

**ITEM 9 – Action  
July 17, 2024**

**Carbon Reduction Program:  
Department of Transportation Briefings**

**Background:** The board will be briefed on collaboration with the state DOTs on project identification and selection for formula funding from the Carbon Reduction Program, which was established by the Bipartisan Infrastructure Law and provides funds for projects designed to reduce carbon dioxide emissions from on-road transportation.

**Item 9A Carbon Reduction Program: Maryland Department of Transportation**

**Action:** Adopt Resolution R2-2024 to approve projects being added to the FY 2023-2026 Transportation Improvement Program for CRP funding.

**Background:** The board will receive a briefing from MDOT staff on their project identification and selection process for Carbon Reduction Program (CRP) funding. TPB staff will present the recommended projects and the resolution for TPB approval.

**ATTACHMENTS**

- Item 9 – TPB Carbon Reduction Program Overview Presentation
- Item 9A – MDOT Carbon Reduction Program Presentation and Carbon Reduction Program Maryland Approval Package

TPB R2-2025  
July 17, 2024

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**  
777 North Capitol Street, N.E.  
Washington, D.C. 20002

**RESOLUTION TO APPROVE PROJECTS IN MARYLAND FOR FUNDING UNDER THE  
FEDERAL HIGHWAY ADMINISTRATION'S CARBON REDUCTION PROGRAM (CRP) AND  
TO AMEND THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
TO INCLUDE TIP ACTION 23-43.2 ADDING THESE PROJECTS, AS REQUESTED BY  
THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the metropolitan area; and

**WHEREAS**, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

**WHEREAS**, on June 15, 2022, the TPB adopted the FY 2023-2026 TIP; and

**WHEREAS**, the IIJA, also known as the Bipartisan Infrastructure Law, established the Carbon Reduction Program that provides a total of \$6.4 billion in formula funding nationally for FY 2022 through FY 2026. for "projects designed to reduce transportation emissions, defined as carbon dioxide emissions from on-road transportation sources"; and

**WHEREAS**, 65% percent of each state's apportionment is to be obligated to areas based on the proportion of the state's population residing in that area and 35% of the apportionment can be spent anywhere in the state; and

**WHEREAS**, the Carbon Reduction Program provides funding for transportation programs and projects defined as eligible per the Carbon Reduction Program Implementation Guidance from the Federal Highway Administration (FHWA) dated April 21, 2022; and

**WHEREAS**, the Carbon Reduction Program provides an opportunity to fund projects and programs in the region to reduce carbon emissions and support the greenhouse gas reduction goals for the region's on-road transportation sector adopted by the TPB in June 2022: 50% below 2005 levels by 2030 and 80% below 2005 levels by 2050; and

**WHEREAS**, a solicitation for project applications for Carbon Reduction Program funding was conducted by the Maryland Department of Transportation between March 11 and April 30, 2024; and

**WHEREAS**, after reviewing each projects' ability to meet selection criteria and project readiness for obligation, TPB and MDOT staff met on June 14, 2024, and recommended awarding \$6.14 million in federal Carbon Reduction Program (CRP) funding for six projects as described in the attached materials and listed at the end of this resolution; and

**WHEREAS**, FHWA guidance states that projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan (23 U.S.C. 134 and 23 U.S.C. 135); and

**WHEREAS**, MDOT has proposed an amendment to the FY 2023-2026 TIP under TIP Action 23-43.2 to add \$24.35 million in CRP and state matching funds to fiscal years 2024–2026 for a new project grouping record, the **Areawide Carbon Reduction Program (T13620)**, which includes the \$6.14 million CRP and \$1.5 million in matching funds for the six recommended projects, as described in the attached materials and listed at the end of this resolution; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Table of Projects Recommended for Funding in Maryland under the Carbon Reduction Program,
- ATTACHMENT B) Program Overview Report showing how the amended project grouping record will appear in the TIP following approval, and
- ATTACHMENT C) Letter from MDOT dated June 21, 2024, requesting the TIP amendment; and

**WHEREAS**, this project grouping and the six recommended projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, funding for this program was included in the financial analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP; and

**WHEREAS**, FHWA's program guidance defines coordination as "the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate (23 CFR 450.104)" and MDOT and TPB have satisfied this coordination expectation.

