

# GDOT Carbon Reduction Strategy (CRS)

October 2023

with support from consultants



## Agenda:

1. Outreach: Summary to Date
  - Stakeholder and Public Engagement
  - Available Outreach Materials
2. CRS Document Overview
  - Purpose & How to Use
  - Summary of Content
  - Strategies and Evaluation Metrics
3. Review and Feedback
  - Schedule and Next Steps
  - How to Provide Feedback



## Outreach Summary

# Stakeholder & Public Engagement

## Advisory Committee

3 meetings – all completed



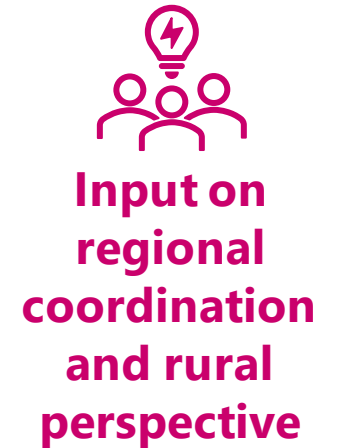
## MPO Coordination

2 meetings with each MPO  
2 GAMPO meetings (1 completed)



## Regional Commissions

Public Resources



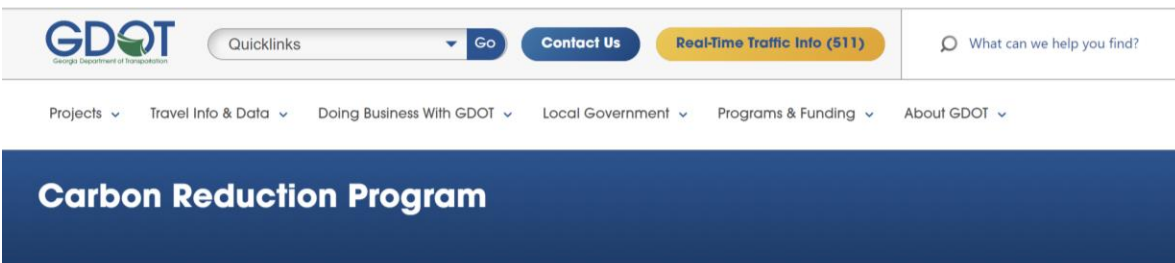
## General Public

Public Resources



# Engagement and Available Materials

- Public-facing website: [Carbon Reduction Program - Georgia DOT](https://www.dot.ga.gov/GDOT/Pages/CarbonReduction.aspx)  
(<https://www.dot.ga.gov/GDOT/Pages/CarbonReduction.aspx>)



## What is the Carbon Reduction Program?

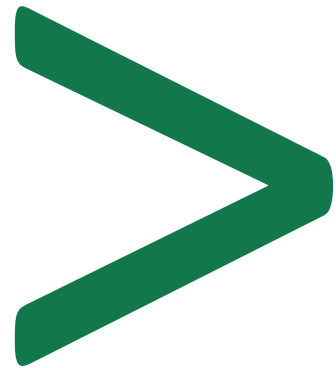
The Carbon Reduction Program (CRP) is a component of the 2021 Infrastructure Investment and Jobs Act, which provides funding to states for projects that result in transportation emission reductions. The CRP also mandates that each state develop a Carbon Reduction Strategy (CRS) that is focused on transportation-source emissions and dictates how CRP funding can be leveraged to advance reduction strategies in Georgia.

A statewide Advisory Committee (AC), which consists of subject matter experts from federal, state, local, and academia that convene regularly, was created to assist in the development of the CRS. The state Carbon Reduction Strategy is expected to be completed by mid-November 2023 and will be updated at least once every four years.



