

**Winston-Salem  
Urban Area  
Metropolitan  
Planning  
Organization**

**FY 2024**

**CMAQ**

**&**

**FY 2022**

**CRP**

**Call for Projects and  
Information Package**



# Winston-Salem Urban Area Metropolitan Planning Organization

## FY 2024 CMAQ and FY 2022 CRP Call for Projects

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### 1. Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program is a federal program that funds transportation programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for air quality pollutants. In North Carolina, North Carolina Department of Transportation (NCDOT) serves as the administrator for this program. Funding is apportioned to North Carolina based on the population in non-attainment and maintenance areas of the state and the severity of the air quality problem. Sixty percent (60%) of the CMAQ apportionment is directed and administered at the MPO/RPO level.

NCDOT has directed the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) to proceed with a call for projects using the allocation amounts from FY 2023 as a placeholder until the final allocation is confirmed for FY 2024. The funds are eligible to be programmed for projects in FY 2024, which runs from October 1, 2023 through September 30, 2024. NCDOT allocated \$1,794,028 in CMAQ funds to WSUAMPO for FY 2023. This amount will be used as placeholder for this call as NCDOT has not yet released the official funding amounts for FY24. The final funding allocation will be based on the official numbers released by NCDOT. CMAQ may fund up to 80% of a project's total cost and the remaining 20% is the responsibility of the locality.

### 2. Carbon Reduction Program (CRP)

The Carbon Reduction Program (CRP) was established under the Infrastructure Investment and Jobs Act (IIJA) to fund transportation projects that result in a reduction of on road emissions of carbon dioxide (CO<sub>2</sub>). On April 21, 2022, United States Department of Transportation (USDOT) announced allocations under the CRP for each state in the country. The states are then required to suballocate 65% of their apportionment to urbanized areas in accordance with the law. On July 25, 2022, NCDOT announced the allocation of \$875,770 in federal funding under the CRP to the WSUAMPO for federal fiscal year 2022. The funds are available for obligation for a period of three years after the last day of the federal fiscal year for which the funds are authorized. **In other words, these funds must be obligated by September 30, 2025.** As with CMAQ, CRP may fund up to 80% of a project's total cost and the remaining 20% is the responsibility of the locality. As a Transportation Management Area (TMA), WSUAMPO has selection authority over which projects to fund but will coordinate with NCDOT to ensure project eligibility.

Using the same call for projects, application, criteria, and processes as those used for CMAQ, WSUAMPO will allocate \$875,770 in available Carbon Reduction Program (CRP) funding. Based on project type and timeline, MPO staff will decide which source will be used to fund the selected projects. All applicants will utilize the NCDOT CMAQ application.

### Funding

- \$1,794,028 in available FY 24 CMAQ funds\*
- \$875,770 in available FY 22 CRP funds
- \$100,000 Minimum Total Project Cost
- Each Project requires a 20% Local Match
- Total Project Cost = CMAQ or CRP 80% + Local Match 20%

# Winston-Salem Urban Area Metropolitan Planning Organization

## FY 2024 CMAQ and FY 2022 CRP Call for Projects

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### Schedule

- Project Submittal Window.....October 31, 2022 – November 30, 2022
- Forsyth County OEAP Review...December 1, 2022 – December 28, 2022
- TCC/TAC Review... ..... January 19, 2023\*
- TCC/TAC Action... ..... February 16, 2023

\*- Subject to change

### CMAQ Eligible Projects and Programs

Eligibility information is provided below. Not all possible requests for CMAQ funding qualify—this section provides examples of activities eligible for CMAQ funds.

- Transportation Control Measures (TCMs)
- Alternative Fuels and Vehicles
- Congestion Reduction & Traffic Flow Improvements
- Transit Improvements
- Bicycle and Pedestrian Facilities and Programs
- Travel Demand Management
- Public Education and Outreach Activities
- Transportation Management Associations
- Carpooling and Vanpooling
- Freight/Intermodal
- Diesel Engine Retrofits & Other Advanced Truck Technologies
- Idle Reduction
- Training
- Inspection/Maintenance (I/M) Programs
- Experimental Pilot Projects
- Micromobility

WSUAMPO has historically supported the following Projects and Programs:

- Congestion Reduction & Traffic Flow Improvements
- Transit Improvements
- Bicycle and Pedestrian Facilities and Program
- Travel Demand Management

