



TDOT/BIL New Programs updates – CMAQ, Carbon Reduction, PROTECT

Momentum Summit November 2022

IIJA – Infrastructure Investment and Jobs Act

BIPARTISAN INFRASTRUCTURE LAW



IIJA also known as **BIL** is a once-in-a-generation investment in our infrastructure that will help grow the economy, enhance U.S. competitiveness, create good jobs, and build our safe, resilient, and equitable transportation future.

IIJA expanded or enhanced many of the existing transportation related programs like CMAQ, STBG, NHPP, but it also created new programs like: NEVI, Carbon Reduction Program (CRP), and PROTECT.

TN

Congestion Mitigation & Air Quality Improvement (CMAQ)

- Historically CMAQ receives an average of 36 million annually.
 - FY 2023 TN allocation is ~41 million
- Restricted to eligible areas

BIL added 4 new eligibilities

- **Shared micro mobility** (including bike sharing and shared scooter systems).
- **Purchase of Diesel replacements** or medium-duty or heavy-duty zero emissions vehicles and related charging equipment.
- Modernization/rehab of lock and dam systems
- **Alternative fuel projects**, refueling infrastructure from non-road vehicles used in construction projects

Tennessee CMAQ Eligible Project Areas



Carbon Reduction Program (CRP)

\$6.4 billion Nationally, (FY2022 – FY2026)

\$6.4 billion formula program (allocated to state DOT's)

TN portion is \$139,172,276 (over the 5-year period)

- Funding for projects to reduce Transportation Emissions Reductions.
- States must develop a Carbon Reduction Strategy
 - Submit for approval by November 15, 2023
 - Identify alternatives to single occupant vehicle trips.
 - Identify vehicles or modes of travel that result in lower transportation emissions.
 - Identify construction practices that result in lower emissions.



Carbon Reduction Program (CRP)

What's unique about CRP?

- 65% of funds apportioned to a state are obligated by population.
 - Meaning all MPO's have been given a pre-determined suballocation.
 - The 4 TMA's have project selection authority within their boundaries.
- 35% of funds may be obligated anywhere in the state at the DOT's discretion.
- MPO's can program their allocations prior to the states' strategy plan.



Carbon Reduction Program (CRP)

Eligible Activities (23 U.S.C. 175(c))

- Traffic Management
- Truck stop electrification
- Public transportation
- Advanced transportation and congestion management technologies
- Intelligent transportation systems
- Travel demand management
- Deployment of alternative fuel vehicles
- Diesel engine retrofits
- Traffic flow improvements that do not involve construction of new capacity



PROTECT Program

Promoting **R**esilient **O**perations for **T**ransformative, **E**fficient, and **C**ost-saving **T**ransportation

\$8.7 billion Nationally, (FY2022 – FY2026) is comprised of:

\$7.3 billion formula program (allocated to state DOT's)

\$1.4 billion competitive, discretionary grant program



Tennessee's allocation is \$158 million over the 5 years

TN

PROTECT Program

TN total 5-year apportionment is \$158,248,851.
2% planning set-aside = \$3,164,977

What's unique about PROTECT?

- 2% of the allocation is a set-aside specifically for **planning**.
- The funds have to be obligated within 3-years of the allocation.
 - FY2022 funds have to be obligated by September 20, 2025.
 - 7% reduction of match if states develop a resiliency plan.
 - 3% match if resiliency plan is incorporated into the Long Range Plan.



PROTECT Program

A State shall use its PROTECT Formula Program funds for:

- **Planning Activities** limited to developing a Resilience Improvement Plan; Resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios.
- **Resilience Improvements** to improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions,
- **Community Resilience and Evacuation Route activities** that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events, including: resilience improvements if they will improve evacuation routes, and projects to ensure the ability of the evacuation route to provide safe passage during an evacuation and reduce the risk of damage to evacuation routes as a result of future emergency
- **At-Risk Coastal Infrastructure activities** to strengthen, stabilize, harden, elevate, relocate or otherwise enhance the resilience of highway and non-rail infrastructure,

Eligible Activities

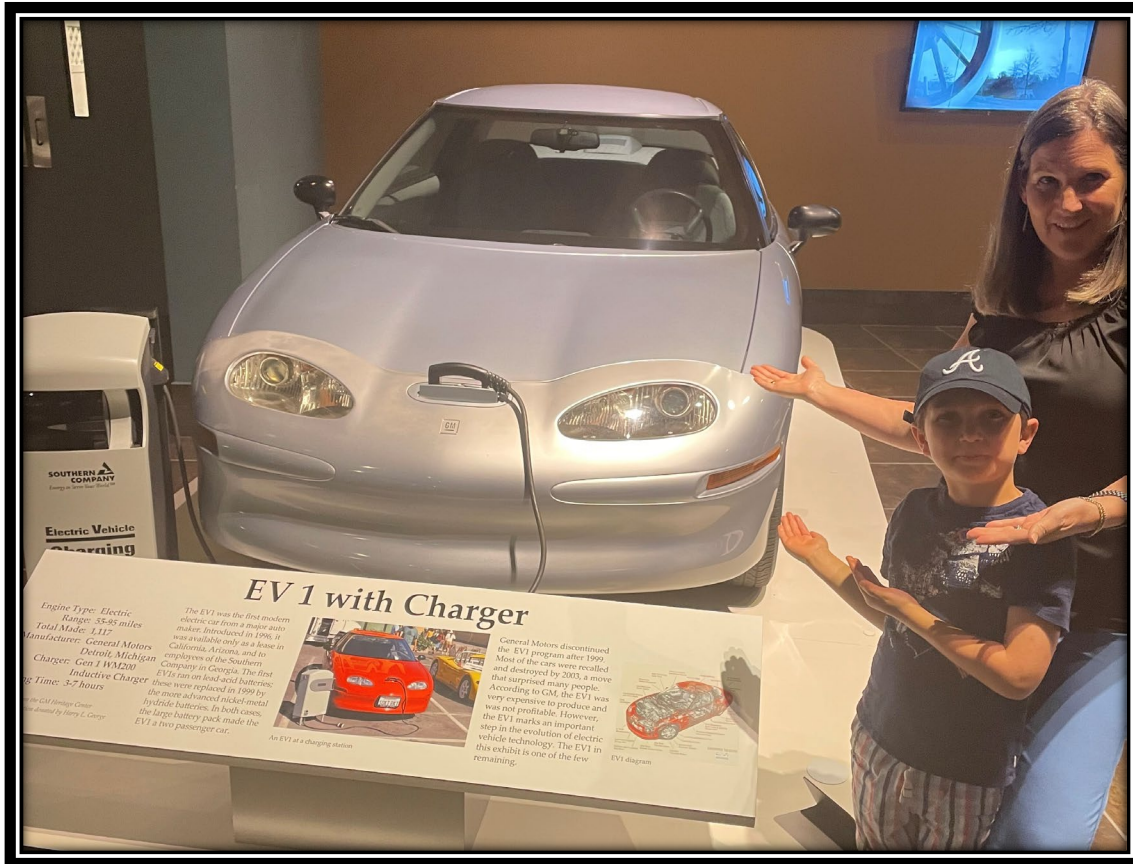


Conclusion

This new funding is a monumental event, coming at a time when available workforce is also at a monumental low.

We will all need to work together to implement these transformative programs.

Feel free to reach out to me, I always welcome your feedback.



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