

---

# Project Funding Recommendations 2019 TIP Project Solicitation



---

## Table of Contents

Solicitation Factoids .....	1
Overview .....	2
Project Evaluation Framework.....	3
Universal TIP Project Call .....	4
KDP1 – Policy Filters & Application Review .....	4
KDP2 – Project Evaluation.....	4
KDP3 – Final Factors.....	5
Funding Recommendations .....	5
Bike and Pedestrian Projects .....	6
Trail Projects .....	8
Roadway Asset Management Projects .....	10
Roadway Expansion Projects .....	12
Roadway Transportation System Management and Operations (TSM&O) Projects .....	14
Transit Asset Management Projects .....	16
Transit Expansion Projects .....	16
Miscellaneous Emissions Projects.....	18
Studies.....	18
Funded Solicitation Project Performance .....	18
Performance Tiers.....	19
Addressing Social Equity .....	20
CMAQ Performance .....	21
Appendix A – Performance Scores for All Projects Submitted .....	23
Appendix B – LCI Evaluation Scores for All Projects Submitted.....	35
Appendix C – All Solicitation Projects Awarded Funding .....	37
Appendix D – Solicitation IDs and Associated Jurisdictions.....	38

---

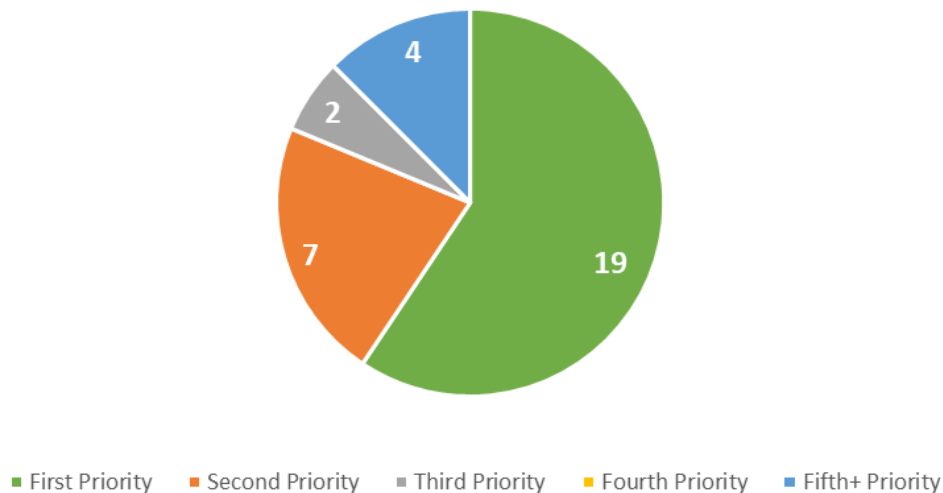
## Solicitation Factoids

The 32 projects selected from this open solicitation help reduce congestion, improve air quality, encourage non-vehicle trips and target areas with social equity concerns. The following factoids offer high level information about how the recommended projects perform.

- The selected bike, ped, trail and transit projects **reduce annual SOV use by 1.64 million trips**
- **Greenhouse gas emissions are reduced by 790,000 metric tons per year**
- **Tailpipe emissions are decreased by 1.73 metric tons per year**
- **69% of projects awarded funding serve Environmental Justice (EJ) communities**
- By 2025, the selected transit projects support an **extra 596,500 annual bus and train trips**

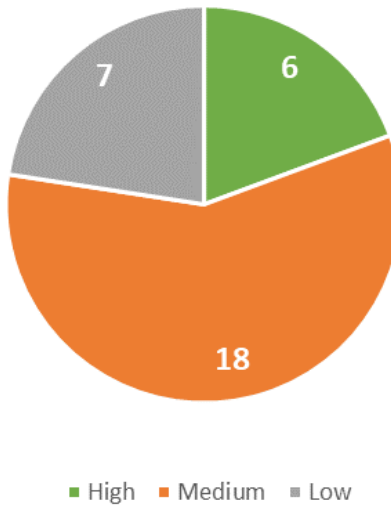
The selected projects both perform well and are a high priority for the region's local governments.

Funding by Local Priority



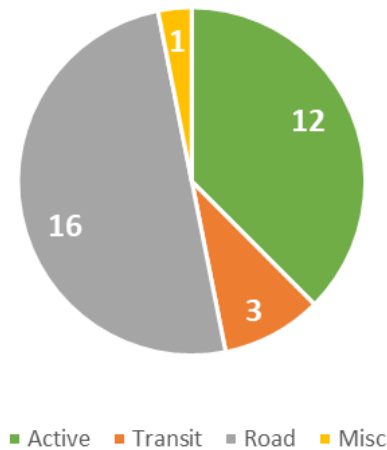
---

## Funding by Project Performance



The selected projects are multimodal in nature, addressing transportation needs with a variety of solutions by all modes. Detailed performance of solicitation projects is outlined starting on page 20.

## Funding by Project Type



## Overview

The Atlanta Regional Commission (ARC) is pleased to announce recommendations resulting from the 2019 Transportation Improvement Program (TIP) project solicitation. The 42 projects and studies selected for funding represent a wide variety of project types in communities across the region.

The funded projects represent a varied array of solutions to address regional problems such as: congestion, safety, access to jobs, equity and environmental quality. Most selected projects

demonstrate strong performance benefits as measured and outlined in ARC’s [TIP Project Evaluation Framework](#). In fact, 77% of the funding awarded was allocated to projects classified as either high or medium performers as assessed through the technical evaluation process.

This report only includes funding awards for fiscal year 2021. Future years of TIP funding for these projects will be determined as funds become available.

ARC staff split the applications into two general categories: studies and infrastructure requests.

- 39 study applications were received requesting \$12.3 million in funding. Of these 32 were awarded funding totaling \$2.1 million.
- 144 infrastructure applications were received requesting \$612 million in funding. Of these 32 were awarded funding totaling \$40.8 million.

Projects were awarded money from ARC’s obligation authority for Surface Transportation Block Grant Program funds (STBG), Transportation Alternative Program (TAP) funds, and through ARC’s and GDOT’s mutual consensus for Congestion Mitigation and Air Quality (CMAQ) funds.<sup>1</sup>

**Table 1 – Applications by Project Type & Funding Requested and Awarded**

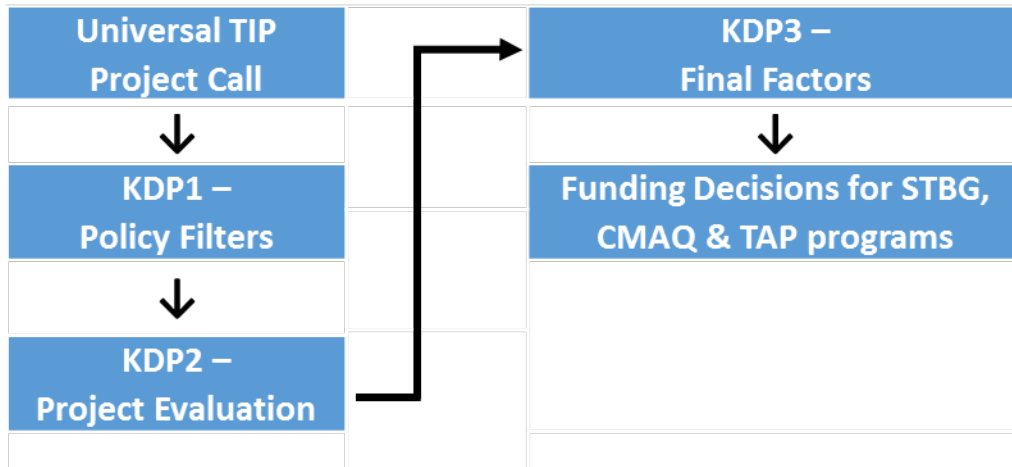
Project Type	Number of Projects Submitted	Total Federal Funding Requested (millions)	Number of Projects Awarded Funding	Total Federal Funding Awarded (millions)
Bicycle/Pedestrian	16	\$68.9	1	\$0.2
Trail	29	\$145.6	9	\$13.7
Roadway Asset Management	19	\$62.1	8	\$6.6
Roadway Expansion	26	\$167.0	4	\$10.2
Roadway TSM&O	23	\$79.8	4	\$1.6
Transit Asset Management	8	\$184.1	0	\$0.0
Transit Expansion	5	\$26.9	3	\$6.2
Misc. Emissions	2	\$0.9	1	\$0.2
Study	39	\$12.3	10	\$2.1

## Project Evaluation Framework

The 2019 solicitation was guided by the work completed in 2018 by ARC, local jurisdictions and planning partners to develop a performance-based planning framework for transportation project evaluation and selection. An earlier version of this framework was used to evaluate the 2017 TIP solicitation. The framework was improved and iterated upon during and after the 2017 TIP solicitation, and culminated in a document that informs project sponsors, policy makers and stakeholders how ARC staff would evaluate the merits of future project solicitation applications. This document is called the [TIP Project Evaluation Framework](#).

<sup>1</sup> GDOT has sole obligation authority for CMAQ funded projects. ARC and GDOT work together to select and award funding for CMAQ projects in the Atlanta Ozone and Fine Particulate (PM<sub>2.5</sub>) Maintenance Areas.

The framework lays out a three Key Decision Point (KDP) process for evaluating project applications. First, ARC initiates a call for projects. In KDP1, ARC staff use a set of filters to remove projects that do not match regional policy. Next, ARC staff technically evaluate the remaining projects as part of KDP2. After projects are evaluated and scored, ARC staff, project sponsors, and policymakers consider any final factors that cannot be accounted for in a technical exercise. KDP3 is meant to recognize that solely using performance-driven decision-making can sometimes overlook important factors that can lead to vital projects being left out of the TIP. Finally, ARC staff allocate funding to the recommended projects. A flow chart of the process is illustrated below. More information on each individual step is available in the full TIP Project Evaluation Framework.



**Figure 1 – Key Decision Points in the ARC Solicitation Process**

The following subsections of this chapter describe how the KDP framework was applied to the 2019 TIP solicitation and the variations from prescribed methods.

### Universal TIP Project Call

ARC staff notified local governments that applications for projects would be due on 11 October 2019, after a 12-week open submittal window. Local governments submitted projects through a web-based application that synched with the TIP Project Evaluation Framework technical requirements to ensure performance data would be delivered to ARC to aid in evaluation, reducing the back-and-forth conversations with local governments after the call closed.

### KDP1 – Policy Filters & Application Review

During the KDP1 process, some applications were identified as being more appropriate for study or scoping funds. ARC staff notified project sponsors, and received consent, ahead of removing projects ahead of the technical evaluation phase of the solicitation. In total, application review, clean-up, sponsor follow-up and KDP1 analysis required four months of ARC staff time.

