



Carbon Reduction Program Funds

Program Manual – September 2025

(FY 2026 – 2030 CRP Funding)

Quick Check: Should You Apply?

While the remainder of the document explains the details of the CORE MPO Carbon Reduction Program (CRP), the following reference list is provided here to highlight the minimum expectations in CORE MPO's project selection process. If you answer NO to any one of these questions, you **should not** apply.

- ☐ Is your agency or organization an eligible entity? (See Eligible Project Sponsors on Page 6)
- ☐ Is your project in an eligible location and for eligible activity? (See Eligibility on Page 6-7)
- ☐ Is your project (including all phases) identified in or consistent with the CORE MPO's financially constrained 2050 Metropolitan Transportation Plan (Moving Forward Together 2050 Plan) or Non-Motorized Transportation Plan? (See Eligibility on Page 6-7)
- ☐ Do you have at least 20% match for the total project cost? Please provide written confirmation of your local match. Local funds already spent on prior project phases cannot be used as part of the local match for the new CRP awards. (See Funding and Local Match on Page 6)
- ☐ Are you requesting at least \$200,000? (See Funding and Local Match on Page 6)

Program Overview

The Infrastructure Investment and Jobs Act (IIJA, Pub. L. 117-58) enacted in November 2021 established the Carbon Reduction Program (CRP), “which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.”¹ Over the course of 2022-2026, the CRP allocates approximately \$6.4 billion to states to plan for and implement carbon reduction strategies in the transportation sector. Georgia will receive an estimated \$211 million over the five-year period.²

The Georgia Department of Transportation’s (GDOT’s) Carbon Reduction Strategy (CRS) states, “This amount is to be distributed among the state and Metropolitan Planning Organization (MPO) partners according to a formula set by law, with 65% apportioned to areas based on population, and the remaining 35% available in any area of the state. As Georgia Department of Transportation (GDOT) implements funds for areas with less than 50,000 in population, GDOT is responsible for spending allocations for 57% of the available funds and MPOs for 43%.”³ The Carbon Reduction Strategy is intended to provide information on available funding and strategies consistent with the CRP using evaluation metrics. There are 87 strategies organized into three categories: innovative technologies and modes, operational and efficiency improvements, and sustainable infrastructure.

Innovative technologies and modes: This category addresses consumer choice strategies, such as the purchase and use of alternative or lower-carbon fuels and alternative modes of transportation.

Operational efficiency improvements: This includes strategies influencing how GDOT and MPOs plan and manage road operation and traffic flow.

Sustainable infrastructure: This includes use of more sustainable materials for infrastructure construction and maintenance, including sustainable pavements, alternative construction materials, and maintenance practices.

¹ Federal Highway Administration (FHWA) Carbon Reduction Program Factsheet (2025). Available at [Infrastructure Investment and Jobs Act - Carbon Reduction Program \(CRP\) Fact Sheet | Federal Highway Administration](#)

² FHWA 5-year Carbon Reduction Program by State (2025). [Infrastructure Investment and Jobs Act - 5-year Carbon Reduction Program by State | Federal Highway Administration](#)

³ Georgia Department of Transportation (GDOT) Carbon Reduction Strategy (2023). Available at <https://www.dot.ga.gov/GDOT/Pages/CarbonReduction.aspx>

GDOT CRS Strategies in Each Category

Innovative Technologies and Modes	Operational Efficiency Improvements	Sustainable Infrastructure
Alternative Fuel Vehicles for Public Sector Fleets	Traffic Incident Management	Environmentally Sustainable Construction Practices
Freight-related Emissions Reduction	Arterial Management	Renewable Energy Development
Port Electrification and Facilities Improvements	Freeway Management (e.g., Managed Lanes)	Reduction in Operation and Maintenance Energy Consumption
Zero-Emission Vehicle (ZEV) Fueling Infrastructure (including electricity and hydrogen)	Public Transportation Operational Improvements	
Bicycle, Pedestrian and Nonmotorized Transportation Facilities Improvements	Active Transportation	
Transit Infrastructure Improvements	Parking Management	
Transit Service Improvements	Real-Time Traveler Information Improvements	
Transit Access Improvements	Transportation Demand Management	
Land Use and Community Design	Congestion Pricing	
	Freight Management	