## Content includes:

- “One-pager” factsheets in English and Spanish
- CRS Webinar
- CRS Podcast – *published in September on GDOT’s Ahead of the Curve Podcast*
- CRS Draft
- Contact Email – [gdotcrp@dot.ga.gov](mailto:gdotcrp@dot.ga.gov)

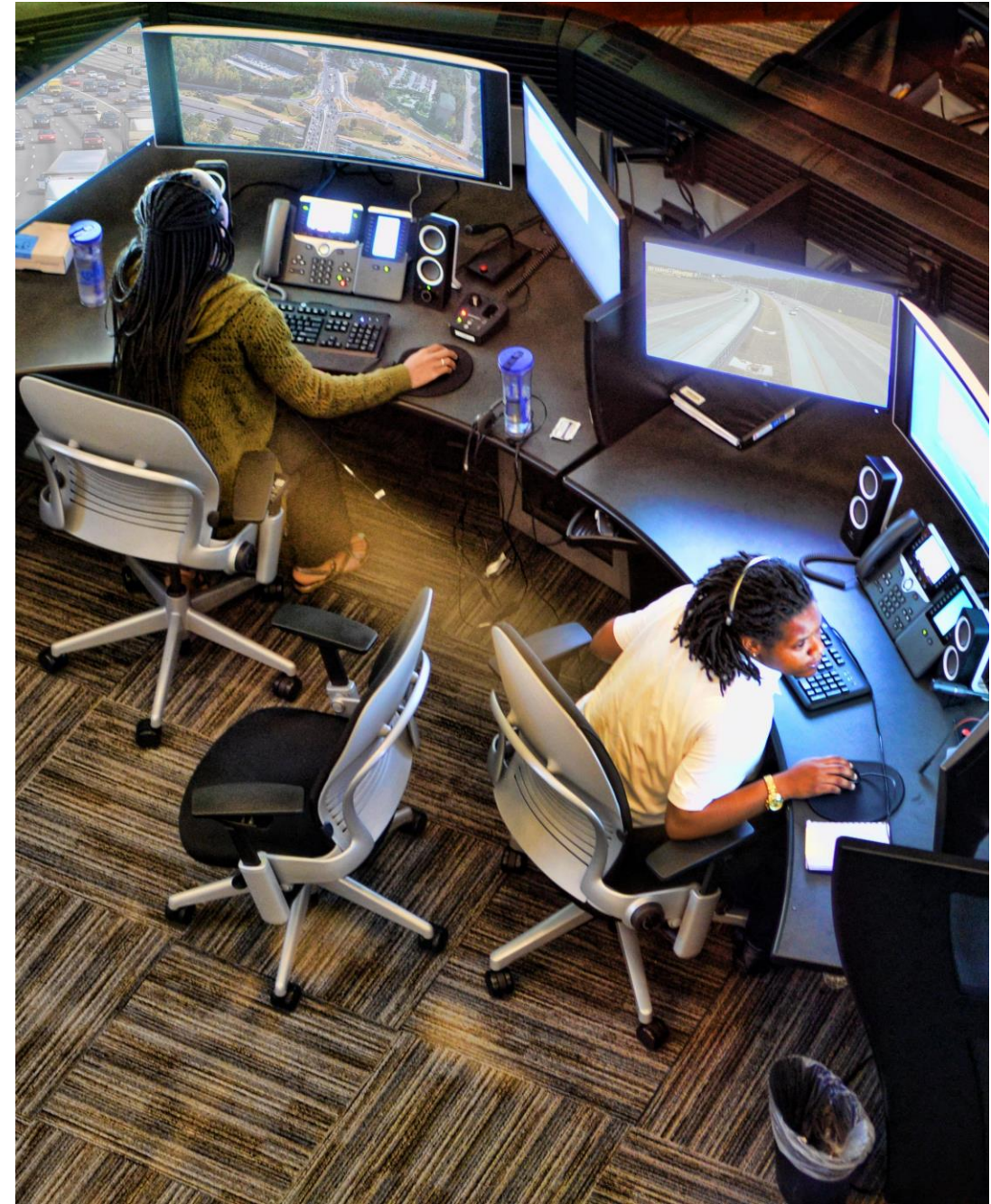


## Document Overview

# Purpose & How to Use GDOT's CRS

**Objective:** The main objective of the CRS is to **highlight available funding** and provide information on the **types of strategies** that can be included in your projects that are consistent with both the CRP's and Georgia's goals.

