



Federal Program Overview:

The [Carbon Reduction Program \(CRP\)](#) was enacted as part of the Infrastructure Investment and Jobs Act (IIJA) to provide funding for projects that reduce transportation emissions from on-road highway sources through carbon dioxide (CO2) emission reduction strategies and by funding projects designed to reduce transportation emissions. The Federal Highway Administration (FHWA) provides guidance to apportion funding among the individual programs within each state. These funds will be available for projects and programs in suballocated urbanized areas within BR-MPO via a competitive process. Candidate projects and programs may be submitted to BRMPO for eligibility review. Eligible applications are then ranked by the CRP Selection Committee; projects selected for funding are to be implemented by the sponsoring agency.

Apportionment of Funds:

BR MPO receives ~\$1.976M per year from FY 2022 through FY 2026. Currently, BRMPO has ~\$3.9M available. Total funding available from FY 22 through FY 2026 is ~\$9.88M

Consistency with LADOTD’s Carbon Reduction Strategy, developed in consultation with other State MPO’s.

Eligible Projects:

A project is eligible for [Carbon Reduction Program \(CRP\) funding](#) by the National Environmental Policy Act if it intends to reduce carbon emissions on or off a roadway in the region. This may include zero-emissions vehicles, charging stations, congestion pricing, traffic monitoring, management, or control facilities or program, energy-efficient alternative street lighting, and efforts to reduce the environmental and community impacts of freight movement and port authorities. The CRP funding can also be used on public transportation projects, such as the expansion of a roadway to include a dedicated bus lane or bus rapid transit corridor, or on transportation alternative infrastructure, such as the planning, design, and construction of a non-motorized form of transportation including pedestrian sidewalks, bike lanes, trails, multi-use paths or micro-mobility project including bike shares. Other uses include supporting alternative fuel vehicles such as electric vehicles, hydrogen, natural gas, or propane; this could comprise of purchasing the vehicles or the construction of equipment to power and provide maintenance. A proposed project should include the emission benefits; however, innovative projects without specified supporting emissions benefits may also be considered. CRP-funded projects should have independent utility; that is, they must have standalone emissions benefits that do not depend upon other uncompleted projects.

Eligible Categories	Eligible Category Statutory Applicability
Transit Infrastructure	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. A project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies.
Transit improvements	A public transportation project is eligible under 23 U.S.C. 142.
Alternative Modes of Transportation	A transportation alternative (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]), 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.



Congestion Reduction and/or Management	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. As well as certain types of projects to improve traffic flow that are eligible under the CMAQ program and that do not involve the construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)].
ITS	The deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment.
Energy Efficiency Alternatives	A project to replace street lighting and traffic control devices with energy-efficient alternatives. The development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d).
Freight or Supply Chain	Efforts to reduce the environmental and community impacts of freight movement.
Alternative Fuels and Vehicles	<ol style="list-style-type: none"> 1. Infrastructure – A project that supports the 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, including the acquisition, construction, or leasing of required supporting facilities. 2. Non-transit Vehicles – A project that supports the purchase or lease of zero-emission vehicles. 3. Port Electrification – A project that reduces transportation emissions at port facilities, including through the advancement of port electrification.
Diesel Engine Retrofits & Other Advanced Truck Technologies	A project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit.

Note:

For vehicle acquisitions, only the incremental cost of the difference in price between the alternative-fueled vehicle and a comparable conventional fuel vehicle will be covered. The estimated eligible portion of future vehicle purchases must be prorated based on the projected share of costs attributable to generating air quality benefits. CRP-funded projects should have independent utility; that is, they must have standalone emissions benefits that do not depend upon other uncompleted projects.

As under the FAST Act, the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), directs MPOs to give priority to cost-effective projects; that is, projects with the greatest emissions reduction per dollar funded. Secondary benefits may also be considered in the selection process, but the primary criteria will be the unit cost of the emissions reduction. Secondary selection factors include congestion relief, greenhouse gas reductions, safety, system preservation, access to opportunity, sustainable development, and freight, reduced single-occupancy vehicle reliance, multimodal benefits, and others. For



more information on how projects are evaluated, please see the [Project Evaluation Form](#) used by the CRP Selection Committee. For technical assistance in planning, design, construction, preserving, and improving public roads, and guidance of Federal funds, please see the [BIL FHWA Technical Assistance & Local Support](#).

Application Process:

BRMPO solicits projects for a three-year period from FY 2022 through FY 2026 for a total funding apportionment of \$9.88M. BRMPO will issue a Call for Projects at the December 2023 TPC meeting.

