

Carbon Reduction Program (CRP) Call for Projects

APPLICATION

April 2026

An electronic copy of the completed application is due:

May 1, 2026 by 5:00 p.m.

Send to:

Jeff Ricketson, Executive Director
Liberty Consolidated Planning Commission
jricketson@thelcpc.org

Phone:

(912) 408-2033

Carbon Reduction Program (CRP)

April 2026 Call for Projects

CHECKLIST FOR APPLICANTS

- Have you answered all applicable questions in the application?

- Has the appropriate person signed the application?

- Have you filled out the detailed budget table on the last page of this application?

- Have you attached a letter from your governing board or chief staff person who is able to commit to the local match?

- Have you attached a project location map?

- Have you attached other information that is applicable to the answers in your application?

Hinesville Area Metropolitan Planning Organization (HAMPO)

Carbon Reduction Program (CRP)

APPLICATION

April 2026

The Hinesville Area Metropolitan Planning Organization (HAMPO) is conducting a competitive project selection process in order to award expected Carbon Reduction Program (CRP) funds.

- **Expected Available Funds:**
 - FY 2027 = \$176,729 (federal portion)
 - FY 2028 = \$180,263 (federal portion)
 - FY 2029 = \$183,869 (federal portion)
 - FY 2030 = \$187,546 (federal portion)
- **Minimum Award for a Project** = No minimum award
- **Maximum Award Each Year** = total available funds for that year and previous year, if unallocated (federal portion, not total project cost)
- **At least 20% of the eligible costs of the proposed project must be non-federal funds.**

The April 2026 Call for Projects will award approximately \$728,407 in FHWA Carbon Reduction Program funds from FY 2027 through FY 2030. The MPO may award one proposal or several. Therefore, an applicant may request up to the expected revenue for the **federally funded** portion for that fiscal year for their proposal. ***Please be aware that the entire \$728,407 is not immediately available for programming in the initial years of the Transportation Improvement Program (TIP), and therefore project sponsors will need to provide additional local match if the project's cost is more than the available revenue for each year.*** MPO staff will coordinate with the project sponsor regarding the TIP programming schedule for their project. The awarded projects or project phases will be amended into the FY 2024-2027 TIP or included in the FY 2027 – 2030 TIP.

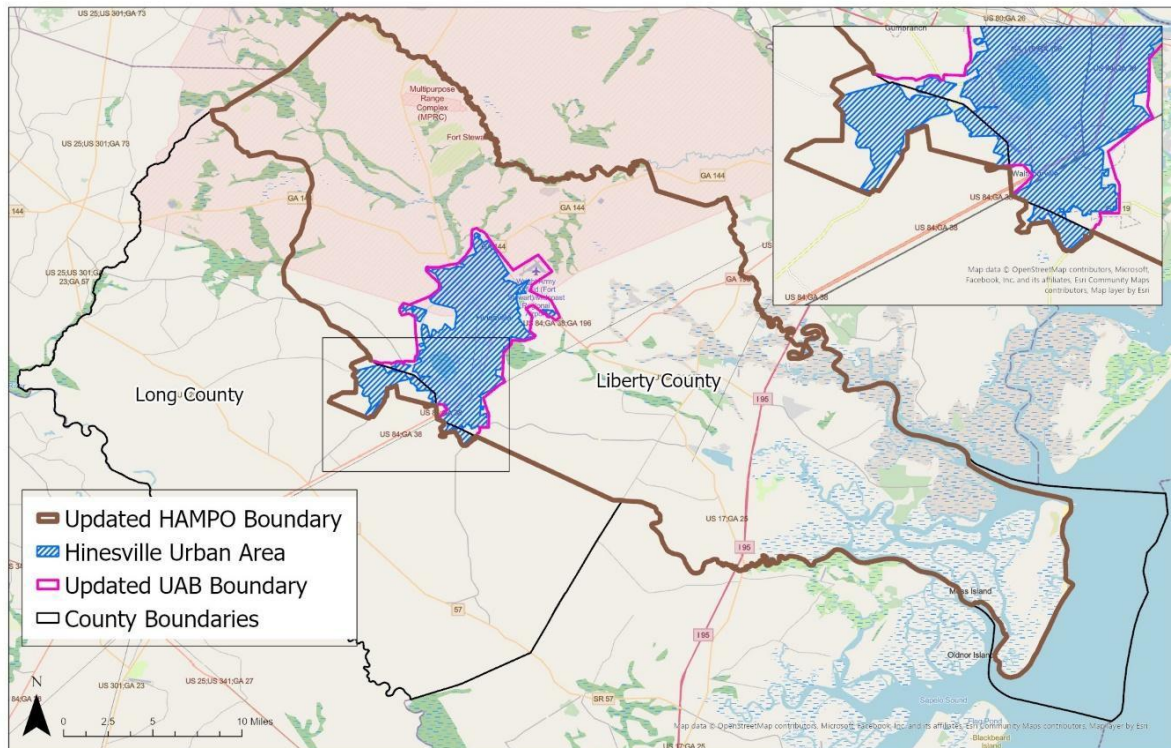
The federal funding request in this application can represent no more than 80% of the total cost of the applicant's proposal. Thus, for example, an applicant requesting \$200,000 in federal CRP funds, and providing no more than the required 20% local match, would be submitting a proposal totaling \$250,000.

