Priority Climate Action Plan

Atlanta Metropolitan Statistical Area

March 5, 2024

PREPARED FOR:

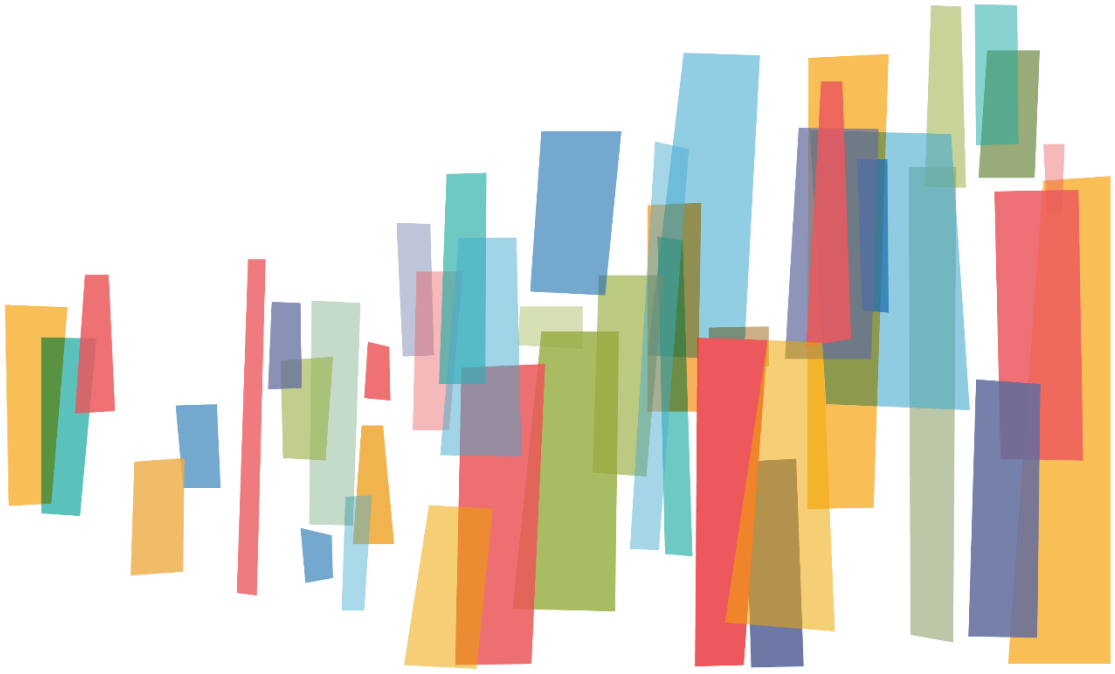
State and Local Climate and Energy Program

U.S. Environmental Protection Agency

PREPARED BY:

Atlanta Regional Commission

ONE great REGION



Vision

ONE great REGION

Mission

Foster thriving communities for all within the Atlanta region through collaborative, data-informed planning and investments.

Goals

Healthy, safe, livable communities in the Atlanta Metro area.

Strategic investments in people, infrastructure, mobility, and preserving natural resources.

Regional services delivered with **operational excellence** and **efficiency**.

Diverse stakeholders engage and take a regional approach to solve local issues.

A competitive economy that is inclusive, innovative, and resilient.

Values

Excellence – A commitment to doing our best and going above and beyond in every facet of our work allowing for innovative practices and actions to be created while ensuring our agency's and our colleague's success.

Integrity – In our conduct, communication, and collaboration with each other and the region's residents, we will act with consistency, honesty, transparency, fairness and accountability within and across each of our responsibilities and functions.

Equity – We represent a belief that there are some things which people should have, that there are basic needs that should be fulfilled, that burdens and rewards should not be spread too divergently across the community, and that policy should be directed with impartiality, fairness and justice towards these ends.

ARC is the regional planning and inter-governmental coordination agency for the 11-county Atlanta region.
ARC helps the region's leadership focus attention, collaboration, and resources on critical issues affecting our collective future.
We're here to make the region work for everyone – regardless of age, ethnicity, income, education, background, or ability.

This project has been funded wholly or in part by the United States Environmental Protection Agency (EPA) under assistance agreement number 5D-02D56523-0 *to the Atlanta Regional Commission. The contents of this document do not necessarily reflect the views and policies of the EPA, nor does the EPA endorse trade names or recommend the use of commercial products mentioned in this document.*

Atlanta Regional Commission

229 Peachtree Street, NE | Suite 100
Atlanta, Georiga 30303

atlantaregional.org

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Key Definitions and Acronyms Used in this Document

Atlanta-Sandy Springs-Alpharetta Metropolitan Statistical Area (Atlanta MSA): the 29-county geographic area as defined by the US Census 2020 MSA population. A list of MSAs eligible to participate in the Climate Pollution Reduction Program can be found in Appendix 15.2 of the EPA's CPRG: Formula Grants for Planning, Program Guidance for States, Municipalities, and Air Control Agencies.

Atlanta Regional Commission (ARC): the regional planning and inter-governmental coordination agency for the 11-county Atlanta region. ARC serves as the lead agency for Climate Pollution Reduction Grant planning for the Atlanta Metropolitan Statistical Area.

Climate Pollution Reduction Grant (CPRG): a US EPA program that provides $5 billion in grants to states, local governments, tribes, and territories to develop and implement ambitious plans for reducing greenhouse gas emissions and other harmful air pollution. Authorized under Section 60114 of the Inflation Reduction Act, this two-phase program provides $250 million for noncompetitive planning grants, and approximately $4.6 billion for competitive implementation grants.

Comprehensive Climate Action Plan (CCAP): a narrative report that provides an overview of the CPRG planning grantee's significant GHG sources/sinks and sectors, establishes near-term and long-term greenhouse gas emission reduction goals, and provides strategies and identifies measures that address the highest priority sectors to help the grantee meet these goals.

Greenhouse Gas (GHG): a gas that traps heat in the earth's atmosphere, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases such as hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride.

Low Income and Disadvantaged Communities (LIDACs): communities with residents that have low incomes, limited access to resources, and disproportionate exposure to environmental or climate burdens. EPA-recommended tools, such as the Climate and Economic Justice Screening Tool and the Environmental Justice Screening and Mapping Tool, were used to identify Atlanta MSA LIDACs by assessing indicators for categories of burden: air quality, climate change, energy, environmental hazards, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

Priority Climate Action Plan (PCAP): a narrative report that includes a focused list of near-term, high-priority, and implementation ready measures to reduce GHG pollution and an analysis of GHG emissions reductions.

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1 Introduction

Across the Atlanta-Sandy Springs-Alpharetta Metropolitan Statistical Area (Atlanta MSA), as throughout the Southeast United States, communities are experiencing more frequent and intense storms, flooding, heat waves, droughts, and other impacts of climate change (USGCRP, Fifth National Climate Assessment, 2003).[1] As the lead organization for the MSA's Climate Pollution Reduction Grants planning process, the Atlanta Regional Commission (ARC) takes seriously its responsibility to develop climate action plans that will set up the region and its individual communities to best mitigate greenhouse gas (GHG) emissions in conjunction with protecting human health, increasing economic mobility, and creating a competitive economy that benefits everyone.

This Atlanta MSA Priority Climate Action Plan (PCAP) was developed as part of a US EPA Climate Pollution Reduction Grant (CPRG) program, a four-year planning initiative authorized by the Inflation Reduction Act. It builds on the existing climate-related work of ARC, including the Green Communities program, Livable Centers Initiative, and the ongoing transportation planning and policy work undertaken by the ARC Metropolitan Transportation Plan. It also builds on the climate, clean energy, and sustainability work of many of metro Atlanta's local governments. This PCAP, the first deliverable required by the CPRG program, is intended to serve as a resource and guide for applicants seeking CPRG Phase 2 Implementation grants, not as a comprehensive list of policy and program recommendations for the Atlanta MSA to reduce its emissions to net zero.

1.1 Climate Pollution Reduction Grant Overview

The CPRG program provides $5 billion in grants to states, local governments, tribes, and territories to develop and implement ambitious plans for reducing GHG emissions and other harmful air pollution. Authorized under Section 60114 of the Inflation Reduction Act, this two-phase program provides $250 million for noncompetitive planning grants (of which $1 million was awarded to ARC) and approximately $4.6 billion for competitive implementation grants.

The CPRG program is part of the Biden Administration's Justice40 initiative, which sets a goal that 40 percent of the benefits of certain federal investments flow to disadvantaged communities that are "marginalized, underserved, and overburdened" by pollution.

Phase 1 of the CPRG program provides flexible support to states, local governments, tribes, and territories at all stages of climate planning and implementation process. Planning grant recipients have used the funding to design climate action plans that incorporate measures to reduce GHG emissions in six key sectors: electricity generation/consumption, industry, transportation, buildings, agriculture/natural and working lands, and waste management. ARC applied to be the lead agency for the Atlanta MSA CPRG Phase 1 planning and received its planning grant award on August 28, 2023. ARC must submit the following deliverables to EPA:

[1] USGCRP, 2023: Fifth National Climate Assessment. Crimmins, A.R., C.W. Avery, D.R. Easterling, K.E. Kunkel, B.C. Stewart, and T.K. Maycock, Eds. U.S. Global Change Research Program, Washington, DC, USA. https://doi.org/10.7930/NCA5.2023

- Priority Climate Action Plan (PCAP) -- due March 1, 2024
- Comprehensive Climate Action Plan (CCAP) – due August 28, 2025
- Status Report at the end of the 4-year grant period – due August 28, 2027

Through the grant, EPA seeks to achieve three broad objectives for Phase 1:

- Tackle damaging climate pollution while supporting the creation of good jobs and lowering energy costs for families;
- Accelerate work to address environmental injustice and empower community driven solutions in overburdened neighborhoods and,
- Deliver cleaner air by reducing harmful air pollution in places where people live, work, play and go to school.

The EPA has launched two CPRG implementation grant competitions. Eligible entities, whether they received planning grants in Phase 1 or not, can apply to implement measures outlined in their PCAPs. Individual grants will range between $2 million and $500 million. Additional information on the PCAP elements can be found in EPA's CPRG: Formula Grants for Planning, Program, Program Guidance for States, Municipalities, and Air Control Agencies.

The CCAP, due in 2025, will consists of several key components, such as a comprehensive GHG inventory, projections for GHG emissions, clearly defined GHG reduction targets, specified measures for GHG reduction, and a thorough benefits analysis covering the entire geographic scope and population addressed by the plan.

The final Status Report, due in 2027, will include information about the implementation status of GHG reduction measures included in the PCAP and CCAP, relevant updates to CCAP analyses and projections, and any next steps or future needs for funding or staffing.

Developing the PCAP, CCAP, and final Status Report require interagency and intergovernmental coordination, and stakeholder and community engagement. Section 1.4, "Approach to Developing the PCAP," describes ARC's approach to coordination and engagement for the development of the PCAP.

1.2 Priority Climate Action Plan Overview

The PCAP is the first required deliverable to EPA under Phase 1, the planning grant phase. It is a narrative report that includes a focused list of near-term, high-impact, implementation-ready actions that will reduce GHGs. It also includes a quantitative analysis of GHGs that will be reduced by implementation of those actions. The PCAP is intended to lay the groundwork for ARC's and other local governments' applications to access the Phase 2 implementation funding grants. This PCAP highlights

measures and actions that are best suited for the competitive funding opportunity and demonstrates that the Atlanta MSA and its communities are ready to use this federal funding to meet the EPA's objectives.

EPA requires multiple elements be included in the PCAP:

- A simplified GHG inventory
- Quantified GHG reduction measures
- A low-income and disadvantaged communities benefits analysis
- A review of authority to implement

The PCAP also supports investment in policies, practices and technologies that reduce emissions, create high-quality jobs, spur economic growth, and enhance the quality of life for all those who live, work, and play in the Atlanta MSA.

1.3 Scope of the PCAP and MSA Context

Figure 1 - Map of the Atlanta MSA

This PCAP applies to the Atlanta MSA shown in Figure 1. The MSA consists of 29 counties and 150 municipalities. With a US Census Bureau-estimated population of 6,144,050 as of July 1, 2021, the MSA represents 57 percent of Georgia's population. It covers the spectrum of community types, from its urban core, to the surrounding suburban counties, followed by an outer ring of more rural towns and counties.

ARC is the regional planning and inter-governmental coordination agency for the 11-county Atlanta region, as well as the federally-designated Metropolitan Planning Organization for the 20-county region. ARC helps the region's leadership focus attention, collaboration, and resources on critical issues affecting our collective future. The agency is well accustomed to working with varying geographies to address regional issues and has brought its experience convening diverse perspectives to develop this PCAP and its strategies that will be effective across the MSA.

The scope of the PCAP is focused on laying the necessary groundwork in preparation for potential Phase 2 CPRG Implementation Grant applications due to EPA on April 1, 2024. Therefore, the PCAP does not represent an exhaustive list of measures that are needed to meet the MSA's GHG reduction goals. Omission from the PCAP does not negate the importance of that work but rather indicates that it may not align as closely to the EPA guidance for Phase 2. Beyond the PCAP, ARC is working towards the next deliverable, the CCAP. More information on the CCAP can be found in the "Next Steps" section of this document.

1.4 Approach to Developing the PCAP

This PCAP is built upon the existing climate-related work of ARC, including the Green Communities program, Livable Centers Initiative, and the ongoing transportation planning and policy work undertaken by the Metropolitan Transportation Plan (MTP), as well as the climate, clean energy, and sustainability work of many of metro Atlanta's local governments. In February 2024, ARC completed the MTP process required by law. The MTP is a long-range blueprint that details the investments that will be made through 2050 to ensure metro Atlanta's future success and improve the region's quality of life. Three of the four near-term initiatives outlined in the plan have climate-mitigating impacts:

- Mobility plans addressing freight, electrification, and access to health services, among others;
- Environmental plans related to carbon reduction and GHG emissions;
- Understanding disruptive and transformative technologies.

In addition to ARC's climate-related plans, the PCAP process analyzed GHG inventories and GHG mitigation strategies from several local government plans as well as Drawdown Georgia, a statewide initiative working to catalyze a Georgia beyond carbon. The local government plans and initiatives reviewed include:

- City of Atlanta Clean Energy Plan
- City of Atlanta Climate Action Plan
- City of Chamblee Sustainability Plan
- City of Decatur Clean Energy Plan
- City of Decatur 2020 Strategic Plan
- City of Woodstock 2020 Sustainability Plan
- Cobb County Sustainable Practices Policy
- DeKalb County Green Focus Energy Website
- Fulton County Sustainability Plan
- Gwinnett County Sustainable Community Policies

Development of the PCAP prioritized programs and initiatives best aligned for CPRG implementation funding. This follows guidance from EPA. The PCAP also prioritizes measures and actions that:

- Have existing authority to implement;
- Have ability to achieve quantifiable GHG reductions in the next five years
- Have clear co-benefits; and
- Are ready for implementation.

The PCAP also includes measures that could be scaled to benefit multiple communities throughout the MSA, particularly in or near LIDACs as defined by EPA. The intention of the PCAP is to be all-encompassing and provide necessary ambiguity that allows for local adaptations regarding projects that can help reduce GHGs, improve carbon sinks, and provide additional benefits. The inclusion of or reference to specific projects does not favor specific projects over others that may not be included or referenced.

ARC used feedback from a series of online stakeholder webinars, one-on-one conversations with stakeholders, existing community events, and online surveys to inform this plan. Other state agencies and local jurisdictions provided input and shaped the PCAP as well. ARC also collaborated with the Georgia Environmental Protection Division (EPD) Air Protection Branch to align goals and avoid duplication of actions since EPD is leading the State's CPRG effort A more comprehensive description of engagement activities that have supported the development of this PCAP can be found in the Stakeholder Engagement Activities Summary in Appendix A.

2 PCAP Elements

The main elements included in this PCAP are:

- A simplified GHG inventory;
- Quantified GHG reduction measures;
- A LIDAC benefits analysis;
- A review of authority to implement;
- A Workforce Planning discussion; and
- Next steps.

Each element is outlined in the sections that follow.

2.1 Greenhouse Gas Inventory

Scope, Data, and Methods

ARC's simplified GHG inventory captures emissions within the 29-county Atlanta MSA for the 2019 base year. It quantifies direct emissions from the residential, commercial, industrial, transportation, and agriculture sectors, and indirect emissions associated with electricity consumed in the residential, commercial, and industrial sectors. While data limitations prevent direct inclusion of the waste sector, its emissions are included for reference and estimated to be accounted for within the commercial and industrial sectors.

ARC's GHG inventory utilizes Drawdown Georgia's GHG Emissions Tracker for sector-specific data. Drawdown Georgia's GHG Tracker expresses GHG emissions in metric tons of carbon dioxide equivalent ($CO2_e$) units. This standardized unit ensures consistent comparisons across various GHGs.

Measuring and Reporting Greenhouse Gases

Different types of GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, SF_6, NF_3, etc.) have different global warming potentials (GWP). GWPs were developed to allow comparisons of the warming impacts of different GHGs. A GWP measures how much energy the emissions of 1 ton of a gas will absorb over a given time, relative to the emissions of 1 ton of carbon dioxide. The larger the GWP, the more that gas warms the Earth compared to CO2 over the given time. GWPs allow for a common unit of measurement across all GHGs, regardless of their radiative efficiency or lifespan in the atmosphere. GWPs are used to convert emissions of all GHGs into CO2 equivalent (CO2e). The conversion used is emissions of the gas multiplied by its GWP. Throughout this PCAP, emissions are measured by the weight of the gas emitted in metric tons (MT) carbon dioxide equivalent (MTCO2e).

GHG Emission Results by Sector and Gas

In 2019, the Atlanta MSA generated approximately 75,361,851 metric tons of carbon dioxide equivalents (MTCO2e). Within the MSA, approximately 4,914,770 MTCO2e were removed from the atmosphere in 2019 via forest uptake and wood sequestration, resulting in a net GHG emissions of 70,447,080 MTCO2e. The three largest sources of GHG emissions in 2019 were buildings (commercial and residential combined), transportation, and industrial buildings/processes, which collectively account for 99 percent of the gross GHG generated by the Atlanta MSA. 2020 per capita net GHG emissions for the MSA are estimated to be 11.54 MTCO2e. Table 1 and Figures 2 - 4 summarize 2019 Atlanta MSA GHG emissions by source category. Electricity consumption is broken out for Commercial, Residential, and Industrial to show the impact it has on GHG emissions for those sectors.

Table 1 - Atlanta MSA 2019 GHG baseline emissions in metric tons CO_2e by Economic Sector

Sector	Total ($MTCO_2e$)	Percent of Total Emissions
Agriculture	**727,762**	**1%**
Transportation	**30,689,454**	**41%**
Commercial and Residential Total (including consumed electricity)	6,879,654 **(33,655,909)**	9% **(44%)**
Industrial (including consumed electricity)	2,579,471 **(10,288,727)**	3% **(14%)**
Commercial (including consumed electricity)	2,033,703 (15,323,910)	3% (20%)
Residential (including consumed electricity)	4,845,951 (18,331,998)	6% (24%)
Consumed Electricity (captured above, not included separately in Total Emissions)[1*]	34,485,510	46%
Waste[2*]	1,781,860	
Total Emissions (Sources)[3*]	**75,361,851**	**100%**
Forest Uptake and Wood Sequestration	-4,914,770	**---**
Net Emissions (Sources and Sinks)	**70,447,080**	---

1 *Consumed Electricity represents indirect GHG emissions associated with electricity purchased and used within Commercial, Residential, and Industrial sectors.*
2 *Waste values are included for reference. Values were calculated from waste facilities in the industry and commercial sectors and are excluded from table totals.*
3 *Total emissions calculated using the values from the bolded lines above*

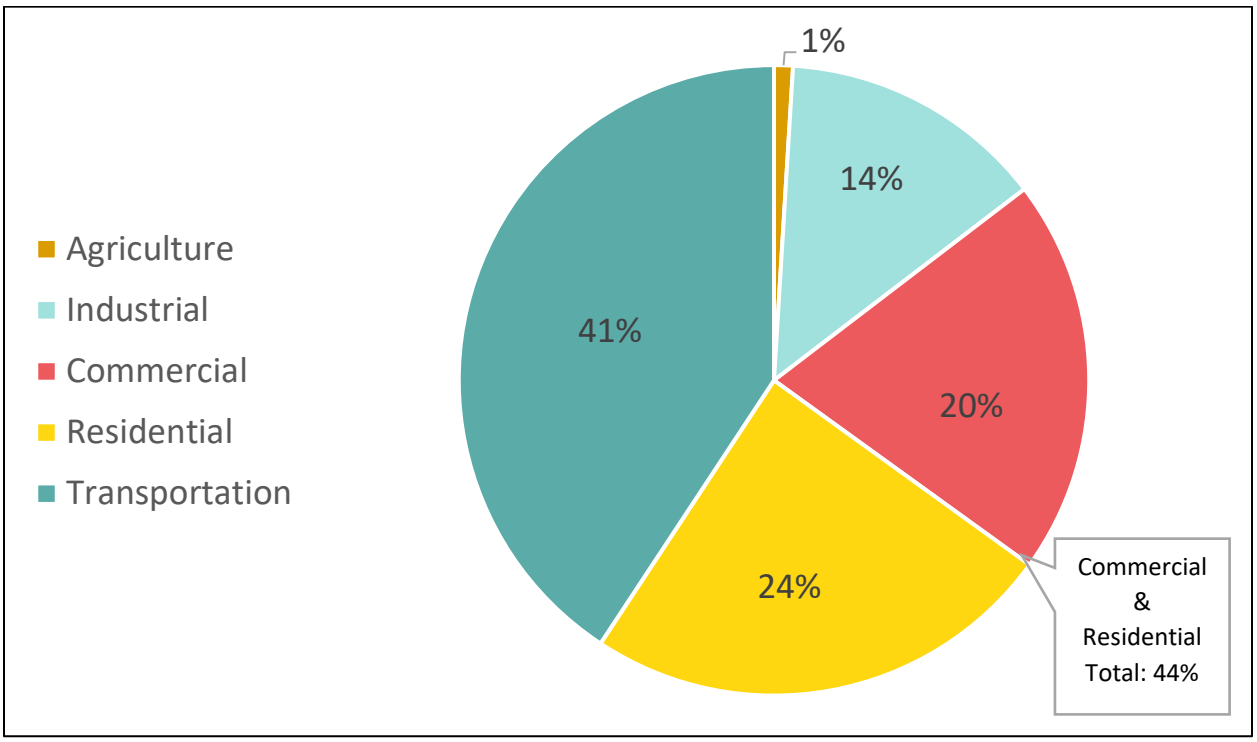


Figure 2 - Atlanta MSA 2019 GHG Baseline Emissions by Economic Sector (Consumed Electricity within sectors)

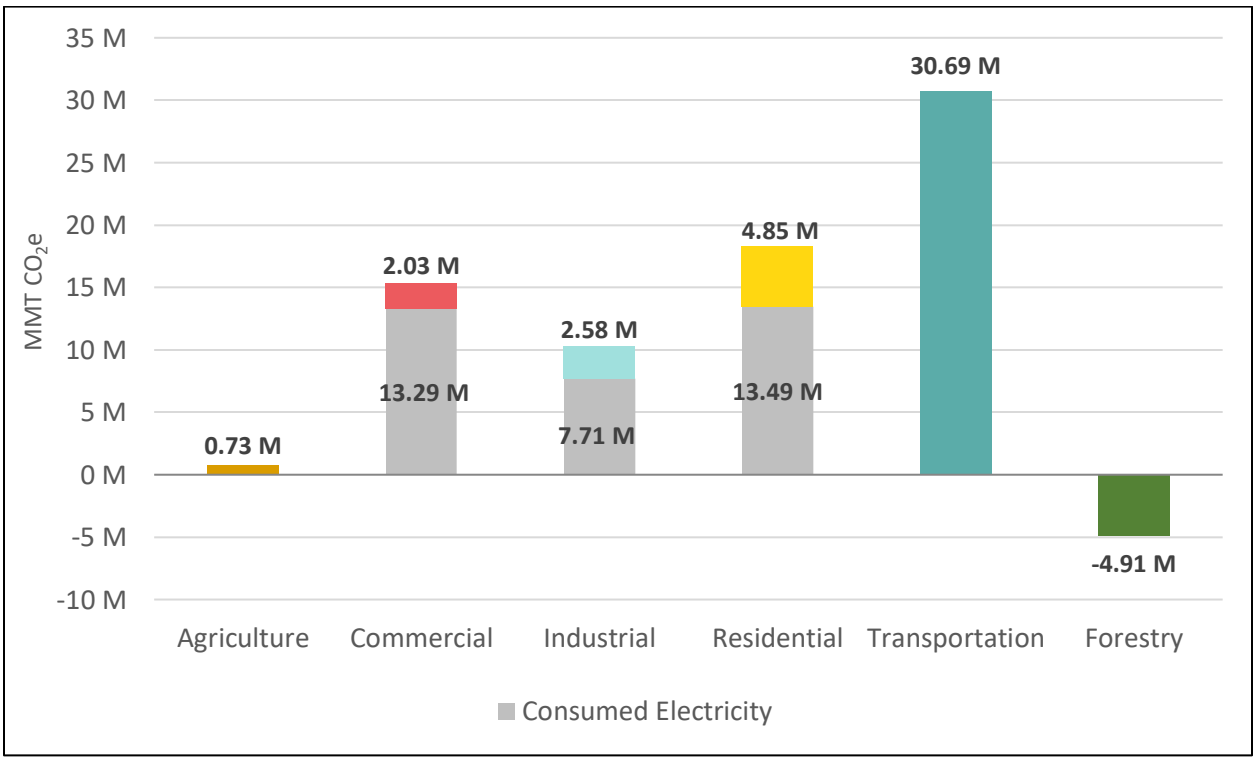


Figure 3 - Atlanta MSA 2019 GHG Baseline Emissions by Economic Sector

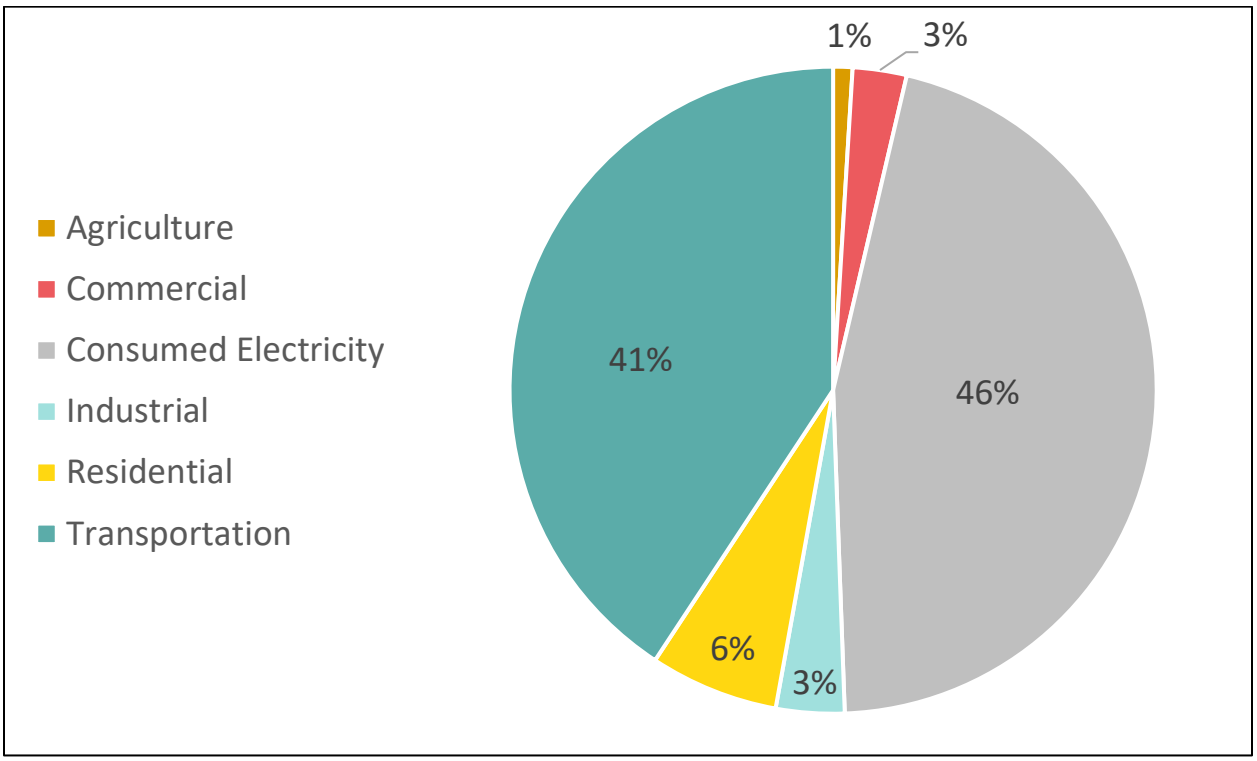


Figure 4 - Atlanta MSA 2019 GHG Baseline Emissions by Economic Sector (Consumed Electricity separate)

Further information on the scope, methodology, and results of the Atlanta MSA PCAP GHG inventory can be found in the GHG Inventory Technical Support Document included as Appendix B of this plan.

2.2 GHG Reduction Measures

The Atlanta MSA GHG emissions inventory shows that the highest contributing sectors are transportation, buildings (residential, commercial, and industrial), and waste. Therefore, this PCAP focuses on GHG emissions from these sectors.

EPA seeks ambitious measures that will achieve significant cumulative GHG reductions by 2030 and beyond, measures that will achieve substantial community benefits, and measures that can be scaled up across multiple jurisdictions.

This section identifies "priority measures" for the sole purpose of pursuing funding through CPRG Phase 2 implementation grants. This list is not exhaustive of all measures that could potentially reduce GHG; rather, the priority measures included in this PCAP meet the following criteria, as stated in the CPRG Phase 2 Notice of Funding Opportunity:

- The measure is implementation- ready, meaning that the design work for the policy, program, or project is complete enough that a full scope of work and budget can be included in a CPRG implementation grant application.

- The measure can be completed in the near term, meaning that all funds will be expended, and the project completed, within the five-year performance period for the CPRG implementation grants.
- The measure has positive impacts on LIDACs.

Table 1 summarizes this PCAP's priority measures by sector, and it includes example projects submitted by respondents to emission reduction measure identification surveys.

Table 2 - Atlanta MSA Priority GHG Reduction Measures

Strategy	Sector	Example Projects
Electrify Fleets	Transportation	Local Government Fleet Transition: Fossil Fuel to Electric Vehicle (EV) University Fleet Transition Facilities to Maintain EV Fleets
Expand EV Charging Infrastructure	Transportation	Local Government Community-Wide EV Charging Stations Charging Stations for Fleets Seed Funding for EV Charging Stations
Incentivize Use of Electric Bikes (E-Bikes)	Transportation	Regional E-Bike Rebate Program
Encourage Transportation Mode Shifts	Transportation	Universal Mobility Wallet Multiuse Trail Construction
Transition to Energy Efficient Transit Railcars	Transportation	MARTA Railcar Replacement Program
Convert Fleet Vehicles from Diesel to Cleaner Fuels	Transportation	Local Government Fleet Transition: Diesel to Propane
Electrify Buildings	Buildings	Electrification of Heating/Cooling Systems Home Electrification Program

Increase Energy Efficiency in Industrial and Commercial Buildings (including Multifamily)	Buildings	Energy Audit & Energy Retrofits Commercial Building Energy Benchmarking Ordinance Sustainable Building Ordinance for Local Government Buildings Building Performance Standards
Increase Energy Efficiency in Single Family Homes	Buildings	Residential Weatherization & Energy Retrofits
Increase Use of Solar Photovoltaics (PV)	Buildings	Solar-Powered Central Energy Plant Solar PV on Local Government Facilities & University Campuses Solar Panels on Homes Seed Funding for Solar PV Installation
Increase Community-Based Solar	Buildings	Distributed Energy Grants for Municipal Utilities & Energy Co-Ops Roadside Community Solar Seed Funding for Community Solar
Increase Use of Wastewater Biogas to Energy	Waste Management	Regional Organics Energy Center for Integrated Biosolids and Zero Waste
Increase Diversion of Waste from Landfills	Waste Management	Zero Waste University Campus Landfill Diversion Program Community Composting Circular Economy Development Program
Increase Local Government Adoption of Climate Mitigating Policies, Ordinances, and Programs	All Sectors	Enhanced Green Communities Program

In the remainder of this section, additional details about each priority measure are described, including:

- Applicable sector (e.g. transportation, waste management, buildings, etc.)
- Estimate of quantifiable GHG emissions reductions (through 2030 & 2050)
- Co-benefits
- Implementing agency or agencies
- Implementation schedule and milestones
- Geographic location
- Metrics for tracking progress

GHG emissions reductions for priority measures are quantified based on the corresponding outputs those actions could reasonably be expected to produce. The GHG emissions reductions stated in each of the following measures are estimates based on available data and tools, which may be subject to revisions or updates as needed. The GHG Reduction Technical Support Document details all assumptions, tools, citations, datasets, and methods used to estimate and quantify GHG emissions. This can be found in Appendix C.

While a measure may be referenced within only one specific sector many measures have co-benefits and could impact GHG emissions across several sectors.

The priority measures are meant to cover a broad array of strategies and projects that were captured through extensive outreach to solicit input for inclusion in this PCAP. ARC and the State circulated Emission Reduction Measure Identification surveys to capture ideas and specific details about potential projects that may be submitted for CPRG implementation grant funding. However, not being included specifically in the example list of projects does not exclude the project from being relevant to one or more of the priority measures in this plan.

Transportation Measures

The transportation sector is the second largest source of GHGs in the Atlanta MSA, contributing 41 percent of the overall emissions. Additionally, this sector also contributes to localized criteria pollutants, such as fine particulate matter and nitrogen oxides, and toxic air pollutants such, as diesel particulate matter, that represent an on-going public health challenge for communities nearest to roadways.

Measures that will reduce GHG emissions and improve health impacts include: electrifying fleets, expanding EV charging infrastructure, incentivizing use of electric bikes, encouraging transportation mode shifts, switching to energy efficient transit railcars, and converting fleet vehicles from diesel to cleaner fuels.

Table 3 - GHG Reduction Measure: Electrify Fleets

Electrify Fleets	
The electrification of fleet vehicles is a key strategy for organizations to reduce GHG emissions and promote a cleaner, more sustainable transportation system. Fleet electrification can encompass a wide range of vehicles and equipment, such as sedans, light-duty trucks, maintenance vehicles, sanitation trucks, transit and school buses, heavy-duty and medium-duty trucks, construction equipment, and landscaping and maintenance equipment. When transitioning fleets to EVs, it is important to upgrade the facilities and equipment needed to charge and maintain the EV fleet. Maintenance and charging needs should be considered and included in project plans and budgets.	**GHG Reduction Potential:** • 646,800 MTCO2e through 2030 • 12,700,000 MTCO2e through 2050 **Co-Benefits:** • Improved air quality: Zero tailpipe GHG emissions and zero criteria air pollutants (NOx and PM 2.5) • Public health benefits: Improved air quality will lead to reduced asthma, heart attacks, and strokes, especially in LIDAC communities who are at greater risk due to increased exposure. • Reduced noise pollution: EVs are quieter that combustion vehicles. • Lower lifetime costs: Fewer parts than combustion vehicles. Electricity costs less than gasoline and diesel. **Implementation:** • Potential Implementing Agencies: Local governments, Transit agencies, Universities and colleges • Estimated Implementation Schedule and Milestones: Implementation Funding Proposal Submitted: April 1, 2024 CPRG Funding Awarded by EPA: August 2024 Project Implemented: September 2024 – September 2029 **Geographic Location:** Atlanta MSA **Metrics for Tracking Progress:** • Number of fleet vehicles transitioned from combustion to EV • Amount of GHG emissions eliminated • Amount of criteria air pollutants eliminated

Table 4 - GHG Reduction Measure: Expand EV Charging Infrastructure

Expand EV Charging Infrastructure

EV charging infrastructure is growing within the Atlanta MSA but is not always readily accessible outside of major corridors. Increasing the number of EV chargers that are available within the MSA supports the growing number of EV drivers and allays range-anxiety fears that discourage some consumers from switching to EVs.

Additionally, transitioning local government, transit, and university fleets to EVs will also require EV charging stations. Some of these chargers may be positioned and configured to allow for public charging as well, especially during times when they are not being used by public agencies.

GHG Reduction Potential:

- 0 MTCO2e through 2030
- +3,200 MTCO2e through 2050

Note: The EV charging infrastructure measure resulted in increased GHG emissions in the long-term (2025-2050) due to the manufacturing and utilization of EV chargers. The reduction in GHG emissions from adoption of EV vehicles is captured in the EV Fleet Transition measure.

Co-Benefits:

- Improved air quality: Zero tailpipe GHG emissions and zero criteria air pollutants (NOx and PM 2.5)
- Public health benefits: Improved air quality will lead to reduced asthma, heart attacks, and strokes, especially in LIDACs who are at greater risk due to increased exposure.
- Access to chargers in LIDAC communities: charger placement within LIDAC areas will be prioritized in many projects.

Implementation:

- Potential Implementing Agencies:
  Local governments, Transit agencies, Universities and colleges
- Estimated Implementation Schedule and Milestones:
  Implementation Funding Proposal Submitted: April 1, 2024
  CPRG Funding Awarded by EPA: August 2024
  Project Implemented: September 2024 – September 2029

Geographic Location: Atlanta MSA

Metrics for Tracking Progress:

- Number and type of EV chargers installed
- Number and type of EV chargers installed in LIDAC areas
- Amount of GHG emissions eliminated

Table 5 - GHG Reduction Measure: Expand Use of Electric Bikes

Incentivize Use of Electric Bikes

Since 2019, E-bikes have emerged as the one of the most popular mobility options in the United States, outpacing electric car sales. Sales topped $1.3 billion in 2022. E-bikes can replace short car trips and transport cargo or children efficiently.

An E-Bike is a two- or three-wheeled bicycle that is equipped with a small, rechargeable battery-powered electric motor to assist while the rider pedals. Some models have throttles that can be used without pedaling up to 20 mph. Range varies anywhere from 20 miles to 50 miles or more per charge. A special license or registration is not required to operate.

When transitioning from cars to E-Bikes, it is important to consider charging needs, safety equipment and training, locations for secure locking/storage, as well as usefulness as a last-mile option to/from transit. These considerations may be included in project plans and budgets.

GHG Reduction Potential:

- 1,900 MTCO2e through 2030
- 13,200 MTCO2e through 2050

Co-Benefits:

- Improved air quality: E-Bikes, and especially e-cargo bikes, are a proven replacement for short car trips, which can lower GHG emissions and zero criteria air pollutants (NOx and PM 2.5)
- Public health benefits: E-Bikes require exercise to use, and often lead to longer bike trips. This may improve long-term cardiovascular health for users.
- Reduced noise pollution: E-Bikes are significantly quieter that combustion vehicles.
- Lower lifetime costs: E-Bikes are cheaper to own and operate and maintain than an automobile, and they reduce future road maintenance costs for municipalities.

Implementation:

- Implementing Agencies:
  ARC, Local Governments, Local Bike Shops
- Estimated Implementation Schedule and Milestones:
  Implementation Funding Proposal Submitted: April 1, 2024
  CPRG Funding Awarded by EPA: August 2024
  Project Implemented: September 2024 – September 2029

Geographic Location: Atlanta MSA

Metrics for Tracking Progress:

- Number of e-bikes purchased through the program
- Number of low-income users purchasing e-bikes
- Amount of GHG emissions eliminated
- Amount of criteria air pollutants eliminated

Table 6 - GHG Reduction Measure: Encourage Transportation Mode Shifts

Encourage Transportation Mode Shifts	
Mode shift from single occupancy vehicle trips to more sustainable modes, such as transit, biking, and walking, is a key method to reduce GHGs. Incentivizing transit use through reduced or free transit passes can generate these benefits throughout the region, especially within the MARTA service area. Providing multiuse paths that link people to transit stations, neighborhoods, and retail can make it easier for them to choose biking or walking over a car. These kinds of incentives can lead residents to choose walking, biking, and transit over driving alone due to the lower cost, lower stress, and environmental benefits. Residents who already ride transit services may utilize the systems more often due to the cost burden being reduced or removed. This can create a virtuous cycle of increased ridership, increased federal funding for transit, and sustained public support for these systems.	**GHG Reduction Potential:** • 17,100 MTCO2e through 2030 • 74,300 MTCO2e through 2050 **Co-Benefits:** • Improved air quality: Zero tailpipe GHG emissions and zero criteria air pollutants (NOx and PM 2.5) • Public health benefits: Improved air quality will lead to reduced asthma, heart attacks, and strokes, especially in LIDACs who are at greater risk due to increased exposure. • Cost-savings: There can be significant cost-savings for people who shift from driving to walking, biking, or transit. • Transit funding: Increased transit ridership can pull down more federal formula dollars for regional transit agencies. **Implementation:** • Implementing Agencies: Local governments, Transit agencies, ARC • Estimated Implementation Schedule and Milestones: Implementation Funding Proposal Submitted: April 1, 2024 CPRG Funding Awarded by EPA: August 2024 Project Implemented: September 2024 – September 2029 **Geographic Location:** Atlanta MSA **Metrics for Tracking Progress:** • Miles of new multiuse paths created • Number of users who receive transit subsidies • Number of new riders who choose transit over driving alone • Amount of GHG emissions eliminated • Amount of criteria air pollutants eliminated

Table 7 - GHG Reduction Measure: Transition to Energy Efficient Transit Railcars

Transition to Energy Efficient Transit Railcars	
The Metropolitan Atlanta Rapid Transit Authority (MARTA) has begun to transition its older fleet of railcars to newer, more energy efficient rail cars. Additional funding is needed to aid in a more rapid transition, leading to GHG reduction at a quicker pace. Compared to the legacy fleet of trains, the new MARTA fleet will boast 70-80% of additional energy efficiency. That means the cars use, on average, 70% less energy with much higher level of performance. The new traction motors and converters will be nearly 50% more efficient than old ones. Unlike the older equipment's brake resistors, which dissipate energy as heat, the new fleet is equipped with regenerative braking, which can capture 60-70% of the energy of braking. MARTA's new cars will use regenerative breaking and feed that energy back into the system approximately 90 % of the time.	**GHG Reduction Potential:** • 37,000 MTCO2e through 2030 • 139,500 MTCO2e through 2050 **Co-Benefits:** • Cooler temperatures: Heat dissipation from braking is reduced and therefore not contributed to ambient air temperature heat island effect. • Better rider experience: The new cars will be equipped with WIFI, charging stations, wider aisles, and will be easily accessible for persons with reduced mobility. **Implementation:** • Potential Implementing Agencies: MARTA • Estimated Implementation Schedule and Milestones: Implementation Funding Proposal Submitted: April 1, 2024 CPRG Funding Awarded by EPA: August 2024 Project Implemented: September 2024 – September 2029 **Geographic Location:** MARTA Service Area (Fulton, DeKalb, and Clayton Counties) **Metrics for Tracking Progress:** • Number of new energy efficient transit railcars put into service • Amount of GHG emissions eliminated

Table 8 - GHG Reduction Measure: Convert Fleet Vehicles from Diesel to Cleaner Fuels

Convert Fleet Vehicles from Diesel to Cleaner Fuels	
According to the Department of Energy's Alternative Fuels Data Center, "compared with vehicles fueled by conventional diesel and gasoline, propane vehicles can produce lower amounts of some harmful air pollutants and greenhouse gases. Propane fuel has a lower carbon content than conventional gasoline and diesel fuel." In some instances, local governments and other organizations that require light-, medium-, and heavy-duty vehicles for their specific operational needs may choose to convert their fleets from conventional fuels to propane, especially if their budget or infrastructure cannot accommodate conversion to EVs.	**GHG Reduction Potential:** • 24,700 MTCO2e through 2030 • 180,400 MTCO2e through 2050 **Co-Benefits:** • Improved air quality: Lower tailpipe criteria air pollutants (NOx and SOx) • Public health benefits: Improved air quality will lead to reduced asthma, heart attacks, and strokes, especially in LIDAC communities who are at greater risk due to increased exposure. • Ease of operation: Propane vehicles are fueled and operated more similarly to gas vehicles, so driving and upkeep are an easy shift for operators. • Lower cost & petroleum use potential: Propane typically costs less than gas, therefore the return on investment can be quicker than that of a conventional vehicle purchase. When derived as a byproduct of natural gas production, propane reduces petroleum use by 99%. **Implementation:** • Potential Implementing Agencies: Local governments, Transit agencies, Universities and colleges • Estimated Implementation Schedule and Milestones: Implementation Funding Proposal Submitted: April 1, 2024 CPRG Funding Awarded by EPA: August 2024 Project Implemented: September 2024 – September 2029 **Geographic Location:** Atlanta MSA **Metrics for Tracking Progress:** • Number of fleet vehicles transitioned from combustion to propane • Amount of GHG emissions eliminated • Amount of criteria air pollutants eliminated

Buildings Measures

The buildings sector – a combination of commercial and residential sectors – is the largest source of GHGs in the Atlanta MSA, contributing 44 percent, including the electricity buildings consumed. When such electricity is not included, buildings contribute 9 percent of the overall GHG emissions. Including the industrial sector (buildings and processes) into the mix brings these numbers to 58 percent and 12 percent respectively.