CORE MPO Carbon Reduction Program

CORE MPO administers the CRP funds (Y601 funds) for the Savannah region. The FY 2024 - 2027 funds were allocated to projects that are eligible for multiple funding sources (STBG, CRP, TA) and have gone through the competitive project selection through STBG and TA Calls for Projects. CORE MPO will conduct a Call for Projects for FY 2026 – 2030 CRP funds to align the CRP competitive project selection process with project prioritization and development for the FY 2027 – 2030 Transportation Improvement Program (TIP) and to support the amendments to the FY 2024 – 2027 TIP. This will be the first time a Call for Projects is conducted for CRP funds.

CORE MPO will conduct the Call for Projects between September and December 2025. Due to changes in the Federal Government, the exact level of funding for CRP funds is unclear at this time. The CRP funding availability is conditional, depending on whether this program will continue in the next transportation legislation or a Continuing Resolution for the current transportation legislation (IIJA) will be passed. Under the advisory of GDOT, CORE MPO will use the current TIP funding for FY 2027 as a draft to conduct the Call for Projects and use the same amount up to FY 2030. It is expected that final revenues for each year will be provided by GDOT in January 2026, so the following assumptions are made.

- Around \$1.2 million (federal) is available in FY 2026 (carryover funds of \$2,207,605 minus around \$1 million of funds allocated to two Chatham County projects).
- There are \$0 available for FY 2027 based on FY 2024 – 2027 TIP CRP funding balance.
- Around 1.2 million (federal) is available each year for FY 2028 - 2030.
- The FY 2026 funds will be allocated to awarded projects through FY 2024 – 2027 TIP amendments.
- The FY 2028 – 2030 funds will build the prioritized waiting list for projects to be included in the FY 2027 – 2030 TIP.

Additional Sources of Information

- Federal Highway Administration (FHWA) Carbon Reduction Program Factsheet:
https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/crp_fact_sheet.cfm
- Georgia Department of Transportation (GDOT) Carbon Reduction Strategy:
<https://www.dot.ga.gov/GDOT/Pages/CarbonReduction.aspx>

Funding and Local Match

Funding

There are approximately \$1.335 Billion dollars available for the CRP in FY 2026 nationwide. It is assumed that the CRP funds will be available in later years. The estimated CRP funds available to the CORE MPO for the next five years are listed below. In general, the CRP is an 80/20 match program, meaning federal funds cover no more than 80% of total cost of the project or the project phase that is the subject of the request. In this Call for Projects, the award amount will constitute no more than 80% of the costs of the awarded projects and/or project phases.

CORE MPO 2025 CRP Call for Projects			
Fiscal Year	Total Expected Y230 Federal Revenues**	Minimum Federal Funding Request per Project*	Maximum Federal Funding Request per Project*
2026**	\$1,200,000	\$200,000	\$1,200,000
2027**	\$0	\$0	\$0
2028**	\$1,200,000	\$200,000	\$1,200,000
2029**	\$1,200,000	\$200,000	\$1,200,000
2030**	\$1,200,000	\$200,000	\$1,200,000

* Local Project sponsor will cover at least 20% of the total project cost for each phase.

**CORE MPO staff will confirm the revenue estimates with GDOT. Please Note: CRP funding is conditional on Federal transportation legislation.

Reprogramming/Waitlist

It is anticipated that during a Call for Projects there may be more applications than can be programmed within the years of the call cycle. To facilitate 100% obligation of available funding each year, CORE MPO can effectively “over program” by establishing a Waiting List of projects during each call cycle.

The Waiting List should include, in rank order, the next highest ranked projects that were unable to be fully funded in the Call for Projects due to fiscal constraint. Sponsors of Waiting List projects must be committed to keeping projects active and moving forward toward obligation of federal funding in the two years between Calls for Projects. If sponsors of potential Waiting List projects are not committed to moving forward (for example, because funding was requested in an out year), those projects should not be included in the Waiting List. Projects or phases of projects that did not apply for funding during a Call for Projects cannot be added to the Waiting List until the next applicable Call for Projects.

