



FHWA's CARBON REDUCTION PROGRAM

Baltimore Regional Transportation Board

February 27, 2024



IIJA/BIL Carbon Reduction Program

The IIJA/BIL established the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) 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;
- MDOT Published Carbon Reduction Strategy November 2023
 - https://www.mdot.maryland.gov/OPCP/CRS_Report_2023_Final.pdf

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

Sub-Allocation of FY 2022-2024 CRP Funds

Area	FY22 (Oct 2022 – Sept 2023)	FY23 (Oct 2023 – Sept 2024)	FY24 (Oct 2024 – Sept 2025)	Current Total
CRP >200K	\$4,935,718	\$5,034,432	\$4,817,956	\$14,788,106
<i>Baltimore, MD</i>	\$4,499,295	\$4,589,281	\$4,391,794	\$13,480,370
<i>Bel Air - Aberdeen</i>	\$436,423	\$445,151	\$426,162	\$1,307,736
CRP 50K – 200K	\$148,463	\$151,432	\$*	\$299,895
<i>Westminster--Eldersburg, MD</i>				
	<i>Lapses Sept 2025</i>	<i>Lapses Sept 2026</i>	<i>Lapses Sept 2027</i>	

- 65% of a State's CRP apportionment is to be sub-allocated :
 - *Urbanized areas with an urbanized area population greater than 200,000:*
 - *Urbanized areas with an urbanized area population of at least 50,000 but no more than 200,000:*
 - The remaining 35% of the State's CRP apportionment be obligated in any area of the state

August 2023 Redistribution Use of CRP Funds

Project	Amount	Mechanism	Current Total
MTA Zero Emission Bus Procurement	\$7,406,421	CRP Transit Flex	\$13,525,602 (\$8,437,842 FY 22 & FY 23 Baltimore Urbanized, \$5,087,760 CRP Statewide Flex)
MTA Zero Emission Bus Infrastructure	\$6,119,182	CRP Transit Flex	
MD 450 Bike/Ped Preliminary Design	\$309,540	CRP Urbanized	\$309,540
MD 2 Sidewalks Preliminary Design	\$341,194	CRP Urbanized	\$341,194
			\$9,088,576 obligated Baltimore Urbanized

In an effort to obligate funds for the August 2023 Redistribution, MDOT obligated FY 2022 and FY 2023 Baltimore Area urbanized CRP funding. MDOT indicated that they will replenish the Baltimore CRP Flexed funding with FY 2024 or later funding. A TIP amendment will follow for the funds listed above.

Timeline for Project Selection and Programming

- Pre-Submittal Coordination – MDOT SHA Grants Workshops
 - Thursday, March 7 – State Highway Administration District 4 Office Training Room, 320 W. Warren Road, Hunt Valley. 10 AM – 2 PM
 - Wednesday, March 13 – State Highway Administration District 3 Office Training Room, 9300 Kenilworth Ave., Greenbelt. 10 AM – 2 PM
 - Grants Workshop RSVP -
<https://survey123.arcgis.com/share/d8a612525bd74867a168f5ed165f11f4>
- March 11 – April 30 – Application Window – onestop.md.gov
- May - June 2024 – Application Review
- July 2024 – Recommendations from Technical Committee and BRTB
- July – Notice of Intent to Award
- August – Obligate Funds

For More Information

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