Heating and cooling buildings accounts for a substantial portion of the energy consumed and of emissions contributed. Funding is needed to encourage the electrification of buildings as well as to incentivize energy efficiency improvements via building weatherization, energy audits, upgraded appliances, and retrofitting building systems, energy benchmarking, and building performance standards. Funding to incentivize users to switch to renewable energy, such as rooftop solar and community solar, is also needed to reduce the GHG emissions contributed by the buildings sector.

Substantial co-benefits can also be realized from improving the energy efficiency of buildings and switching to renewable sources of energy, including reductions in air pollution leading to public health benefits, cost savings from reduced energy use, indoor air quality improvements, increased comfort in cold and warm seasons, and job creation.

Measures that will reduce GHG emissions and improve health impacts include electrifying buildings, increasing energy efficiency in industrial and commercial buildings (including multifamily), increasing energy efficiency in single family homes, increasing the use of solar PVs, and increasing community-based solar.

Table 9 - GHG Reduction Measure: Electrify Buildings

Electrify Buildings	
Increasing the use of electricity, instead of fuels like oil or gas, in buildings, appliances, heating systems, and other machines is a key strategy for organizations to reduce GHG emissions and promote a cleaner, more sustainable built environment over time. Electrifying buildings may encompass retrofitting existing building systems and appliances from fossil fuel-based to electricity-based (fuel switching) and gradually transitioning new construction to all-electric. It is important to note that as the electricity grid decarbonizes, the GHG impact of all-electric buildings will continue to decrease.	**GHG Reduction Potential:** • 1,500,000 MTCO2e through 2030 • 21,000,000 MTCO2e through 2050
	Co-Benefits: • Improved air quality: Air quality for individuals working/living in and around the fossil-fueled based systems is improved by switching to electric systems, especially when paired with renewable energy. • Public health benefits: Improved air quality will lead to reduced asthma, heart attacks, and strokes. • Reduced noise pollution: Electric systems tend to be quieter than fuel-based systems. • Safer: Decreasing the demand for natural gas lines to/within buildings also eliminates the risks from fire, explosion, and carbon monoxide poisoning.
	Implementation: • Potential Implementing Agencies: Local governments, Universities and colleges, Building owners, ARC • Estimated Implementation Schedule and Milestones: Implementation Funding Proposal Submitted: April 1, 2024 CPRG Funding Awarded by EPA: August 2024 Project Implemented: September 2024 – September 2029
	Geographic Location: Atlanta MSA
	Metrics for Tracking Progress: • Number of heating/cooling systems switched to electric • Number and type of appliances switched to electric • Number of building electrification codes/ordinances adopted • Amount of GHG emissions eliminated

Table 10 - GHG Reduction Measure: Increase Energy Efficiency in Industrial & Commercial Buildings

Increase Energy Efficiency in Industrial & Commercial Buildings (including Multifamily)	
According to the Department of Energy's Office of Energy Efficiency and Renewable Energy, "energy efficiency is the use of less electricity to perform the task or produce the same result. Energy-efficient homes and buildings use less energy to heat, cool, and run appliances and electronics, and energy-efficient manufacturing facilities use less energy to produce goods." Energy-efficient buildings use less electricity, which is often derived from high GHG emitting fossil fuels. Energy-efficient buildings are also better equipped to switch to renewable energy, such as solar PV, which does not produce GHG emissions or criteria air pollutants.	**GHG Reduction Potential:** • 4,700,000 MTCO2e through 2030 • 58,700,000 MTCO2e through 2050
	Co-Benefits: • Improved air quality: Fewer GHG emissions and criteria air pollutants produced as a result of less electricity used by the buildings. • Public health benefits: Improved air quality will lead to reduced asthma, heart attacks, and strokes, especially in LIDACs who are at greater risk due to increased exposure. • Increased comfort: Insulation installed during energy retrofits can also result in increased indoor comfort during cold and hot seasons. • Lower energy costs: The more energy saved through efficiency measures, the lower the electricity bill, especially impactful for LIDAC areas who often experience increased energy burden. • Less Load on the Electric Grid: Energy-efficiency reduces amount of electricity on the grid at one time, known as load, minimizing congestion and stress on the electric grid. Less load prevents power disruptions.
	Implementation: • Potential Implementing Agencies: Local governments, Transit agencies, Universities and colleges, Building owners, ARC • Estimated Implementation Schedule and Milestones: Implementation Funding Proposal Submitted: April 1, 2024 CPRG Funding Awarded by EPA: August 2024 Project Implemented: September 2024 – September 2029
	Geographic Location: Atlanta MSA
	Metrics for Tracking Progress: • Number and type of buildings implementing energy efficiency retrofits • Number and type of buildings adopting building performance standards • Amount of GHG emissions eliminated • Amount of criteria air pollutants eliminated

Table 11 - GHE Reduction Measure: Increase Energy Efficiency in Single Family Homes

Increase Energy Efficiency in Single Family Homes	
Local governments can reduce energy consumption in their jurisdictions and help homeowners save on their energy bills, and lower greenhouse gas emissions with residential energy efficiency policies and programs. Energy-efficient homes are better equipped to switch to renewable energy, such as solar PV. Communities can adopt a range of policies and programs to encourage energy efficiency in new construction, existing homes, and new homes. To support the programs, local governments can develop financing options to help lower the cost of making energy efficiency improvements in new or existing homes, coordinate with electric and gas utilities, regional energy efficiency organizations, trade groups (e.g., home builders, home energy raters, contractors, energy services companies, etc.), product retailers, and others to share information and leverage existing efforts. For the purposes of this PCAP, residential energy efficiency programs may include, but is not limited to residential weatherization and energy retrofits to existing homes.	**GHG Reduction Potential:** • 100 MTCO2e through 2030 • 9,900 MTCO2e through 2050 **Co-Benefits:** • Improved air quality: Fewer GHG emissions and criteria air pollutants produced as a result of less electricity used by the buildings. • Public health benefits: Improved air quality will lead to reduced asthma, heart attacks, and strokes, especially in LIDACs who are at greater risk due to increased exposure. • Increased comfort: Insulation installed during energy retrofits can also result in increased indoor comfort during cold and hot seasons. • Lower energy costs: The more energy saved through efficiency measures, the lower the electricity bill, especially impactful for LIDAC areas who often experience increased energy burden. • Less load on the electric grid: Energy efficiency reduces amount of electricity on the grid at one time, known as load, minimizing congestion and stress on the electric grid. Reduced power load prevents power disruptions. **Implementation:** • Potential Implementing Agencies: Local governments, Transit agencies, Universities and colleges, Building owners, ARC • Estimated Implementation Schedule and Milestones: Implementation Funding Proposal Submitted: April 1, 2024 CPRG Funding Awarded by EPA: August 2024 Project Implemented: September 2024 – September 2029 **Geographic Location:** Atlanta MSA **Metrics for Tracking Progress:** • Number and type of buildings implementing energy efficiency retrofits • Number and type of buildings adopting building performance standards • Amount of GHG emissions eliminated • Amount of criteria air pollutants eliminated

Table 12 – GHG Reduction Measure: Increase Use of Solar Photovoltaics

Increase Use of Solar Photovoltaics	
According to the Department of Energy's Office of Energy Saver, "solar energy is sustainable, renewable, and plentiful. As the cost of using solar to produce electricity goes down each year, many American homes and businesses are increasingly switching to solar." By increasing the use of solar PV (also known as solar panels) as a source of renewable energy across the Atlanta MSA, GHG emissions will be significantly reduced. For the purposes of this PCAP, solar PV use may include, but is not limited to solar-powered central energy plants; solar PV on local government facilities & university campuses; solar panels on single- and multifamily-homes; seed funding for solar PV installation on local government facilities. Solar PV systems may be installed with or without battery storage.	**GHG Reduction Potential:** • 1,800,000 to 17,500,000 MTCO2e through 2030 • 3,400,000 to 40,900,000 MTCO2e through 2050 **Co-Benefits:** • Improved air quality: Zero GHG emissions and zero criteria air pollutants (NOx, SOx, and PM 2.5) compared to fossil-fuel based electricity sources. • Public health benefits: Improved air quality will lead to reduced asthma, heart attacks, and strokes, especially in LIDACs who are at greater risk due to increased exposure. • Reduced water consumption: Because they do not require water to create energy, such as through steam or cooling processes, solar panels are a long-term water saving solution. This is especially important to the Atlanta MSA. • Decreased electric bills: The more energy by solar PV, the lower the electricity bill, especially impactful for LIDAC areas who often experience increased energy burden. • Increased property values: Solar panels are viewed as upgrades, like a renovated kitchen or a finished basement, so purchasing a solar PV system will likely increase a building's value. **Implementation:** • Potential Implementing Agencies: Local governments, Transit agencies, Universities and colleges, Building owners, ARC • Estimated Implementation Schedule and Milestones: Implementation Funding Proposal Submitted: April 1, 2024 CPRG Funding Awarded by EPA: August 2024 Project Implemented: September 2024 – September 2029 **Geographic Location:** Atlanta MSA **Metrics for Tracking Progress:** • Number and size of solar PV systems installed • Amount of GHG emissions eliminated • Amount of criteria air pollutants eliminated

Table 13 – GHG Reduction Measure: Increase Community Based Solar

Increase Community-Based Solar

According to the National Community Solar Partnership, "community solar as any solar project or purchasing program, within a geographic area, in which the benefits of a solar project flow to multiple customers such as individuals, businesses, nonprofits, and other groups. Community solar programs make solar more accessible, particularly to those with low-to-moderate incomes, renters, and other community members for whom traditional rooftop solar is unavailable. Rather than putting solar on their own home or building, community solar allows energy users to subscribe to a shared system of solar panels, often located within their community."

For the purposes of this PCAP, community solar might encompass, but is not limited to, distributed energy grants for municipal utilities & energy co-ops; roadside community solar installations; and seed funding for community solar.

GHG Reduction Potential:

- 1,200,000 MTCO2e through 2030
- 4,500,000 MTCO2e through 2050

Co-Benefits:

- Improved air quality: Creating energy from clean, renewable sources like solar leads to improved air quality.
- Public health benefits: Improved air quality leads to reduced asthma, heart attacks, and strokes, especially in LIDAC residents who are at greater risk due to increased exposure.
- Lower electricity costs: Community solar that is offered for purchase on electricity bills is cheaper to produce and should lead to lower energy bills. This is especially important in reducing the energy burden on LIDAC residents.
- Pollinator habitat and improved water quality: Growing pollinator-friendly plants under community solar installations can provide habitat for birds, bees, butterflies, and other beneficial insects. Such plantings can also increase stormwater infiltration and prevent runoff and soil erosion.

Implementation:

- Potential Implementing Agencies:
  Local governments, Departments of Transportation, Nonprofit organizations
- Estimated Implementation Schedule and Milestones:
  Implementation Funding Proposal Submitted: April 1, 2024
  CPRG Funding Awarded by EPA: August 2024
  Project Implemented: September 2024 – September 2029

Geographic Location: Atlanta MSA

Metrics for Tracking Progress:

- Number of community solar projects installed
- Number of community solar subscribers
- Amount of GHG emissions eliminated
- Amount of criteria air pollutants eliminated

Waste Management Measures

The waste management sector contributes approximately 1,781,860 MTCO2e of GHG emissions within the Atlanta MSA. While this is a small amount compared to Transportation and Buildings, emissions from this sector have been growing over time. There are readily available ways that can reduce GHG emissions from this sector, such as food waste recovery; community composting programs; diverting household, commercial, and construction waste from landfill; reducing the consumption of single-use plastics; and using biogas from the wastewater treatment process to create energy.

Potential co-benefits from these actions include an increase in available free/low-cost compost to farmers and urban gardens; use of biogas to energy offsets the amount of energy purchased to operate wastewater treatment plants, resulting in lower energy costs and potential income if it is sent to the electric grid; less plastic waste along roadsides and in streams extended landfill life, which prevents the need for new landfills that are often sited near LIDACs.

Measures that will reduce GHG emissions and provide community benefits include but are not limited to increasing usage of wastewater biogas to energy and increasing diversion of waste from landfills.

Table 14 - GHG Reduction Measure: Increase Use of Wastewater Gas to Energy

Increase Use of Wastewater Biogas to Energy	
According to the EPA, "anaerobic digestion occurs naturally, in the absence of oxygen, as bacteria break down organic materials and produce biogas. The process reduces the amount of material and produces biogas, which can be used as an energy source. This technology is commonly used throughout the United States to break down sewage sludge at wastewater treatment facilities. In the past few years, there has been a movement to start adding food waste and biosolids to anaerobic digesters already in place at wastewater treatment facilities, which has the benefits of decreasing the amount of methane – a potent GHG - produced at landfills, reduced energy costs; opportunity to divert materials from landfills and preserve landfill space for other materials. For the purposes of this PCAP, this measure includes, but is not limited to, a Regional Organics Energy Center for Integrated Biosolids and Zero Waste.	**GHG Reduction Potential:** • 34,200 MTCO2e through 2030 • 262,000 MTCO2e through 2050 **Co-Benefits:** • Decreased methane emissions: Diversion of food waste from landfills into wastewater biodigesters captures methane that would be emitted from the landfill and turns it into an energy source. • Extends planned-life of landfills: Diversion of food waste from landfills saves space, preventing the need for new landfills, which are often sited near LIDACs. • Cost savings: Cost savings from incorporating food waste into anaerobic digesters include reduced energy costs due to production of on-site power and increased collection of tipping fees for accepting the food waste and fats, oils, and grease (FOG) at wastewater treatment facilities. **Implementation:** • Potential Implementing Agencies: Local governments and Wastewater Utilities • Estimated Implementation Schedule and Milestones: Implementation Funding Proposal Submitted: April 1, 2024 CPRG Funding Awarded by EPA: August 2024 Project Implemented: September 2024 – September 2029 **Geographic Location:** City of Atlanta, Fulton County, Clayton County **Metrics for Tracking Progress:** • Amount of energy produced from biogas • Amount of GHG emissions eliminated • Amount of food waste diverted from landfills

Table 15 - GHG Reduction Measure: Increase Diversion of Waste from Landfills

Increase Diversion of Waste from Landfills	
According to the EPA Report on the Environment, "municipal solid waste landfills are the third-largest source of human-related methane emissions in the U.S., accounting for 15.5 percent of these emissions in 2021." Methane emissions are more potent than carbon emissions, trapping 20 times more solar radiation than carbon dioxide. However, by diverting waste, the amount of methane and CO_2, another GHG produced by landfills, can be decreased. Additionally, some methods of diverting waste from landfills, such as reuse, can reduce GHG emissions by preventing the need to produce new products. Diversion of waste from landfills for the purposes of this PCAP may include but is not limited to reuse, recycling, composting, and use of organic materials for biogas energy production.	**GHG Reduction Potential:** • 700,000 to 8,700,000 MTCO2e through 2030 • 7,700,000 to 103,500,000 MTCO2e through 2050 **Co-Benefits:** • Improved air quality: Acidic gases and particulate matter produced by landfills can be reduced through waste diversion. • Public health benefits: Improved air quality can lead to reduced nose/throat irritation, asthma attacks, respiratory infections, and other illnesses, especially in LIDACs that are often located near landfills. • Extends planned-life of landfills: Diversion of food waste from landfills saves space, preventing the need for new landfills. • Cost savings and local economy: Cost savings from reduced tipping fees at landfills as well as potential revenue through recycling materials, additionally benefiting local markets such as glass and aluminum recycling industries. **Implementation:** • Potential Implementing Agencies: Local governments, Universities and colleges, Nonprofit organizations, Business owners, ARC • Estimated Implementation Schedule and Milestones: Implementation Funding Proposal Submitted: April 1, 2024 CPRG Funding Awarded by EPA: August 2024 Project Implemented: September 2024 – September 2029 **Geographic Location:** Atlanta MSA **Metrics for Tracking Progress:** • Amount and types of materials diverted • Amount of GHG emissions eliminated

All Sectors Measure

Local governments can have a broad impact on GHG emissions produced by a variety of sectors, such as transportation, buildings, and waste. Additionally, local government actions can increase the number of trees and greenspaces available to serve as GHG sinks, sequestering carbon that would otherwise contribute to climate change. In 2019 alone, forest uptake and wood sequestration led to a reduction in 4,914,770 MTCO2e from the Atlanta MSA GHG emissions profile. These actions may be focused inward on local government operations, buildings, and fleets, but also outward toward the broader community.

Measures that will reduce GHG emissions and improve health impacts include incentivizing local governments to adopt climate mitigating policies, ordinances, and programs.

Table 16 - GHG Reduction Measure: Increase Local Government Adoption of Climate Mitigating Policies, Ordinances, and Programs

Increase Local Government Adoption of Climate Mitigating Policies, Ordinances, and Programs	
There is a lot that can be done to address climate change in our own communities. Local governments voluntarily participating in the ARC's Green Communities certification program have been reducing their GHG emissions through environmental sustainability-focused actions for over 10 years. Such actions include but are not limited to, conducting energy audits on their facilities and making retrofits; incorporating high performance building and energy benchmarking requirements into their codes of ordinance; adopting no-net-loss of trees policies; developing greenspace plans and greenspace goals; encouraging the diversion of waste from landfills through recycling and composting of yard waste materials, transitioning their fleets to alternative-fuel and EVs; expanding EV charging infrastructure and requiring EV chargers in new developments; encouraging transportation mode shifts through pedestrian and bike planning as well as participation in nation bike/walk friendly programs; and incentivizing these actions through seed grants.	**GHG Reduction Potential:** • 4,500,000 MTCO2e through 2030 • 48,100,000 MTCO2e through 2050 **Co-Benefits:** • Improved air quality: Zero tailpipe GHG emissions and reduced criteria air pollutants are achieved by many of these actions, resulting in improved air quality. • Public health benefits: Improved air quality will lead to reduced asthma, heart attacks, and strokes, especially in LIDACs who are at greater risk due to increased exposure. • Lower costs: Several of these actions result in energy and fuel cost savings, as well as increase stormwater retention, saving local governments money over time. • Increase community pride: Participation in ARC's Green Communities program fosters civic pride, creates a positive image of a place to live or conduct business, sets an example for business and organizations seeking to reduce their environmental impacts, and leads to greater quality of life. **Implementation:** • Potential Implementing Agencies: Local governments and ARC • Estimated Implementation Schedule and Milestones: Implementation Funding Proposal Submitted: April 1, 2024 CPRG Funding Awarded by EPA: August 2024 Project Implemented: September 2024 – September 2029 **Geographic Location:** Atlanta MSA **Metrics for Tracking Progress:** • Number of local governments participating in ARC's Green Communities certification program • Number of local governments with a high percentage of LIDACs served through Green Communities technical assistance • Amount of money saved by local governments through participation in the Green Communities program • Amount of GHG emissions eliminated

2.3 Low Income and Disadvantaged Communities Benefits Analysis

The implementation of the priority emission reduction measures contained in this plan will not only provide reductions in GHG emissions but will also provide benefits to local communities, including LIDACs in the Atlanta MSA. Many of the priority emission reduction measures included in this plan contain co-benefits that will be realized by local communities near where the measures are implemented. Examples of these co-benefits include benefits from reductions in emissions of criteria air pollutants such as fine particulate matter (PM-2.5) and ground level ozone (O_3) concentrations which contribute to a wide variety of adverse health effects. These adverse health effects include inflammation and damage to airways, an increase in the frequency of asthma attacks, premature death in people with heart or lung disease, and nonfatal heart attacks.

The Atlanta region must meet the continuously tightening air quality standards set by the EPA. These standards focus primarily on the criteria air pollutants mentioned above, ozone and fine particulate matter. Reductions in criteria air pollutant emissions will have the added benefit of helping the region in continuing to attain these air quality standards, which has both public health and economic benefits for the region.

Co-benefits of the priority emissions reductions measures could include:

- Improved air quality and improved public health due to reduced air pollution;
- Increased regional resiliency to extreme weather events;
- Establishment of community microgrids;
- Improved public access to services and critical resources in times of emergency;
- Decreased energy usage and decreased energy costs;
- Decreased home repair and improvement costs;
- Improved housing quality, comfort, and safety;
- Improved indoor air quality;
- Improved energy efficiency;
- Reduction of exposure to harmful transportation-related emissions;
- Access to affordable electric vehicles, charging stations, and purchase programs;
- Improvement in public transportation accessibility, reliability, and options;
- Reduced food waste sent to landfills;
- Increased bicycle and walking paths;
- Reduced noise pollution; and
- Creation of high-quality jobs and workforce development opportunities.

Identification of LIDACs

For the purposes of the EPA CPRG program, a low-income and disadvantaged community is any community that is identified as being disadvantaged by the Climate and Economic Justice Screening tool (CEJST) or the EPA's Environmental Justice Screening and Mapping Tool (EJScreen). The CEJST is a federal tool that identifies disadvantaged census tracts across the nation, including the Atlanta MSA region. Based on the CEJST tool, a census tract is categorized as disadvantaged if it meets the thresholds for at least one of the tool's categories of burden, or if they are on land within the boundaries of Federally Recognized Tribes. The 25 categories of burden within the CEJST tool include climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development. ARC combined results from the CEJST and EJScreen tools to develop the LIDAC analysis for the Atlanta MSA. A list of low-income and disadvantaged communities within the Atlanta MSA by census tract ID numbers is provided in Appendix D.

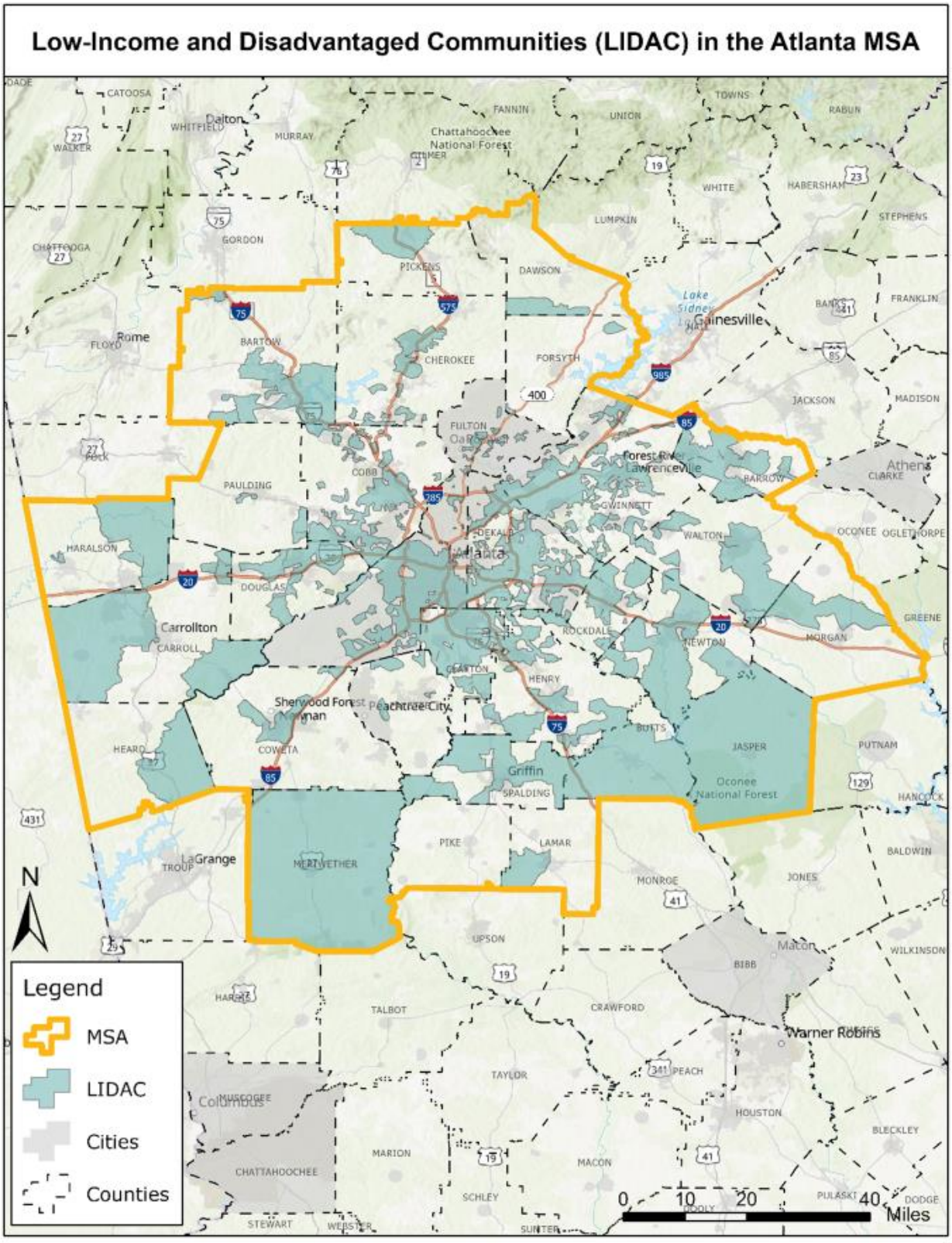


Figure 5 – Map of LIDAC communities in the Atlanta MSA

County snapshots of total population and the population within LIDACs in the Atlanta MSA are shown in Table 17. While the EJScreen uses Census block group data from U.S. Census Bureau's 2020 Census, the CEJST uses Census tract data from the 2010 Census. The percentage of each county's population that is considered low-income disadvantaged by each tool is shown in Table 17 as well.

Table 17 - Population and Low-Income Disadvantaged Communities in the Atlanta MSA

CEJST (2010 Census)				EJScreen (2020 Census)			
County Name	**LIDAC Population**	**Total Population**	**% LIDAC**	**County Name**	**LIDAC Population**	**Total Population**	**% LIDAC**
Barrow	17,016	69,367	25%	**Barrow**	41,489	83,505	50%
Bartow	26,231	100,157	26%	**Bartow**	44,056	108,901	40%
Butts	15,605	23,655	66%	**Butts**	14,825	25,434	58%
Carroll	38,123	110,527	34%	**Carroll**	20,884	119,148	18%
Cherokee	17,148	214,346	8%	**Cherokee**	36,616	266,620	14%
Clayton	170,261	259,424	66%	**Clayton**	227,394	297,595	76%
Cobb	66,404	688,078	10%	**Cobb**	236,631	766,149	31%
Coweta	19,826	127,317	16%	**Coweta**	23,602	146,158	16%
Dawson	0	26,798	0%	**Dawson**	3,017	26,798	11%
DeKalb	274,921	691,893	40%	**DeKalb**	391,558	764,382	51%
Douglas	27,382	132,403	21%	**Douglas**	50,448	144,237	35%
Fayette	0	106,567	0%	**Fayette**	9,571	119,194	8%
Forsyth	0	175,511	0%	**Forsyth**	4,846	251,283	2%
Fulton	295,491	920,581	32%	**Fulton**	383,834	1,066,710	36%
Gwinnett	232,699	805,321	29%	**Gwinnett**	408,286	957,062	43%
Hall	0	179,684	0%	**Hall**	2,485	203,136	1%
Haralson	7,927	28,780	28%	**Haralson**	4,857	29,919	16%
Heard	4,446	11,834	38%	**Heard**	1,265	11,412	11%
Henry	16,194	203,922	8%	**Henry**	83,596	240,712	35%
Jasper	13,916	13,900	100%	**Jasper**	11,992	14,588	82%
Lamar	4,217	18,317	23%	**Lamar**	3,548	18,500	19%
Meriwether	21,106	21,992	96%	**Meriwether**	12,494	20,613	61%
Morgan	0	17,868	0%	**Morgan**	2,382	20,097	12%
Newton	48,905	99,958	49%	**Newton**	69,278	112,483	62%
Paulding	7,395	142,324	5%	**Paulding**	6,646	168,661	4%
Rockdale	20,413	85,215	24%	**Rockdale**	47,726	93,570	51%
Spalding	21,172	64,073	33%	**Spalding**	31,568	67,306	47%
Walton	14,329	83,768	17%	**Walton**	37,089	96,673	38%

The CEJST ranks indicators of burden by Census tract. LIDACs identified using CEJST reflect Census tracts from the 2010 Census that are at or above the 90th percentile for at least one of the burden indicators listed in Table 17 on the next page. Following this criteria, 271 LIDAC Census tracts were identified. Using CEJST, it was found that 25 percent of the Atlanta MSA's population, or 1,381,127 people, live in LIDACs (Figure 6).

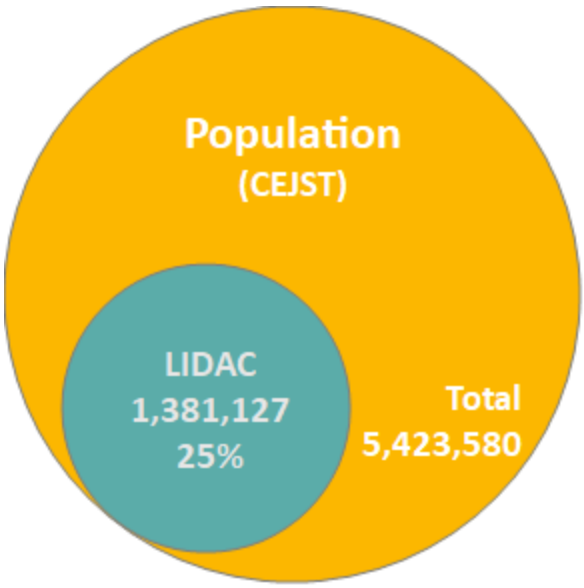


Figure 6 - Comparison of total & LIDAC populations in the Atlanta MSA (CEJST)

EJScreen ranks environmental and socioeconomic indicators using percentiles by Census block groups, providing information at a finer geographic scale than the CEJST. LIDACs identified using EJScreen reflect Census block groups from the 2020 Census that are at or above the 90th percentile for any of EJScreen's Supplemental Index Environmental Indicators, listed in Table 18 on the next page, when compared to the nation.

Percentile classes calculated for the Supplemental Index Environmental Indicators are a result of multiplying each environmental indicator percentile by the supplemental demographic index. The supplemental demographic index averages the following five socioeconomic factors:

- % low income
- % unemployed
- % limited English speaking
- % less than high school education
- low life expectancy

EJScreen Supplemental Index Environmental Indicators capture community-level vulnerability by identifying Census block groups with the highest intersection between socioeconomic factors and environmental indicators. Following the criteria for using EJScreen, 1,493 Census block groups were identified as LIDAC. LIDAC Census block groups represent 35 percent of the Atlanta MSA's population, or 2,211,983 people (Figure 7).

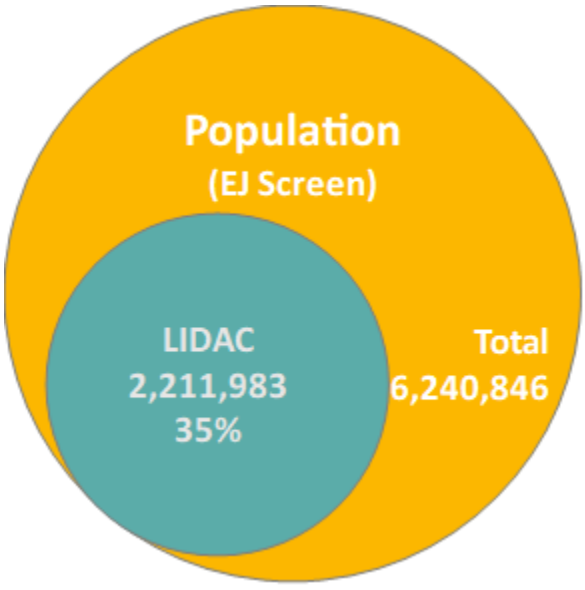


Figure 7 - Comparison of total & LIDAC population in the Atlanta MSA (EJScreen)

Census tracts at or above the 90th percentile for CEJST indicators of burden in the Atlanta MSA are shown in Table 18, where indicators of burden are color-coded and grouped into the following eight categories, respectively:

- Health
- Transportation
- Energy
- Climate Change
- Housing
- Workforce Development
- Water and Wastewater
- Legacy Pollution

The top burden indicators among LIDACs identified using CEJST include Housing, Diabetes, Low Median Household Income, Travel Barrier, Life Expectancy, and Poverty.

Table 19 - Atlanta MSA Census Block Groups at or above 90th percentile (EJScreen)

EJScreen Supplemental Index Environmental Indicators of Burden	Number of Census Block Groups at or above the 90th Percentile
Air Toxics Respiratory HI	1101
Air Toxics Cancer Risk	1418
Diesel Particulate Matter	555
Particulate Matter 2.5 in Air	896
Ozone	821
Toxic Releases to Air	246
Traffic Proximity	262
Lead Paint	97
Wastewater Discharge	245
Leaky Underground Storage Tanks	304
Superfund Proximity	141
Risk Management Plan Facility Proximity	363
Hazardous Waste Proximity	157

Table 18 - Atlanta MSA Census Tracts at or above the 90th percentile (CEJST)

CEJST Indicators of Burden	Number of Census Tracts at or above the 90th Percentile
Diabetes	84
Asthma	44
Life Expectancy	65
Heart Disease	26
Traffic Proximity & Volume	53
Travel Barrier	69
Diesel Particulate Matter	58
Particulate Matter 2.5 in Air	0
Energy Burden	60
Agriculture Loss	5
Building Loss	0
Flood Risk	1
Fire Risk	0
Population Loss	0
Indoor Plumbing	19
Lead Paint	5
Housing	99
Poverty	65
Linguistic Isolation	59
Unemployment	64
Low Median Household Income	82
Wastewater Discharge	17
Leaky Underground Storage Tanks	12
Superfund Sites	0
Risk Management Plan Proximity	58
Hazardous Waste Proximity	0

Census block groups at or above the 90th percentile for EJ Screen indicators of burden in the Atlanta MSA are shown in Table 19, where indicators of burden are color-coded and grouped into the following six categories, respectively:

- Air Quality & Health
- Transportation
- Housing
- Water and Wastewater
- Legacy Pollution

The top five burden indicators among LIDACs identified by EJ Screen fall within the Air Quality and Health burden category and include Air Toxics Cancer Risk, Air Toxics Respiratory Hazard Index, Particulate Matter 2.5 in Air, Ozone, and Diesel Particulate Matter.

Identification of Benefits and Impacts on LIDACs

ARC partnered with Georgia's EPD Air Protection branch to distribute a CPRG stakeholder survey statewide in January 2024. The purpose of the survey was to identify residents' priorities, address their concerns, and gather their ideas on how we can pave the way towards strengthening Georgia's clean energy economy, enhancing workforce training opportunities, and reducing greenhouse gases.

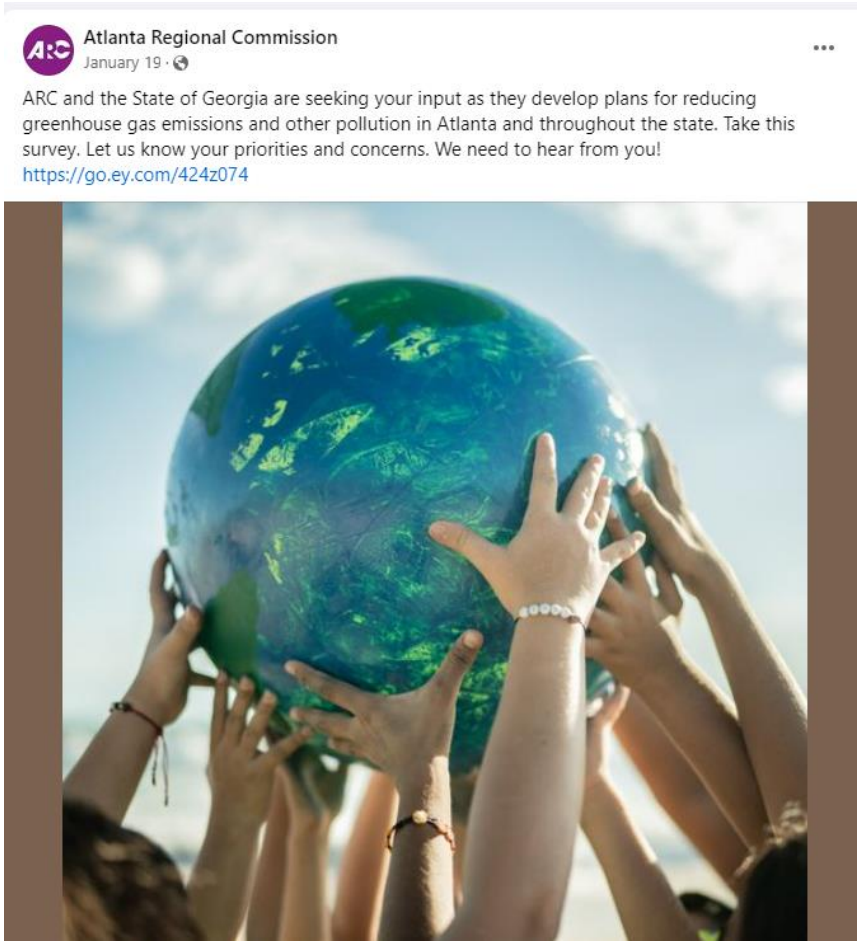


Figure 8 - Screenshot of ARC's post about the statewide CPRG survey

While it was a statewide survey, results for the Atlanta MSA area were shared with the ARC for use in developing the PCAP to identify potential positive benefits and negative impacts from proposed climate reduction strategies included in the plan, especially as they relate to low income and disadvantaged communities. The distribution of the survey responses in relation to Atlanta MSA LIDACs can be seen in Figure 9. Fifty-four percent of statewide survey respondents identified themselves as being from zip codes within the Atlanta MSA. The top three benefits from climate pollution reduction projects in order of importance to Atlanta MSA respondents were:

- Improved public health resulting from decreased air pollution.
- Transportation improvements (e.g., bike lanes, walking paths, and transit options, electric vehicle charging.)
- Community resilience, or the ability to withstand extreme weather (e.g., water stations to address heat waves, and resilience hubs for people impacted by blackouts or flooding.)

With "Improved public health resulting from decreased air pollution" and "Transportation improvements" receiving nearly equal number of responses.

The top three concerns or challenges related to climate pollution reduction projects in order of importance to Atlanta MSA respondents were:

- Disproportionate impacts and effects in communities.
- Workforce concerns (e.g., loss of established jobs or new skills.)
- Burdensome regulations and applications for assistance.

With "Disproportionate impacts and effects in communities" as the number one concern or challenge identified by 66 percent of respondents.

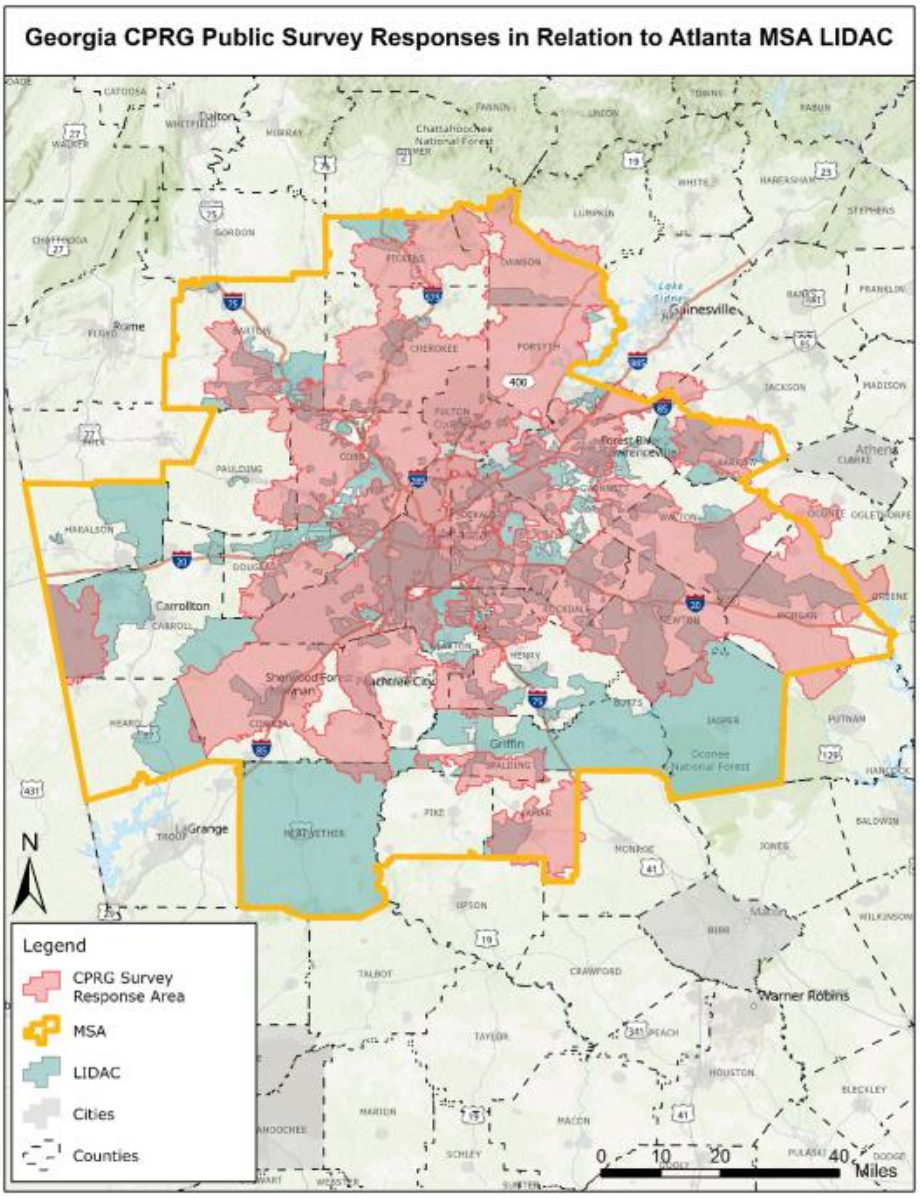


Figure 9 - Geographic distribution of responses from the statewide CPRG survey in relation to LIDACs within the Atlanta MSA

2.4 Review of Authority to Implement

Under the EPA CPRG Planning Grants program, each PCAP must include a review of authority to identify if the planning grant recipient or collaborating partners have existing regulatory or statutory authority to implement the applicable priority GHG emissions reduction measures. For this PCAP, ARC has relied upon survey responses from eligible entities within the Atlanta MSA for identification of specific emission reduction programs, policies, and projects they may seek to implement. Within those surveys, ARC requested an identification of any additional authority that may be necessary to implement the applicable measure or group of measures. However, while ARC has relied upon these notifications for this review of authority, there are many eligible entities within the MSA including counties, transit agencies, municipalities, and universities who may have different existing authority.