- December 13: Notification for Call for Projects (CRP)
- January 22: Deadline to Request Assistance for Required Emissions Analysis
- February 2: Deadline to Request Technical Assistance from BR MPO Staff
- February 29: Deadline for Application Submission including requisite supporting materials/documents
- March 8: Review by CRP Selection Committee
- March 20: Final CRP applications approval by TPC

BRMPO CRP Project Selection Process:

Post the submission deadline, applications are selected via a competitive process. The selection process will include following steps:

1. BRMPO Staff reviews submissions for applicability/eligibility, completeness, and coherence.
2. Submissions are evaluated, selected, ranked by CRP Project Selection Committee established by TAC based on key themes as below:
 - a. Carbon Dioxide Emission Reduction
 - b. Air Quality Benefits
 - c. Environment Screening
 - d. Equity Considerations
 - e. Eligible Project Theme Type
 - f. Project Timeframe
 - g. Deliverability/Implementation Ability
3. Staff consults the project listing with the LADOTD Planning Section and/or FHWA LA Division
4. The CRP Selection Committee will relay the finalized selected CRP project listing to the TAC, which then recommends the final listing to TPC for approval and adoption.
5. Staff anticipates project type selection split as follows: Transit (up to 25%); Alternative Modes (up to 50%); Operational Improvements (up to 25%)

Post final approval and notification of CRP Award, the onus is on the sponsor entity to implement and complete the project during the established timeframe. This includes any public involvement, planning, design, engineering, construction, etc. All project phases are eligible for CRP funds @80/20 federal/local match.

Note: *Projects not implemented in the established timeframe run the risk of losing funds and possible return of any federal funds expended on the CRP project.*



Application Requirements:

Proposals for CRP funding should include a precise description of the project, providing information on its size, scope, location, and phased timeframe. The description should be as specific as possible; this may include citing the location and timing of traffic counts or submission dates for required products of the federal aid program. In addition to this, supporting data, submission schedule, cost estimate for each phase of work, and any preliminary work, such as conceptual design or planning, that has been completed should be included in the application. *Applicants should also certify their familiarity with the LADOTD Local Aid process and describe previous experience obtaining Federal Transportation funding.* A resolution of support from a sponsoring agency is required for a proposed project to be eligible for consideration. The proposed project objective should be included in the Resolution of Support. Include project details such as specific improvements (i.e., signal or transportation operational improvement/ enhancements) and location. In addition to this, other supporting materials such as concept sketches, letters of support, and maps showing environmental features may be accepted to support the project. The required materials to be submitted alongside the application are as follows.

- Emissions Analysis
- Equity Considerations (Justice 40)/LIDAC
- Line-Item Cost Estimate
- Detailed Project Schedule
- Map of Project Location
- Resolution of Support
- LADOTD's Stage -0 Checklist Documentation

Emission Analysis:

An assessment of the project's expected emission reduction benefits should be completed prior to project selection to better inform the selection of CRP projects. Wherever possible, quantitative analyses of emissions impacts should be included in the proposal. The analysis should report, at minimum, the reduction in ozone precursors (NO_x and VOC) in kilograms per day or per year, along with the expected lifespan of the emission reduction. Additional pollutants, including carbon monoxide or particulate matter, may be reported as well. Qualitative assessments of emission benefits may be provided only when it is not possible to accurately quantify emission benefits; for example, for projects focused on public education, marketing, and other outreach efforts. Groups of complimentary projects may be analyzed together. Emission increases for any type of pollutant (including carbon monoxide or particulate matter) must be reported if present. Details regarding emissions estimation may be found in Section VIII.A of the FHWA CMAQ Guidance. BRMPO staff may assist applicants in calculating emissions reduction estimates for many types of projects. Please request emissions estimate assistance **no later than January 22, 2024**. The CMAQ Emissions Calculator Toolkit can be found by [following this link](#) and under Related Links on the right side of this page.

Equity:

The FHWA values an equitable distribution of CRP funds. Projects which address racial equity, workforce and economic development, remove barriers to opportunity in both rural and urban communities, or which redress prior inequities and barriers to opportunity, will be prioritized in the project selection process. CRP funds may be applied to projects which support the Justice40 Initiative, whose goal is to distribute at least 40 percent of the benefits of federal investment in climate and clean energy infrastructure in disadvantaged



communities. As an example, projects which decrease VMT by increasing bike and pedestrian connectivity to job centers or schools within disadvantaged communities would both reduce transportation emissions and increase equity in line with FHWA priorities. The variety of projects which both increase equity and decrease transportation emissions is vast. BRMPO project prioritization will include consideration of both areas of persistent poverty and overall mobility needs.

Note: Are there USDOT identified [Areas of Persistent Poverty](#) in your community? • Does your entity have overall mobility needs which can be addressed by a CRP project?

Land Use:

Transportation is connected to many other aspects of planning. Land use considerations are inherent to the functioning of communities and the people they represent. Communities are encouraged to consider the ways in which their projects interact with the surrounding areas and influence current and future accessibility and uses. Complete Streets projects, for example those which induce an increase in pedestrian use by improving safety measures in an area, take into account relationships between how and why a place is being accessed and the transportation modes used to do so in their efforts to reduce VMT and transportation emissions.

Note: • Is there an area people in your community access only by car due to safety or infrastructure concerns? • Are there projects which would meaningfully

Impact on Future Generations

There are many ways in which eligible projects may contribute to better communities and environments for future generations. Projects which further goals such as Destination Zero Death (DZD) initiatives, support climate change resilience, or contribute to the betterment of all future road users will be considered in the prioritization process. These types of projects promote a better future for all and are an important use of CRP funds.

Note: • Are there safety measures which can be implemented to decrease transportation injuries and fatalities? • Are there CRP eligible projects which can be undertaken which will improve your community's resilience to climate change? • Do projects exist which would improve quality of life for future generations?