### CRP Eligible Projects and Programs

The eligibilities outlined under CRP are very similar to those offered by CMAQ but there are key differences. USDOT outlines the project eligibilities in the CRP Fact Sheet as follows:

- CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to– [except as noted, § 11403; 23 U.S.C. 175(c)(1)]
  - a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
  - a public transportation project eligible under 23 U.S.C. 142;
  - a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
  - a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;

## Winston-Salem Urban Area Metropolitan Planning Organization FY 2024 CMAQ and FY 2022 CRP Call for Projects

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- deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
- a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d);
- a project or strategy 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;
- efforts to reduce the environmental and community impacts of freight movement;
- a project that supports deployment of alternative fuel vehicles, including—
  - acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
  - purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- a project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]
- a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and
- any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)]

### Criteria

The following criteria will be applied to all eligible WSUAMPO CMAQ and CRP projects to determine a prioritized rank. The ranked list is submitted to NCDOT for review and STIP programming. As a new program, the project(s) selected for funding under CRP will go through a different coordination process that will be thoroughly communicated throughout the selection and programming stages.

### Quantitative Analyses

**Pollutant Reduction** – How many kilograms of the criteria pollutants or their precursors will be displaced over the lifetime of the proposed project? This is calculated by summing the yearly reductions of CO, NOx, and VOC reductions and multiplying this sum by the number of years in the project lifecycle, as follows:

Pollutant reduction = (CO Reduction + NOx Reduction + VOC Reduction) \* Project Lifecycle

Note: Each submitting MPO jurisdiction is responsible for the completion of the official CMAQ project submission form and providing the necessary data to the Forsyth County Office of Environmental Analysis and Protection (FCOEAP) to conduct the air quality analysis modeling for emissions reductions.

### Qualitative Assessment

Although quantitative analysis of air quality impacts is expected for almost all project types, an exception will be made when it is not appropriate to base a decision solely on quantifiable emissions benefits. In these cases, qualitative assessments based on reasoned and logical determinations will be at the discretion of the TAC.

## Winston-Salem Urban Area Metropolitan Planning Organization FY 2024 CMAQ and FY 2022 CRP Call for Projects

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### Submission Instructions

Submit one (1) original proposal via email or standard mail. All proposals must include the following:

- Cover letter from the principal elected official or chief executive
- Completed CMAQ Project Application
- Letter of support for 20% match
- An appendix of supporting documents such as a project map, as well as any additional documentation that helps support the project

All proposals must be received by the Winston-Salem Department of Transportation (WSDOT) via email or standard mail by Wednesday, November 30, 2022.

### Please direct applications and questions to your CMAQ & CRP Representative:

Hunter Staszak  
Transportation Planner  
Department of Transportation  
City of Winston-Salem  
P.O. Box 2511  
Winston-Salem, NC 27102  
(336) 747-6894  
[hunters@cityofws.org](mailto:hunters@cityofws.org)



U.S. Department of Transportation

**Federal Highway Administration**1200 New Jersey Avenue, SE  
Washington, DC 20590  
202-366-4000**BIPARTISAN INFRASTRUCTURE LAW**

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# FACT SHEETS

## Congestion Mitigation and Air Quality (CMAQ) Improvement Program

|                    | FAST Act (extension) | Bipartisan Infrastructure Law (BIL) |            |            |            |            |
|--------------------|----------------------|-------------------------------------|------------|------------|------------|------------|
| Fiscal year (FY)   | 2021                 | 2022                                | 2023       | 2024       | 2025       | 2026       |
| Contract authority | \$2.494 B            | \$2.536 B*                          | \$2.587 B* | \$2.639 B* | \$2.692 B* | \$2.746 B* |

\*Calculated (sum of estimated individual State CMAQ apportionments)

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

### Program Purpose

The BIL continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

### Statutory Citations

- § 11115; 23 U.S.C. 149

### Funding Features

Except as specified above and below, the BIL continues all funding features that applied to CMAQ under the FAST Act.

