



Bipartisan Infrastructure Law Carbon Reduction Program (CRP)

AASHTO Air Quality, Climate Change, and Energy Subcommittee
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U.S. Department
of Transportation
**Federal Highway
Administration**

Image Sources (L to R):
DriveElectric.gov, San Joaquin Regional Transit District, Microsoft 2022

Today's Agenda

1. Carbon Reduction Program Overview
2. Implementation Guidance
 - Strategic Priorities and Use of Federal-Aid Formula Funding
 - Funding - Suballocation
 - Carbon Reduction Strategies
 - Program Eligibilities and Coordination Requirements
3. Discussion

Except for any statutes or regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind the States or the public in any way. This presentation is intended only to provide information regarding existing requirements under the law or agency policies.



CRP Overview



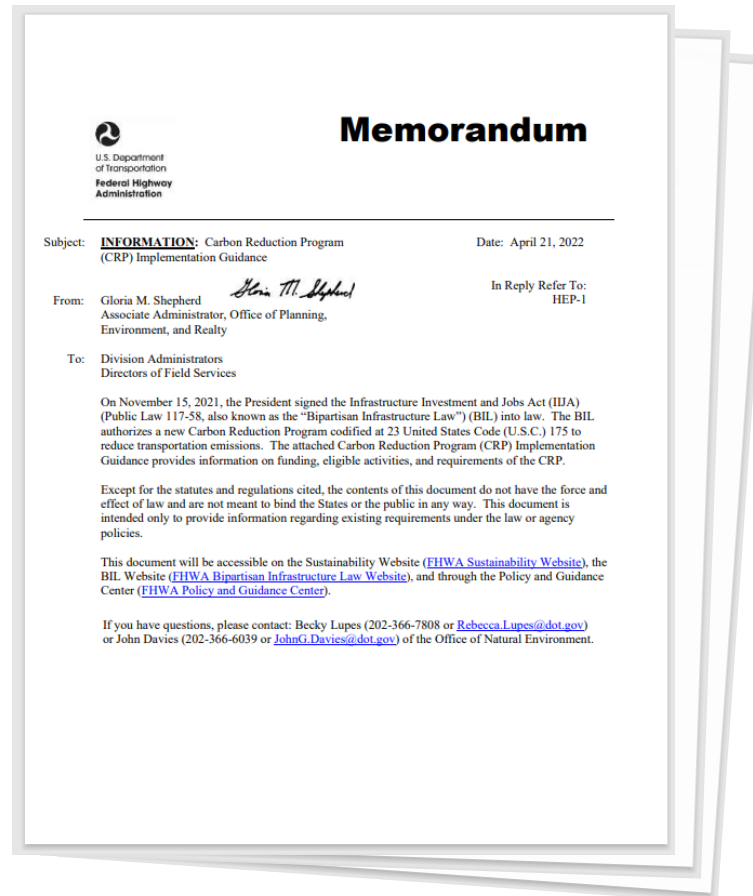
Source: NYC DOT

- **Section 11403 Carbon Reduction Program Formula Program in BIL**
- States to develop **Carbon Reduction Strategies**
- **\$6.4 Billion** in formula funding for Fiscal Years 2022 through Fiscal Years 2026
- Funding for **projects to support transportation emissions* reductions**

***Transportation Emissions** means carbon dioxide emissions from on-road highway sources of those emissions within a State (23 U.S.C. 175(a)(2)).