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board approves these six projects for funding under the Carbon Reduction Program in Maryland and approves an amendment to the FY 2023-2026 TIP under TIP Action 23-43.2 to add \$24.35 million in CRP and state matching funds to fiscal years 2024–2026 for a new project grouping record, the **Areawide Carbon Reduction Program (T13620)**, which includes

the \$6.14 million CRP and \$1.5 million in matching funds for the six selected projects, as described in the three attachments and listed below:

- Anacostia Riverwalk Trail Lincoln Connector Segment
- MD 210 Pedestrian and Bicycle Connectivity
- MD 190 from Brookside Drive to Little Falls Parkway
- City of Rockville Transportation GHG Reduction Projects (EV Station Design)
- City of Rockville Transportation GHG Reduction Projects (Bikeshare Stations)
- Montgomery County Community EV Charging Network

TPB R2-2025 Attachment A: Table of Projects Recommended for Funding in Maryland Under the Carbon Reduction Program

Project Title	Project Description	Project Sponsor	County	Federal CRP Funds	Matching Funds	Project Total
Anacostia Riverwalk Trail Lincoln Connector Segment	The State Highway Administration will complete the planning and preliminary engineering for the Lincoln Connector Trail, an important segment between the Anacostia Riverwalk Trail and the US 50 bridge over the Anacostia River and part of a partnership with the DC Department of Transportation.	SHA/DDOT	Prince George's	\$ 300,000	\$ 75,000	\$ 375,000
MD 210 Pedestrian and Bicycle Connectivity	The State Highway Administration will complete the final design to create a north-south bicycle and pedestrian connection along MD 210 in Prince George's County from the Henson Creek Trail to the Woodrow Wilson Bridge Trail, the National Harbor commercial area, the Oxon Cove Park, and other nearby destinations.	SHA	Prince George's	\$ 1,280,000	\$ 320,000	\$ 1,600,000
MD 190 from Brookside Drive to Little Falls Parkway	The State Highway Administration will perform preliminary engineering and design for a series of bicycle and pedestrian improvements along MD190 in Montgomery County to enhance user comfort and safety, and to establish a safe and efficient multi-modal transportation system.	SHA	Montgomery	\$ 1,200,000	\$ 300,000	\$ 1,500,000

<p><b>City of Rockville Transportation GHG Reduction Projects (EV Design)</b></p>	<p>The City of Rockville will complete the design and installation of up to four electric vehicle charging stations at publicly owned facilities or right-of way to help expand equitable access to charging infrastructure across the City.</p>	<p>City of Rockville</p>	<p>Montgomery</p>	<p>\$ 324,051</p>	<p>\$ 81,013</p>	<p>\$ 405,064</p>
<p><b>Montgomery County Community EV Charging Network</b></p>	<p>Montgomery County will purchase and install up to 17 electric vehicle charging stations at publicly owned properties as part of a County-wide strategy to accelerate electric vehicle adoption among the public and the County fleet.</p>	<p>Montgomery County</p>	<p>Montgomery</p>	<p>\$ 2,668,233</p>	<p>\$ 667,058</p>	<p>\$ 3,335,291</p>
<p><b>City of Rockville Transportation GHG Reduction Projects (Bikeshare)</b></p>	<p>The City of Rockville will install up to four new bikeshare stations to expand bikeshare and promote micromobility options close to the Twinbrook Metro station and nearby communities.</p>	<p>City of Rockville</p>	<p>Montgomery</p>	<p>\$ 371,200</p>	<p>\$ 92,800</p>	<p>\$ 464,000</p>
<p><b>Grand Totals:</b></p>				<p>\$ 6,143,484</p>	<p>\$ 1,535,871</p>	<p>\$ 7,679,355</p>



National Capital Region  
**Transportation Planning Board**

ATTACHMENT B - PROGRAM OVERVIEW REPORT  
 TIP ACTION 23-43.2: FORMAL AMENDMENT TO THE  
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
 REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION

<b>TIP ID</b>	T13620	<b>Lead Agency</b>	Maryland Department of Transportation - State Highway Administration	<b>Project Type</b>	Other
<b>Project Name</b>	Areawide Carbon Reduction Program	<b>County</b>	Charles, Frederick, Montgomery, Prince Georges	<b>Total Cost</b>	\$24,350,000
<b>Project Limits</b>		<b>Municipality</b>		<b>Completion Date</b>	
		<b>Agency Project ID</b>			

**Description** Program to provide improvements that reduce transportation carbon dioxide emissions, including traffic management, public transportation, pedestrian facilities, alternative fuels, and port electrification.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	CRP	-	-	\$600,000	\$3,600,000	\$5,200,000	-	-	\$9,400,000	\$9,400,000
PE	DC/ STATE	-	-	\$400,000	\$900,000	\$1,300,000	-	-	\$2,600,000	\$2,600,000
	<b>Total PE</b>	-	-	\$1,000,000	\$4,500,000	\$6,500,000	-	-	\$12,000,000	\$12,000,000
ROW	CRP	-	-	-	\$320,000	\$320,000	-	-	\$640,000	\$640,000
ROW	DC/ STATE	-	-	-	\$80,000	\$80,000	-	-	\$160,000	\$160,000
	<b>Total ROW</b>	-	-	-	\$400,000	\$400,000	-	-	\$800,000	\$800,000
CON	CRP	-	-	-	\$3,600,000	\$4,800,000	-	-	\$8,400,000	\$8,400,000
CON	DC/ STATE	-	-	-	\$900,000	\$1,200,000	-	-	\$2,100,000	\$2,100,000
	<b>Total CON</b>	-	-	-	\$4,500,000	\$6,000,000	-	-	\$10,500,000	\$10,500,000
PLANNING	CRP	-	-	\$280,000	\$280,000	\$280,000	-	-	\$840,000	\$840,000
PLANNING	DC/ STATE	-	-	\$70,000	\$70,000	\$70,000	-	-	\$210,000	\$210,000
	<b>Total PLANNING</b>	-	-	\$350,000	\$350,000	\$350,000	-	-	\$1,050,000	\$1,050,000
	<b>Total Programmed</b>	-	-	\$1,350,000	\$9,750,000	\$13,250,000	-	-	\$24,350,000	\$24,350,000

\*Not Location Specific

TIP Document	Version History			Current Change Reason
	MPO Approval	FHWA Approval	FTA Approval	
23-43.2 Amendment 2023-2026	07/17/2024	Pending	Pending	SCHEDULE / FUNDING / SCOPE - New project



Wes Moore  
Governor  
Aruna Miller  
Lieutenant Governor  
Paul J. Wiedefeld  
Secretary

June 21, 2024

The Honorable Christina Henderson  
Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE, Suite 300  
Washington DC 20002

Dear Chair Henderson:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board’s (TPB) Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP) for one new project in the FY 2023-2026 TPB TIP on behalf of the Maryland State Highway Administration (SHA) as described below and in the attached memo.

This action reflects SHA’s updated programmed expenditures and project schedules from FY 2023 to FY 2026 for the Carbon Reduction Program federal formula funding. This amendment will fund projects that support the reduction of transportation emissions, including, but not limited to the deployment of electric vehicles and charging infrastructure, design of bicycle and pedestrian infrastructure, projects that promote mode shift, and projects to replace street lighting and traffic control devices with energy-efficient alternatives. Eligible projects were identified and reviewed, in coordination with TPB, and selected projects were recommended for funding. This project does not affect the Air Quality Conformity Determination for the 2022 Update to Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
13620	Areawide Carbon Reduction Program	\$24,350	Adds new project and Carbon Reduction funds.

MDOT requests that this amendment be approved at the upcoming July 17, 2024, TPB meeting.



The Honorable Christina Henderson  
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The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact me at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.maryland.gov. I will be happy to assist you.

Sincerely,

A handwritten signature in black ink that reads "Kari M. Snyder". The signature is written in a cursive style with a large initial "K" and "S".