### Type of Budget Authority

- Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

### Apportionment of Funds

- As under the FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs.
- Each State's CMAQ apportionment is calculated based on a ratio specified in law. [23 U.S.C. 104(b)(4)] (See "Apportionment" fact sheet for a description of this calculation)

### Set-asides

- 2% for State Planning and Research (SPR). [23 U.S.C. 505]
- For a State that has a nonattainment or maintenance area for fine particulate matter (PM<sub>2.5</sub>), the BIL requires that an amount equal to 25% of the amount of the State's CMAQ apportionment attributable to the weighted population of such areas in the State must be used for

projects targeting PM2.5 reductions in those PM2.5 nonattainment and maintenance areas, including for diesel replacements (in addition to retrofits), and the BIL requires States to prioritize benefits to disadvantaged communities or low-income populations living in or adjacent to such area, to the extent practicable. [§ 11115(5); 23 U.S.C. 149(k)(1)(A) and (B)] States with low population density are not subject to this set-aside under certain conditions. [23 U.S.C. 149(k)]

## Transferability to and from Other Federal-aid Apportioned Programs

- A State may transfer up to 50% of CMAQ funds made available each fiscal year to any other apportionment of the State, including the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, National Highway Freight Program, [NEW] Carbon Reduction Program, and [NEW] Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program. Conversely, subject to certain limitations, a State may transfer up to 50% of funds made available each fiscal year from each other apportionment of the State to CMAQ. [23 U.S.C. 126] (See other program-specific fact sheets for additional details.)

## Federal Share

- As a general rule, in accordance with 23 U.S.C. 120. (See the “Federal Share” fact sheet for additional detail.)

## Eligible Activities

- The BIL continues all prior CMAQ eligibilities, and adds four new eligibilities:
  - shared micromobility, including bikesharing and shared scooter systems; [§ 11115(1); 23 U.S.C. 149(b)(7)]
  - the purchase of diesel replacements, or medium-duty or heavy-duty zero emission vehicles and related charging equipment; [§ 11115(1); 23 U.S.C. 149(b)(8)]
  - modernization or rehabilitation of a lock and dam, or a marine highway corridor, connector, or crossing if functionally connected to the Federal-aid highway system and likely to contribute to attainment or maintenance of national ambient air quality standards (capped at 10% of CMAQ apportionment); and [§ 11115(1) and (2); 23 U.S.C. 149(b)(10), (b)(11), and (c)(4)]
  - in alternative fuel projects, vehicle refueling infrastructure that would reduce emissions from nonroad vehicles and nonroad engines used in construction projects or port-related freight operations. [§ 11115(3); 23 U.S.C. 149(f)(4)(A)]

## Program Features

Except as specified above and below, BIL continues all requirements that applied to CMAQ under the FAST Act.

## Assistance to MPOs

- The BIL permits, upon request of an MPO serving a transportation management area (TMA) with population of 1 M or more, the United States Department of Transportation to assist the MPO in tracking progress made in minority or low-income populations as part of a performance plan. [§ 11115(6); 23 U.S.C. 149(l)(3)]

## Operating Assistance

- The BIL allows CMAQ funds to be used for operating assistance (without time limitation) in association with a transit system located in certain areas. [§ 11115(7); 23 U.S.C. 149(m)(2)]

## Additional Information and Assistance

- For more information about this program, visit: [https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/](https://www.fhwa.dot.gov/environment/air_quality/cmaq/).
- FHWA can connect you with your local FHWA office and support you with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds. For assistance, visit: [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical\\_support.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm)

U.S. Department of Transportation

**Federal Highway Administration**1200 New Jersey Avenue, SE  
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202-366-4000**BIPARTISAN INFRASTRUCTURE LAW**

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# FACT SHEETS

## Carbon Reduction Program (CRP)

|                    | FAST Act (extension) | Bipartisan Infrastructure Law (BIL) |            |            |            |            |
|--------------------|----------------------|-------------------------------------|------------|------------|------------|------------|
| Fiscal year (FY)   | 2021                 | 2022                                | 2023       | 2024       | 2025       | 2026       |
| Contract authority | ---                  | \$1.234 B*                          | \$1.258 B* | \$1.283 B* | \$1.309 B* | \$1.335 B* |

\*Calculated (sum of estimated individual State Carbon Reduction Program apportionments)

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

### Program Purpose

The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources.