Implementation Guidance



https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp_guidance.pdf



Administration Priorities and Use of Funding

Safety	ADA	Equity*	Climate Change and Sustainability
Labor and Workforce	Truck Parking	Transit Flex	Transferability between Programs (23 U.S.C. 126) **

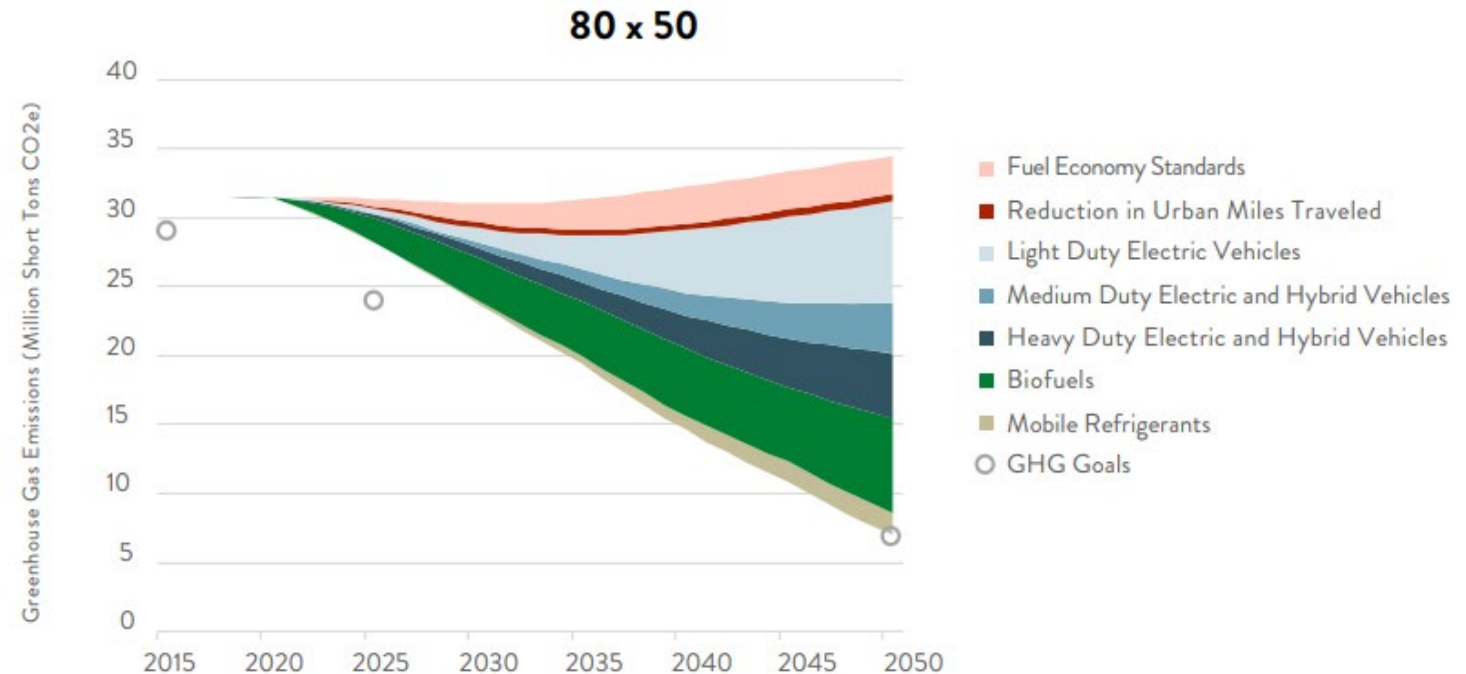
*Justice 40 goals apply to the program

**Although the CRP is subject to 23 USC 126, States, working with FHWA, should determine the need for CRP funds and identify and prioritize projects that maximize the CRP funding before deciding to transfer funds out of the CRP.



Carbon Reduction Strategies

- Required by November 15, 2023
- Developed by States in consultation with any MPO(s) within the State
- Identify projects and strategies to reduce transportation emissions
- Certified by the Secretary
- Updated at least every four years



➤ States are encouraged to use CRP funding for projects that support the Strategies, however approval of a strategy is not required to spend CRP funding.