### KDP2 – Project Evaluation

Project evaluation was carried out from December 2019 to March 2020 using the methodologies described in the TIP Project Evaluation Framework. There were certain instances that ARC staff had to deviate from prescribed methodologies described in the TIP Evaluation Framework due to data availability, variations in projects submitted by sponsors, or lack of clarity in ARC guidance. These

---

deviations are listed below and will be addressed in a future version of the TIP Project Evaluation Framework where necessary:

- Social Equity metric
  - Our equity analysis now applies an [Environmental Justice \(EJ\) model](#) rather than the Equitable Target Areas model. The EJ model still considers racial minority, ethnic minority, and low-income populations, but moves away from the index methodology used in 2012 to a standard deviation scoring method.
- Environmental Improvement metric
  - Our scoring relied on the expertise of professional staff rather to evaluate the efficacy of environmental mitigation factors provided by sponsor. ARC will move forward to provide clearer guidance for this metric and develop a more objective methodology for evaluation.
- Transit Expansion: Mobility metric
  - This metric is based solely on the new trips each project would generate on its own and does not include a Regional Trips score as our models did not consider this factor. Scores were reweighted to only consider project-based trips.
- Transit Asset Management: Miles Between Mechanical Issues metric
  - This metric for was not considered for several transit assets in the Asset Condition category that are repairing or creating buildings or facilities. Scores were reweighted to not penalize any projects.
- Roadway Expansion: Mobility metric
  - The  $\Delta$ TTI metric could not be scored for projects that are creating new road alignments as there is initial TTI to measure. Scores were reweighted to not penalize any projects.
- Roadway TSM&O: Mobility metric
  - The  $\Delta$ VHD metric could not be scored for projects that involved connected signal or other types of intelligent transportation system (ITS) technologies. Scores were reweighted to not penalize any projects. ARC will work to develop a methodology to better evaluate signal and ITS projects.

Overall, ARC staff are confident that enough data and metrics were utilized to fairly evaluate projects in the KDP2 process. Appendix A and Appendix B illustrate the scores for all projects by performance criteria. A separate scoring process was undertaken to evaluate LCI-eligible projects, using measures and metrics identified in the TIP Project Evaluation Framework. Those scores are available as Appendix C.

### KDP3 – Final Factors

All projects passing through the KDP2 process were then examined by ARC staff, policymakers, and local sponsors to determine the best mix of projects for the region. Low performing projects were scrutinized for uncaptured benefits, deliverability, regional continuity, social equity, and geographic distribution before staff finalized project funding recommendations.

## Funding Recommendations

After extensive analysis and conversation with policymakers, stakeholders and local project sponsors, ARC staff are pleased to make the following funding recommendations for projects in the TIP. The following sections are broken out by project type: bike & pedestrian, trail, roadway asset management,

roadway expansion, roadway transportation system management and operations, transit asset management, transit expansion, and miscellaneous emissions projects. Funding was spread across a variety of project types as illustrated in Figure 2. A map of all solicitation projects receiving funding is available in Appendix C.

### Bike and Pedestrian Projects

Bike and Pedestrian projects encompass active mode improvements to facilities that can be used by cyclists and pedestrians. They were evaluated using the same methodology and scored within the same category. These projects can include adding bike lanes, building new sidewalks, or implementing transportation-focused multi-use trails across the region. Active transportation projects improve our air quality, reduce congestion by taking people out of their cars, and help to build walkable communities in the Atlanta region’s numerous town and activity centers.

Many elements of active transportation are included in other roadway project types, therefore this list is not inclusive of all recommended pedestrian and bicycle improvements funding via this TIP solicitation.

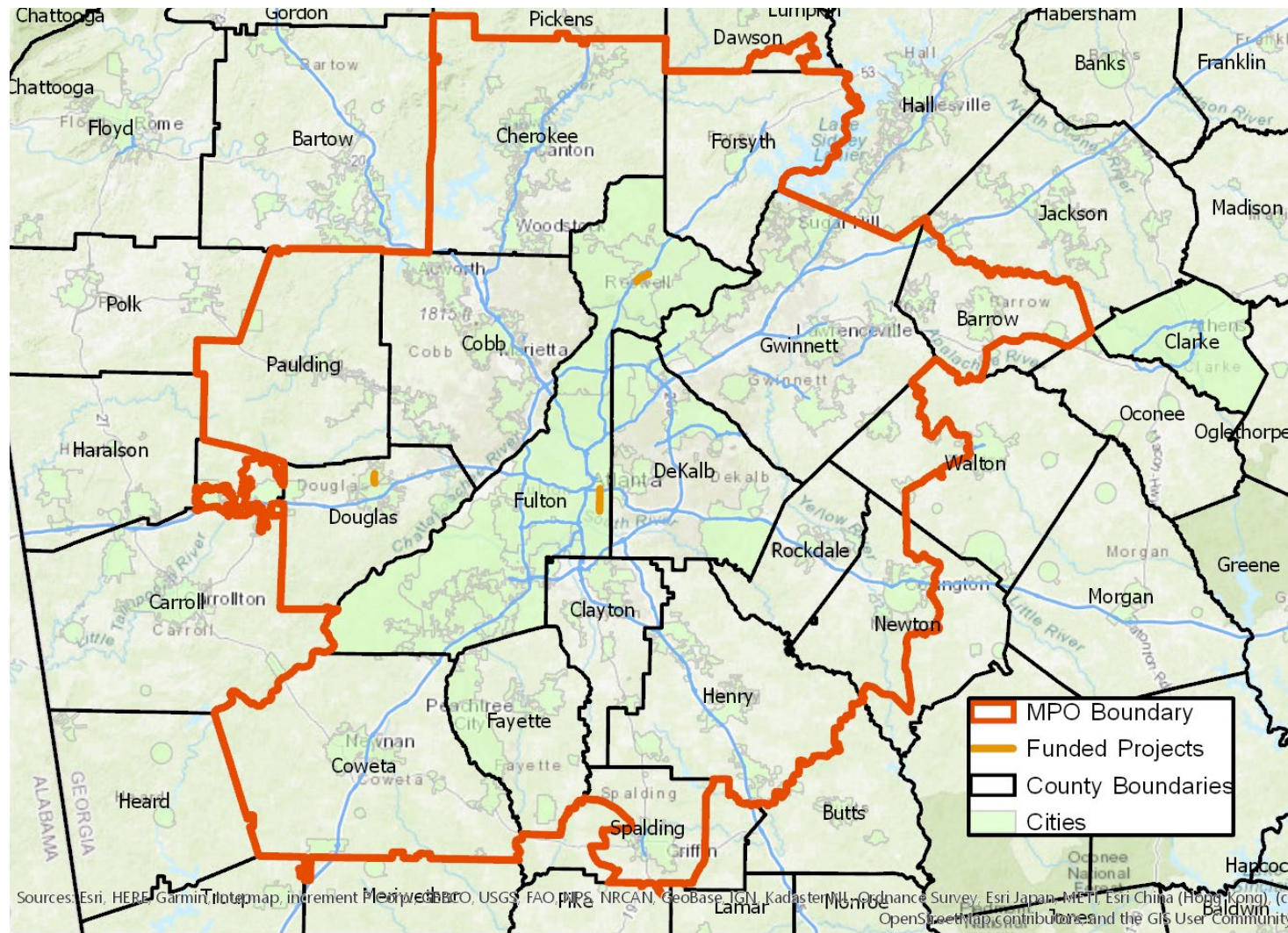
**Table 2 – Bike and Pedestrian Projects Recommended for Funding**

Application ID	Project Description	KDP2 Recommend.	Amount Awarded
Alpharetta-01*	North Point Parkway LID Streetscape Enhancements and Complete Streets Upgrade	Medium	\$1,600,000
ATL-06	Boulevard South Complete Streets (SA-10)	Medium	\$200,000
DOU-01*	Dallas Highway Corridor Improvements	Medium	\$200,000
Total			<b>\$2,000,000</b>

\* denotes projects selected for LCI funding



**Map 1 – Bike and Pedestrian Funded Solicitation Projects**

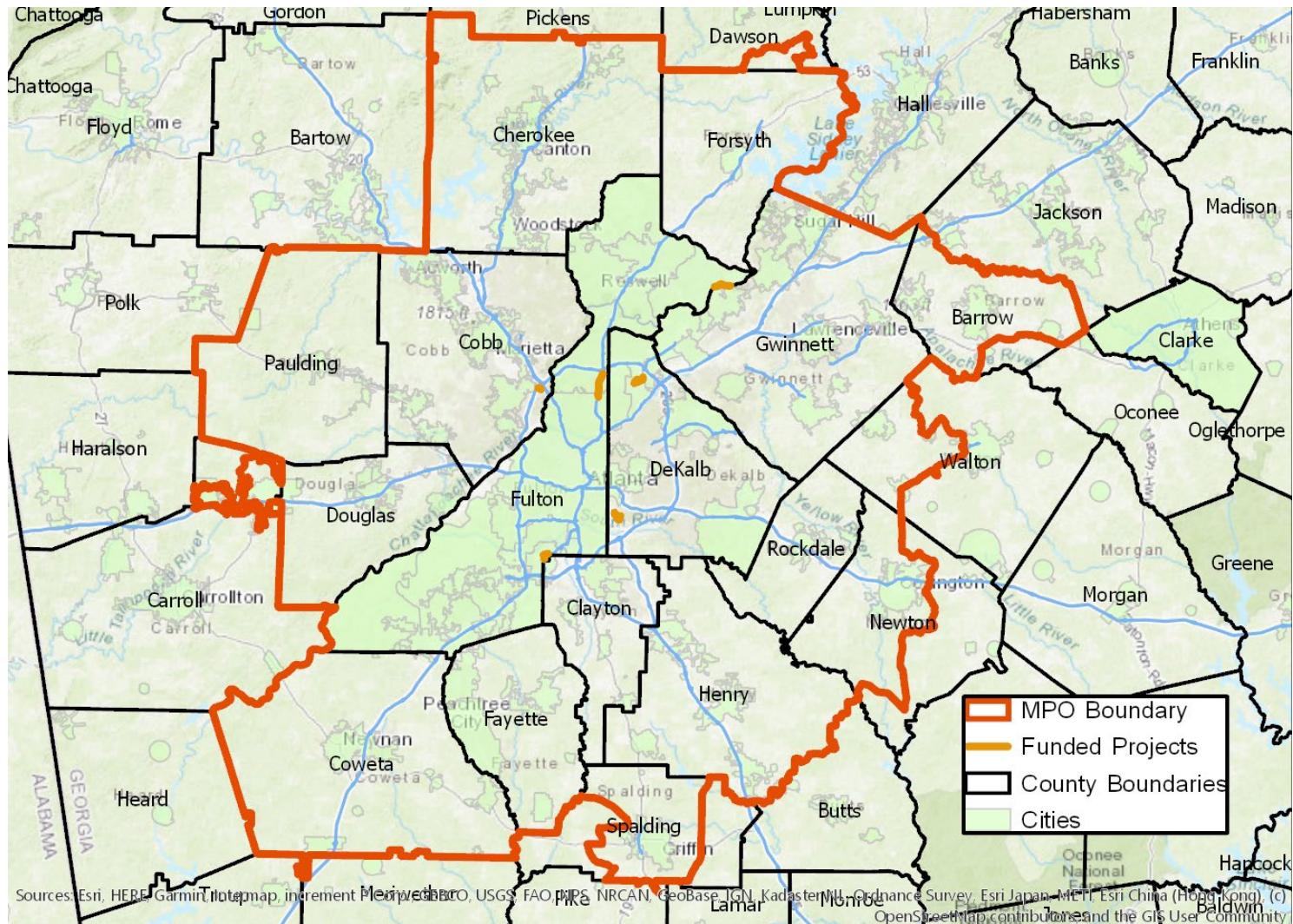


**Table 3 – Trail Projects Recommended for Funding**

<b>Application ID</b>	<b>Project Description</b>	<b>KDP2 Recommend.</b>	<b>Amount Awarded</b>
AT-307B	PATH400 Trail Extension from Loridans Drive to Sandy Springs City Limit	Medium	\$3,236,000
BKHVN 2019-01	Peachtree Creek Greenway Phase III	High	\$480,000
CHA-01	City of Chamblee Rail Trail Extension (from Pierce Dr to Peachtree Rd/Doraville city limits)	Medium	\$528,000
COL-01	Global Gateway Connector (GICC to "Airport City")	Medium	\$7,000,000
Cumberland-02	Cumberland Multi-Modal, Seg C	Medium	\$840,000
DK-02	South River Multi-Use Trail Extension	Low	\$640,000
JC-02	Chattahoochee Greenway	Medium	\$480,000
RO-2	Greenway Trail/Sidepath	Low	\$200,000
SAN-01	SR 400 Multi-Use Trail	High	\$284,800
Total			<b>\$13,688,800</b>

