

IIJA Reimagining Highway Investments Sub-Working Group

Meeting 2: Carbon Reduction Program
(CRP)

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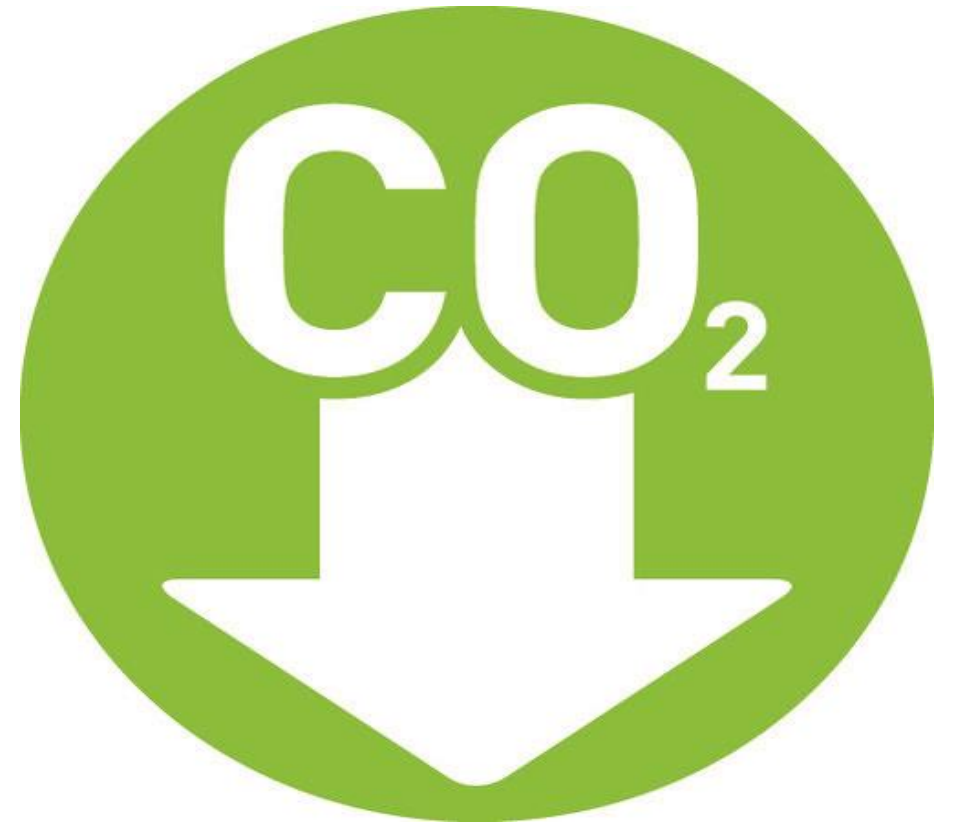
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Housekeeping & Agenda Review

- House Keeping and Ground Rules
- Overview of Carbon Reduction Program (CRP)
- Discussion Topics – CRP and FHWA Guidance
- Wrap – Up

Carbon Reduction Program Overview

The **purpose** of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions.



Detailed information:

- [**FHWA: Carbon Reduction Program Implementation Guidance**](#)

Funding and Authorization Levels

New Formula Program

- based on population

California

- approx. \$107m per year
- FY2022-FY2026

Suballocation within the State

65% percent of funds apportioned to the State* shall be obligated in proportion to their relative shares of the population in the State**

In urbanized areas with population of more than 200,000

In urbanized areas with population of not less than 50,000 and not more than 200,000

In urbanized areas with population of not less than 5,000 and not more than 49,999

In other areas of the State with a population of less than 5,000

35% percent of funds apportioned to the State* may be obligated in any area of the State

*Each Fiscal Year

**Secretary may approve obligation by other factors if requested jointly by State and MPOs.

Carbon Reduction Program Apportionment

Currently available apportionment breakdown

- Population >200K
- Population 50K - 200K
- *available in [Tables 18 and 19 of the FY 2022 Supplementary Tables](#), released by FHWA on 2/23/22*

Urbanized Area boundaries/maps are not available yet

- Population 5K - 49,999
- Under 5K

Carbon Reduction Program Apportionment

- We can potentially not distribute these apportionments this year and include them in the apportionment distribution next FFY.
- We are having internal discussions on the best approach to calculating the apportionment distribution.

