

CARBON REDUCTION PROGRAM (CRP)

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TPB Technical Committee
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What is the Carbon Reduction Program?

- Established by the Bipartisan Infrastructure Law (BIL)
- Provides funds for “projects designed to reduce transportation emissions, defined as carbon dioxide emissions from on-road transportation sources”
- Requires states to develop a Carbon Reduction Strategy (CRS)
- FHWA has developed a fact sheet and program implementation guidance



Carbon Reduction Program Funding

- \$6.4 billion in formula funding nationally from FY 2022 through FY 2026
- 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
- 35% of the apportionment can be spent anywhere in the state
- Funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized
- Funds can be used on a wide array of eligible projects to reduce carbon dioxide emissions



CRP Funding for Metropolitan Washington region

	FY 2022	FY 2023
District of Columbia	\$3,206,817	\$3,270,954
Maryland	\$3,571,327	\$3,642,754
Virginia	\$5,786,618	\$5,902,350
Metropolitan Washington Total	\$12,564,762	\$12,816,058

Carbon Reduction Strategy

- States are required to develop a Carbon Reduction Strategy (CRS) by November 15, 2023
- States are to required to consult with any MPO within the state
- CRS must be updated at least once every four years
- Federal guidance notes that “States, in coordination with MPOs, are encouraged to develop their Carbon Reduction Strategies as an integral part of their transportation planning processes, such as by integrating them into ... the MPO’s Metropolitan Transportation Plan (MTP), or by developing a separate document which is incorporated by reference into the Long-Range Statewide Transportation Plan (LRSTP) and MTP.”



Carbon Reduction Strategy

- The CRS should identify projects and strategies to reduce transportation emissions, which could include those that
 - Encourage the use of alternatives to SOV trips (including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips)
 - Facilitate the use of vehicles or modes with a lower per person-mile of travel emissions rate
 - Utilize construction practices that result in lower emissions



Coordination between TPB and State DOTs

- TPB staff have initiated coordination discussions with state DOT staff. The first meeting was held on February 27, 2023, with more meetings to follow.
- The TPB Technical Committee and the TPB will be briefed about the process for coordination between the state DOTs and the TPB on the projects that will be selected for CRP funding as the process is developed.
- The state DOTs will have the opportunity to present their Carbon Reduction Strategies to the TPB Technical Committee and the TPB prior to submission to FHWA in November.

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