\* denotes projects selected for LCI funding

Map 2 – Trail Funded Solicitation Projects



---

## Roadway Asset Management Projects

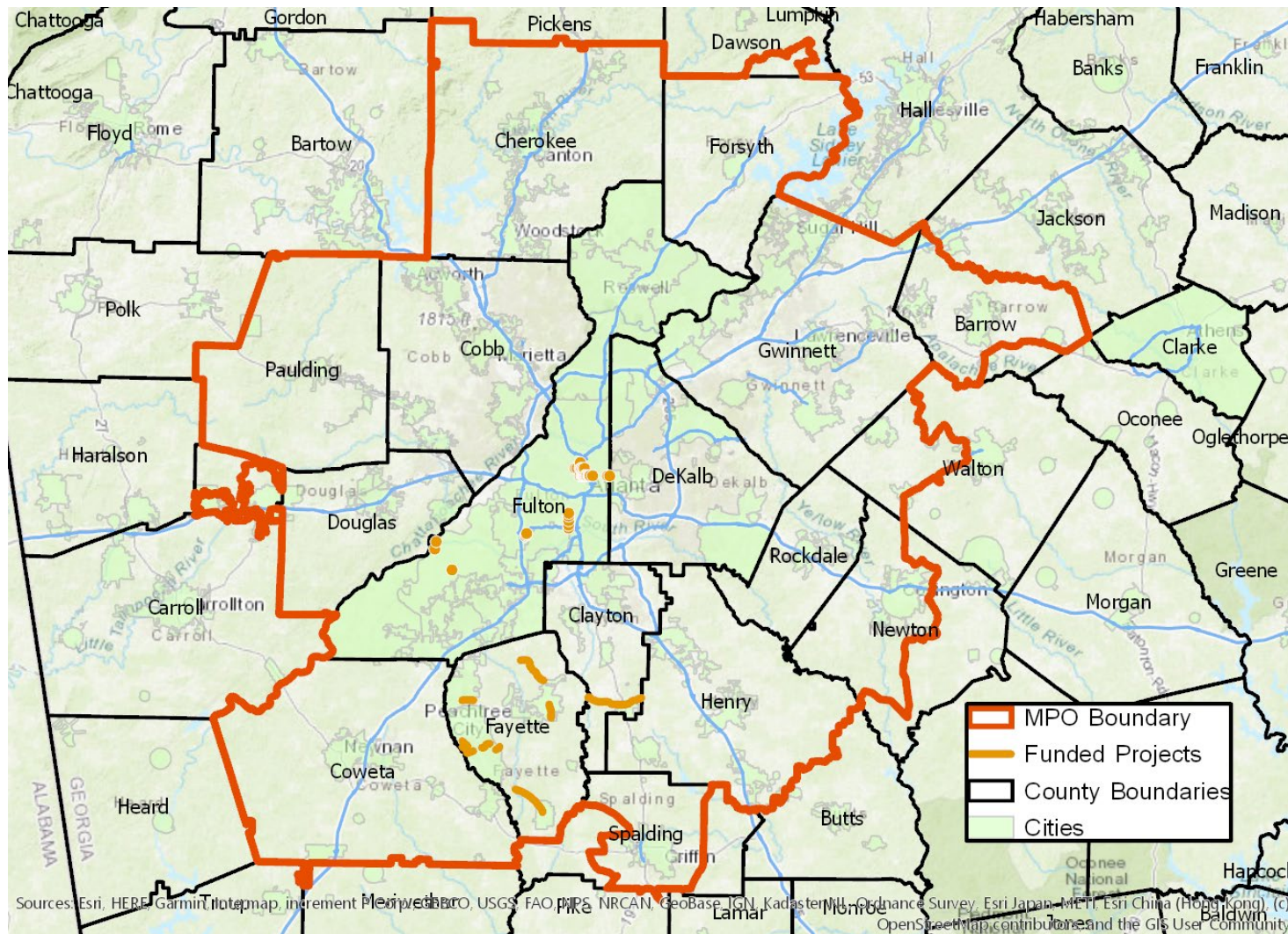
Maintaining a state of good repair and ensuring that resiliency of the transportation system in the event of extreme weather or unexpected events is a key goal of the Atlanta Region's Plan. Project sponsors submitted a variety of projects to improve or repair existing roadways, bridges and traffic signal assets. These projects ensure for the reliability of the transportation system and help protect past investments made in our transportation system by extending their useful life.

**Table 4 – Roadway Asset Management Projects Recommended for Funding**

<b>Application ID</b>	<b>Project Description</b>	<b>KDP2 Recommend.</b>	<b>Amount Awarded</b>
ATL-01	Marietta Blvd Road Reconstruction	High	\$800,000
ATL-09*	Signal Enhancement Projects I	High	\$300,000
CL-920	McDonough Road Pavement Rehabilitation	Low	\$2,800,000
FA-02*	Fayette County Resurfacing Projects	Medium	\$179,419
FS-286A	South Fulton Bridge Replacement	Low	\$80,000
FS-286B	South Fulton Bridge Replacement	Low	\$80,000
FS-286C	South Fulton Bridge Replacement	Low	\$80,000
HE-01	Jonesboro Road Resurfacing	Medium	\$2,240,000
<b>Total</b>			<b>\$6,559,419</b>

+ These projects were split into multiple corridor segments during evaluation. Scores for each segment can found in Appendix A

Map 3 – Roadway Asset Management Funded Solicitation Projects



---

## Roadway Expansion Projects

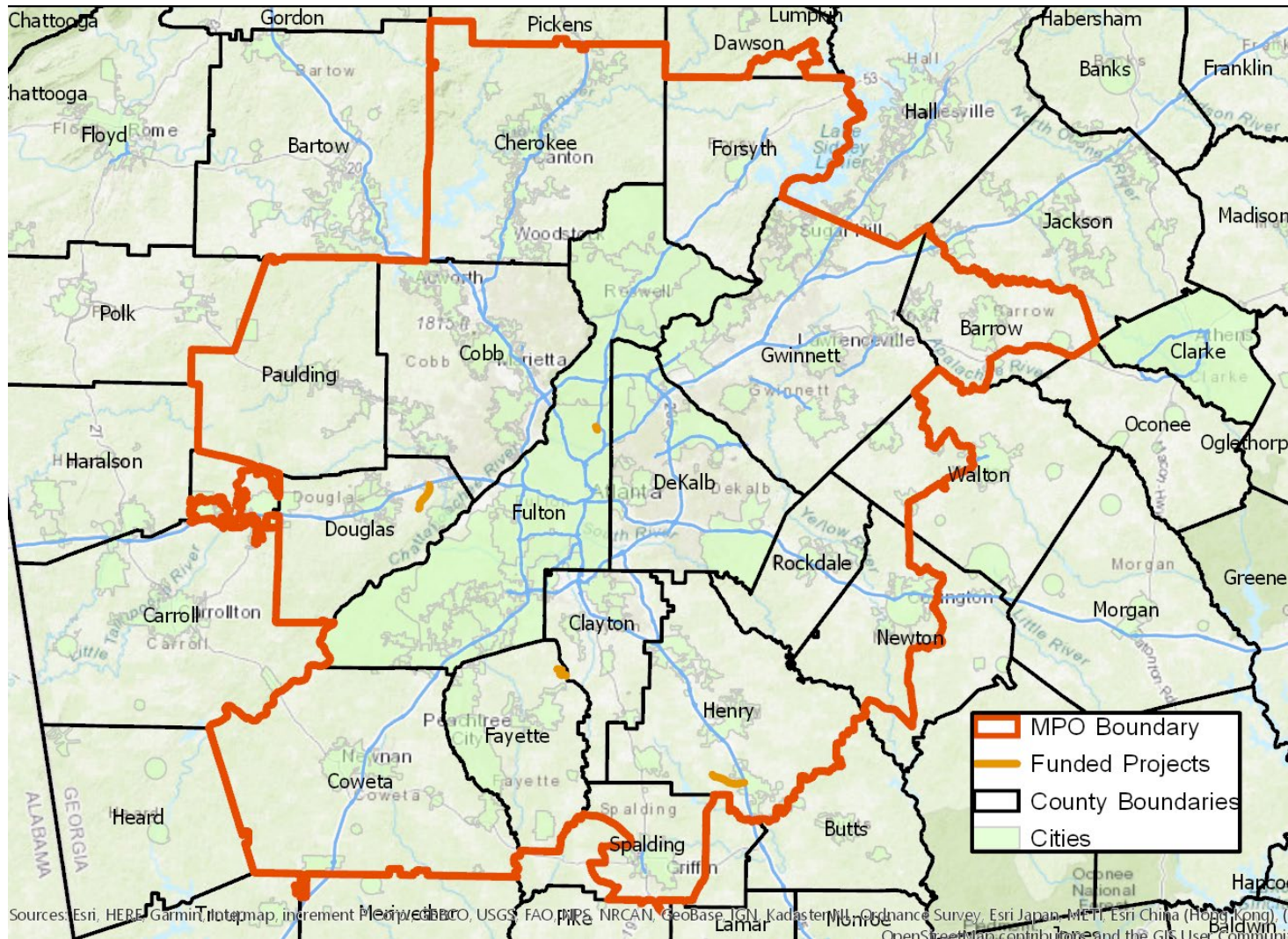
Ensuring the mobility of people and goods is a key goal of the [Atlanta Region's Plan](#). One method to improve mobility is to ensure that there is adequate capacity on key regional freeways and arterials. Widening roads, building new roads, and providing new access points to existing freeways can help reduce congestion, improve travel time reliability, and ensure the mobility of freight; allowing goods to reach markets across the southeast.