Inclusion of a project to the Waiting List is not a guarantee of future federal funding for any phase of a project. The Waiting List will expire with each subsequent Call for Projects. Projects included in the Waiting List from the prior Call for Projects must re-apply for funding consideration during the next call. If the first phase of a project in the Waiting List is moved to the active program, there is no guarantee that the subsequent phases will be funded via the Waiting List. There shall be no “automatic” reprogramming from the Waiting List at the time of each Call for Projects.

Active projects that are reprogrammed in the Waiting List, either voluntarily, or due to missing an obligation deadline, must also reapply for funding consideration during the next call. This reapplication will reset all deadlines associated with project phases.

Local Match

As stated above, at least 20% of a CRP-funded project will be locally funded. Note that the local share is calculated as 20% of the total project costs, not 20% of the federal funding amount. For example, if an applicant requests federal amount of \$1,000,000 for a project phase, the application needs to demonstrate that at least \$250,000 of local funds are available for that phase because the total cost estimate would be \$1,250,000. Local funds already spent on prior project phases cannot be used as part of the local match for new CRP awards. For the local match, an applicant may not count any other US DOT funds, nor funds awarded from any other federal agency.

Eligibility

CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to – [except as noted, § 11403; 23 U.S.C. 175(c)(1)]

- a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- a public transportation project eligible under 23 U.S.C. 142;
- a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
- deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
- a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d);
- a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- efforts to reduce the environmental and community impacts of freight movement;
- a project that supports deployment of alternative fuel vehicles, including–

- acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
- purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- a project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]
- a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and
- any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)]

Eligible Project Sponsors

Though the FWHA guidance does not specify eligible project sponsors for CRP funds, the program is geared towards state and local governments and agencies with responsibility for oversight of transportation improvements. Thus, the eligible primary sponsors for the CORE MPO managed CRP funds should be local/regional governments and agencies responsible for transportation improvements.

In addition, the local project sponsor must be LAP (Local Administered Project) Certified by GDOT to administer the federal funds. If the local sponsor is in the process of becoming LAP certified while submitting an application, the MPO will consider the sponsor an eligible entity if the LAP certification becomes official before the requested funding phase starts.

Please Note: The LAP certification requirement only applies to transportation improvement projects, not planning studies.

In order to encourage project coordination, the non-LAP-certified project sponsor can choose to partner with a LAP-certified governmental entity in the region to submit joint applications. In the CORE MPO region, currently there are three LAP-certified local governments – Chatham County, City of Savannah, and City of Pooler. In a joint application, the LAP-certified governmental entity must be the prime applicant and will provide project management if the project receives the grant funds. The non-LAP-certified entity will be the sub-applicant and must enter an agreement with the prime applicant outlining the responsibilities of each entity, including who will provide the local match funds.

Eligible Costs

All projects must follow applicable federal guidelines for implementation. Applicants should be aware of the following:

- Timing of expenditures – costs incurred prior to “obligation” are not eligible for reimbursement. Obligation occurs when a project is approved, and an agreement is executed between the FHWA division office and the State. Any design and feasibility studies conducted prior to receipt of CRP funds award notice are not eligible as reimbursable costs.
- Types of costs – the following project-specific costs are eligible.
 - Preliminary engineering (PE) work, including project development, environmental work, cost estimates, construction plans, and architectural work;
 - Right-of-way (ROW) acquisition (the acquisition of real property is subject to the Uniform Act);
 - Utility relocations; and
 - Construction costs.

Application

Pre-Application Workshop

Thorough understanding of the project implementation process is critical for the successful completion of projects. An understanding of the process leads to realistic expectations and better overall scheduling and project planning.

CORE MPO staff will host a Call for Projects Pre-Application Workshop in September 2025 and a Q & A Session if needed. Project sponsors that have eligible projects for CRP funds are strongly encouraged to review this manual and attend the workshop as well as the Q & A session prior to submitting applications.

Application Process and Project Selection

CORE MPO's 2025 Call for Projects Schedule (Updated August 2025).

