

**Q: Could Drawdown Georgia data count as existing data our State could use?**

A: EPD and ARC are discussing a partnership with Drawdown Georgia. Drawdown Georgia has produced a GHG tracker that includes monthly reports and reduction measures. This is a great opportunity for Georgia's universities and colleges to showcase the extensive work done by Drawdown Georgia.

**Q: Would Ga Forestry and DNR also be potential steering committee members?**

A: The CPRG Steering Committee consists of Georgia Department of Transportation (GDOT), Atlanta - Region Transit Link Authority (ATL), Georgia Department of Economic Development (GDEcD), Georgia Environmental Finance Authority (GEFA) and Georgia Environmental Protection Division (EPD). It should be noted that EPD is part of DNR. This committee will reach out to other state agencies for input, as necessary.

**Q: No public transportation? No reduction in VMT? No modal shift to walking / micro mobility?**

A: EPD is not excluding it. We started with what we know. We know permit facilities and we work with air quality, so we are aware of EV battery manufacturing. If you have any information you would like to share with us, please fill out our survey [here](#).

**Q: Will EPD's plan work in concert with other state plans such as GDOT Carbon Reduction Program?**

A: The Steering Committee will help us collaborate with GDOT. We can find out what programs they are involved in and make sure everything we do complements the programs they are doing.

**Q: If we know of multi-jurisdictional plans that are partially in the Atlanta MSA and partially outside, should be coordinate primarily through EPD or ARC?**

A: EPD meets on a regular basis with ARC. If it was something that could benefit both sides, notify both of us. We would make sure that whoever needed the information would get it.

**Q: .....it appears that only state, tribes and municipalities are eligible for implementation grants. How would you advise a company such as Anovion to work with the state to advance GHG reducing projects at its facilities – projects such as the capture of waste heat to increase the plant's efficiency?**

**How will companies such as Anovion best engage in the strategy's development? Moreover, will the state use the plan to identify federal resources that could accelerate the electric car industry in the state beyond those provided by EPA.....?**

A: EPD is still in the process of making plans. In the meantime, interested stakeholders should fill out our [Request for Information](#) and sign up for announcements [here](#). Filling out the RFI will help us understand stakeholder projects, plans, and needs.

**Q: Will your GHG emissions reduction focus include Scope 3?**

A: ARC can't say exactly that they will dive into scope 3. That is more of the end users and behavioral side of greenhouse gas emissions including what happens within building materials and waste. Right now, ARC says it's a possibility, but they have just begun to think about the process. They will start diving

into other plans that are available through local governments and other partners covering the MSA to see what they consider the most effective.

ARC is taking input from interested stakeholders on this [survey](#).

**Q: Will the Funding Opportunity that is slated to be released in September be based on the draft of the PCAP that Georgia has at that time? What will happen if additional sectors/projects are added to the PCAP after the fact?**

A: The CPRG requires that only projects that qualify under the PCAP eligible measures can be considered for Implementation Grants. You can read more about it [here](#). EPA has stated that there will be only one grant opportunity.

**Q: What is the plan for community-based organizations and smaller hub and micro grid projects?**

A: EPD is still in the process of making plans. In the meantime, interested stakeholders should fill out our [Request for Information](#) and sign up for announcements [here](#). Filling out the RFI will help us understand stakeholder projects, plans, and needs.

**Q: What would you say that folks in LIDAC communities can or should do with this new grant? Is their local citizen action to be taken from this grant or simply government, policy, and business stakeholders? Also, how recently we're the LIDAC communities determined?**

A: EPD is still in the process of making those plans. In the meantime, I suggest that interested stakeholders fill out our [Request for Information](#) and sign up for announcements [here](#). Filling out the RFI will help us understand stakeholder projects, plans, and needs.

EPD recommends that people go to EPA's CPRG website for [LIDAC guidance](#). In terms of the tools that are required to identify the communities, the [CEJST](#) and [EJ Screen](#) use detailed methodologies to determine what percentage of the community is considered a vulnerable community based on different metrics. The census data is from 2010 and not the latest 2020.

**Q: What is the implication of picking specific sectors such as EV in how you respond to this opportunity?**

A: Georgia has a lot of EV development throughout the state of Georgia. In Georgia mobile sources are the largest source of greenhouse gases in the state. This is where Georgia EPD is starting but not where we will end. The CPRG must touch on all six key sectors (electrification generation, transportation, waste and materials management, agriculture/natural and working lands, industry, and commercial and residential buildings).

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**Q: Is this collective willing to give this same presentation if requested by a DAC?**

A: If you have a meeting where you would see the need for EPD to come and speak, reach out to us. We will evaluate based on our meaningful engagement process and resources.

**Q: How will the plan follow and incorporate the Justice 40 initiative?**

A: EPD recommends that people go to EPA's CPRG website for [additional guidance](#).