Kari Snyder  
Regional Planner  
Office of Planning and Capital Programming (OPCP)

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPCP, MDOT

**MEMORANDUM**

**TO:** OFFICE OF PLANNING AND CAPITAL PROGRAMMING (OPCP)  
 DEPUTY DIRECTOR MICHELLE MARTIN  
 MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**ATTN:** OPCP REGIONAL PLANNER DAN JANOUSEK  
 OPCP REGIONAL PLANNER KARI SNYDER

**FROM:** REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)  
 CHIEF TARA PENDERS

**SUBJECT:** REQUEST TO AMEND THE NATIONAL CAPITAL REGION  
 TRANSPORTATION PLANNING BOARD (TPB) FY 2023-2026  
 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**DATE:** JUNE 18, 2024

**RESPONSE**  
**REQUESTED BY:** N/A

*TJP* 6/18/2024

**PURPOSE OF MEMORANDUM**

To request the MDOT Office of Planning and Capital Programming approve and forward to TPB for its approval the following TIP amendments.

**SUMMARY**

The MDOT State Highway Administration (SHA) hereby requests amendment of the FY 2023-2026 TPB TIP to reflect the following action.

TIP	PROJECT	PHASE	NEW FUNDING
T13620	Areawide Carbon Reduction Program	PP	\$1,050,000
		PE	\$12,000,000
		RW	\$800,000
		CO	\$10,500,000

**ANALYSIS**

*Areawide Carbon Reduction Program (TPB 13620)* – This requested amendment reflects the addition of a new project to the FY 2023-2026 TPB TIP and adds \$24,350,000 in federal Carbon Reduction Program (CRP) funds and State funds to the FY 2023-2026 TPB TIP for planning, preliminary engineering, right-of-way, and construction for TPB 13620. This amendment ensures the FY 2023-2026 TPB TIP reflects SHA programmed project expenditures and project schedules in FY 2023-2026.

The attached Statewide TIP (STIP) reports document MDOT’s requested amendment with respect to funding for the above projects. These requested actions will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The amended funding does not

Ms. Michelle Martin  
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affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2024-2029 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2023-2026 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. David Rodgers, SHA Office of Planning and Preliminary Engineering (OPPE) Regional and Intermodal Planning Division (RIPD) Regional Planner, at 410-545-5670 or via email at [drodgers1@mdot.maryland.gov](mailto:drodgers1@mdot.maryland.gov).

#### ATTACHMENTS

- FY 2023-2026 TPB TIP project 13620 report
- FY 2022-2025 Maryland STIP project TPB 13620 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, SHA  
Mr. Nate Evans, Assistant Chief, RIPD, SHA  
Ms. Cheryl Ladota, Assistant Chief, RIPD, SHA  
Mr. David Rodgers, Regional Planner, RIPD, SHA  
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, SHA  
Mr. David Schlie, Regional Planner, RIPD, SHA



National Capital Region Transportation Planning Board  
 FY 2023-2026 Transportation Improvement Program  
 Maryland Department of Transportation - State Highway Administration  
**ALL 23TIP TIP ACTIONS**

<b>TIP ID</b>	T13620	<b>Lead Agency</b>	Maryland Department of Transportation - State Highway Administration	<b>Project Type</b>	Other
<b>Project Name</b>	Arcawide Carbon Reduction Program	<b>County</b>	Charles, Frederick, Montgomery, Prince Georges	<b>Total Cost</b>	\$24,350,000
<b>Project Limits</b>		<b>Municipality</b>		<b>Completion Date</b>	
		<b>Agency Project ID</b>			

**Description** Program to provide improvements that reduce transportation carbon dioxide emissions, including traffic management, public transportation, pedestrian facilities, alternative fuels, and port electrification.

