

NEW FEDERAL FUNDING PROGRAMS FOR CARBON REDUCTION

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Purpose

- Provide overview of federal funding programs under the Inflation Reduction Act (IRA) and Bipartisan Infrastructure Law (BIL) that are dedicated to shifting the United States away from fossil fuel use and reducing greenhouse gas emissions and focus on the on-road transportation sector
- Discuss TPB Role and any planned committee or Board briefings



Federal Programs

Program	Legislation (Funding outlay)	Federal Agency
<u>Carbon Reduction Program (CRP)</u>	Bipartisan Infrastructure Law (\$6.4 billion total FY 22 – FY 26)	FHWA
<u>Climate Pollution Reduction Grant (CPRG) Program</u>	Inflation Reduction Act (\$250 million - Noncompetitive Planning grants; \$4.6 billion - Competitive Implementation grants)	EPA
<u>Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program)</u>	Bipartisan Infrastructure Law (\$2.5 billion total FY 22 – FY 26)	FHWA
<u>National Electric Vehicle Infrastructure (NEVI) Formula Program</u>	Bipartisan Infrastructure Law (\$5 billion total FY 22 – FY 26)	FHWA
<u>Low or No Emission (Low-No) Vehicle Program</u>	Bipartisan Infrastructure Law (\$1.1 billion FY 22; \$1.2 billion FY 23)	FTA

Carbon Reduction Program (CRP)

- Requires States to develop a Carbon Reduction Strategy (CRS) by November 15, 2023
 - Carbon Reduction Strategies “shall support efforts to reduce transportation emissions and identify projects and strategies to reduce these emissions”
 - States are required to consult with any MPO within the state
 - Carbon Reduction Strategies must be updated at least once every four years
 - Federal guidance notes that “States, in coordination with MPOs, are encouraged to develop their Carbon Reduction Strategies as an integral part of their transportation planning processes, such as by integrating them into ... the MPO’s Metropolitan Transportation Plan (MTP), or by developing a separate document which is incorporated by reference into the Long-Range Statewide Transportation Plan (LRSTP) and MTP.”



Carbon Reduction Program (CRP)

- Provides funds to states for “projects designed to reduce transportation emissions, defined as carbon dioxide emissions from on-road transportation sources”
 - \$6.4 billion in formula funding nationally from FY 2022 through FY 2026
 - 65% percent of each state’s apportionment is to be obligated to areas based on the proportion of the state’s population residing in that area; 35% of the apportionment can be spent anywhere in the state

	FY 2022	FY 2023
District of Columbia	\$3,206,817	\$3,270,954
Maryland	\$3,571,327	\$3,642,754
Virginia	\$5,786,618	\$5,902,350
Metropolitan Washington Total	\$12,564,762	\$12,816,058



Carbon Reduction Program (CRP)

- The TPB Technical Committee received a briefing about the Carbon Reduction Program in April 2023.
- **As part of the TPB's consultation role on the state Carbon Reduction Strategies**, the state DOTs are scheduled to present their draft Carbon Reduction Strategies to the TPB Technical Committee and the TPB in October 2023.
- **As part of the TPB's coordination role with the states to select the projects for CRP funding**, TPB staff are participating in meetings with state DOT staff to discuss the coordination process and the TPB will be briefed about the process as it is developed. Projects funded through the CRP must be identified in the Transportation Improvement Program (TIP).



Climate Pollution Reduction Program (CPRG)

- The **Climate Pollution Reduction Grants (CPRG) program** will provide grants to states, regions, and local governments to develop and implement plans for reducing greenhouse gas emissions and other harmful air pollution.
- Section 60114 of the **Inflation Reduction Act** provides an investment of \$5 billion to support these efforts.
- This two-staged grant program provides funding of \$250 million for noncompetitive planning grants, and **\$4.6 billion for competitive implementation grants**.
- Non-competitive allocations include - States, District of Columbia, Puerto Rico: \$3 million; Metropolitan Statistical Areas (MSAs): \$1 million to 67 most populous (except COG).
- COG, via DC's allocation, is set to receive **\$1 million for Metropolitan Statistical Area (MSA) climate planning**, which includes communities from VA and WV.



Climate Pollution Reduction Program (CPRG)

- **Priority Climate Action Plan (PCAP)**, due March 1, 2024.
- **Comprehensive Climate Action Plan (CCAP)**, due summer-fall 2025.
- The TPB Technical Committee and TPB will receive a briefing on the CPRG program at the September 2023 meetings.
- COG's Climate Energy Air Program staff has initiated the PCAP effort that will include representatives from state and local governments, including transportation sector. The TPB's role will be defined as the project develops.
- TPB staff will coordinate with COG - DEP staff on tasks related to on-road transportation.



Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program)

- Established by the Bipartisan Infrastructure Law “to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work – urban and rural areas alike – in addition to along designated Alternative Fuel Corridors (AFCs)”
- Provides two funding categories of grants: (1) Community Charging and Fueling Grants (Community Program); and (2) Alternative Fuel Corridor Grants (Corridor Program)
- \$2.5 billion over five years
- COG submitted a Request for Funding on behalf of seven jurisdictions for 48 proposed locations across metropolitan Washington, which was coordinated through the Regional Electric Vehicle Deployment (REVD) Working Group
- Additional proposals were submitted by the District of Columbia, City of Alexandria, Prince William County, Montgomery County, and the Maryland Clean Energy Center



Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program)

- COG submitted a Request for Funding on behalf of seven jurisdictions for 48 proposed locations across metropolitan Washington
 - 30 sites (63 percent) are located either in or near disadvantaged communities
 - All proposed projects will follow the TPB's safety policies, programs, and guidance
- Another Notice of Funding Availability is expected in early 2024
- TPB staff have commissioned the development of a Regional Electric Vehicle Infrastructure Implementation (REVI) Strategy
 - Funded through TPB's UPWP Technical Assistance Program
 - Developed by TPB's on-call consultant, ICF
 - Provide electric vehicle projections for three forecast scenarios and recommend priority sites for EV infrastructure by county
 - COG's Regional Electric Vehicle Deployment (REVD) Working Group will oversee the project
 - TPB Technical Committee will see draft results in January; Presentation of final strategy to TPB Tech and TPB in spring 2024



National Electric Vehicle Infrastructure (NEVI) Formula Program

- Bipartisan Infrastructure Law provides \$5 billion in funding from FY 2022 through FY 2026.
- “States to strategically deploy EV charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability.”
- Statewide funding for FY 2022 and FY 2023:

	FY 2022	FY 2023
District of Columbia	\$ 2,468,807	\$ 3,552,641
Maryland	\$ 9,298,080	\$ 13,380,042
Virginia	\$ 15,745,244	\$ 22,657,583

- Requires states to develop statewide plan, which will be updated annually. Initial plans were submitted in August 2022.
- States should consult with MPOs. TPB Technical Committee received briefing on state NEVI plans in October 2022. TPB’s Freight Subcommittee received briefings in March and April 2023.



Low or No Emission (Low-No) Vehicle Program

- Bipartisan Infrastructure Law increased the amount of funding available for this competitive grant program from \$84 Million in FY 2019 to \$1.22 Billion in FY 2023.
- FY 2023 round of grants included four awards in the TPB region: WMATA (\$104 million), University of Maryland (\$40 million), City of Alexandria (\$24 million), and Loudoun County (\$14 million).
- The TPB continues to support applications by agencies in the region through support letters and makes amendments to the Transportation Improvement Program (TIP) to ensure the receipt of federal funding.



Questions?

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