



**BALTIMORE
METROPOLITAN
COUNCIL**

Carbon Reduction Funds (23 CFR 450.332(c))

MPO's, TMA's and Selection Authority



What is the Carbon Reduction Program (CRP)?

- The Bipartisan Infrastructure Law establishes 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.
- CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to— [except as noted, § 11403; 23 U.S.C. 175(c)(1)]

How are CRP funds allocated?

- Each State's CRP apportionment is calculated based on a percentage specified in law. [23 U.S.C. 104(b)(7)] (See "[Apportionment](#)" fact sheet for a description of this calculation)
- 65% of a State's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population. [§ 11403; 23 U.S.C. 175(e)(1)(A)] Funds attributed to an urbanized area may be obligated in the metropolitan area established under 23 U.S.C. 134 that encompassed the urbanized area [23 U.S.C. 175(e)(2)]:
 - Urbanized areas with an urbanized area population greater than 200,000: ***This portion is to be divided among those areas based on their relative share of population***, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(i) and (e)(3)]

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm#:~:text=Program%20Purpose,from%20on%2Droad%20highway%20sources.

MPO's select projects in TMA'S (200,000 people or more)

Per- 23 CFR 450.332(c)

(c) In areas designated as TMAs, the MPO shall select all 23 U.S.C. and 49 U.S.C. Chapter 53 funded projects (excluding projects on the NHS and Tribal Transportation Program, Federal Lands Transportation Program, and Federal Lands Access Program) in consultation with the State and public transportation operator(s) from the approved TIP and in accordance with the priorities in the approved TIP. The State shall select projects on the NHS in cooperation with the MPO, from the approved TIP. Tribal Transportation Program, Federal Lands Transportation Program, and Federal Lands Access Program projects shall be selected in accordance with procedures developed pursuant to 23 U.S.C. 201, 202, 203, and 204.

In Plain Language from FHWA

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)



How much funding is available for our region?

Fiscal Year	Apportionment
FY 2022	\$4,499,295
FY 2023	\$4,589,281
Total	\$9,088,576

SOURCE:

FY 2022 - https://www.fhwa.dot.gov/legsregs/directives/notices/n4510868/n4510868_t18.cfm

FY 2023 - https://www.fhwa.dot.gov/legsregs/directives/notices/n4510876/n4510876_t18.cfm

Summary Slide

- The IIJA established a carbon reduction program, and specified that certain funding should be apportioned among the urbanized areas in the United States.
- There is \$9.1M available to our region in FY 2022/2023 funding.
- In urbanized areas designated as Transportation Management Areas (TMA) the law states that “MPO shall select all 23 U.S.C. and 49 U.S.C. funded projects”
- The Baltimore Regional Transportation Board (BRTB) is designated as both the TMA and MPO for our region through our Metropolitan Planning Agreement.

For More Information

Todd Lang | Director of Transportation Planning

410-732-9566 | tlang@baltometro.org | www.baltometro.org

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