- **Federal requirements for the project development process are associated with federal funds.**

Applicants should keep in mind that this federal funding involves adherence to several federal requirements, as applicable, such as the National Environmental Policy Act (NEPA), prevailing wage rates (Davis-Bacon), Buy America, competitive bidding, and other contracting requirements, regardless of whether the projects are located within the right-of-way of a Federal-aid highway. For guidance about the treatment of projects with these federal funds, see the web page at: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

- **Projects funded through this selection process must be located within the HAMPO's Metropolitan Planning Area (MPA) boundary.**

The Metropolitan Planning Area includes all of Liberty County, as well as the urbanized portions of Long County (see map below).



Carbon Reduction Program funding is not subject to the prohibition against use on local roads or rural minor collectors, as generally applies to Surface Transportation Block Grant (STBG) funds.

Applicant and Project Information

Eligible Entities

Please indicate which type of eligible entity is the primary project sponsor: (Select one.)

- Local government

- Regional transportation authority

- Transit agency

- Natural resource agency or public land agency

- School district, local education agency, or school (public or nonprofit private)

- Tribal government

- Other local or regional governmental entity with responsibility for oversight of transportation or recreational trails that the State of Georgia determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

- Non-profit entities responsible for the administration of local transportation safety programs.

****Eligible entities for this grant opportunity must be LAP certified****

Types of Eligible Projects

Please indicate which categories your proposal falls under: (Select as many as apply. The number of categories does not affect your project's score.)

- 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;

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)]

Applicant Information		
Primary Sponsor Agency Name (i.e. agency that will manage implementation) City of Hinesville		Date 4/30/2026
Street Address 115 East M.L. King Jr. Drive	City, State Hinesville, Georgia	Zip Code 31313
Contact Person's Name Ryan Arnold	Title City Manager	
Contact Person's Phone Number 912-369-3303	Contact Person's Email Address rarnold@cityofhinesville.org	
Project Manager's Name (if awarded) Paul Simonton	Title City Engineer	
Project Overview		
Project Name South Main Street Corridor Efficiency Project		
Project Location Description (please also attach a location map) <ul style="list-style-type: none"> • Pedestrian lighting updates at South Main and M.L. King, Jr. Dr. • Update Traffic Lights at S. Main and M.L. King, Jr. Dr / S. Main and General Screven to Adaptive Control Systems • Downtown Street Light Conversion to convert 54 downtown streetlights to 100 watt LED Post Tops Lights with new poles and lights mounted on existing concrete bases 		
County (or counties) in which project is located Liberty	City (or cities), if any, in which project is located: Hinesville	
Proposal Description Summary The City of Hinesville proposes a series of targeted transportation improvements along the South Main Street corridor and within the downtown area to improve traffic efficiency, reduce energy consumption, and enhance pedestrian safety. The project includes pedestrian lighting upgrades at the intersection of South Main Street and Martin Luther King Jr Drive, installation of adaptive traffic signal control systems at the intersections of South Main Street and Martin Luther King Jr Drive and South Main Street and General Screven Way, and the conversion of 54 downtown streetlights to energy-efficient LED post-top fixtures. These improvements will reduce vehicle idling and congestion through adaptive signal technology, lower municipal energy consumption through LED lighting conversion, and create a safer and more accessible environment for pedestrians. Collectively, the project supports the goals of the Georgia Department of Transportation Carbon Reduction Strategy by improving operational efficiency, encouraging multimodal travel, and reducing transportation-related greenhouse gas emissions while strengthening the functionality and safety of Hinesville's downtown corridor.		
Total Estimated Project Cost* \$600,380.00	Federal Funds Requested under CRP \$480,304	Local Match \$120,076

