



Texas Statewide Carbon Reduction Strategy 2023

MPO Consultation and Coordination

July 19, 2023

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STIP Procedures – Grouped Projects

- Project listing will be provided monthly, 3-weeks in advance of anticipated project authorization date.
- Project listing may include projects proposed for partial CRP funding. Eligibility rationale should describe portion of project scope proposed for CRP funding.
- It is anticipated that projects determined to be eligible for CRP funding and grouping will be submitted by TPP to FHWA for authorization.

STIP Procedures – Individually Listed Projects

- STIP project entry should clearly indicate proposed Federal funding source as CRP (e.g., **CAT 10-CR**).
- CRP funding may be used in conjunction with other Federal funding as appropriate (eligible).
- Required coordination and consultation is anticipated to be addressed via the MPO TIP/District TIP/STIP development process.

Example activities eligible for funding

Truck parking



Traffic and congestion management



Energy efficient streetlights and traffic controls



Intelligent transportation systems capital improvements



Electric vehicles and infrastructure



Public transportation and shared/pooled vehicle trips



Pedestrian/bike facilities



Carbon Reduction Strategy (CRS) – Federal Requirements



As part of the Carbon Reduction Program, the State, in consultation with MPOs, is required to develop a **Carbon Reduction Strategy** that aims to:

Reduce traffic congestion by facilitating use of alternatives to SOV trips

Facilitate the use of vehicles or modes of travel that result in lower transportation emissions

Facilitate the construction of transportation assets that result in lower transportation emissions

Support the reduction of transportation emissions of the State



The Carbon Reduction Strategy is not binding, and the money will flow before it is completed and regardless of whether it achieves its objectives

At the discretion of the State, quantify total carbon emissions



- Each state's CRS **must**:

- Be developed in consultation with MPOs in the state
- Identify projects and strategies to reduce CO₂ emissions
- Be updated at least every 4 years

MPOs are not
required to
develop a CRS.

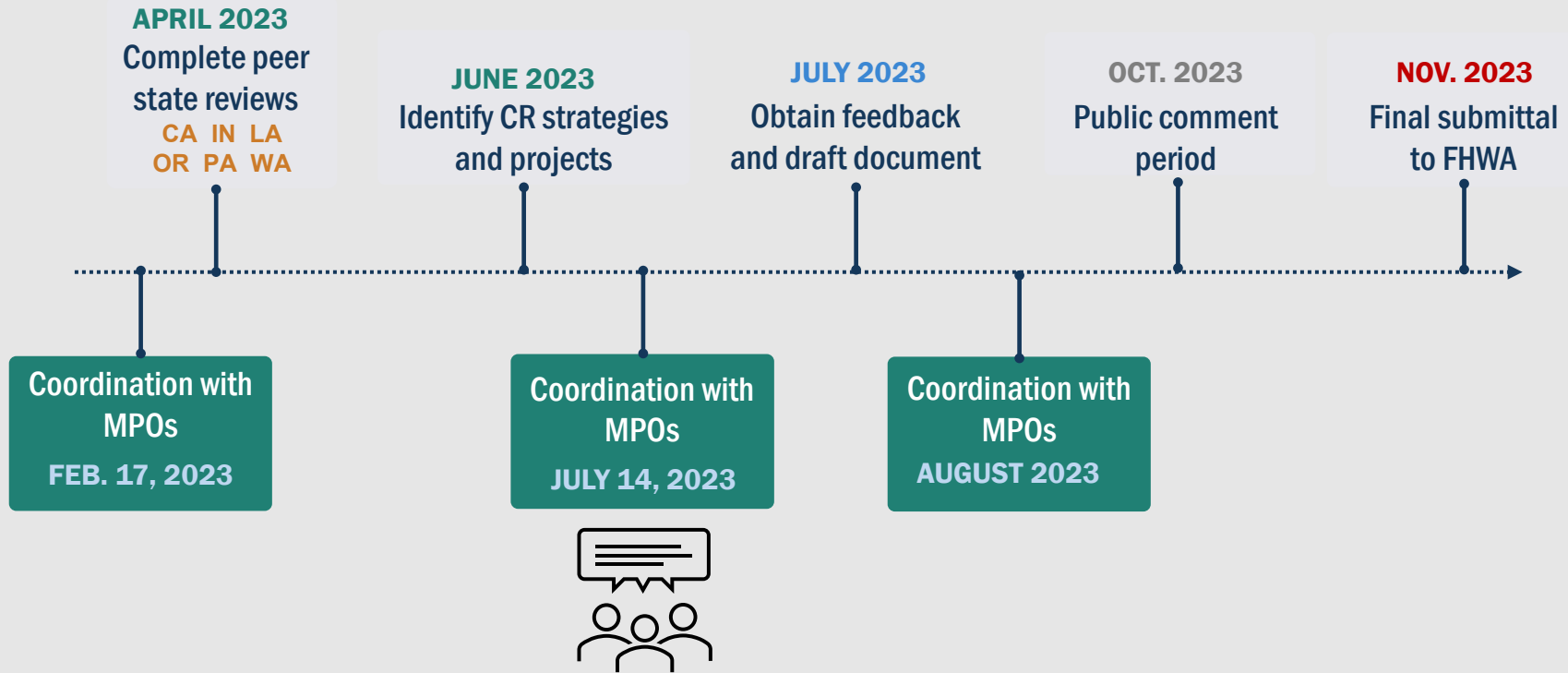
- States and MPOs are **encouraged** to:

- Obligate CRP funding for projects that support implementation of the State's CRS
- Coordinate on the development of a CRS as an integral part of the transportation planning process either by:

Integrating the CRS into the
State's LRTP and the MPO's MTP

Developing a separate document
that is incorporated by reference
into the LRTP or MTP

Texas CRS – Development Schedule





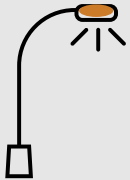
Travel Demand Management (TDM)

Reduce congestion to improve the operational efficiency of the transportation system



Advanced Technologies

Employ advanced technologies to improve traffic flow and operations



Construction & Maintenance

Construct and maintain infrastructure using carbon reducing practices, materials, and technologies



Alternative Fuels

Support alternative fuel and electric vehicle adoption



Transit

Support the use of transit



Active Transportation

Support access, availability, and safety of bicycling and walking

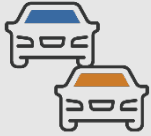


Freight Movement

Reduce the environmental and community impacts of freight movement

Advanced Technologies & TDM were the top-ranking categories.

Freight Movement was ranked last.



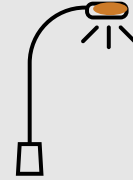
Travel Demand Management

- 1.** Intersection and interchange improvements were ranked first
- 7.** Congestion pricing was ranked last



Advanced Technologies

- 1.** Traffic signal improvements and optimization was ranked first
- 9.** Dynamic parking signs and systems were ranked last



Construction & Maintenance

- 1.** Energy-efficient streetlight and traffic control device conversions was ranked first
- 10.** Renewable energy generation facilities in the ROW was ranked last



Alternative Fuels

- 1.** EV and alternative fuel vehicle infrastructure was ranked first
- 4.** Purchase or lease of zero-emission construction equipment and vehicles was ranked last



Transit

- 1.** Transit vehicles or equipment and transit stations were ranked first
- 9.** Park and Ride facilities was ranked last



Active Transportation

- 1.** Sidewalks and shared-use paths were ranked first
- 11.** Matching vehicle speeds to the built environment was ranked last



Freight Movement

- 1.** Dedicated truck parking was ranked first
- 4.** Reducing emissions at ports was ranked last

Estimated implementation cost was the top-ranking prioritization criteria for Carbon Reduction strategies. Anticipated equity benefits was ranked last.

Carbon Reduction Program - Resources



FHWA Fact Sheet

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

FACT SHEETS						
Carbon Reduction Program (CRP)						
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 (CO₂) 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. 120(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(a)(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(a)(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(a)(1)(A)(i) and (ii))
 - 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(a)(1)(A)(iii) and (iv))
 - Urban areas with population at least 5,000 and no more than 49,999. (§ 11403.23 U.S.C. 175(a)(1)(A)(v))
 - Areas with population of less than 5,000. (§ 11403.23 U.S.C. 175(a)(1)(A)(vi))
- The remaining 35% of the State's CRP apportionment is obligated in any area of the State. (§ 11403.23 U.S.C. 175(a)(1)(B))

FHWA Guidance

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

Carbon Reduction Program Implementation Guidance (April 21, 2022)

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Comments or Questions



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