Any eligible entity wishing to pursue funding for a CPRG Implementation Grant should consult their local laws, rules, and ordinances to see if additional authority is necessary for an applicable PCAP priority GHG emissions reduction measure prior to applying for CPRG implementation funding.

ARC has reviewed existing statutory and regulatory authority to implement each priority measure identified in this plan. This plan is non-regulatory in nature, and the measures contained herein constitute a list of voluntary actions available to local governments, state agencies, and state authorities for CPRG Implementation. No new regulatory authority is given by CPRG, nor is new authority sought by this plan for CPRG Implementation.

2.5 Workforce Planning

Implementation of GHG reduction measures has the potential to lead to skilled labor shortages, have impacts on existing jobs and industries, provide opportunities for the creation of high-quality jobs, and expand economic opportunity to underserved workers. While this PCAP does not provide a workforce planning analysis, it is important to include initiatives that are already underway that aim to address some of these concerns while also providing the benefits mentioned above.

Clean Tech Academy Pilot

By now, it's clear that EVS are an increasing trend. Carmakers are doubling down on the technology, and the federal government has set a goal for half of all new vehicle sales to be electric by 2030. However, EVs require a robust infrastructure system, most notably charging stations that can support the EV transition. And the new technology requires skilled workers who are trained to install and maintain the equipment — a field that barely existed until just a few years ago.
ARC and Goodwill of North Georgia have recently joined forces to help meet this demand and offer residents across the Atlanta region a fast lane toward a new, more lucrative career.

ARC has received a 5-year, $2 million grant from the U.S. Department of Labor that will enable Goodwill to offer state-of-the-industry training for 250 people to become EV technicians. The grant will help expand Goodwill's pilot Clean Tech Academy to locations across the Atlanta region, including

Atlanta Technical College. The first Clean Tech Academy courses funded with the federal grant are expected to start by early summer 2024.

Building Georgia Workforce Partnership

The purpose of the Building Georgia Workforce Partnership is to foster collaboration across the state between government agencies, the private sector, and the workforce training community to "close the gap" between the current levels of workforce employment in the infrastructure construction sector and what will be needed for Georgia to successfully take advantage of funding provided in the Infrastructure Investment & Jobs Act (IIJA).
Building Georgia's analysis has identified an approximate "gap" of 136,000 infrastructure construction job openings across the state over the 5-year lifespan of the IIJA. To address this gap, the program – which will be the first in the United States to flex IIJA transportation funding for workforce development – aims to:

- Train labor based on industry needs assessments;
- Match employers with job seekers;
- Reframe and promote skilled trades to students earlier; and
- Identify funding to support long term efforts.

The program is anticipated to be finalized summer of 2024 and launch in late fall 2024.

3 Next Steps

Phase 2 CPRG Competitive Implementation Grants

Applications for EPA's CPRG Implementation Grants General Competition are due by April 1, 2024. EPA anticipates awarding approximately 30 to 115 grants ranging between $2 million and $500 million under the general competition. Grant applications must only seek funding to implement GHG emission reduction programs, policies, or measures identified in an appropriate PCAP created under a CPRG planning grant. CPRG Planning Grants were awarded to ARC and the State of Georgia and eligible implementation grant applicants should refer to the plan that applies to their geographic location when preparing their proposals.

CPRG Planning Grant Program

An Atlanta MSA Comprehensive Climate Action Plan is the next deliverable under the EPA CPRG Planning Grant. ARC is the lead agency for CCAP planning and the plan is due to EPA on August 28, 2025. It must include the following elements:

- A comprehensive GHG inventory;
- Near term and long term GHG emissions projections;
- Near term and long term GHG emissions reduction targets;
- Quantified GHG reduction measures for all measures;

- A benefits analysis for the full geographic scope and population covered by the plan;
- A low-income and disadvantaged communities benefits analysis;
- A review of authority to implement;
- A plan to leverage other federal funding; and
- A workforce planning analysis.

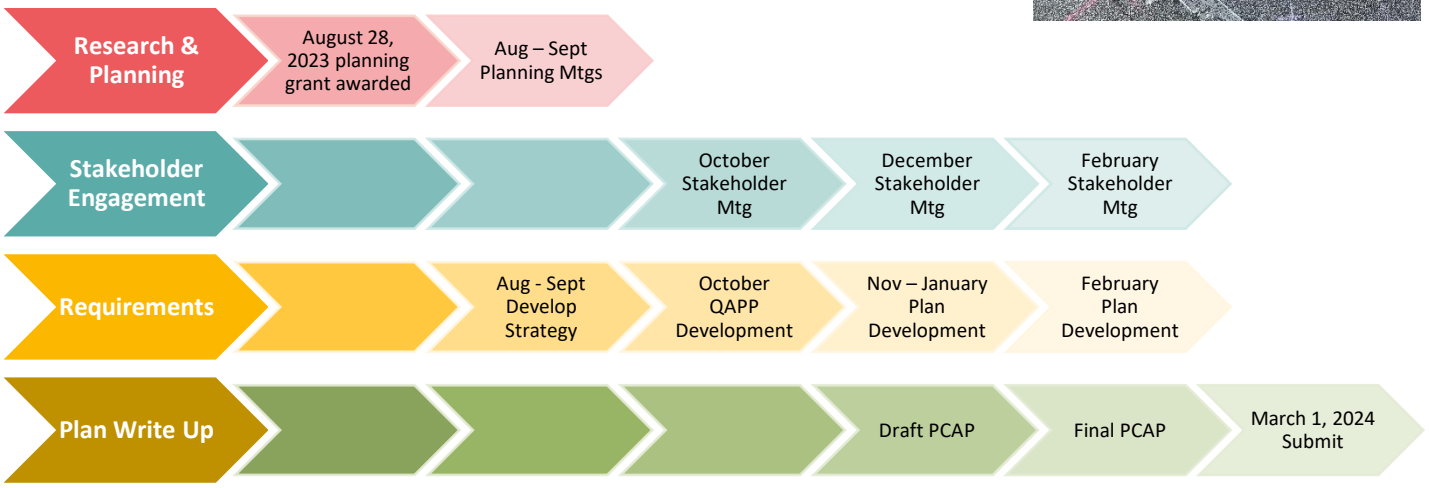
ARC takes seriously its responsibility to develop a CCAP that will set up the Atlanta MSA and its individual communities to best mitigate GHG emissions in conjunction with protecting human health, increasing economic mobility, and creating a competitive economy that benefits everyone. It will continue to engage with the community on this important endeavor and has committed to holding a minimum of six community engagement opportunities for the development of the CCAP. ARC will continue to hold regular stakeholder webinars to share program updates and solicit input from the community on plan development. To stay up to date on ARC's CCAP planning efforts, please visit atlantaregional.org/cprg.

Appendix A: Stakeholder Engagement Activities Summary

ARC conducted a series of online stakeholder webinars, numerous one-on-one conversations with stakeholders, attended existing community events, and circulated online surveys to inform this plan. Other state agencies and local jurisdictions provided input and shaped the PCAP as well. Collaboration with the Georgia EPD Air Protection Branch was critical to align goals and avoid duplication of actions since EPD is leading the State of Georgia CPRG efforts..

Through a variety of engagement methods, an estimated 30,000+ people heard about the Atlanta MSA CPRG planning efforts over the past 6 months. Twenty-two of the twenty-nine counties within the MSA participated in the stakeholder engagement process.

PCAP Planning and Engagement Timeline



Local Government Outreach

On October 2, 2023, a kickoff email was sent to top elected officials and key staff in each of the Atlanta MSA's 29 counties and 150 cities from ARC's Executive Director and CEO, Anna Roach. The email shared information about the CPRG planning grant and invited local governments to participate in the Atlanta MSA CPRG kickoff webinar on October 24, 2023.

Updates about the process were sent to each local government after each webinar, in October, November, and January.

Additionally, local government representatives were updated at a variety of board, committee, and conference meetings with a high number of local government representation including:

- Metropolitan North Georgia Water Planning District Joint Basin Advisory Council
- Metropolitan North Georgia Water Planning District Board
- Georgia Planning Association
- ARC Community Resources Committee
- ARC Energy and Climate Council
- ARC Land Use Coordinating Committee
- ARC Board

Numerous one-on-one conversations were held with local governments via email and Microsoft Teams meetings. Details about these meetings are captured in the table at the end of this section.

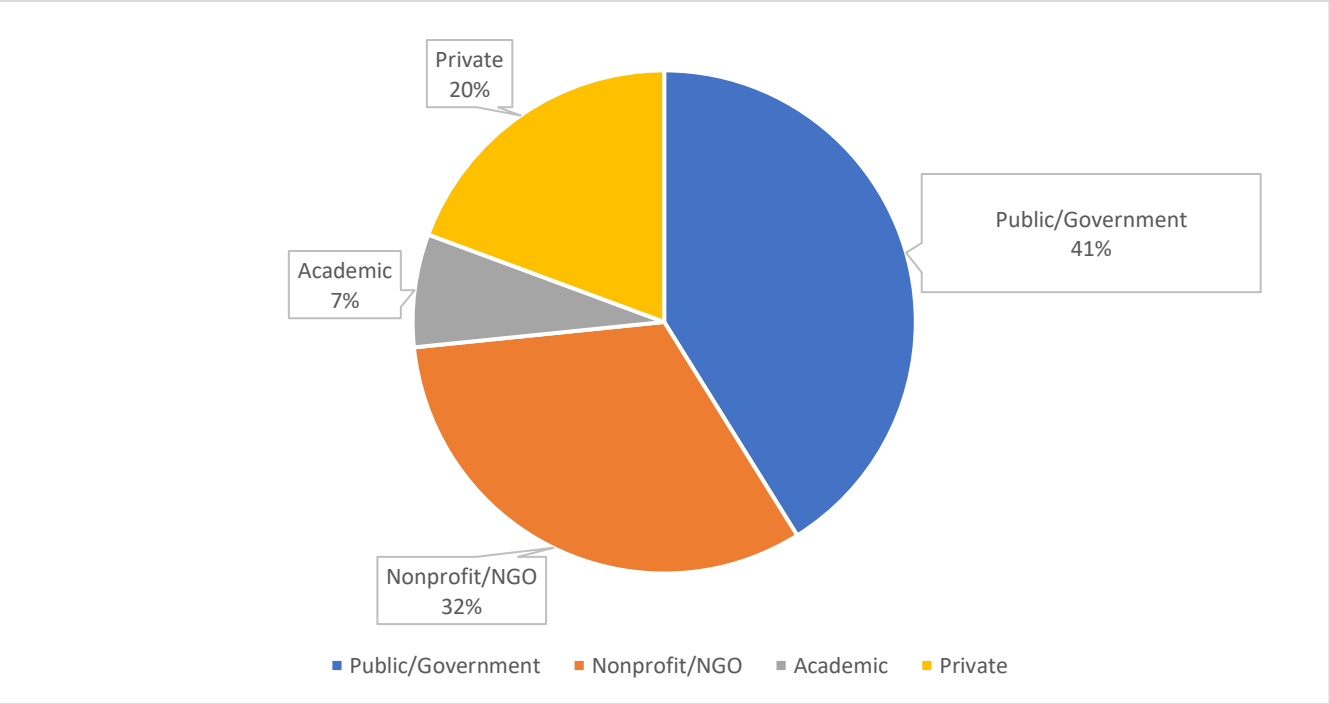
CPRG Stakeholder Survey

The Atlanta MSA CPRG Stakeholder Survey has been open since May 2023 and has received 124 responses from across the MSA.

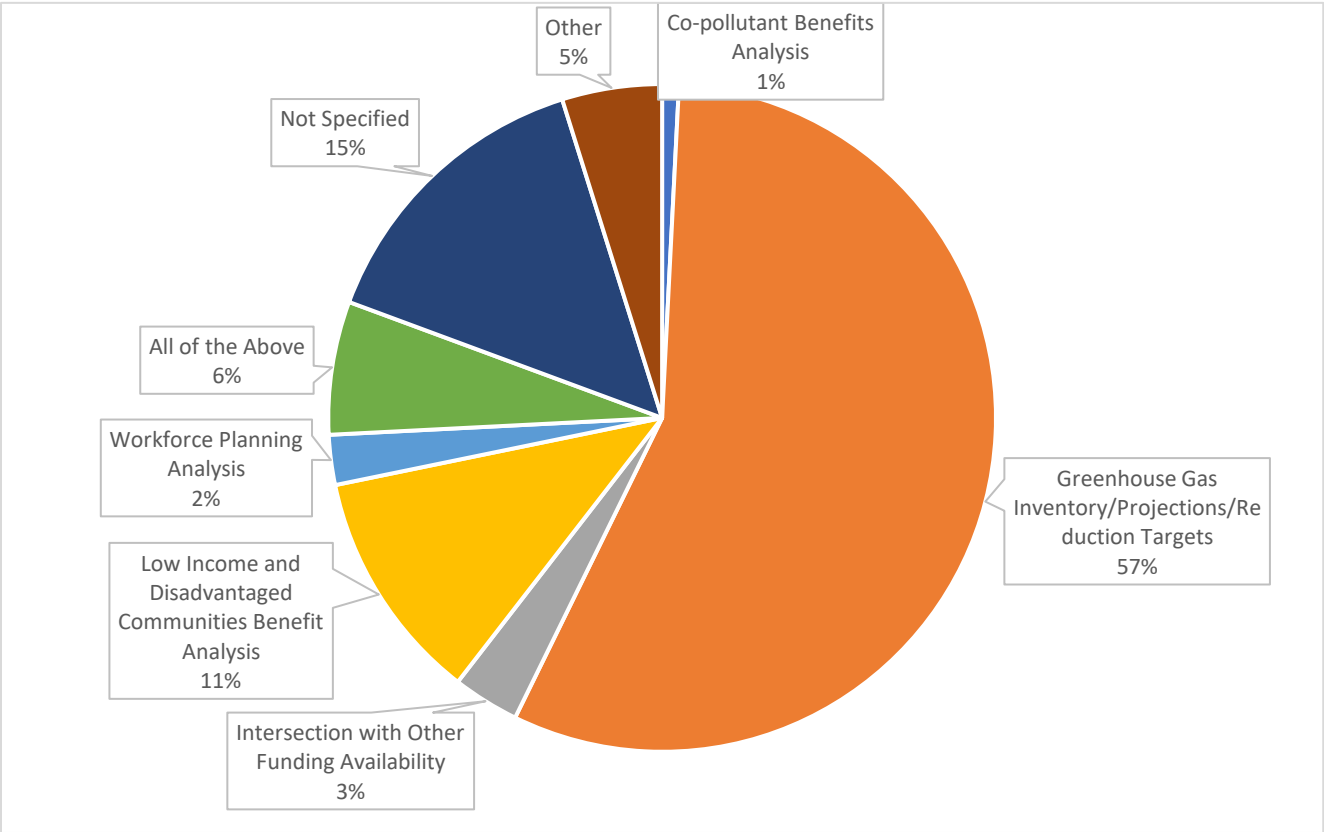
Questions were constructed to capture the following information:

- Who do you represent?
- What is your primary interest in the CPRG?
- What is your sector interest in the CPRG?
- In which county are you located?
- Does your organization have a climate, clean energy, or sustainability plan?
- Does your organization or jurisdiction have projects or plans that could be eligible for CPRG implementation funds?

Stakeholders participating in the survey represented a variety of sectors and interests:



Primary Interest in the CPRG Planning Process:



Local Governments Represented in the Stakeholder Survey:

Organization Name	MSA County/Counties Represented
City of Atlanta	DeKalb, Fulton
City of Auburn	Barrow, Gwinnett
City of Chamblee	Dekalb
City of Chattahoochee Hills	Fulton
City of Covington	Newton
City of Decatur	DeKalb
City of Johns Creek	Fulton
City of Lawrenceville	Gwinnett
City of Milton	Fulton
City of Oxford	Newton
City of Roswell	Fulton
City of Sandy Springs	Fulton
City of Stockbridge	Henry
City of Tucker	DeKalb
City of Villa Rica	Carroll, Douglas
City of Woodstock	Cherokee

Cobb County Government	Cobb
Dekalb County Government	Dekalb
Douglas County Government	Douglas
Forsyth County Government	Forsyth
Fulton County Government	Fulton
Georgia General Assembly – State Representatives	DeKalb, Gwinnett
Georgia World Congress Center Authority	Fulton
Henry County Government	Henry
Meriwether County Government	Meriwether
Metropolitan Atlanta Rapid Transit Authority	Clayton, DeKalb, Fulton

CPRG Emission Reduction Measure Identification Surveys

ARC and EPD each circulated an Emission Reduction Measure Identification Survey to capture ideas and specific details about potential projects that may be submitted to EPA for CPRG implementation grant funding. Information gathered from the surveys was instrumental in helping ARC identify and prioritize potential GHG reduction measures for inclusion in the PCAP. While the ARC and EPD surveys differed slightly, they each sought details about projects, programs, measures, or strategies that organizations developed or supported to reduce GHG emissions or other air pollutants. Information collected included:

- Organization type;
- Project, program, measure, or strategy name;
- Emission sector(s) targeted;
- Targeted pollutants;
- Existence of a LIDAC assessment for the project, program, measure, or strategy;
- Existence of an emission analysis for the project, program, measure, or strategy;
- Project, program, measure, or strategy start and end dates;
- Other project, program, measure, or strategy partners; and
- Intention to apply for CPRG implementation funding.

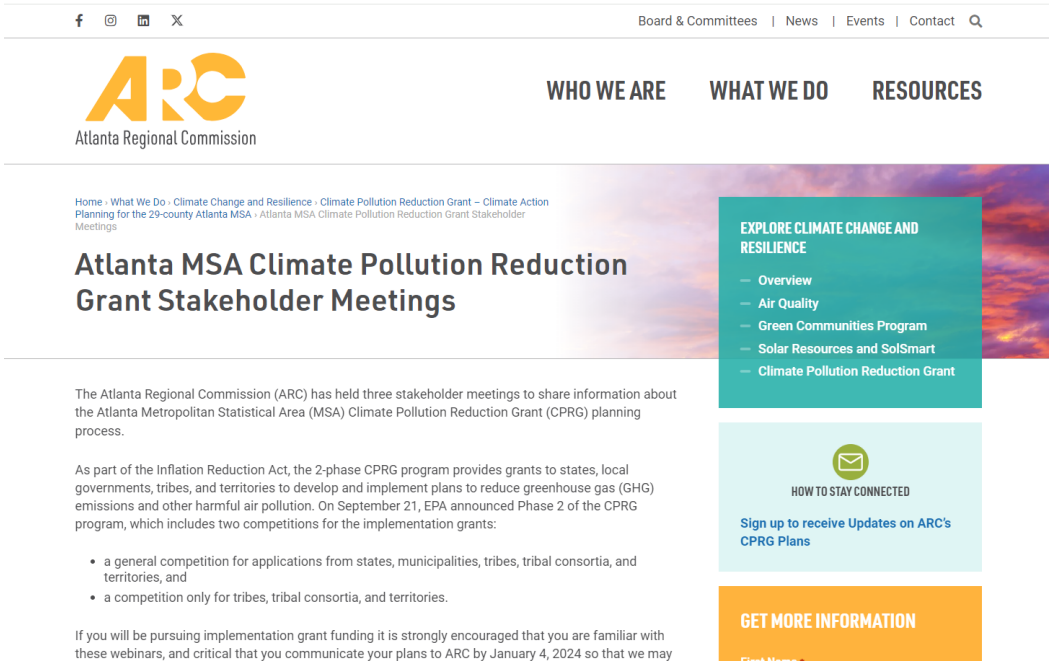
Respondents included local governments, state agencies and authorities, universities, nonprofits/NGOs, and the private businesses, including Disadvantaged Business Enterprises (DBE).The ARC and EPD shared survey results with each other to ensure data captured could be used for both plans.

CPRG Stakeholder Webinars

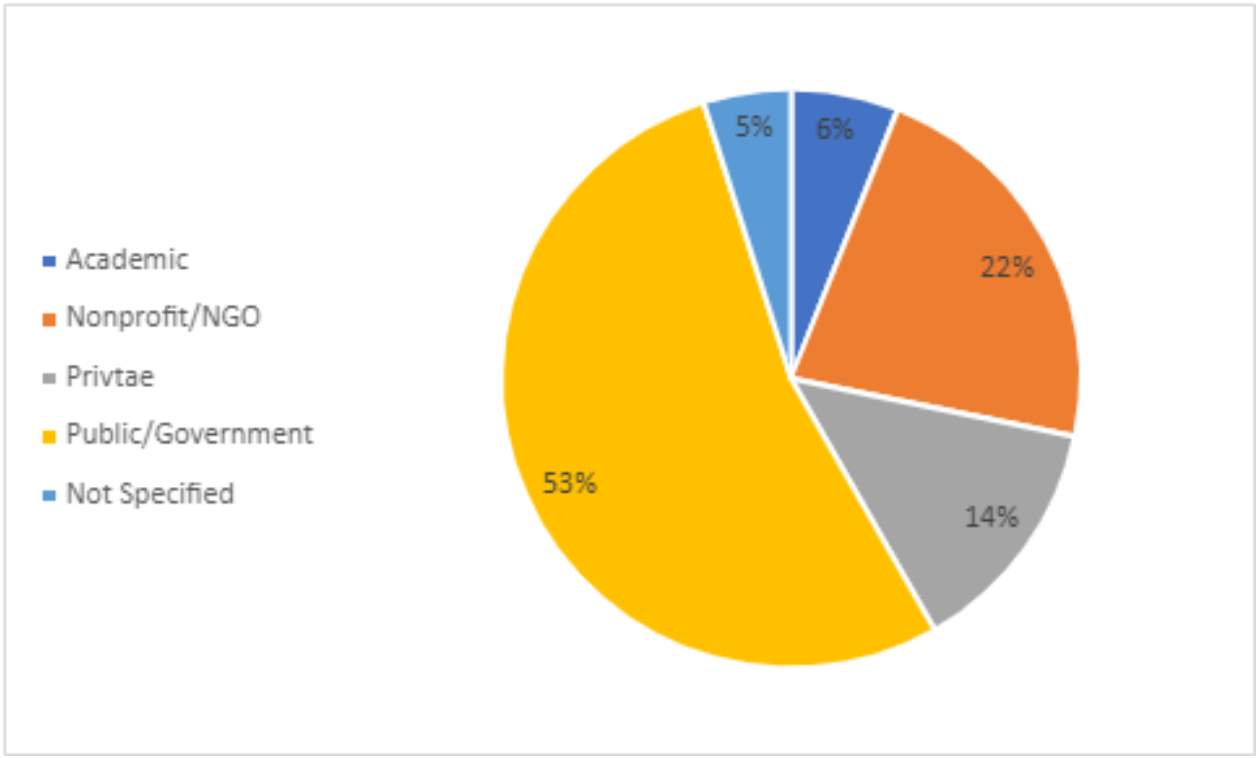
Three webinars were held to inform stakeholders about the CPRG planning grant and its deliverables as well as to invite them to participate further in the process. Webinars and topics covered include:

- October 24, 2023 – Atlanta MSA CPRG Kickoff
- November 28, 2023 – Atlanta MSA CPRG Stakeholder Update & Implementation Grant Overview
- January 30, 2024 – Atlanta MSA PCAP Update & Draft Priority Measures

Presentations and recordings from each webinar can be found on ARC's Atlanta MSA Climate Pollution Reduction Grant Stakeholder Meetings webpage.



Over 270 people participated in the webinars, representing a wide variety of interests and perspectives, including:



Nonprofits/NGOs and Academic Institutions that attended the webinars included:

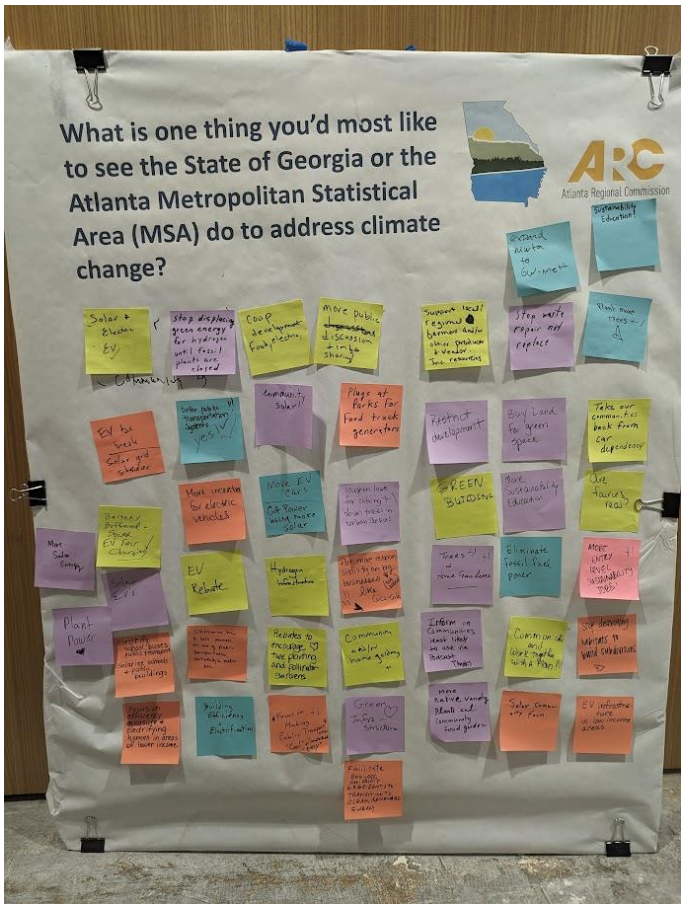
Organization Name	
American Lung Association	Southern Alliance for Clean Energy
Atlanta Recycles	Southern Environmental Law Center - Georgia
Breathe Water	Sustainable Newton
Citizens' Climate Lobby	SWEEP Standard
Electrification Coalition	The All We Can Save Project
Environment Georgia	The Nature Conservancy
Environmental Equity Information Institute	The Ray
Food Well Alliance	US Green Building Council
Georgia Composting Council	Virisdis Cities
Georgia Conservation Voters	West Atlanta Watershed Alliance (WAWA)
Georgia WAND	Agnes Scott College
Greening Atlanta	Emory University
Livable Buckhead	Georgia College & State University
Natural Resources Defense Council	Georgia Institute of Technology
Partnership for Southern Equity	Georgia State University
Saving Our Sons & Sisters international (SOSSI)	University of Georgia
Southeast Sustainability Directors Network	

Community Outreach

In addition to the stakeholder survey, email updates, and webinars, ARC participated in several community events and people's thoughts on climate change were reflected in the ARC Metropolitan Transportation Plan outreach efforts that overlapped with the CPRG PCAP planning timeframe.

RayDay (over 2,000 engagement touchpoints)
RayDay is an annual celebration that brings people together, encourages conversations and connections, and continues to spread the word about sustainability. It is a celebration of Ray Anderson's legacy – a one-day course on sustainable living, outdoors in a Serenbe country meadow. It's tons of fun for the whole family, with great food and drink and more than 60 sustainability-focused learning booths, and much more.

ARC and the State of Georgia's EPD Air Protection Branch teamed up to bring our CPRG planning outreach to RayDay in October 2023.



ARC Metropolitan Transportation Plan Outreach (over 40,000 engagement touchpoints)

More info on the [ARC 2050 Metropolitan Transportation Plan website.]

03

12 THINGS TO KNOW ABOUT THE ATLANTA REGION'S 2050 MTP

LISTENING AND LEARNING FROM THE PUBLIC

GOAL Diverse Stakeholders Engage

The 2050 MTP/TIP was informed by extensive public participation. Over 70,000 stakeholder engagement touchpoints, assembled from a variety of regional and local engagement activities, were used to inform the 2050 MTP/TIP Update. These participation activities were conducted between 2020-2023.

Comments received from the public, as well as data collected from public opinion surveys, brought two key themes into focus.

The future is uncertain - People are concerned about the future, and a sense of uncertainty about what lies ahead is reflected in both public comments and survey data. Issues such as climate change, housing affordability, and the impact of technology were repeatedly brought forward during 2050 MTP/TIP Update engagement activities.

Transportation priorities – Most comments and survey responses showed public support for transit as the best long-term solution for traffic congestion. While support for public transit is very strong, particularly in the region's core counties, the percentage of residents expressing willingness to pay more in taxes to fund expansion of regional public transit is mixed. In addition, survey data about investment priorities shows a plurality of opinions, with road system expansion, operational improvement and maintenance identified as important funding categories.

Broad issues, such as climate change, housing, technology, and electrification, are front and center for ARC's planning work in 2024. These important and foundational planning efforts represent major areas of influence for the next MTP.

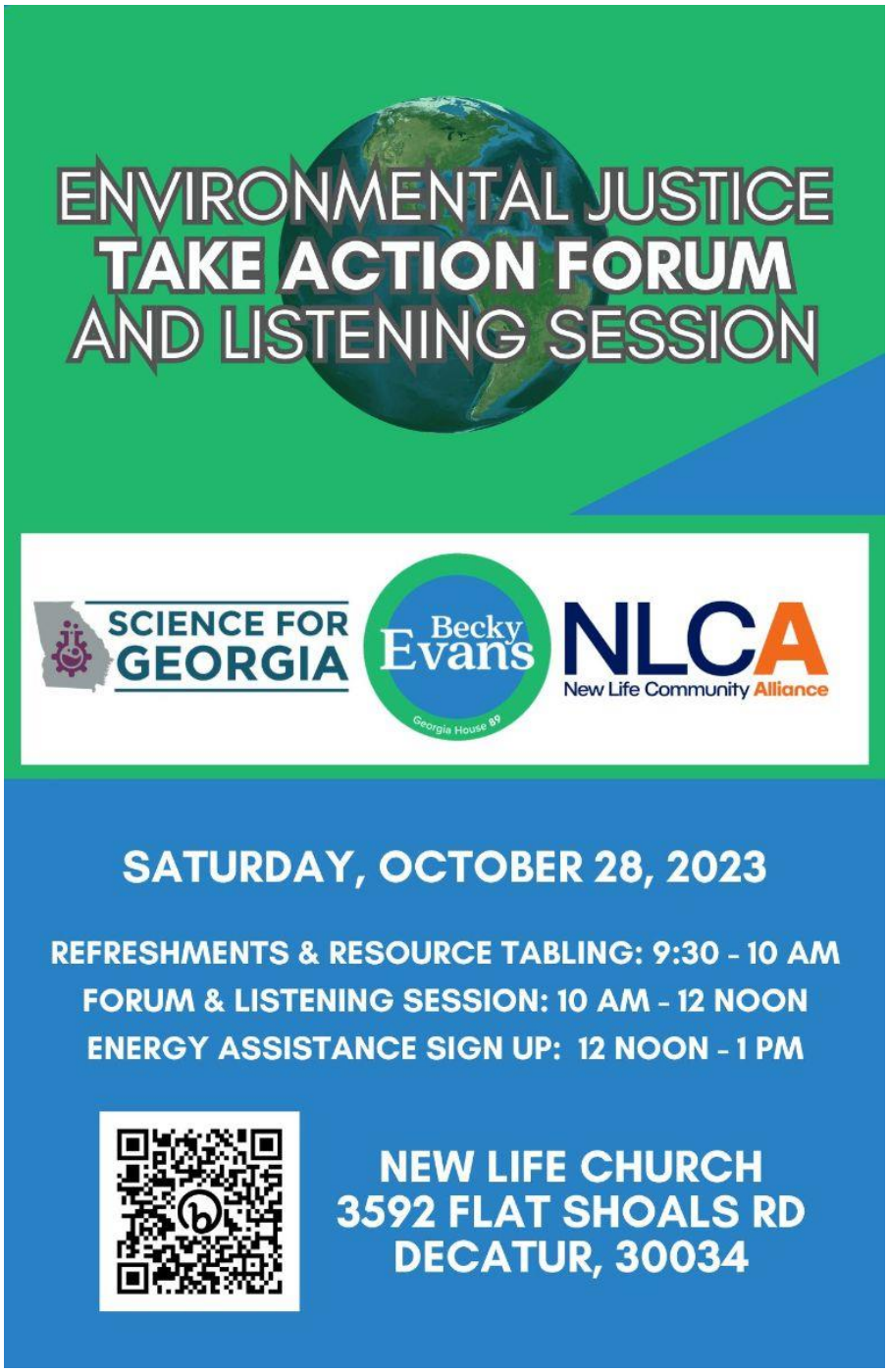
71,317

Number of distinct interactions with the public on planning initiatives directly supporting development of the MTP.

To learn more about how ARC engaged the public in conversations about the region's transportation future throughout the update plan process and what we learned, refer to Volume IV: Public Engagement.

Environmental Justice Take Action Forum and Listening Session

ARC and the State of Georgia's EPD Air Protection Branch coordinated to bring our CPRG planning outreach to an Environmental Justice Take Action Forum and Listening Session hosted in October 2023 by State Representative Becky Evans, New Life Community Alliance, and Science for Georgia.



ARC CPRG Stakeholder Engagement Activities: August 2023 – February 2024

Event Host	Event Title	When	Event Location	Event Purpose	Audience
Metro Atlanta Chamber of Commerce	Transportation Electrification	08/09/2023	Atlanta	Information Session	Economic Development Professionals
Georgia Environmental Finance Authority	Meeting with GEFA	08/16/2023	Atlanta	Stakeholder Engagement	State Agency
Metropolitan North Georgia Water Planning District	Joint Basin Advisory Council Meeting	08/18/2023	Marietta, GA	Information Session	Elected Officials, Water Utilities, and Water Advisors
DeKalb County	Stakeholder Inquiry	08/22/2023	Zoom	CPRG	Local Government
EPD	August Stakeholder Meeting	08/29/2023	Zoom	Information Session	Public
Atlanta Regional Commission	ARC's Regional Leadership Institute Pre-Session Workshop	08/29/2023	Atlanta, GA	Regional Stakeholders	ARC stakeholders
GPA	Georgia Planning Association (GPA) annual meeting – Panelist in 2 sessions	09/20 & 21 /2023	Savannah, GA	Information Session	City and Regional Planners
Atlanta Streets Alive	City of Atlanta and Midtown Alliance	09/24/2024	Atlanta, GA	Stakeholder Engagement	Public
GA Solar Org	GA Solar Summit	10/10/2023	Atlanta, GA	Industry Meeting	Solar industry, utilities, solar enthusiasts
ARC Community Resources Committee	Quarterly Committee Meeting	10/11/2023	Atlanta MSA	Elected Officials and Regional Stakeholders	ARC Stakeholders
Ray Day	Ray Day Sustainability Celebration	10/15/2023	Chattahoochee Hills, GA	Public	Regional stakeholders, sustainability enthusiasts
Atlanta Regional Commission	Kickoff Stakeholder Meeting	10/24/2023	Teams	Information Session + Stakeholder Engagement	Public
Southeast Energy Insecurity Project	Southeast Energy Insecurity Project Roundtable	10/25/2023	Atlanta MSA	Stakeholder Engagement	Subject Matter Experts, Interested Stakeholders
Southeast Energy Efficiency Alliance	2023 Southeast Energy Summit	10/26&27/2023	Atlanta MSA	Stakeholder Engagement	Subject Matter Experts, Interested Stakeholders

Rep. Becky Evans	EJ Action Forum and Listening Session (Represented by GA EPD)	10/28/2023	Atlanta MSA	Public Engagement	Public
City of Decatur	Stakeholder Inquiry	11/03/2023	Decatur, GA	CPRG	Local Government
Food Well Alliance	Stakeholder Inquiry	11/06/2023	Zoom	CPRG	Urban Farming and Composting Nonprofit
Georgia Association of Stormwater Professionals	Committee Meeting	11/13/2023	Marietta, GA	Industry Meeting	Stormwater Professionals, Water Utilities
Ray C. Anderson Foundation	Climate + Equity in Georgia: How Do We Get This Right?	11/14/2023	Atlanta MSA	Public Engagement	Public
Drawdown Georgia	Leadership Council Meeting	11/15/2023	Atlanta	Industry Meeting	Subject Matter Experts & Advisors
ARC Energy and Climate Council	E&C Council Quarterly Meeting	11/16/2023	Atlanta	Quarterly Meeting	ARC Board Members and Subject Matter Expert Advisors
Carl Vincent Institute of Government	Stakeholder Inquiry	11/22/2023	Zoom	CPRG	Local Government Technical Assistance Organization
Atlanta Regional Commission	November Stakeholder Meeting	11/28/2023	Teams	Information Session + Stakeholder Engagement	Public
Carl Vincent Institute of Government	E-Mobility Success for Local Governments Webinar	11/30/2023	Online	Industry Meeting	E-Mobility Professionals and Local Governments
ARC IIJA Newsletter	Monthly Newsletter	12/01/2024	Email	Information Item	ARC Stakeholders
ARC Land Use Coordinating Committee	2024 Livable Centers Initiative & Community Development Assistance Ideas Exchange	12/06/2024	Atlanta and Teams	Information Session	Local Government Elected Officials and Staff
Southeast Sustainability Directors Network	Stakeholder Inquiry	12/07/2023	Teams	CPRG	Sustainability Directors Network

Emory University	Stakeholder Inquiry	12/08/2023	Atlanta	CPRG	Academic Institution
Metropolitan Atlanta Rapid Transit Authority	Meeting with MARTA	12/11/2023	Atlanta	CPRG	Transit Agency
Metropolitan North Georgia Water Planning District	Quarterly Board Meeting	12/13/2023	Atlanta	Information Session	Elected Officials and Water Utilities
Pew Charitable Trusts & ARC	Georgia Resilience Roundtable	12/15/2023	Atlanta	Stakeholder Engagement	Subject Matter Experts, Interested Stakeholders
City of Roswell	Stakeholder Inquiry	12/19/2023	Teams	CPRG	Local Government
Georgia Institute of Technology	Stakeholder Inquiry	01/03/2024	Phone	CPRG	Academic Institution
Gwinnett County	Stakeholder Inquiry	01/04/2024	Teams	CPRG	Local Government
Atlanta Recycles	Stakeholder Inquiry	01/05/2024	Teams	CPRG	Recycling Nonprofit, Industry Expert
ARC Board Meeting	Monthly ARC Board Meeting	01/10/2024	Atlanta	Information Session	Elected Officials and Regional Stakeholders
City of Atlanta	Stakeholder Inquiry	01/17/2024	Teams	CPRG	Local Government
Cobb County	Cobb County Sustainability Forum	01/17/2024	Cobb County	Information Session	Public
Ape Recycling	Stakeholder Inquiry	01/18/2024	Teams	CPRG	Recycling Industry Expert
Ayika Solutions	Stakeholder Inquiry	01/19/2024	Teams	CPRG	DBE, Weatherization and Low-Income Communities Industry Expert
Beyond Zero Waste	Stakeholder Inquiry	01/19/2024	Teams	CPRG	Recycling Industry Expert
Georgia EPD Air Protection Branch	Georgia Residents' Social, Environmental, and Economic Priorities: A Statewide Survey	01/22/2024	Email	CPRG	Public, Low-Income Disadvantage Communities
Atlanta Regional Commission	January Stakeholder Meeting	01/30/2024	Teams	Information Session + Stakeholder Engagement	Public
Atlanta Regional Commission/ Tim Echols	ARC's Climate Initiatives & EVs in Georgia	01/30/2024	Atlanta	Information Session	ARC staff and PSC Commissioner Tim Echols

City of Atlanta	Stakeholder Inquiry	02/06/2024	Teams	CPRG	Local Government
ARC Energy and Climate Council	E&C Council Full Day workshop	02/07/2024	Peachtree Corners	Stakeholder Engagement	ARC Board Members and Subject Matter Expert Advisors
Metropolitan Atlanta Rapid Transit Authority	Stakeholder Inquiry	02/07/2024	Phone	CPRG	Transit Agency
ARC Board Meeting	Monthly ARC Board Meeting	02/14/2024	Atlanta	Information Session	Elected Officials and Regional Stakeholders
Compost Now	Stakeholder Inquiry	02/015/2024	Email	CPRG	Compost Industry Expert

Appendix B: GHG Inventory Technical Support Document

Inventory Tool

ARC's simplified GHG inventory utilizes Drawdown Georgia's GHG Emissions Tracker for sector-specific data. Drawdown Georgia's GHG Tracker expresses greenhouse gas emissions in metric tons of carbon dioxide equivalent (CO_2e) units. This standardized unit ensures consistent comparisons across various greenhouse gases.

Background Information

ARC's simplified GHG inventory captures emissions within the 29-county Atlanta MSA for the 2019 base year. It quantifies direct emissions from the residential, commercial, industrial, transportation, and agriculture sectors, and indirect emissions associated with electricity consumed in the residential, commercial, and industrial sectors. While data limitations prevent direct inclusion of the waste sector, its emissions are included for reference and estimated to be accounted for within the commercial and industrial sectors.

Reporting Sectors

Data sources for each sector are as follows:

1. **Consumed Electricity:** This sector represents indirect emissions associated with electricity consumption in residential, commercial, and industrial sectors. Data is sourced from Drawdown Georgia's platform, which relies on the Energy Information Administration (EIA) Open Data API and state-specific datasets.

2. **Residential:** Direct emissions from residential activities and energy use are captured in this sector. Drawdown Georgia leverages the Census American Community Survey (ACS), EIA Residential Energy Consumption Survey (RECS), NOAA Climate Normals, and EIA Open Data API to gather relevant information.

3. **Commercial:** Direct emissions from commercial buildings and activities are captured in this sector. Drawdown Georgia's methodology incorporates data from EIA Open Data API, Quarterly Workforce Indicators (QWI), Commercial Buildings Energy Consumption Survey (CBECS), and state-wide energy usage data.

4. **Industrial:** Direct emissions from industrial facilities and processes are captured in this sector. Drawdown Georgia uses EIA Open Data API alongside QWI industrial employment data, Manufacturing Energy Consumption Survey (MECS) data, and state-wide emissions information.

5. **Transportation:** Direct emissions from on-road vehicles, including passenger cars, trucks, and buses are included in this sector. Drawdown Georgia's methodology utilizes EIA Open Data API, US Department of Transportation monthly Traffic Volume Trends (TVT), and the Georgia Department of Transportation's Highway Performance Monitoring System (HPMS) data to calculate emissions by road category and county.