**How to Use this Document:** The organizing principal is a **menu of strategies** and metrics to help choose strategies that can be incorporated into plans and projects to advance the overlapping priorities of the State and the purposes of the federal Carbon Reduction Program.



## Georgia's Approach



CRS is intended to illustrate where CRP funding can support **alignment with the Statewide Strategic Transportation Plan** and other documents

- Highlights **catalytic and innovation investments**
- Strategies to **enhance GDOT's planning process** regarding **carbon emission reduction and other CRP priorities**



Georgia Department of Transportation

**Mission**

*Deliver a transportation system focused on innovation, safety, sustainability, and mobility*

**Vision**

*Boost Georgia's competitiveness via leadership in transportation*

# Contents of the CRS - Outline

## Executive Summary

1. Introduction and Overview
2. Existing Conditions
  - Alignment of Georgia's initiatives with federal goals
3. Outreach & Coordination
  - Stakeholder engagement/coordination process
4. **Strategy Organization & Review**
  - Evaluation metrics
5. **Carbon Reduction Strategies**
  - 88 evaluated strategies
6. Next Steps
7. Appendices



## CARBON REDUCTION STRATEGY

November 2023

## Chapter 4: Evaluation Metrics for Strategy Evaluation



**Safety** – Approximation of expected impact on user safety.



**Equity** – the extent to which the strategy may serve or impact traditionally underserved populations.



**Mobility** – improved access to destinations, such as by reducing travel times, increasing transportation options available to travelers, or enhancing the reliability of travel options.



**Resilience** – of the impact of strategy in supporting a more resilient transportation system.



**Potential to Reduce Carbon Emissions** – decrease the amount of carbon dioxide released into the atmosphere.



**Air Quality Co-benefits** - provide neutral or positive air quality benefits.

## Chapter 4: Evaluation Metrics (continued)



**Implementation Factors** – what is the time needed to implement the strategy.



**Consumer Savings** – reduction in transportation costs



**Economic Development/Workforce Development** – attracts employment and economic growth opportunities



Considerations in evaluating strategies:

**Meets eligibility for Carbon Reduction Program funds?** – Included in the CRP eligible project? Or could it demonstrate carbon reduction?

- For projects that are “potentially” eligible, elements that should be considered when presenting for approval.






**Geographical Context** – effective performance in specific geographical context?

- Urban or Rural?
- Are there specific characteristics of an area or contexts that would make the strategy more effective?

# Chapter 4: Evaluation Scale

Strategies are generally defined against a 3-tiered system for evaluation.

- Evaluation is qualitative and somewhat subjective.
- Note also that strategies are evaluated here, while results will certainly vary according to project specifics.

