



MCCC Mitigation  
Working Group  
July 13, 2023

# Carbon Reduction Program

# Overview

Introduction

Carbon Reduction Program Overview

Carbon Reduction Strategy

Advancing Eligible Projects

MPO Coordination

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# Carbon Reduction Program Overview

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Intended to reduce carbon dioxide emissions from on-road transportation sources

Through the development of State carbon reduction strategies and  
By funding projects to reduce transportation emissions



Will send an estimated \$94 million to Maryland over 5 years

Annual apportionment is approximately \$18 million  
Of that, 65% has population-based suballocation requirements  
Remaining 35% is eligible for use anywhere in the State



FY2022-23 funds are being used to advance eligible projects already on-the-books

# CRP Eligible Projects (see [FHWA CRP Implementation Guidance](#) for full list)

Development of a carbon reduction strategy

Traffic monitoring, management, and control facility or programs

Public transportation projects

On-road/ off-road pedestrians and bike trails

Advanced transportation and congestion management technologies

Infrastructure-based intelligent transportation/vehicle-to-infrastructure systems

Energy-efficient street lighting and traffic control devices replacement

Congestion pricing, shifting transportation demand for roads

Efforts to reduce the environmental and community impacts of freight movement

Diesel engine retrofit or deployment of alternative fuel vehicles

Emissions reduction at ports, including through electrification

Other Projects may be eligible if reductions in transportation emissions can be demonstrated

# Carbon Reduction Strategy (CRS)

- **The Carbon Reduction Program (CRP) creates an opportunity to identify and advance cost-effective emissions reduction programs and projects**
- **The IJA Legislation requires the development of a Carbon Reduction Strategy (CRS) in coordination with the MPOs**
- **This document must be submitted to US DOT by no later than November 15, 2023**

# Carbon Reduction Strategy Guidance

Must support efforts to reduce transportation emissions and identify projects and strategies achieve these reductions

Support the CSNA

Be appropriate to the population density of Maryland

Developed in coordination with MPOs

Projects must be identified in the STIP/TIP and be consistent with the long-range plans

Support the Justice40 Initiative

# CRS Document

DRAFT shared with MWG  
on June 30th

(comments requested by  
July 28th)

## *Executive Summary*

1. Introduction
2. Policy Alignment
3. Transportation Planning and Programming Alignment
4. Ongoing Carbon Reduction Strategies
5. Framework for Optimizing CRP Investments

*Appendix A: Meeting Federal Requirements*

*Appendix B: Stakeholder Coordination Summary*

# Basis for Current CRS

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## **Due to the timing, the CRS builds from existing strategies**

The CRS will be updated to incorporate any new carbon reduction strategies following the completion of the Maryland Transportation Plan and the CSNA Plan



## **The CRS shows that the Maryland transportation sector is employing many existing strategies**

Analysis during the development of the CRS also identified additional needs and opportunities for cross-agency coordination to advance eligible implementation projects



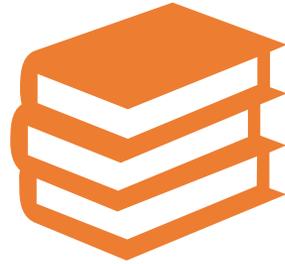
# Carbon Reduction Strategies

- The CRS describes strategies and the types of projects that are eligible for carbon reduction program funding



# Identifying and Advancing Eligible Projects

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## Process for Current Funds

Current funds will be targeted to advance existing strategies and projects that are currently on-the-books in coordination with MPOs

MDOT is developing systems to ensure that the carbon reduction funding and outcomes can be tracked and reported



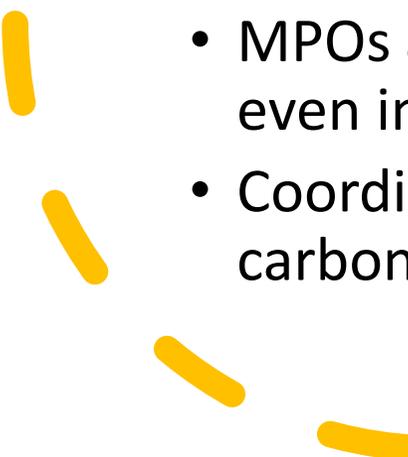
## Process for Future Funds

Future funds will be optimized to promote carbon reduction projects that have the greatest return on emissions reduction benefits

Including advancing innovative strategies to help transform Maryland's transportation system



# MPO Coordination and Consultation

- Coordination with MPOs and Local Governments is Essential
    - The CRS must be developed in consultation with the State's seven MPOs
    - The MPOs are encouraged to incorporate the Carbon Reduction Program into their long-range planning
    - Prior to obligating funds, MDOT must coordinate with MPOs to ensure that the project is in their Transportation Improvement Plan (TIP)
    - MPOs and Local Governments are also important partners in identifying and even implementing some carbon reduction projects
    - Coordination with the MPOs helps to ensure equity in the implementation of carbon reduction strategies
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# Next Steps



CONSOLIDATE INPUT FROM  
MPOS AND DEVELOP A FINAL  
DRAFT OF THE CRS



IDENTIFICATION AND  
CONSOLIDATION OF STATE  
AND LOCAL PROJECTS



OBLIGATION OF CRP FUNDS  
AND PROJECT  
IMPLEMENTATION



CONTINUED COORDINATION  
WITH MPOS, INCLUDING  
REQUESTING LETTERS OF  
RECOMMENDED ELIGIBLE  
PROJECTS AND STRATEGIES



UPDATE OF THE CRS  
DOCUMENT FOLLOWING  
COMPLETION OF THE CSNA  
PLAN

# Questions

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# Contact Information

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