



Carbon Reduction Program

National Capital Region Transportation Planning Board

July 17, 2024

Agenda Item 9a

Agenda for Today

- Priorities for the Carbon Reduction Program (CRP)
- Available Suballocation for TPB Region
- Project Identification and Selection Process
- Process for Reviewing Applications
- Next Steps

Priorities for CRP

- MDOT has been working to:
 - Reset the CRP funding process in coordination with our MPO partners
 - Maximize the carbon reduction benefit of the funds as much as possible
 - Obligate the available CRP allocations to avoid lapsing funds
 - Advance eligible near-term carbon reduction projects, and create a pipeline of potential future projects

CRP Suballocation

Area	FY22 (Oct 2022 – Sept 2023)	FY23 (Oct 2023 – Sept 2024)	FY24 (Oct 2024 – Sept 2025)	Current Total
CRP >200K <i>Washington, DC</i>	\$3,571,327 <i>\$3,571,327</i>	\$3,642,754 <i>\$3,642,754</i>	\$3,888,142 <i>\$3,888,142</i>	\$11,102,223 <i>\$11,102,223</i>
CRP 50K – 200K <i>Frederick, MD</i> <i>Waldorf, MD</i>	\$513,486 <i>\$289,061</i> <i>\$224,425</i>	\$523,756 <i>\$294,842</i> <i>\$228,914</i>	\$585,808 <i>\$350,337</i> <i>\$235,471</i>	\$1,623,050 <i>\$934,240</i> <i>\$688,810</i>
	<i>Lapses Sept 2025</i>	<i>Lapses Sept 2026</i>	<i>Lapses Sept 2027</i>	

Funds are also available for rural areas with population under 50,000 and 5,000.

Project Identification and Selection

- MDOT solicited applications for Carbon Reduction Program funds through the Climate Focused Funding Portal in March and April
 - MPOs, local governments, MDOT Modal Administrations and partners were able to apply to identify projects eligible for CRP funds
- MDOT hosted a Coordination meeting with staff from MPOs statewide on April 30 to discuss the application review process
 - MDOT and TPB Staff began reviewing applications in May
- MDOT and TPB Staff met on June 14 to reach consensus on projects recommended for this round of CRP funding

Process for Reviewing Applications

- MDOT staff performed an initial eligibility and readiness screening for each of the applications received that was shared with the TPB Staff and FHWA
- MDOT and TPB Staff evaluated applications using the following criteria:
 - **Timeline for Obligation** – When will the project be ready to obligate?
 - **GHG Reduction Potential** – Will the project help to reduce GHG emissions?
 - **Environmental Justice** – Is the project located in environmental justice areas?
 - **Priority Project** – Does the project align with regional and state priorities?
- MDOT and TPB Staff reviewed the applications at the same time and developed a recommended list of projects to advance for funding

Next Steps

- MDOT will prepare award letters and begin coordination with applicants for project-specific agreements and moving towards obligating funds
- MDOT will continue to work closely with TPB staff to identify and advance eligible projects for the Waldorf and Frederick suballocation areas
- MDOT will schedule a meeting with the MPOs to evaluate the CRP application process and identify opportunities for improvement for future rounds of funding



Thank You!



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PROJECTS RECOMMENDED FOR FUNDING IN MARYLAND UNDER THE CARBON REDUCTION PROGRAM (CRP)

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Transportation Planning Board
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TPB GHG Reduction Goals and Strategies

- In June 2022, the TPB adopted voluntary greenhouse gas reduction (GHG) goals for the region's on-road transportation sector
 - 50% below 2005 levels by 2030, and 80% below 2005 levels by 2050
- The TPB also adopted seven priority greenhouse gas reduction strategies:
 - Improve walk/bike access to all TPB identified high-capacity transit stations
 - Increase walk/bike modes of travel - complete the TPB's National Capital Trail Network by 2030
 - Convert private and public sector light, medium and heavy-duty vehicles, and public transit buses to clean fuels, by 2030
 - Deploy a region-wide robust electric vehicle charging network (or refueling stations for alternate fuels).
 - Add additional housing units near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers
 - Reduce travel times on all public transportation bus services.
 - Implement transportation system management & operations (TSMO) improvement measures at all eligible locations by 2030



Maryland CRP Project Selection Process

- Maryland conducted a project solicitation for projects eligible for CRP funding through a newly-developed Climate Focused Funding Portal
- The application was open to MPOs, local governments, MDOT Modal Administrations, and partners. The solicitation period opened on March 11 and closed on April 30, 2024
- MDOT received eight applications for the Maryland portion of the Washington D.C urban area, all of which were deemed to be eligible for CRP funding
- Applications were reviewed for timeline for obligation, greenhouse gas reduction potential, environmental justice and equity, and regional and state priorities
- MDOT and TPB Staff met on June 14 to reach consensus on projects recommended for this round of CRP funding

Projects Recommended for Maryland CRP Funding

Project Title	Project Sponsor	County	Federal CRP Funds	Matching Funds	Project Total
Anacostia Riverwalk Trail Lincoln Connector Segment	SHA/DDOT	Prince George's	\$ 300,000	\$ 75,000	\$ 375,000
MD 210 Pedestrian and Bicycle Connectivity	SHA	Prince George's	\$ 1,280,000	\$ 320,000	\$ 1,600,000
MD 190 from Brookside Drive to Little Falls Parkway	SHA	Montgomery	\$ 1,200,000	\$ 300,000	\$ 1,500,000
City of Rockville Transportation GHG Reduction Projects (EV Design)	City of Rockville	Montgomery	\$ 324,051	\$ 81,013	\$ 405,064
Montgomery County Community EV Charging Network	Montgomery County	Montgomery	\$ 2,668,233	\$ 667,058	\$ 3,335,291
City of Rockville Transportation GHG Reduction Projects (Bikeshare)	City of Rockville	Montgomery	\$ 371,200	\$ 92,800	\$ 464,000
		Totals:	\$ 6,143,484	\$ 1,535,871	\$ 7,679,355



Next Steps

- Adopt Resolution R2-2025 to approve the projects being added to the FY 2023-2026 Transportation Improvement Program (TIP) for CRP funding



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