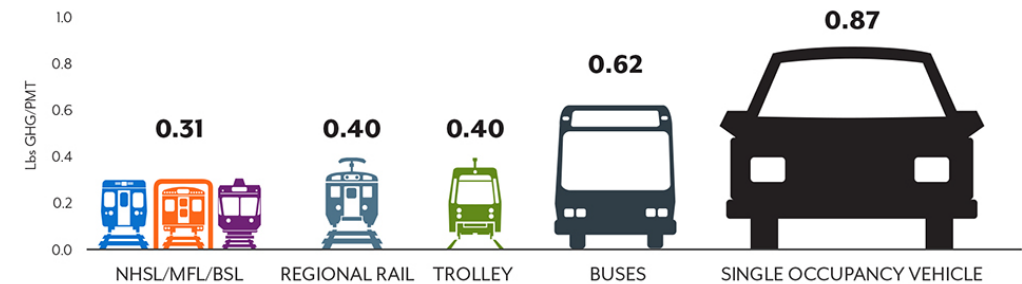


Carbon Reduction Strategy - Requirements

- Support efforts to reduce transportation emissions
- Identify projects and strategies to reduce transportation emissions, which may include
 - Alternatives to single occupant vehicle trips
 - Vehicles or modes of travel that result in lower transportation emissions per passenger mile traveled
 - Construction practices that result in lower emissions
- Strategy should be appropriate to the population density and context of the State

EMISSIONS BREAKDOWN BY MODE

Source: SEPTA GHG Inventory
& U.S. Energy Information
Administration (EIA)



Source: Southeastern Pennsylvania Transportation Authority



Program Eligibilities and Funding Requirements

- CRP funds can be used for a wide range of projects that reduce emissions
 - Activities listed as eligible do not require a demonstration of emissions reductions
 - Other projects may be eligible with a demonstration of emissions reductions
- Projects must follow Title 23 requirements



Eligible Activities

Identified in statute:

- traffic management
- truck stop electrification
- public transportation
- transportation alternatives
- 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



Source: USDOE



Eligible Activities - the fine print

- A. a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- B. a public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));
- C. a transportation alternatives project as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act, including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- D. a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
- E. a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology;
- F. ~~a project to replace street lighting and traffic control devices with energy-efficient alternatives;~~

- J. a project to support deployment of alternative fuel vehicles, including—**
 - (i) the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and**
 - (ii) the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;**

~~(i) the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and~~

(ii) the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;

- K. a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- L. certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and
- M. a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.



Tools to Demonstrate Emissions Reductions

Tool	Analysis Scale	Description
CMAQ Emissions Calculator Toolkit	Project-specific	<ul style="list-style-type: none"> Series of Excel-based tools developed by FHWA to evaluate CMAQ projects
EERPAT (Energy and Emissions Reduction Policy Analysis Tool)	System-level (State or metropolitan)	<ul style="list-style-type: none"> Comprehensive modeling system to evaluate strategies for reducing GHG emissions Addresses strategy interactions Somewhat complex & unfamiliar to many agencies
Travel Demand Model	System-level (metropolitan or State)	<ul style="list-style-type: none"> MPO or DOT developed models to evaluate system performance Must be coupled with an emissions model such as MOVES
LCA PAVE	Pavement analysis	<ul style="list-style-type: none"> Excel-based tool developed by FHWA to evaluate pavement materials and designs Requires detailed project information + Environmental Product Declaration



Eligible Activities – Expansion to STBG Eligible Projects

- Noted in BIL:

If: the Secretary certifies that the State has demonstrated a reduction in on-road highway CO₂ emissions:

- 1) per capita, and
- 2) per unit of economic output

Then: CRP funds can be used for any Surface Transportation Block Grant eligible project

- Secretary will not certify for FY2022



Source: PBIC

➤ Different than transferability between programs.



Coordination Requirements

- Before obligating funds for eligible projects and prior to determining which activities should be carried out in an area, a State must:
 - **coordinate** with any non-Transportation Management Area (TMA) MPO that represents an urbanized area;
 - **consult** any MPO or Regional Transportation Planning Organization that represents a rural area.
- In TMA areas, the TMA has selection authority per 23 CFR 450.332(c)



Questions and Discussion

