

CARBON REDUCTION PROGRAM FUNDING STRATEGY



Agenda

- Webinar Objectives
- Carbon Reduction Program Overview
- DVRPC Carbon Reduction Program Funding Strategy
- Funding Status, Access, and Additional Opportunities
- Questions

Objectives

- Share information about the Carbon Reduction Program and funding opportunities.
- Explain the DVRPC project funding prioritization and selection process.
- Encourage partners to develop projects that reduce transportation emissions.

What You'll Learn

- Project funding opportunities and relation to the TIP process.

What We are Asking

- Develop project ideas and work with your counties to seek funding.

Carbon Reduction Program Overview

Key Terms

- **Carbon Reduction Program (CRP)** – Federal IIJA Funding Program aimed at reducing emissions from transportation sector
- **Carbon Reduction Strategy (CRS)** – State planning document outlining how funds from the CRP should be invested
- **Carbon Reduction Program Funding Strategy** – DVRPC goals, priorities, and procedures for investing CRP funds

CRP
Federal Guidance
and Rules



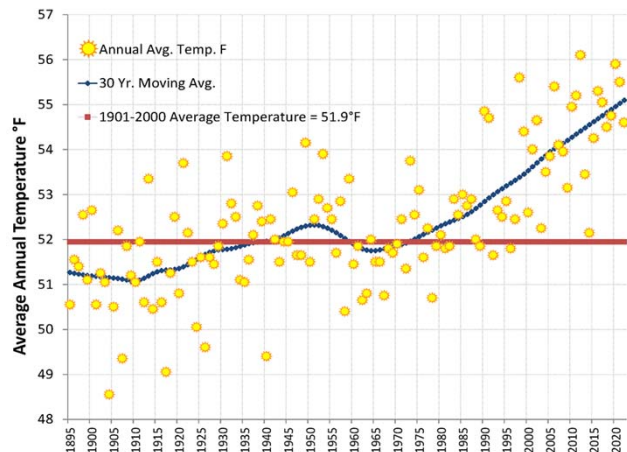
CRS
State Priorities
and Guidelines



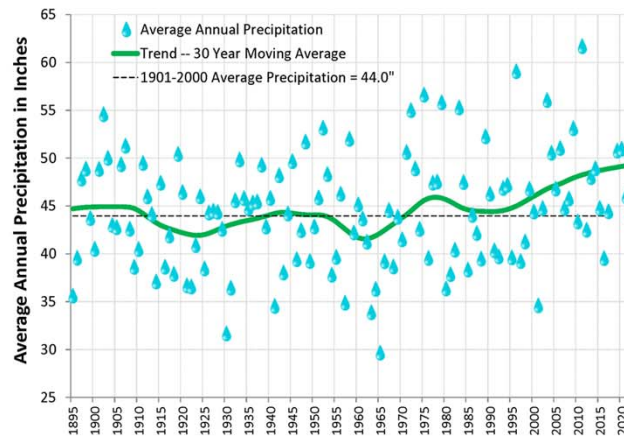
CRP Funding Strategy
DVRPC Strategy to
Deploy Funds

The Issues

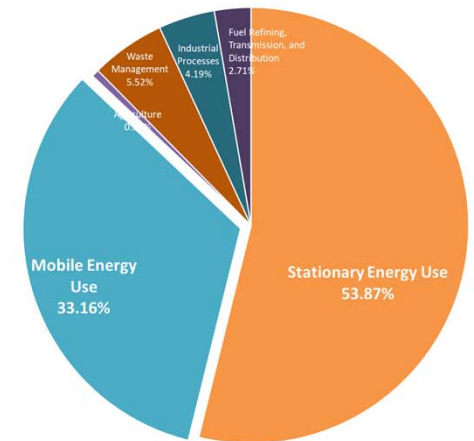
- Greenhouse Gas (GHG) emissions are driving changes in our climate.
- Rising temperatures, more powerful storms, rising sea-levels, more frequent flooding, degrading air quality, increases in vector borne diseases.
- Thirty-three percent of carbon emissions come from transportation sources.