\*Not Location Specific

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	CRP		-	\$600,000	\$3,600,000	\$5,200,000	\$5,200,000	-	\$9,400,000	\$9,400,000
PE	DC/STATE		-	\$400,000	\$900,000	\$1,300,000	\$1,300,000	-	\$2,600,000	\$2,600,000
		<b>Total PE</b>	-	\$1,000,000	\$4,500,000	\$6,500,000	\$6,500,000	-	\$12,000,000	\$12,000,000
ROW	CRP		-	-	\$320,000	\$320,000	\$320,000	-	\$640,000	\$640,000
ROW	DC/STATE		-	-	\$80,000	\$80,000	\$80,000	-	\$160,000	\$160,000
		<b>Total ROW</b>	-	-	\$400,000	\$400,000	\$400,000	-	\$800,000	\$800,000
CON	CRP		-	-	\$3,600,000	\$4,800,000	\$4,800,000	-	\$8,400,000	\$8,400,000
CON	DC/STATE		-	-	\$900,000	\$1,200,000	\$1,200,000	-	\$2,100,000	\$2,100,000
		<b>Total CON</b>	-	-	\$4,500,000	\$6,000,000	\$6,000,000	-	\$10,500,000	\$10,500,000
PLANNING	CRP		-	\$280,000	\$280,000	\$280,000	\$280,000	-	\$840,000	\$840,000
PLANNING	DC/STATE		-	\$70,000	\$70,000	\$70,000	\$70,000	-	\$210,000	\$210,000
		<b>Total PLANNING</b>	-	\$350,000	\$350,000	\$350,000	\$350,000	-	\$1,050,000	\$1,050,000
		<b>Total Programmed</b>	-	\$1,350,000	\$9,750,000	\$13,250,000	\$13,250,000	-	\$24,350,000	\$24,350,000

**Version History**

**Current Change Reason**  
 SCHEDULE / FUNDING / SCOPE - New project

MPO Approval FHWA Approval FTA Approval

23-43.2 Amendment 2023-2026

Pending Pending N/A



Proposed Phase	FY 2022			FY 2023			FY 2024			FY 2025			TOTAL		
	Federal	State/Local		Federal	State/Local		Federal	State/Local		Federal	State/Local		Federal	State/Local	Total
PP	\$ -	\$ -	-	\$ -	\$ -	-	\$ 280	\$ -	-	\$ 280	\$ -	-	\$ 560	\$ -	\$ 560
State	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ 70	-	\$ -	\$ 70	-	\$ -	\$ 140	\$ 140
PE	\$ -	\$ -	-	\$ -	\$ -	-	\$ 600	\$ -	-	\$ 3,600	\$ -	-	\$ 4,200	\$ -	\$ 4,200
State	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ 400	-	\$ -	\$ 400	-	\$ -	\$ 1,300	\$ 1,300
RW	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -	-	\$ 320	\$ -	-	\$ 320	\$ -	\$ 320
State	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ 80	-	\$ -	\$ 80	\$ 80
CO	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -	-	\$ 3,600	\$ -	-	\$ 3,600	\$ -	\$ 3,600
State	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ 900	-	\$ -	\$ 900	\$ 900
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 880</b>	<b>\$ 470</b>	<b>\$ -</b>	<b>\$ 7,800</b>	<b>\$ 1,950</b>	<b>\$ -</b>	<b>\$ 8,680</b>	<b>\$ 2,420</b>	<b>\$ 11,100</b>
<b>Change</b>															
Phase	FY 2022			FY 2023			FY 2024			FY 2025			TOTAL		
Funding	Federal	State/Local		Federal	State/Local		Federal	State/Local		Federal	State/Local		Federal	State/Local	Total
PP	\$ -	\$ -	-	\$ -	\$ -	-	\$ 280	\$ -	-	\$ 280	\$ -	-	\$ 560	\$ -	\$ 560
State	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ 70	-	\$ -	\$ 70	-	\$ -	\$ 140	\$ 140
PE	\$ -	\$ -	-	\$ -	\$ -	-	\$ 600	\$ -	-	\$ 3,600	\$ -	-	\$ 4,200	\$ -	\$ 4,200
State	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ 400	-	\$ -	\$ 400	-	\$ -	\$ 1,300	\$ 1,300
RW	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -	-	\$ 320	\$ -	-	\$ 320	\$ -	\$ 320
State	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ 80	-	\$ -	\$ 80	\$ 80
CO	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -	-	\$ 3,600	\$ -	-	\$ 3,600	\$ -	\$ 3,600
State	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ 900	-	\$ -	\$ 900	\$ 900
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 880</b>	<b>\$ 470</b>	<b>\$ -</b>	<b>\$ 7,800</b>	<b>\$ 1,950</b>	<b>\$ -</b>	<b>\$ 8,680</b>	<b>\$ 2,420</b>	<b>\$ 11,100</b>
<b>TOTAL PROJECT COST</b>															
Prior Cost (≤ FY 2021)															
Federal	STIP Cost (FY 2022-2025)			Balance to Complete (≥ FY 2026)			Total Project Cost								
State/Local	\$ -	\$ -	-	\$ 8,680	Federal	\$ -	\$ 10,600	Federal	\$ -	\$ 19,280	State/Local	\$ -	\$ 5,070	State/Local	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 11,100</b>	<b>Total</b>	<b>\$ 13,250</b>	<b>Total</b>	<b>\$ 24,350</b>	<b>Total</b>	<b>\$ 24,350</b>	<b>Total</b>	<b>\$ 24,350</b>	<b>Total</b>	<b>\$ 24,350</b>	<b>Total</b>