Date	Activity
May-June 2025	CORE MPO staff develop the draft schedule and Call for Projects packages.
June 16-19, 2025	CORE MPO advisory committees review the draft Call for Projects schedule and packages and provide comments.
June 25, 2025	CORE MPO Board reviews the draft Call for Projects schedule and packages and provides comments.
July 23–July 28, 2025	CORE MPO staff conduct workshops to review the programs and manuals.
Late July – Early August 2025	CORE MPO staff update the schedule and manuals.
August 19-21, 2025	CORE MPO advisory committees endorse the revised Call for Projects packages (schedule, project selection criteria, etc.).
August 27, 2025	CORE MPO Board approves the Call for Projects packages (schedule, project selection criteria, etc.).
August 28-September 5, 2025	CORE MPO staff finalize the Call for Projects packages based on feedback from the Board and advisory committees and post the materials to the website.
September 8, 2025	Announce Call for Projects. Application cycle opens.
September 23, 2025	CORE MPO Staff holds Pre-Application Workshop.
September 30, 2025	CORE MPO staff holds additional Q&A session for Call for Projects (if needed).
October 10, 2025 (by 5:00 PM)	Applications Due.
October 13-17, 2025	CORE MPO staff pre-screen applications for eligibility and send out the evaluation package to Review Committee members.
October 20–November 21, 2025	Review Committee members screen and score eligible applications; CORE MPO staff coordinate with Review Committee members and compile final scores and rankings.
Early December 2025	CORE MPO staff prepare reports for the December meetings.
December 11, 2025	TCC meets to review the final scores and rankings, comes up with project priority lists and award recommendations, and makes recommendations for project incorporation into new TIP.
December 17, 2025	CORE MPO Board approves the TCC recommendations for priority list and project award.
January 2026	GDOT sends CORE MPO the final projected STBG, TA and CRP revenues.
February 2026	Allocation of STBG, TA and CRP funds to projects and project phases based on project rankings, award recommendations, and funding balances.

Applicants should send the electronic copy of a completed application **by 5:00 p.m. on October 10, 2025**.
For any questions, please contact:

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Project Selection Process

After applications are submitted to CORE MPO, they will go through the following process:

1. Pre-screening - Applications are screened for the following criteria. An application not meeting all of these pre-screening criteria will be disqualified.
 - a. **Eligibility** - eligible sponsor and eligible project type per CRP eligibility requirement.
 - b. **Plan consistency** – projects, including all phases must be identified in or be consistent with the CORE MPO’s financially constrained 2050 Metropolitan Transportation Plan (Moving Forward Together 2050 Plan) or Non-Motorized Transportation Plan.
 - c. **Completeness** – the application must address all of the questions in the application package.
 - d. **Funding amount** - - the full funding must be identified for the project phase for which funding is requested. If the CRP funds for which the applicant is applying are not sufficient to complete the project phase, the applicant must identify sufficient available supplemental funding with which the project can be completed. The total requested federal amount must be at least \$200,000 (federal).
 - e. **Local Match** - the applicant needs to provide written confirmation of local match of at least 20% of the total project cost. Local funds already spent on prior project phases cannot be used as part of the local match for new CRP awards.
2. Project Scoring - MPO staff sends the applications that successfully clear the pre-screening process to all of the members of the CORE MPO Technical Coordinating Committee (TCC). The TCC members then review the applications and score them against the project selection criteria. The TCC members then send the scores back to CORE MPO staff who will compile the final scores and rankings.
3. TCC Review – The TCC meets to review the compiled scores, comes up with project priority list and recommendations for funding award, and presents the recommendations to the CORE MPO Board.
4. Board Approval - The project rankings and award recommendations are approved by the CORE MPO Board.

5. Announcement - Approved project award winners are announced. Priority projects not receiving awards will be put in the waiting list based on their priority rankings.
6. TIP Inclusion and Amendments - Approved projects with awarded FY 2027 – 2030 funds are programmed in the FY 2027 - 2030 TIP. Approved projects with awarded FY 2026 funds are amended into the FY 2024 – 2027 TIP.