6. **Agriculture:** Direct emissions from agricultural activities such as agricultural soil management, enteric fermentation, and manure management are included in this sector. Drawdown Georgia's methodology uses United States Department of Agriculture (USDOA) Census data, Growing Degree Days (GDDs), USDOA animal units, and USDOA manure generation values per animal unit to estimate emissions.

7. **Forestry:** Forest uptake and wood sequestration are quantified in this sector. Drawdown Georgia's methodology utilizes National Land Cover Dataset (NLCD), Oak Ridge National Laboratory (ORNL) Forest Flux Data, EPA State Inventory Tool (SIT) for Forestry Flux, and GDDs to estimate emissions and flux.

8. **Waste:** While not directly included in the inventory due to data limitations, waste sector emissions are estimated to be captured within the commercial and industrial sectors. This estimation is based on filtering waste facilities within the 29-county MSA and year 2019 using Drawdown Georgia's GHG Emission Tracker dashboard for Large Facility Industrial and Commercial Direct GHG Emissions.

Data Sources

For more information about the data used and calculations made by the Drawdown Georgia GHG Emissions Tracker, see the GHG Emissions Tracker Documentation Slides and the GHG Emissions Tracker Documentation Manual.

Appendix C: GHG Reduction Potential Technical Support Document

INTRODUCTION

This appendix is a supplement to the Atlanta MSA PCAP in support of the EPA's Climate Pollution Reduction Grant Program. This appendix details the methodologies, data, sources, assumptions, and results of quantitative assessments performed in support of the priority measures in the PCAP, including quantifications of estimated GHG emissions reductions. The PCAP contains the following priority measures:

- Electrify Fleets
- Expand EV Charging Infrastructure
- Incentivize Use of Electric Bikes
- Encourage Transportation Mode Shifts
- Transition to Energy Efficient Transit Railcars
- Convert Fleet Vehicles from Diesel to Cleaner Fuels
- Electrify Buildings
- Increase Energy Efficiency in Industrial and Commercial Buildings (including Multifamily)
- Increase Energy Efficiency in Single Family Homes
- Increase Use of Solar Photovoltaics
- Increase Community-Based Solar
- Increase Use of Wastewater Gas to Energy
- Increase Diversion of Waste from Landfills
- Increase Local Government Adoption of Climate Mitigating Policies, Ordinances, and Programs

For details on each priority measure, please see the PCAP. This appendix is intended to provide clarity and detail for readers seeking to understand how potential emissions reductions were quantified or conduct a similar analysis in preparation for a CPRG Implementation Grant application.

NOTE: The GHG emissions reductions stated in each of the following measures are estimates based on available data and tools, which may be subject to revisions or updates as needed.

MEASURING AND REPORTING GREENHOUSE GASES

Different types of GHGs (CO2, CH4, N2O, HFCs, PFCs, SF6, NF3, etc.) have different global warming potentials (GWP). GWPs were developed to allow comparisons of the warming impacts of different GHGs. A GWP measures how much energy the emissions of 1 ton of a gas will absorb over a given time, relative to the emissions of 1 ton of carbon dioxide. The larger the GWP, the more that gas warms the Earth compared to CO2 over the given time. GWPs allow for a common unit of measurement across all GHGs, regardless of their radiative efficiency or lifespan in the atmosphere. GWPs are used to convert emissions of all GHGs into CO2 equivalent (CO2e). The conversion used is emissions of the gas multiplied by its GWP. Throughout this PCAP, emissions are measured by the weight of the gas emitted in metric tons (MT) carbon dioxide equivalent (MTCO2e).

METHODOLOGY AND ASSUMPTIONS FOR EACH PCAP GHG PRIORITY MEASURES

Electrify Fleets

PCAP Priority Measure	Cumulative GHG Emissions Reductions (MT CO2e) 2025 - 2030	2030 - 2050
Electrify Fleets	646,778	12,687,689

Prepared by: ARC

An Excel-based CMAQ Calculator was used as a source to estimate emission rates for electrifying public fleet vehicles (primarily administrative fleets). A large local city has a fleet of over 5,000 vehicles, and it is assumed that half are gas trucks and half are gas light duty vehicles. These figures were conflated to the MSA level proportional to population. These additional assumptions were made for their use and replacement rate between 2025-2050:

- 30,206 light duty vehicles
- 30,206 trucks
- Gas truck emission rate = 308.7 g/veh/mile
- Gas light duty truck emission rate = 399.5 g/veh/mile
- EV vehicles = 0 g/veh/mile
- Annual mileage (both) = 40,000 miles
- Light Duty Replacement Rate/yr (2025-2032) = 1,000
- Light Duty Replacement Rate/yr (2033-2050) = 1,500
- Truck Replacement Rate/yr (2025-2032) = 1,200
- Truck Replacement Rate/yr (2033-2050) = 1,750

Replacing the public fleets with this timeline gets the region to a 100% electric fleet by 2050. This analysis only considers the reduction in tailpipe emissions and compares it to a Business As Usual case of maintaining gas vehicles over time. Table 1 shows the 2025-2030 estimates of replacing gas vehicles with propane vehicles. The replacement schedule is compared to a Business As Usual case, and the right-most column includes cumulative greenhouse gas reductions in 2030 and 2050.

Table 1: Greenhouse Gas Reductions from Electrifying Fleets

Year	BAU (MT CO2e)	Replacement Plan (MT CO2e)	Cumulative Reduction (MT CO2e)
2025	855,716	824,917	
2026	855,716	794,118	
2027	855,716	763,319	
2028	855,716	732,520	
2029	855,716	701,721	
2030	855,716	670,922	**646,778**
2031	855,716	640,124	
2032	855,716	609,325	

2033	855,716	563,744	
2034	855,716	518,163	
2035	855,716	472,582	
2036	855,716	427,001	
2037	855,716	381,420	
2038	855,716	335,839	
2039	855,716	290,258	
2040	855,716	244,677	
2041	855,716	199,096	
2042	855,716	153,515	
2043	855,716	107,934	
2044	855,716	67,218	
2045	855,716	43,246	
2046	855,716	19,274	
2047	855,716	-	
2048	855,716	-	
2049	855,716	-	
2050	855,716	-	**12,687,689**

Expand EV Charging Infrastructure

	Cumulative GHG Emissions Reductions (MT CO2e)	
PCAP Priority Measure	**2025 - 2030**	**2030 - 2050**
Expand EV Charging Infrastructure	0	+3,156

Prepared by: EY

Overview: This workbook estimates the GHG reduction potential of the "Expand EV Charging Infrastructure" priority measure. This measure is mapped to the most similar priority measures that will be included in the state of Georgia's Priority Action Plan (PAP), and the estimated GHG potential of ARCs priority measures are calculated by scaling down the estimated GHG reduction potential of Georgia's priority measures proportionally using the amount of GHG emissions emitted by the Atlanta MSA relative to the total GHG emissions emitted by the state.

Notes:

- To determine the amount of GHG emissions emitted by the Atlanta MSA relative to the state, the Atlanta MSA 2019 GHG emissions baseline and the Georgia 2021 GHG emissions baseline were used.
- Values preceded by a "+" sign in the table above indicate emission increases.
- The electric vehicle charging infrastructure measure resulted in increased GHG emissions in the long-term (2025-2050) due to the manufacturing and utilization of EV chargers.

Table 1. Mapping of ARC Priority Measures to Relevant Georgia Priority Measures

ARC Measure	Measure from Georgia Statewide Plan
Increase EV infrastructure	Electric vehicle charging infrastructure

Table 2. GHG Emission Reductions from Relevant Georgia Priority Measures

	Cumulative emission reductions (MT CO2e)	
Measure from Georgia Statewide Plan	**2025-2030**	**2025-2050**
Electric vehicle charging infrastructure	0	+5,000

Table 3. Comparing Georgia Statewide Emissions Inventory to ARC Emissions Inventory

Georgia Net Emissions (metric tons CO_2e)	111,596,163
Atlanta MSA Net Emissions (metric tons CO_2e)	70,447,080

Table 4. GHG Emission Reductions from ARC Measures

	Cumulative emission reductions (MT CO2e)	
ARC Measure	**2025-2030**	**2025-2050**
Increase EV infrastructure	0	+3,156

Modeling Assumptions:

This priority reduction measure was modeled using the Rocky Mountain Institute's (RMI's) Energy Policy Simulator (EPS), an "open-source model for estimating the environmental, economic, and human health impacts of hundreds of climate and energy policies."[2] Environmental, economic, and human health impacts resulting from each measure's implementation were estimated for two periods: 2025 to 2030 and 2025 to 2050. The impacts for 2025 to 2030 were quantified through December 31, 2024, and the impacts for 2025 to 2050 were quantified through December 31, 2049.

To model the measure in the EPS, a "business-as-usual" (BAU) and a "policy" scenario were developed, projecting out assumptions and key inputs related to the measure to 2050. The BAU scenario assumes no implementation of the reduction measure while the policy scenario assumes full implementation of the measure.

The following section details the scenarios, assumptions, and metrics that served as key inputs to modeling the measure in the EPS.

Estimates of GHG emission reductions resulting from the implementation of the measure in the state of Georgia have been outputted by the EPS modeling tool using the key inputs described below. These estimates have been scaled down in the

[2] Rocky Mountain Institute, Energy Policy Simulator. 2024.

ARC Measures Excel workbook (above) to represent estimates of GHG reductions that would result from the implementation of the similar ARC-provided measure in the Atlanta MSA. The GHG emission reductions estimated from the measure from 2025 to 2030 and from 2025 to 2050 were scaled down proportionally using the amount of GHG emissions emitted by the Atlanta MSA relative to the total emissions emitted by the state.

Modeling:
This measure focuses on the strategic expansion of electric vehicle (EV) charging infrastructure for light-duty vehicles across Georgia, aiming to increase the availability and accessibility of EV charging stations and thereby supporting the adoption of electric vehicles by reducing range anxiety and enhancing convenience for EV owners.
The modeling looks specifically at the deployment of public level 2 charging ports and public direct current fast chargers (DCFC) across Georgia. The EPS policy "New EV Chargers This Year" is used to quantify the impacts of measure implementation.

The expansion of EV charging infrastructure was modeled under two scenarios: (1) a business-as-usual (BAU) scenario, extending the current state, and (2) policy scenario. Each scenario is defined in detail below. Compared to the BAU scenario, the policy scenario increases the expansion of public level 2 charging stations by 177% and public DCFCs by 66%.

Current state
In 2022, 9,542,400 light-duty vehicles were registered in the State of Georgia, of which 60,100 (0.63%) were EVs.[3] In 2023, there were 4,977 level 2 charging ports and 1,084 DCFC ports in Georgia.[4]

Business-as-usual scenario
The business-as-usual scenario assumes a modest growth rate from the current state, reflecting national average increases in EV adoption and corresponding infrastructure needs based on data from the U.S Department of Energy Alternative Fuels Data Center.[5] This data contains projections for level 1, level 2, and direct current fast charging (DCFC) stations. However, the scope of this analysis was limited to level 2 and DCFC stations, as level 1 stations are typically privately owned. Given the above assumptions, the business-as-usual trend for level 2 and direct current fast charging stations is shown in Table 5 below.

Table 5: BAU scenario projection for EV charging in Georgia

Year	Public level 2 charging ports	Public DCFC ports
2022	4,977	1,084
2025	6,232	1,146
2030	8,323	1,248
2040	13,247	1,987
2050	18,171	2,726

Policy scenario
The policy scenario assumes increased EV uptake and thereby increased need for charging stations.

Projections for the increase in light-duty vehicles in Georgia are based on the "high uptake of Inflation Reduction Act" scenario defined by the Energy Information Administration's (EIA's) 2023 Annual Energy Outlook Table 39, as shown in Table 6 below.[6] This scenario projects sales of both EVs and non-EVs.

[3] U.S. Department of Energy, Alternative Fuels Data Center: Vehicle Registration Counts by State. Retrieved February 23, 2024.
[4] U.S. Department of Energy, Alternative Fuels Data Center: Vehicle Registration Counts by State. Retrieved February 23, 2024.
[5] U.S. Department of Energy, Alternative Fuels Data Center. Retrieved February 23, 2024.
[6] U.S. Energy Information Administration. Annual Energy Outlook 2023, Table 39. March 16, 2023.

Table 6: Policy scenario projection for increase in light-duty vehicles in Georgia

	2022	2025	2030	2040	2050
National light-duty vehicles	261,612,793	264,455,627	269,727,356	277,696,228	294,364,471
% increase from 2022	N/A	1.09%	3.10%	6.15%	12.52%
Georgia light-duty vehicles	9,542,400	9,646,093	9,838,381	10,129,048	10,737,027

The "high uptake of Inflation Reduction Act" scenario was also used to project the proportion of light-duty vehicles that are also electric, per Table 7 below.

Table 7: Policy scenario projection for % of light-duty vehicles that are electric

	2022	2025	2030	2040	2050
National % of light-duty vehicles that are EV	0.777%	1.703%	4.306%	9.771%	12.262%

The Department of Energy's (DOE) Electric Vehicle Infrastructure Projection Tool (EVI-Pro) Lite was used to calculate how many chargers would be required to support this uptake in EVs.[7] For each year, we assumed the following default mix of plug-in electric vehicles: 40% sedans, 35% crossover or SUV, 21% pickup trucks, and 4% vans. It was assumed that 75% of drivers had access to at home charging, assuming the low-end of an estimate.[8]

Additionally, for the policy scenario base year, 2022, light-duty EV registration in Georgia is 60,100, however, the projection tool requires that the number of vehicles required for a result is 1% of the total vehicles. To satisfy this requirement, the base year projection value used was 88,600.

Table 8: Policy scenario projection for level 2 and DCFC charging stations in Georgia

Year	Total GA light-duty vehicles	% EVs	# GA light-duty EVs	Public level 2 ports	Public DCFC ports
2022	9,542,400	0.63%	88,600	4,977	1,084
2025	9,646,093	1.703%	164,273	8,752	1,286
2030	9,838,381	4.306%	423,641	18,785	2,520
2040	10,129,048	9.771%	989,709	40,334	4,126
2050	10,737,027	12.262%	1,316,574	50,404	4,530

Disclaimer:
Ernst & Young, LLP (EY) prepared the attached Report only for Georgia Environmental Protection Division (GA EPD) pursuant to an agreement solely between EY and GA EPD. EY did not perform its services on behalf of or to serve the needs of any other person or entity, and this methodology may not be appropriate to use by other entities. Accordingly, EY expressly disclaims any duties or obligations to any other person or entity based on its use of the attached Report. Any other person or entity must perform its own due diligence inquiries and procedures for all purposes.
GA EPD alone is responsible for any decision to implement actions identified in our Report or other actions from the provision of our services and for compliance with applicable regulatory requirements. Client is solely responsible for the preparation of its Climate Pollution Reduction Grant submissions and applications, including making all of the judgements inherent in preparing them.

EY did not perform an audit, review, examination or other form of attestation in accordance with any generally accepted auditing, review or other assurance standards of GA EPD. Accordingly, EY did not express any form of assurance on EPD. The observations relating to CPRG decision and opportunities that EY provided to GA EPD were: 1) based on the facts and

[7] U.S. Department of Energy, Electric Vehicle Infrastructure Projection Tool (EVI-Pro) Lite. Retrieved February 23, 2024.

[8] Hagenmaier, M. et al., What Electric Vehicle Owners Really Want from Charging Networks.. *Boston Consulting Group*. January 17, 2023.

circumstances present to EY; 2) designed to assist GA EPD in reaching its own conclusions; and 3) do not constitute our concurrence with or support of GA EPD partners and jurisdictions.

Incentivize Use of Electric Bikes

PCAP Priority Measure	Cumulative GHG Emissions Reductions (MT CO2e) 2025 - 2030	2030 - 2050
Incentivize Use of Electric Bikes	1,937	13,175

Prepared by: ARC

An Excel-based calculator developed by the Rocky Mountain Institute (RMI) was used to estimate the impacts of an MSA-wide e-bike incentive program. Figure 1 includes many of the assumptions.[9]

Variable	Selected Input
Annual program budget for incentives	$ 15,000,000.00
Timeline (Years)	4
Income-qualified commuting e-bike incentive	$ 1,500.00
Income-qualified cargo e-bike incentive	$ 2,000.00
Market-rate commuting e-bike incentive	$ 500.00
Market-rate cargo e-bike incentive	$ 1,000.00
Percent of incentives for income-qualified participants	75%
Percent of incentives for commuting e-bikes	54%
Average miles per week by income-qualified participants	32
Average miles per week by market-rate participants	22

Fig. 1 Assumptions and inputs to RMI E-bike Calculator

The calculator used travel pattern inputs from Replica as intermediate inputs, and the appropriate MSA data was added to the workbook to estimate Atlanta MSA impacts of a regional e-bike incentive program.[10] Table 1 shows the 2025-2029 estimates from the calculator, and an optimistic projection to 2050 using the FORECAST function. The right-most column includes cumulative greenhouse gas reductions in 2030 and 2050.

Table 1: Greenhouse Gas Reductions from an E-bike Incentive Program

	Baseline (MTCO2)	With e-bikes (MTCO2)	Reduction (MTCO2)	Cumulative Reduction (MTCO2)
2025	30,645	30,532	113	
2026	30,509	30,287	222	
2027	30,252	29,925	327	
2028	29,882	29,444	438	
2029	29,366	28,941	425	

[9] Rocky Mountain Institute, Energy Policy Simulator. 2024.
[10] Replica, 2024

2030	28,924	28,511	412	**1,937**
2031	28,425	28,026	399	
2032	27,781	27,397	384	
2033	27,061	26,693	369	
2034	26,331	25,978	354	
2035	26,247	25,791	456	
2036	25,761	25,285	476	
2037	25,276	24,779	497	
2038	24,790	24,273	517	
2039	24,304	23,767	537	
2040	23,819	23,261	557	
2041	23,333	22,755	578	
2042	22,848	22,250	598	
2043	22,362	21,744	618	
2044	21,876	21,238	639	
2045	21,391	20,732	659	
2046	20,905	20,226	679	
2047	20,420	19,720	699	
2048	19,934	19,214	720	
2049	19,448	18,708	740	
2050	18,963	18,202	760	**13,174**

Encourage Transportation Mode Shifts

	Cumulative GHG Emissions Reductions (MT CO2e)	
PCAP Priority Measure	**2025 - 2030**	**2030 - 2050**
Encourage Transportation Mode Shifts	17,139	74,270

Prepared by: ARC

An Excel-based Clean Mobility Quantification Methodology Calculator developed by the California Air Resources Board was used to estimate the greenhouse gas impact of expanding transit incentives throughout the MSA region.[11] Table 1 describes the inputs and assumptions used for the Clean Mobility Calculator.

Table 1: Assumptions and Inputs to Clean Mobility Calculator

Timeline	2025-2030
Program Funding	$6,000,000
Number of Annual Subsidies	12,000
Average Value of Subsidy	$100
Increased Annual Bus Ridership	1,000,000
Average Length of Bus Trip	6.0 mile
Increased Annual Rail Ridership	1,000,000
Average Length of Rail Trip	7.0 mile
Air Basin	San Diego

The Air Basin input is used to pull data on the average emissions from cars, trains, buses, and transit propensity for a specific region. It is assumed that the San Diego region and the Atlanta region are similar in terms of the emissions rates from the regional fleets.

Table 2 shows the 2025-2050 reductions from a transit subsidy program. The assumptions here are that the ridership increase would remain the same even after the program ends. The right-most column includes cumulative greenhouse gas reductions in 2030 and 2050.

Table 2: Greenhouse Gas Reductions from a Regional Transit Subsidy

Year	Annual Reduction (MT CO2)	Cumulative Reduction (MTC02)
2025	2,857	
2026	2,857	
2027	2,857	
2028	2,857	
2029	2,857	
2030	2,857	**17,139**
2031	2,857	

[11] California Air Resources Board, Clean Mobility Quantification Methodology Calculator, 2024

2032	2,857	
2033	2,857	
2034	2,857	
2035	2,857	
2036	2,857	
2037	2,857	
2038	2,857	
2039	2,857	
2040	2,857	
2041	2,857	
2042	2,857	
2043	2,857	
2044	2,857	
2045	2,857	
2046	2,857	
2047	2,857	
2048	2,857	
2049	2,857	
2050	2,857	74,270

Transition to Energy Efficient Transit Railcars

	Cumulative GHG Emissions Reductions (MT CO2e)	
PCAP Priority Measure	**2025 - 2030**	**2030 - 2050**
Transition to Energy Efficient Transit Railcars	37,060	139,484

Prepared by: MARTA

The GHG reduction estimate method involves calculating the total GHG emissions from a reference case scenario where MARTA's current electric rail cars are not replaced (or if they are replaced, the new cars have the same energy efficiency as the old railcars) and comparing that reference case to the GHG emissions from a project implementation scenario where efficient electric rail cars replace the entire rail car fleet by 2030. The difference in total GHGs between the two scenarios represents the GHG reductions from project implementation.

In terms of durability of reductions, the new rail cars will result in a permanent reduction of cumulative emissions over the lifetime of the new rail cars (30-40 years). This is due to the fact that older or less efficient rail cars would most likely be used if this project is not funded. Because the measured years of GHG reductions do not continue past the lifetime of the rail cars (GHG reductions are calculated for 25 years and not 30-40 years), GHG reductions will continue past the time period of estimated reductions.

Cumulative and annual GHG reductions are in the tables below. IPCC 5th Assessment Report Global Warming Potentials were used to calculate metric tons of carbon dioxide equivalent (MT CO_2e).

	Cumulative GHG Emissions ($MTCO_2e$)		Cumulative GHG Reductions ($MTCO_2e$)
Years	Reference Case Rail Fleet	Project Implementation Rail Fleet	
2025-2030	109,070	72,011	37,060
2025-2050	245,636	106,152	139,484

	Annual GHG Emissions (MTCO2e)		Annual GHG Reductions ($MTCO_2e$)
Year	Reference Case Rail Fleet	Project Implementation Rail Fleet	
2025	29,195	25,546	3,649
2026	29,132	21,849	7,283
2027	20,519	12,824	7,695
2028	11,905	5,953	5,953
2029	10,075	3,778	6,297
2030	8,244	2,061	6,183
2031	7,433	1,858	5,574
2032	6,621	1,655	4,966
2033	6,576	1,644	4,932
2034	6,532	1,633	4,899
2035	7,033	1,758	5,275
2036	7,535	1,884	5,651
2037	7,129	1,782	5,347
2038	6,724	1,681	5,043
2039	7,272	1,818	5,454
2040	7,821	1,955	5,866
2041	7,144	1,786	5,358
2042	6,466	1,617	4,850
2043	6,119	1,530	4,590
2044	5,773	1,443	4,329
2045	5,961	1,490	4,471
2046	6,150	1,537	4,612
2047	6,251	1,563	4,689
2048	6,353	1,588	4,765
2049	7,342	1,836	5,507
2050	8,331	2,083	6,248

Primary Assumptions:

- Compared to the legacy fleet of trains, the new MARTA fleet will be 70-80% more energy efficient (assuming an average of 75% reduction in electricity usage due to new trains.)
- For reference case scenario, 2022 rail kWh use is held constant every year through 2050.
- Project implementation year is 2025.
- 100% of the rail fleet is being replaced by the efficient rail cars by 2030.
- After 2030, annual electricity reduction from new rail cars is constant at 75%.
- Electricity emissions factors were forecast using ICLEI Local Governments for Sustainability State Grid Intensity Projections tool for the state of Georgia, which is based on NREL's Mid Case Scenario data. Forecast values were available every two years in lb CO2e/MWh (see table below for citation.)
- The electricity emissions factor does not change between the reference case and proposed project.

75%	Electricity reduction of new trains compared to baseline trains

Year	% Rail Train Replacement	% Total Rail Train Electricity Reduction due to New Rail*
2024	0%	0%
2025	17%	13%
2026	33%	25%
2027	50%	38%
2028	67%	50%
2029	83%	63%
2030	100%	75%

*after 2030, annual electricity reduction from new rail cars is constant at 75%

Conversion Factors

0.000453593	MT/lb
1000	kWh/MWh
1000	kg/MT
1000000	g/MT

IPCC 5th Assessment Report 100-year GWPs

CO2	1
CH4	28
N2O	265

For a copy of the full calculations for this measure, contact ARC at climate@atlantaregional.org

Convert Fleet Vehicles from Diesel to Cleaner Fuels

PCAP Priority Measure	Cumulative GHG Emissions Reductions (MT CO2e) 2025 - 2030	2030 - 2050
Convert Fleet Vehicles from Diesel to Cleaner Fuels	24,661	180,411

Prepared by: ARC

An Excel-based CMAQ Calculator was used to estimate the impacts of transitioning a number of administrative fleet vehicles from gasoline to propane. Data from a local county assumes that 7 vehicles would be transitioned in 2025, and an additional 5 would transition in 2029.[12] These numbers were proportionally conflated to the MSA level using the population of the county compared to the full MSA. Figure 1 includes assumptions and inputs to the CMAQ calculator.

PROJECT INFORMATION	
Project Title	Forsyth Gas to Propone
Project ID	
Project Location	Forsyth County
Project Year	2025-2050
Project Cost	
Metropolitan Area	Atlanta
County (optional)	
Project Description:	Replacement of gas vehicles to propane vehicles.

INPUTS		
Data Type	Value	Units
Average Model Year of Alternative Vehicle	2018	-
Type of Alternative Vehicle	Gas_Passenger_Truck	-
Average Model Year of Existing Vehicle	2027	-
Type of Existing Vehicle	Propane_Passenger_Truck	-
Number of Vehicles to be Replaced	7	vehicles
Annual Average Mileage of each Vehicle	26,594	miles
Annual Average Speed	20	mph

CONSTANTS		
Data Type	Value	Units
Number of Weekdays per Year	250	days

Fig. 1 Assumptions and inputs to the CMAQ calculator.

Table 1 shows the 2025-2030 estimates of replacing gas vehicles with propane vehicles. The replacement schedule is compared to a Business As Usual case, and the right-most column includes cumulative greenhouse gas reductions in 2030 and 2050.

Table 1: Greenhouse Gas Reductions from Gas to Propane Vehicle Replacements

Year	BAU	Gas Vehicle (MT CO2e)	Propane (MT CO2e)	Reductions (MT CO2)
2025	22,433	22,433	-	
2026	22,433	22,433	-	
2027	22,433	9,347	8,543	
2028	22,433	9,347	8,543	
2029	22,433	-	14,646	**2030**

[12] Texas A&M Transportation Institute for ARC, CMAQ Calculator, 2024

2030	22,433	-	14,646	24,661
2031	22,433	-	14,646	
2032	22,433	-	14,646	
2033	22,433	-	14,646	
2034	22,433	-	14,646	
2035	22,433	-	14,646	
2036	22,433	-	14,646	
2037	22,433	-	14,646	
2038	22,433	-	14,646	
2039	22,433	-	14,646	
2040	22,433	-	14,646	
2041	22,433	-	14,646	
2042	22,433	-	14,646	
2043	22,433	-	14,646	
2044	22,433	-	14,646	
2045	22,433	-	14,646	
2046	22,433	-	14,646	
2047	22,433	-	14,646	
2048	22,433	-	14,646	
2049	22,433	-	14,646	**2050**
2050	22,433	-	14,646	180,411

Electrify Buildings

	Cumulative GHG Emissions Reductions (MT CO2e)	
PCAP Priority Measure	**2025 - 2030**	**2030 - 2050**
Electrify Buildings	1,500,000	21,000,000

Prepared by: Greenlink Analytics

Brief Description of Intervention: Home electrification programs and heating and cooling electrification may include multiple approaches within or across jurisdictions. This has been quantified based on one conservative approach that seems to be a reasonable approximation rather than estimate of the exact policy intervention.

Notes on Intervention Implementation and Methodology:

- Building electrification is modeled as a building codes policy that begins with consistent implementation of existing Georgia state building codes, improving over time, and eventually resulting in new construction achieving all-electric status.
- Does not account for potential interactions between different interventions.

Energy Baseline and Forecast Details:

Our analysis of energy consumption and the associated greenhouse gas emissions focused on the residential, commercial, and industrial sectors. Baseline information for 2020 was collected from the NREL SLOPE tool, which uses a combination of socioeconomic and energy survey data to establish baselines characteristics down to the county level. Greenlink obtained county-level estimates for all sectors noted for the 29 counties that compose the Atlanta Region.

SLOPE uses the EIA AEO forecasts to derive county-level energy forecasts; however, these have not been updated for several years. To provide better estimates, Greenlink aggregated the county-level 2020 baseline data to the region level, then obtained sector-specific growth forecasts out to 2050 for the South Atlantic region from the EIA AEO 2023. This maintains fidelity with the original NREL intent while also providing more accurate, post-COVID, post-Inflation Reduction Act forecasts for us in assessing the impacts of different climate policy options for the region.

Carbon Baseline and Forecast Details:

Our analysis of baseline CO2 emissions begins with capturing recent localized estimates. 2022 baseline emissions for residential, commercial, and industrial sectors were collected at the county level from Drawdown Georgia, the collaborative effort led by researchers at the Georgia Institute of Technology, the University of Georgia, and others.

Carbon intensity is assumed to be a constant for natural gas at 53.02 kgCO2/MMBTU, as documented by many federal agencies (EPA, DOE, EIA, etc). Carbon intensity for the electricity sector is a more complex determination. Greenlink used its ATHENIA model forecasts, which captures hourly operations at power plants across the nation and also captures the approved utility-sector plans for capacity additions and retirements. It then uses machine learning to make predictions of the most likely description of energy system operations. The model has been awarded by the Massachusetts Institute of Technology, the Georgia Institute of Technology, and the National Science Foundation, and has been used to support the development of dozens of climate action plans at the state and local level across the United States since its introduction in 2014.

ATHENIA's hourly carbon intensity projections for the SERC region were collapsed to a demand-weighted annual average for the purpose of completing this analysis. Projections were used that extend out to 2050.

Baseline Floorspace:

Greenlink's data partner Google provided access to their estimates of floorspace taken from Google Maps, delineated by residential and nonresidential building uses. EIE data available for 23 of the 29 counties in the MSA. Heard, Jasper, Lamar, Meriwether, Morgan, and Pike Counties did not have EIE data available. In these six cases, NREL's SLOPE baseline data for commercial buildings is substituted, which provides an estimate of floorspace and buildings based on economic activity. Residential building estimates and floorspace is estimated from a combination of resources. Average floorspace per single family and multifamily residence (including mobile homes) is taken from the Federal Reserve, at 2100 square feet per single family residence and 1000 square feet per multifamily residence. Data from the American Community Survey and the Greenlink Equity Map were brought together to estimate the number of households in single family and multifamily residences in each county, then multiplied by the average square feet for the appropriate segment noted above. The number of residential buildings was taken from the latest American Community Survey data (table ACS S2504).

	2020	2023	2026	2029	2032	2035
Energy Efficiency (Commercial)	2015 IECC (baseline 0%)	2021 IECC	2024 IECC + amendments to meet 10% better than 2023	2027 IECC + amendments to meet 10% better than 2026	2030 IECC + amendments to meet 10% better than 2029	Max Tech Efficiency
EE (Residential ERI)	47	44.5	42	39.5	37	34.5
Renewable Energy Resources	Not Required	Res Solar Ready/ Comm .25 W/sqft of 3 largest floors	ResComm .5 w/sqft of conditioned floor area	Comm 10%	Comm 20%	Comm 50%
Electrification	EV Charging (current)	Electric Ready	All Electric	All Electric	All Electric	All Electric
Building-Grid Integration	Not Required	ADR and submetering	Storage and Water Heating	All Res. Appliances	Full Bldg/Grid Integration	
Embodied Carbon	NA	Provide EPDs or LCA	Concrete and Steel	Low EC structural	Low EC MEP systems	

Policy Options:
Proposed projects include Home Electrification Program and Electrification of Heating/Cooling Systems. To capture the potential effect of these projects that could be applied differently the 29 county area, we use some simplifying assumptions that seem reasonable to serve as a catch all proxy for the range of potential impacts. Building electrification potential is quantified by modeling building codes policy that begins with consistent implementation of existing Georgia state building codes, improving over time and eventually resulting in new construction achieving all-electric status.

For a copy of the full calculations for this measure, contact ARC at climate@atlantaregional.org

Increase Energy Efficiency in Industrial and Commercial Buildings (including Multifamily)

	Cumulative GHG Emissions Reductions (MT CO2e)	
PCAP Priority Measure	**2025 - 2030**	**2030 - 2050**
Increase Energy Efficiency in Industrial and Commercial Buildings (including Multifamily)	4,700,000	58,700,00

Prepared by: Greenlink Analytics

Brief Description of Intervention: Improve building energy efficiency through building performance standards, energy audits, and building energy ordinances. The expectation is set to be a 2% energy efficiency improvement per year for the first 10 years and a 1% per year thereafter.

Notes on Intervention Implementation and Methodology:

- Based on DOE's Energy Savings Analysis: ANSI/ASHARE/IES Standard 90.1-2016, the savings target (2% improvement per year for 10 years and 1% thereafter) is estimated.
- Does not account for potential interactions between different interventions.

Energy Baseline and Forecast Details:
Our analysis of energy consumption and the associated greenhouse gas emissions focused on the residential, commercial, and industrial sectors. Baseline information for 2020 was collected from the NREL SLOPE tool, which uses a combination of socioeconomic and energy survey data to establish baselines characteristics down to the county level. Greenlink obtained county-level estimates for all sectors noted for the 29 counties that compose the Atlanta Region.

SLOPE uses the EIA AEO forecasts to derive county-level energy forecasts; however, these have not been updated for several years. To provide better estimates, Greenlink aggregated the county-level 2020 baseline data to the region level, then obtained sector-specific growth forecasts out to 2050 for the South Atlantic region from the EIA AEO 2023. This maintains fidelity with the original NREL intent while also providing more accurate, post-COVID, post-Inflation Reduction Act forecasts for us in assessing the impacts of different climate policy options for the region.

Carbon Baseline and Forecast Details:
Our analysis of baseline CO2 emissions begins with capturing recent localized estimates. 2022 baseline emissions for residential, commercial, and industrial sectors were collected at the county level from Drawdown Georgia, the collaborative effort led by researchers at the Georgia Institute of Technology, the University of Georgia, and others.
Carbon intensity is assumed to be a constant for natural gas at 53.02 kgCO2/MMBTU, as documented by many federal agencies (EPA, DOE, EIA, etc). Carbon intensity for the electricity sector is a more complex determination. Greenlink used its ATHENIA model forecasts, which captures hourly operations at power plants across the nation and also captures the approved utility-sector plans for capacity additions and retirements. It then uses machine learning to make predictions of the most likely description of energy system operations. The model has been awarded by the Massachusetts Institute of Technology, the Georgia Institute of Technology, and the National Science Foundation, and has been used to support the development of dozens of climate action plans at the state and local level across the United States since its introduction in 2014.

ATHENIA's hourly carbon intensity projections for the SERC region were collapsed to a demand-weighted annual average for the purpose of completing this analysis. Projections were used that extend out to 2050.

Baseline Floorspace:
Greenlink's data partner Google provided access to their estimates of floorspace taken from Google Maps, delineated by residential and nonresidential building uses. EIE data available for 23 of the 29 counties in the MSA. Heard, Jasper, Lamar, Meriwether, Morgan, and Pike Counties did not have EIE data available. In these six cases, NREL's SLOPE baseline data for commercial buildings is substituted, which provides an estimate of floorspace and buildings based on economic activity. Residential building estimates and floorspace is estimated from a combination of resources. Average floorspace per single family and multifamily residence (including mobile homes) is taken from the Federal Reserve, at 2100 square feet per single family residence and 1000 square feet per multifamily residence. Data from the American Community Survey and the Greenlink Equity Map were brought together to estimate the number of households in single family and multifamily residences in each county, then multiplied by the average square feet for the appropriate segment noted above. The number of residential buildings was taken from the latest American Community Survey data (table ACS S2504).

Policy Options:
The potential is measured by establishing a reasonable target based on known building program impacts. In our analysis, the EE goal is set to be a 2% energy efficiency improvement per year for the first 10 years and a 1% per year thereafter. When we estimate the target savings, we assume that the goal would be achieved through building energy ordinances, energy audits, and benchmarking programs. The target values came from the 2017 energy codes analysis: ANSI/ ASHRAE/ IES Standard 90.1-2016. All commercial (including multi-family homes) and industrial buildings (not processes) are covered in this policy.

For a copy of the full calculations for this measure, contact ARC at climate@atlantaregional.org

Increase Energy Efficiency in Single Family Homes

PCAP Priority Measure	Cumulative GHG Emissions Reductions (MT CO2e) 2025 - 2030	2030 - 2050
Increase Energy Efficiency in Single Family Homes	105	9,854

Prepared by: EY

Overview: This workbook estimates the GHG reduction potential of the "Increase Energy Efficiency in Single Family Homes" priority measure. This measure is mapped to the most similar priority measures that will be included in the state of Georgia's Priority Action Plan (PAP.) and the estimated GHG potential of ARCs priority measures are calculated by scaling down the estimated GHG reduction potential of Georgia's priority measures proportionally using the amount of GHG emissions emitted by the Atlanta metropolitan statistical area (MSA) relative to the total GHG emissions emitted by the state.

Notes: To determine the amount of GHG emissions emitted by the Atlanta MSA relative to the state, the Atlanta MSA 2019 GHG emissions baseline and the Georgia 2021 GHG emissions baseline were used.

Table 1. Mapping of ARC Priority Measures to Relevant Georgia Priority Measures

ARC Measure	Measure from Georgia Statewide Plan
Energy efficiency/ weatherization of single family homes	Weatherization for residential buildings

Table 2. GHG Emission Reductions from Relevant Georgia Priority Measures

	Cumulative emission reductions (MT CO2e)	
Measure from Georgia Statewide Plan	**2025-2030**	**2025-2050**
Weatherization for residential buildings	166	15,610

Table 3. Comparing Georgia Statewide Emissions Inventory to ARC Emissions Inventory

Georgia Net Emissions (metric tons CO_2e)	111,596,163
Atlanta MSA Net Emissions (metric tons CO_2e)	70,447,080

Table 4. GHG Emission Reductions from ARC Measures

	Cumulative emission reductions (MT CO2e)	
ARC Measure	**2025-2030**	**2025-2050**
Energy efficiency/ weatherization of single family homes	105	9,854

Modeling Assumptions:
This priority reduction measure was modeled using the Rocky Mountain Institute's (RMI's) Energy Policy Simulator (EPS), an "open-source model for estimating the environmental, economic, and human health impacts of hundreds of climate and

energy policies."[13] Environmental, economic, and human health impacts resulting from each measure's implementation were estimated for two periods: 2025 to 2030 and 2025 to 2050. The impacts for 2025 to 2030 were quantified through December 31, 2024, and the impacts for 2025 to 2050 were quantified through December 31, 2049.

To model the measure in the EPS, a "business-as-usual" (BAU) and a "policy" scenario were developed, projecting out assumptions and key inputs related to the measure to 2050. The BAU scenario assumes no implementation of the reduction measure while the policy scenario assumes full implementation of the measure.
The following section details the scenarios, assumptions, and metrics that served as key inputs to modeling the measure in the EPS.

Estimates of GHG emission reductions resulting from the implementation of the measure in the state of Georgia have been outputted by the EPS modeling tool using the key inputs described below. These estimates have been scaled down in the ARC Measures Excel workbook (above) to represent estimates of GHG reductions that would result from the implementation of the similar ARC-provided measure in the Atlanta MSA. The GHG emission reductions estimated from the measure from 2025 to 2030 and from 2025 to 2050 were scaled down proportionally using the amount of GHG emissions emitted by the Atlanta MSA relative to the total emissions emitted by the state.

Modeling:
The EPS policy 'Retrofit Existing Buildings' is used to quantify the impact of the "weatherization program for residential buildings" measure. The EPS policy encompasses three different building types – urban residential, rural residential, and commercial – however, the urban residential and rural residential building types will be the only building types selected due to the nature of Georgia's Weatherization Assistance Program (WAP) focusing on dwellings owned or occupied by low-income persons. Georgia's WAP seeks to increase energy efficiency of dwellings owned or occupied by low-income persons using whole house weatherization.[14] Potential weatherization measures include but are not limited to air and duct sealing, wall, floor, and attic insulation, heating, ventilation, and air condition (HVAC) system improvements, energy efficiency improvements in lighting, and water tank and pipe insulation.

Current state
The Georgia Environmental Finance Authority (GEFA), the agency administering Georgia's WAP, estimated in the weatherization state plan that 305 total dwelling units were to be weatherized and re-weatherized in 2023 and stated 503 total dwelling units were weatherized in 2022.[15] This total number will be used in both the BAU and policy scenarios as the current state. To be eligible for Georgia's WAP, the resident's household income cannot exceed 200% of the federal poverty level. Based on the Census Reporter, Georgia households contain on average of 2.6 people per household.[16] The federal poverty line for a 3-person household is $24,860;[17] therefore, for this analysis, households with a total income below $50,000 will be considered eligible for Georgia's WAP. According to the American Community Survey, in 2022, 1,416,231 GA households, accounting for approximately 35% of the total number of households, have a household income below $50,000, representing the total number of households eligible for Georgia's WAP. The 503 households that participated in the GA WAP in 2022 represent 0.036% of the total number of WAP eligible households. The "weatherization for residential buildings" measure will be implemented through an increase in funding allocated to the WAP program, expanding the number of eligible households that will be weatherized. The impact of this measure will be observed as the difference in the number of households participating in the WAP program in the policy scenario versus the business-as-usual (BAU) scenario.

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13 Rocky Mountain Institute, Energy Policy Simulator. 2024.
14 Georgia Environmental Finance Authority, Weatherization Assistance Program. Retrieved February 23, 2024.
15 Georgia Environmental Finance Authority, 2023 Weatherization Assistance Program State Plan. Retrieved Feb 23, 2024
16 Census Reporter, Georgia. Retrieved February 23, 2024.
17 U.S. Department of Health and Human Services, Poverty Guidelines. Retrieved February 23, 2024

GEFA's 2023-2024 Weatherization State Plan calculates that the Georgia WAP resulted in an average of 29.3 MMBtu of energy savings per household in 2022. This calculation aligns with estimated energy savings per household found in a study evaluating the national impact of the DOE's WAP program.[18] The study also evaluated the impact of the DOE's WAP program during a period of increased funding resulting from the American Recovery and Reinvestment Act (ARRA) of 2009 and found that the average number of major measures installed per household was lower in the ARRA period than in the retrospective. In this analysis, the estimated energy savings of 29.3 MMBtu per household will remain constant from 2025 to 2050 in both the business-as-usual scenario and policy scenario as there is no evidence to conclude an increase in funding to Georgia's WAP will increase the average energy savings per household participating in the weatherization program. In addition, in this analysis, it is assumed that the energy savings from Georgia's WAP will be a direct result of building envelope improvements, rather than energy efficiency improvements to appliances. This assumption is reinforced by the study evaluating the DOE's WAP program determining air sealing was found to be the most frequently installed measure of DOE's WAP in both 2008 and 2010.

The Georgia Governor's Office of Planning and Budget is tasked with preparing demographic data for the state and has projected population growth until 2060.[19] Population growth is shown in both the BAU and policy scenario tables below.

Business-as-usual scenario

In the BAU scenario, it is assumed the fraction of eligible households who participated in Georgia's WAP in 2022 will remain constant from 2025 to 2050 as Georgia's population grows. It is assumed the total number of households is growing at the same rate as the population. Additionally, it is assumed the fraction of households that have a household income of under $50,000 will remain constant as the total number of households grows. In this analysis, once a household participates in the WAP programs, they are removed from the pool of households eligible to participate as their home no longer would be eligible for the program or benefit from weatherization.

