

Carbon Reduction Program

MPOs

Have the authority to allocate corresponding Federal apportionments, including the federal and non-federal portions (Fed 80% - Non-Fed 20%)

STIP

Projects must be listed individually in the STIP

TxDOT

Will manage part of the 65% allocated to smaller populations (less than 5,000 and 5,000 to 50,000 people)

** A percentage of the eligible Carbon Reduction Program funds have been transferred to other federal eligible programs **

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.

Any amounts so apportioned or allocated that remain unobligated at the end of that period shall lapse.

FY 22 apportionments are available for obligation until September 30, 2025

<https://www.fhwa.dot.gov/legregs/directives/notices/n4510858/>



Carbon Reduction Strategy – Development Schedule



Additional MPO coordination and consultation will be scheduled, as required and needed, to discuss allocation of State portion of CRP funds.

Resources

- Carbon Reduction Program guidance

https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp_guidance.pdf

- Carbon Reduction Program Fact Sheet

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

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Notes

- Eligible components of added capacity projects can be funded with Carbon funds
- Transit operating assistance is not eligible for CRP funds. A public transit capital project is eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));
- Proposed template to coordinate on and confirm eligibility

Priority	CSJ	District/ MPO Name	County	Highway	Anticipated to Let Date	Estimated Cons. Cost	Project Description	Eligibility Narrative	Project Limits	FHWA Eligibility
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Statewide Resiliency Plan



Plan Goal

Provide a resource to
strengthen the resilience
of TxDOT's multimodal
transportation system to a
range of potential hazards

The Statewide Resiliency Plan Framework



IDENTIFY HAZARDS

Consider historical trends and future projections of hazards affecting TxDOT transportation

Key Hazards



Coastal Flooding



Rainfall Flooding



Extreme Heat



Extreme Cold



Wildfire



Drought



ITS Resilience



Social Unrest

Final list of hazards will be refined based on stakeholder engagement

IDENTIFY HAZARDS

INVENTORY ASSETS

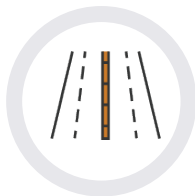
ASSESS VULNERABILITY + RISK

REVIEW EXISTING PROJECTS

DEVELOP/PRIORITIZE STRATEGIES

INVENTORY ASSETS

Identify and map transportation assets statewide



ROADWAYS



RAILWAYS



MARITIME



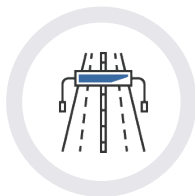
BRIDGES/CULVERTS



BORDER CROSSINGS



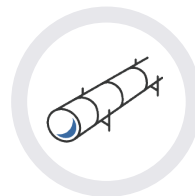
AIRPORTS



**INTELLIGENT
TRANSPORTATION
NETWORKS**



**PEDESTRIAN/
BICYCLE/TRANSIT**



PIPELINES

IDENTIFY HAZARDS

INVENTORY ASSETS

ASSESS VULNERABILITY + RISK

REVIEW EXISTING PROJECTS

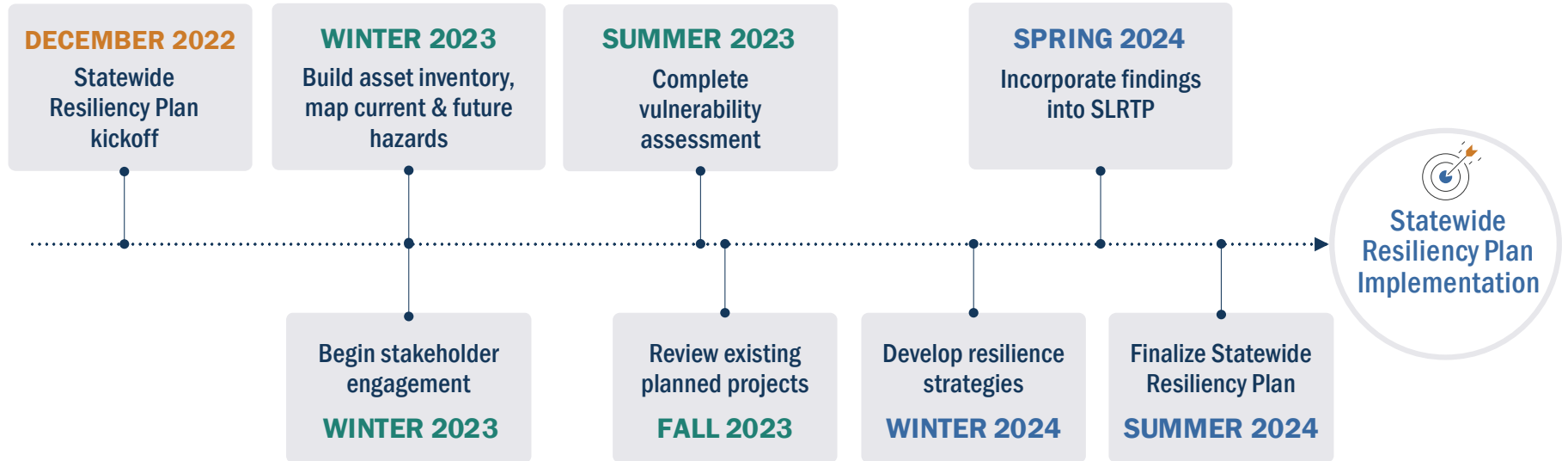
DEVELOP/PRIORITIZE STRATEGIES

Agency and Stakeholder Involvement

Ensures that multimodal resilience needs across the state are incorporated into the Statewide Resiliency Plan.