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Erin Morrow, TPB Transportation Engineer  
**SUBJECT:** Projects Recommended for Funding in Maryland Under the Carbon Reduction Program  
**DATE:** July 11, 2024

**SUMMARY**

The Bipartisan Infrastructure Law established the [Carbon Reduction Program](#) (CRP), which provides formula funding to states to invest in “projects designed to reduce transportation emissions, defined as carbon dioxide emissions from on-road transportation sources.” Sixty-five percent of each state’s apportionment is to be obligated to areas based on the proportion of the state’s population residing in that area. States are required to coordinate with applicable MPOs when selecting projects for funding and the projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan. The CRP provides a new source of funding, and TPB staff are working with state DOT staff to develop processes for coordination between the state DOTs and the TPB on project selection.

The first round of projects recommended for CRP funding in the TPB Planning Area in Maryland are ready for consideration by the TPB. Three years of funding (FY 2022 – FY 2024) are available for the Maryland portion of the Washington, D.C. urban area for a total of \$11,102,223. The MDOT/TPB selection panel has recommended funding for six projects, totaling \$6,143,484. The projects are listed below and described later in this memorandum. At the TPB meeting on July 17, 2024, the board will be asked to adopt Resolution R2-2025 to approve the recommendations below.

Project Title	Sponsor	County	Recommended CRP Funding
Anacostia Riverwalk Trail Lincoln Connector Segment	SHA/DDOT	Prince George’s	\$300,000
MD 210 Pedestrian and Bicycle Connectivity	SHA	Prince George’s	\$1,280,000
MD 190 from Brookside Drive to Little Falls Parkway	SHA	Montgomery	\$1,200,000
City of Rockville Transportation GHG Reduction Projects (EV Station Design)	City of Rockville	Montgomery	\$324,051
City of Rockville Transportation GHG Reduction Projects (Bikeshare Stations)	City of Rockville	Montgomery	\$371,200
Montgomery County Community EV Charging Network	Montgomery County	Montgomery	\$2,668,233
<b>Total:</b>			<b>\$6,143,484</b>



## BACKGROUND

The Carbon Reduction Program (CRP) was established by the Bipartisan Infrastructure Law. The CRP provides a total of \$6.4 billion in new formula funding nationally for FY 2022 through FY 2026. The CRP has two components – it requires states to develop a Carbon Reduction Strategy and provides funds to states for projects designed to reduce carbon dioxide emissions from on-road transportation. Both program components require states to work with applicable Metropolitan Planning Organizations (MPOs).

States were required to develop a Carbon Reduction Strategy (CRS) by November 15, 2023, and the CRS must be updated at least once every four years. States were required to consult with any MPO within the state. The state DOTs presented to the TPB in October 2023. The state Carbon Reduction Strategies can be found on the FHWA [website](#).