Table 5. BAU scenario for impacts of residential weatherization in Georgia

Item	2022	2025	2030	2040	2050
Georgia's population	10,891,679	11,213,080	11,764,473	12,786,367	13,545,662
Number of WAP eligible households	1,416,231	1,456,484	1,525,420	1,652,092	1,744,027
Number of WAP participating households	503	517	542	587	619
Average annual energy savings of a WAP participating household (MMBtu)	29.3	29.3	29.3	29.3	29.3
Total annual energy savings of Georgia households (MMBtu)	14,738	15,157	15,874	17,192	18,149

Policy scenario

In the policy scenario, it is assumed the number of households participating Georgia's WAP grows by 5% each year from 2025 to 2050. In this analysis, once a household participates in the WAP programs, they are removed from the pool of households eligible to participate as their home no longer would be eligible for the program or benefit from weatherization.

Table 6. Policy scenario for impacts of residential weatherization in Georgia

Item	2022	2025	2030	2040	2050
Georgia's population	10,891,679	11,213,080	11,764,473	12,786,367	13,545,662
Number of WAP eligible households	1,416,231	1,456,484	1,525,195	1,649,098	1,733,198
Number of WAP participating households	503	517	660	1,075	1,752
Average annual energy savings of a WAP participating household (MMBtu)	29.3	29.3	29.3	29.3	29.3
Total annual energy savings of Georgia households (MMBtu)	14,738	15,157	19,344	31,510	51,326

[18] Tonn, B., Rose, E., Hawkins, B., Evaluation of the U.S. department of energy's weatherization assistance program: Impact results. Energy Policy, Volume 118. July 2018.

[19] Governor's Office of Planning and Budget, Population Projections. Retrieved February 23, 2024.

Disclaimer:
Ernst & Young, LLP (EY) prepared the attached Report only for Georgia Environmental Protection Division (GA EPD) pursuant to an agreement solely between EY and GA EPD. EY did not perform its services on behalf of or to serve the needs of any other person or entity, and this methodology may not be appropriate to use by other entities. Accordingly, EY expressly disclaims any duties or obligations to any other person or entity based on its use of the attached Report. Any other person or entity must perform its own due diligence inquiries and procedures for all purposes.
GA EPD alone is responsible for any decision to implement actions identified in our Report or other actions from the provision of our services and for compliance with applicable regulatory requirements. Client is solely responsible for the preparation of its Climate Pollution Reduction Grant submissions and applications, including making all of the judgements inherent in preparing them.

EY did not perform an audit, review, examination or other form of attestation in accordance with any generally accepted auditing, review or other assurance standards of GA EPD. Accordingly, EY did not express any form of assurance on EPD. The observations relating to CPRG decision and opportunities that EY provided to GA EPD were: 1) based on the facts and circumstances present to EY; 2) designed to assist GA EPD in reaching its own conclusions; and 3) do not constitute our concurrence with or support of GA EPD partners and jurisdictions.

Increase Use of Solar Photovoltaics

	Cumulative GHG Emissions Reductions (MT CO2e)	
PCAP Priority Measure	**2025 - 2030**	**2030 - 2050**
Increase Use of Solar Photovoltaics	Low: 1,800.000 High: 3,400,000	Low: 17,500,000 High: 40,900,000

Prepared by: Greenlink Analytics

Brief Description of Intervention: Increase rooftop PV capacity. Scenario 1: Achieve 5% of technical potential by 2030 and 20% by 2050. Scenario 2: Achieve 10% of technical potential by 2030 and 50% by 2050.

Notes on Intervention Implementation and Methodology:

- Based on the technical potential estimated by Google Project Sunroof (2019), we analyzed two sets of outcome-based targets of 1) Achieve 5% of technical potential by 2030 and 20% by 2050 and 2) 10% by 2030 and 50% by 2050.
- Does not account for potential interactions between different interventions.

Energy Baseline and Forecast Details:
Our analysis of energy consumption and the associated greenhouse gas emissions focused on the residential, commercial, and industrial sectors. Baseline information for 2020 was collected from the NREL SLOPE tool, which uses a combination of socioeconomic and energy survey data to establish baselines characteristics down to the county level. Greenlink obtained county-level estimates for all sectors noted for the 29 counties that compose the Atlanta Region.

SLOPE uses the EIA AEO forecasts to derive county-level energy forecasts; however, these have not been updated for several years. To provide better estimates, Greenlink aggregated the county-level 2020 baseline data to the region level, then obtained sector-specific growth forecasts out to 2050 for the South Atlantic region from the EIA AEO 2023. This maintains fidelity with the original NREL intent while also providing more accurate, post-COVID, post-Inflation Reduction Act forecasts for us in assessing the impacts of different climate policy options for the region.

Carbon Baseline and Forecast Details:
Our analysis of baseline CO2 emissions begins with capturing recent localized estimates. 2022 baseline emissions for residential, commercial, and industrial sectors were collected at the county level from Drawdown Georgia, the collaborative effort led by researchers at the Georgia Institute of Technology, the University of Georgia, and others.
Carbon intensity is assumed to be a constant for natural gas at 53.02 kgCO2/MMBTU, as documented by many federal agencies (EPA, DOE, EIA, etc). Carbon intensity for the electricity sector is a more complex determination. Greenlink used its ATHENIA model forecasts, which captures hourly operations at power plants across the nation and also captures the approved utility-sector plans for capacity additions and retirements. It then uses machine learning to make predictions of the most likely description of energy system operations. The model has been awarded by the Massachusetts Institute of Technology, the Georgia Institute of Technology, and the National Science Foundation, and has been used to support the development of dozens of climate action plans at the state and local level across the United States since its introduction in 2014.

ATHENIA's hourly carbon intensity projections for the SERC region were collapsed to a demand-weighted annual average for the purpose of completing this analysis. Projections were used that extend out to 2050.

Baseline Floorspace:
Greenlink's data partner Google provided access to their estimates of floorspace taken from Google Maps, delineated by residential and nonresidential building uses. EIE data available for 23 of the 29 counties in the MSA. Heard, Jasper, Lamar, Meriwether, Morgan, and Pike Counties did not have EIE data available. In these six cases, NREL's SLOPE baseline data for commercial buildings is substituted, which provides an estimate of floorspace and buildings based on economic activity. Residential building estimates and floorspace is estimated from a combination of resources. Average floorspace per single family and multifamily residence (including mobile homes) is taken from the Federal Reserve, at 2100 square feet per single family residence and 1000 square feet per multifamily residence. Data from the American Community Survey and the Greenlink Equity Map were brought together to estimate the number of households in single family and multifamily residences in each county, then multiplied by the average square feet for the appropriate segment noted above. The number of residential buildings was taken from the latest American Community Survey data (table ACS S2504).

Policy Options:
Rooftop solar in the MSA counties has a large untapped potential. According to the 2019 Project Sunroof data, around 76% of the roofs are solar viable. Assuming that the entire viable rooftop spaces would have solar PV, the expected distributed solar capacity would be 24 GW, is regarded as the technical potential of rooftop solar in the MSA counties. Currently, less than 1% of the technical potential is realized. To improve the penetration of the rooftop solar, we set two sets of ramp-up trajectories and estimate how much CO2 emissions would be avoided by each case. The two scenarios are like below:

- Scenario 1: Achieve 5% of the technical potential by 2030 and 20% by 2050
- Scenario 2: Achieve 10% of the technical potential by 2030 and 50% by 2050

For a copy of the full calculations for this measure, contact ARC at climate@atlantaregional.org

Increase Community-Based Solar

PCAP Priority Measure	Cumulative GHG Emissions Reductions (MT CO2e) 2025 - 2030	2030 - 2050
Increase Community-Based Solar	1,156,574	4,469,973

Prepared by: EY

Overview: This workbook estimates the GHG reduction potential of the "Increase Community-Based Solar" priority measure. This measure is mapped to the most similar priority measures that will be included in the state of Georgia's Priority Action Plan (PAP), and the estimated GHG potential of ARCs priority measures are calculated by scaling down the estimated GHG reduction potential of Georgia's priority measures proportionally using the amount of GHG emissions emitted by the Atlanta metropolitan statistical area (MSA) relative to the total GHG emissions emitted by the state.

Notes: To determine the amount of GHG emissions emitted by the Atlanta MSA relative to the state, the Atlanta MSA 2019 GHG emissions baseline and the Georgia 2021 GHG emissions baseline were used.

Table 1. Mapping of ARC Priority Measures to Relevant Georgia Priority Measures

ARC Measure	Measure from Georgia Statewide Plan
Community-based solar	Distributed renewable energy

Table 2. GHG Emission Reductions from Relevant Georgia Priority Measures

	Cumulative emission reductions (MT CO2e)	
Measure from Georgia Statewide Plan	**2025-2030**	**2025-2050**
Distributed renewable energy	1,832,144	7,080,945

Table 3. Comparing Georgia Statewide Emissions Inventory to ARC Emissions Inventory

Georgia Net Emissions (metric tons CO_2e)	111,596,163
Atlanta MSA Net Emissions (metric tons CO_2e)	70,447,080

Table 4. GHG Emission Reductions from ARC Measures

	Cumulative emission reductions (MT CO2e)	
ARC Measure	**2025-2030**	**2025-2050**
Community-based solar	1,156,574	4,469,973

Modeling Assumptions:
This priority reduction measure was modeled using the Rocky Mountain Institute's (RMI's) Energy Policy Simulator (EPS), an "open-source model for estimating the environmental, economic, and human health impacts of hundreds of climate and energy policies."[20] Environmental, economic, and human health impacts resulting from each measure's implementation

[20] Rocky Mountain Institute, Energy Policy Simulator. 2024.

were estimated for two periods: 2025 to 2030 and 2025 to 2050. The impacts for 2025 to 2030 were quantified through December 31, 2024, and the impacts for 2025 to 2050 were quantified through December 31, 2049.
To model the measure in the EPS, a "business-as-usual" (BAU) and a "policy" scenario were developed, projecting out assumptions and key inputs related to the measure to 2050. The BAU scenario assumes no implementation of the reduction measure while the policy scenario assumes full implementation of the measure.

The following section details the scenarios, assumptions, and metrics that served as key inputs to modeling the measure in the EPS.

Estimates of GHG emission reductions resulting from the implementation of the measure in the state of Georgia have been outputted by the EPS modeling tool using the key inputs described below. These estimates have been scaled down in the ARC Measures Excel workbook (above) to represent estimates of GHG reductions that would result from the implementation of the similar ARC-provided measure in the Atlanta MSA. The GHG emission reductions estimated from the measure from 2025 to 2030 and from 2025 to 2050 were scaled down proportionally using the amount of GHG emissions emitted by the Atlanta MSA relative to the total emissions emitted by the state.

Modeling:
The EPS policy "Distributed solar carve-out" is used to quantify the increase in electricity generation from distributed renewable energy resources resulting from the measure. The model requires the specified percentage of total retail electricity demand to be generated by distributed solar systems. To enable the modeling of the "distributed renewable energy" measure, the key variable that will be the focus of the analysis will be the difference in electricity generated by distributed renewable energy resources between a business-as-usual scenario and a policy scenario. The scope of the modeling approach of this measure will only focus on electricity generation by solar photovoltaics (PVs); however, it is important to note that distributed renewable energy can also include combined heat and power systems at commercial and industrial facilities. Two types of solar PV generation will be analyzed when calculating total electricity generation from distributed renewable energy resources: 1) small-scale solar PV generation and 2) community solar PV generation.

Current state
In Georgia, solar photovoltaics generated a total of 7,332,000 MWh of electricity in 2022, with small-scale solar photovoltaics in the industrial, commercial, and residential sectors (PV solar systems less than 1 megawatt in size) producing a total of 385,000 MWh, representing 5% of total generation.[21] As of December 2022, Georgia contained 242 MW of installed small-scale solar PVs. The 242 MW of small-scale solar PV capacity will serve as the current state of small-scale solar PV capacity in both the business-as-usual scenario and the policy scenario.

According to NREL's Sharing the Sun Community Solar Project, Georgia contains 22 community solar projects with a total generating capacity of 136 MW[22]. These project range between under 1 MW of generating capacity to over 50 MW, with the majority of projects being under 5 MW. The 136 MW of community solar generating capacity will serve as the current state of community solar PV capacity for both the business-as-usual scenario and the policy scenario.

Business-as-usual scenario
For this analysis, it is assumed the amount of small-scale solar PV generating capacity in Georgia in the BAU scenario will grow at the same rate as the generating capacity of solar PVs in end-use sectors[23] in the US projected by the Annual Energy

[21] U.S. Energy Information Administration, Electricity data browser - Net generation for small-scale solar photovoltaic. Retrieved February 23, 2024.
[22] National Renewable Energy Laboratory, Sharing the Sun Community Solar Project Data. Retrieved February 23, 2024.
[23] The EIA defines end-use sectors as including combined-heat-and-power plants and electricity-only plants in the commercial and industrial sectors that have a non-regulatory status. It also includes small on-site generating systems in the residential, commercial, and industrial sectors used primarily for own-use generation, but which may also sell some power to the grid.

Outlook (AEO) 2023's Reference case[24]. The AEO 2023 reference case scenario projects the generating capacity of solar PVs in end-use sectors grows at an average annual rate of 7.4% from 2025 to 2030, 6.1% from 2030 to 2035, 5.2% from 2035 to 2040, 4.5% from 2040 to 2045 and 4.1% from 2045 to 2050. Table 10 below shows these average annual rates of growth applied to Georgia's small-scale PV generating capacity to project electricity generation in the BAU scenario from 2022 to 2050 in the table shown below.

In addition, it is assumed the amount of community solar PV generating capacity in Georgia in the BAU scenario will grow at the same rate as the generating capacity of solar PVs in the electric power sector[25] in the US projected by the Annual Energy Outlook (AEO) 2023's Reference case. The AEO 2023 reference case scenario projects the generating capacity of solar PVs in the electric power sector grows at an average annual rate of 17.1% from 2025 to 2030, 5.7% from 2030 to 2035, 3.7% from 2035 to 2040, 3.4% from 2040 to 2045 and 3.1% from 2045 to 2050. Table 10 below shows these average annual rates of growth are applied to Georgia's community solar PV generating capacity to project electricity generation in the BAU scenario from 2022 to 2050 in the table shown below.

Table 5. Policy projection for electricity generation capacity

Item	2022	2025	2030	2035	2040	2045	2050
End-use sector solar PV generating capacity each year (GW)	48.59	67.56	92.51	120.79	151.89	185.80	224.26
Small-scale PV generating capacity in Georgia each year (GW)	0.24	0.34	0.46	0.60	0.76	0.93	1.12
Electric power sector PV solar generating capacity each year (GW)	74.98	182.28	338.26	434.82	515.31	602.75	694.69
Community solar PV generating capacity each year (GW)	0.14	0.33	0.61	0.79	0.93	1.09	1.26
Total solar PV generating capacity each year (GW)	0.38	0.67	1.07	1.39	1.69	2.02	2.38

Policy scenario

In the policy scenario, both small scale PV capacity and community solar capacity in Georgia grow at a faster rate than they would without policy intervention, which in this case would be the implementation of a measure to incentivize small scale PV generate and community solar PV generation. The generating capacity of solar PVs in end-use sectors in the AEO 2023 Low Zero- Carbon Technology Cost case from 2025 to 2050 was used as a reference point for the policy scenario and is shown in the table below. This case was selected because incentivizing community solar projects would most likely take the form an investment tax credit or production tax credit, ultimately decreasing the cost of solar PVs. It is assumed the amount of generating capacity in Georgia of small-scale solar PVs in the policy scenario will grow at the same rate as the amount of generating capacity of solar PVs by end-use sectors in the US projected by the AEO 2023 Low Zero- Carbon Technology Cost case.[26] The AEO 2023 Low Zero- Carbon Technology Cost case projects the amount of generating capacity of solar PVs by end-use sectors grows at an average annual rate of 7.6% from 2025 to 2030, 5.9% from 2030 to 2035, 6.0% from 2035 to 2040, 6.8% from 2040 to 2045 and 5.9% from 2045 to 2050. These average annual rates of growth are applied to Georgia's small-scale PV generating capacity to project generating capacity in the policy scenario from 2022 to 2050 in the table shown below.

[24] U.S. Energy Information Administration, Annual Energy Outlook 2023, Narrative. March 16, 2023. The reference case represents EIAs best guess under nominal conditions, which presumes no new policy or laws over the modeled time horizon.

[25] U.S. Energy Information Administration, Annual Energy Outlook. Table 16. Renewable Energy Generating Capacity and Generation. Retrieved February 23, 2024

[26] U.S. Energy Information Administration, Annual Energy Outlook. Retrieved February 23, 2024.The AEO 2023 Low Zero-Carbon Technology Cost case assumes technology costs of power generation technologies that produce zero emissions are lower than the Reference case. Specifically, it is assumed that overnight capital costs and fixed operating and maintenance costs decline more rapidly than in the Reference case.

In addition. it is assumed the amount of generating capacity of community solar PV in Georgia in the policy scenario will grow at the same rate as the amount of generating capacity of solar PVs in the electric power sector in the US projected by the AEO 2023 Low Zero- Carbon Technology Cost case. The AEO 2023 Low Zero- Carbon Technology Cost case projects the amount of generating capacity of solar PVs in the electric power sector grows at an average annual rate of 21.8% from 2025 to 2030, 8.6% from 2030 to 2035, 4.2% from 2035 to 2040, 4.7% from 2040 to 2045 and 4.2% from 2045 to 2050. These average annual rates of growth are applied to Georgia's community solar PV generating capacity to project generating capacity in the policy scenario from 2022 to 2050 in the table shown below.

Table 6. Policy projection for Annual Generating Capacities

Item	2022	2025	2030	2035	2040	2045	2050
End-use sector solar PV generating capacity each year (GW)	48.63	67.48	93.27	120.92	156.93	210.17	272.29
Small-scale PV generating capacity in Georgia each year (GW)	0.24	0.34	0.47	0.60	0.78	1.05	1.36
Electric power sector PV solar generating capacity each year (GW)	74.98	182.28	380.85	544.95	658.66	813.14	982.65
Community solar PV generating capacity each year (GW)	0.14	0.33	0.69	0.99	1.19	1.47	1.78
Total solar PV generating capacity each year (GW)	0.38	0.67	1.15	1.59	1.98	2.52	3.14

Disclaimer:
Ernst & Young, LLP (EY) prepared the attached Report only for Georgia Environmental Protection Division (GA EPD) pursuant to an agreement solely between EY and GA EPD. EY did not perform its services on behalf of or to serve the needs of any other person or entity, and this methodology may not be appropriate to use by other entities. Accordingly, EY expressly disclaims any duties or obligations to any other person or entity based on its use of the attached Report. Any other person or entity must perform its own due diligence inquiries and procedures for all purposes.
GA EPD alone is responsible for any decision to implement actions identified in our Report or other actions from the provision of our services and for compliance with applicable regulatory requirements. Client is solely responsible for the preparation of its Climate Pollution Reduction Grant submissions and applications, including making all of the judgements inherent in preparing them.

EY did not perform an audit, review, examination or other form of attestation in accordance with any generally accepted auditing, review or other assurance standards of GA EPD. Accordingly, EY did not express any form of assurance on EPD. The observations relating to CPRG decision and opportunities that EY provided to GA EPD were: 1) based on the facts and circumstances present to EY; 2) designed to assist GA EPD in reaching its own conclusions; and 3) do not constitute our concurrence with or support of GA EPD partners and jurisdictions.

Increase Use of Wastewater Gas to Energy

	Cumulative GHG Emissions Reductions (MT CO2e)	
PCAP Priority Measure	**2025 - 2030**	**2030 - 2050**
Increase Use of Wastewater Gas to Energy	34,182	262,065

Prepared by: City of Atlanta/Stantec

Tool Used: MS Excel

Datasets: Organic waste values are derived from City of Atlanta and Fulton County. Food waste is assumed to be diverted from the airport and COA Public Works

Methods used to estimate and quantify GHG emissions for the biogas to energy estimates:

GHG Reduction Through 2030

Parameter	Unit	Wastewater Residuals	Food Waste	FOG	Total
Mass*	dry tons/day	59	25	1	84
Volatile Solids/Total Solids*	Mass/Mass	80%	85%	95%	81%
Volatile Solids Reduction*	dry tons/day	55%	75%	90%	61%
Biogas Production	cubic feet/day	778,800	478,125	25,650	1,256,925
Total Energy Production	MMBtu/h	17.85	10.96	0.59	28.80
Power Production	MW	1.99	1.22	0.07	3.21
Power Production	MWh/year	17,412	10,690	573	28,102
GHG Reduction*	MT CO2e/year	7,060	4,334	233	11,394
Number of Years in Operation*	years	3	3	3	3
GHG Reduction Through 2030	MT CO2e	21,180	13,003	698	**34,182**

Notes:

1. GHG Reduction includes only power offsets
2. SRSO (SERC South) eGRID region emits 891.9 lbs CO2e/MWh
3. Parasitic loads are not included in the analysis
4. Renewable heat generation is not included in the analysis
5. Wastewater residuals include COA Utoy Creek and Fulton County
6. FOG = Fats, Oils, and Grease
7. Food waste quantity from COA airport and COA Public Works
8. Power conversion efficiency assumption
9. Specific biogas yield = 15 cf/lb volatile solids reduced

* All other assumptions include an asterisk

GHG Reduction Through 2050

Parameter	Unit	Wastewater Residuals	Food Waste	FOG	Total
Mass*	dry tons/day	59	25	1	84
Volatile Solids/Total Solids*	Mass/Mass	80%	85%	95%	81%
Volatile Solids Reduction*	dry tons/day	55%	75%	90%	61%
Biogas Production	cubic feet/day	778,800	478,125	25,650	1,256,925
Total Energy Production	MMBtu/h	17.85	10.96	0.59	28.80
Power Production	MW	1.99	1.22	0.07	3.21

Power Production	MWh/year	17,412	10,690	573	28,102
GHG Reduction*	MT CO2e/year	7,060	4,334	233	11,394
Number of Years in Operation*	years	23	23	23	23
GHG Reduction Through 2050	MT CO2e	162,378	99,688	5,348	**262,065**

Notes:

1. GHG Reduction includes only power offsets
2. SRSO (SERC South) eGRID region emits 891.9 lbs CO2e/MWh
3. Parasitic loads are not included in the analysis
4. Renewable heat generation is not included in the analysis
5. Wastewater residuals include COA Utoy Creek and Fulton County
6. FOG = Fats, Oils, and Grease
7. Food waste quantity from COA airport and COA Public Works
8. Power conversion efficiency assumption
9. Specific biogas yield = 15 cf/lb volatile solids reduced

* All other assumptions include an asterisk

Increase Diversion of Waste from Landfills

	Cumulative GHG Emissions Reductions (MT CO2e)	
PCAP Priority Measure	**2025 - 2030**	**2030 - 2050**
Increase Use of Wastewater Gas to Energy	Low: 700,000 High: 7,700,000	Low: 8,700,000 High: 103,500,000

Prepared by: Greenlink Analytics

Brief Description of Intervention: Divert waste from landfills. In Atlanta, divert 50% by 2030 and 75% by 2050. In other parts of the 29-county area, divert 40% by 2030 and 75% by 2050.

Notes on Intervention Implementation and Methodology:

- GHG reduction ranges shown reflect the potential in Atlanta only, up to the potential in the entire 29-county area. Estimated life-cycle emissions reductions are calculated based on EPA's WARM model and expected growth in waste. Population growth and per-capita waste is assumed to be equivalent across 29 counties. Landfill alternatives were modeled in WARM based on baseline waste collection by material types for City of Atlanta.
- Does not account for potential interactions between different interventions.

Policy Options:

EPA's WARM model was utilized to estimate GHG emission reductions resulting from the diversion of waste from landfills. EPA's WARM model estimates life-cycle emissions impacts, which would occur over time. GHG reductions per ton of waste diverted were estimated based on waste-collection data for the City of Atlanta from Atlanta Recycles. Because recycling and other diversion measures avoid significant levels of emissions by reducing the use of new raw materials future production, Atlanta's recent baseline life-cycle GHG emissions – inclusive of existing recycling levels – are negative. The waste diversion goals are applied as percentages of the total waste that would otherwise go to landfills each year. The Waste Diversion file can be easily modified with different assumptions to calculate reductions based on different goals or baseline waste levels for the 29 counties.

The proportional distribution of waste by categories of materials was determined based on City of Atlanta data, and is assumed to be the same for the 29 counties. Baseline waste collection in future years is forecasted to grow based on expected population growth and estimated growth in per-capita waste generation for high-income countries. The estimated percentage growth in population and waste per-capita are assumed to be the same across the 29 counties.

Scaling baseline Atlanta waste collection by population for the 29 counties results in an input assumption that 92% of the waste is non-Atlanta. This adds a lot of tonnage to the baseline from Atlanta Recycles and has a large impact on the emissions reduction estimates for the 29 counties. One question that is not clear is whether this split is appropriate or potentially overstates the waste for the non-Atlanta areas due to failing to capture the effects of any non-Atlanta waste being deposited in Atlanta landfills, or differences in per-capita waste. However, it appears that extant research has not found a significant difference in average per-capita waste between urban and rural communities in developed countries. The 92% assumption can be modified easily in the Waste Diversion file as needed.

Regardless of the goals or estimated baseline across the 29 counties, the estimated GHG reduction for a given amount of waste diversion stays constant. The WARM model estimates that 1 million short tons of waste diverted from Atlanta-area landfills would result in life-cycle GHG reductions equivalent to about 350,000 metric tons of CO2. The default goals are shown below.

Landfill Diversion (% of weight)		
	2030	2050
Non-Atlanta Goal:	40%	75%
Atlanta Goal:	50%	75%
Non-Atlanta Baseline Waste Collection (% of ARC):	92%	

Note: User may modify assumptions highlighted in yellow.

For a copy of the full calculations for this measure, contact ARC at climate@atlantaregional.org

Increase Local Government Adoption of Climate Mitigating Policies, Ordinances, and Programs

PCAP Priority Measure	Cumulative GHG Emissions Reductions (MT CO2e) 2025 - 2030	2030 - 2050
Increase Local Government Adoption of Climate Mitigating Policies, Ordinances, and Programs	4,500,000	48,100,000

Prepared by: Greenlink Analytics

Brief Description of Intervention: Through technical assistance and related efforts, facilitate and incentivize local emissions-mitigating policies across the 29-county area, such as participation in ARC's Green Communities program.

Notes on Intervention Implementation and Methodology:

- This intervention includes a wide range of potential local measures. These could focus around providing technical assistance to get more local communities to participate in ARC's Green Communities initiative, and for participating communities to adopt more of the available measures. This analysis incorporates impacts on corporate emissions from local climate plans and policies, transportation mode shifting away from passenger vehicles, and agricultural and forestry measures. Emissions reductions were estimated based on a literature review, data from RMI's Energy Policy Simulator, and other sources.
- Does not account for potential interactions between different interventions.

Policy Options:

This intervention includes a wide range of potential local measures. These could focus around providing technical assistance and related efforts to get more local communities to participate in ARC's Green Communities initiative, and for participating communities to adopt more of the available measures. This analysis incorporates impacts on corporate emissions from local climate plans and policies, transportation mode shifting away from passenger vehicles (26% mode shift by 2050), and agricultural and forestry measures. Emissions reductions were estimated based on a literature review on corporate emissions, data from RMI's Energy Policy Simulator, and other supporting sources.

Impacts on self-reported corporate emissions were estimated based on academic research that indicates predicts a roughly 7% decrease for facilities owned by the 16% of emitters that report emissions. No impacts are included for corporations that do not report emissions because they are less likely to adopt new mitigation measures in response to CAPs, and their lack of reporting would make verification impractical. Annual emissions reductions relative to baseline levels are ramped up gradually starting in 2026, until reaching 7% in 2035.

The emissions impacts of the other measures were estimated utilizing RMI's Energy Policy Simulator for Georgia. The results were scaled down to the 29-county level based on population for transportation mode shifting and based on land area for agricultural and forestry measures. RMI's Energy Policy Simulator results do not include comprehensive impacts from land use. Significant increases in the preservation of green spaces, for example, could result in higher impacts than those reflected in the agricultural and forestry measures.

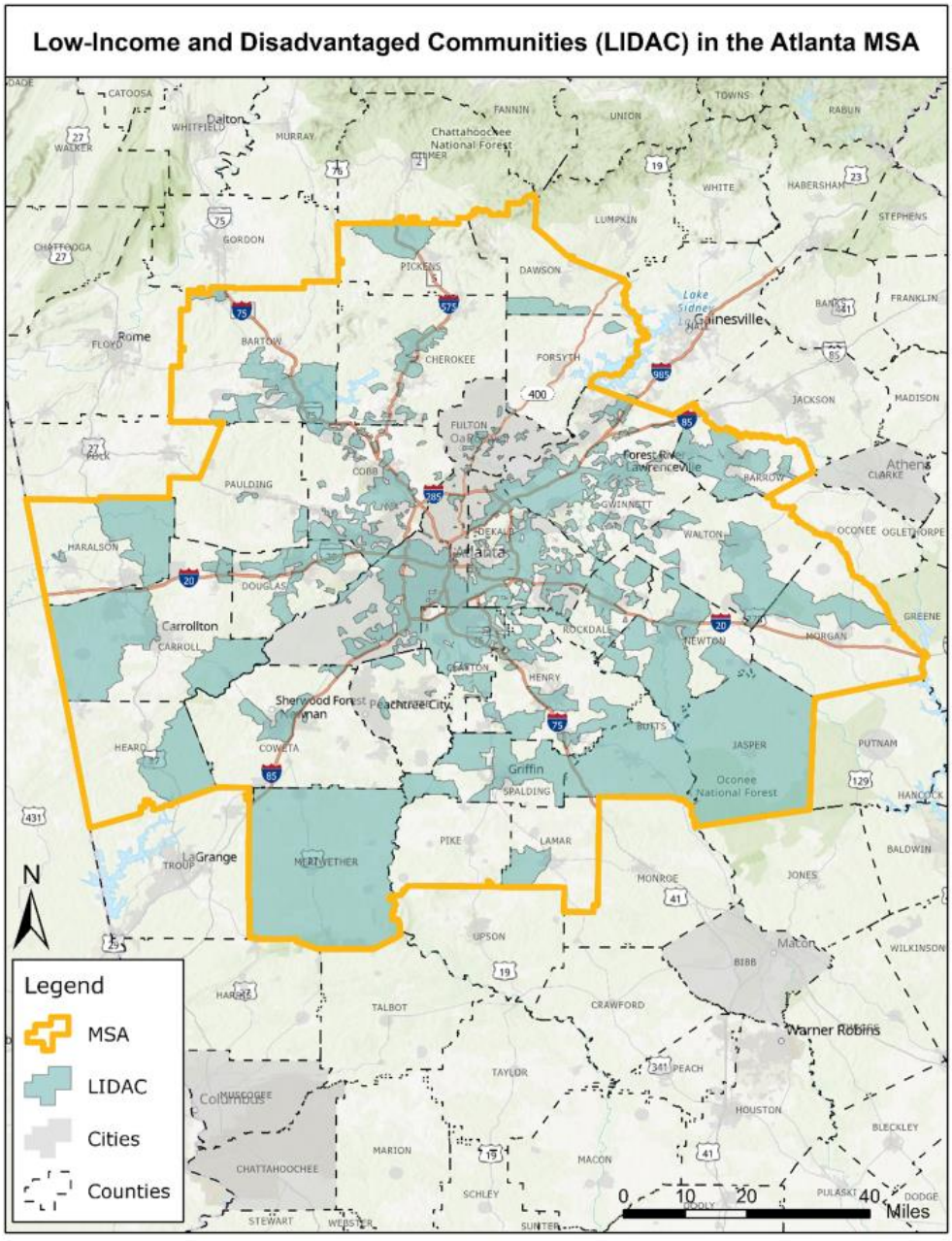
For a copy of the full calculations for this measure, contact ARC at climate@atlantaregional.org

Appendix D: LIDAC Analysis Technical Support Document

The table on the following pages identifies low-income disadvantaged communities (LIDAC) within the 29-county Atlanta MSA. It leverages two resources to identify these communities:

1. **Climate and Economic Justice Screening Tool (CEJST)**: Any Census tract designated as disadvantaged within CEJST for the Atlanta MSA is directly included in the table.
2. **EJScreen's Supplemental Indexes**: Census block groups within the Atlanta MSA are analyzed based on their percentile ranking across any of the EJScreen's Supplemental Indexes where only block groups falling at or above the 90th percentile compared to the nation are included.

Additionally, the table includes percentile classes that appear in both screening tools, highlighting cells in which the communities are at or above the 90th percentile.



CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
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130131801051	<Null>	Barrow	81	59	14	51	36	0	10	45	72	67
130131801061	<Null>	Barrow	90	75	23	73	56	77	10	78	75	51
130131801062	<Null>	Barrow	87	70	19	59	43	45	10	56	80	54
130131801071	<Null>	Barrow	85	65	15	81	74	59	3	65	73	63
130131801072	<Null>	Barrow	83	62	15	78	69	65	7	50	67	15
130131801081	<Null>	Barrow	82	67	16	70	57	48	14	51	57	6
130131802031	<Null>	Barrow	96	84	21	81	77	86	49	92	70	12
130131802032	<Null>	Barrow	94	82	19	77	73	86	12	90	74	11
130131802041	<Null>	Barrow	96	85	25	86	80	94	49	96	86	7
130131802051	<Null>	Barrow	85	69	15	80	72	70	32	62	59	25
130131802052	<Null>	Barrow	96	86	25	92	85	95	41	98	82	59
130131802053	<Null>	Barrow	90	75	16	81	72	84	6	72	68	36
130131802062	<Null>	Barrow	83	66	12	66	56	78	4	52	64	37
130131803011	<Null>	Barrow	82	57	10	51	61	46	20	48	77	19
130131803023	<Null>	Barrow	94	74	19	74	72	67	14	71	87	30
130131804021	<Null>	Barrow	90	64	11	55	53	76	32	72	81	64
130131804022	<Null>	Barrow	89	63	11	56	51	76	9	71	74	58
130131805013	<Null>	Barrow	89	76	20	84	76	63	35	85	68	49
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130131805031	<Null>	Barrow	96	84	26	89	51	78	72	97	83	11
130131805032	<Null>	Barrow	85	67	15	72	46	59	42	57	48	22
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130131805034	<Null>	Barrow	89	72	19	72	36	0	48	59	89	30
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130159602033	<Null>	Bartow	90	76	34	36	61	57	52	82	52	34
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130159604041	<Null>	Bartow	96	95	48	88	74	90	20	89	83	66
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130159604044	<Null>	Bartow	93	92	44	87	72	81	11	76	79	0
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130159604061	<Null>	Bartow	87	83	32	84	67	73	11	78	48	97
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CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
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130159606011	<Null>	Bartow	86	77	32	77	80	66	32	76	15	56
130159606013	<Null>	Bartow	87	78	33	80	79	79	43	80	56	26
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130159607014	<Null>	Bartow	92	82	39	80	79	91	45	5	0	0
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130159608011	<Null>	Bartow	91	85	36	61	49	65	49	86	65	64
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130159608013	<Null>	Bartow	94	89	45	59	52	82	30	76	87	10
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130159608042	<Null>	Bartow	89	83	34	79	80	58	49	72	82	49
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130351502014	<Null>	Butts	88	67	20	43	17	63	78	83	33	42
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130351502022	<Null>	Butts	88	66	18	54	14	71	69	70	81	53
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130351503004	<Null>	Butts	92	77	27	41	32	67	63	73	89	65
130351503005	<Null>	Butts	82	63	17	28	20	43	30	75	52	33
<Null>	13035150200	Butts	65	39	12	62	8	61	0	88	18	16
<Null>	13035150300	Butts	65	45	12	16	11	29	66	76	23	10
130459101053	<Null>	Carroll	91	70	43	15	68	60	79	48	93	47

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
130459101061	<Null>	Carroll	96	79	56	29	93	91	94	86	93	40
130459103012	<Null>	Carroll	93	59	49	90	72	73	72	89	94	34
130459103021	<Null>	Carroll	89	52	40	65	51	58	58	80	84	50
130459105021	<Null>	Carroll	98	94	54	98	85	98	96	99	84	4
130459105022	<Null>	Carroll	97	93	53	98	85	97	96	98	94	63
130459105023	<Null>	Carroll	96	91	49	97	80	97	94	96	95	30
130459105031	<Null>	Carroll	96	81	52	98	87	92	94	90	94	0
130459105033	<Null>	Carroll	91	72	40	93	83	82	88	87	85	16
130459105042	<Null>	Carroll	89	68	32	81	63	74	86	79	80	8
130459106003	<Null>	Carroll	91	69	41	92	72	81	70	73	95	60
130459111012	<Null>	Carroll	93	66	39	90	70	86	94	90	88	23
130459111014	<Null>	Carroll	93	66	38	92	70	94	92	89	94	35
130459112012	<Null>	Carroll	92	47	35	34	32	80	76	88	77	48
130459112022	<Null>	Carroll	89	42	28	22	22	68	70	85	74	79
<Null>	13045910101	Carroll	60	48	20	10	43	67	23	67	12	10
<Null>	13045910300	Carroll	55	22	21	44	30	21	33	66	16	14
<Null>	13045910400	Carroll	54	17	18	10	14	31	31	67	17	24
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<Null>	13045910502	Carroll	56	53	17	96	36	82	69	93	35	7
<Null>	13045910800	Carroll	57	23	12	28	11	19	40	73	22	14
<Null>	13045911200	Carroll	53	17	15	9	12	29	40	71	19	17
130570904011	<Null>	Cherokee	92	76	33	76	33	87	42	81	85	35
130570904012	<Null>	Cherokee	96	84	45	83	41	94	52	95	87	27
130570904021	<Null>	Cherokee	90	72	27	50	21	67	36	76	89	28
130570906041	<Null>	Cherokee	96	88	43	88	43	86	47	84	95	32
130570906051	<Null>	Cherokee	95	89	41	90	46	89	59	72	80	50
130570906052	<Null>	Cherokee	99	99	71	99	68	99	89	99	99	0
130570906063	<Null>	Cherokee	95	89	43	91	50	66	43	92	90	13
130570907032	<Null>	Cherokee	91	79	38	78	64	77	70	91	28	31
130570907052	<Null>	Cherokee	91	80	36	71	52	0	70	71	94	98
130570909051	<Null>	Cherokee	83	77	36	41	48	64	60	68	56	86
130570909073	<Null>	Cherokee	85	79	37	35	44	0	75	61	0	29
130570909101	<Null>	Cherokee	85	81	36	39	55	50	75	58	76	29
130570909102	<Null>	Cherokee	83	79	32	41	62	52	67	30	68	22
130570910012	<Null>	Cherokee	92	89	49	54	60	84	32	72	88	24
130570910123	<Null>	Cherokee	89	85	42	44	61	73	31	60	67	43
130570910131	<Null>	Cherokee	83	79	34	39	42	69	46	36	88	14
130570910132	<Null>	Cherokee	89	85	41	42	51	75	69	68	80	78
130570910141	<Null>	Cherokee	86	82	35	33	42	74	70	69	63	25
130570911053	<Null>	Cherokee	98	96	62	56	66	95	90	95	73	9

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
130570911072	<Null>	Cherokee	83	76	30	27	40	0	6	76	28	9
<Null>	13057090400	Cherokee	59	44	9	56	12	55	16	78	19	13
<Null>	13057090601	Cherokee	66	64	9	61	17	67	16	74	17	10
130630402021	<Null>	Clayton	92	91	74	90	81	80	92	91	63	30
130630402022	<Null>	Clayton	93	93	78	91	83	79	94	84	84	11
130630402031	<Null>	Clayton	90	87	70	79	62	0	91	86	31	0
130630402032	<Null>	Clayton	90	87	73	85	74	87	92	76	73	0
130630402033	<Null>	Clayton	86	83	65	75	57	77	87	69	41	6
130630402034	<Null>	Clayton	87	83	67	79	65	81	88	43	94	40
130630402041	<Null>	Clayton	86	83	65	79	62	78	85	77	19	5
130630402042	<Null>	Clayton	87	84	67	82	68	81	88	82	21	25
130630402044	<Null>	Clayton	85	82	64	78	63	80	86	72	0	19
130630403021	<Null>	Clayton	92	90	78	91	88	85	92	88	64	10
130630403022	<Null>	Clayton	89	87	73	89	81	80	90	51	87	48
130630403023	<Null>	Clayton	98	97	89	98	95	94	98	95	94	12
130630403024	<Null>	Clayton	96	96	85	97	92	88	96	96	78	9
130630403061	<Null>	Clayton	96	96	81	96	93	95	95	96	65	4
130630403062	<Null>	Clayton	97	97	85	98	96	97	68	81	99	85
130630403063	<Null>	Clayton	96	96	81	96	92	95	65	91	81	0
130630403071	<Null>	Clayton	88	84	67	88	81	80	48	61	75	38
130630403072	<Null>	Clayton	93	91	74	93	88	0	58	88	54	34
130630403073	<Null>	Clayton	96	94	81	96	92	0	65	92	83	10
130630403081	<Null>	Clayton	94	93	80	94	90	92	94	71	96	26
130630403082	<Null>	Clayton	94	93	78	94	89	90	93	80	91	46
130630403083	<Null>	Clayton	89	88	71	90	80	69	90	77	71	28
130630403084	<Null>	Clayton	97	96	85	97	94	96	97	93	90	96
130630403091	<Null>	Clayton	90	87	76	89	85	86	91	80	78	66
130630403092	<Null>	Clayton	94	92	83	94	90	86	95	87	82	24
130630403093	<Null>	Clayton	88	85	73	87	83	77	89	77	66	21
130630403101	<Null>	Clayton	96	94	83	96	90	89	96	89	83	4
130630403102	<Null>	Clayton	96	95	84	97	91	94	97	91	91	45
130630403103	<Null>	Clayton	91	87	76	90	84	86	91	41	81	18
130630404071	<Null>	Clayton	90	83	72	91	81	74	90	70	82	41
130630404072	<Null>	Clayton	90	83	70	88	81	84	88	37	95	45
130630404073	<Null>	Clayton	89	82	67	84	82	84	8	84	33	29
130630404091	<Null>	Clayton	95	89	74	82	87	89	65	70	89	35
130630404094	<Null>	Clayton	87	79	62	81	79	68	28	80	47	8
130630404101	<Null>	Clayton	85	79	68	84	77	72	86	32	87	19
130630404102	<Null>	Clayton	96	93	85	96	92	91	97	99	29	4
130630404103	<Null>	Clayton	93	88	73	88	87	89	90	38	91	48