### Statutory Citations

- § 11403; 23 U.S.C. 175

### Funding Features

#### Type of Budget Authority

- Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

#### Apportionment of Funds

- As under the FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs.
- Each State's CRP apportionment is calculated based on a percentage specified in law. [23 U.S.C. 104(b)(7)] (See "Apportionment" fact sheet for a description of this calculation)

#### Transferability to Other Federal-aid Apportioned Programs

- A State may transfer up to 50% of CRP funds made available each fiscal year to any other apportionment of the State, including the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, National Highway Freight Program, and [NEW] Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program. Conversely, subject to certain limitations, a State may transfer up to 50% of funds made available each fiscal year from each other apportionment of the State to CRP. [23 U.S.C. 126(a)] (See other program-specific fact sheets for additional details.)

### Suballocation



- 65% of a State's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population. [§ 11403; 23 U.S.C. 175(e)(1)(A)] Funds attributed to an urbanized area may be obligated in the metropolitan area established under 23 U.S.C. 134 that encompassed the urbanized area [23 U.S.C. 175(e)(2)]:
  - *Urbanized areas with an urbanized area population greater than 200,000*: This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(i) and (e)(3)]
  - *Urbanized areas with an urbanized area population of at least 50,000 but no more than 200,000*: This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(ii) and (e)(3)]
  - *Urban areas with population at least 5,000 and no more than 49,999*. [§ 11403; 23 U.S.C. 175(e)(1)(A)(iii)]
  - *Areas with population of less than 5,000*. [§ 11403; 23 U.S.C. 175(e)(1)(A)(iv)]
- The remaining 35% of the State's CRP apportionment be obligated in any area of the State. [§ 11403; 23 U.S.C. 175(e)(1)(B)]
- Requires each State, over the period of FY22-26, to make available to each urbanized area with a population of at least 50,000 obligation authority for use with the suballocated CRP funding. [§ 11403; 23 U.S.C. 175(e)(6)] States are required to divide the funding to urbanized areas with a population of at least 50,000 based on the relative population of the areas. [23 U.S.C. 175(e)(3)]

## Federal Share

- In accordance with 23 U.S.C. 120. (See the "Federal Share" fact sheet for additional detail.) [§ 11403; 23 U.S.C. 120 and 175(f)]

## Eligible Projects

- CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to– [except as noted, § 11403; 23 U.S.C. 175(c)(1)]
  - a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
  - a public transportation project eligible under 23 U.S.C. 142;
  - a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
  - a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
  - deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
  - a project to replace street lighting and traffic control devices with energy-efficient alternatives;
  - development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d);
  - a project or strategy 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;
  - efforts to reduce the environmental and community impacts of freight movement;
  - a project that supports deployment of alternative fuel vehicles, including–
    - acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
    - purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
  - a project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
  - certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]
  - a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and
  - any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)]

## Coordination in Urbanized Areas Other Than Transportation Management Areas

Before obligating CRP funds for an eligible project in an urbanized area that is not a transportation management area, a State shall coordinate with any MPO that represents the urbanized area prior to determining which activities should be carried out under the project. [§ 11403; 23 U.S.C. 175(e)(4)]

## Consultation in Rural Areas

Before obligating CRP funds for an eligible project in a rural area, a State shall consult with any regional transportation planning organization or MPO that represents the rural area prior to determining which activities should be carried out under the project. [§ 11403; 23 U.S.C. 175(e)(5)]

## Program Features

## Carbon Reduction Strategy

- Requires each State, in consultation with any MPO designated within the State, to– [§ 11403; 23 U.S.C. 175(d)]
  - develop a carbon reduction strategy not later than 2 years after enactment; [§ 11403; 23 U.S.C. 175(d)(1)] and
  - update that strategy at least every four years; [§ 11403; 23 U.S.C. 175(d)(3)]
- Requires the carbon reduction strategy to–
  - support efforts—and identify projects and strategies—to support the reduction of transportation emissions;
  - at the State's discretion, quantify the total carbon emissions from production, transport, and use of materials used in the construction of transportation facilities in the State; and
  - be appropriate to the population density and context of the State, including any MPO designated within the State. [§ 11403; 23 U.S.C. 175(d)(2)]
- Allows the carbon reduction strategy to include projects and strategies for safe, reliable, and cost-effective options 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 relevant MPO;
  - facilitate use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and
  - facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches. [§ 11403; 23 U.S.C. 175(d)(2)(B)]
- Requires FHWA to–
  - review the State's process for developing its carbon reduction strategy and certify that the strategy meets statutory requirements; and
  - at the request of a State, provide technical assistance in the development of the strategy. [§ 11403; 23 U.S.C. 175(d)(4) and (5)]