Project Selection Criteria

The GDOT CRS identified metrics to evaluate strategies:

1. **Safety**—The strategy's impact on user safety.
2. **Community Benefit**—The strategy's benefit to the planning area population.⁴
3. **Mobility**—The extent to which a strategy provides significant benefits related to transportation options or efficiency.
4. **Hazard Response**—The strategy's impact on operational improvements or strength of infrastructure to respond to hazards and may be consistent with PROTECT and other state programs.⁵
5. **Air Quality Co-benefits**—The strategy's ability to reduce air pollution from transportation, including alignment with CMAQ and other successful state programs.
6. **Implementation Factors**—The strategy's readiness for implementation.
7. **Potential to Reduce Carbon Emissions**—Indicators of the strategy's effect on carbon emissions.
8. **Consumer Savings**—The strategy's ability to save consumers money and/or time.
9. **Economic and Workforce Development**—The potential to create employment opportunities.

The CRS encourages applicants to consider:

10. **Eligibility for CRP Funding**—Is the strategy consistent with funding criteria outlined in FHWA's CRP guidance?
11. **Geographical Context**—Is the strategy likely to be most effective in rural and/or urban parts of the state?

CORE MPO will adopt GDOT's method of project evaluation.

⁴ The criteria name and description has been changed from the GDOT CRS, including in the table on page 12.

⁵ The criteria name and description has been changed from the GDOT CRS, including the table on page 13.

GDOT is providing its stakeholders with subjective information on a set of metrics we developed that the MPOs and the public can use to review individual strategies before they are implemented or incorporated into a project.

Please visit <https://www.dot.ga.gov/GDOT/Pages/CarbonReduction.aspx> to download the Carbon Reduction Strategy and Spreadsheet Tool.

GDOT Strategy Evaluation Criteria and Rating Scale

Criterion	Evaluation	Impact Rating Scale	Scores
Safety “Safety”	Approximation of expected impact on user safety	• No benefit: Strategy expected to have no benefit or negative benefits—indicated by a dash. • Low: Low or uncertain impact. • Medium: Strategy may reasonably be expected to directly improve the safety of vulnerable roadway users. • High: Strategy, such as known infrastructure modifications, has a history of directly improving the safety of vulnerable roadway users.	No benefit: 0 Low: 1 Medium: 3 High: 5
Community Benefits “Benefits”	Determined by the extent to which the strategy may serve or impact the population in the planning area.	• No benefit: Strategy expected to have no benefit or negative benefits—indicated by a dash. • Low: Minimal or uncertain direct impact on population. • Medium: Strategy may reasonably be expected to indirectly benefit population. • High: Strategy is designed to directly benefit population.	No benefit: 0 Low: 1 Medium: 3 High: 5
Mobility “Mobility”	Determined by the extent of the population served and significance of benefit (i.e., higher score for projects that provide additional transportation options, lower for those that make existing options faster)	• No benefit: Strategy expected to have no benefit or negative benefits—indicated by a dash. • Low: Strategy either indirectly improves mobility or has uncertain benefits. • Medium: Strategy increases the number of transportation options. • High: Strategy increases transportation options and improves overall travel performance (e.g., speeds, reliability).	No benefit: 0 Low: 1 Medium: 3 High: 5
Hazard Response “Hazards”	Determined by assessment of the impact on supporting a	• No benefit: Strategy expected to have no benefit or negative benefits—indicated by a dash.	No benefit: 0 Low: 1 Medium: 3

	more efficient transportation system to respond to hazards	• Low: Strategy has low or uncertain impacts to improve the efficiency of the transportation system's ability to respond to hazards. • Medium: Strategy supports infrastructure efficiency of responding to hazards only indirectly. • High: Strategy directly supports efficiency of existing or new infrastructure to respond to hazards including through planning or initiatives.	High: 5
Air Quality Co-Benefits "Air Quality"	Determined by assessment of the strategy to provide neutral or positive air quality benefits	• No benefit: Strategy expected to have no benefit or negative benefits—indicated by a dash. • Low: Strategy is expected to have low or uncertain impacts on air quality. • Medium: Strategy may be expected to have indirect benefits to air quality. • High: Strategy directly leads to reduced emissions of traditional air pollutants.	No benefit: 0 Low: 1 Medium: 3 High: 5
Implementation Factors "Readiness"	Determined by estimation of the time to implement the strategy	• No benefit: Strategy expected to have no benefit or negative benefits—indicated by a dash. • Low: Strategy is uncertain, relies on or promotes unproven technology, or has no demonstrated path to implementation. • Medium: Strategy has been demonstrated successfully and specific projects can be implemented in the medium to long term. • High: Strategy is currently or recently used successfully in a similar area or projects including such strategies are feasible in the short term.	No benefit: 0 Low: 1 Medium: 3 High: 5
Potential to Reduce Carbon Emissions "C. Emissions"	Approximation of strategy effects on carbon reduction in the Georgia context	• No benefit: Strategy expected to have no benefit or negative benefits—indicated by a dash. • Low: Low or uncertain impact on CO2 emissions from transportation over the lifecycle of a project it includes.	No benefit: 0 Low: 1 Medium: 3 High: 5