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
130630404105	<Null>	Clayton	96	93	84	96	91	83	96	54	93	5
130630404141	<Null>	Clayton	97	97	82	97	93	95	70	88	96	33
130630404161	<Null>	Clayton	94	93	74	93	90	85	60	80	89	54
130630404162	<Null>	Clayton	96	95	77	95	93	86	66	94	80	37
130630404171	<Null>	Clayton	97	96	79	96	94	95	72	98	70	0
130630404172	<Null>	Clayton	89	88	62	87	83	81	57	45	89	69
130630404173	<Null>	Clayton	89	88	63	89	85	82	58	84	52	5
130630404174	<Null>	Clayton	92	91	69	90	89	65	59	87	51	0
130630404181	<Null>	Clayton	92	88	72	91	86	84	55	72	92	7
130630404182	<Null>	Clayton	98	96	84	97	95	93	70	96	71	10
130630404191	<Null>	Clayton	95	92	77	93	90	86	58	92	73	6
130630404192	<Null>	Clayton	96	93	78	95	92	93	65	93	80	20
130630404193	<Null>	Clayton	86	81	61	82	79	69	47	39	80	41
130630404194	<Null>	Clayton	95	92	78	93	90	87	34	89	85	68
130630404201	<Null>	Clayton	88	77	59	63	71	77	56	75	63	50
130630404203	<Null>	Clayton	91	81	68	74	83	64	10	63	90	67
130630404204	<Null>	Clayton	95	87	75	81	88	74	10	86	85	0
130630404212	<Null>	Clayton	87	76	63	72	82	0	12	74	71	42
130630404215	<Null>	Clayton	85	74	57	60	72	0	32	63	52	52
130630404221	<Null>	Clayton	92	90	70	91	85	89	57	96	0	0
130630404222	<Null>	Clayton	95	94	77	94	90	95	67	97	38	0
130630404223	<Null>	Clayton	84	81	59	82	75	80	44	79	0	3
130630404231	<Null>	Clayton	97	96	78	95	91	90	75	93	92	4
130630404232	<Null>	Clayton	90	88	66	87	83	88	57	83	76	30
130630404251	<Null>	Clayton	88	82	61	82	80	80	52	76	55	38
130630404252	<Null>	Clayton	98	95	81	96	95	95	71	33	99	63
130630404253	<Null>	Clayton	95	91	75	91	89	91	68	98	33	18
130630404262	<Null>	Clayton	91	85	65	80	80	75	59	81	84	30
130630404272	<Null>	Clayton	88	82	58	61	55	74	59	82	30	10
130630405091	<Null>	Clayton	80	70	54	61	42	49	36	51	53	83
130630405092	<Null>	Clayton	82	72	56	62	44	53	39	51	50	25
130630405093	<Null>	Clayton	84	74	59	65	48	64	41	71	16	78
130630405101	<Null>	Clayton	84	78	61	75	56	72	42	56	55	6
130630405102	<Null>	Clayton	96	92	78	89	78	91	64	48	97	10
130630405103	<Null>	Clayton	96	93	81	94	81	92	64	97	63	4
130630405122	<Null>	Clayton	91	85	68	73	59	86	57	88	55	39
130630405123	<Null>	Clayton	87	80	61	65	49	0	47	70	66	45
130630405124	<Null>	Clayton	87	80	62	71	55	84	48	85	21	0
130630405132	<Null>	Clayton	87	79	60	60	44	61	47	78	69	87
130630405133	<Null>	Clayton	92	84	67	68	55	80	58	86	79	58

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
130630405181	<Null>	Clayton	81	73	46	62	40	0	53	62	64	10
130630405182	<Null>	Clayton	93	86	64	79	57	85	83	90	63	12
130630405183	<Null>	Clayton	89	82	57	67	46	0	74	47	70	16
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130630405191	<Null>	Clayton	92	89	73	90	77	87	56	90	63	7
130630405192	<Null>	Clayton	93	90	75	91	77	82	58	94	13	5
130630405193	<Null>	Clayton	90	86	70	84	70	83	49	89	36	0
130630405211	<Null>	Clayton	97	96	81	96	92	95	75	98	89	32
130630405212	<Null>	Clayton	83	79	55	75	66	73	45	59	63	30
130630405221	<Null>	Clayton	90	88	68	86	77	85	55	82	45	40
130630405222	<Null>	Clayton	95	94	80	95	87	89	63	94	76	11
130630405223	<Null>	Clayton	90	87	68	87	76	86	52	63	78	21
130630405224	<Null>	Clayton	85	83	60	77	68	80	47	57	76	70
130630405231	<Null>	Clayton	88	82	62	70	62	79	52	80	68	54
130630405232	<Null>	Clayton	86	80	57	67	53	81	52	80	44	13
130630405251	<Null>	Clayton	86	76	50	59	39	0	63	76	54	37
130630405271	<Null>	Clayton	82	71	50	50	37	59	42	41	53	15
130630405272	<Null>	Clayton	88	78	59	62	48	76	52	66	13	20
130630405281	<Null>	Clayton	88	78	56	60	44	83	52	75	68	30
130630405282	<Null>	Clayton	92	84	65	69	53	86	60	94	73	8
130630405283	<Null>	Clayton	83	73	51	54	40	72	46	55	22	74
130630405291	<Null>	Clayton	84	74	52	65	47	70	51	79	32	9
130630405311	<Null>	Clayton	83	81	61	81	66	72	40	65	67	4
130630405312	<Null>	Clayton	91	89	71	88	76	82	51	88	48	0
130630405321	<Null>	Clayton	80	79	58	78	64	65	37	44	67	29
130630405331	<Null>	Clayton	91	86	65	81	64	86	63	77	88	14
130630405332	<Null>	Clayton	90	84	62	85	77	75	68	82	69	12
130630405342	<Null>	Clayton	90	85	65	83	70	0	60	80	65	5
130630405351	<Null>	Clayton	96	92	73	88	73	89	79	89	88	10
130630405352	<Null>	Clayton	84	77	52	68	50	77	54	70	58	24
130630405361	<Null>	Clayton	90	83	60	82	66	79	73	88	37	7
130630405362	<Null>	Clayton	87	79	54	73	52	70	65	71	76	25
130630405371	<Null>	Clayton	83	73	47	54	36	0	52	55	56	34
130630405372	<Null>	Clayton	93	85	64	66	48	78	66	80	95	4
130630405381	<Null>	Clayton	88	78	55	62	42	0	57	80	49	32
130630405382	<Null>	Clayton	84	74	50	57	39	79	49	71	0	55
130630406061	<Null>	Clayton	86	72	44	66	40	68	39	80	60	22
130630406062	<Null>	Clayton	95	85	58	87	63	87	88	95	86	9
130630406091	<Null>	Clayton	94	87	69	93	87	93	68	90	89	21
130630406093	<Null>	Clayton	86	76	55	81	74	67	52	59	71	28

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
130630406094	<Null>	Clayton	92	84	65	88	83	84	61	75	80	3
130630406143	<Null>	Clayton	86	75	52	80	70	64	49	69	45	43
130630406151	<Null>	Clayton	86	75	54	79	70	73	52	69	69	37
130630406171	<Null>	Clayton	97	95	76	79	69	95	83	93	88	19
130630406231	<Null>	Clayton	97	87	67	68	49	0	73	93	91	4
130630406232	<Null>	Clayton	92	79	56	59	40	0	58	81	58	18
130630406233	<Null>	Clayton	93	81	58	64	42	0	57	95	57	23
130630406241	<Null>	Clayton	87	72	48	60	37	68	50	61	78	16
130630406242	<Null>	Clayton	98	90	72	78	56	0	80	98	59	27
130630406251	<Null>	Clayton	80	67	37	53	31	69	36	40	83	32
130630406261	<Null>	Clayton	87	74	45	55	34	0	47	59	43	10
130630406262	<Null>	Clayton	79	66	36	49	28	0	36	67	33	7
130630406272	<Null>	Clayton	91	83	61	85	71	0	60	19	98	65
130630406273	<Null>	Clayton	97	92	76	95	84	80	78	98	91	22
130630406291	<Null>	Clayton	93	90	69	91	85	89	70	93	84	68
130630406292	<Null>	Clayton	95	91	71	92	86	88	78	83	94	0
130630406301	<Null>	Clayton	98	96	81	98	95	97	82	94	95	0
130630406302	<Null>	Clayton	87	83	58	87	79	85	56	67	73	6
130630406303	<Null>	Clayton	92	88	65	91	83	86	68	90	76	10
130630406314	<Null>	Clayton	84	72	47	64	40	0	63	45	84	30
130630406322	<Null>	Clayton	84	78	51	58	47	81	58	87	0	0
130630406323	<Null>	Clayton	91	85	62	70	58	80	66	85	32	4
130630406324	<Null>	Clayton	84	77	52	63	51	0	53	56	20	0
130630406332	<Null>	Clayton	86	80	57	78	73	77	52	78	71	22
130630406341	<Null>	Clayton	98	97	79	95	83	97	90	99	86	4
130630406342	<Null>	Clayton	88	83	57	83	71	76	71	84	55	32
130630406351	<Null>	Clayton	91	87	62	89	81	91	66	68	93	40
130630406352	<Null>	Clayton	90	84	57	76	51	77	63	70	81	14
130630406363	<Null>	Clayton	91	65	50	75	49	65	51	92	48	7
130630406371	<Null>	Clayton	93	68	54	83	58	83	51	96	0	4
<Null>	13063040202	Clayton	70	85	6	85	60	53	0	89	18	6
<Null>	13063040203	Clayton	70	74	6	68	45	65	0	63	11	4
<Null>	13063040302	Clayton	71	82	6	96	72	63	0	95	31	9
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<Null>	13063040306	Clayton	70	84	5	94	70	88	0	95	25	5
<Null>	13063040307	Clayton	69	75	5	93	67	32	0	79	23	11
<Null>	13063040308	Clayton	71	82	6	97	71	66	0	94	33	15
<Null>	13063040407	Clayton	69	65	5	87	61	66	0	79	23	12
<Null>	13063040408	Clayton	69	70	5	89	66	68	0	48	21	8
<Null>	13063040410	Clayton	70	70	5	81	65	64	0	67	23	9

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
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<Null>	13063040415	Clayton	68	78	5	91	64	87	24	97	13	4
<Null>	13063040416	Clayton	69	82	5	95	73	61	0	91	30	10
<Null>	13063040417	Clayton	68	80	5	97	74	67	26	92	11	2
<Null>	13063040510	Clayton	69	67	6	61	36	71	0	86	11	7
<Null>	13063040512	Clayton	69	64	6	30	27	55	0	74	12	11
<Null>	13063040515	Clayton	67	58	5	31	25	52	33	77	14	10
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<Null>	13063040520	Clayton	70	78	6	79	51	62	0	66	10	2
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<Null>	13063040611	Clayton	68	71	5	94	60	74	39	91	24	4
<Null>	13063040612	Clayton	67	68	5	72	36	75	44	86	23	6
<Null>	13063040617	Clayton	68	66	4	23	25	75	32	99	33	5
<Null>	13063040622	Clayton	65	49	5	61	17	42	30	81	14	7
130670301041	<Null>	Cobb	90	89	39	44	47	85	6	80	65	86
130670301042	<Null>	Cobb	91	90	42	42	55	86	8	75	80	77
130670301072	<Null>	Cobb	82	80	30	29	48	71	6	27	76	27
130670301092	<Null>	Cobb	88	84	35	45	42	67	52	84	63	30
130670301101	<Null>	Cobb	86	83	37	40	56	73	77	73	67	3
130670301112	<Null>	Cobb	91	88	45	43	65	68	63	79	50	35
130670301122	<Null>	Cobb	84	82	32	30	49	0	6	68	59	84
130670301132	<Null>	Cobb	82	81	31	30	51	55	6	61	54	23
130670302354	<Null>	Cobb	87	81	47	46	30	62	30	67	76	78
130670302421	<Null>	Cobb	90	87	47	58	75	72	75	70	75	28
130670302431	<Null>	Cobb	82	78	38	50	58	0	57	44	58	19
130670302433	<Null>	Cobb	86	82	42	57	71	76	64	80	57	5
130670302461	<Null>	Cobb	86	84	40	53	77	79	7	65	63	54
130670302472	<Null>	Cobb	90	88	47	58	71	73	14	65	84	3
130670302481	<Null>	Cobb	88	85	46	67	75	79	13	77	13	3
130670302493	<Null>	Cobb	92	90	54	77	84	77	68	71	82	22
130670302551	<Null>	Cobb	94	92	53	57	82	88	11	91	53	47
130670302553	<Null>	Cobb	84	81	36	44	65	66	6	58	18	3
130670302572	<Null>	Cobb	96	95	66	87	92	93	78	94	30	96

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
130670302581	<Null>	Cobb	89	87	47	65	79	72	6	45	57	27
130670302591	<Null>	Cobb	85	83	38	49	74	66	34	63	51	17
130670302592	<Null>	Cobb	82	80	33	43	74	65	8	49	66	22
130670302701	<Null>	Cobb	85	80	50	64	32	53	36	56	84	46
130670302712	<Null>	Cobb	83	79	46	64	26	0	35	60	61	31
130670302743	<Null>	Cobb	88	86	42	47	68	75	5	61	80	37
130670302752	<Null>	Cobb	93	91	52	59	76	88	7	87	77	63
130670302782	<Null>	Cobb	89	87	45	59	78	73	5	83	27	56
130670303272	<Null>	Cobb	90	84	53	60	44	79	11	58	56	25
130670303442	<Null>	Cobb	91	91	72	66	66	88	86	84	42	0
130670303451	<Null>	Cobb	84	83	63	53	54	80	76	50	81	30
130670303462	<Null>	Cobb	81	80	34	47	47	68	16	76	0	44
130670303484	<Null>	Cobb	83	80	38	57	46	65	15	11	90	83
130670303523	<Null>	Cobb	84	79	54	46	35	68	43	53	77	90
130670304051	<Null>	Cobb	90	90	68	71	59	85	87	86	29	5
130670304053	<Null>	Cobb	90	89	63	78	57	72	84	69	75	13
130670304054	<Null>	Cobb	95	94	71	92	82	91	89	72	85	28
130670304072	<Null>	Cobb	91	89	65	82	57	84	86	74	57	44
130670304103	<Null>	Cobb	86	84	55	82	70	79	78	80	13	18
130670304111	<Null>	Cobb	93	92	71	79	67	89	89	69	76	0
130670304112	<Null>	Cobb	95	95	73	90	77	90	91	89	52	20
130670304113	<Null>	Cobb	89	88	63	76	58	79	83	92	0	0
130670304121	<Null>	Cobb	92	90	67	82	64	84	86	86	31	17
130670304122	<Null>	Cobb	93	92	71	83	68	83	89	75	78	9
130670304123	<Null>	Cobb	93	92	70	80	68	82	88	79	53	33
130670304131	<Null>	Cobb	92	92	73	71	65	83	89	86	41	0
130670304132	<Null>	Cobb	85	84	61	63	54	78	82	74	19	0
130670304133	<Null>	Cobb	85	84	61	61	52	77	78	50	51	8
130670304141	<Null>	Cobb	97	96	80	84	78	94	95	95	62	4
130670304142	<Null>	Cobb	87	87	64	65	60	63	85	82	13	5
130670305053	<Null>	Cobb	93	92	65	91	82	77	86	82	42	16
130670305054	<Null>	Cobb	95	95	72	95	87	88	89	79	94	5
130670305061	<Null>	Cobb	85	85	45	82	76	60	10	51	38	72
130670305062	<Null>	Cobb	92	91	58	91	87	82	14	84	42	8
130670305063	<Null>	Cobb	90	89	55	89	86	83	75	77	48	57
130670305111	<Null>	Cobb	86	85	52	85	81	79	77	64	68	8
130670307001	<Null>	Cobb	91	90	59	90	88	85	87	69	80	38
130670307003	<Null>	Cobb	96	96	72	95	91	93	94	93	78	95
130670307004	<Null>	Cobb	94	93	67	93	87	91	90	87	85	9
130670308001	<Null>	Cobb	93	92	65	90	83	89	89	88	43	5

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
130670308002	<Null>	Cobb	99	99	85	98	94	98	98	92	98	0
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130670309081	<Null>	Cobb	93	91	67	78	46	0	44	47	90	16
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130670309083	<Null>	Cobb	91	88	62	72	43	81	38	73	58	0
130670309092	<Null>	Cobb	90	88	63	63	51	0	87	37	98	8
130670309101	<Null>	Cobb	86	84	56	67	56	81	82	52	80	12
130670309102	<Null>	Cobb	92	90	65	71	60	73	89	75	84	30
130670309111	<Null>	Cobb	97	97	78	81	71	85	96	92	95	32
130670309112	<Null>	Cobb	86	85	56	58	47	62	82	43	89	44
130670309121	<Null>	Cobb	95	94	71	80	75	93	92	38	94	0
130670309122	<Null>	Cobb	97	96	75	93	84	95	95	70	96	26
130670309124	<Null>	Cobb	98	97	77	96	91	96	96	83	85	51
130670310011	<Null>	Cobb	98	97	80	88	82	97	96	90	87	14
130670310012	<Null>	Cobb	93	92	72	71	75	85	92	86	78	45
130670310013	<Null>	Cobb	96	95	77	78	77	91	95	71	94	17
130670310041	<Null>	Cobb	96	95	78	72	70	65	94	93	84	8
130670310042	<Null>	Cobb	95	93	76	72	64	0	93	91	82	3
130670310043	<Null>	Cobb	96	94	78	72	74	93	95	72	94	29
130670310044	<Null>	Cobb	96	94	76	70	70	78	94	76	92	88
130670310052	<Null>	Cobb	89	85	62	67	46	75	78	52	87	10
130670310054	<Null>	Cobb	86	83	59	57	48	62	82	65	74	19
130670310061	<Null>	Cobb	98	98	84	81	80	83	97	87	94	43
130670310062	<Null>	Cobb	96	95	77	76	74	90	95	71	91	10
130670310071	<Null>	Cobb	90	88	63	65	57	0	86	53	78	87
130670310072	<Null>	Cobb	96	95	76	72	66	81	94	96	54	9
130670310073	<Null>	Cobb	84	82	55	55	49	0	80	38	67	9
130670310074	<Null>	Cobb	93	91	69	73	65	88	90	78	87	21
130670311011	<Null>	Cobb	87	85	64	55	63	82	85	59	79	8
130670311012	<Null>	Cobb	88	86	67	57	70	75	87	82	32	0
130670311014	<Null>	Cobb	98	98	84	81	85	96	97	95	98	14
130670311015	<Null>	Cobb	89	87	67	62	71	77	88	70	67	7
130670311101	<Null>	Cobb	90	89	71	62	67	85	88	62	51	46
130670311122	<Null>	Cobb	82	81	64	68	61	51	78	70	0	27
130670311131	<Null>	Cobb	87	86	66	61	66	82	84	69	66	3
130670311141	<Null>	Cobb	93	92	78	71	68	85	85	78	78	28
130670311144	<Null>	Cobb	86	85	65	56	60	80	80	25	90	0
130670311145	<Null>	Cobb	82	82	62	55	53	72	72	59	19	23
130670311151	<Null>	Cobb	90	88	68	61	58	0	87	71	79	10
130670311163	<Null>	Cobb	97	96	81	71	76	92	95	94	87	5

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
130670311164	<Null>	Cobb	94	92	74	64	71	91	92	78	95	17
130670311192	<Null>	Cobb	82	80	55	66	35	74	27	46	61	31
130670311193	<Null>	Cobb	96	95	78	85	58	91	46	90	53	52
130670311222	<Null>	Cobb	98	98	88	81	91	84	98	98	75	30
130670312173	<Null>	Cobb	91	90	75	73	68	73	87	83	44	27
130670312203	<Null>	Cobb	84	83	68	79	70	72	73	72	33	71
130670312212	<Null>	Cobb	96	96	88	95	89	92	68	89	95	26
130670313062	<Null>	Cobb	82	80	58	60	41	68	21	51	46	18
130670313081	<Null>	Cobb	94	92	79	74	72	89	41	77	83	26
130670313082	<Null>	Cobb	95	94	80	76	66	88	34	85	87	18
130670313083	<Null>	Cobb	93	92	76	75	75	68	31	78	90	59
130670313084	<Null>	Cobb	92	91	76	77	79	68	27	73	63	65
130670313161	<Null>	Cobb	91	90	81	87	82	72	68	52	88	6
130670313163	<Null>	Cobb	82	81	67	74	69	73	44	68	26	5
130670313171	<Null>	Cobb	83	82	63	58	52	76	40	41	53	40
130670313172	<Null>	Cobb	99	99	95	94	94	99	83	97	97	41
130670313181	<Null>	Cobb	92	91	77	87	85	86	61	82	49	31
130670313182	<Null>	Cobb	97	97	88	95	93	93	77	82	95	7
130670313183	<Null>	Cobb	93	92	78	82	83	68	60	88	64	3
130670313191	<Null>	Cobb	86	85	70	67	72	63	51	76	46	0
130670313192	<Null>	Cobb	97	97	89	90	91	91	78	96	92	5
130670313193	<Null>	Cobb	84	83	64	76	74	63	14	54	73	19
130670313201	<Null>	Cobb	94	93	77	85	88	91	40	95	61	25
130670313202	<Null>	Cobb	94	93	81	91	90	87	46	77	67	5
130670313203	<Null>	Cobb	82	81	60	74	73	71	23	56	78	3
130670313211	<Null>	Cobb	96	96	85	96	95	88	76	85	93	6
130670313222	<Null>	Cobb	91	90	73	78	81	75	29	72	82	19
130670313223	<Null>	Cobb	86	85	63	68	71	75	28	56	74	47
130670313231	<Null>	Cobb	83	83	58	61	49	76	29	71	53	23
130670313243	<Null>	Cobb	92	90	74	69	60	80	24	87	56	32
130670313251	<Null>	Cobb	82	80	59	57	46	56	53	46	69	70
130670314091	<Null>	Cobb	81	79	52	67	38	69	39	62	33	18
130670314093	<Null>	Cobb	81	79	48	71	29	53	42	51	49	80
130670314094	<Null>	Cobb	90	87	62	84	39	59	50	71	55	33
130670314111	<Null>	Cobb	89	86	60	81	34	61	41	63	82	85
130670314112	<Null>	Cobb	96	94	75	88	50	80	49	89	58	13
130670314121	<Null>	Cobb	84	83	58	71	37	73	20	50	82	86
130670314122	<Null>	Cobb	96	96	77	90	52	89	51	95	59	87
130670314123	<Null>	Cobb	85	84	58	77	33	48	33	53	76	52
130670314132	<Null>	Cobb	90	88	63	85	37	60	39	85	63	0

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130670314142	<Null>	Cobb	87	86	63	73	43	78	28	71	13	23
130670314143	<Null>	Cobb	82	80	55	69	34	71	20	36	57	81
130670314151	<Null>	Cobb	84	82	56	74	36	76	32	66	32	95
130670314152	<Null>	Cobb	84	83	57	70	41	72	35	61	71	5
130670314161	<Null>	Cobb	88	85	58	66	49	0	29	32	90	51
130670314162	<Null>	Cobb	88	86	56	71	45	57	37	75	49	14
130670314163	<Null>	Cobb	82	80	48	57	45	0	25	63	40	54
130670314171	<Null>	Cobb	91	89	67	72	58	87	47	39	85	59
130670314172	<Null>	Cobb	93	91	69	75	58	87	42	76	83	6
130670315062	<Null>	Cobb	91	86	61	81	39	86	50	76	67	22
130670315065	<Null>	Cobb	92	87	62	83	37	81	52	92	49	30
130670315113	<Null>	Cobb	85	80	47	55	41	71	29	18	69	44
130670315121	<Null>	Cobb	87	82	53	62	52	51	32	62	83	72
130670315122	<Null>	Cobb	82	76	47	61	39	71	28	58	68	17
130670315123	<Null>	Cobb	80	75	42	51	40	65	26	39	71	35
130670315124	<Null>	Cobb	86	81	50	50	56	53	24	80	35	27
130670315141	<Null>	Cobb	82	78	45	65	26	69	32	69	21	49
130670315182	<Null>	Cobb	84	80	51	75	26	61	43	70	15	13
<Null>	13067030411	Cobb	78	94	10	49	43	84	48	59	16	2
<Null>	13067030412	Cobb	78	92	10	46	44	74	46	66	12	5
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130771702001	<Null>	Coweta	90	66	29	68	59	60	59	82	87	51
130771702002	<Null>	Coweta	93	71	34	89	80	82	91	95	89	39
130771703071	<Null>	Coweta	96	86	43	97	84	95	95	94	94	18
130771703081	<Null>	Coweta	80	64	21	81	70	63	70	63	33	57
130771703082	<Null>	Coweta	79	63	20	83	61	75	78	61	50	56
130771703102	<Null>	Coweta	90	77	34	85	84	74	70	91	56	28
130771704071	<Null>	Coweta	94	77	56	76	60	67	43	84	90	90
130771706041	<Null>	Coweta	90	72	28	91	69	88	86	89	75	23
130771706042	<Null>	Coweta	85	65	24	84	60	75	44	41	81	42
130771706051	<Null>	Coweta	86	67	22	88	64	71	62	58	84	15
130771706052	<Null>	Coweta	99	90	51	99	85	95	80	99	96	32

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130771707011	<Null>	Coweta	91	57	30	92	83	89	92	80	81	25
130771707021	<Null>	Coweta	94	62	35	93	90	85	94	74	98	53
<Null>	13077170305	Coweta	59	48	7	81	46	63	62	78	14	10
<Null>	13077170601	Coweta	58	41	7	75	36	60	48	87	19	7
130859702052	<Null>	Dawson	87	48	17	32	60	53	16	68	94	38
130890205003	<Null>	DeKalb	91	91	86	65	62	86	45	73	79	51
130890206001	<Null>	DeKalb	82	83	77	56	57	54	35	57	31	3
130890206002	<Null>	DeKalb	81	82	77	56	58	59	34	50	54	14
130890207002	<Null>	DeKalb	81	81	75	51	45	78	33	45	0	13
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130890209011	<Null>	DeKalb	83	83	79	59	52	81	34	58	61	79
130890209021	<Null>	DeKalb	86	86	81	64	52	77	86	60	54	50
130890209022	<Null>	DeKalb	92	91	86	77	56	87	92	56	34	43
130890211041	<Null>	DeKalb	91	90	80	73	60	77	53	68	46	78
130890212041	<Null>	DeKalb	99	99	97	99	99	99	96	98	99	5
130890212042	<Null>	DeKalb	99	99	97	99	99	99	95	99	99	0
130890212043	<Null>	DeKalb	99	99	95	99	98	99	93	99	99	0
130890212223	<Null>	DeKalb	95	93	79	79	86	85	75	92	34	96
130890212242	<Null>	DeKalb	86	84	59	80	66	61	73	79	0	0
130890212243	<Null>	DeKalb	83	81	55	76	62	54	65	51	63	42
130890213011	<Null>	DeKalb	96	95	78	94	92	91	80	77	89	0
130890213012	<Null>	DeKalb	95	94	76	93	80	93	90	86	78	10
130890213051	<Null>	DeKalb	86	84	56	83	61	69	74	52	68	78
130890213052	<Null>	DeKalb	99	99	86	99	94	98	96	92	97	5
130890213053	<Null>	DeKalb	93	92	68	92	79	87	85	67	75	4
130890213061	<Null>	DeKalb	93	91	70	92	83	89	79	76	76	10
130890213063	<Null>	DeKalb	99	99	84	99	94	97	93	88	95	3
130890213071	<Null>	DeKalb	95	94	77	93	88	93	73	71	88	22
130890213072	<Null>	DeKalb	94	93	75	92	85	88	76	67	72	10
130890213073	<Null>	DeKalb	90	89	66	87	80	80	66	62	75	32
130890213081	<Null>	DeKalb	94	93	77	91	81	89	77	64	92	14
130890213082	<Null>	DeKalb	92	91	73	88	81	88	68	73	91	71
130890213083	<Null>	DeKalb	97	96	83	94	87	95	78	82	86	23
130890213091	<Null>	DeKalb	99	99	89	99	97	96	90	93	98	3
130890213092	<Null>	DeKalb	99	98	84	98	95	97	84	91	95	23
130890213101	<Null>	DeKalb	96	95	75	95	90	90	81	61	92	14
130890213102	<Null>	DeKalb	96	95	74	95	89	88	80	86	85	29
130890213103	<Null>	DeKalb	99	99	90	99	98	99	92	90	98	87
130890214091	<Null>	DeKalb	99	99	98	99	98	99	97	90	99	3
130890214092	<Null>	DeKalb	99	99	94	98	94	98	92	87	97	0

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
130890214101	<Null>	DeKalb	90	89	74	72	68	85	62	62	79	23
130890214102	<Null>	DeKalb	99	99	93	97	92	98	90	86	99	28
130890214153	<Null>	DeKalb	90	89	81	80	71	84	71	69	62	23
130890214163	<Null>	DeKalb	98	97	91	89	82	94	82	79	96	5
130890214171	<Null>	DeKalb	99	99	98	98	95	99	95	96	99	4
130890214172	<Null>	DeKalb	96	96	89	86	82	94	85	84	77	0
130890214175	<Null>	DeKalb	100	99	99	99	98	99	99	93	100	0
130890214181	<Null>	DeKalb	96	95	86	80	70	94	79	91	75	0
130890214182	<Null>	DeKalb	97	97	89	84	77	93	80	73	96	9
130890214192	<Null>	DeKalb	96	95	87	83	79	94	85	68	89	12
130890214201	<Null>	DeKalb	99	99	94	92	82	97	87	93	96	6
130890214211	<Null>	DeKalb	99	99	95	92	86	94	89	85	99	14
130890214212	<Null>	DeKalb	86	85	71	64	54	70	54	37	42	11
130890215033	<Null>	DeKalb	84	83	74	71	67	77	48	77	27	20
130890215053	<Null>	DeKalb	86	85	77	75	73	0	54	81	0	5
130890215061	<Null>	DeKalb	90	89	80	73	87	76	75	59	39	65
130890216022	<Null>	DeKalb	82	82	70	62	72	79	58	61	0	81
130890217092	<Null>	DeKalb	84	82	62	77	64	75	66	49	71	58
130890217111	<Null>	DeKalb	92	91	69	90	82	85	76	71	68	61
130890217112	<Null>	DeKalb	87	86	62	84	74	77	67	56	72	23
130890217121	<Null>	DeKalb	86	85	60	83	73	74	59	59	40	17
130890217122	<Null>	DeKalb	90	89	67	87	75	75	67	74	55	7
130890218083	<Null>	DeKalb	92	90	69	90	80	78	66	78	75	29
130890218121	<Null>	DeKalb	83	81	52	80	70	75	56	46	64	37
130890218122	<Null>	DeKalb	93	91	70	91	85	88	75	58	92	36
130890218131	<Null>	DeKalb	94	93	70	93	90	77	85	91	44	7
130890218132	<Null>	DeKalb	97	96	77	96	95	95	93	82	84	4
130890218151	<Null>	DeKalb	98	97	79	97	93	0	87	96	44	15
130890218152	<Null>	DeKalb	98	98	81	98	96	92	91	94	91	0
130890218153	<Null>	DeKalb	95	93	72	94	92	83	87	93	54	0
130890218161	<Null>	DeKalb	92	90	65	90	82	87	72	63	85	6
130890218162	<Null>	DeKalb	85	83	55	82	75	73	64	32	57	9
130890218171	<Null>	DeKalb	92	90	71	89	81	82	86	69	75	25
130890218183	<Null>	DeKalb	88	85	65	85	74	79	65	86	17	66
130890218192	<Null>	DeKalb	84	83	60	82	68	76	54	38	0	77
130890218222	<Null>	DeKalb	82	80	53	78	70	71	57	50	67	54
130890218232	<Null>	DeKalb	84	81	52	76	76	78	59	63	38	14
130890218241	<Null>	DeKalb	99	98	85	98	95	97	95	96	77	7
130890218242	<Null>	DeKalb	82	79	53	80	74	79	63	52	69	33
130890219061	<Null>	DeKalb	86	83	58	61	58	0	60	66	53	14

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
130890219062	<Null>	DeKalb	88	86	60	63	61	77	62	80	23	19
130890219063	<Null>	DeKalb	89	86	62	69	66	71	66	71	59	68
130890219064	<Null>	DeKalb	88	85	60	68	65	72	63	81	49	3
130890219081	<Null>	DeKalb	92	91	71	78	76	85	75	59	82	10
130890219082	<Null>	DeKalb	93	91	70	79	79	87	75	66	83	73
130890219083	<Null>	DeKalb	82	80	53	59	54	68	56	64	18	41
130890219101	<Null>	DeKalb	94	92	72	84	85	90	80	92	69	0
130890219102	<Null>	DeKalb	89	88	65	80	77	83	74	55	59	31
130890219103	<Null>	DeKalb	89	87	67	85	75	0	80	57	65	85
130890219104	<Null>	DeKalb	90	88	67	86	79	84	81	81	29	0
130890219111	<Null>	DeKalb	91	90	67	79	81	83	74	83	84	0
130890219112	<Null>	DeKalb	98	97	81	91	94	96	87	94	82	7
130890219131	<Null>	DeKalb	87	85	58	75	81	72	65	64	42	5
130890219132	<Null>	DeKalb	99	98	84	93	94	96	90	91	90	6
130890219133	<Null>	DeKalb	97	96	77	89	93	80	83	96	11	0
130890219134	<Null>	DeKalb	89	87	62	75	80	66	67	81	37	86
130890219141	<Null>	DeKalb	92	87	67	77	77	81	72	87	80	23
130890219161	<Null>	DeKalb	90	88	68	69	61	86	69	62	76	21
130890219162	<Null>	DeKalb	85	83	62	59	52	70	59	55	44	6
130890219171	<Null>	DeKalb	96	95	78	79	74	84	81	90	74	47
130890220051	<Null>	DeKalb	84	83	65	61	48	69	51	62	32	7
130890220052	<Null>	DeKalb	96	96	84	82	69	86	75	86	84	21
130890220053	<Null>	DeKalb	93	92	76	74	61	90	67	76	85	13
130890220071	<Null>	DeKalb	98	98	87	96	84	95	91	92	85	0
130890220072	<Null>	DeKalb	99	99	91	98	86	98	93	95	95	3
130890220101	<Null>	DeKalb	97	96	83	94	84	93	85	83	92	21
130890220111	<Null>	DeKalb	98	97	86	95	81	93	82	86	96	51
130890220112	<Null>	DeKalb	99	99	94	95	88	0	91	99	96	4
130890220121	<Null>	DeKalb	99	99	96	99	90	99	94	98	96	0
130890220122	<Null>	DeKalb	99	99	95	99	90	99	93	96	99	14
130890220131	<Null>	DeKalb	94	93	77	92	81	88	82	76	75	3
130890220132	<Null>	DeKalb	97	97	84	96	88	93	95	93	29	0
130890220141	<Null>	DeKalb	98	97	86	96	84	90	91	96	73	4
130890220142	<Null>	DeKalb	99	99	95	99	94	99	97	92	99	29
130890220151	<Null>	DeKalb	98	98	86	91	85	97	81	92	86	10
130890220161	<Null>	DeKalb	91	89	69	78	73	81	74	46	82	82
130890220162	<Null>	DeKalb	97	96	81	95	87	0	89	70	98	41
130890220163	<Null>	DeKalb	82	80	58	61	57	79	59	53	53	10
130890221001	<Null>	DeKalb	91	90	76	82	66	86	66	76	59	47
130890221002	<Null>	DeKalb	87	85	70	63	52	76	55	74	39	18

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
130890222051	<Null>	DeKalb	84	82	66	78	64	69	68	45	75	4
130890222061	<Null>	DeKalb	95	94	85	81	84	92	79	91	73	12
130890222063	<Null>	DeKalb	86	84	72	64	71	81	60	43	77	61
130890223042	<Null>	DeKalb	93	91	84	75	85	77	67	84	23	23
130890224041	<Null>	DeKalb	90	88	82	77	86	80	67	81	16	22
130890224052	<Null>	DeKalb	92	91	84	78	89	80	78	90	0	0
130890225012	<Null>	DeKalb	93	92	85	68	79	90	55	93	19	9
130890231012	<Null>	DeKalb	87	85	74	54	43	79	85	65	53	32
130890231013	<Null>	DeKalb	85	82	71	54	39	75	84	53	0	48
130890231014	<Null>	DeKalb	83	80	67	46	36	73	82	36	79	30
130890231022	<Null>	DeKalb	94	93	82	63	55	88	63	93	67	9
130890231071	<Null>	DeKalb	90	88	74	51	43	74	53	60	79	56
130890231072	<Null>	DeKalb	91	89	75	55	44	76	90	75	35	29
130890231073	<Null>	DeKalb	85	83	69	45	38	78	83	66	34	43
130890231081	<Null>	DeKalb	95	93	79	63	57	91	91	85	66	81
130890231082	<Null>	DeKalb	93	91	77	60	51	88	92	88	55	39
130890231083	<Null>	DeKalb	91	90	75	54	45	84	88	82	51	26
130890231111	<Null>	DeKalb	95	93	79	62	53	88	72	90	45	50
130890231121	<Null>	DeKalb	94	93	79	63	51	90	62	93	72	18
130890231123	<Null>	DeKalb	92	91	77	61	49	88	59	82	0	26
130890231124	<Null>	DeKalb	91	89	75	60	49	85	56	95	0	17
130890231131	<Null>	DeKalb	90	89	75	65	52	83	59	84	36	5
130890231133	<Null>	DeKalb	87	86	70	58	47	0	52	80	36	20
130890231141	<Null>	DeKalb	98	98	86	80	69	85	76	94	87	50
130890231142	<Null>	DeKalb	91	90	73	63	51	84	58	66	47	20
130890231151	<Null>	DeKalb	98	98	90	81	69	97	79	100	89	0
130890232094	<Null>	DeKalb	85	79	55	58	48	66	55	56	43	43
130890232122	<Null>	DeKalb	91	87	65	74	65	82	80	63	86	55
130890232131	<Null>	DeKalb	97	96	82	77	76	91	90	94	74	49
130890232132	<Null>	DeKalb	88	87	65	62	62	73	77	65	47	3
130890232133	<Null>	DeKalb	85	84	61	60	56	60	71	16	81	27
130890232134	<Null>	DeKalb	88	87	65	69	65	81	78	81	25	28
130890232151	<Null>	DeKalb	97	96	83	69	64	85	87	88	93	18
130890232152	<Null>	DeKalb	93	91	74	63	54	80	80	95	25	18
130890232153	<Null>	DeKalb	90	88	69	55	48	76	64	39	88	76
130890232161	<Null>	DeKalb	83	80	59	48	47	69	66	38	35	43
130890232162	<Null>	DeKalb	87	85	63	57	51	68	72	37	60	74
130890232172	<Null>	DeKalb	86	82	59	61	46	0	69	62	45	90
130890232173	<Null>	DeKalb	88	84	60	70	50	77	73	79	64	45
130890232181	<Null>	DeKalb	90	86	67	62	49	79	75	84	36	38

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
130890232182	<Null>	DeKalb	92	89	70	67	56	71	79	92	0	11
130890232191	<Null>	DeKalb	92	90	74	63	56	82	59	75	82	17
130890232192	<Null>	DeKalb	89	86	68	61	54	73	62	74	0	26
130890232201	<Null>	DeKalb	91	89	70	57	51	79	63	79	80	32
130890232211	<Null>	DeKalb	85	81	58	55	50	0	57	48	45	28
130890232221	<Null>	DeKalb	82	79	56	52	47	57	54	52	52	66
130890232222	<Null>	DeKalb	95	93	76	71	60	87	82	98	52	10
130890233111	<Null>	DeKalb	87	78	50	75	53	0	8	70	60	7
130890233113	<Null>	DeKalb	84	75	47	66	61	66	6	28	43	26
130890233131	<Null>	DeKalb	82	75	47	81	42	66	60	64	47	9
130890233132	<Null>	DeKalb	94	89	67	91	65	0	83	86	60	62
130890233151	<Null>	DeKalb	83	75	44	76	39	62	6	53	58	21
130890233153	<Null>	DeKalb	88	81	46	61	40	62	15	77	37	39
130890233171	<Null>	DeKalb	94	89	63	91	58	77	9	77	96	95
130890233172	<Null>	DeKalb	97	94	70	95	69	92	87	96	87	45
130890233173	<Null>	DeKalb	96	92	69	95	63	91	63	93	58	17
130890233182	<Null>	DeKalb	93	87	60	90	50	79	9	84	85	22
130890233191	<Null>	DeKalb	87	84	57	76	67	82	77	46	68	28
130890233192	<Null>	DeKalb	87	84	57	80	63	78	76	64	29	12
130890233201	<Null>	DeKalb	98	97	75	96	74	94	91	97	85	14
130890233202	<Null>	DeKalb	97	95	70	94	65	94	8	94	90	22
130890233211	<Null>	DeKalb	89	86	59	84	62	80	77	68	66	15
130890233212	<Null>	DeKalb	90	88	60	87	62	70	78	77	58	3
130890233221	<Null>	DeKalb	96	91	73	77	68	90	75	83	84	6
130890233231	<Null>	DeKalb	94	89	67	78	75	0	9	86	79	22
130890233261	<Null>	DeKalb	90	82	53	73	52	64	12	84	48	6
130890233271	<Null>	DeKalb	83	77	50	78	53	68	68	74	0	24
130890233272	<Null>	DeKalb	88	83	59	81	62	75	76	80	27	7
130890233273	<Null>	DeKalb	87	81	56	80	58	0	74	20	38	0
130890233274	<Null>	DeKalb	91	86	65	85	66	83	80	80	62	3
130890233281	<Null>	DeKalb	86	80	53	82	53	59	71	38	69	61
130890233282	<Null>	DeKalb	87	81	52	86	51	76	71	64	59	7
130890233292	<Null>	DeKalb	87	80	56	80	45	70	66	65	0	48
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130890233311	<Null>	DeKalb	88	83	58	83	54	60	74	74	71	46
130890233312	<Null>	DeKalb	89	84	60	82	59	0	76	77	68	11
130890233322	<Null>	DeKalb	87	82	58	78	50	76	72	71	15	6
130890234101	<Null>	DeKalb	91	91	80	79	54	73	92	87	70	31
130890234102	<Null>	DeKalb	83	82	66	60	38	79	84	62	48	44
130890234103	<Null>	DeKalb	90	90	76	74	51	88	91	84	60	54