## Treatment of Projects

- Treats every project funded under the program as if it were located on a Federal-aid highway. This ensures applicability of Davis-Bacon wage requirements. [§ 11403; 23 U.S.C. 175(g)]

## Additional Information and Assistance

- FHWA can connect you with your local FHWA office and support you with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds. For assistance, visit: [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical\\_support.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm)

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STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

J. ERIC BOYETTE  
SECRETARY

July 25, 2022

Ms. Kelly Garvin  
Planning Development Coordinator  
City of Winston-Salem, Department of Transportation  
P.O. Box 2511  
Winston-Salem, NC 27102

Subject: Winston-Salem/Forsyth UA MPO, Federal FY22 Carbon Reduction Program Allocation

Dear Ms. Garvin:

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) (BIL) into law. The BIL authorizes a new Carbon Reduction Program (CRP) codified at 23 United States Code (U.S.C.) 175 to reduce transportation emissions. The Transportation Planning Division is pleased to inform you that the following funds have been made available to the Winston-Salem/Forsyth UA MPO, through the CRP. For Federal FY22, the Winston-Salem/Forsyth UA MPO will receive the allocation of \$ 875,770 in federal funds.

CRP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized (*See* 23 U.S.C. 118(b)). Thus, CRP funds are available for obligation for up to 4 years. The federal share for CRP funded projects is 80% and will require a 20% non-federal match for projects.

Winston-Salem/Forsyth UA MPO is a TMA area and has selection authority per 23 CFR 450.332(c) but should coordinate with NCDOT on which projects are selected to ensure eligibility.

CRP funds can be used for a wide range of projects that reduce emissions. Eligible activities as identified in the statute are as follows: traffic management, truck stop electrification, public transportation, transportation alternatives, 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 vehicle, diesel engine retrofits, traffic flow improvements that do not involve construction of new capacity; and projects that reduce transportation emissions at port facilities. Other projects may be

*Mailing Address:*  
NC DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION PLANNING DIVISION  
1554 MAIL SERVICE CENTER  
RALEIGH NC 27699-1554

TELEPHONE: (919) 707-0900  
FAX: (919) 733-9794  
CUSTOMER SERVICE: 1-877-368-4968

WEBSITE: NCDOT.GOV

*Location:*  
1 SOUTH WILMINGTON STREET  
RALEIGH NC 27601

eligible with demonstration of emissions reductions. All projects selected must follow Title 23 requirements.

For additional guidance as next steps, we recommend you follow the listed of steps below.

- Identify a list of projects that are eligible in your area. (Minimum project cost is \$100,000.)
- Develop a process for making sure that projects are distributed equitably if you have more needs than funds.
- Identify and ensure that the local government has the 20% local match available and that the total project cost includes an additional 10% for NCDOT project oversight.
- Once you have identified the projects that you would like to fund with CRP funds, email NCDOT-TPD the projects information to confirm eligibility.
- Once NCDOT- TPD has reviewed and confirmed eligibility of projects and issued a CRP Verification Letter with STIP identifiers, then steps should be taken to incorporate in MTP and STIP through the amendment process.
- Once your MPO has received confirmation of project eligibility, the jurisdiction administering the project would then contact NCDOT Local Programs to establish a funding agreement (instructions on how to do this will be in the award letter).
- Once the funding agreement is established and federal funds authorized, project manager follows the process detailed in the [Local Programs Management Handbook](#).

For more information about the CRP, please review the [Carbon Reduction Program Implementation Guidance](#) and [fact sheet](#). If you have any questions, please contact Nastasha Earle-Young at [nbearle-young@ncdot.gov](mailto:nbearle-young@ncdot.gov) or 919-707-0931.

Sincerely,

DocuSigned by:

*Jamal Alavi*

480380163DAA48A  
Jamal Alavi, P.E.

Director, Transportation Planning Division

cc: Travis Marshall, PE, Transportation Planning Division  
Heather Hildebrandt, Transportation Planning Division  
Nastasha Earle-Young, Transportation Planning Division  
Jason Schronce, PE, STIP Unit  
Pat Ivey, PE, Division 9  
Marta Matthews, Local Programs