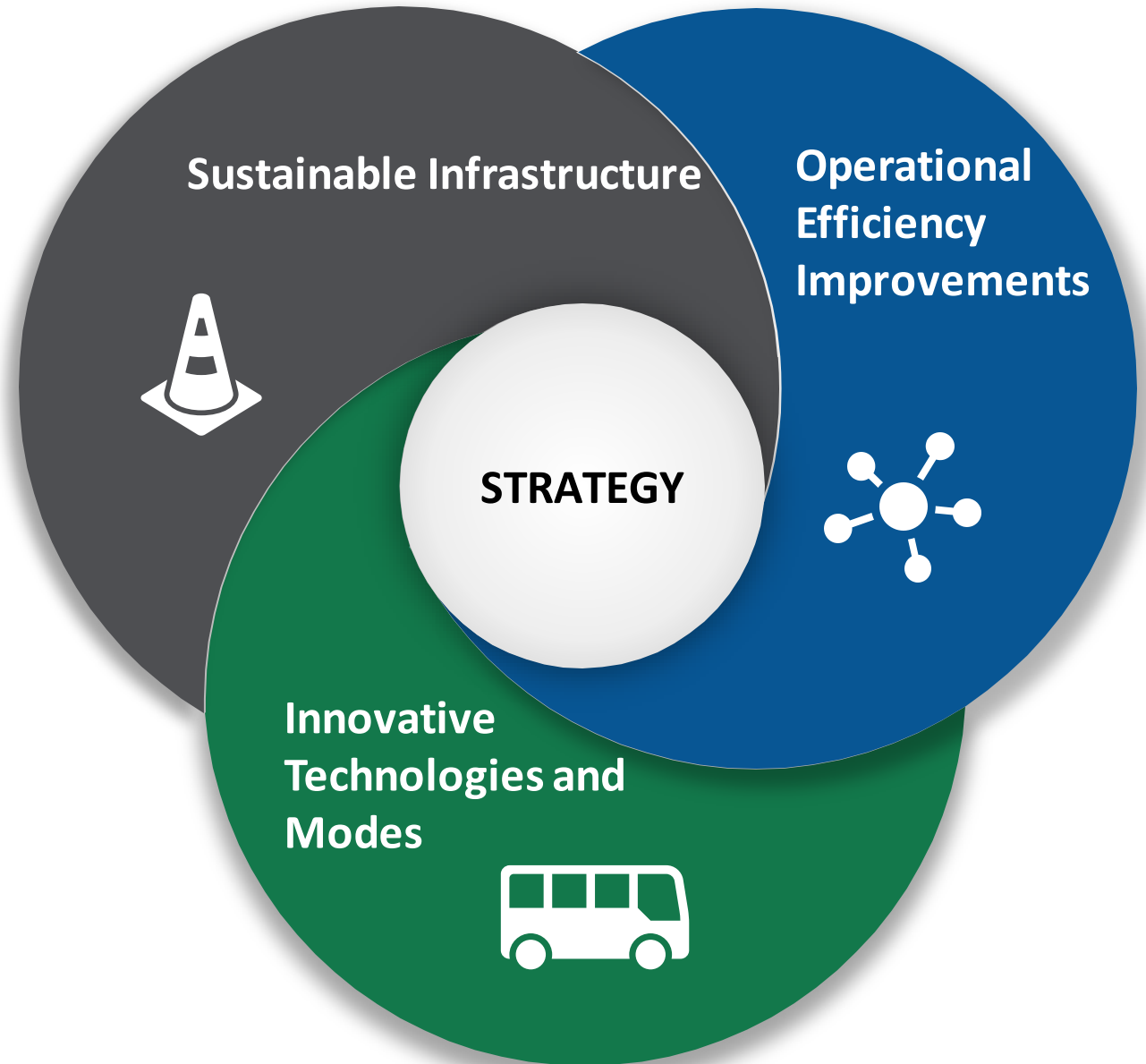
Symbol	Meaning
—	No, Negative, or Not Applicable
	Low or Uncertain
	Medium
	High

# What types of Strategies

Strategies included in the CRS are organized into three high-level categories

88 Strategies overall

- Innovative Technologies and Modes – 28
- Operational Efficiency Improvements – 52
- Sustainable Infrastructure - 8



# Chapter 5: Strategies – Innovative Technologies and Modes

## Innovative Technologies and Modes

Strategies addressing  
consumer choice,  
including choices related  
to vehicle purchases and  
travel choices.



Alternative Fuel Vehicles for Public  
Sector Fleets

Freight-related Emissions Reduction

Port Electrification and Facilities  
Improvements

ZEV Fueling Infrastructure (E, H2)

Bicycle, Pedestrian and  
Nonmotorized Transportation  
Facilities Improvements

Transit Infrastructure Improvements

Transit Service Improvements

Transit Access Improvements

Land Use and Community Design



# Chapter 5: Strategies – Operational Efficiency Improvements

## Operational Efficiency Improvements

Efforts to manage transportation operations, optimize system performance, reduce delay, and smooth traffic flow to reduce vehicle exhaust.

