CO-01	Cobb County	Diverging Diamond Interchange at Windy Hill and I-75	DDI	\$6,000,000	15,955,938	148,235,006,773	418,434,362	62,323,630	26,185,034	1,333	Project has extremely high impact in reducing emissions and congestion
AR-312	GOOT-16	GDOT	HERO Truck Service Area Expansion: I-85 S (Fulton & Coweta Counties), I-20 E (Rockdale & Newton Counties), I-20 W (Douglas & Carroll Counties)	Incident Management	\$2,320,000	317,429	1,886,553,707	1,809,723	584,048	128,174	28,115	Project scores well in the emissions impact. Targets the corridors serving Northside Hospital to aid access into and movement through the area
CH-228	CH-502	Cherokee County	County-Wide Signal Timing Project on Major Corridors in Cherokee County	Signal Timing/Upgrade	\$700,000	106,893	475,327,482	588,630	308,507	98,203	20,648	Project scores well in the emissions impact. Leverages federal funds with the local SPLOST
HO-257	GOOT-04	GDOT	Signal Upgrades on SR 138 (McDonough Hwy) in the Conyers Area	Signal Timing/Upgrade	\$288,000	88,110	558,547,492	813,005	302,568	49,622	8,244	Project scores well in the emissions impact. Leverages federal funds with the local SPLOST
FS-282	GOOT-06	GDOT	Signal Upgrades on SR 3 (Metropolitan) and SR 6 (Camp Creek) in South Atlanta	Signal Timing/Upgrade	\$2,804,000	43,981	321,807,193	520,132	174,807	40,925	2,025	Project scores well in the emissions impact. Leverages federal funds with the local SPLOST
DK-422	GOOT-07	GDOT	Signal Upgrades on the SR 42 (Norland Ave) Freight Corridor in Atlanta	Signal Timing/Upgrade	\$1,728,000	77,137	497,504,264	736,374	271,816	46,535	9,260	Project scores well in the emissions impact. Leverages federal funds with the local SPLOST
AT-287	GOOT-09	GDOT	Signal Upgrades on SR 3 (Northside Dr) and CS 690/Hemphill Ave at SR 9 in the Atlanta/Georgia Tech Area	Signal Timing/Upgrade	\$1,584,000	63,627	393,422,758	578,191	216,320	32,053	13,811	Project scores well in the emissions impact. Leverages federal funds with the local SPLOST
AT-288	GOOT-11	GDOT	Signal Upgrades on SR 3 (Northside Dr) in the Atlanta/Atlanta Area	Signal Timing/Upgrade	\$1,872,000	119,451	751,549,883	1,090,306	511,985	136,221	6,019	Project scores well in the emissions impact. Leverages federal funds with the local SPLOST
DK-421	GOOT-12	GDOT	Signal Upgrades on SR 8 (Ponce de Leon) in the Atlanta/Decatur/Energy Area	Signal Timing/Upgrade	\$720,000	82,173	500,866,808	723,637	290,936	47,316	7,898	Project scores well in the emissions impact. Leverages federal funds with the local SPLOST
AT-389	GOOT-13	GDOT	Signal Upgrades on SR 227 (Piedmont Rd) in the Buckhead/Unsuburgh Area	Signal Timing/Upgrade	\$1,440,000	47,802	176,980,617	136,281	178,218	29,209	6,092	Project scores well in the emissions impact. Leverages federal funds with the local SPLOST
DK-423	GOOT-14	GDOT	Signal Upgrades on SR 155 (Clairmont Rd) in the Emory/CDC Area	Signal Timing/Upgrade	\$1,152,000	19,397	119,135,298	169,966	75,132	15,677	1,517	Project scores well in the emissions impact. Leverages federal funds with the local SPLOST
AR-013	ARC-01	ARC	Evaluation of TDM Program in TMAx to Guide Program Development	TDM	\$40,000							Expands the scope of a currently funded project to guide immediate investments in a way that improves efficiency and expands the TDM program in TMA areas
AR-010	ARC-02	ARC	Transportation Demand Management Services in Transportation Management Association Areas	TDM	\$3,200,000							Extension of currently funded, highly successful TDM program
AR-011	ARC-03	ARC	Regional Ridership Support	TDM	\$4,350,000							Supports a significant investment made in the expansion of Transit in Atlanta. Emissions impact benefits a very large number of people
AT-290	ATL-01	City of Atlanta	New Transit Service Operations Assistance for the Atlanta Streetcar	Transit	\$12,200,000		176,970,279	167,725	64,659	7,363	69,650	New innovative program that has been shown to increase transit ridership in other cities
AT-291	ATL-02	City of Atlanta	Transit Real-time Arrival Information Pilot Project	Transit	\$300,000							Provides operating support for the CCT network expansion
CO-453	CO-05	Cobb County	New Transit Service Operations Assistance for Route 10X	Transit	\$1,600,000		955,578,969	897,668	342,655	39,925	92,463	Very high emissions impact. Increases level of service during peak hours, thus enhancing the attractiveness of MARTA as a commuting alternative to SOV
M-AR-313	M-01	MARTA	Ball Service Frequency Improvements to Reduce Headways from 15 Minutes to 10 Minutes During Peak Periods	Transit	\$7,000,000		8,695,455,080	3,126,932	3,126,932	362,963		High impact to a large number of people. Replaces older diesel fleet vehicles in the South Fulton area with CNG buses that have very low emissions
M-AR-314	M-02	MARTA	CNG Bus Acquisition to Replace Diesel Buses in South Fulton County	Transit / Alternative Fuel	\$5,794,666		1,180,949,426	3,181,610	528,940	1,583,963	516,566	Applies an accumulated unobligated CMAQ balance to a significant State investment in providing reliable trip times and reducing congestion through managed lanes that include an HOV 3+ component
AR-ML-410	GOOT-02	GDOT	I-85 North HOV3+ Managed Lanes	Managed Lanes	\$44,000,000	158,220	642,153,304	857,579	503,568	115,117	12,969	

