

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**RESOLUTION TO APPROVE PROJECTS IN MARYLAND FOR FUNDING UNDER THE
FEDERAL HIGHWAY ADMINISTRATION'S CARBON REDUCTION PROGRAM (CRP)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the IIJA, also known as the Bipartisan Infrastructure Law, established the Carbon Reduction Program that provides a total of \$6.4 billion in formula funding nationally for FY 2022 through FY 2026. for "projects designed to reduce transportation emissions, defined as carbon dioxide emissions from on-road transportation sources"; and

WHEREAS, 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 and 35% of the apportionment can be spent anywhere in the state; and

WHEREAS, the Carbon Reduction Program provides funding for transportation programs and projects defined as eligible per the Carbon Reduction Program Implementation Guidance from the Federal Highway Administration (FHWA) dated April 21, 2022; and

WHEREAS, States must coordinate with any non-Transportation Management Area (TMA) MPO that represents an urbanized area or consult any MPO or Regional Transportation Planning Organization that represents a rural area before obligating funds for eligible projects; and

WHEREAS, FHWA's program guidance defines coordination as "the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate (23 CFR 450.104)"; and

WHEREAS, FHWA guidance states that projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s). (23 U.S.C. 134 and 23 U.S.C. 135); and

WHEREAS, the Carbon Reduction Program provides an opportunity to fund projects and programs in the region to reduce carbon emissions and support the greenhouse gas reduction goals for the region's on-road transportation sector adopted by the TPB in June 2022: 50% below 2005 levels by 2030 and 80% below 2005 levels by 2050; and

WHEREAS, in coordination with TPB staff, a solicitation for project applications for Carbon Reduction Program funding was conducted by the Maryland Department of Transportation between February 5 and March 26, 2025; and

WHEREAS, after reviewing each projects' ability to meet selection criteria and project readiness for obligation, TPB and MDOT staff met on May 20, 2025 and July 11, 2025, and recommended awarding \$2,021,700 in federal Carbon Reduction Program funding for four applications.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves these four projects for federal funding under the Carbon Reduction Program in Maryland, as listed below and in the attached materials:

- Research Boulevard Shared Use Path Feasibility and Design (\$240,000)
- Zero Emission Mt. Rainier Vehicles (\$1,255,000)
- North Market Street Protected Bicycle Lane – 100% Design (\$288,000)
- Waterford Park Intelligent Lighting Pilot (\$238,700)



National Capital Region
Transportation Planning Board

MEMORANDUM

TO: TPB Steering Committee
FROM: Erin Morrow, TPB Transportation Engineer
SUBJECT: Projects Recommended for Round 2 Funding in Maryland Under the Carbon Reduction Program
DATE: August 29, 2025

SUMMARY

The Bipartisan Infrastructure Law established the [Carbon Reduction Program](#) (CRP), which provides formula funding to states to invest in “projects designed to reduce transportation emissions, defined as carbon dioxide emissions from on-road transportation sources.” Sixty-five 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. States are required to coordinate with applicable MPOs when selecting projects for funding and the projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan. The CRP provides a new source of funding, and TPB staff are working with state DOT staff to develop processes for coordination between the state DOTs and the TPB on project selection.

The second round of projects recommended for CRP funding in Maryland are ready for consideration by the TPB. The MDOT/TPB selection panel has recommended funding for four projects, totaling \$2,021,700 in federal funding. The projects are listed below and described later in this memorandum. On September 5, 2025, the TPB Steering Committee will be asked to adopt Resolution SR5-2026 to approve the recommended projects and allocations below.

Project Title	Sponsor	County	Suballocation	Recommended CRP Funding
Research Boulevard Shared Use Path Feasibility and Design	City of Rockville	Montgomery	Washington DC-MD-VA	\$240,000
Zero Emission Mount Rainier Vehicles	City of Mount Rainier	Prince George’s	Washington DC-MD-VA	\$1,255,000
North Market Street Protected Bicycle Lane – 100% Design	City of Frederick	Frederick	Frederick, MD	\$288,000
Waterford Park Intelligent Lighting Pilot	City of Frederick	Frederick	Frederick, MD	\$238,700

BACKGROUND

The Carbon Reduction Program (CRP) was established by the Bipartisan Infrastructure Law. The CRP provides a total of \$6.4 billion in new formula funding nationally for FY 2022 through FY 2026. The CRP has two components – it requires states to develop a Carbon Reduction Strategy and provides funds to states for projects designed to reduce carbon dioxide emissions from on-road transportation. Both program components require states to work with applicable Metropolitan Planning Organizations (MPOs).

States were required to develop a Carbon Reduction Strategy (CRS) by November 15, 2023, and the CRS must be updated at least once every four years. States were required to consult with any MPO within the state. The state DOTs presented to the TPB in October 2023.

A certain amount of each state's CRP funding is set aside for projects in large metropolitan areas and states are to coordinate with MPOs in programming these funds. FHWA defines coordination as "the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate (23 CFR 450.104)." According to FHWA guidance, projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan (23 U.S.C. 134 and 23 U.S.C. 135).