Traffic Incident Management

Arterial Management

Freeway Management  
(e.g., Managed Lanes)

Public Transportation Operational  
Improvements

Active Transportation

Parking Management

Real-time Traveler Information  
Improvements

Transportation Demand  
Management

Congestion Pricing

Freight Management



## Chapter 5: Strategies – Sustainable Infrastructure

### Sustainable Infrastructure

This set of strategies addresses infrastructure-based reductions, such as sustainable pavements, alternative construction, and maintenance practices.



Environmentally Sustainable  
Construction Practices

Renewable Energy Development

Reduction in Operation and  
Maintenance Energy Consumption



## Chapter 5: Strategy Example – Clean Vehicle Technologies

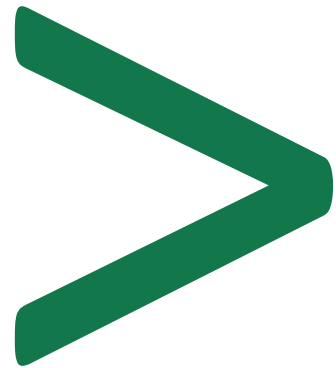
*Strategy 1. Electric or Alternative Fuel Purchases for Public Sector Fleet Vehicle Replacements (Transit Buses, School Buses, Public Fleets)*

This strategy describes the acquisition of electric and alternative fuel vehicles to replace fossil fuel burning vehicles owned by public agencies such as state and local agencies, transit providers, and school districts. The use of alternative fuel vehicles has been demonstrated to result in substantial reductions in carbon emission for public sector fleets. Many public sector fleets, such as transit agencies, are implementing this strategy to curb transportation-source emissions. According to FHWA CRP guidance, projects supporting the deployment of alternative vehicles, including electric vehicles, are eligible under Section (G)(3)(J).

**Learn more:** FTA promotes the Transportation Research Board's (TRB) Guidebook for Deploying Zero-Emission Transit Buses:

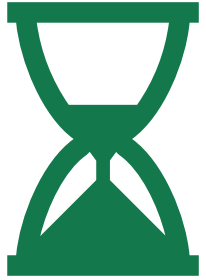
<https://nap.nationalacademies.org/catalog/25842/guidebook-for-deploying-zero-emission-transit-buses>

Criterion	 Safety	 Equity	 Mobility	 Resilience	 Air Quality	 Readiness	 C. Emissions	 Savings	 Development	 Eligibility	 Context
Rating	—	—	—								All



**Review and Feedback**

## Schedule & Next Steps



### Major Milestones:

- Completed a **working draft document** that has gone through an internal GDOT review
- Completed first round **MPO outreach**. Now holding the **second round**.
- Completed all 3 **Advisory Committee** meetings
- Presented at 1 **GAMPO Meeting**. Second is during public review period.

### Next Steps:

#### ★ Public Review:

- Complete document is now available online for public review and feedback
- **Public engagement** will be via the GDOT website
  - 2-week period for receipt of comments (**by October 30**)
  - Document will be available for a 30-day period on the website (**through November 15**)
  - **It is important to hear your feedback in this time**
    - *Please share with your constituents -*
- Continue **stakeholder outreach** with MPOs and GAMPO (*November*)
- Document submission to FHWA on **November 15**

# We Need Your Feedback

## [Carbon Reduction Program - Georgia DOT \(ga.gov\)](#)

- Email [gdotcrp@dot.ga.gov](mailto:gdotcrp@dot.ga.gov)

### Public Involvement

GDOT engaged the public and stakeholders in the state throughout the project. This included individual meetings with all the MPOs in the State, regular coordination with the selected AC, this public webpage, a publicly available webcast recording of summary presentation, and a podcast discussing the CRS. All will be hosted on this webpage.



### Contact Information

Have questions or want more information about the Carbon Reduction Program? Please send us an email by clicking the button below.

Email