STATE	URBANIZED AREA	POPULATION	CARBON REDUCTION PROGRAM SUBALLOCATION
California Table 18 POPULATION GREATER THAN 200,000	Antioch	277,634	516,889
	Bakersfield	523,994	975,552
	Concord	615,968	1,146,786
	Fresno	654,628	1,218,762
	Indio--Cathedral City	345,580	643,388
	Lake Tahoe (Bi-State MPO)	145,000	269,956
	Lancaster--Palmdale	341,219	635,269
	Los Angeles--Long Beach--Anaheim	12,150,996	22,622,271
	Mission Viejo--Lake Forest--San Clemente	583,681	1,086,675
	Modesto	358,172	666,831
	Murrieta--Temecula--Menifee	441,546	822,054
	Oxnard	367,260	683,751
	FHWA Notice N 4510.864 Fiscal Year (FY) 2022 Supplementary Tables - Apportionments Pursuant to the Infrastructure Investment and Jobs Act Federal Highway Administration (dot.gov)	Reno	9
Riverside--San Bernardino		1,932,666	3,598,165
Sacramento		1,723,634	3,208,997
San Diego		2,956,746	5,504,759
San Francisco--Oakland		3,281,212	6,108,838
San Jose		1,664,496	3,098,897
Santa Clarita		258,653	481,551
Santa Rosa		308,231	573,853
Stockton		370,583	689,938
Thousand Oaks		214,811	399,927
Victorville--Hesperia		328,454	611,503
Visalia		219,454	408,571
Total		30,064,627	55,973,200

STATE	URBANIZED AREA	POPULATION	CARBON REDUCTION PROGRAM SUBALLOCATION
<p style="text-align: center;">California</p> <p style="text-align: center;">Table 19</p> <p style="text-align: center;">POPULATION</p> <p style="text-align: center;">50,000 to 200,000</p>	Arroyo Grande--Grover Beach	52,000	96,812
	Camarillo	71,772	133,622
	Chico	98,176	182,780
	Davis	72,794	135,525
	Delano	54,372	101,228
	El Centro--Calexico	107,672	200,460
	El Paso de Robles (Paso Robles)--Atascadero	65,088	121,178
	Fairfield	133,683	248,886
	Gilroy--Morgan Hill	98,413	183,222
	Hanford	87,941	163,725
	Hemet	163,379	304,173
	Livermore	81,624	151,965
	Lodi	68,738	127,974
	Lompoc	51,509	95,898
	Madera	78,413	145,986
	Manteca	83,578	155,602
	Merced	136,969	255,004
	Napa	83,913	156,226
	Petaluma	64,078	119,298
	Porterville	70,272	130,830
	Redding	117,731	219,187
Salinas	184,809	344,070	
San Luis Obispo	59,219	110,252	
<p style="text-align: center;">FHWA Notice N 4510.864</p> <p style="text-align: center;">Fiscal Year (FY) 2022</p> <p style="text-align: center;">Supplementary Tables -</p> <p style="text-align: center;">Apportionments Pursuant to</p> <p style="text-align: center;">the Infrastructure Investment</p> <p style="text-align: center;">and Jobs Act Federal</p> <p style="text-align: center;">Highway Administration</p> <p style="text-align: center;">(dot.gov)</p>	Santa Barbara	195,861	364,647
	Santa Cruz	163,703	304,776
	Santa Maria	130,447	242,861
	Seaside--Monterey	114,237	212,682
	Simi Valley	125,206	233,104
	Tracy	87,569	163,033
	Turlock	99,904	185,998
	Vacaville	93,141	173,406
	Vallejo	165,074	307,329
	Watsonville	73,534	136,903
	Woodland	55,513	103,352
	Yuba City	116,719	217,303
	Yuma	1,011	1,882

Program Eligibility and Coordination

- Funding may be used on a wide range of projects that support the reduction of transportation emissions.
- Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP)

Eligible activities (1 of 2)

traffic management facility or program

truck stop electrification systems

bus rapid transit corridor or dedicated bus lanes

on-road and off-road trail facilities for bike, ped, and non-motorized (planning, design, construction)

transportation and congestion management technologies

ITS improvements, vehicle-to-infrastructure communications equipment

vehicle-to everything (C-V2X) technology retrofits

energy-efficient street lighting/traffic control devices

development of a carbon reduction strategy

Eligible activities (2 of 2)

congestion pricing; shifts to non-peak hours/other transportation modes; increasing vehicle occupancy

electronic toll collection; TDM strategies/programs

efforts to reduce environmental, community impacts of freight movement

acquisition/installation/operation of publicly accessible electric vehicle charging infrastructure

hydrogen/natural gas/propane fueling infrastructure

purchase/lease zero-emission construction equipment, vehicles

acquisition, construction, or leasing of supporting facilities

diesel engine retrofit

CMAQ eligible projects (excluding new capacity)

port electrification; port emissions reduction

congestion pricing; shifts to non-peak hours/other transportation modes; increasing vehicle occupancy

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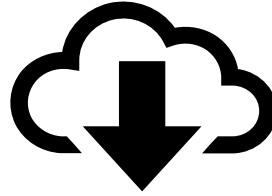
energy-efficient street lighting/traffic control devices

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Carbon Reduction Strategies



- States are required to develop a Carbon Reduction Strategy



- The State Strategy shall support efforts to reduce traffic emissions



- States are required to develop their Strategy in consultation with MPOs

The Carbon Reduction Strategy must be updated at least **ONCE** every **FOUR** years

The development of a Carbon Reduction Strategy is an **allowable** use of **CRP funds**



THANK YOU!

Questions?

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