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
130890234111	<Null>	DeKalb	83	82	68	68	45	56	84	55	60	80
130890234112	<Null>	DeKalb	92	91	80	82	61	0	93	79	81	61
130890234113	<Null>	DeKalb	94	93	85	85	62	81	95	79	88	89
130890234221	<Null>	DeKalb	87	81	67	75	72	65	88	73	60	14
130890234222	<Null>	DeKalb	94	89	79	81	76	84	94	59	89	56
130890234224	<Null>	DeKalb	83	77	63	71	48	0	85	49	77	69
130890234241	<Null>	DeKalb	81	80	65	72	60	68	84	65	47	68
130890234242	<Null>	DeKalb	81	79	64	75	69	63	83	48	64	67
130890234251	<Null>	DeKalb	84	79	60	80	47	0	87	49	12	88
130890234253	<Null>	DeKalb	90	85	68	85	56	74	91	48	67	44
130890234254	<Null>	DeKalb	83	78	58	82	48	0	85	65	33	75
130890234261	<Null>	DeKalb	90	86	67	85	63	67	76	72	52	66
130890234272	<Null>	DeKalb	88	84	59	71	66	56	79	57	91	70
130890234291	<Null>	DeKalb	89	86	59	80	65	77	79	82	0	9
130890234292	<Null>	DeKalb	87	84	55	78	61	69	75	86	11	15
130890234301	<Null>	DeKalb	93	91	67	80	75	66	85	87	59	3
130890234302	<Null>	DeKalb	92	89	65	79	75	75	84	87	28	19
130890234311	<Null>	DeKalb	93	90	67	77	79	88	87	89	73	10
130890234322	<Null>	DeKalb	91	84	63	84	66	71	91	90	63	0
130890234331	<Null>	DeKalb	86	78	50	83	39	0	88	84	0	61
130890234332	<Null>	DeKalb	85	77	49	81	43	40	85	5	72	94
130890234341	<Null>	DeKalb	86	78	46	75	39	0	86	85	0	14
130890234351	<Null>	DeKalb	93	86	58	80	63	0	85	88	84	0
130890234372	<Null>	DeKalb	80	72	53	73	53	39	13	37	64	38
130890234381	<Null>	DeKalb	83	79	63	66	46	64	85	68	0	49
130890234383	<Null>	DeKalb	86	82	66	72	45	63	88	64	29	22
130890234384	<Null>	DeKalb	92	89	76	78	55	0	93	80	40	11
130890234391	<Null>	DeKalb	91	88	76	76	49	87	93	85	29	5
130890234392	<Null>	DeKalb	95	92	83	81	60	90	96	96	81	95
130890234433	<Null>	DeKalb	87	85	71	84	80	81	88	40	83	64
130890234441	<Null>	DeKalb	82	80	67	72	58	74	84	59	53	31
130890234442	<Null>	DeKalb	97	97	91	97	92	97	98	100	0	0
130890234453	<Null>	DeKalb	92	91	73	78	61	85	92	56	75	77
130890234462	<Null>	DeKalb	97	97	88	81	61	96	98	99	75	25
130890234472	<Null>	DeKalb	82	82	58	73	51	67	83	20	50	83
130890234481	<Null>	DeKalb	95	95	78	83	73	94	84	96	74	39
130890234483	<Null>	DeKalb	81	80	55	66	57	63	70	61	37	49
130890235011	<Null>	DeKalb	93	92	81	64	47	81	93	74	83	24
130890235012	<Null>	DeKalb	98	97	91	81	63	95	98	78	97	97
130890235013	<Null>	DeKalb	89	87	76	61	41	71	89	72	70	62

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
130890235041	<Null>	DeKalb	83	82	69	56	33	65	83	62	53	92
130890235042	<Null>	DeKalb	91	90	78	68	44	80	91	89	37	45
130890235043	<Null>	DeKalb	87	86	72	63	40	79	87	66	60	14
130890235051	<Null>	DeKalb	90	89	75	61	44	83	90	63	62	77
130890235052	<Null>	DeKalb	91	90	76	64	45	84	91	74	64	69
130890235062	<Null>	DeKalb	93	92	77	70	54	84	93	69	72	85
130890235063	<Null>	DeKalb	96	95	82	71	62	92	96	92	86	4
130890235064	<Null>	DeKalb	92	91	74	65	56	85	91	94	40	8
130890235071	<Null>	DeKalb	88	87	68	58	52	81	73	69	70	30
130890235072	<Null>	DeKalb	87	86	67	60	53	66	73	62	82	46
130890235073	<Null>	DeKalb	92	91	73	71	62	85	90	72	80	75
130890236011	<Null>	DeKalb	81	79	71	57	38	75	81	36	61	53
130890236012	<Null>	DeKalb	87	85	76	62	43	74	87	65	58	25
130890236013	<Null>	DeKalb	90	87	79	66	44	81	89	85	57	55
130890236021	<Null>	DeKalb	88	87	78	68	43	69	89	73	72	87
130890236022	<Null>	DeKalb	81	80	70	64	38	68	82	55	51	73
130890236031	<Null>	DeKalb	98	98	93	89	66	94	98	92	92	57
130890236032	<Null>	DeKalb	93	92	82	75	50	88	93	92	28	43
130890236033	<Null>	DeKalb	89	88	77	72	46	83	89	59	88	63
130890237012	<Null>	DeKalb	91	90	84	66	54	89	88	90	62	5
130890237021	<Null>	DeKalb	97	96	91	87	66	95	97	97	88	21
130890238011	<Null>	DeKalb	84	83	80	65	52	66	85	38	74	50
130890238013	<Null>	DeKalb	88	87	82	76	64	80	89	52	85	48
130890238023	<Null>	DeKalb	93	92	85	89	85	77	94	75	84	10
130890238031	<Null>	DeKalb	90	89	79	80	63	86	91	79	67	77
130890238032	<Null>	DeKalb	89	88	79	82	71	0	90	76	78	59
130890238033	<Null>	DeKalb	92	91	83	84	71	81	93	82	77	58
130890238034	<Null>	DeKalb	84	83	75	71	48	81	85	62	47	27
<Null>	13089020600	DeKalb	76	93	6	91	42	37	0	73	8	5
<Null>	13089021204	DeKalb	79	92	6	81	61	90	38	99	65	4
<Null>	13089021301	DeKalb	79	92	6	90	67	86	67	70	14	3
<Null>	13089021303	DeKalb	79	95	6	98	72	80	44	90	36	9
<Null>	13089021305	DeKalb	79	90	6	97	55	77	66	80	23	5
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<Null>	13089021307	DeKalb	79	95	6	89	71	85	45	82	26	10
<Null>	13089021308	DeKalb	79	93	6	74	52	86	45	77	29	9
<Null>	13089021409	DeKalb	78	92	6	64	41	62	50	88	39	2
<Null>	13089021410	DeKalb	78	92	6	44	38	80	44	73	36	9
<Null>	13089021413	DeKalb	78	92	6	33	27	68	39	87	44	5
<Null>	13089021414	DeKalb	78	93	6	32	32	73	47	88	23	3

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
<Null>	13089021416	DeKalb	79	93	6	38	29	73	39	42	19	0
<Null>	13089021417	DeKalb	78	94	6	43	42	84	48	82	32	3
<Null>	13089021813	DeKalb	79	93	5	98	82	88	68	79	11	1
<Null>	13089021814	DeKalb	79	91	5	96	69	64	57	89	25	5
<Null>	13089021908	DeKalb	76	88	4	41	60	73	39	86	16	11
<Null>	13089021909	DeKalb	76	87	5	29	49	71	29	79	19	6
<Null>	13089021911	DeKalb	77	89	4	53	77	82	43	93	22	1
<Null>	13089021913	DeKalb	77	88	4	44	83	48	38	84	11	4
<Null>	13089022005	DeKalb	76	90	5	30	48	80	31	84	22	6
<Null>	13089022007	DeKalb	77	89	5	79	56	88	49	97	40	3
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<Null>	13089022010	DeKalb	77	89	5	80	59	73	44	89	28	8
<Null>	13089022100	DeKalb	77	89	5	45	62	80	32	73	9	11
<Null>	13089022204	DeKalb	77	89	5	64	61	83	45	68	21	7
<Null>	13089023101	DeKalb	74	84	5	31	25	66	0	60	16	11
<Null>	13089023108	DeKalb	74	86	5	25	26	81	0	92	12	11
<Null>	13089023111	DeKalb	75	87	5	20	29	75	0	78	6	15
<Null>	13089023112	DeKalb	75	88	5	20	33	82	0	91	9	5
<Null>	13089023114	DeKalb	76	89	5	24	36	70	0	80	11	10
<Null>	13089023115	DeKalb	76	89	5	23	37	81	0	99	31	0
<Null>	13089023204	DeKalb	75	85	5	21	36	54	0	53	13	9
<Null>	13089023206	DeKalb	74	85	4	20	27	59	0	76	13	14
<Null>	13089023208	DeKalb	75	81	4	23	34	42	0	78	11	8
<Null>	13089023210	DeKalb	74	81	4	29	26	53	0	86	7	11
<Null>	13089023213	DeKalb	73	86	4	27	36	67	57	65	7	9
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<Null>	13089023310	DeKalb	72	80	4	64	35	73	52	75	12	7
<Null>	13089023410	DeKalb	72	87	5	67	24	72	92	83	14	11
<Null>	13089023411	DeKalb	72	85	5	72	27	30	93	74	15	21
<Null>	13089023421	DeKalb	71	78	5	74	25	54	95	65	9	7
<Null>	13089023428	DeKalb	72	79	4	43	42	60	63	79	11	5
<Null>	13089023501	DeKalb	74	84	5	35	23	69	0	91	17	17
<Null>	13089023504	DeKalb	73	87	5	45	21	65	0	84	16	18
<Null>	13089023505	DeKalb	73	89	5	43	21	71	0	78	10	17
<Null>	13089023506	DeKalb	73	87	5	36	24	66	0	70	12	18
<Null>	13089023601	DeKalb	74	85	5	38	23	76	0	74	10	13
<Null>	13089023602	DeKalb	73	86	5	51	23	61	0	79	13	23
<Null>	13089023603	DeKalb	73	86	5	49	22	70	0	90	19	19
<Null>	13089023700	DeKalb	74	88	6	68	25	90	0	78	16	12

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
<Null>	13089023802	DeKalb	73	86	6	89	52	55	93	88	19	11
<Null>	13089023803	DeKalb	73	85	5	74	33	78	92	65	14	16
130970801041	<Null>	Douglas	93	91	70	76	71	86	39	83	90	42
130970801043	<Null>	Douglas	87	83	62	73	76	75	41	76	55	20
130970801061	<Null>	Douglas	86	85	57	60	53	68	33	74	58	26
130970801062	<Null>	Douglas	94	94	71	73	63	75	39	93	86	46
130970801071	<Null>	Douglas	83	82	55	62	54	63	35	77	0	3
130970802012	<Null>	Douglas	96	92	71	66	80	78	32	93	67	35
130970802013	<Null>	Douglas	92	87	63	58	69	80	26	82	86	32
130970802014	<Null>	Douglas	84	78	50	46	62	65	19	54	65	44
130970802031	<Null>	Douglas	85	80	53	54	57	68	18	43	90	37
130970802032	<Null>	Douglas	84	79	55	62	51	77	22	65	65	13
130970802033	<Null>	Douglas	92	88	65	72	62	80	26	79	87	17
130970802041	<Null>	Douglas	83	78	52	51	52	66	21	59	75	58
130970802042	<Null>	Douglas	81	76	51	54	48	68	20	68	42	7
130970803032	<Null>	Douglas	94	91	63	53	75	92	22	95	74	28
130970803033	<Null>	Douglas	95	93	68	60	79	93	27	92	89	59
130970803041	<Null>	Douglas	89	84	55	45	62	82	15	85	75	36
130970803044	<Null>	Douglas	91	86	55	42	57	75	14	62	57	75
130970803051	<Null>	Douglas	91	84	57	40	69	81	20	87	0	0
130970803052	<Null>	Douglas	94	87	62	46	73	86	20	74	93	31
130970803061	<Null>	Douglas	89	80	51	34	61	82	14	44	65	27
130970803062	<Null>	Douglas	98	93	71	53	77	93	18	89	97	0
130970804031	<Null>	Douglas	90	76	49	28	41	76	14	90	74	54
130970804072	<Null>	Douglas	97	85	61	26	60	70	88	82	85	50
130970804081	<Null>	Douglas	95	81	60	33	52	77	16	95	89	32
130970805061	<Null>	Douglas	91	73	51	29	33	79	56	83	74	78
130970805083	<Null>	Douglas	93	86	58	40	47	86	18	91	23	66
130970805121	<Null>	Douglas	89	67	49	35	35	68	18	71	75	29
130970805131	<Null>	Douglas	90	69	59	62	44	67	66	62	0	29
130970806022	<Null>	Douglas	92	83	66	77	56	80	27	83	78	8
130970806023	<Null>	Douglas	95	88	73	87	79	84	38	56	96	8
130970806062	<Null>	Douglas	90	74	60	68	44	0	72	62	70	56
<Null>	13097080201	Douglas	71	63	14	21	40	44	3	70	19	14
<Null>	13097080301	Douglas	68	57	16	24	37	60	0	78	15	7
<Null>	13097080507	Douglas	62	31	14	71	12	31	24	27	11	11
<Null>	13097080508	Douglas	66	52	15	45	22	55	0	25	10	18
131131401031	<Null>	Fayette	81	66	43	71	48	55	42	45	78	66
131131401032	<Null>	Fayette	94	82	64	92	77	75	60	85	97	99
131131401042	<Null>	Fayette	81	66	48	53	38	52	39	61	78	75

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
131131402041	<Null>	Fayette	95	78	66	94	83	0	29	91	96	6
131131403044	<Null>	Fayette	78	54	28	58	48	57	45	70	39	36
131131404102	<Null>	Fayette	94	77	58	57	33	89	58	74	0	92
131131404103	<Null>	Fayette	92	72	53	55	29	85	60	88	89	4
131171301032	<Null>	Forsyth	90	65	17	38	49	66	37	82	89	88
131171306021	<Null>	Forsyth	92	88	43	83	86	65	17	60	88	6
131210005013	<Null>	Fulton	83	83	83	74	75	78	40	75	0	11
131210006012	<Null>	Fulton	95	95	95	87	92	91	20	96	0	0
131210006013	<Null>	Fulton	96	96	96	89	93	94	21	83	92	7
131210006021	<Null>	Fulton	96	96	95	91	92	93	21	94	23	0
131210010011	<Null>	Fulton	88	88	88	80	84	84	13	85	0	0
131210010021	<Null>	Fulton	90	89	90	82	84	85	16	90	14	0
131210010022	<Null>	Fulton	97	97	98	93	96	93	22	100	0	0
131210011012	<Null>	Fulton	83	82	82	74	71	65	37	77	0	0
131210012032	<Null>	Fulton	85	85	85	77	76	81	35	70	51	70
131210013021	<Null>	Fulton	90	90	89	75	80	86	46	88	74	20
131210015012	<Null>	Fulton	88	88	85	73	76	85	45	79	52	92
131210015021	<Null>	Fulton	82	82	79	68	71	74	39	60	28	12
131210017012	<Null>	Fulton	88	88	87	70	76	83	42	63	75	15
131210018011	<Null>	Fulton	97	97	97	91	92	96	63	98	86	97
131210018012	<Null>	Fulton	87	87	87	73	78	85	40	60	0	20
131210019011	<Null>	Fulton	99	99	99	96	98	98	23	100	90	0
131210021002	<Null>	Fulton	91	91	91	83	87	87	13	88	13	10
131210021003	<Null>	Fulton	87	87	88	78	84	78	13	69	59	16
131210023001	<Null>	Fulton	95	95	96	91	89	91	18	97	22	35
131210023002	<Null>	Fulton	94	94	95	90	87	89	17	93	38	61
131210023003	<Null>	Fulton	93	92	93	89	85	85	18	84	0	79
131210024001	<Null>	Fulton	92	91	92	87	80	81	15	84	67	52
131210024002	<Null>	Fulton	98	98	98	97	92	93	24	95	63	40
131210025001	<Null>	Fulton	96	95	96	92	89	90	17	93	74	30
131210025002	<Null>	Fulton	99	99	99	97	95	96	26	99	87	61
131210025003	<Null>	Fulton	92	91	93	87	82	81	14	89	60	17
131210026001	<Null>	Fulton	93	93	94	86	85	89	15	85	77	15
131210026002	<Null>	Fulton	96	95	96	91	89	94	19	98	62	35
131210028021	<Null>	Fulton	97	97	97	89	93	96	51	94	86	93
131210028022	<Null>	Fulton	94	94	93	84	90	92	15	96	33	3
131210035001	<Null>	Fulton	92	92	91	83	84	87	12	89	56	4
131210035002	<Null>	Fulton	85	85	85	77	75	81	11	62	76	11
131210036001	<Null>	Fulton	99	99	99	97	96	99	24	100	99	98
131210037001	<Null>	Fulton	99	<Null>	99	98	94	84	23	96	99	99

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
131210038001	<Null>	Fulton	89	89	90	86	76	77	12	73	76	0
131210038002	<Null>	Fulton	98	98	98	96	91	96	20	74	68	0
131210039001	<Null>	Fulton	92	91	92	88	79	73	14	78	77	48
131210039002	<Null>	Fulton	96	96	96	94	84	87	17	96	76	27
131210040001	<Null>	Fulton	84	82	84	79	66	74	10	53	40	42
131210040002	<Null>	Fulton	87	85	86	83	63	81	72	70	36	60
131210040003	<Null>	Fulton	96	96	96	94	84	94	18	91	79	60
131210041001	<Null>	Fulton	93	92	92	90	77	0	14	61	89	50
131210041003	<Null>	Fulton	88	87	88	86	66	76	84	56	45	25
131210042001	<Null>	Fulton	99	99	99	98	92	98	24	99	95	96
131210042002	<Null>	Fulton	95	94	94	93	78	92	93	82	88	34
131210042003	<Null>	Fulton	96	96	96	96	82	95	95	94	91	19
131210043002	<Null>	Fulton	96	95	96	94	86	95	17	95	63	94
131210043003	<Null>	Fulton	87	86	87	83	74	84	11	66	71	6
131210044001	<Null>	Fulton	97	97	97	97	89	97	17	99	83	27
131210044002	<Null>	Fulton	90	90	90	89	77	87	11	70	67	6
131210048001	<Null>	Fulton	92	92	91	84	83	89	12	90	54	18
131210048002	<Null>	Fulton	97	98	97	92	92	95	17	93	61	96
131210049001	<Null>	Fulton	87	88	87	79	74	83	10	81	60	19
131210055011	<Null>	Fulton	97	98	97	95	87	95	96	92	98	3
131210055012	<Null>	Fulton	91	91	89	87	71	82	91	80	66	9
131210055031	<Null>	Fulton	94	94	92	93	78	0	95	83	90	74
131210055032	<Null>	Fulton	96	96	93	94	85	88	96	99	48	0
131210055041	<Null>	Fulton	90	90	87	86	68	77	90	82	46	20
131210055042	<Null>	Fulton	95	94	93	93	70	90	95	78	59	12
131210057001	<Null>	Fulton	93	93	93	93	75	0	92	88	51	26
131210057002	<Null>	Fulton	92	91	91	91	74	82	90	79	81	43
131210058001	<Null>	Fulton	84	83	83	83	65	81	82	48	68	19
131210060002	<Null>	Fulton	86	84	85	83	50	74	82	59	35	54
131210060003	<Null>	Fulton	95	94	93	93	73	77	92	94	76	24
131210060004	<Null>	Fulton	89	87	87	87	65	70	85	71	58	6
131210061001	<Null>	Fulton	89	88	86	88	76	80	86	78	61	50
131210061002	<Null>	Fulton	99	98	98	98	92	97	98	86	98	93
131210061003	<Null>	Fulton	96	96	95	96	87	73	96	92	84	59
131210062001	<Null>	Fulton	90	89	88	88	75	83	88	76	66	15
131210062002	<Null>	Fulton	93	92	91	92	82	89	92	76	88	20
131210063001	<Null>	Fulton	94	93	92	93	76	90	94	82	64	38
131210063002	<Null>	Fulton	98	98	97	97	84	93	98	97	64	14
131210064001	<Null>	Fulton	91	91	88	84	71	88	91	67	87	15
131210065002	<Null>	Fulton	93	92	89	92	84	90	93	88	33	84

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
131210065004	<Null>	Fulton	82	82	80	82	69	77	83	70	40	6
131210066011	<Null>	Fulton	88	88	86	88	77	84	88	78	55	37
131210066012	<Null>	Fulton	94	94	91	94	88	92	95	85	74	34
131210066021	<Null>	Fulton	98	98	96	98	91	94	97	93	91	51
131210067011	<Null>	Fulton	96	96	94	96	89	92	97	95	86	59
131210067012	<Null>	Fulton	99	99	98	99	93	97	99	99	19	14
131210067021	<Null>	Fulton	83	83	79	79	64	79	83	60	73	24
131210067022	<Null>	Fulton	82	82	77	81	69	77	82	60	40	9
131210068011	<Null>	Fulton	99	99	99	99	98	99	99	100	90	10
131210068021	<Null>	Fulton	98	98	96	93	89	91	98	99	89	18
131210069002	<Null>	Fulton	93	92	89	82	74	89	93	87	68	33
131210070011	<Null>	Fulton	92	91	86	90	86	80	92	67	79	85
131210070012	<Null>	Fulton	96	95	92	94	89	88	96	95	70	46
131210070013	<Null>	Fulton	98	98	95	98	96	96	98	97	90	9
131210070014	<Null>	Fulton	89	88	83	88	81	78	89	71	78	78
131210070021	<Null>	Fulton	91	90	84	85	83	0	91	60	90	59
131210070022	<Null>	Fulton	98	98	95	96	97	89	98	93	96	45
131210070024	<Null>	Fulton	96	96	92	90	85	89	96	94	44	0
131210071001	<Null>	Fulton	97	97	94	93	93	79	98	92	81	11
131210071002	<Null>	Fulton	93	93	88	85	82	76	94	82	78	82
131210072001	<Null>	Fulton	96	96	89	95	94	94	96	96	90	4
131210072002	<Null>	Fulton	93	92	82	92	89	80	94	84	70	49
131210072003	<Null>	Fulton	95	94	86	93	92	78	95	85	46	96
131210073011	<Null>	Fulton	89	88	79	88	86	85	90	35	84	11
131210073012	<Null>	Fulton	94	94	87	93	91	0	95	96	63	39
131210073021	<Null>	Fulton	98	98	93	96	96	87	98	92	73	96
131210073022	<Null>	Fulton	94	94	88	91	90	80	95	88	76	22
131210074001	<Null>	Fulton	96	96	91	96	94	94	97	85	94	85
131210074002	<Null>	Fulton	97	97	93	97	96	94	98	90	89	14
131210074003	<Null>	Fulton	99	99	97	99	98	98	99	99	94	10
131210075001	<Null>	Fulton	90	89	85	90	82	87	90	78	63	50
131210075002	<Null>	Fulton	93	92	89	93	88	92	94	84	0	18
131210075003	<Null>	Fulton	97	96	93	97	93	96	97	94	81	66
131210076021	<Null>	Fulton	93	90	89	93	85	87	93	85	78	39
131210076022	<Null>	Fulton	91	87	86	90	82	86	91	94	0	15
131210076023	<Null>	Fulton	92	88	86	90	81	83	92	84	57	86
131210076031	<Null>	Fulton	92	91	87	92	86	90	92	93	31	0
131210076032	<Null>	Fulton	97	96	93	96	92	97	97	96	70	89
131210076033	<Null>	Fulton	98	98	96	98	95	96	98	97	87	98
131210076041	<Null>	Fulton	94	91	88	93	86	0	95	98	0	23

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
131210076042	<Null>	Fulton	99	97	96	98	96	98	99	98	70	8
131210077031	<Null>	Fulton	86	84	74	64	51	82	84	74	57	85
131210077032	<Null>	Fulton	81	79	67	55	42	74	78	52	36	60
131210077033	<Null>	Fulton	84	82	72	60	46	66	83	68	60	64
131210077051	<Null>	Fulton	90	87	77	77	64	0	90	82	55	50
131210077052	<Null>	Fulton	91	87	79	74	61	86	89	86	26	98
131210077053	<Null>	Fulton	94	91	85	88	81	91	93	93	39	74
131210077071	<Null>	Fulton	95	92	86	81	75	94	93	91	73	61
131210077072	<Null>	Fulton	88	85	79	70	55	79	87	51	23	42
131210077082	<Null>	Fulton	86	82	77	73	67	0	85	69	61	73
131210077101	<Null>	Fulton	85	83	66	66	40	45	81	77	64	98
131210077103	<Null>	Fulton	80	79	64	53	39	64	76	79	0	51
131210077111	<Null>	Fulton	89	87	75	66	50	65	87	65	93	89
131210077112	<Null>	Fulton	90	88	77	69	55	84	89	84	56	22
131210078051	<Null>	Fulton	87	85	75	81	77	66	86	76	21	25
131210078052	<Null>	Fulton	98	97	93	96	93	96	96	97	47	93
131210078061	<Null>	Fulton	82	81	72	75	70	0	78	72	30	13
131210078062	<Null>	Fulton	93	92	86	86	80	85	90	79	59	40
131210078064	<Null>	Fulton	84	83	73	74	66	53	82	57	70	85
131210078071	<Null>	Fulton	93	93	89	89	76	82	90	88	81	27
131210078072	<Null>	Fulton	99	99	98	98	94	98	98	98	98	18
131210078073	<Null>	Fulton	98	98	95	97	91	88	77	97	87	22
131210078081	<Null>	Fulton	97	96	92	92	85	94	95	92	87	31
131210078082	<Null>	Fulton	99	99	98	98	92	98	98	99	92	0
131210078083	<Null>	Fulton	98	98	95	96	85	94	96	99	72	23
131210078091	<Null>	Fulton	94	92	83	75	62	78	93	94	84	64
131210078092	<Null>	Fulton	81	78	67	74	68	0	78	57	44	39
131210078094	<Null>	Fulton	96	94	85	88	82	78	93	86	80	30
131210078103	<Null>	Fulton	95	93	85	85	78	0	93	94	49	33
131210080001	<Null>	Fulton	91	88	88	90	80	0	90	84	73	27
131210080002	<Null>	Fulton	85	82	82	84	73	78	85	64	29	28
131210080003	<Null>	Fulton	98	97	96	98	92	96	97	90	28	73
131210080005	<Null>	Fulton	92	89	89	89	74	77	90	85	37	51
131210081031	<Null>	Fulton	96	95	93	94	73	88	95	91	75	32
131210081032	<Null>	Fulton	90	87	86	87	57	84	86	73	86	96
131210081033	<Null>	Fulton	95	94	91	91	79	84	93	76	60	77
131210081041	<Null>	Fulton	96	94	95	95	68	90	94	95	86	44
131210081042	<Null>	Fulton	82	79	77	75	44	64	78	51	18	97
131210081043	<Null>	Fulton	87	84	84	84	60	0	83	79	42	81
131210082021	<Null>	Fulton	94	94	87	92	88	0	65	82	89	33

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
131210082022	<Null>	Fulton	95	95	89	93	89	0	69	95	29	24
131210082023	<Null>	Fulton	98	98	95	98	94	97	79	96	77	94
131210082031	<Null>	Fulton	92	91	86	90	81	89	57	93	35	21
131210082032	<Null>	Fulton	85	84	79	81	68	70	43	73	46	95
131210082041	<Null>	Fulton	91	90	84	89	81	86	56	87	0	70
131210082042	<Null>	Fulton	82	82	77	78	61	0	39	48	55	74
131210082043	<Null>	Fulton	87	86	83	83	61	75	82	80	46	22
131210083011	<Null>	Fulton	98	98	97	98	83	92	96	89	93	16
131210083012	<Null>	Fulton	98	97	97	96	87	87	22	98	87	92
131210083013	<Null>	Fulton	99	99	99	99	91	83	56	94	92	74
131210083021	<Null>	Fulton	97	97	96	97	75	0	95	94	80	41
131210083022	<Null>	Fulton	94	93	93	91	74	87	77	93	77	90
131210084001	<Null>	Fulton	97	96	96	94	87	92	20	87	93	22
131210084002	<Null>	Fulton	95	95	95	92	83	87	19	92	38	40
131210084003	<Null>	Fulton	95	95	95	92	87	93	18	92	54	40
131210084004	<Null>	Fulton	98	98	98	96	93	97	23	100	50	0
131210085001	<Null>	Fulton	99	99	99	98	96	98	31	99	93	20
131210085002	<Null>	Fulton	92	90	90	88	79	83	15	81	64	12
131210085003	<Null>	Fulton	96	95	95	94	88	85	19	95	76	74
131210086011	<Null>	Fulton	99	99	98	98	96	75	77	96	78	15
131210086012	<Null>	Fulton	99	99	98	99	96	98	78	98	98	94
131210086013	<Null>	Fulton	95	94	93	92	82	85	48	88	66	85
131210086014	<Null>	Fulton	94	94	92	93	85	85	18	83	75	16
131210086021	<Null>	Fulton	95	95	91	94	88	91	66	99	0	85
131210086022	<Null>	Fulton	94	94	89	93	87	90	67	92	75	21
131210087011	<Null>	Fulton	97	96	93	96	92	84	72	95	60	10
131210087012	<Null>	Fulton	98	98	96	98	94	0	75	98	88	45
131210087013	<Null>	Fulton	98	98	96	98	95	82	78	97	88	28
131210087021	<Null>	Fulton	87	86	85	84	78	71	14	48	61	15
131210089031	<Null>	Fulton	92	91	87	90	85	70	65	86	69	5
131210089032	<Null>	Fulton	85	83	80	81	80	79	20	68	54	0
131210089081	<Null>	Fulton	90	90	88	86	82	88	17	85	70	0
131210091032	<Null>	Fulton	85	84	83	78	77	0	45	61	0	5
131210092011	<Null>	Fulton	87	87	81	84	73	84	61	78	53	25
131210092012	<Null>	Fulton	93	93	88	91	81	91	70	88	82	0
131210094092	<Null>	Fulton	96	96	90	88	70	0	69	77	84	36
131210096041	<Null>	Fulton	88	87	80	75	59	82	47	83	0	0
131210101061	<Null>	Fulton	83	80	45	35	38	0	48	76	37	10
131210101172	<Null>	Fulton	94	92	70	57	56	0	58	86	62	4
131210101242	<Null>	Fulton	95	93	67	52	55	85	68	83	70	0

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
131210101251	<Null>	Fulton	94	92	65	48	53	86	67	82	33	6
131210101281	<Null>	Fulton	92	90	74	54	71	85	60	58	67	5
131210101282	<Null>	Fulton	88	86	68	46	65	84	53	30	0	0
131210101292	<Null>	Fulton	83	81	61	44	64	52	48	62	0	7
131210101341	<Null>	Fulton	87	84	56	44	42	66	45	76	55	10
131210101352	<Null>	Fulton	99	99	91	83	79	99	87	97	99	0
131210101353	<Null>	Fulton	96	94	72	58	53	92	64	98	53	0
131210101361	<Null>	Fulton	84	81	66	49	53	69	60	54	49	3
131210102122	<Null>	Fulton	99	99	95	79	92	99	87	96	99	5
131210102125	<Null>	Fulton	90	88	71	47	64	86	55	57	63	3
131210102141	<Null>	Fulton	94	91	68	53	50	91	58	88	73	0
131210102172	<Null>	Fulton	87	83	59	39	46	0	57	64	0	92
131210102191	<Null>	Fulton	97	94	75	59	59	88	72	98	0	0
131210102212	<Null>	Fulton	92	89	70	49	63	86	50	65	0	72
131210103051	<Null>	Fulton	86	81	69	63	50	64	82	50	89	52
131210103072	<Null>	Fulton	94	89	78	89	58	63	93	82	92	11
131210103083	<Null>	Fulton	86	79	62	70	39	0	55	58	0	52
131210103103	<Null>	Fulton	93	81	69	77	53	0	76	61	41	90
131210103111	<Null>	Fulton	94	83	73	94	77	66	85	84	0	0
131210103121	<Null>	Fulton	86	82	71	83	78	0	83	55	0	97
131210103123	<Null>	Fulton	82	77	66	81	77	49	79	58	49	52
131210103133	<Null>	Fulton	93	90	78	94	92	72	81	86	63	34
131210103152	<Null>	Fulton	83	68	53	58	37	0	52	64	49	75
131210105081	<Null>	Fulton	81	74	57	67	48	76	82	75	23	84
131210105083	<Null>	Fulton	94	88	74	90	69	88	95	84	86	10
131210105171	<Null>	Fulton	90	81	65	77	61	65	48	86	12	42
131210105173	<Null>	Fulton	86	77	61	69	51	73	43	82	26	13
131210105181	<Null>	Fulton	91	83	67	81	65	0	49	80	35	66
131210105191	<Null>	Fulton	95	85	68	94	87	87	28	97	69	29
131210105201	<Null>	Fulton	92	82	61	68	60	66	67	85	17	7
131210105203	<Null>	Fulton	95	85	65	87	83	61	31	97	0	23
131210105211	<Null>	Fulton	87	83	66	79	61	66	88	73	69	77
131210105212	<Null>	Fulton	88	85	68	82	63	83	89	58	82	86
131210105222	<Null>	Fulton	88	85	68	86	63	80	89	75	71	0
131210105223	<Null>	Fulton	95	93	78	92	74	86	96	93	74	29
131210105231	<Null>	Fulton	81	73	52	80	62	69	79	75	29	44
131210105242	<Null>	Fulton	93	87	69	93	82	82	92	98	0	3
131210105252	<Null>	Fulton	81	73	51	81	66	65	80	85	0	6
131210105253	<Null>	Fulton	81	74	52	82	69	77	81	79	49	0
131210105263	<Null>	Fulton	82	73	53	79	55	69	47	73	50	28

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
131210105271	<Null>	Fulton	89	81	59	83	71	73	55	87	65	7
131210105273	<Null>	Fulton	98	94	80	97	87	94	76	81	95	97
131210105274	<Null>	Fulton	90	82	62	86	73	79	57	67	87	70
131210105281	<Null>	Fulton	90	82	61	88	78	87	55	77	46	96
131210105284	<Null>	Fulton	93	86	65	93	85	77	24	92	66	0
131210105291	<Null>	Fulton	84	78	60	82	58	52	85	75	36	0
131210105293	<Null>	Fulton	92	88	71	92	68	77	92	76	73	53
131210105302	<Null>	Fulton	88	83	66	88	54	73	87	62	85	49
131210105312	<Null>	Fulton	85	76	60	82	62	75	86	74	16	27
131210105322	<Null>	Fulton	88	80	61	88	78	0	44	84	0	56
131210105372	<Null>	Fulton	82	69	51	72	56	52	38	59	45	8
131210105381	<Null>	Fulton	84	71	52	83	71	0	38	53	86	97
131210106012	<Null>	Fulton	97	96	90	97	93	86	98	99	75	3
131210106013	<Null>	Fulton	85	83	72	83	75	65	86	58	57	47
131210106031	<Null>	Fulton	83	81	66	78	61	81	83	64	40	11
131210106032	<Null>	Fulton	89	87	75	84	69	83	89	76	35	12
131210106033	<Null>	Fulton	96	94	84	94	87	94	96	100	0	10
131210106041	<Null>	Fulton	94	94	79	93	82	92	95	91	48	10
131210106042	<Null>	Fulton	99	99	92	99	93	99	99	99	0	0
131210108011	<Null>	Fulton	97	97	90	97	96	97	98	86	98	11
131210108012	<Null>	Fulton	90	90	81	90	86	88	91	74	78	7
131210108013	<Null>	Fulton	81	81	69	80	76	81	82	28	0	56
131210108021	<Null>	Fulton	88	87	76	88	84	85	89	23	92	31
131210108022	<Null>	Fulton	95	94	88	94	94	73	95	78	68	6
131210108023	<Null>	Fulton	92	91	83	92	90	89	93	81	84	29
131210110001	<Null>	Fulton	99	99	98	99	99	99	99	95	99	25
131210110002	<Null>	Fulton	95	94	88	95	92	93	95	71	84	33
131210110003	<Null>	Fulton	95	95	89	95	92	92	96	75	79	62
131210111001	<Null>	Fulton	82	81	74	82	80	77	83	37	55	41
131210111003	<Null>	Fulton	82	81	73	82	77	74	83	75	0	9
131210112022	<Null>	Fulton	86	84	76	86	80	72	88	61	70	80
131210112023	<Null>	Fulton	93	92	86	93	91	91	94	91	0	4
131210112025	<Null>	Fulton	93	91	84	92	87	89	94	95	23	18
131210112026	<Null>	Fulton	97	97	92	98	95	96	98	98	94	39
131210112031	<Null>	Fulton	94	93	88	94	92	89	95	93	0	10
131210112032	<Null>	Fulton	88	86	81	88	87	82	90	83	37	39
131210112041	<Null>	Fulton	88	87	83	89	84	75	89	71	55	27
131210112042	<Null>	Fulton	85	84	79	85	80	70	86	78	0	15
131210113011	<Null>	Fulton	95	91	88	94	89	86	95	88	93	82
131210113012	<Null>	Fulton	88	83	78	87	80	67	89	80	59	67

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
131210113013	<Null>	Fulton	82	77	72	81	72	0	83	59	16	79
131210113014	<Null>	Fulton	81	77	70	78	69	0	82	57	42	34
131210113015	<Null>	Fulton	86	82	75	82	73	65	86	69	33	72
131210113016	<Null>	Fulton	84	80	75	82	73	0	85	60	0	77
131210113061	<Null>	Fulton	81	79	60	78	50	64	80	53	34	72
131210113062	<Null>	Fulton	94	93	78	92	73	83	93	78	95	10
131210113063	<Null>	Fulton	88	86	70	85	62	77	87	83	49	3
131210113071	<Null>	Fulton	84	82	67	75	56	76	83	71	39	68
131210113072	<Null>	Fulton	94	93	81	92	74	92	94	97	49	5
131210113073	<Null>	Fulton	91	89	77	85	67	88	91	88	56	3
131210113081	<Null>	Fulton	84	82	66	79	58	78	83	66	49	14
131210113103	<Null>	Fulton	90	87	77	85	73	87	90	62	95	28
131210113104	<Null>	Fulton	83	79	72	82	75	66	84	74	33	20
131210113105	<Null>	Fulton	95	93	87	95	89	86	96	95	66	14
131210114211	<Null>	Fulton	92	90	55	39	77	86	23	88	48	4
131210114213	<Null>	Fulton	95	94	63	44	82	89	23	76	90	11
131210114214	<Null>	Fulton	92	90	55	36	74	85	22	58	85	35
131210114222	<Null>	Fulton	87	82	50	33	42	0	63	76	20	45
131210114242	<Null>	Fulton	92	86	56	53	47	0	55	77	59	76
131210114292	<Null>	Fulton	86	80	43	39	58	0	19	51	59	6
131210114301	<Null>	Fulton	97	96	69	48	83	89	46	78	96	4
131210114302	<Null>	Fulton	93	90	57	38	74	84	34	87	78	7
131210114303	<Null>	Fulton	95	93	62	42	77	90	32	54	92	0
131210114311	<Null>	Fulton	99	99	76	57	91	0	50	98	99	3
131210114312	<Null>	Fulton	98	97	70	51	87	0	43	64	98	0
131210114323	<Null>	Fulton	91	87	56	53	45	84	55	57	79	82
131210114341	<Null>	Fulton	84	80	41	32	62	55	18	31	59	10
131210114351	<Null>	Fulton	92	90	57	41	66	86	57	67	72	9
131210114361	<Null>	Fulton	83	81	43	36	44	62	42	69	0	98
131210114371	<Null>	Fulton	87	84	48	29	49	77	25	52	83	51
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131210114411	<Null>	Fulton	92	89	57	45	70	0	17	86	53	37
131210116181	<Null>	Fulton	85	81	40	48	50	0	22	71	27	36
131210116313	<Null>	Fulton	89	86	41	56	80	0	40	57	64	25
131210116331	<Null>	Fulton	90	87	43	60	78	68	14	76	89	0
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131210116382	<Null>	Fulton	84	78	35	44	46	73	11	68	34	95
131210116383	<Null>	Fulton	86	80	40	48	46	64	12	63	11	19
131210116391	<Null>	Fulton	88	87	44	53	70	77	15	18	87	21
131210116473	<Null>	Fulton	87	83	44	40	78	78	16	71	63	96

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
131210116474	<Null>	Fulton	82	78	37	33	75	65	11	65	36	0
131210116582	<Null>	Fulton	87	82	40	49	62	76	18	63	69	35
131210116601	<Null>	Fulton	90	82	41	73	68	76	14	64	57	41
131210118011	<Null>	Fulton	87	87	88	80	80	82	16	55	82	16
131210118021	<Null>	Fulton	95	95	96	91	91	91	21	89	88	90
131210118022	<Null>	Fulton	93	93	94	87	87	89	17	90	26	5
131210119012	<Null>	Fulton	95	95	94	86	89	94	14	96	12	0
131210119013	<Null>	Fulton	92	92	91	81	87	90	12	78	55	73
131210119021	<Null>	Fulton	98	99	98	93	94	98	63	96	92	63
131210120001	<Null>	Fulton	95	95	94	93	80	93	95	94	64	36
131210120002	<Null>	Fulton	94	94	93	92	79	91	92	85	70	64
131210120003	<Null>	Fulton	98	98	98	97	93	97	18	98	72	10
131210123002	<Null>	Fulton	85	84	74	85	80	83	87	33	82	8
131210123003	<Null>	Fulton	98	97	91	97	95	94	98	96	45	45
131210123004	<Null>	Fulton	86	85	73	85	80	80	87	72	35	10
<Null>	13121002100	Fulton	77	94	7	71	79	91	0	73	7	6
<Null>	13121002300	Fulton	77	91	7	72	65	75	0	93	12	17
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<Null>	13121006000	Fulton	76	84	7	80	33	65	0	82	13	10
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<Null>	13121006200	Fulton	76	88	7	92	54	71	0	89	15	8
<Null>	13121006300	Fulton	75	89	7	92	42	80	0	89	16	10
<Null>	13121006400	Fulton	75	90	6	89	41	88	0	84	28	5

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
<Null>	13121006500	Fulton	75	88	7	94	59	88	0	80	15	12
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<Null>	13121006700	Fulton	74	87	6	88	54	76	0	89	20	13
<Null>	13121006801	Fulton	74	90	6	83	34	89	0	89	23	6
<Null>	13121006802	Fulton	74	87	6	78	38	56	0	99	25	3
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<Null>	13121007200	Fulton	72	85	6	89	76	57	78	93	17	13
<Null>	13121007300	Fulton	73	85	6	89	76	74	0	88	19	13
<Null>	13121007400	Fulton	74	85	6	94	80	82	89	97	22	18
<Null>	13121007500	Fulton	74	86	7	98	71	92	89	93	14	14
<Null>	13121007602	Fulton	75	75	8	89	60	73	91	86	8	20
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<Null>	13121007604	Fulton	74	74	8	90	63	85	94	99	19	11
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<Null>	13121007705	Fulton	73	77	8	59	42	72	83	89	11	18
<Null>	13121007802	Fulton	74	76	9	76	49	30	83	79	8	12
<Null>	13121007805	Fulton	75	82	9	90	54	64	88	86	7	17
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<Null>	13121008102	Fulton	76	80	8	76	30	66	73	91	19	19
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<Null>	13121008400	Fulton	77	90	8	71	54	80	0	92	20	19
<Null>	13121008500	Fulton	77	90	8	80	60	68	0	88	21	24
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<Null>	13121010118	Fulton	78	85	7	25	22	61	42	75	11	6
<Null>	13121010212	Fulton	79	88	7	23	38	89	31	76	23	8