\*Fields left blank are a result of the inability to model certain projects, or certain benefits associated with some project types

APPENDIX C

Projects Shortlisted, But Not Selected to Receive CMAQ Funding

2013 CMAQ Solicitation - Staff Recommendations										
Project ID	Project Name	Project Type	Amount Awarded	Congestion Hours of Delay (Annual)	Air Quality				Impact Pop + Empl in 1/4 MI Radius	Notes / Explanation of Funding Decision
					GHG Emissions (g CO2)	Nox Emissions (Grams)	VOC Emissions (Grams)	PM2.5 Emissions (Grams)		
CL-02	Clayton County ITS Enhancements	ATMS	\$720,000	480,277	333,288,048	549,709	275,199	45,274	29,133	Deliverability concerns; Skeptical of modeled emissions impact due to lack of literature on the effectiveness of these devices
GW-CMAQ-03	Gwinnett County Travel Time Data Monitoring - Gwinnett County	ATMS	\$1,080,000	1,014,620	2,677,860,113	4,759,952	2,202,707	483,883	198,276	Skeptical of modeled emissions impact due to lack of literature on the effectiveness of these devices
HE-02	Henry County Traffic Responsive Timing	ATMS	\$40,000	27,169	20,028,702	27,841	14,903	1,362	556	Projects scored well in emissions reduction; Working with Douglas County and the City of Douglasville on an alternatives analysis for this intersection that meets the needs of all stakeholders
DO-01	Douglas County Chapel Hill DDI	DDI	\$2,552,800	12,394,626	124,024,144,380	355,346,053	51,869,869	22,175,791	468	Deliverability concerns due to a lack of signed agreements to operate vehicles in neighboring jurisdictions
JOH-01	City of Johns Creek Transportation Response Vehicle (TRV)	Incident Management	\$1,120,000	421,983	1,159,709,990	876,456	620,173	78,083	1,226	Intersection Operations projects performed poorly as a whole and, by nature, primarily address safety concerns; Because of this, these are better suited for the Roadway Safety & Ops funding program
ALP-01	City of Alpharetta Windward Parkway, Phase II	Intersection Operations	\$2,136,000	18,177	99,904,871	75,472	53,426	6,225	631	Intersection Operations projects performed poorly as a whole and, by nature, primarily address safety concerns; Because of this, these are better suited for the Roadway Safety & Ops funding program
CH-501	Cherokee County Trichum Road at SR 92 Intersection	Intersection Operations	\$3,240,000	386	2,380,335	2,565	1,231	201	648	Intersection Operations projects performed poorly as a whole and, by nature, primarily address safety concerns; Because of this, these are better suited for the Roadway Safety & Ops funding program
CL-03	Clayton County Intersection Improvement Project SR 3 at SR 138	Intersection Operations	\$1,200,000	7,486	1,826,748	2,223	929	167	354	Intersection Operations projects performed poorly as a whole and, by nature, primarily address safety concerns; Because of this, these are better suited for the Roadway Safety & Ops funding program
DAW-01	City of Dallas W. Memorial Drive Sidewalks, Bike Lanes & Roundabout	Intersection Operations	\$1,795,000	6,302	21,778,036	19,961	11,452	1,652	62	Intersection Operations projects performed poorly as a whole and, by nature, primarily address safety concerns; Because of this, these are better suited for the Roadway Safety & Ops funding program
FS-001	Fulton County Butler Rd at Camp Creek Parkway	Intersection Operations	\$1,368,000	2,801	58,015,225	111,773	27,269	7,499	2,439	Intersection Operations projects performed poorly as a whole and, by nature, primarily address safety concerns; Because of this, these are better suited for the Roadway Safety & Ops funding program
GW-CMAQ-04	Gwinnett County Bottlenecks along Corridors Serving I-85 in the GW PI Area	Intersection Operations	\$1,712,000	4,336	12,969,097	12,842	6,764	1,034	575	Intersection Operations projects performed poorly as a whole and, by nature, primarily address safety concerns; Because of this, these are better suited for the Roadway Safety & Ops funding program
MIL-01	City of Milton SR 372/Crabapple Rd at Green Rd Operational Improvements	Intersection Operations	\$1,200,000	1,462	16,297,800	14,938	8,571	1,236	24	Intersection Operations projects performed poorly as a whole and, by nature, primarily address safety concerns; Because of this, these are better suited for the Roadway Safety & Ops funding program