A certain amount of each state's CRP funding is set aside for projects in large metropolitan areas and states are to coordinate with MPOs in programming these funds. FHWA's [program guidance](#) defines coordination as "the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate (23 CFR 450.104)." According to FHWA guidance, projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan (23 U.S.C. 134 and 23 U.S.C. 135).

CRP funds are available for obligation for a period of three years after the last day of the fiscal year for which the funds are authorized. Maryland's CRP funding allocations in the TPB Planning Area for FY 2022 – FY 2024 are:

	<b>FY 2022</b> <b>(Lapses Sept 2025)</b>	<b>FY 2023</b> <b>(Lapses Sept 2026)</b>	<b>FY 2024</b> <b>(Lapses Sept 2027)</b>
<i>Washington, DC area</i>	\$3,571,327	\$3,642,754	\$3,888,142
<i>Frederick</i>	\$289,061	\$294,842	\$350,337
<i>Waldorf</i>	\$224,425	\$228,914	\$235,471
<b>Total:</b>	<b>\$4,084,813</b>	<b>\$4,166,510</b>	<b>\$4,473,950</b>

CRP funds can be used for a wide variety of projects that reduce carbon emissions from on-road transportation. A sample of the types of projects is listed below and more details can be found in the [program guidance](#):

- Traffic management
- Truck stop electrification



- Certain public transportation projects (including BRT and Bus priority treatments)
- Transportation alternatives projects
- Advanced transportation and congestion management 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

## **FY 2024 SOLICITATION FOR MARYLAND**

The CRP is a new funding source, and each state is working to establish a project identification and selection process that may be refined in future years. For this year, 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.

For the Maryland portion of the Washington, D.C. urban area, MDOT received eight applications, all of which were deemed to be eligible for CRP funding. The list of applications is included as Attachment A.

MDOT did not receive any applications for the Waldorf or Frederick areas for their portions of the funding. MDOT staff will work to find eligible projects in those areas that are ready for obligation and coordinate with the TPB once those projects have been identified.

## **PROJECT SELECTION PROCESS**

To meet the MPO coordination requirement for project selection, MDOT and TPB staff met on June 14 to discuss the applications and come to a consensus on projects to recommend for funding.

Participants in the project selection meeting included:

- Shawn Kiernan, MDOT
- Nick Kurtz, MDOT
- Deron Lovaas, MDOT
- Cheryl Ladota, MDOT
- Drew Morrison, MDOT
- Lyn Erickson, COG/TPB Staff
- Erin Morrow, COG/TPB Staff

Prior to the project selection meetings, attendees reviewed the applications. The selection criteria consider both MDOT priorities and TPB policies and programs.

The regional selection criteria are listed below:

- *Timeline for Obligation:* When will the projects be ready to obligate? The FY 2022 and FY 2023 funds will lapse in September 2025 and 2026, respectively, if not obligated.
- *Greenhouse Gas Reduction Potential:* Will this project help reduce greenhouse gas emissions?
- *Environmental Justice:* Is the project located in a TPB Equity Emphasis Area (EEA) or Justice 40 community?
- *Priority Project:* Does the project align with regional and state priorities?

## FUNDING RECOMMENDATIONS

The selection panel is recommending six projects, from five applications, for funding, totaling \$6,143,484. The federally required local of match of at least 20% is the responsibility of the applicants. All of the recommended projects are expected to be ready for obligation before the FY 2023 funds lapse.

### Consistency with Regional Priorities

In June 2022, the TPB adopted voluntary greenhouse gas reduction goals and strategies for the region's on-road transportation sector. The TPB adopted goals to reduce greenhouse gas emissions by 50% below 2005 levels by 2030 and 80% below 2005 levels by 2050. These goals are commensurate with the economy-wide regional goals adopted by the COG Board. The TPB adopted seven priority strategies to reduce greenhouse gas emissions from the on-road transportation sector. The CRP funding provides a unique opportunity to invest in projects that support the TPB's priority strategies. All the recommended projects fall within the TPB's priority strategies. The seven priority strategies are listed below along with the recommended projects that support those strategies.