CRP funds are available for obligation for a period of three years after the last day of the fiscal year for which the funds are authorized. Maryland's current available CRP funding in the TPB Planning Area and anticipated funding through FY 2026 are:

Sub-Allocation Area	Available Balance (Now)*	Available Balance (with anticipated federal FY 26 funds)*
92242 – Washington – Arlington DC-VA-MD	\$6,156,757.76	\$9,329,481.76
31519 – Frederick, MD	\$908,467.20	\$1,194,342.40
92161 – Waldorf, MD	\$594,554.24	\$786,699.04

* 20% buffer is withheld from these numbers to account for potential overruns and cost increases

CRP funds can be used for a wide variety of projects that reduce carbon emissions from on-road transportation. A sample of the types of projects is listed below and more details can be found in the CRP [fact sheet](#).

- Traffic management
- Truck stop electrification
- Certain public transportation projects (including BRT and Bus priority treatments)
- Transportation alternatives projects
- Advanced transportation and congestion management technologies
- Intelligent Transportation Systems
- Development of a Carbon Reduction Strategy
- Travel Demand Management
- Efforts to reduce the impacts of freight movement

- Deployment of alternative fuel vehicles
- Diesel engine retrofits
- Traffic flow improvements that do not involve construction of new capacity; and
- Projects that reduce transportation emissions at port facilities

ROUND 2 (2025) SOLICITATION FOR MARYLAND

The CRP is a relatively new funding source, and each state is working to establish a project identification and selection process that may be refined in future years. Maryland conducted a project solicitation for projects eligible for CRP funding through MDOT's [Climate Focused Funding Portal](#). The application was open to MPOs, local governments, MDOT Modal Administrations, and partners. The solicitation period opened on February 5 and closed on March 26, 2025.

For the Maryland portion of the Washington, D.C. urban area, MDOT received three eligible applications and for the Frederick area, MDOT received two applications. MDOT did not receive any applications for the Waldorf area. The list of applications is included as Attachment A.

PROJECT SELECTION PROCESS

To meet the MPO coordination requirement for project selection, MDOT and TPB staff met on May 20 and July 11 to discuss the applications and come to a consensus on projects to recommend for funding.

Participants in the project selection meetings included:

- Courtney Carter, MDOT (May 20)
- Allison Gost, MDOT
- Nick Kurtz, MDOT
- Lyn Erickson, COG/TPB Staff
- Erin Morrow, COG/TPB Staff

Prior to the project selection meetings, attendees reviewed the applications. The selection criteria consider both MDOT priorities and TPB policies and programs.

The project selection criteria are listed below:

- *GHG Reduction Potential* – Will the project help to reduce GHG emissions?
- *Alignment with Climate Action* – How will the project support climate action plans and strategies?
- *Delivery of Milestones* – How long will the project take to be ready to obligate?
- *Co-Benefits* – How the project will support other state and local initiatives?

FUNDING RECOMMENDATIONS

The selection panel recommended awarding \$2,021,700 in federal CRP funding for four applications, two in the Maryland portion of the Washington, D.C. urban area, and two in the Frederick area. The federally required local of match of at least 20% is the responsibility of the applicants.

Project Descriptions

Research Boulevard Shared Use Path Feasibility and Design (City of Rockville) - \$ 240,000

This project is to evaluate the feasibility of constructing a shared use path along Research Boulevard in the City of Rockville and to prepare a 65% engineering design for its construction. The project will evaluate using the existing right-of-way to provide a safe and separated facility for alternative transportation modes.

Zero Emission Mount Rainier Vehicles (City of Mount. Rainier) - \$1,255,000

The City of Mount Rainier seeks to replace all fuel-burning cars and trucks used by its Public Works Department with clean, all-electric vehicles. *This application is recommended for a partial funding award to purchase two electric refuse trucks and to purchase and install two Level 3 chargers.*

North Market Street Protected Bicycle Lane – 100% Design (City of Frederick)– \$288,000

This project will complete the 100% design for a two-way protected bicycle lane (PBL) or functional equivalent along North Market Street (7th St to North East St, and Schifferstadt Blvd to Routzahn Way) and related connections in Frederick. The design will create a continuous, safe, all-ages-and-abilities bicycle route connecting downtown, schools, and services to northern Frederick neighborhoods.

Waterford Park Intelligent Lighting Pilot (City of Frederick)- \$238,700

This project will replace existing park lighting in Waterford Park with Dark Sky-compliant, sensor-controlled reactive lighting that dims or turns off when no users are present. This pilot program will reduce energy consumption, minimize light pollution, and serve as a model for future lighting upgrades throughout the city.

NEXT STEPS

The TPB Steering Committee will be asked to approve the recommended projects on September 5, 2025.

Providing the Steering Committee's action becomes final on September 17. TPB staff will forward information regarding the approved projects to MDOT for actions at the state level. MDOT staff will prepare award letters and begin coordination with applicants for project-specific agreements and moving towards obligating funds.

For more information regarding the TPB's role in this process, please contact Erin Morrow (emorrow@mwkog.org or 202-962-3793).

Attachment A: Round 2 (2025) Maryland CRP Applications

	Sponsor	County
Research Boulevard Shared Use Path Feasibility and Design	City of Rockville	Montgomery
Zero Emission Mount Rainier Vehicles	City of Mount Rainier	Prince George's
North Market Street Protected Bicycle Lane – 100% Design	City of Frederick	Frederick
Waterford Part Intelligent Lighting Project	City of Frederick	Frederick
Montgomery County Community EV Charging Network – Part 2	Montgomery County	Montgomery