



Project Funding Application Packet

Carbon Reduction Program

This document addresses the anticipated availability of federal funds for Carbon Reduction Program projects within the Waco Metropolitan Planning Organization planning area, and the intent of the Waco MPO to award project funds.

Applications Due: Monday, May 1, 2023 at 5:00PM via Waco MPO website

Schedule:

- **Opening Date** – Wednesday, March 1, 2023
- **Closing Date** – Monday, May 1, 2023
- **Proposal Overviews** – Thursday, May 4, 2023 during MPO TAC Meeting
 - 3-minute overview of each proposal presented by proposal sponsors to TAC and public attendees
 - 5-minute question/answer opportunity following each proposal overview
- **Proposal Evaluation Period** – Thursday, May 4, 2023 through Friday, May 19, 2023
- **TAC Recommendation Announced** – Thursday, June 1, 2023 during MPO TAC meeting
- **Policy Board Directive for 30-day Comment Period** - Thursday, June 15, 2023
- **CRP Award(s)** - Thursday, September 21, 2023 during Policy Board meeting
 - Public Hearing

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Carbon Reduction Program Funding Opportunity Overview

Summary

The Carbon Reduction Program (CRP) was established by the 2021 Bipartisan Infrastructure Bill with the goal of reducing transportation emissions nationwide. Over the course of five years, approximately \$6.4 billion will be apportioned to the program, with approximately **\$549,084/year** of that total amount expected to be allocated within the Waco MPO planning area annually over five years (2022-2026).

CRP funds present an opportunity for the implementation of **low-cost, high-impact projects** which reduce transportation emissions while benefiting communities. The scale of projects feasible within the anticipated funding level increases the potential of cities of all sizes and resource levels to contribute the **required 20% funding match**. 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, up to 4 years.

As communities consider eligible projects, they are encouraged to think strategically and to consider those projects which reduce transportation emissions while also increasing quality of life within the community. The MPO's evaluation guidelines are designed to encourage communities to think systemically about the impact of their projects while also keeping in mind the Federal Highway Administration's (FHWA) priorities of safety, transit flex, transferability between FHWA programs, ADA, equity, climate change and sustainability, labor and workforce, and truck parking.

CRP funds should be accessible to communities of all resource levels. In order to facilitate this goal, CRP project prioritization criteria developed by the MPO has been designed to be intentionally straightforward. Projects will be scored across the fields of Reduction in Transportation Emissions, Equity, Impact on Future Generations, and Land Use Considerations. Guidance and examples for each of these criteria have been provided in this packet.

Additional Information

- [BIL Carbon Reduction Program Fact Sheet](#)
- [Carbon Reduction Program Implementation Guidance](#)



Eligible and Example Projects

Eligible Projects

- CRP funds may be obligated for projects that support the reduction of transportation emissions
- Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s)
- Projects listed below (also available [here](#)) have been identified as eligible projects by the Federal Highway Administration (FHWA) which do not require calculation of carbon reduction abilities
 - Examples of projects eligible without calculation of carbon reduction abilities:
 - Traffic monitoring, management, and control facilities or programs, including advanced truck stop electrification systems
 - Public transportation projects
 - Transportation alternatives such as the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation
 - Advanced transportation and congestion management technologies
 - Deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment
 - Project to replace street lighting and traffic control devices with energy-efficient alternatives
 - Development of a carbon reduction strategy developed by a State
 - Project or strategies 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
 - Projects that support 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
- purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities
- Diesel engine retrofit projects
- Certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity
- Reduction of transportation emissions at port facilities, including through the advancement of port electrification
- 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
- Other projects may be eligible for CRP funds if they can demonstrate reductions in transportation emissions over the project's lifecycle

Example Projects

- Improved bike and pedestrian signage or route protections which encourage increased use of active transportation methods and overall connectivity
- Investment in public transportation options, especially those which improve mobility within disadvantaged areas
- Biologic carbon sequestration, such as plants, to reduce CO₂ from the atmosphere along roadways in Areas of Persistent Poverty (AOPP)
- Projects which provide electrified truck parking solutions near transit corridors
- Formalization of “desire paths” and other pedestrian alternatives to encourage safe pedestrian access
- Promotion or facilitation of ridesharing programs which increase connectivity to job centers
- Replacement of streetlights or signals with energy-efficient alternatives
- Purchase or leasing of alternative fuel vehicles
- Installation of accessible transportation facilities and transit stops within Areas of Persistent Poverty (AOPP)

