FEDERAL PROGRAM: **Carbon Reduction (CRP) - NEW**

FEDERAL AGENCY: U.S. Department of Transportation

PROGRAM DESCRIPTION:
The purpose of the Carbon Reduction Program is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions as established by the Infrastructure Investment and Jobs Act. If the Secretary determines the State has demonstrated a reduction in transportation emissions, as estimated on a per capital and per unit of economic output basis (FHWA guidance is pending), the funds may be used for any STBG eligible project.

Apportionment Levels *

IIJA Estimated Apportionments						
$ in millions	***2022***	***2023***	***2024***	***2025***	***2026***	***IIJA Total***
WA	*21.1*	*21.6*	*22.0*	*22.4*	*22.9*	*110.0*

*The amounts for FFY2022 come from FHWA apportionment notice N4510.858 found at https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.cfm.

The amounts for FFY2023 – FFY2026 come from FHWA Estimated Highway Apportionments under the IIJA (before post-apportionment set-asides; penalties, and sequestration) found at https://transportation.house.gov/download/ta_est-fy-2022-2026-apportionments_ans-as-passed-by-senate-infrastructure-investment-and-jobs-act. Estimates increase 2% annually based on the data shown in the highway authorizations estimates document found at https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/highway_authorizations_nov302021.pdf.

In general, the federal share is 80%, subject to the sliding scale. Beginning in FFY 2023 a state may transfer (flex) up to 50% of CRP funds made available each fiscal year to any other apportionment of the State.

Requirements
No later than November 15, 2023, States, in consultation with any metropolitan planning organization designated within the State, shall develop a carbon reduction strategy. In rural areas, a State shall consult with any regional transportation planning organization or MPO that represents the rural area prior to determining which activities should be carried out under the project.

Development of a Carbon Reduction Strategy is an allowable use of CRP funds.

The strategy of the State must:

- support efforts to reduce transportation emissions;
- identify projects and strategies to reduce transportation emissions, which may include projects and strategies for safe, reliable, and cost-effective options—
    - to reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State or an area served by the applicable metropolitan planning organization, if any;
    - to facilitate the use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and
    - to facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches;
- support the reduction of transportation emissions of the State;

- at the discretion of the State, quantify the total carbon emissions from the production, transport, and use of materials used in the construction of transportation facilities within the State; and
- be appropriate to the population density and context of the State, including any metropolitan planning organization designated within the State.

The carbon reduction strategy must be updated not less than once every four years. Each state and affected metropolitan planning organization shall jointly ensure compliance with the plan.

Sub-Allocation
Funds will be sub-allocated with 65% being obligated based on population and the remaining 35% eligible to be obligated in any area of the state.

- Distribution by population:
    - Areas Over 200,000 population – In Washington, STBG funds are divided between the four largest MPO's: Puget Sound, Spokane, Tri-Cities, and Vancouver. The shares are based on the MPO's respective levels of urbanized population per the 2010 census. Project selections are made by the MPOs in consultation with the State. Funds may be used anywhere within the planning area boundary of the MPO.
    - Areas between 50,000 and 200,000 population – Funds are distributed based on the 2010 census for areas of this size. These funds can only be used in areas encompassed by adjusted urban or urbanized area boundaries and cannot be used in any rural areas.
    - Areas between 5,000 and 49,999 population - Funds are distributed based on the 2010 census for areas of this size. These funds can only be used in areas encompassed by adjusted urban or urbanized area boundaries and cannot be used in any rural areas.
    - Areas Less than 5,000 population – Funds are distributed based on the 2010 census for the rural population areas of the state. These rural funds may be used anywhere that is outside of an adjusted urban or urbanized area boundaries. These funds can be used in rural areas including those encompassed by a MPO's planning area.
- State flexible funds – may be obligated in any area of the state.

Eligible projects:
CRP funds may be obligated for projects that support the reduction of transportation emissions, including but not limited to:

- a project to establish or operate a traffic monitoring, management and control facility of program, including advance truck stop electrification systems and per 23 USC 149(b)(4)
- a public transportation project eligible under 23 U.S.C. 142;
- a transportation alternative including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]);
- a project for advanced transportation and congestion management technologies - described in 23 U.S.C. 503(c)(4)(E);
- deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
- a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d);
- a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- efforts to reduce the environmental and community impacts of freight movement;
- a project that supports deployment of alternative fuel vehicles, including–

    - acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
    - purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- a project for a diesel engine retrofit described in 23 U.S.C. 149(b)(8);
- certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]; and
- a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.