ARC has done some work through their transportation plans and land use conference plans over the years, and are pulling upon what has worked well/what hasn't worked well with that. ARC is also having internal conversations to think about what they can do for this plan. ARC also acknowledges that they have several other climate-related plans and projects going on at the same time but within their transportation group as well as within their natural resources group. ARC is trying to figure out a cohesive strategy to involve low income and disadvantaged communities and stakeholders so that they don't give stakeholder burnout.

ARC is taking input from interested stakeholders on this [survey](#).

**Q: Other states have secured passenger rail manufacturing, and we have a few local E-Bike manufacturers in Georgia. Are these opportunities to expand through this process?**

A: EPD is still in the process of making plans. In the meantime, interested stakeholders should fill out our [Request for Information](#) and sign up for announcements [here](#). Filling out the RFI will help us understand stakeholder projects, plans, and needs.

**Q: Is the state considering conducting a full vulnerability assessment?**

A: This is one of ARC's main questions as they started to dig into what exactly the plan would need to look like, and EPA has been very clear that this is a climate action greenhouse gas mitigating plan. To the extent that there's the opportunity for addressing vulnerabilities and resilience with some of these greenhouse gas mitigation strategies, that's great. ARC can call out the co-benefits, but EPA is very much wanting this to be a climate action plan.

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**Q: Would it be beneficial to this process to help develop a process for the QAPP that will help to identify community or organization emission priorities and strategies to reduce them? Or will this process be developed by the US EPA? Delving into specific metrics can be a challenge, but highly useful.**

A: The QAPP is a plan that EPD must put together to show EPA the parameters EPD will use to quality assure and quality control the inventory data collection and use. This must be developed by EPD and approved by EPA before any data collection begins.

**Q: How do you plan to engage power providers, such as GA Power, EMCs, and MEAG?**

A: Power companies are key stakeholders and EPD will work with GEFA on potential opportunities.

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**Q: Will this be approached from a regulation/policy perspective or a climate science perspective or both?**

A: EPD is still in the process of making plans. In the meantime, interested stakeholders should fill out our [Request for Information](#) and sign up for announcements [here](#). Filling out the RFI will help us understand stakeholder projects, plans, and needs.

**Q: Would it be correct to assume that efforts/projects that would result in significant criteria pollutant benefits would be favored, particularly if they brought air pollution benefits to LIDAC[C] communities?**

A: EPA has developed a scoring system that includes a point system that ranks LIDAC benefits analysis. This is separate from the co-benefits analysis that is required for the CCAP submittal. For the PCAP a co-benefits analysis is encouraged but not required.

**Q: Is this part of the U.S. National Blueprint for Transportation Decarbonization or a separate initiative?**

A: The CPRG is authorized under Section 60114 of the Inflation Reduction Act.

**Q: Are there discussions around K-12 educators partnering with community organizations to work on emission reduction projects within their classroom/schools? This could help train the next generation of leaders for the green economy adding value to Georgia's workforce. Thoughts on this?**

A: EPD is still in the process of making plans. In the meantime, interested stakeholders should fill out our [Request for Information](#) and sign up for announcements [here](#). Filling out the RFI will help us understand stakeholder projects, plans, and needs.

**Q: So if ARC is leading the effort for the 57% of the population in the Atlanta metro area, who is leading the charge for the other 43% of us? Who can our communities coordinate with on this if we do not already have a climate action plan in place?**

A: One option is to speak with local governments. State and local governments are eligible to apply for implementation grants. You can read more about it [here](#).

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You can also contact the regional commissions in your region of your state, or EPA for EPA's Advanced Program.

**Q: How or will planning resources \$\$ be shared with municipalities?**

A: On September 20, EPA released a Notice of Funding Opportunity (NOFO) detailing this. Here you can find [additional guidance](#).

**Q: Through your resources, are there any local training or air monitors available?**

A: There are some other grant opportunities where this is being included. If that is something you're interested in, you could reach out to EPD or ARC, and we could try and connect you.

**Q: When it comes to art and music and media have roots in Atlanta in Georgia and the South broadly and so I'm wondering if there's been interest in or conversations about how to lead with storytelling**

**and artistic and creative means to really in better engage communities and like push the envelope and how we are. As both like as an artist and environmental practitioner. I've been trying to like actively seek community.**

A: ARC has a person or two on staff that are looking at that. They are part of the community engagement team that ARC referenced earlier as they are thinking about their strategy.

ARC is taking input from interested stakeholders on this [survey](#).

**Q: Can local governments use the implementation phase to develop or update a climate plan?**

A: Yes, local governments can use the implementation phase to develop or update a climate plan. On September 20, EPA released a Notice of Funding Opportunity (NOFO) detailing this. Here you can find [additional guidance](#).