HAMPO

Hinesville Area Metropolitan Planning Organization

100 Main Street, Suite 7520 Hinesville, Georgia 31313

Phone: 912-408-2030 Fax: 888-320-8007

Chairman Donald Lovette, Policy Committee Chair

Jeff Ricketson, AICP, Executive Director

**Please also be sure to fill out the Budget Detail Table at the end of this application.*

Who is providing the local match?

Name of Agency or Organization	Source (e.g. particular CIP fund)
City of Hinesville	TSPLOST/SPLOST

Please attach a letter signed by either your governing board or an official or chief staff person who is able to commit to the stated local match.

Has the agency that will be managing this project previously completed other federal-aid transportation projects? (Choose one)

- 0 completed federal-aid projects
- 1 completed federal-aid project
- 2 completed federal-aid projects
- 3 or more completed federal-aid projects

Please list up to three federal-aid projects completed by your agency, if applicable, ***preferably for projects that are similar to your proposal:***

P.I. No.	Project Name	Sponsor's Project Manager
0015393	Main Street/Ryon Ave From SR 38 To Central Ave	City of Hinesville

What agency will maintain the project after completion?

City of Hinesville

If a maintenance agreement is necessary, has it been executed? (Chose one) Y / N / NA

If yes, please attach the agreement.

N/A

If the completed project will generate the need for operational funds, please describe the estimated annual cost and the status and source of funding for operations. (CRP funds will not cover operations.)

Any annual operating expenses related to electricity usage will be funded through the City of Hinesville General Fund as part of the City's routine utility and infrastructure operating budget.

Will your project require purchase(s) or easement(s) for right-of-way (Choose one) Y / N / Maybe

Additional information:

NO

If other agencies or organizations are partnering with you on this application or on implementation of your proposal, please list and describe the nature of assistance and the status of any agreements (e.g. ROW donations or easements):

Organization #1	
N/A	
Contact Name	Contact Phone
Contact Email:	
Status of Agreement	

Organization #2	
Contact Name	Contact Phone
Contact Email:	
Status of Agreement	

Organization #3	
Contact Name	Contact Phone
Contact Email:	
Status of Agreement	

If funding were available today, and you had already received a Notice to Proceed, how much time do you estimate would be needed for any phases of your project that would be funded by this request:

Phase(s) to be CRP-funded	No. of Months
Phase 1 Adaptive Traffic Light Control Systems	9 Months
Phase 2 Pedestrian Lighting and Downtown Street Light Conversion	6 Months

Please list any necessary preliminary work that already *has been completed*, and provide dates (e.g. GDOT concept approval, FHWA environmental approval or categorical exclusion, etc.):

Steps Completed	Date
N/A no approvals are needed.	

Please describe status of any non-CRP funded work that *still needs to be completed before the project or phase that would be funded by this request can begin* (e.g. if CRP + Local Match will fund only the construction phase, what is the status and schedule for the incomplete preliminary engineering and ROW phases?).

Status of Steps to be carried out before CRP-funded work begins	Estimated completion date
All preliminary work is complete; the project will be ready to go out to bid as soon as funding is awarded.	

In 500 words or less, please describe what public benefits and efficiencies would be provided to our area by your proposed project. (In preparing your answer, we suggest you review the CRP scoring criteria related to the Carbon Reduction Strategy (CRS) strategy evaluation and criteria, as shown in GDOT’s Carbon Reduction Strategy – November 2023:



https://www.dot.ga.gov/PartnerSmart/Documents/CarbonReduction/Carbon_Reduction_Strategy.pdf.