Source: NOAA National Center for Environmental Information, 2023



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Based on DVRPC Regional GHG Inventory for 2019

Federal, state, and regional climate action plans target 80-100% reduction in GHG emissions by 2050.

International Panel on Climate Change

Limiting human-caused global warming requires net zero CO₂ emissions

U.S. Federal Government

Net-zero emissions economy by 2050

State Government

PA: 80% by 2050
NJ: 80% by 2050

Regional and County

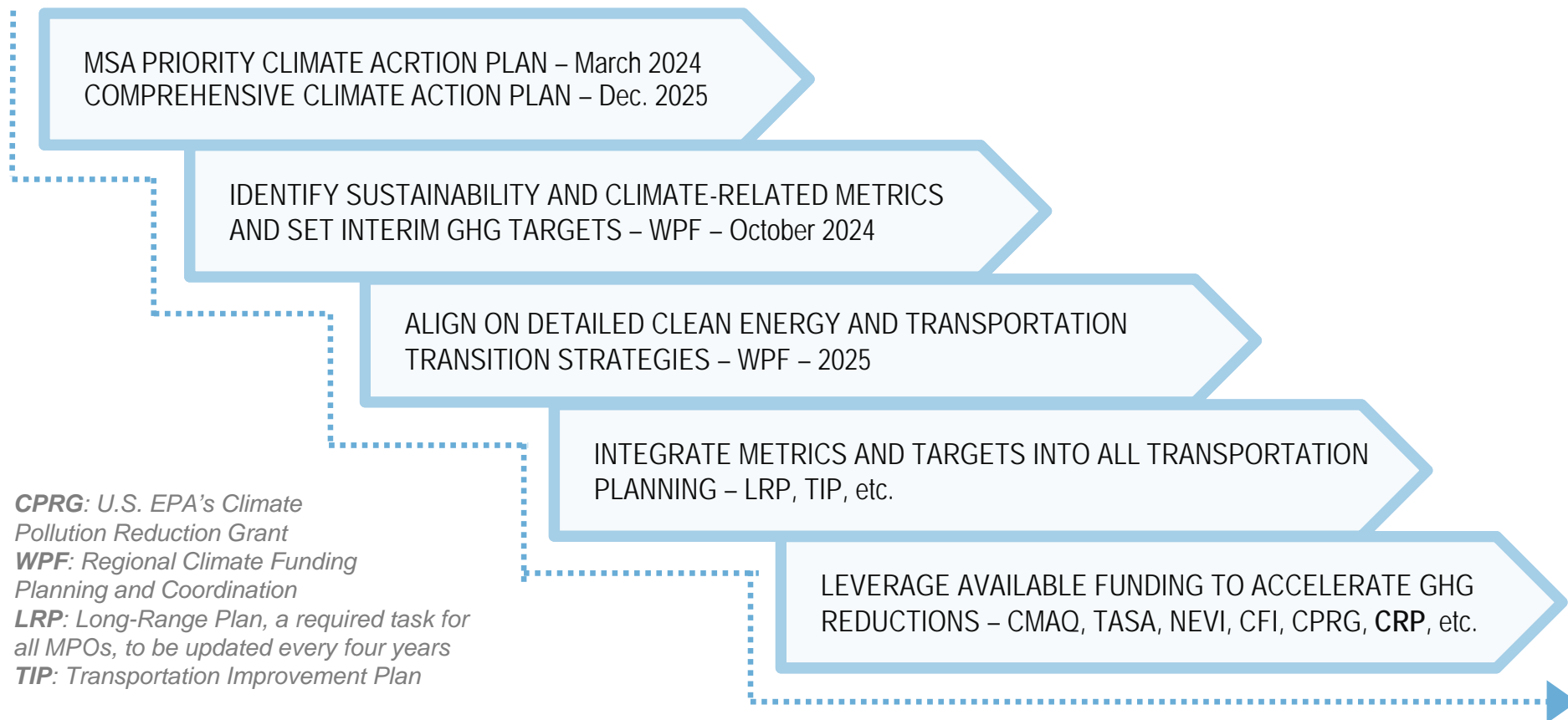
DVRPC Region, *Connections 2050*: net zero by 2050
Counties: Montgomery and Philadelphia – net zero by 2050,
Chester – 80%, Delaware – 20% by 2028 (2019 base)

CRP Purpose

“to reduce transportation emissions through the development of state carbon reduction strategies and by funding projects designed to reduce transportation emissions”

CRP Implementation Guidance, FHWA, 2023

DVRPC Approach to Achieving GHG Goals

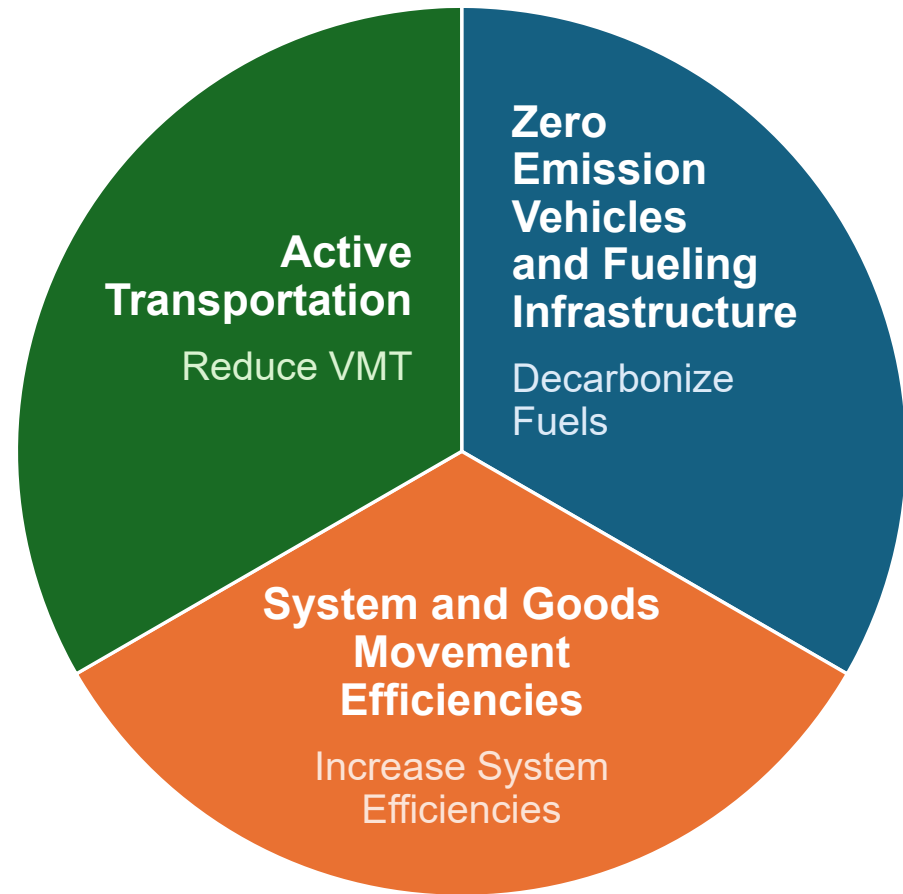


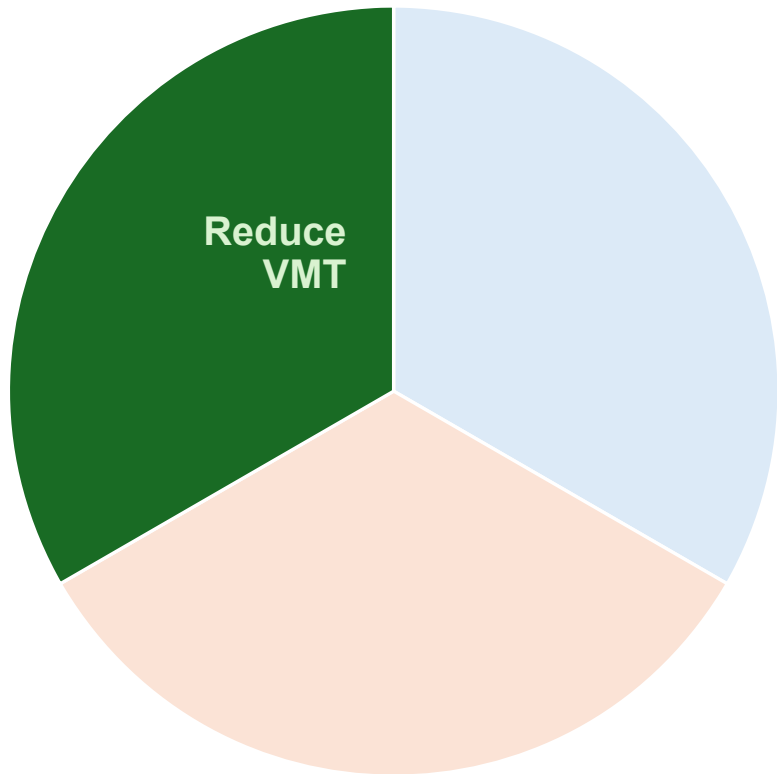
DVRPC Carbon Reduction Program Funding Strategy

DVRPC Funding Strategy Goals



DVRPC CRP Priority Project Types



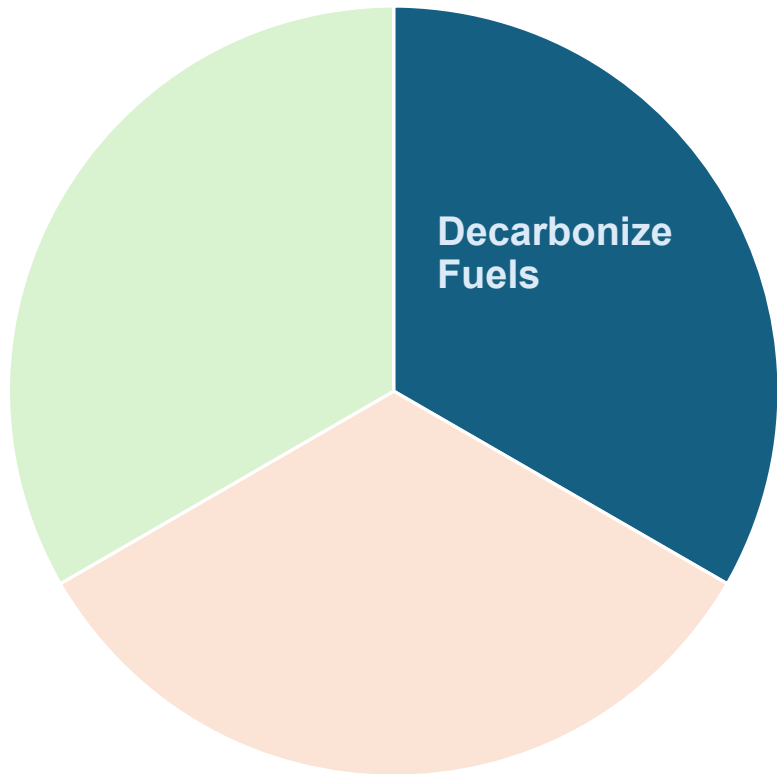


Active Transportation

Facilitate mode shift away from single occupancy vehicles.

- New trail, bike lane, and sidewalk facilities
- Amenities & safety improvements to the bike/ped network
- Improved access to transit

Examples: Circuit Trails, retrofit striping for bike lanes, network safety improvements around transit stations (new crosswalks, countdown timers)



Zero Emission Vehicles and Fueling Infrastructure

Provide funding for electric and hydrogen vehicles and fueling infrastructure.

- Public EV fleets
- Publicly accessible EVSE
- Zero emission freight and cargo handling equipment

Examples: CFI EVSE projects, county and municipal EV fleets and EVSE, port and airport electrification

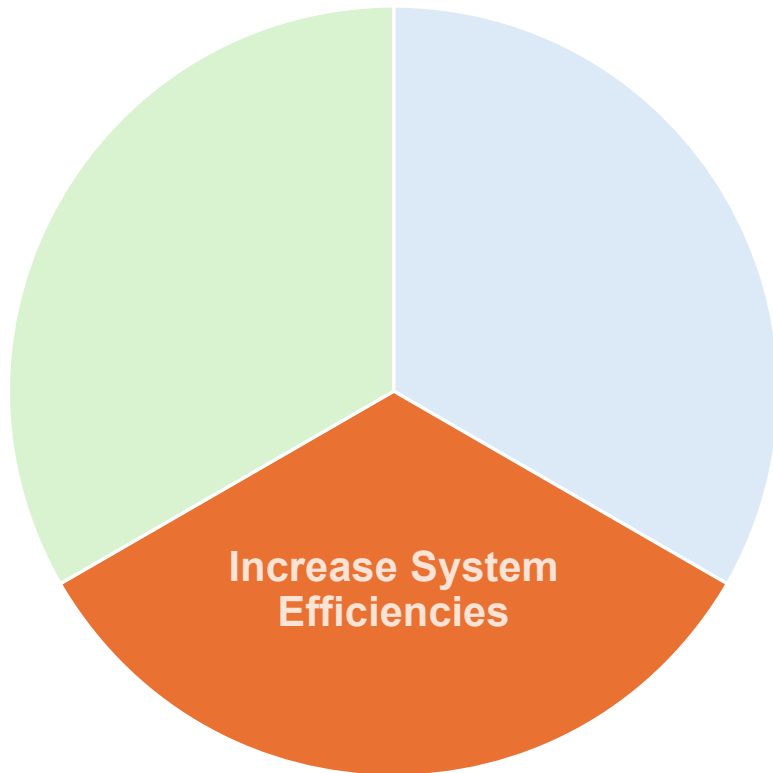


IMAGE CREDIT: FHWA

System and Goods Movement Efficiencies

Reduce congestion & move goods more efficiently.

- Intelligent Transportation Systems (ITS) and Variable Messaging Signage (VMS)
- Incident Management
- Wayfinding and Parking Management Technology

Examples: VMS in high crash areas and construction management; PennDOT ITS and truck wayfinding on US 1 in Lower Bucks; Truck parking availability signage on I-476

Project Identification

Requirements

- Be program eligible (federal guidance)
- Justice 40 requirements apply (federal guidance)
- Projects will be added to the TIP (federal guidance)
- All projects assessed against CRP funding strategy goals (state CRS)

Potential Sources for Projects


- State and local climate action plans
- County, DVRPC, and local studies and reports
- State, county, and local priorities

An effective program relies on a pipeline of eligible projects.

Available Funds – Pennsylvania

Funds allocated to States and UAs (Annual)


PA Counties - \$13.4M (\$10.8 UA formula + \$2.6M State)

FY2025 PA TIP (twelve years)					
first 4 years (2025-2028)		second 4 years (2029-2032)		third 4 years (2033-2036)	
\$53.6M allocated		\$53.6M allocated		\$53.6M allocated	
\$36.928M programmed	\$16.672M available	\$48.232M programmed	\$5.368M available	\$48M programmed	\$5.6M available
INCREASING ALIGNMENT WITH CRS 					

Available Funds – New Jersey

Funds allocated to States and UAs (Annual)

NJ counties - \$3.3m (UA formula \$2.6m Phila + \$677K Trenton)

FY2024 NJ TIP (ten years)			
first 4 years (2024-2027)	later fiscal years 6 years (2028-2033)		
\$10.4M allocated (Phila. UA)	\$15.6M allocated (Phila. UA)		
<table border="1"> <tr> <td>\$4M programmed</td> <td>\$6.4M available (Phila UA)</td> </tr> </table>	\$4M programmed	\$6.4M available (Phila UA)	\$15.6M available (Phila. UA)
\$4M programmed	\$6.4M available (Phila UA)		
first 4 years (2024-2027)	later fiscal years 4 years (2028-2033)		
\$2.708M allocated (Trenton UA)	\$4.062M allocated (Trenton UA)		
\$2.708M available (Trenton UA)	\$4.062M available (Trenton UA)		
INCREASING ALIGNMENT WITH CRS 			

Near Term Funding Plan



Fund a diverse menu of projects that meet the Program goals and priorities.

- Deployable
- Long-term emissions reductions benefits
- Able to respond to changing funding schedules
- Spend federal funds effectively and efficiently

Committed Funds

FY 2025 TIP PA

- **County EVSE projects**
\$12M through FY '26 (*under development*)
- **ADA ramps & pedestrian safety projects**
\$11.6M through FY '29
- **County Circuit Trail commitments**
\$120.1M through FY '36
- **Remaining program funds**
\$19.5M through FY '36

FY 2025 TIP NJ

- **Equipment electrification at South Jersey Port Corporation**
\$4M through FY '25

If funds are already programmed...

Goal

Fund effective projects that meet the stated purpose of the CRP.

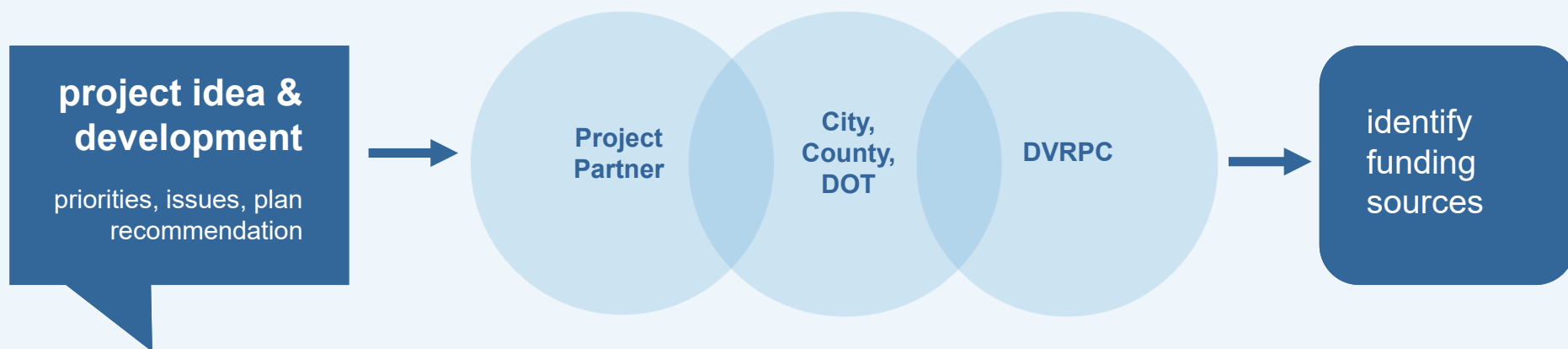
Program schedules vs. engineering schedules

- TIP schedules are not engineering schedules.
- Timelines change as projects progress through design and engineering.
- When programmed projects are not ready for the planned phase, DVRPC seeks to apply funds to other projects.

Mechanics of Funding

CRP projects will be funded through TIP process.

- Develop a project idea with budget, scope, and need.
- Work with your TIP representative (city or county) to consider project for TIP funding.
- Depending on the project type and benefits, other funding programs may be applicable.



TIP Schedule Basics

States develop TIP on alternating years.

- TIP is a four-year funding program
- PA and NJ update on alternate years
(*PA Twelve-Year Program, NJ Ten-Year STIP*)

*Work with
your county
to promote
your project.*



TIP development begins **10+ months** before adoption.

- **Late Summer** – current conditions & asset evaluation
- **Fall** – project review & new project candidates
- **Following April** – constrained TIP & project evaluation

www.dvrpc.org/tip



Additional Opportunities

*Leverage
available funding
opportunities.*



- **TIP Funded**
Carbon Reduction Program (CRP)
Congestion Mitigation and Air Quality (CMAQ)
- **DVRPC Competitive**
Transportation Alternatives (TASA)
CMAQ
- **IIJA Competitive Programs**
Charging and Fueling Infrastructure (CFI)
Port Infrastructure Development Program (PIDP)
- **Inflation Reduction Act and EPA Programs**
Climate Pollution Reduction Grants (CPRG)
Clean Ports Initiative
Diesel Emissions Reduction Act (DERA)



Questions?

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