Roadway expansion projects are often multimodal in nature, and when designed to a high standard can help improve access to transit and provide mobility for cyclists and pedestrians. Of the 26 roadway projects submitted funded in the TIP solicitation, 23 had complete streets components geared at building or improving bicycle lanes, sidewalks or multi-use trails. All four projects awarded funding have multimodal components integrating into their planning.

**Table 5 – Roadway Expansion Projects Recommended for Funding**

<b>Application ID</b>	<b>Project Description</b>	<b>KDP2 Recommend.</b>	<b>Amount Awarded</b>
BCID-01	Piedmont Road Corridor Road Widening	Medium	\$2,650,000
DO-220A	Lee Road: Segment 2 - Widening	Medium	\$6,400,000
FA-01	Alignment of SR 279 with Corinth Road	Medium	\$212,023
HE-126 B	Bill Gardner Parkway Widening	Low	\$1,000,000
Total			<b>\$10,262,023</b>

Map 4 – Roadway Expansion Funded Solicitation Projects



---

## Roadway Transportation System Management and Operations (TSM&O) Projects

In some situations, expanding the capacity of a roadway is not practical; it is too costly or is undesired by the local community. In these situations, a variety of operational or technological improvements can be applied to reduce congestion and improve traffic flow. Projects that add turning capacity, upgrade traffic signal technology, implement roundabouts or add signals (for example) can help ease congestion, improve air quality and improve safety without the high financial or social costs associated with a roadway widening project.

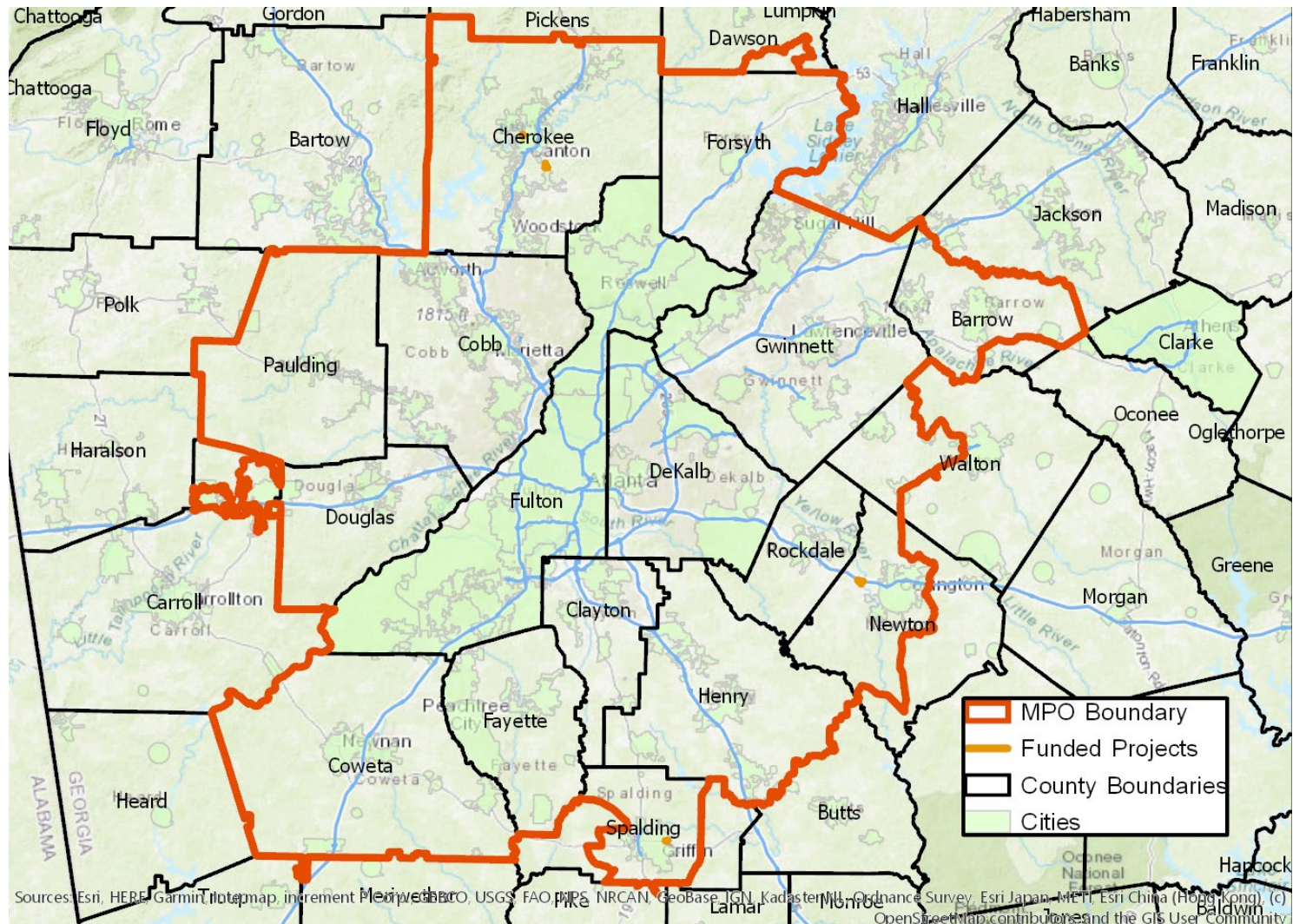
Like the roadway expansion projects, TSM&O projects submitted by sponsors are often multimodal in nature, and when designed to a high standard can help improve access to transit and provide mobility for cyclists and pedestrians. Of the 23 roadway TSM&O projects submitted by applicants in the TIP solicitation, 7 had multi-modal components geared at building or improving bicycle lanes, sidewalks or multi-use trails. Two of the four projects awarded funding have multimodal components integrating into their planning.

**Table 6 – Roadway TSM&O Projects Recommended for Funding**

<b>Application ID</b>	<b>Project Description</b>	<b>KDP2 Recommend.</b>	<b>Amount Awarded</b>
CANT-01	Hwy 140 & Riverstone Parkway/Marietta Hwy Intersection Improvements	Medium	\$290,475
CH19-01	SR 140 at Univeter Road Intersection Operational Improvements	Medium	\$256,000
NE-105	Crowell Road/Almon Road Access Road	Medium	\$688,000
SP-100	Solomon Street @ Searcy Ave/Spalding St/High Falls Rd Intersection Improvement	Medium	\$332,000
Total			<b>\$1,566,475</b>



Map 5 – Roadway TSM&O Funded Solicitation Projects



---

### Transit Asset Management Projects

Maintaining our region’s transit systems involves upgrading and expanding the vehicle fleet, repairing facilities, and standard state of good repair projects to protect past investments made in our transit systems by extending their useful life. Project sponsors submitted projects to purchase new buses, expand bus transfer facilities, and repair and upgrade maintenance facilities.

There were no transit asset management projects selected in this round of TIP funding.

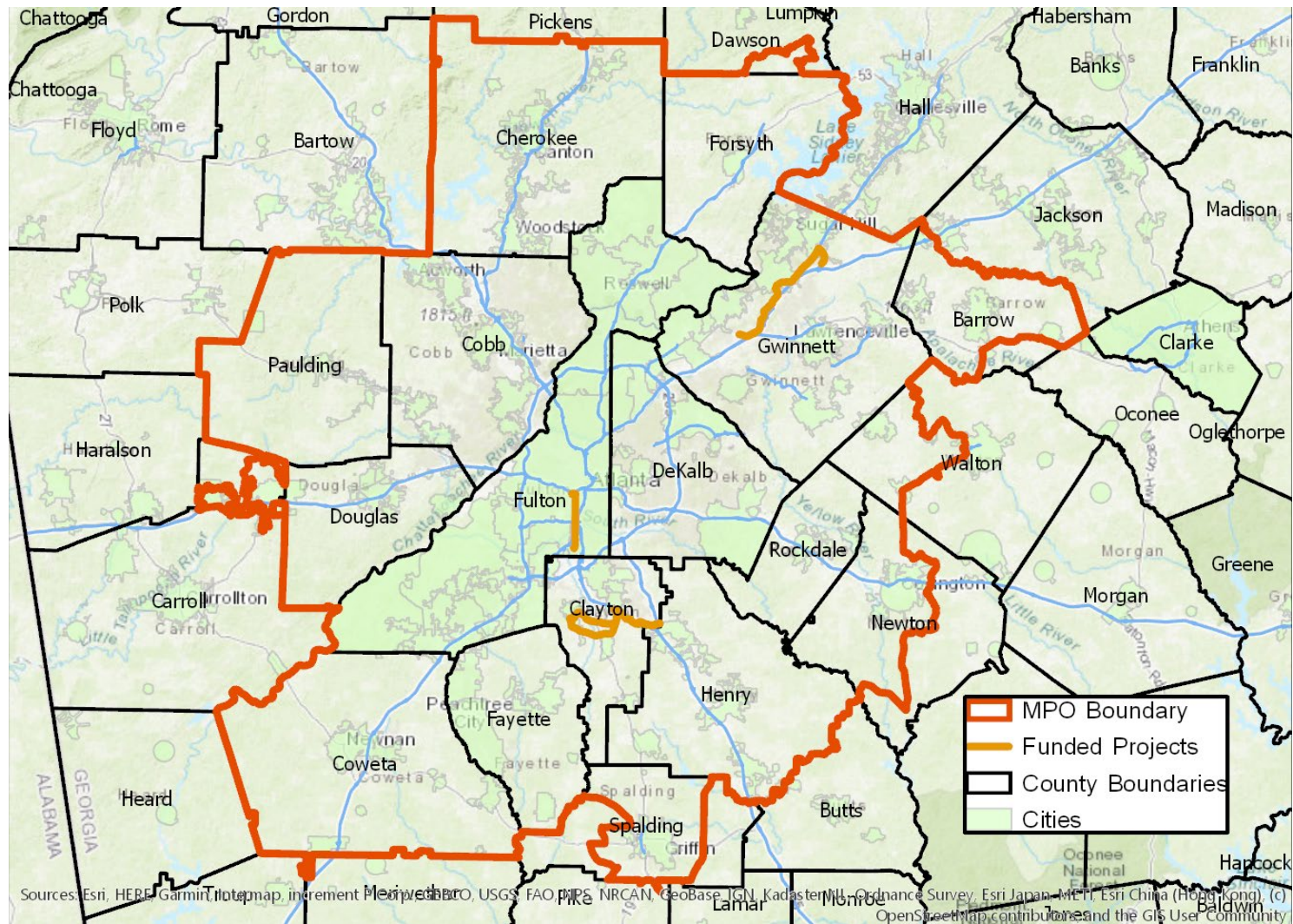
### Transit Expansion Projects

Expanding the footprint and quality of the regional transit system are key goals outlined in the Atlanta Region’s Plan. A robust transit system helps ensure system resiliency, reduces congestion by taking cars off the road, helps improve air quality, and connects people to jobs. ARC received projects that would enhance current routes, create brand new routes, or lay the foundation of future commuter routes by building park and ride lots.