Project Schedule

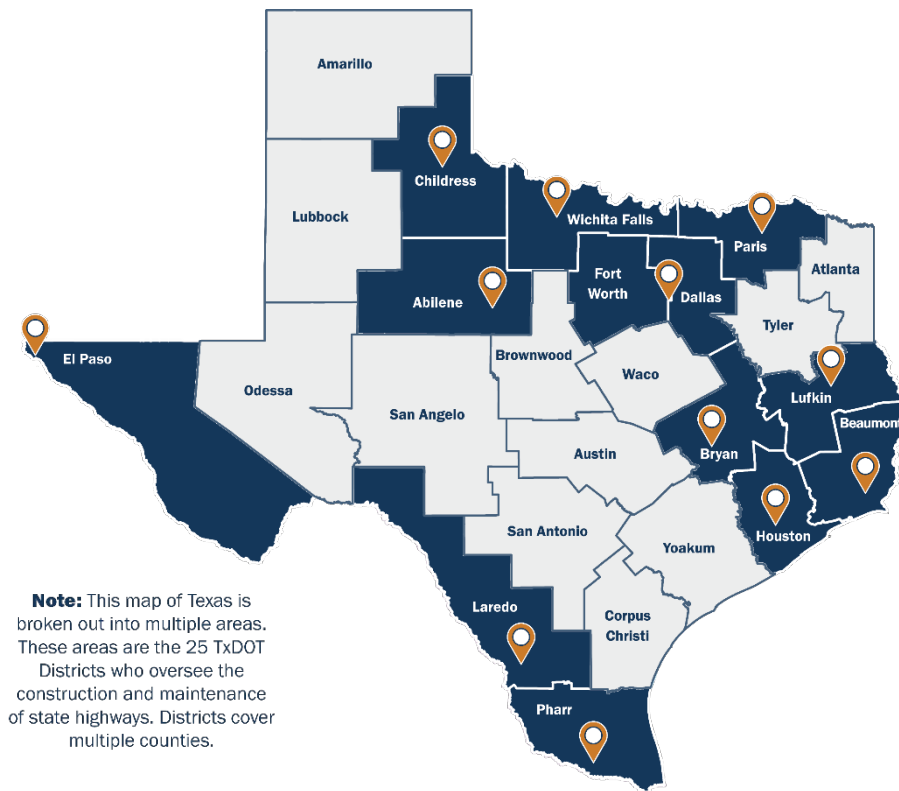




Connecting Texas 2050



Hybrid Statewide Public Meetings (Series 1)



