



**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 6-D

**PREPARED BY:** Sandy Ebersole, Administrative Analyst

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**SUBJECT:**

Bipartisan Infrastructure Law Carbon Reduction Program

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The Federal Highway Administration (FHWA) [issued Implementation Guidance](#) on the Carbon Reduction Program (CRP) authorized by the *Bipartisan Infrastructure Law (BIL)* (PL 117-58). The program provides approximately \$6.42 billion in formula funding over five years for a variety of infrastructure projects to reduce transportation emissions.

The BIL authorizes \$1.28 billion in average annual funding from the Highway Trust Fund (HTF) for the CRP from Fiscal Year (FY) 2022 to FY 2026. FHWA recently apportioned \$1.23 billion for the program in FY 2022. Funds are available for obligation for up to four years.

Funds may be used to support infrastructure projects that reduce transportation emissions. FHWA defines “transportation emission” as carbon emissions from on-road highway sources. Eligible projects may include:

- The establishment or operation of a traffic monitoring, management, or control facility or program; Public transportation projects eligible under 23 U.S.C. 142, including the construction of bus rapid transit (BRT) corridors and dedicated bus lanes (Funding may also be “flexed” from FHWA to the Federal Transit Administration for transit projects);
- Transportation alternatives projects, including the construction, planning, and design of on- and off-road trail facilities;
- Advanced transportation and congestion management technologies;
- The deployment of intelligent transportation systems (ITS) and vehicle-to-infrastructure communications equipment;
- The replacement of streetlight and traffic control devices with energy-efficient alternatives;

- Projects that support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads;
- Projects that reduce the environmental and community impacts of freight movement;
- The deployment of alternative fuel vehicles, including:
  - The acquisition, installation, and operation of publicly accessible electric vehicle charging infrastructure and hydrogen, natural gas, and propane fueling infrastructure; and
  - The purchase and lease of zero-emission construction equipment and vehicles and the acquisition, construction, and lease of supporting facilities;
- Diesel engine retrofits;
- Certain projects eligible under the Congestion Mitigation and Air Quality (CMAQ) Improvement Program to improve traffic flow without the construction of new capacity;
- Projects to reduce transportation emissions at port facilities, including through port electrification;
- Other projects prioritized by the Biden Administration, including:
  - Sustainable pavement technologies;
  - Alternative uses of highway right-of-way (ROW); and
  - Projects that encourage mode shifts, including micromobility and electric bike projects; and
- Any project eligible under the Surface Transportation Block Grant (STBG) Program that the Secretary of Transportation certifies will reduce transportation emissions. (FHWA will issue guidance on how the Secretary will make these determinations.)

For more information see a [Fact Sheet](#) on the CRP program for further information. You may also view a list of [technical assistance resources](#) on the FHWA BIL website.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.