**Table 7 – Transit Expansion Projects Recommended for Funding**

<b>Application ID</b>	<b>Project Description</b>	<b>KDP2 Recommend.</b>	<b>Amount Awarded</b>
GW-BUSB	Route 50 Local Service Expansion	Medium	\$2,500,000
MARTA-03	Metropolitan Parkway ART	High	\$1,666,666
MARTA-04	Clayton County Bus Routes 197 and 198	High	\$2,000,000
Total			<b>\$6,166,666</b>

**Map 6 – Transit Expansion Funded Solicitation Projects**



## Miscellaneous Emissions Projects

Certain projects have air quality benefits that make them eligible for federal CMAQ funds but are not easy to categorize into specific project types. They are evaluated on an individual basis as a Miscellaneous Emissions project. Using our CMAQ Calculator or by ad-hoc techniques developed by ARC staff. ARC received a project to replace old school buses, and a project to install transit signal priority technology. The school bus replacement project in Rockdale County was funded.

**Table 8 – Miscellaneous Emissions Projects Recommended for Funding**

TIP ID	Project Description	KDP2 Tier	Amount Awarded
RO-1	School Bus Replacement Project	--	\$532,000
<b>Total</b>			<b>\$532,000</b>

## Studies

ARC staff also awarded funding to a variety of planning and project feasibility studies. These studies include scoping studies for projects to be included in future solicitations for funding consideration. Unlike infrastructure applications, studies were not evaluated technically. Below is the list of studies receiving funding.

**Table 9 – Studies Recommended for Funding**

Application ID	Project Description	Amount Awarded
ATL-02	Atlanta Vision Zero Plan	\$400,000
CO-510	Austell-Powder Springs Trail	\$240,000
CO-511	Noonday Creek Trail Extension Scoping	\$240,000
DAL-02	Dallas Trail, Phase 3 - Silver Comet Connection	\$80,000
DK-06	Redan Road Scoping Study	\$320,000
DK-07	South River Multiuse Trail Extension	\$200,000
DOR-01	Shallowford Road Project	\$80,000
FAY-01	People to Parks feasibility study	\$200,000
GW-TRLPP	Piedmont Pathway Trail Study	\$240,000
STO-01	Stockbridge Downtown Pedestrian and Bicycle Connectivity Project	\$125,000
<b>Total</b>		<b>\$2,125,000</b>

## Funded Solicitation Project Performance

ARC awarded a total of \$43 million as part of this solicitation between infrastructure projects, studies, and additional funding for existing projects. The 2019 project solicitation represents ARC's second effort to holistically evaluate TIP projects through a multi-criteria framework. It represents a continuing iteration on using data-driven measures to score and rank projects, and this process will continue to be tweaked and improved over the years. Key criteria were used in evaluating projects as outlined in the TIP Project Evaluation Framework. A direct result of this process is the availability of more data to

inform decision-making on the selection of projects that help meet regional and State transportation goals.

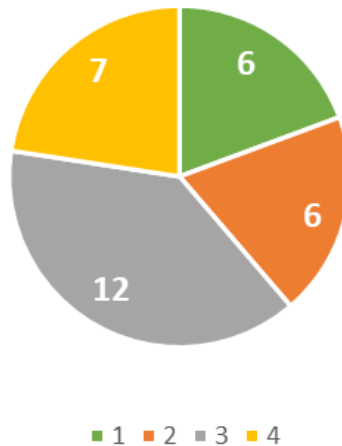
### Performance Tiers

Staff classified projects into KDP2 recommendation tiers based on a combination of their multi-criteria performance scores and a mobility-focused cost effectiveness measure using the methodology outlined in Table 7.<sup>2</sup> Figure 3 shows the distribution of funded projects based KDP2 Recommendation.

**Table 10 – Project Tiers and Final KDP2 Recommendations**

Tier	Performance Score	Cost-Effectiveness or B/C	KDP2 Recommendation
1	High	High	High
2	Low	High	Medium
3	High	Low	Medium
4	Low	Low	Low

Funding by Project Performance

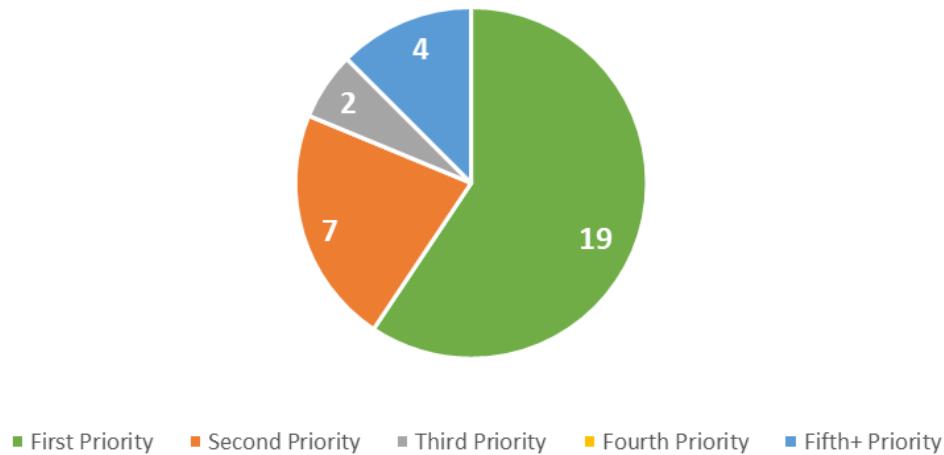


ARC staff and decision-makers use project performance and cost-effectiveness to guide which projects are chosen for funding. Other factors such as regional equity, project deliverability, and continuity with previously funded projects also effected the final decisions. While the project selection is roughly equal for each tier, the funding distribution tells a different story. 88% of the funding allocated went to projects in performance tiers 1, 2 and 3 whereas tier 4 projects were allocated 12% of the funding.

<sup>2</sup> The mobility-focused cost effectiveness metric varied by project type but considered information related to either congestion reduction or the expected number of users per million dollars invested in the project.

---

### Funding by Local Priority



Ensuring ARC works closely with local government staff to select projects that are a high priority for local jurisdictions is another important indicator of the TIP solicitation’s performance. Figure 4 illustrates the local priority of projects awarded funding. Each local government was asked to prioritize applications from 1-5, with projects they rated a 1 being their highest priority. 65% of the awarded went to projects local project sponsors consider their top priority.

#### Addressing Social Equity

Ensuring a fair and equitable transportation system is a key goal associated with the Atlanta Region’s Plan. Transportation assets should be sensitive to the needs of low-income and minority communities to support federal equity programs as well as ARC’s goals associated with Environmental Justice (EJ) communities.

Of the 144 applications submitted there were 112 projects serving EJ communities. 22 of these projects were recommended for funding in this TIP Solicitation. These projects represent 69% of the awarded projects, and account for 69% of the awarded funding. Table 8 illustrates the projects recommended for funding that support EJ communities in the Atlanta region.

**Table 11 – Projects Recommended for Funding that Serve an EJ Community**

Application ID	Project Description	Project Type	Amount Awarded
Alpharetta-01	North Point Parkway LID Streetscape Enhancements and Complete Streets Upgrade	Bike/Ped	\$1,600,000
ATL-06	Boulevard South Complete Streets (SA-10)	Bike/Ped	\$200,000
DOU-01	Dallas Highway Corridor Improvements	Bike/Ped	\$200,000
ATL-09	Signal Enhancement Projects I	R.Asset	\$300,000
DO-220A	Lee Road: Segment 2 - Widening	R.Exp	\$6,400,000
FA-01	Alignment of SR 279 with Corinth Road	R.Exp	\$212,023
HE-126 B	Bill Gardner Parkway Widening	R.Exp	\$1,000,000
CANT-01	Hwy 140 & Riverstone Parkway/Marietta Hwy Intersection Improvements	R.TSM&O	\$290,475
CH19-01	SR 140 at Univeter Road Intersection Operational Improvements	R.TSM&O	\$256,000
NE-105	Crowell Road/Almon Road Access Road	R.TSM&O	\$688,000
SP-100	Solomon Street @ Searcy Ave/Spalding St/High Falls Rd Intersection Improvement	R.TSM&O	\$332,000
GW-BUSB	Route 50 Local Service Expansion	T.Exp	\$2,500,000
MARTA-03	Metropolitan Parkway ART	T.Exp	\$1,666,666
MARTA-04	Clayton County Bus Routes 197 and 198	T.Exp	\$2,000,000
BKHAVN 2019-01	Peachtree Creek Greenway Phase III	Trail	\$480,000
CHA-01	City of Chamblee Rail Trail Extension (from Pierce Dr to Peachtree Rd/Doraville city limits)	Trail	\$528,000
COL-01	Global Gateway Connector (GICC to "Airport City")	Trail	\$7,000,000
Cumberland-02	Cumberland Multi-Modal, Seg C	Trail	\$840,000
DK-02	South River Multi-Use Trail Extension	Trail	\$640,000
JC-02	Chattahoochee Greenway	Trail	\$480,000
RO-2	Greenway Trail/Sidepath	Trail	\$200,000
SAN-01	SR 400 Multi-Use Trail	Trail	\$284,800
<b>Total</b>			<b>\$28.1 million</b>

**CMAQ Performance**

The CMAQ program provides access to funds with the specific purpose of helping to improve air quality in nonattainment and maintenance areas as designated by the US Environmental Protection Agency. These projects accomplish that goal by reducing vehicle miles traveled (VMT), and encouraging mode shifts to transit. All of the CMAQ projects for this TIP are transit projects that enhance currently existing bus service, or add new bus service.

To allocate CMAQ funds to a project an analysis must demonstrate that the project reduces emissions of key pollutants. ARC also calculates reductions in greenhouse gas emissions. In total, the selected CMAQ projects were calculated to reduce emissions by the following amounts in the year 2020:

**Table 12 – Emission Reductions for Selected CMAQ Projects**

<b>Application ID</b>	<b>Project Description</b>	<b>PM<sub>2.5</sub> (kg/yr)</b>	<b>NO<sub>x</sub> (kg/yr)</b>	<b>VOC (kg/yr)</b>	<b>GHG (kg/yr)</b>	<b>Annual VMT Reduced</b>	<b>Amount Awarded</b>
MARTA-03	Metropolitan Parkway ART	25	391	715	1,105,054	4,441,869	\$1,666,666
MARTA-04	Clayton County Bus Routes 197 and 198	11	2	265	355,016	1,476,646	\$2,000,000
GW-BUSB	Route 50 Local Service Expansion	6	126	356	532,619	1,615,148	\$2,500,000
RO-1	School Bus Replacement	2	70	4	57,083	--	\$532,000
<b>Total</b>		<b>44</b>	<b>589</b>	<b>1,340</b>	<b>2,049,772</b>	<b>7,533,663</b>	<b>\$6,986,666</b>



## Appendix A – Performance Scores for All Projects Submitted

### Bike and Pedestrian Projects

Project ID	Project Description	Mobility	Safety	Connectivity	Multi-modalism	Employment Access	Land Use	Social Equity	Air Quality	CultEnv	Final Score	KDP2 Rec	Funded
Alpharetta-01	North Point Parkway LID Streetscape Enhancements and Complete Streets Upgrade	100	57	100	60	60	75	75	71	63	75	Medium	Yes
ATL-06	Boulevard South Complete Streets (SA-10)	36	56	100	34	34	100	100	25	--	58	Medium	Yes
DOU-01	Dallas Highway Corridor Improvements	12	54	50	65	65	50	75	7	--	45	Medium	Yes
ADID-01	South Downtown Pedestrian Safety Enhancements	59	55	50	63	63	100	75	58	44	63	High	
Alpharetta-02	Haynes Bridge Road AlphaLoop Connection	88	32	--	55	55	25	75	54	--	43	Medium	
CO-520	ADA Compliant Sidewalk Improvement	--	20	100	20	20	100	100	--	25	45	High	
Cumberland-01	Cobb Parkway Pedestrian Bridge	52	46	--	41	41	75	75	24	25	42	Low	
DAL-01	SR 61 from SR 6BU to CS 811/Cooper Place Pedestrian and Streetscape Improvements	45	54	--	58	58	25	50	29	44	40	Medium	
DK-03	Kensington MARTA Station Trail and Road Diets	35	56	50	34	34	50	75	27	19	44	Low	
DK-376	SR 141 (Peachtree Road) Pedestrian Improvements from North Druid Hills Road to Ashford Dunwoody Road	100	57	--	80	80	75	25	100	25	74	High	
DUN-03	Winters Chapel Shared Use Path Phase 2	44	55	--	57	57	50	25	36	19	39	Medium	
FAI-01	Broad Street/US 29/SR 14 Improvements Phase II	64	32	100	45	45	50	75	39	44	57	High	
FIB-01	Fulton Industrial Boulevard Pedestrian Enhancements and Intersection Improvement	23	43	50	49	49	25	75	12	0	39	Medium	
GW-384	Western Gwinnett Bikeway Extension - Segment 1	57	17	100	43	43	75	50	41	25	52	Medium	
GW-408	CS 1086/MORENO ST FROM W MAIN ST TO E MAIN ST IN BUFORD	3	54	50	41	41	25	100	2	44	40	Low	
Powder Springs-02	Trail Connections from Downtown Park to Silver Comet Trail	17	54	50	47	47	50	50	12	25	41	Medium	

## Trail Projects

Project ID	Project Description	Mobility	Safety	Connectivity	Multimodalism	Employment Access	Land Use	Social Equity	Air Quality	CultEnv	Final Score	KDP2 Rec	Funded
AT-307B	PATH400 Trail Extension from Loridans Drive to Sandy Springs City Limit	74	75	100	33	100	25	0	66	46	60	High	Yes
BKHVN 2019-01	Peachtree Creek Greenway Phase III	39	50	100	33	100	25	100	32	62	60	High	Yes
CHA-01	City of Chamblee Rail Trail Extension	26	100	100	100	100	25	100	26	45	73	Medium	Yes
COL-01	Global Gateway Connector	13	75	100	66	100	25	100	11	47	62	Medium	Yes
Cumberland-02	Cumberland Multi-Modal, Seg C	12	100	100	66	100	25	50	10	47	61	Medium	Yes
DK-02	South River Multi-Use Trail Extension	11	100	100	33	0	25	75	9	43	48	Low	Yes
JC-02	Chattahoochee Greenway	6	50	100	66	100	100	50	6	32	60	Medium	Yes
RO-2	Greenway Trail/Sidepath	7	0	80	0	0	25	75	5	0	23	Low	Yes
SAN-01	SR 400 Multi-Use Trail	100	75	0	66	100	25	50	100	36	60	High	Yes
AR-450C1	Atlanta BeltLine Southside Trail	100	100	100	100	100	25	100	61	69	87	High	
ATL-04	Multi-use Path-SR 3/US41 (Northside Parkway)	5	0	100	0	100	25	0	4	44	32	Low	
BCID-02	Lenox Road Complete Street Phase II	43	50	100	33	100	25	25	34	61	54	Medium	

Project ID	Project Description	Mobility	Safety	Connectivity	Multimodalism	Employment Access	Land Use	Social Equity	Air Quality	CultEnv	Final Score	KDP2 Rec	Funded
BCID-03	Lenox Road Complete Street Phase III	78	50	0	33	100	25	25	64	59	46	Medium	
CHA-02	Chamblee Tucker Road Multi-Use Path	56	100	100	100	100	25	100	48	56	79	Medium	
CID-278	Phase 1 - Hwy 278 CID Master plan	28	50	0	66	100	0	75	22	52	42	Medium	
CO-472	Mableton Parkway Trail, Phase 2	53	25	100	66	100	25	100	45	47	63	High	
Cumberland-03	Cumberland Multi-Modal, Seg A	8	100	100	66	100	25	75	7	42	62	Medium	
Cumberland-04	Stillhouse Trail	8	100	100	66	100	25	50	6	3	57	Medium	
DK-381	Peachtree Creek Greenway Trail Phase II from City of Atlanta to North Druid Hills Rd	40	0	100	33	100	25	100	32	60	53	High	
DO 298	CHC Regional Greenway Trail - Douglas County Extension	13	0	100	33	100	100	0	11	48	46	Low	
FN-253	SR 9 (ROSWELL ROAD / ATLANTA STREET) PEDESTRIAN IMPROVEMENTS	19	50	100	33	0	25	75	16	59	44	Medium	
GW-TRLA	Multi-Use Trail Connection from Satellite Boulevard to	5	75	100	33	100	25	50	4	42	51	Low	

Project ID	Project Description	Mobility	Safety	Connectivity	Multimodalism	Employment Access	Land Use	Social Equity	Air Quality	Cultenv	Final Score	KDP2 Rec	Funded
	McDaniel Farm Park												
GW-TRLB	The Loop Trail, Section T2.2 (Satellite Boulevard)	16	75	20	33	100	25	50	13	36	41	Medium	
GW-WGSPUR	Western Gwinnett Bikeway - Suwanee Creek Spur	22	0	20	33	100	25	50	19	31	32	Medium	
MAR-01	North Marietta Parkway Multi-Use Trail and Streetscape Project	56	75	20	33	0	25	75	49	49	42	Medium	
NCT-CC-2019	Noonday Creek Trail Crossing of US41/ Cobb Parkway	52	100	80	66	100	25	50	43	40	65	High	
NOR-01	Beaver Run Creek Greenway, Priority 2 Segments	10	0	20	33	100	25	100	10	39	35	Low	
PMR-2019	Pilgrim Mill Road Multi Use Trails	38	50	0	33	0	25	25	0	20	23	Medium	
TUC-01	Tucker-Northlake Trail Preliminary Engineering	21	50	20	100	100	25	25	18	71	47	Medium	

## Roadway Asset Management Projects

Project ID	Project Description	Asset Management	Mobility	Safety	Connectivity	Multimodalism	Employment Access	Social Equity	Goods Movement	CultEnv	Final Score	KDP2 Rec	Funded
ATL-01	Marietta Blvd Road Reconstruction	76	75	0	66	33	100	0	100	36	54	High	Yes
ATL-09.1* Greenbriar Pkwy	Signal Enhancement Projects I	65	100	100	33	100	100	75	100	49	81	High	Yes
ATL-09.2* Sylvan Road	Signal Enhancement Projects I	90	23	100	66	100	100	75	100	48	78	High	Yes
ATL-09.3* North Ave	Signal Enhancement Projects I	43	82	100	66	100	100	75	100	44	79	High	Yes
ATL-09.4* 10th Street	Signal Enhancement Projects I	65	63	100	66	100	100	75	100	47	80	High	Yes
ATL-09.5* State Street	Signal Enhancement Projects I	65	8	100	0	100	100	75	100	49	64	High	Yes
CL-920	McDonough Road Pavement Rehabilitation	45	51	0	66	0	0	0	0	11	23	Low	Yes
FA-02.1* GA-85 Conn	Fayette County Resurfacing Projects	47	16	25	33	0	0	0	0	23	18	Low	Yes
FA-02.2* Kelly Dr	Fayette County Resurfacing Projects	68	15	25	66	0	0	0	0	45	27	Medium	Yes
FA-02.3* Huddleston Road	Fayette County Resurfacing Projects	61	24	25	66	0	0	0	0	45	27	Medium	Yes
FA-02.4* McIntosh Trl	Fayette County Resurfacing Projects	55	15	25	66	0	0	0	0	43	25	Medium	Yes
FA-02.5* Ebenezer Rd	Fayette County Resurfacing Projects	48	18	25	66	0	0	0	0	46	24	Medium	Yes
FA-02.6* Dogwood Trl	Fayette County Resurfacing Projects	56	19	25	33	0	0	0	0	42	21	Medium	Yes
FA-02.7* Jimmy Mayfield Blvd	Fayette County Resurfacing Projects	52	20	25	66	0	0	0	0	39	25	Low	Yes
FA-02.8* New Hope Rd	Fayette County Resurfacing Projects	45	27	25	33	0	0	0	0	25	20	Low	Yes
FS-286A	South Fulton Bridge Bridge Replacement	100	8	25	0	0	0	0	0	49	22	Low	Yes

Project ID	Project Description	Asset Management	Mobility	Safety	Connectivity	Multimodalism	Employment Access	Social Equity	Goods Movement	CultEnv	Final Score	KDP2 Rec	Funded
FS-286B	South Fulton Bridge Bridge Replacement	97	0	25	0	0	0	0	0	48	21	Low	Yes
FS-286C	South Fulton Bridge Bridge Replacement	78	0	25	0	0	0	0	0	48	18	Low	Yes
HE-01	Jonesboro Road Resurfacing	45	74	0	66	0	0	0	0	10	26	Medium	Yes
ATL-10.1* Georgia Ave	Signal Enhancement Projects II	65	36	100	33	100	100	100	0	42	66	Medium	
ATL-10.2* Atlanta Ave	Signal Enhancement Projects II	65	10	100	33	100	100	100	0	48	63	Medium	
ATL-10.3* Hosea Williams Dr	Signal Enhancement Projects II	90	10	100	33	100	100	100	0	44	66	Medium	
ATL-10.4* Boulevard	Signal Enhancement Projects II	65	37	100	33	100	100	100	0	48	66	High	
ATL-10.5* McDaniel Street	Signal Enhancement Projects II	90	32	100	33	100	100	100	0	45	69	Medium	
ATL-10.6* Glwood Ave @ Bill Kennedy Way	Signal Enhancement Projects II	65	31	100	33	100	100	100	0	49	66	High	
ATL-21	Arterial Road Maintenance & Mobility Part I (Campbellton Road)	68	41	75	66	33	100	0	0	28	51	High	
ATL-22	Arterial Road Maintenance & Mobility Part II (JE Boone Blvd)	61	21	75	33	33	100	0	0	40	43	Medium	
DK-01	North Druid Hills bridge replacement over CSX Railroad	96	100	75	66	100	100	0	0	61	73	Medium	
GW-PVTA	Sugarloaf Parkway Resurfacing - Section 1	32	100	0	66	0	100	0	0	0	37	High	
GW-PVTB	Peachtree Industrial Boulevard Resurfacing - Section 1	30	100	0	66	0	0	0	100	35	37	High	
GW-PVTC	Peachtree Industrial Boulevard Resurfacing - Section 2	27	100	0	66	0	100	0	100	28	46	High	
HE-02	East Atlanta Road Resurfacing	50	42	0	66	0	0	0	0	23	23	Low	
HE-03	Hampton-Locust Grove Road Resurfacing	48	27	0	66	0	100	0	0	18	31	Low	
JC-03	Buice Road Bridge Replacement	64	21	25	33	66	0	0	0	50	31	Low	
NE-03	Dial Mill Road @ Little Haynes Creek Bridge Replacement	88	6	50	33	0	0	0	0	48	28	Low	