There will be two series of meetings



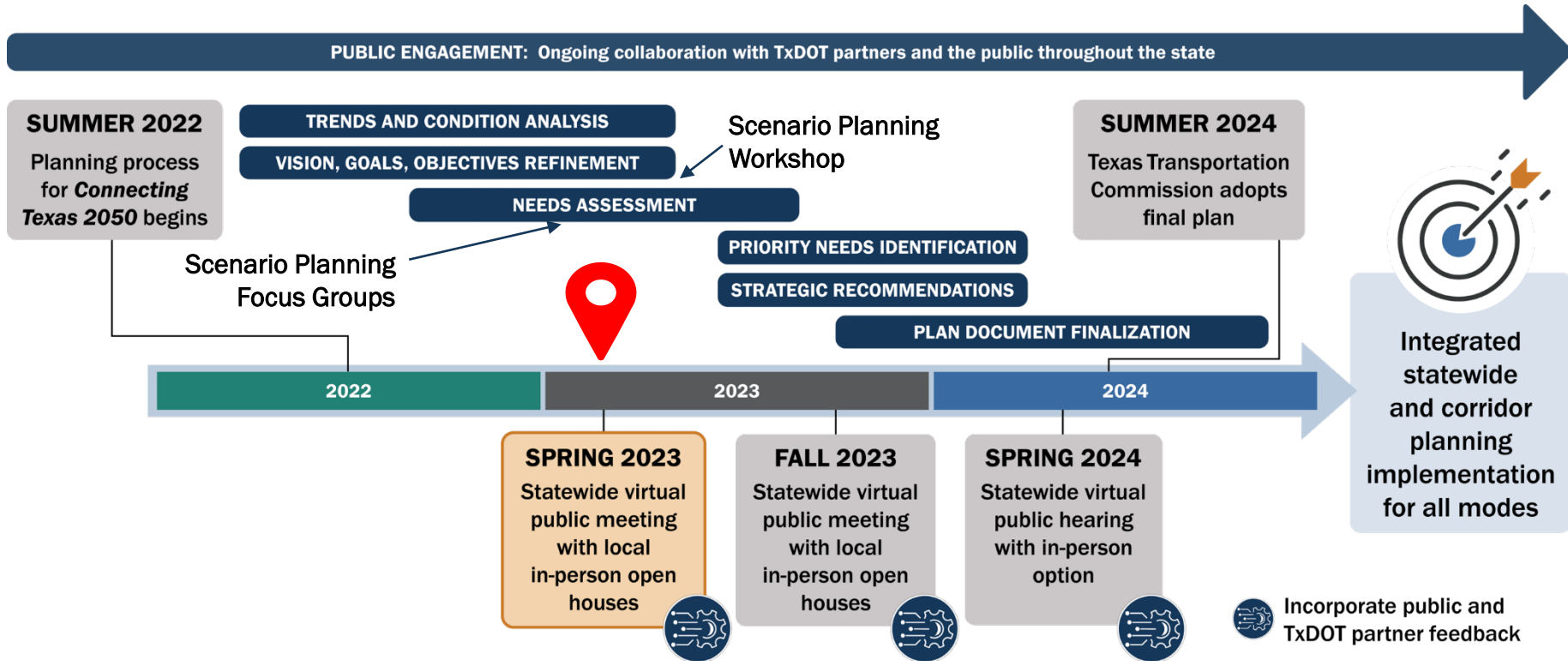
Scenario Planning Activities

February 2023 – Focus Groups (Futures Wheel Exercise)

April 2023 – Scenario Narratives Survey

June 13, 2023 – Scenario Planning Workshop
—Save the Date!

Schedule





Functional Classification Requests

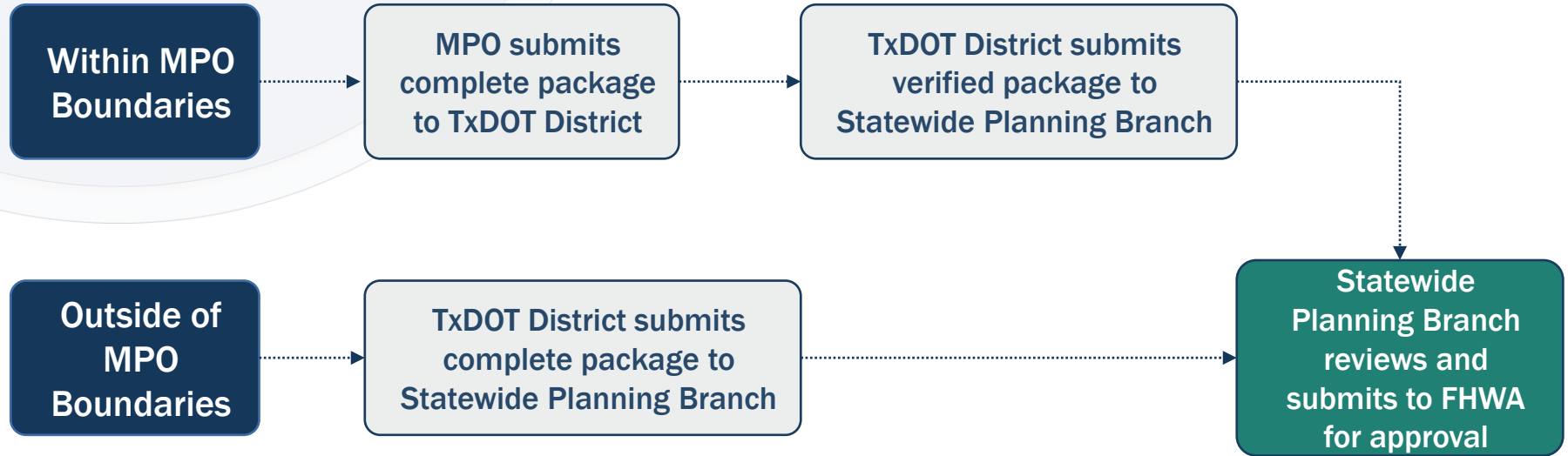


Functional Classification Changes

Ensure appropriate use of federal and non-federal funds as well as compliance with state requirements

- The process should be initiated when
 - A project is first included in the STIP or is programmed for funding
 - When new patterns are identified or as part of long-range planning activities
- Occur when
 - New roadways are built, or existing ones are extended
 - Roadways are realigned or reconstructed
 - Traffic patterns or volumes change
 - Land use patterns change

What is the FC Change Process?



Required Documents for an FC Change Process

- Signed FC Change Request checklist *New!*
- Change Request Memo, including list of requested changes
- Draft map(s) depicting proposed change(s)
- Rationale for each change
- Letter of support from city or county or MPO resolution *(it can include additional documentation)*
- STIP, TIP, MTP, or UTP entry *(it could require CSJ numbers)*
- Estimated open to traffic date
- Estimated let dates

Questions



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Carbon Reduction Program / Strategy

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Functional Classification Change Requests

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