NE-01	Newtown County Relocation of Iris Drive/Access Rd intersection with Crowell Rd	Intersection Operations	\$2,464,000	22,862	0	5,750	5,290	0	222	Intersection Operations projects performed poorly as a whole and, by nature, primarily address safety concerns; Because of this, these are better suited for the Roadway Safety & Ops funding program
RO-02	Rockdale County Signal / N Salem / Old Covington Intersection Improvements	Intersection Operations	\$1,220,250	30,967	9,329,391	10,816	4,781	827	450	Intersection Operations projects performed poorly as a whole and, by nature, primarily address safety concerns; Because of this, these are better suited for the Roadway Safety & Ops funding program
WOO-01	City of Woodstock Main Street Transportation Improvements, Phase 3	Intersection Operations	\$1,160,000	22,862	66,512,507	60,964	34,977	5,044	16,526	Deliverability concerns due to roundabout crossing rail line; Trail component not an emphasis area
BLK-01	Buckhead CD SR 237/Piedmont Road 3/2	Invx Traffic Smoothing	\$6,800,000	95,657	29,400,864	51,772	21,740	2,581	575	Buckhead CD and GDOT are working together to evaluate and refine this project; Better suited for another funding source due to low benefit/cost emissions analysis
DK-CMAQ-2	DeKalb County E Ponce & North Decatur Signal Timing	Signal Timing/Upgrade	\$80,000	30,967	165,186,485	248,801	100,298	13,884	222	Application withdrawn by applicant
DK-CMAQ-3	DeKalb County Rock Chapel Road Signal Timing & Communications	Signal Timing/Upgrade	\$80,000	22,711	113,379,719	101,490	96,465	39,816	450	Application withdrawn by applicant
DK-CMAQ-4	DeKalb County Flat Shoals/Gresham at I-20 Signal Upgrade and Timing	Signal Timing/Upgrade	\$950,000	5,495	20,845,735	11,243	20,299	3,557	17,350	Application withdrawn by applicant
GDOT-01	GDOT Signal Upgrades on SR 8 and SR 236 (Lawrenceville Hwy) in DeKalb/Gwinnett	Signal Timing/Upgrade	\$1,296,000	77,434	416,105,593	567,932	296,171	29,554	10,322	GDOT signal timing/upgrade projects scored well as a whole; Funded corridors were prioritized on readiness, emissions score, and available funding in requested years
GDOT-03	GDOT Signal Upgrades on SR 12 and I-20 (Covington Hwy) in the Lithonia Area	Signal Timing/Upgrade	\$1,240,000	101,240	194,215,610	348,890	140,074	33,272	13,330	GDOT signal timing/upgrade projects scored well as a whole; Funded corridors were prioritized on readiness, emissions score, and available funding in requested years
GDOT-05	GDOT Signal Upgrades on SR 154 (Memorial Dr) and SR 135 (Candler Rd) in the East Lake/Decatur Area	Signal Timing/Upgrade	\$1,440,000	140,285	952,394,426	1,573,843	530,595	106,451	37,616	GDOT signal timing/upgrade projects scored well as a whole; Funded corridors were prioritized on readiness, emissions score, and available funding in requested years
GDOT-08	GDOT Signal Upgrades on SR 141 (Peachtree Rd) and Lenox Rd in the Buckhead/Lenox Area	Signal Timing/Upgrade	\$864,000	59,983	277,667,751	391,655	166,124	19,100	11,809	GDOT signal timing/upgrade projects scored well as a whole; Funded corridors were prioritized on readiness, emissions score, and available funding in requested years
GDOT-10	GDOT Signal Upgrades on SR 42 (Moreland Ave) and SR 134 (Memorial Dr) in the Candler Park/Edgewood Area	Signal Timing/Upgrade	\$2,016,000	91,540	565,997,357	816,405	325,641	54,570	8,948	GDOT signal timing/upgrade projects scored well as a whole; Funded corridors were prioritized on readiness, emissions score, and available funding in requested years
GDOT-15	GDOT South Cobb Flex Bus	Transit	\$2,016,000	140,559	805,973,304	1,170,995	461,266	64,059	2,113	GDOT signal timing/upgrade projects scored well as a whole; Funded corridors were prioritized on readiness, emissions score, and available funding in requested years
CO-03	Cobb County	Transit	\$1,000,000	2,475	50,178,083	47,392	18,321	2,113	7,649	Low score relative to other projects; General corridor is serviced by another Cobb Community Transit route
CO-04	Cobb County Route 10X - Clean Diesel Buses + TSP	Transit / Alternative Fuel	\$1,680,000	2,475	46,381,803	110,355	13,966	7,649	7,649	Due to funding constraints, only the operations component of the CCT 10X Route was chosen for funding

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