The City of Hinesville proposes a series of infrastructure improvements along the South Main Street corridor and within the downtown area designed to reduce transportation-related emissions while improving safety, mobility, and energy efficiency. The proposed project includes pedestrian lighting updates at the intersection of South Main Street and Martin Luther King Jr Drive, the installation of adaptive traffic signal control systems at the intersections of South Main Street and Martin Luther King Jr Drive and South Main Street and General Screven Way, and the conversion of 54 downtown streetlights to energy-efficient 100-watt LED post top fixtures.

Together, these improvements support several strategies outlined in the Georgia Department of Transportation Carbon Reduction Strategy by improving operational efficiency, reducing energy consumption, and enhancing multimodal transportation access.

The installation of adaptive traffic signal control systems will significantly improve efficiency by allowing traffic signals to automatically adjust their timing based on real-time traffic conditions. Traditional signal timing relies on fixed cycles that often lead to unnecessary delays and vehicle idling. Adaptive signal technology responds to changing traffic volumes throughout the day, reducing stop-and-go conditions, minimizing idle time, and improving overall traffic flow. By reducing congestion and unnecessary vehicle delays along South Main Street, this project will lower fuel consumption and greenhouse gas emissions while improving travel reliability for residents, commuters, and freight movement through the downtown area.

Pedestrian lighting improvements at the intersection of South Main Street and Martin Luther King Jr Drive will enhance pedestrian safety and visibility in an area that experiences both vehicle and pedestrian activity. Improved lighting supports safer crossings and creates a more comfortable environment for walking, particularly during evening hours. By improving pedestrian infrastructure in a key downtown corridor, the project encourages short trips to be made on foot rather than by vehicle, contributing to reduced vehicle miles traveled and supporting the Carbon Reduction Strategy goal of promoting active transportation options.

The conversion of 54 existing downtown streetlights to energy-efficient LED post-top fixtures will further reduce the transportation system's energy footprint. LED lighting consumes significantly less electricity than traditional street lighting technology while providing improved illumination and longer lighting life. This upgrade will reduce the city's energy consumption, lower long-term maintenance costs, and support a safer and more walkable downtown environment.

Collectively, these improvements will produce measurable public benefits for the Hinesville community by reducing transportation-related emissions, improving roadway efficiency, enhancing pedestrian safety, and lowering long-term infrastructure energy consumption. The project also strengthens the functionality and attractiveness of the downtown area, supporting

local economic activity and encouraging multimodal transportation. By combining operational improvements with energy-efficient infrastructure and pedestrian safety enhancements, the proposed project aligns closely with the goals and evaluation criteria outlined in the Georgia Department of Transportation Carbon Reduction Strategy.

SPONSOR

_____ Ryan Arnold _____	_____ City Manager _____
Name	Title

_____ 4/30/2026 _____

Date

Please remember to:

- Fill out the Detailed Budget Table, to the extent applicable, on the following page.
- Attach a letter from your governing board or other official or chief staff person who is able to commit the agency to the stated local match.
- Attach a Project Location Map.
- Attach an executed maintenance agreement if you indicated that one exists.

Budget Detail for Proposal

Project Name: South Main Street Corridor Efficiency Project

Activity	Desired Fiscal Year for TIP Programming (GDOT Fiscal Year) ¹	Total Estimate	Requested HAMPO CRP Federal Funds (Maximum allowed is 80% of your total eligible costs.)	Local Match (Minimum required is 20% of your total eligible costs.)	Local Match Breakdown (by source)					
					Amount A	Source A	Amount B	Source B	Amount C	Source C
PE										
ROW										
Utilities										
Construction										
Other activity Specify: Street light replacement and Traffic Light replacement		\$600,380	\$480,304	\$120,076	\$120,076	TSPOLST/SPOLST				
Other activity Specify:										
Other activity Specify:										
Total Amounts		\$600,380	\$480,304	\$120,076	\$120,076	TSPOLST/SPOLST				

Please use this area to explain whether other grants or sources (not already shown above) are dedicated either to the proposed phase or to future phases, of your project.

N/A

1. The awarded projects or project phases will be amended into the FY 2024 – 2027 TIP or included in the FY 2027 – 2030 TIP. The GDOT fiscal year runs from July 1st to June 30. For example, FY 2026 begins on July 1, 2025 and ends on June 30, 2026. FY 2027 starts on July 1, 2026 and ends on June 30, 2027.

HAMPO

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Project Location Map:

