

## Carbon Reduction Program – Project Scoring Criteria

### ***Background***

The Carbon Reduction Program (CRP) was established by the 2021 Bipartisan Infrastructure Bill with the goal of reducing transportation emissions nationwide. The purpose of the Carbon Reduction Program is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions. Over the course of five years, approximately \$6.4 billion will be apportioned to the program, with approximately \$1.1 million of that total amount expected to be allocated within the Greater Madison MPO planning area annually.

CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. 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) Projects are subject to requirements under the National Environmental Policy Act (42 U.S.C. 4321 et seq.), the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (42 U.S.C. 4601 et seq.), and other applicable Federal laws. Projects funded with CRP funds are required to be treated as projects on Federal-aid highways (23 U.S.C. 175(g)).

### ***Eligible Project Types***

Projects must demonstrate a reduction in transportation-related greenhouse gas (GHG) emissions over their lifecycle. Emissions may be reduced by shifting travel to less carbon intensive modes, including shifts from conventional to electric vehicles; eliminating the number or length of trips; or reducing emissions from the construction, maintenance, or operations of transportation-related infrastructure (e.g., streetlights, roadways, etc.).

The following activities are listed as eligible under 23 U.S.C. 175(c):

- Establishment or operation of a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems (23 USC, Section 149(b)(4));
- A public transportation project that is eligible for federal assistance (23 USC, Section 142);
- Construction, planning, and design of on- or off-road trail facilities for pedestrians and bicyclists;
- Advanced transportation and congestion management technologies (23 USC, Section 503(c)(4)(E));
- Deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications systems;
- Replacement of street lighting and traffic control devices with energy-efficient alternatives;
- Congestion pricing, shifting transportation demand to non-peak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection and transportation demand management strategies;
- Efforts to reduce environmental and community impacts of freight movements;
- Diesel engine retrofit projects as described in 23 USC, Section 149(b)(8);

Adopted April 2023. Updated June 2024 with revised project eligibility.

- Certain types of projects to improve traffic flow and that does not result in the construction of new capacity (23 USC, Section 149(b)(5));
- Reduction of transportation emissions at port facilities, including through the advancement of port electrification.

### **Scoring**

#### Carbon Emissions Reduction – 70%

Carbon emissions reductions should be quantified using the methodologies detailed in Chapter 3 of the [Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity](#). The handbook includes factsheets detailing the benefits of different types of GHG emissions reduction measures. Most eligible project types will be found among the handbook's [Transportation Measures](#). However, some eligible transportation-related project types are located in other sections, such as replacing incandescent traffic lights with LED traffic lights, which is located in the [Energy](#) section.

Applicants should refer to the factsheet that most closely matches their project type, and calculate the likely GHG emissions reduction impact of their project using the GHG reduction formula shown for their project type. Where feasible, applicants should substitute project-specific values for assumptions and default values used in GHG reduction formulas. Applicants should identify the formula and variables used in calculating projects' expected GHG reduction impact, and explain the source of all project-specific values used.

#### Co-Benefits – 30%

Applicants should identify and describe any additional project benefits beyond GHG reduction, as well as the scale of such benefits.

Potential benefits may be in the areas of:

1. Environmental justice
2. System preservation and facility maintenance
3. Safety
4. Bicycle, pedestrian, or transit network connectivity or accessibility
5. Improving multimodal access to jobs or other destinations
6. Public health