- **Improve walk/bike access to all TPB identified high-capacity transit stations**
  - City of Rockville Transportation GHG Reduction Projects (Bikeshare Stations)
- **Increase walk/bike modes of travel - complete the TPB's National Capital Trail Network by 2030**
  - Anacostia Riverwalk Trail Lincoln Connector Segment
  - MD 210 Pedestrian and Bicycle Connectivity
  - MD 190 from Brookside Drive to Little Falls Parkway
- **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).**
  - City of Rockville Transportation GHG Reduction Projects (EV Station Design)
  - Montgomery County Community EV Charging Network
- **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**
  - MD 190 from Brookside Drive to Little Falls Parkway

## **Project Descriptions**

### **Anacostia Riverwalk Trail Lincoln Connector Segment - \$300,000**

The State Highway Administration will complete the planning and preliminary engineering for the Lincoln Connector Trail, an important segment between the Anacostia Riverwalk Trail and the US 50 bridge over the Anacostia River and part of a partnership with the District Department of Transportation (DDOT). (Note: On June 26, US DOT announced that the DDOT was awarded a \$25 million [RAISE grant](#) for the construction of an approximate 1.8-mile multi-modal shared use path connecting the Fort Lincoln neighborhood to the Anacostia Riverwalk Trail via a new pedestrian bridge and the rehabilitation of the New York Ave NE bridge.)

### **MD 210 Pedestrian and Bicycle Connectivity - \$1,280,000**

The State Highway Administration will complete the final design to create a north-south bicycle and pedestrian connection along MD 210 in Prince George's County from the Henson Creek Trail to the Woodrow Wilson Bridge Trail, the National Harbor commercial area, the Oxon Cove Park, and other nearby destinations.

### **MD 190 from Brookside Drive to Little Falls Parkway - \$1,200,000**

The State Highway Administration will perform preliminary engineering and design for a series of bicycle and pedestrian improvements along MD190 in Montgomery County to enhance user comfort and safety, and to establish a safe and efficient multi-modal transportation system.

### **Montgomery County Community EV Charging Network - \$2,668,233**

Montgomery County will purchase and install up to 17 electric vehicle charging stations at publicly owned properties as part of a county-wide strategy to accelerate electric vehicle adoption among the public and the county fleet.

### **City of Rockville Transportation GHG Reduction Projects (EV Design) - \$324,051**

The City of Rockville will complete the design and installation of up to four electric vehicle charging stations at publicly owned facilities or right-of way to help expand equitable access to charging infrastructure across the City.

### **City of Rockville Transportation GHG Reduction Projects (Bikeshare) - \$371,200**

The City of Rockville will install up to four new bikeshare stations to expand bikeshare and promote micromobility options close to the Twinbrook Metro station and nearby communities.

## **NEXT STEPS**

The TPB will be asked to approve the panel's recommendation at the board meeting on July 17, 2024.

Following the board's action, TPB staff will forward information regarding the approved project to MDOT for actions at the state level.

Once all selections are finalized, MDOT staff will work with applicants to administer funding.

For more information regarding the TPB's role in these processes, please contact Erin Morrow ([emorrow@mwkog.org](mailto:emorrow@mwkog.org) or 202-962-3793).

**Attachment A: FY 2024 Maryland CRP Requests**

<b>Project Title</b>	<b>Sponsor</b>	<b>County</b>
Anacostia Riverwalk Trail Lincoln Connector Segment	SHA/DDOT	Prince George's
MD 210 Pedestrian and Bicycle Connectivity	SHA	Prince George's
MD 190 from Brookside Drive to Little Falls Parkway	SHA	Montgomery
I-495 from American Legion Bridge to Woodrow Wilson Bridge LED Lighting Feasibility Study	SHA	Montgomery/Prince George's
City of Rockville Transportation GHG Reduction Projects	City of Rockville	Montgomery
Montgomery County Community EV Charging Network	Montgomery County	Montgomery
Clean Cars in Mount Rainier	City of Mount Rainier	Prince George's
Tactical Bus Lanes and Queue Jumps	WMATA/SHA	Montgomery and Prince George's