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
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<Null>	13121011202	Fulton	74	80	7	96	77	77	98	84	5	10
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<Null>	13121011305	Fulton	72	80	7	78	44	85	0	81	7	7
<Null>	13121011306	Fulton	71	78	7	88	40	59	0	84	7	13
<Null>	13121011420	Fulton	77	87	7	16	34	66	19	88	36	1
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<Null>	13121012000	Fulton	76	92	7	88	51	79	0	95	18	6
131350501051	<Null>	Gwinnett	98	94	45	97	91	93	77	86	98	54
131350501052	<Null>	Gwinnett	92	84	29	88	83	74	60	58	78	8
131350501053	<Null>	Gwinnett	97	91	43	96	84	93	75	90	95	58
131350501111	<Null>	Gwinnett	99	95	54	98	85	91	87	94	96	6
131350501133	<Null>	Gwinnett	95	91	39	88	71	90	84	71	96	10
131350501152	<Null>	Gwinnett	96	93	40	90	83	93	91	63	96	29
131350501153	<Null>	Gwinnett	99	97	52	98	88	96	89	52	97	89
131350501181	<Null>	Gwinnett	90	82	30	80	55	72	55	51	20	51
131350501182	<Null>	Gwinnett	92	86	36	79	55	0	56	76	85	11
131350501193	<Null>	Gwinnett	92	85	33	83	61	72	68	78	64	5
131350502052	<Null>	Gwinnett	87	83	40	77	61	75	50	62	49	29
131350502152	<Null>	Gwinnett	92	89	47	88	55	76	9	79	48	18
131350502181	<Null>	Gwinnett	91	89	48	86	57	83	48	60	72	14
131350502182	<Null>	Gwinnett	92	90	50	88	56	0	49	49	86	59
131350502192	<Null>	Gwinnett	86	84	40	81	53	65	44	58	50	36
131350502193	<Null>	Gwinnett	90	87	44	83	53	84	48	7	42	29
131350502211	<Null>	Gwinnett	91	88	51	89	64	79	47	59	58	27
131350502212	<Null>	Gwinnett	87	84	44	83	57	75	35	62	69	15
131350502223	<Null>	Gwinnett	96	94	61	94	72	86	60	93	82	11
131350502231	<Null>	Gwinnett	95	91	46	90	80	84	78	93	21	3
131350502253	<Null>	Gwinnett	95	92	42	85	65	73	78	90	16	4
131350502281	<Null>	Gwinnett	84	81	38	81	54	73	42	18	33	14
131350502282	<Null>	Gwinnett	84	81	38	79	53	70	46	55	52	28

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
131350502291	<Null>	Gwinnett	93	90	54	87	71	87	8	91	61	4
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131350502301	<Null>	Gwinnett	92	89	52	87	62	86	8	61	73	15
131350502302	<Null>	Gwinnett	94	92	56	89	74	73	35	71	79	21
131350502351	<Null>	Gwinnett	83	78	31	71	55	62	65	53	34	24
131350502353	<Null>	Gwinnett	86	80	35	65	47	74	59	37	30	0
131350502361	<Null>	Gwinnett	90	85	42	86	62	68	44	57	62	60
131350502381	<Null>	Gwinnett	93	89	47	89	68	70	59	76	38	6
131350503061	<Null>	Gwinnett	99	99	82	98	95	97	93	95	94	38
131350503063	<Null>	Gwinnett	98	97	77	97	92	95	91	81	92	11
131350503153	<Null>	Gwinnett	95	94	68	92	66	0	60	77	68	3
131350503154	<Null>	Gwinnett	91	88	59	87	59	77	69	84	43	3
131350503181	<Null>	Gwinnett	91	89	58	85	59	70	49	85	30	3
131350503182	<Null>	Gwinnett	99	99	82	93	80	0	79	94	93	23
131350503241	<Null>	Gwinnett	92	89	56	86	76	83	51	73	72	12
131350503251	<Null>	Gwinnett	88	86	49	84	72	73	45	47	83	58
131350503253	<Null>	Gwinnett	94	93	62	91	80	0	52	58	86	10
131350503261	<Null>	Gwinnett	92	89	57	89	76	85	68	72	82	47
131350503262	<Null>	Gwinnett	89	87	51	86	71	74	62	52	83	10
131350503263	<Null>	Gwinnett	97	96	68	95	85	93	78	97	53	4
131350503271	<Null>	Gwinnett	98	98	75	97	90	90	85	76	86	9
131350503272	<Null>	Gwinnett	96	96	69	95	86	94	80	66	85	7
131350503281	<Null>	Gwinnett	99	99	89	99	98	98	96	98	99	11
131350503291	<Null>	Gwinnett	96	96	70	96	88	91	81	83	90	5
131350503301	<Null>	Gwinnett	96	95	69	95	87	89	81	85	85	11
131350503302	<Null>	Gwinnett	91	90	59	90	80	77	71	32	88	18
131350503311	<Null>	Gwinnett	96	95	74	95	89	92	82	75	90	22
131350503312	<Null>	Gwinnett	95	94	71	94	88	92	82	63	79	4
131350503321	<Null>	Gwinnett	97	96	76	96	87	93	87	83	98	3
131350503331	<Null>	Gwinnett	93	90	55	85	72	74	8	70	31	26
131350503332	<Null>	Gwinnett	90	88	51	84	69	0	7	82	74	0
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131350503341	<Null>	Gwinnett	93	91	57	89	77	0	51	60	82	45
131350503344	<Null>	Gwinnett	97	95	66	95	84	80	62	86	96	0
131350504151	<Null>	Gwinnett	87	81	50	54	80	72	10	78	70	90
131350504163	<Null>	Gwinnett	97	92	68	74	85	88	18	83	93	21
131350504273	<Null>	Gwinnett	85	76	43	46	38	65	8	29	73	75
131350504302	<Null>	Gwinnett	87	81	47	47	69	69	14	53	61	67
131350504303	<Null>	Gwinnett	86	80	48	56	69	75	8	59	68	72
131350504331	<Null>	Gwinnett	92	88	64	89	83	83	66	56	80	13

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
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131350504353	<Null>	Gwinnett	97	96	70	81	75	95	11	87	96	72
131350504371	<Null>	Gwinnett	96	95	69	95	86	90	78	49	94	22
131350504372	<Null>	Gwinnett	91	89	60	89	80	83	68	66	71	0
131350504381	<Null>	Gwinnett	99	99	85	99	98	99	92	85	99	94
131350504382	<Null>	Gwinnett	91	89	57	86	76	81	65	36	89	10
131350504383	<Null>	Gwinnett	94	92	63	91	83	0	71	62	88	36
131350504384	<Null>	Gwinnett	99	99	84	99	96	91	90	80	98	0
131350504391	<Null>	Gwinnett	95	93	61	78	68	84	11	90	63	9
131350504401	<Null>	Gwinnett	94	92	59	73	65	61	11	72	91	4
131350504402	<Null>	Gwinnett	99	99	80	89	82	95	19	95	98	39
131350504411	<Null>	Gwinnett	86	81	43	57	42	80	11	79	46	8
131350504412	<Null>	Gwinnett	98	96	70	78	70	96	14	96	82	70
131350504413	<Null>	Gwinnett	97	95	67	81	63	91	29	78	89	5
131350504421	<Null>	Gwinnett	90	86	50	59	44	79	13	58	33	27
131350504431	<Null>	Gwinnett	93	90	64	81	82	84	70	61	85	65
131350504432	<Null>	Gwinnett	86	83	51	76	71	72	58	46	84	48
131350504441	<Null>	Gwinnett	96	95	72	94	87	82	78	65	96	38
131350504442	<Null>	Gwinnett	93	90	63	88	78	75	69	73	85	44
131350504451	<Null>	Gwinnett	99	98	81	98	95	96	88	95	91	0
131350504452	<Null>	Gwinnett	99	98	82	98	95	98	89	88	96	5
131350504461	<Null>	Gwinnett	87	83	55	84	76	57	59	40	69	86
131350504462	<Null>	Gwinnett	99	99	86	99	97	98	91	66	99	4
131350504463	<Null>	Gwinnett	94	91	67	90	84	83	71	67	0	98
131350504471	<Null>	Gwinnett	99	99	84	99	92	96	88	92	99	4
131350504472	<Null>	Gwinnett	93	91	60	87	72	87	43	64	81	30
131350504481	<Null>	Gwinnett	99	99	80	97	89	95	80	90	91	0
131350504482	<Null>	Gwinnett	97	96	71	95	86	81	79	79	98	0
131350504483	<Null>	Gwinnett	93	91	62	89	74	0	69	81	73	30
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131350504492	<Null>	Gwinnett	99	99	88	99	98	99	93	89	96	5
131350504493	<Null>	Gwinnett	98	97	77	97	92	94	85	79	97	0
131350504502	<Null>	Gwinnett	97	96	74	96	88	80	82	83	94	4
131350504511	<Null>	Gwinnett	99	99	85	99	96	98	92	74	99	0
131350504512	<Null>	Gwinnett	98	97	79	97	92	93	87	86	92	5
131350504521	<Null>	Gwinnett	99	99	90	99	98	99	95	85	99	3
131350504522	<Null>	Gwinnett	98	97	79	98	93	96	88	88	88	27
131350504531	<Null>	Gwinnett	93	91	57	73	67	78	8	77	39	15
131350504533	<Null>	Gwinnett	99	99	89	97	95	90	20	99	99	0

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
131350504541	<Null>	Gwinnett	94	92	61	85	72	87	7	62	88	22
131350504542	<Null>	Gwinnett	90	88	52	69	62	77	6	66	80	10
131350504551	<Null>	Gwinnett	98	98	81	98	94	97	87	81	94	8
131350504561	<Null>	Gwinnett	95	94	72	94	89	84	83	81	77	10
131350504562	<Null>	Gwinnett	98	97	80	98	96	93	93	97	63	0
131350504581	<Null>	Gwinnett	85	78	45	50	63	0	9	53	55	80
131350504582	<Null>	Gwinnett	82	76	41	43	58	0	10	65	50	39
131350504591	<Null>	Gwinnett	97	95	73	89	84	95	36	78	79	9
131350504592	<Null>	Gwinnett	89	84	53	64	65	83	5	27	85	19
131350504601	<Null>	Gwinnett	99	99	83	96	89	99	15	83	99	30
131350504602	<Null>	Gwinnett	99	99	85	98	94	96	13	96	98	3
131350504622	<Null>	Gwinnett	89	81	50	53	48	0	12	51	76	7
131350504631	<Null>	Gwinnett	93	90	67	90	83	65	71	79	64	22
131350504632	<Null>	Gwinnett	95	92	69	90	86	91	75	81	82	7
131350504641	<Null>	Gwinnett	91	88	60	78	79	78	67	66	83	25
131350504642	<Null>	Gwinnett	99	99	86	97	98	99	92	98	95	0
131350504643	<Null>	Gwinnett	90	87	58	77	80	66	65	60	63	21
131350504651	<Null>	Gwinnett	84	78	48	65	66	60	45	55	76	60
131350504663	<Null>	Gwinnett	94	90	66	78	84	84	9	79	38	45
131350505202	<Null>	Gwinnett	97	96	53	95	69	96	70	89	83	10
131350505203	<Null>	Gwinnett	90	86	36	82	55	82	52	69	57	9
131350505211	<Null>	Gwinnett	91	86	37	80	52	86	4	84	80	14
131350505213	<Null>	Gwinnett	97	94	55	87	66	93	5	90	69	33
131350505222	<Null>	Gwinnett	93	88	42	84	51	90	4	84	74	88
131350505223	<Null>	Gwinnett	97	95	53	91	58	92	19	80	96	27
131350505261	<Null>	Gwinnett	92	91	54	80	61	0	10	72	82	56
131350505262	<Null>	Gwinnett	99	99	78	93	81	95	22	93	98	18
131350505263	<Null>	Gwinnett	94	93	58	81	61	88	13	80	89	18
131350505264	<Null>	Gwinnett	93	91	55	76	61	0	10	83	63	7
131350505292	<Null>	Gwinnett	89	84	35	87	73	0	58	49	77	10
131350505293	<Null>	Gwinnett	93	88	41	91	80	79	66	92	23	25
131350505361	<Null>	Gwinnett	95	92	49	73	75	75	7	86	81	24
131350505362	<Null>	Gwinnett	87	82	35	67	72	75	5	49	47	8
131350505363	<Null>	Gwinnett	97	94	55	83	76	89	8	85	92	16
131350505372	<Null>	Gwinnett	96	94	59	91	72	83	12	74	82	26
131350505373	<Null>	Gwinnett	83	78	34	71	53	67	7	49	81	13
131350505391	<Null>	Gwinnett	92	87	50	81	61	69	15	61	86	28
131350505392	<Null>	Gwinnett	96	92	59	87	70	84	14	78	95	52
131350505393	<Null>	Gwinnett	96	93	59	88	73	93	12	86	83	23
131350505411	<Null>	Gwinnett	90	88	47	80	55	71	14	67	67	10

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
131350505412	<Null>	Gwinnett	89	87	46	77	50	66	14	65	68	0
131350505413	<Null>	Gwinnett	95	93	57	84	60	70	21	77	72	3
131350505422	<Null>	Gwinnett	93	92	54	83	56	85	14	85	55	33
131350505423	<Null>	Gwinnett	88	87	43	79	49	61	10	81	22	8
131350505424	<Null>	Gwinnett	94	92	55	84	56	87	14	82	73	7
131350505491	<Null>	Gwinnett	91	84	38	76	63	64	56	65	86	23
131350505492	<Null>	Gwinnett	91	84	38	86	70	73	58	62	37	37
131350505501	<Null>	Gwinnett	93	88	54	69	54	77	14	31	94	30
131350505502	<Null>	Gwinnett	87	80	41	58	46	69	8	61	77	8
131350505511	<Null>	Gwinnett	91	85	48	58	49	53	15	51	76	20
131350505531	<Null>	Gwinnett	85	81	31	79	64	62	48	64	48	55
131350505532	<Null>	Gwinnett	96	94	52	92	81	0	68	10	97	23
131350505541	<Null>	Gwinnett	89	83	46	67	48	72	17	53	73	22
131350505542	<Null>	Gwinnett	98	96	69	88	75	91	18	95	94	9
131350505543	<Null>	Gwinnett	99	97	71	91	77	82	25	98	98	6
131350505551	<Null>	Gwinnett	98	96	68	87	79	95	15	98	79	79
131350505552	<Null>	Gwinnett	83	76	34	65	49	74	8	43	69	15
131350505553	<Null>	Gwinnett	90	84	45	73	61	79	9	55	81	40
131350505563	<Null>	Gwinnett	86	78	37	73	61	69	6	48	53	13
131350505571	<Null>	Gwinnett	94	89	52	81	73	88	9	60	95	28
131350505591	<Null>	Gwinnett	83	78	32	55	55	64	4	66	23	43
131350505593	<Null>	Gwinnett	91	86	45	68	64	81	8	82	70	8
131350505611	<Null>	Gwinnett	94	91	50	88	71	85	8	89	59	3
131350505612	<Null>	Gwinnett	98	98	65	97	87	90	12	94	90	0
131350505613	<Null>	Gwinnett	96	94	54	90	78	83	10	84	90	75
131350505621	<Null>	Gwinnett	97	96	57	87	90	92	8	88	67	9
131350505622	<Null>	Gwinnett	91	88	42	81	75	81	7	74	49	15
131350505631	<Null>	Gwinnett	93	89	42	85	63	56	59	84	66	73
131350505641	<Null>	Gwinnett	94	90	43	83	67	83	60	85	77	8
131350505642	<Null>	Gwinnett	91	86	37	83	57	87	53	78	55	3
131350505651	<Null>	Gwinnett	83	74	27	80	63	70	51	47	62	24
131350505652	<Null>	Gwinnett	87	78	31	83	66	58	60	68	61	36
131350505653	<Null>	Gwinnett	82	73	26	77	58	0	49	58	61	64
131350505671	<Null>	Gwinnett	93	87	50	67	60	79	6	80	50	9
131350505672	<Null>	Gwinnett	87	80	38	58	53	73	5	38	85	20
131350505691	<Null>	Gwinnett	96	91	49	95	57	94	66	74	90	37
131350505692	<Null>	Gwinnett	82	73	24	79	30	60	40	50	77	11
131350505693	<Null>	Gwinnett	93	86	39	91	46	81	57	90	69	5
131350505701	<Null>	Gwinnett	84	75	25	77	30	0	14	75	17	42
131350505711	<Null>	Gwinnett	94	88	39	92	42	77	59	91	34	3

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
131350505712	<Null>	Gwinnett	90	82	31	85	31	70	49	64	85	3
131350505713	<Null>	Gwinnett	83	74	23	74	25	0	21	56	38	18
131350505721	<Null>	Gwinnett	83	74	27	75	41	55	47	64	61	18
131350505731	<Null>	Gwinnett	87	79	31	80	49	0	52	29	78	70
131350505741	<Null>	Gwinnett	85	81	31	64	60	74	5	81	15	19
131350505742	<Null>	Gwinnett	91	87	39	71	67	0	45	67	90	43
131350505743	<Null>	Gwinnett	87	83	34	69	59	66	45	67	78	5
131350505752	<Null>	Gwinnett	94	91	46	80	71	71	61	72	88	6
131350505761	<Null>	Gwinnett	90	87	46	76	54	65	17	53	83	29
131350505771	<Null>	Gwinnett	83	81	38	64	41	66	12	42	71	8
131350505772	<Null>	Gwinnett	95	94	59	84	59	90	20	75	93	6
131350505781	<Null>	Gwinnett	86	78	27	82	37	63	49	65	49	37
131350505801	<Null>	Gwinnett	89	83	37	65	40	69	9	52	92	28
131350505812	<Null>	Gwinnett	95	91	48	82	52	85	5	94	78	31
131350505832	<Null>	Gwinnett	98	95	55	97	63	91	75	93	80	40
131350505833	<Null>	Gwinnett	89	80	31	86	42	82	50	61	91	3
131350505851	<Null>	Gwinnett	85	71	28	80	39	76	42	0	83	0
131350505861	<Null>	Gwinnett	96	87	45	89	47	80	24	78	80	7
131350505863	<Null>	Gwinnett	95	85	43	88	41	0	22	79	95	10
131350505872	<Null>	Gwinnett	90	78	32	68	31	0	20	80	0	10
131350505882	<Null>	Gwinnett	84	70	26	61	26	0	15	65	57	11
131350505891	<Null>	Gwinnett	87	81	36	62	53	75	3	52	77	22
131350505892	<Null>	Gwinnett	91	86	42	61	45	76	4	61	52	12
131350505893	<Null>	Gwinnett	91	86	41	70	53	86	4	68	61	52
131350505902	<Null>	Gwinnett	95	90	51	70	69	83	5	67	98	13
131350506113	<Null>	Gwinnett	87	79	27	66	47	64	80	20	94	17
131350506131	<Null>	Gwinnett	85	76	22	74	34	70	72	72	54	95
131350506142	<Null>	Gwinnett	93	86	32	83	41	0	83	65	30	83
131350506173	<Null>	Gwinnett	93	84	27	50	39	81	9	94	0	0
131350506274	<Null>	Gwinnett	89	76	26	77	32	79	72	72	74	10
131350506331	<Null>	Gwinnett	99	97	60	91	81	89	98	95	100	82
131350507152	<Null>	Gwinnett	83	74	36	29	38	67	10	63	57	57
131350507153	<Null>	Gwinnett	89	81	44	43	38	77	10	70	73	19
131350507191	<Null>	Gwinnett	92	84	48	35	41	74	8	65	85	28
131350507193	<Null>	Gwinnett	93	85	51	37	47	89	10	89	40	5
131350507221	<Null>	Gwinnett	87	75	42	38	41	78	8	50	78	35
131350507253	<Null>	Gwinnett	92	87	51	39	48	81	10	89	64	24
131350507254	<Null>	Gwinnett	84	77	37	28	40	70	9	67	47	26
131350507291	<Null>	Gwinnett	87	81	43	36	49	0	10	63	23	7
131350507293	<Null>	Gwinnett	87	82	44	37	51	81	11	73	43	32

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
131350507322	<Null>	Gwinnett	88	76	44	53	37	51	10	75	68	34
131350507332	<Null>	Gwinnett	87	75	44	55	44	0	14	70	73	25
131350507341	<Null>	Gwinnett	84	71	39	43	41	79	9	61	75	62
131350507351	<Null>	Gwinnett	90	78	38	34	23	61	11	81	78	18
131350507364	<Null>	Gwinnett	89	77	38	31	26	60	17	91	0	0
131350507383	<Null>	Gwinnett	84	66	37	39	33	52	6	70	73	71
131350507482	<Null>	Gwinnett	94	86	43	52	32	76	29	85	17	4
131350507511	<Null>	Gwinnett	88	75	36	30	27	0	9	75	72	23
131350507512	<Null>	Gwinnett	86	71	32	24	24	0	9	67	44	29
131350507522	<Null>	Gwinnett	96	87	51	51	36	86	15	91	76	13
131350507532	<Null>	Gwinnett	90	82	43	32	34	0	7	86	13	26
131350507561	<Null>	Gwinnett	85	75	37	40	36	72	9	46	63	14
131350507582	<Null>	Gwinnett	90	84	43	40	32	84	7	80	34	81
131350507612	<Null>	Gwinnett	89	80	43	52	47	62	5	71	53	26
131350507631	<Null>	Gwinnett	88	79	42	32	38	80	8	63	82	12
131350507632	<Null>	Gwinnett	82	73	34	29	31	47	7	49	61	30
<Null>	13135050209	Gwinnett	78	89	4	82	32	53	2	73	13	11
<Null>	13135050211	Gwinnett	78	89	4	78	33	81	0	80	19	4
<Null>	13135050218	Gwinnett	78	90	4	72	29	62	19	57	16	11
<Null>	13135050304	Gwinnett	79	89	6	98	70	80	53	75	23	3
<Null>	13135050306	Gwinnett	78	93	5	98	68	82	59	80	36	5
<Null>	13135050313	Gwinnett	78	89	5	87	42	64	0	74	18	9
<Null>	13135050314	Gwinnett	78	89	4	80	38	36	0	73	16	6
<Null>	13135050318	Gwinnett	79	90	5	83	39	39	40	87	13	4
<Null>	13135050319	Gwinnett	78	92	5	91	46	80	26	87	34	3
<Null>	13135050320	Gwinnett	78	94	5	98	53	70	48	90	32	4
<Null>	13135050410	Gwinnett	78	82	4	50	34	84	0	77	28	7
<Null>	13135050417	Gwinnett	78	90	5	97	60	70	49	93	37	3
<Null>	13135050418	Gwinnett	79	87	5	97	69	73	56	88	27	3
<Null>	13135050419	Gwinnett	78	88	5	91	47	63	0	76	31	8
<Null>	13135050421	Gwinnett	78	92	5	93	39	69	4	80	31	5
<Null>	13135050422	Gwinnett	78	89	4	79	28	64	0	89	42	3
<Null>	13135050423	Gwinnett	78	87	4	78	23	54	4	74	24	6
<Null>	13135050424	Gwinnett	78	89	4	69	25	70	0	85	29	6
<Null>	13135050431	Gwinnett	78	84	5	61	65	80	0	73	14	10
<Null>	13135050432	Gwinnett	78	85	4	65	52	67	0	77	27	9
<Null>	13135050433	Gwinnett	78	85	5	92	64	77	25	61	23	8
<Null>	13135050434	Gwinnett	78	85	5	91	59	69	25	91	42	3
<Null>	13135050435	Gwinnett	78	85	4	46	25	85	1	85	36	8
<Null>	13135050436	Gwinnett	77	81	4	40	22	82	6	64	19	8

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
<Null>	13135050520	Gwinnett	75	75	3	57	29	83	54	79	15	15
<Null>	13135050522	Gwinnett	74	73	3	45	23	85	0	80	21	14
<Null>	13135050524	Gwinnett	78	89	4	59	27	58	8	73	23	8
<Null>	13135050526	Gwinnett	78	91	4	72	24	55	5	87	25	8
<Null>	13135050533	Gwinnett	77	76	4	41	29	65	30	89	29	7
<Null>	13135050537	Gwinnett	78	83	4	62	33	58	5	72	16	7
<Null>	13135050539	Gwinnett	78	82	4	52	33	67	6	79	20	6
<Null>	13135050541	Gwinnett	78	91	4	63	27	36	8	82	19	1
<Null>	13135050542	Gwinnett	78	92	4	66	26	69	5	74	10	8
<Null>	13135050545	Gwinnett	73	73	3	74	19	58	0	70	11	6
<Null>	13135050730	Gwinnett	73	68	3	9	11	33	4	66	12	8
131390016071	<Null>	Hall	93	88	30	91	88	83	50	84	76	44
131430101002	<Null>	Haralson	89	49	65	17	34	67	20	63	92	68
131430102011	<Null>	Haralson	93	53	67	19	34	75	48	87	97	10
131430103011	<Null>	Haralson	89	50	58	20	34	58	16	73	89	64
131430103032	<Null>	Haralson	97	79	75	42	66	0	40	96	98	98
131430104022	<Null>	Haralson	91	69	53	52	54	58	48	85	88	21
<Null>	13143010100	Haralson	57	21	38	7	13	18	6	74	25	13
<Null>	13143010301	Haralson	57	20	29	7	17	18	8	77	22	17
131499701001	<Null>	Heard	92	45	15	32	48	57	71	81	88	42
<Null>	13149970100	Heard	54	18	7	21	36	18	67	83	25	14
131510701092	<Null>	Henry	83	72	51	46	50	0	52	49	76	44
131510701131	<Null>	Henry	93	88	61	50	44	83	81	75	51	10
131510701132	<Null>	Henry	93	88	64	59	50	88	82	76	81	25
131510701141	<Null>	Henry	85	80	46	37	30	73	57	83	11	14
131510701152	<Null>	Henry	90	82	57	62	48	80	64	83	76	16
131510701172	<Null>	Henry	80	67	43	46	36	0	46	51	22	16
131510701173	<Null>	Henry	90	80	60	60	53	0	60	81	73	64
131510701181	<Null>	Henry	82	69	47	57	40	52	77	57	38	33
131510701192	<Null>	Henry	91	87	59	57	45	85	72	86	81	5
131510701193	<Null>	Henry	90	86	56	52	41	85	72	68	92	48
131510701194	<Null>	Henry	87	82	49	44	35	71	62	75	58	16
131510701202	<Null>	Henry	84	79	45	43	32	65	55	72	0	47
131510701211	<Null>	Henry	83	72	53	74	47	39	84	60	75	48
131510701231	<Null>	Henry	82	73	41	39	27	69	47	48	78	92
131510701251	<Null>	Henry	91	85	57	53	45	60	72	86	57	31
131510701261	<Null>	Henry	84	77	51	46	48	0	56	59	58	29
131510701262	<Null>	Henry	89	83	57	56	48	79	67	85	39	24
131510701272	<Null>	Henry	90	80	69	77	81	65	21	80	66	20
131510701282	<Null>	Henry	84	72	55	63	67	68	11	54	72	16

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
131510702043	<Null>	Henry	81	68	39	36	24	38	39	46	47	67
131510702044	<Null>	Henry	87	74	48	56	32	66	37	32	79	5
131510702121	<Null>	Henry	94	86	57	52	41	0	48	78	75	41
131510702122	<Null>	Henry	91	80	54	43	35	84	37	88	76	19
131510703122	<Null>	Henry	89	81	36	89	77	0	6	70	50	9
131510703181	<Null>	Henry	87	81	34	88	74	74	60	66	69	14
131510703221	<Null>	Henry	92	90	46	90	79	85	9	80	81	14
131510703222	<Null>	Henry	84	81	35	69	63	76	6	57	57	8
131510703231	<Null>	Henry	95	94	52	95	87	93	10	96	80	0
131510703232	<Null>	Henry	92	89	43	91	81	85	9	98	0	6
131510703241	<Null>	Henry	90	82	40	90	84	86	6	86	67	17
131510703242	<Null>	Henry	96	91	54	96	89	93	11	94	79	69
131510704051	<Null>	Henry	83	58	21	54	35	44	11	61	52	77
131510704063	<Null>	Henry	93	74	34	70	51	82	18	96	22	8
131510704082	<Null>	Henry	80	48	22	44	29	54	17	55	46	33
131510704101	<Null>	Henry	79	47	18	26	18	48	27	69	35	64
131510704103	<Null>	Henry	82	50	20	38	24	0	22	52	67	28
131510704111	<Null>	Henry	93	82	36	73	56	86	25	83	87	18
131510704123	<Null>	Henry	81	66	20	45	31	64	13	61	69	62
131510704124	<Null>	Henry	80	65	19	48	33	57	16	66	0	12
131510705031	<Null>	Henry	90	75	42	87	76	80	88	81	69	17
131510705032	<Null>	Henry	83	67	35	83	58	64	80	45	62	7
131510705051	<Null>	Henry	84	65	32	81	68	68	79	78	11	3
131510705061	<Null>	Henry	85	66	30	84	65	49	57	58	13	5
131510705062	<Null>	Henry	82	63	29	73	59	53	76	54	56	81
131510705081	<Null>	Henry	82	63	27	67	49	0	75	67	48	35
<Null>	13151070113	Henry	68	67	5	36	19	70	44	74	21	10
<Null>	13151070304	Henry	65	64	7	87	59	61	1	64	11	7
131590101001	<Null>	Jasper	85	34	11	15	42	0	38	68	68	47
131590101002	<Null>	Jasper	93	47	21	14	24	0	44	78	96	70
131590102001	<Null>	Jasper	89	44	17	44	28	53	48	73	84	16
131590102002	<Null>	Jasper	80	32	11	26	23	33	21	48	60	57
131590105011	<Null>	Jasper	89	43	17	62	20	54	47	83	58	54
131590105012	<Null>	Jasper	85	37	16	69	12	47	84	78	46	57
131590105021	<Null>	Jasper	88	41	23	33	12	71	32	82	49	26
131590105022	<Null>	Jasper	91	47	25	42	17	61	79	92	61	76
<Null>	13159010100	Jasper	64	21	10	6	17	2	6	72	24	16
<Null>	13159010200	Jasper	64	21	10	12	13	10	16	71	18	11
<Null>	13159010500	Jasper	65	21	14	30	8	25	71	80	14	19
131719703001	<Null>	Lamar	92	54	30	82	30	80	58	87	72	76

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
131719703003	<Null>	Lamar	93	57	32	82	32	93	60	95	79	41
131719703004	<Null>	Lamar	95	59	35	86	32	85	48	98	43	18
<Null>	13171970300	Lamar	60	24	15	36	8	64	32	81	19	13
131999705013	<Null>	Meriwether	92	37	14	24	6	71	22	97	52	10
131999705022	<Null>	Meriwether	90	35	15	20	5	75	21	90	72	40
131999705023	<Null>	Meriwether	94	40	16	29	7	90	24	94	78	60
131999706001	<Null>	Meriwether	93	36	12	32	6	63	46	92	91	82
131999706003	<Null>	Meriwether	91	34	8	48	13	0	38	95	68	55
131999707011	<Null>	Meriwether	93	51	18	27	21	66	29	87	86	79
131999707021	<Null>	Meriwether	89	44	17	24	19	61	28	67	94	89
131999708011	<Null>	Meriwether	87	32	10	9	8	50	33	70	85	68
131999708012	<Null>	Meriwether	87	32	10	11	6	53	41	65	80	95
131999708013	<Null>	Meriwether	89	34	12	14	7	63	50	81	83	63
131999708021	<Null>	Meriwether	85	30	7	13	10	46	22	85	47	63
131999708022	<Null>	Meriwether	92	39	10	17	8	66	40	81	93	40
<Null>	13199970500	Meriwether	55	16	9	6	3	35	10	86	19	22
<Null>	13199970600	Meriwether	56	15	6	9	5	13	0	91	14	18
<Null>	13199970700	Meriwether	56	20	5	8	15	17	17	84	21	17
<Null>	13199970800	Meriwether	56	17	6	10	6	26	13	91	22	21
132110102001	<Null>	Morgan	89	56	11	25	34	52	8	71	86	57
132110103012	<Null>	Morgan	79	46	6	6	10	51	25	61	60	73
132110103023	<Null>	Morgan	83	51	5	6	8	43	20	46	90	96
132171001012	<Null>	Newton	94	79	39	74	48	61	20	72	91	63
132171001013	<Null>	Newton	92	75	32	88	68	66	28	74	74	46
132171001014	<Null>	Newton	84	64	19	80	56	39	32	63	65	30
132171002031	<Null>	Newton	84	44	12	24	68	47	39	46	84	86
132171002042	<Null>	Newton	82	42	14	38	63	53	32	59	60	34
132171003011	<Null>	Newton	80	69	17	74	52	62	32	56	54	35
132171003012	<Null>	Newton	86	76	23	85	68	71	37	81	57	38
132171003022	<Null>	Newton	96	90	38	80	62	85	67	85	97	10
132171004001	<Null>	Newton	96	90	40	93	74	76	29	91	71	51
132171004002	<Null>	Newton	80	72	20	75	51	74	11	50	63	84
132171005031	<Null>	Newton	81	65	24	42	45	0	28	58	17	44
132171005032	<Null>	Newton	84	69	28	43	49	75	49	72	20	8
132171005033	<Null>	Newton	85	69	28	41	43	69	46	35	81	99
132171005042	<Null>	Newton	93	80	42	64	69	61	65	94	45	29
132171005043	<Null>	Newton	86	71	31	56	61	0	51	73	75	0
132171005061	<Null>	Newton	90	76	31	78	56	60	29	79	71	23
132171005071	<Null>	Newton	80	65	23	47	36	52	21	31	77	16
132171005072	<Null>	Newton	92	79	33	58	45	84	27	62	81	12

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132171006001	<Null>	Newton	87	71	26	45	30	67	25	64	84	23
132171006002	<Null>	Newton	89	73	27	64	42	71	40	70	62	61
132171006003	<Null>	Newton	93	80	37	82	60	85	36	93	71	65
132171006004	<Null>	Newton	97	87	47	81	60	90	58	92	96	20
132171007011	<Null>	Newton	91	83	29	85	63	80	48	75	90	92
132171007012	<Null>	Newton	91	83	28	78	57	84	60	85	71	16
132171007022	<Null>	Newton	87	78	26	76	52	76	42	75	52	7
132171008013	<Null>	Newton	91	62	27	43	35	52	49	88	61	68
132171008021	<Null>	Newton	85	53	16	41	18	50	85	77	0	13
132171008022	<Null>	Newton	82	50	16	26	20	46	81	53	62	35
132171008023	<Null>	Newton	86	55	16	45	21	53	86	69	58	18
132171009021	<Null>	Newton	81	64	24	37	32	67	39	58	61	11
132171009022	<Null>	Newton	83	66	27	32	34	0	50	47	72	72
132171009023	<Null>	Newton	87	71	32	38	42	66	60	72	73	44
132171009031	<Null>	Newton	84	70	30	46	51	75	57	77	30	64
132171009032	<Null>	Newton	85	70	32	27	30	65	85	75	51	30
132171009033	<Null>	Newton	80	65	26	35	38	70	53	41	22	32
132171009043	<Null>	Newton	87	63	32	25	25	61	88	64	32	0
132171009044	<Null>	Newton	82	56	25	25	23	55	74	54	40	61
132171009053	<Null>	Newton	90	67	38	31	34	0	87	79	87	64
<Null>	13217100400	Newton	68	65	5	90	33	57	26	67	14	17
<Null>	13217100501	Newton	69	54	5	22	33	36	28	67	10	8
<Null>	13217100600	Newton	67	47	6	51	20	48	45	80	18	11
<Null>	13217100700	Newton	67	61	6	78	27	63	27	88	18	12
<Null>	13217100800	Newton	65	33	8	12	12	16	80	66	15	10
<Null>	13217100902	Newton	68	52	6	16	20	45	28	69	12	12
132231203072	<Null>	Paulding	89	77	42	20	19	68	6	79	68	45
132231206011	<Null>	Paulding	90	80	53	45	59	61	29	73	66	9
132231206033	<Null>	Paulding	89	83	51	49	46	57	30	90	46	77
<Null>	13223120603	Paulding	71	61	17	44	20	25	7	78	13	8
<Null>	13227050300	Pickens	42	22	7	6	4	16	0	65	19	14
132470601012	<Null>	Rockdale	97	86	62	75	60	80	17	93	94	55
132470601013	<Null>	Rockdale	85	66	39	61	48	54	15	33	84	82
132470601032	<Null>	Rockdale	84	63	30	62	29	45	8	65	68	66
132470601042	<Null>	Rockdale	86	66	34	72	37	49	10	84	20	82
132470602011	<Null>	Rockdale	88	81	47	66	63	70	79	40	78	16
132470602013	<Null>	Rockdale	97	94	64	77	77	78	37	51	99	20
132470602014	<Null>	Rockdale	99	98	78	87	87	89	30	91	93	15
132470602031	<Null>	Rockdale	88	77	47	61	68	80	83	88	37	4
132470602033	<Null>	Rockdale	82	71	37	50	62	55	76	77	15	81

CENSUS BLOCK GROUP ID (EJScreen)	CENSUS TRACT ID (CEJST)	County Name	Percentile for Particulate Matter 2.5	Percentile for Diesel Particulate Matter	Percentile for Superfund Proximity	Percentile for RMP Facility Proximity	Percentile for Hazardous Waste Proximity	Percentile for Underground Storage Tanks	Percentile for Wastewater Discharge	Percentile for % Low Income	Percentile for % Less Than High School Education	Percentile for % Over Age 64
132470602042	<Null>	Rockdale	90	79	45	55	62	75	75	85	34	3
132470603051	<Null>	Rockdale	96	91	55	81	77	92	76	87	88	55
132470603052	<Null>	Rockdale	93	87	48	78	69	88	34	84	75	9
132470603053	<Null>	Rockdale	85	77	32	82	53	56	37	79	13	13
132470603101	<Null>	Rockdale	92	87	50	75	71	90	83	87	71	53
132470603102	<Null>	Rockdale	95	90	53	83	72	91	76	93	87	13
132470603103	<Null>	Rockdale	94	89	55	74	80	91	90	84	94	80
132470603112	<Null>	Rockdale	87	81	43	58	69	78	83	72	75	65
132470603142	<Null>	Rockdale	86	79	33	60	61	68	56	72	41	41
132470603151	<Null>	Rockdale	90	84	42	81	56	72	18	74	73	39
132470603161	<Null>	Rockdale	97	95	60	92	75	91	20	97	76	19
132470603162	<Null>	Rockdale	92	87	46	82	64	74	33	88	37	30
132470603163	<Null>	Rockdale	86	80	37	71	58	56	11	66	79	59
132470603171	<Null>	Rockdale	93	88	49	80	67	72	25	82	86	25
132470603172	<Null>	Rockdale	87	80	42	62	62	69	13	53	64	14
132470603173	<Null>	Rockdale	87	80	42	64	65	82	75	71	66	10
132470603181	<Null>	Rockdale	97	93	61	84	81	95	91	88	95	84
132470603182	<Null>	Rockdale	85	79	38	67	59	62	12	75	47	18
132470604032	<Null>	Rockdale	91	80	57	84	42	59	91	87	74	81
132470604061	<Null>	Rockdale	82	67	30	39	40	61	58	43	59	64
132470604064	<Null>	Rockdale	88	75	39	37	36	59	87	85	65	44
132470604072	<Null>	Rockdale	91	78	42	36	38	67	90	80	74	32
132470604092	<Null>	Rockdale	91	77	46	43	37	69	91	92	21	32
132470604101	<Null>	Rockdale	84	69	35	47	45	63	70	79	12	63
<Null>	13247060201	Rockdale	72	72	4	27	34	33	57	90	38	12
<Null>	13247060304	Rockdale	71	71	4	51	40	73	62	82	20	15
<Null>	13247060309	Rockdale	71	72	4	46	38	65	51	83	19	9
<Null>	13247060407	Rockdale	68	51	6	14	18	35	82	51	10	14
132551601011	<Null>	Spalding	89	63	33	68	38	65	61	83	32	39
132551601022	<Null>	Spalding	90	63	35	91	61	70	25	67	85	63
132551602011	<Null>	Spalding	80	55	18	40	30	51	57	50	73	49
132551602012	<Null>	Spalding	79	53	17	31	38	50	35	50	69	53
132551603001	<Null>	Spalding	96	81	38	64	76	90	77	96	88	18
132551603002	<Null>	Spalding	95	79	38	73	64	76	63	86	96	41
132551604011	<Null>	Spalding	92	84	32	61	62	73	70	76	81	82
132551604012	<Null>	Spalding	93	85	33	70	54	85	51	88	81	55
132551604021	<Null>	Spalding	98	92	46	73	71	96	77	97	93	44
132551604022	<Null>	Spalding	97	91	40	68	73	87	85	98	87	95
132551604023	<Null>	Spalding	98	93	45	67	81	96	91	95	99	11
132551605001	<Null>	Spalding	89	65	29	63	40	66	34	67	86	38

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132551606001	<Null>	Spalding	87	45	22	33	30	48	58	61	87	84
132551606002	<Null>	Spalding	90	49	31	62	34	60	56	64	94	62
132551607011	<Null>	Spalding	87	58	22	40	50	85	33	90	22	3
132551607012	<Null>	Spalding	97	77	40	60	79	98	81	97	88	31
132551608001	<Null>	Spalding	96	83	38	58	79	93	79	91	80	45
132551608002	<Null>	Spalding	97	86	42	62	80	98	90	99	93	89
132551608003	<Null>	Spalding	87	68	23	44	57	87	63	77	65	17
132551609001	<Null>	Spalding	91	67	25	48	73	68	50	86	59	66
132551609002	<Null>	Spalding	96	77	36	64	88	93	68	91	96	40
132551609003	<Null>	Spalding	94	72	30	54	79	93	70	93	73	24
132551610001	<Null>	Spalding	90	50	25	45	58	64	47	89	65	96
132551610002	<Null>	Spalding	91	51	21	60	67	0	27	89	75	20
132551612011	<Null>	Spalding	88	64	20	45	43	71	18	67	77	60
132551612021	<Null>	Spalding	96	79	37	59	79	97	81	93	98	7
132551612022	<Null>	Spalding	96	79	37	62	78	94	76	98	91	36
<Null>	13255160100	Spalding	62	32	7	67	24	22	36	71	12	20
<Null>	13255160300	Spalding	63	39	8	20	29	44	87	92	35	14
<Null>	13255160400	Spalding	63	59	8	19	28	64	91	99	29	12
<Null>	13255160800	Spalding	63	44	8	19	33	91	92	89	27	15
<Null>	13255160900	Spalding	63	35	9	27	47	74	82	94	22	11
132971103011	<Null>	Walton	91	69	17	83	24	73	17	77	55	39
132971103012	<Null>	Walton	98	85	34	95	41	96	21	95	96	47
132971103021	<Null>	Walton	99	90	42	97	51	98	62	99	99	42
132971104001	<Null>	Walton	96	81	31	87	36	92	21	97	89	19
132971104002	<Null>	Walton	81	57	13	68	15	63	21	62	53	8
132971104003	<Null>	Walton	95	77	27	80	27	79	40	83	78	64
132971105041	<Null>	Walton	88	77	29	25	17	69	42	68	65	27
132971105042	<Null>	Walton	88	76	29	24	15	82	36	79	43	69
132971105051	<Null>	Walton	82	61	20	24	15	0	22	43	65	85
132971105064	<Null>	Walton	82	59	26	29	15	56	8	36	86	72
132971105091	<Null>	Walton	85	63	27	22	13	58	23	59	57	26
132971106031	<Null>	Walton	91	71	32	52	32	74	8	90	47	26
132971106033	<Null>	Walton	83	61	25	32	18	55	16	56	67	28
132971107011	<Null>	Walton	84	55	16	63	24	63	12	66	61	86
132971107021	<Null>	Walton	87	59	17	67	32	67	52	64	73	82
132971107022	<Null>	Walton	98	81	34	92	46	96	24	92	97	45
132971107023	<Null>	Walton	87	59	15	68	33	55	60	32	93	17
132971108012	<Null>	Walton	85	49	15	54	78	73	71	37	81	68
132971108021	<Null>	Walton	86	50	14	46	74	59	77	64	79	43
132971108022	<Null>	Walton	90	56	17	43	62	53	65	54	96	96

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<Null>	13297110300	Walton	64	44	4	72	13	54	0	91	27	15
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