Project ID	Project Description	Asset Management	Mobility	Safety	Connectivity	Multimodalism	Employment Access	Social Equity	Goods Movement	CultEnv	Final Score	KDP2 Rec	Funded
RO-259	CR 505/Honey Creek Road @ Snapping Shoals Creek	70	45	0	33	0	0	0	0	49	24	Low	

\*Projects that were split up into segments for evaluation

### Roadway Expansion Projects

Project ID	Project Description	Mobility	Safety	Connectivity	Reliability	Multimodalism	Employment Access	Social Equity	Air Quality	Goods Movement	CultEnv	Final Score	KDP2 Rec	Funded
BCID-01	Piedmont Road Corridor Road Widening	30	45	100	99	48	61	25	68	0	48	49	Medium	Yes
DO-220A	Lee Road: Segment 2 - Widening	33	63	100	77	27	92	75	33	0	17	46	High	Yes
FA-01	Alignment of SR 279 with Corinth Road	53	62	100	48	25	6	75	33	0	21	45	Medium	Yes
HE-126 B	Bill Gardner Parkway Widening	88	31	100	78	18	52	50	0	0	5	43	Low	Yes
AT-306	15th Street Extension Project	15	75	100	--	39	51	25	93	0	61	46	High	
CH-215	Hickory Springs Parkway	42	50	100	--	14	7	50	17	0	59	39	Low	
CHA-03	Shallowford Road at Johnson Road intersection improvements	20	56	100	87	0	80	100	79	0	50	49	High	
DO 301	Lee Road Extension - Feasibility Study	73	52	100	75	25	6	75	75	0	21	53	Medium	
FA-03	Banks Road Widening	40	59	100	73	57	1	50	14	0	42	48	Low	
FN-269	SR 9 (ATLANTA STREET) REVERSIBLE LANE REMOVAL AND WIDENING	74	65	100	100	33	10	75	25	100	35	63	Medium	
FS-215	PI# 0016063 Welcome All Road @ SR 6 (Camp Creek	32	27	100	86	0	91	75	9	0	48	39	Medium	

Project ID	Project Description	Mobility	Safety	Connectivity	Reliability	Multimodalism	Employment Access	Social Equity	Air Quality	Goods Movement	CultEnv	Final Score	KDP2 Rec	Funded
	Parkway) Intersection and Realignment													
GW-389	I-85 North - New Interchange	95	12	100	48	0	72	50	25	100	50	48	Medium	
GW-398	Peachtree Industrial Boulevard Widening NB	82	41	100	85	56	70	100	44	100	31	65	High	
GW-EVM	US 78 Parallel Road Major Collector	44	63	100	--	14	1	50	25	0	46	41	Medium	
GW-SLF6L	Sugarloaf Parkway Widening	70	56	100	82	53	98	100	73	0	32	59	High	
HE -118B	McDonough Parkway Extension	90	25	100	--	2	1	50	23	0	36	40	Medium	
HE-005	SR 81 Widening Phase I	57	46	100	79	74	57	75	0	100	35	59	Medium	
HE-04	SR 81 Widening, Phase II	53	28	100	75	30	11	0	0	100	18	44	High	
HE-05	Flippen Road Widening	63	57	100	79	20	30	75	46	0	0	49	Low	
HE-109	Rock Quarry Road Extension	50	0	100	--	11	43	75	22	0	31	33	Low	
HE-161A	Rock Quarry Widening	72	81	100	79	24	100	75	0	0	28	52	High	
HE-193	Jodeco Road Widening	83	43	100	78	19	8	50	0	0	33	46	Low	
NE-109	Brown Bridge Road Widening	61	81	100	73	10	2	75	11	0	33	49	Low	
RO 235E1	Sigman Road Widening - Phase IV	7	52	100	90	49	69	100	20	0	54	48	Low	
RO 243	Courtesy Parkway Extension I-20 Non-Access Crossing from Old Covington Highway to Flat Shoals Road	65	38	100	--	12	63	100	10	0	54	43	Medium	
RO-235D	SR 20 and Sigman Road from CS 442/Irwin Bridge Road to SR 138	77	74	100	79	100	69	75	38	100	33	71	High	



## Roadway TSM&O Projects

Project ID	Project Description	Mobility	Safety	Connectivity	Reliability	Multimodalism	Employment Access	Social Equity	Air Quality	Goods Movement	CultEnv	Final Score	KDP2 Rec	Funded
CANT-01	Hwy 140 & Riverstone Parkway/Marietta Hwy Intersection Improvements	53	47	0	85	17	0	75	0	0	48	33	Medium	Yes
CH19-01	SR 140 at Univeter Road Intersection Operational Improvements	75	48	0	87	0	0	75	60	0	49	39	Medium	Yes
NE-105	Crowell Road/Almon Road Access Road	49	64	100	83	0	100	75	25	100	0	63	Medium	Yes
SP-100	Solomon Street @ Searcy Ave/Spalding St/High Falls Rd Intersection Improvement	52	49	0	98	0	0	75	19	0	50	34	Medium	Yes
ATL-05	Monroe/Boulevard Multimodal Street Reconstruction (SA-025) (John Wesley Dobbs Intersection)	57	80	0	96	0	100	75	53	0	0	49	High	
ATL-24	Marietta Road Operations and Bridge Replacement	48	42	100	91	8	100	75	95	0	46	61	High	
CANT-02	Hwy 140 & Reinhardt College Parkway Intersection Improvements	45	42	0	83	0	0	75	0	0	50	29	Medium	
CH19-02	SR 140 at East Cherokee Drive Intersection Operational Improvements	55	70	0	90	0	0	25	9	0	50	32	Low	
CH19-03	SR 140 between East Cherokee Dr and Hickory Rd/Batesville Rd Roadway Operational Improvements	65	48	0	90	0	0	25	2	0	50	30	Medium	
CH19-04	SR 140 at Northside Cherokee Boulevard Intersection Operational Improvements	55	53	0	87	0	0	75	75	0	48	38	Medium	
CL-350	Connected Vehicle Infrastructure Upgrade Project	42	33	100	93	27	100	100	25	100	50	66	Medium	
CO-110	Dallas Highway & Mars Hill Road intersection improvements	71	51	100	100	76	0	0	25	100	49	61	Medium	
CO-473	Old 41 Hwy	97	37	0	97	0	0	50	57	0	48	39	Medium	
DK-382	I-85 North Interchange Improvements at SR 42 (North Druid Hills Road)	25	53	100	53	0	100	100	25	100	48	59	Medium	
DUN-02	Chamblee Dunwoody Multimodal Improvements (Peeler Road to Vermack Road)	50	66	0	89	100	100	50	87	0	61	61	High	

Project ID	Project Description	Mobility	Safety	Connectivity	Reliability	Multimodalism	Employment Access	Social Equity	Air Quality	Goods Movement	CultEnv	Final Score	KDP2 Rec	Funded
FN-287	SR 120/Abbotts Bridge Rd from Parsons to Medlock	61	65	100	89	0	0	50	51	100	0	55	Medium	
GW-ITSA	ITS Expansion on SR 124/Braselton Highway Phase 1	37	40	0	90	0	100	50	0	0	50	37	Low	
GW-ITSB	Signal Reconstruction – Buford Highway (SR 13) South	45	38	100	93	0	100	100	25	100	50	64	High	
GW-ITSC	ITS Phase 3 Enhancements	38	49	100	91	0	100	100	25	100	50	64	Medium	
GW-ITSD	ITS Expansion Singleton Road/South Norcross Tucker Road/Steve Reynolds Boulevard	37	50	0	90	0	100	100	25	0	50	44	Low	
GW-ITSE	Signal Reconstruction – Buford Highway (SR 13) North	40	50	100	90	0	100	100	0	100	50	63	Medium	
GW-ITSF	Signal Reconstruction - Peachtree Parkway and Peachtree Industrial Boulevard (SR 141)	41	14	100	91	0	100	100	25	100	50	60	High	
RO 3	Old Covington Road/Gees Mill Road Reconstruction	39	55	0	83	0	100	100	31	0	50	45	Low	

### Transit Expansion Projects

Project ID	Project Description	Mobility	Safety	Connectivity	Reliability	Multimodalism	Employment Access	Land Use	Social Equity	Air Quality	CultEnv	Final Score	KDP2 Rec	Funded
MARTA-03	Metropolitan Parkway ART	75	0	100	35	0	82	75	64	100	34	59	High	Yes
MARTA-04	Clayton County Bus Routes 197 and 198	100	0	0	0	0	100	100	100	21	0	46	High	Yes
GW-BUSB	Route 50 Local Service Expansion	71	0	0	5	0	65	0	90	40	10	29	Medium	Yes
GW-PNR1	Harbins Road Park & Ride Lot	--	100	0	0	0	--	0	50	--	57	23	Low	
GW-PNR2	Lawrenceville Area Park & Ride Lot	--	100	0	0	0	--	0	75	--	60	26	Low	

### Transit Asset Management Projects

Project ID	Project Description	Asset Condition	Mobility	Safety	Employment	Social Equity	Air Quality	CultEnv	Final Score	KDP2 Rec	Funded
AR-550	Xpress Replacement Buses	95	47		100		100	0	76	Medium	
CO-550	Marietta Transfer Center	50	90	0	100	75	--	0	68	Medium	
CO-551	Cumberland Transfer Center	50	83	0	100	25	--	0	58	Medium	
CO-552	Marietta Maintenance Facility	50	100	--	100	75	--	0	83	High	
GW-BUSD	Gwinnett Transit Center Area Facilities	75	20	75	100	50	--	25	67	Medium	

Project ID	Project Description	Asset Condition	Mobility	Safety	Employment	Social Equity	Air Quality	Cult/Env	Final Score	KDP2 Rec	Funded
M-AR-274B2	MARTA Clean Bus Procurement	90	32	--	100	89	14	0	72	High	
MARTA-01	MARTA Avondale Yard Train Wash Replacement	50	57	--	100	50	--	25	68	High	
MARTA-02	Clayton Transit Center (Justice Center)	--	7	75	0	75	--	0	37	Low	

