

Carbon Reduction Program Details

H.R. 3684 p 127 Sec 11403

<https://www.congress.gov/117/bills/hr3684/BILLS-117hr3684enr.pdf>

Eligible activities:

- A. establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems
- B. public transportation
- C. construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation
- D. advanced transportation and congestion management technologies
- E. infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology
- F. replace street lighting and traffic control devices with energy-efficient alternatives
- G. development of a carbon reduction strategy
- H. a project or strategy that is designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs
- I. efforts to reduce the environmental and community impacts of freight movement
- J. a project to support deployment of alternative fuel vehicles, including— “(i) the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and “(ii) the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities
- K. diesel engine retrofit
- L. a project described in section 149(b)(5) that does not result in the construction of new capacity
- M. transportation emissions at port facilities, including through the advancement of port electrification.

Other requirements, 2-years after the enacting of IIJA, MDOT will be required to create a carbon reduction strategy, in cooperation with MPOs that:

- A. support efforts to reduce transportation emissions
- B. identify projects and strategies to reduce transportation emissions, which may include projects and strategies for safe, reliable, and cost-effective options
 - i. to reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State or an area served by the applicable metropolitan planning organization, if any
 - ii. to facilitate the use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes

- iii. to facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches; “(C) support the reduction of transportation emissions of the State; “(D) at the discretion of the State, quantify the total carbon emissions from the production, transport, and use of materials used in the construction of transportation facilities within the State; and “(E) be appropriate to the population density and context of the State, including any metropolitan planning organization designated within the State.
- C. support the reduction of transportation emissions of the State
- D. at the discretion of the State, quantify the total carbon emissions from the production, transport, and use of materials used in the construction of transportation facilities within the State
- E. be appropriate to the population density and context of the State, including any metropolitan planning organization designated within the State.

Must be updated every 4-years and submitted to FHWA for approval.

Funding available:

Michigan will receive (*estimates*)

FY	Carbon Reduction	Flex Any Area (35%)	Sub-allocated by Area (65%)	TMA's	Small MPO	Small Urban	Rural
2022	\$ 32,395,504	\$ 11,338,426	\$ 21,057,078	\$ 11,909,379	\$ 2,156,855	\$ 1,439,384	\$ 5,551,460
2023	\$ 33,043,414	\$ 11,565,195	\$ 21,478,219	\$ 12,147,566	\$ 2,199,992	\$ 1,468,172	\$ 5,662,489
2024	\$ 33,704,282	\$ 11,796,499	\$ 21,907,784	\$ 12,390,518	\$ 2,243,992	\$ 1,497,535	\$ 5,775,739
2025	\$ 34,378,368	\$ 12,032,429	\$ 22,345,939	\$ 12,638,328	\$ 2,288,872	\$ 1,527,486	\$ 5,891,253
2026	\$ 35,065,935	\$ 12,273,077	\$ 22,792,858	\$ 12,891,095	\$ 2,334,650	\$ 1,558,036	\$ 6,009,078