



# FHWA's NEW CARBON REDUCTION PROGRAM

Technical Committee

February 7, 2023



# New Carbon Reduction Program

The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources.

## Carbon Reduction Strategy

- Requires each State, in consultation with any MPO designated within the State, to:
  - develop a carbon reduction strategy not later than 2 years after enactment; and
  - update that strategy at least every four years;
- Requires the carbon reduction strategy to–
  - support efforts–and identify projects and strategies–to support the reduction of transportation emissions;
  - at the State's discretion, quantify the total carbon emissions from production, transport, and use of materials used in the construction of transportation facilities in the State; and
  - be appropriate to the population density and context of the State, including any MPO designated within the State.

# CRP – Eligible Activities

- traffic management
- truck stop electrification
- public transportation
- transportation alternatives
- advanced transportation and congestion mgm technologies
- intelligent transportation systems
- development of a Carbon Reduction Strategy
- travel demand management
- efforts to reduce the impacts of freight movement
- deployment of alternative fuel vehicles
- diesel engine retrofits
- traffic flow improvements that do not involve construction of new capacity; and
- projects that reduce transportation emissions at port facilities

# CRP Sub-allocation

- 65% of a State's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population. Funds attributed to an urbanized area may be obligated in the metropolitan area established under 23 U.S.C. 134 that encompassed the urbanized area:
  - *Urbanized areas with an urbanized area population greater than 200,000*: This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors.
  - *Urbanized areas with an urbanized area population of at least 50,000 but no more than 200,000*: This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors.

# CRP Sub-allocation

- *Urban areas with population at least 5,000 and no more than 49,999.*
- *Areas with population of less than 5,000.*
- The remaining 35% of the State's CRP apportionment be obligated in any area of the State.
- Requires each State, over the period of FY 2022-2026, to make available to each urbanized area with a population of at least 50,000 obligation authority for use with the sub-allocated CRP funding. States are required to divide the funding to urbanized areas with a population of at least 50,000 based on the relative population of the areas.

# Distribution of FY 2022 CRP Funds

State	Total CRP Apportionment	Sub-allocated Apportionment				Apportionment Available for any area
		Areas over 200K	50K ≤ Areas ≤ 200K	5K ≤ Areas < 50K	Areas < 5K	
MD	18,135,480	8,606,457	1,240,562	328,732	1,612,311	6,347,418

Urbanized Area	Population	Apportionment
Baltimore	2,203,663	4,499,295
Aberdeen/Bel Air	213,751	436,423
Westminster/Eldersburg	72,714	148,463

# Possible Projects from Priority Letters

Anne Arundel County - South Shore Trail. (Bike project)

Annapolis - MD 450 at USNA Bridge: King George St to City Dock. Taylor Avenue (MD 435) to Westgate Circle. (Bike project)

Baltimore City - Transit Flow and Access Improvements

Baltimore County - Electric Buses & Charging Infrastructure for Transit

Carroll County – Transit fleet replacement

Harford County - US 40 at Otsego Street/Ohio Street Intersection

Howard County - Bike Howard implementation

Queen Anne's County - Ped overpass crossing US 50/301 on Kent Island near the US 50 and MD 8 interchange

# For More Information

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