Miscellaneous Emissions Projects

Project ID	Project Description	Final Score	Funded
RO 1	School Bus Replacement Project	--	Yes
CO-553	Transit Signal Priority	--	

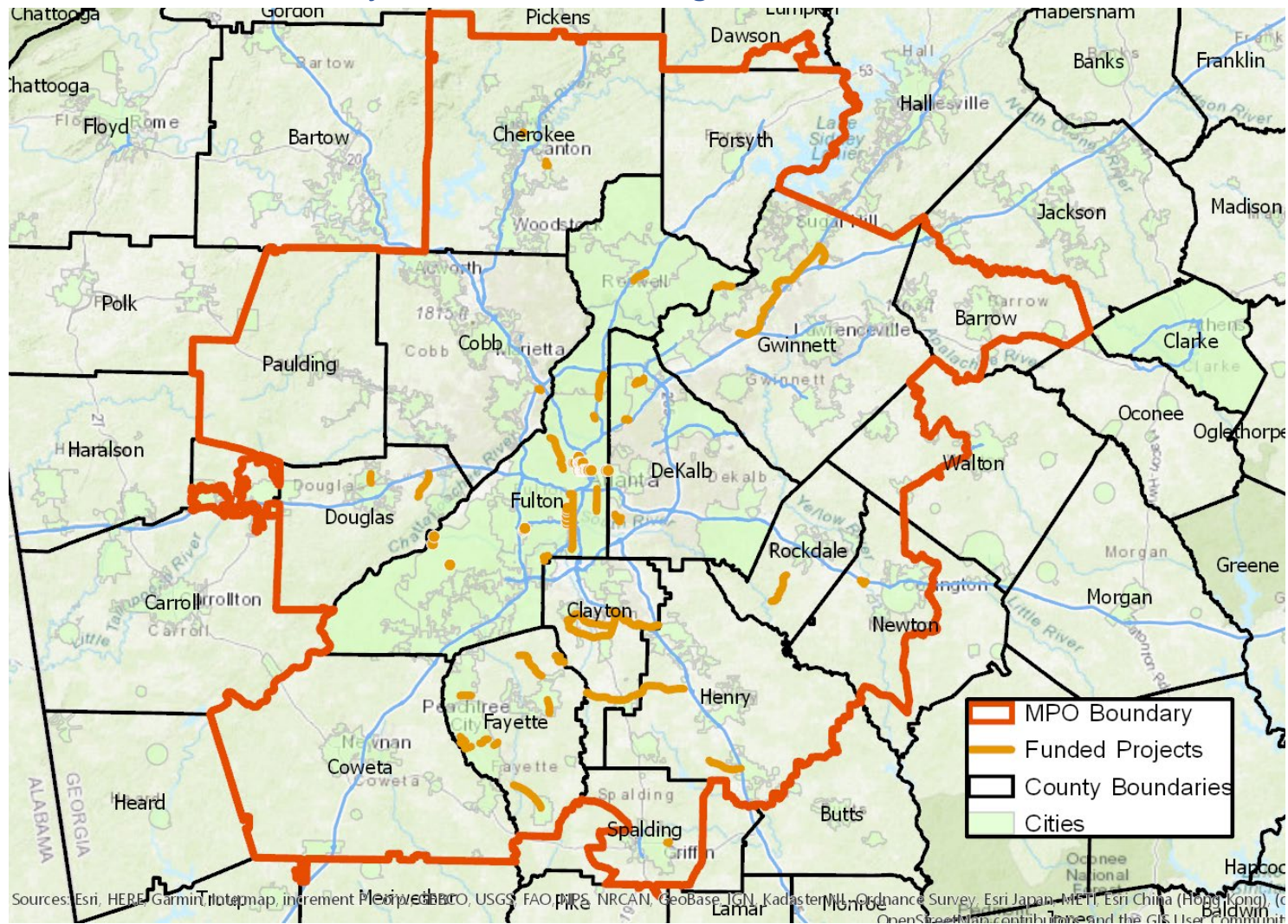
## Appendix B – LCI Evaluation Scores for All Projects Submitted

Application ID	Project Name	LCI Raw Score*	Funded
Alpharetta-01	North Point Parkway LID Streetscape Enhancements and Complete Streets Upgrade	76	Yes
CHA-01	City of Chamblee Rail Trail Extension (from Pierce Dr to Peachtree Rd/Doraville city limits)	74	Yes
COL-01	Global Gateway Connector (GICC to "Airport City")	69	Yes
DOU-01	Dallas Highway Corridor Improvements	72	Yes
1-Mar	North Marietta Parkway Multi-Use Trail and Streetscape Project	55	
ADID-01	South Downtown Pedestrian Safety Enhancements	78	
Alpharetta-02	Haynes Bridge Road AlphaLoop Connection	61	
AR-450C1	Atlanta Beltline Southside Trail	78	
AT-306	15th Street Extension Project	78	
ATL-05	Monroe/Boulevard Multimodal Street Reconstruction (SA-025) (John Wesley Dobbs Intersection)	66	
ATL-06	Boulevard South Complete Streets (Woodward to McDonough)	65	
ATL-09	Signal Enhancement Projects I	-	
ATL-21	Arterial Road Maintenance & Mobility Part I (Campbellton Road)	-	
BCID-01	Piedmont Road Corridor Road Widening	35	
BCID-02	Lenox Road Complete Street Phase II	54	
BCID-03	Lenox Road Complete Street Phase III	62	
CH-215	Hickory Springs Parkway	35	
CHA-02	Chamblee Tucker Road Multi-Use Path	-	
CID-278	Phase 1 - Hwy 278 CID Master plan	48	
CO-551	Cumberland Transfer Center	51	
Cumberland-01	Cobb Parkway Pedestrian Bridge	58	
Cumberland-02	Cumberland Multi-Modal, Seg C	68	
Cumberland-03	Cumberland Multi-Modal, Seg A	57	
DAL-01	SR 61 from SR 6BU to CS 811/Cooper Place Pedestrian and Streetscape Improvements	31	

Application ID	Project Name	LCI Raw Score*	Funded
DK-03	Kensington MARTA Station Trail and Road Diets	70	
DK-376	SR 141 (Peachtree Road) Pedestrian Improvements from North Druid Hills Road to Ashford Dunwoody Road	-	
DK-382	I-85 North Interchange Improvements at SR 42 (North Druid Hills Road)	51	
DUN-02	Chamblee Dunwoody Multimodal Improvements (Peeler Road to Vermack Road)	60	
FAI-01	Broad Street/US 29/SR 14 Improvements Phase II	59	
FN-269	SR 9 (ATLANTA STREET) REVERSIBLE LANE REMOVAL AND WIDENING	54	
GW-408	CS 1086/MORENO ST FROM W MAIN ST TO E MAIN ST IN BUFORD	34	
GW-BUSD	Gwinnett Transit Center Area Facilities	49	
GW-EVM	US 78 Parallel Road Major Collector	42	
GW-ITSE	Signal Reconstruction – Buford Highway (SR 13) North	-	
GW-ITSF	Signal Reconstruction - Peachtree Parkway and Peachtree Industrial Boulevard (SR 141)	47	
GW-TRLA	Multi-Use Trail Connection from Satellite Boulevard to McDaniel Farm Park	50	
GW-TRLB	The Loop Trail, Section T2.2 (Satellite Boulevard)	52	
MARTA-03	Metropolitan Parkway ART	-	
NOR-01	Beaver Ruin Creek Greenway, Priority 2 Segments	65	
Powder Springs-02	Trail Connections from Downtown Park to Silver Comet Trail	39	
TUC-01	Tucker-Northlake Trail Preliminary Engineering	65	

\*for more detail on LCI score calculations please contact ARC staff

## Appendix C – All Solicitation Projects Awarded Funding



## Appendix D – Solicitation IDs and Associated Jurisdictions

TIP ID	Jurisdiction	TIP ID	Jurisdiction	TIP ID	Jurisdiction	TIP ID	Jurisdiction
ADID-01	Atlanta	CHA-03	Chamblee	DUN-03	Dunwoody	NOR-01	Norcross
Alpharetta-01	Alpharetta	CID-278	Covington	FA-01	Fayette County	PMR-2019	Forsyth County
Alpharetta-02	Alpharetta	CL-350	Clayton County	FA-02	Fayette County	Powder Springs-02	Powder Springs
AR-450C1	Atlanta	CL-920	Clayton County	FA-03	Fayette County	RO 1	Rockdale County
AR-550	GRTA	CO-110	Cobb County	FAI-01	Fairburn	RO 235E1	Rockdale County
AT-306	Atlanta	CO-472	Cobb County	FIB-01	South Fulton	RO 243	Rockdale County
AT-307B	Atlanta	CO-473	Cobb County	FN-253	Roswell	RO 3	Rockdale County
ATL-01	Atlanta	CO-520	Cobb County	FN-269	Roswell	RO-2	Rockdale County
ATL-04	Atlanta	CO-550	Cobb County	FN-287	Johns Creek	RO-235D	Rockdale County
ATL-05	Atlanta	CO-551	Cobb County	FS-215	East Point	RO-259	Rockdale County
ATL-06	Atlanta	CO-552	Cobb County	FS-286A	South Fulton	SAN-01	Sandy Springs
ATL-09	Atlanta	CO-553	Cobb County	FS-286B	South Fulton	SP-100	Spalding County
ATL-10	Atlanta	COL-01	Cobb County	FS-286C	South Fulton	TUC-01	Tucker
ATL-21	Atlanta	Cumberland-01	Cobb County	GW-384	Gwinnett County		
ATL-22	Atlanta	Cumberland-02	Cobb County	GW-389	Gwinnett County		
ATL-24	Atlanta	Cumberland-03	Cobb County	GW-398	Gwinnett County		
BCID-01	Atlanta	Cumberland-04	Cobb County	GW-408	Gwinnett County		
BCID-02	Atlanta	DAL-01	Dallas	GW-BUSB	Gwinnett County		
BCID-03	Atlanta	DK-01	DeKalb County	GW-BUSD	Gwinnett County		
BKHVN 2019-01	Brookhaven	DK-02	DeKalb County	GW-EVM	Gwinnett County		
CANT-01	Canton	DK-03	DeKalb County	GW-ITSA	Gwinnett County		
CANT-02	Canton	DK-376	DeKalb County	GW-ITSB	Gwinnett County		
CH19-01	Cherokee County	DK-381	DeKalb County	GW-ITSC	Gwinnett County		
CH19-02	Cherokee County	DK-382	DeKalb County	GW-ITSD	Gwinnett County		
CH19-03	Cherokee County	DO 298	Douglas County	GW-ITSE	Gwinnett County		
CH19-04	Cherokee County	DO 301	Douglas County	GW-ITSF	Gwinnett County		
CH-215	Holly Springs	DO-220A	Douglas County	GW-PNR1	Gwinnett County		
CHA-01	Chamblee	DOU-01	Douglasville	GW-PNR2	Gwinnett County		
CHA-02	Chamblee	DUN-02	Dunwoody	GW-PVTA	Gwinnett County		