		• Medium: Strategy shows potential for CO2 emissions reduction over the strategy's lifecycle with reasonable confidence or has been proven to reduce emissions but only in moderate amounts. • High: Strategy has been successfully demonstrated to result in substantial carbon emission reductions.	
Consumer Savings "Savings"	Approximation of consumer savings	• No benefit: Cases expected to have no benefit or negative benefits are indicated by a dash. • Low: Low or uncertain direct cost savings for consumers, including fuel, capital costs, travel costs, etc. • Medium: Strategy may reasonably be expected to lead to only indirect cost savings, including reduced time. • High: Strategy has been demonstrated to lead to direct consumer cost savings that may be related to time, fuel, capital costs, travel cost, etc.	No benefit: 0 Low: 1 Medium: 3 High: 5
Economic or Workforce Development "Jobs"	Approximation of the potential to advance high-quality job creation ⁶	• No benefit: Cases expected to have no benefit or negative benefits are indicated by a dash. • Low: Strategy is unlikely to support job growth in Georgia or is uncertain. • Medium: Strategy may lead to small amounts of job growth, expected growth is of short duration, or job location is unknown. • High: Strategy implementation may be directly related to employment in Georgia.	No benefit: 0 Low: 1 Medium: 3 High: 5
Meets eligibility for CRP funds "Eligibility"	Eligibility for CRS funds consistent with FHWA CRP Guidance	• When a strategy is listed as ineligible or when it may not reasonably be expected to be consistent with CRP guidelines, it is shown with a dash. • Low: Strategy may reasonably be expected to show carbon reductions over a project's lifecycle but is not addressed in guidance or is uncertain.	No benefit: 0 Low: 1 Medium: 3 High: 5

⁶ Consistent with FHWA CRS Guidance, p. 8, and Information Memorandum "Carbon Reduction Program Implementation Guidance," by Gloria M. Shepherd, April 21, 2022.)

		• Medium: Strategy is listed as potentially eligible in FHWA guidance and is mentioned as relevant or encouraged in FHWA guidance. • High: Strategy is listed as “eligible” or consistent with “eligible” projects in FHWA guidance.	
Geographical Context “Context”	Characteristics of an area or context that would make the strategy most effective	• Urban: Strategy may reasonably be expected to be effective in areas represented by MPOs and with a population of at least 50,000. • Rural: Strategy may reasonably be expected to be effective in areas with a population of less than 50,000. • All: Strategy may reasonably be expected to be effective in any area. • None or uncertain: Strategy is not expected to be effective in any area, or effectiveness is uncertain.	No benefit: 0 Low: 1 Medium: 3 High: 5

Progress Reporting

Funding recipients will be required to make regular progress reports (bi-monthly) to the CORE MPO Technical Coordinating Committee (TCC) to ensure timely and efficient use of funds. The CORE MPO TCC will monitor progress and make timely recommendations to the CORE MPO Board to ensure full and timely use of the CRP funds. If the applicant fails to make adequate progress towards funding authorization in the appropriate fiscal year, the funds will be rescinded and allocated to other priority projects in the waiting list. If the applicant has not obligated the awarded funds two years after funding authorization, the funds will be rescinded and put back to the CRP coffer for use by other priority projects in the waiting list or those selected in the next round of Call for Projects. If the applicants fail to report on the project development status at the bi-monthly TCC meetings, they will risk not being considered for the next round of Call for Projects.

CORE MPO Contact Information

CORE MPO will maintain a web page linked at <https://www.thempc.org/Core> (through Quick Links) during the application period where Questions & Answers will be listed. Applicants are encouraged to seek clarifications from MPO staff before submitting their application.

If you have any questions, please contact:

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