- Addition of Complete Streets elements such as medians which encourage traffic slowing and pedestrian safety
- Installation of alternative fuel infrastructure such as electric vehicle charging stations
- Establishment of bicycle infrastructure which encourages non-auto transportation between neighborhoods and schools





Carbon Reduction Program – Waco MPO Project Submission

Introduction

The Carbon Reduction Program (CRP) was established by the 2021 Bipartisan Infrastructure Bill with the goal of reducing transportation emissions nationwide. Over the course of five years, approximately \$6.4 billion will be apportioned to the program, with almost \$550,000 of that total amount expected to be allocated within the Waco MPO planning area annually.

CRP funds present an opportunity for the implementation of low-cost, high-impact projects which reduce transportation emissions while benefiting communities. The scale of projects feasible within the anticipated funding level increases the potential of cities of all sizes and resource levels to contribute the required 20% funding match.

As communities contemplate eligible projects, they are encouraged to think both strategically and holistically while considering those projects which reduce transportation emissions while also increasing quality of life within the community. The MPO's evaluation guidelines are designed to encourage communities to think systemically about the impact of their projects while also keeping in mind Federal Highway Administration's (FHWA) priorities.

A list of eligible activities has been made available in the FHWA's [Carbon Reduction Program Implementation Guidance Document](#), however other projects not specifically listed may be eligible if their ability to reduce transportation emissions can be demonstrated. Please refer to the carbon emissions [calculator](#) and the [references](#).

CRP funds should be accessible to communities of all resource levels. In order to facilitate this goal, CRP project prioritization criteria developed by the MPO has been designed to be intentionally straightforward. Projects will be scored across the fields of ***Reduction in Transportation Emissions, Equity, Impact on Future Generations, and Land Use Considerations***.

Proposed Project Details

City Name
Contact Name, Title, Phone Number, and Email
Project Title
Project Location
Project Description

Alignment with Prioritization Criteria

1. Is your project a [listed, eligible activity](#)? If yes, which eligible category does your project fall under?

If yes, proceed to question #3. If no, proceed to question #2.

Scoring: 0 points for NO, 10 points for YES (10 points possible)

2. Does your proposed project reduce transportation emissions? In what ways?

Some projects may reduce vehicle miles traveled (VMT), however projects may also reduce carbon in less obvious ways. Carbon reductions need not be tied directly to VMT; an overall reduction in transportation-related carbon emissions can also qualify a project. The FHWA uses the implementation of biologic carbon sequestration, such as plants, to reduce CO₂ from the atmosphere as an example. Please refer to the calculator here. <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>

Scoring: 0 points for NO, 10 points for YES (10 points possible)

3. Does your proposed project address racial equity, workforce and economic development, remove barriers to opportunity in both rural and urban communities, or which redress prior inequities and barriers to opportunity? How?

Are there USDOT identified [Areas of Persistent Poverty \(AOPP\)](#) in your community, or does your city have overall mobility needs which can be addressed by a CRP project? The FHWA values an equitable distribution of CRP funds. As an example, projects which decrease VMT by increasing bike and pedestrian connectivity to job centers or schools within disadvantaged communities would both reduce transportation emissions and increase equity in line with FHWA priorities. Project prioritization considers both AOPP and overall mobility needs.

Scoring: 0 to 2 points for each category; Unsatisfied = 0, Partially Addressed = 1, Satisfied = 2 (10 points possible)

1. Positively Impacts an AOPP
2. Improves quality of life across Racial and/or Socioeconomic groups
3. Removes Barriers to Opportunity
4. Improves Access to Workforce and Economic Development
5. Demonstrates Other Related Equitable Impact (e.g., improves quality of life by improving access to social networks and opportunities for civic engagement within disadvantaged communities)



4. Will your proposed project benefit future generations? In what ways?

Projects which further goals such as Vision Zero initiatives, support climate change resilience, or contribute to the betterment of all future road users will be considered in the prioritization process. Are there safety measures which can be implemented to decrease transportation injuries and fatalities? Are there CRP eligible projects which can be undertaken which will improve your community's resilience to climate change? An example of this would be the enhancement of the tree canopy in order to provide shade in pedestrian access areas using [Texas Superstar®](#) plants.

Scoring: 0 to 2 points for each category; Unsatisfied = 0, Partially Addressed = 1, Satisfied = 2 (10 points possible)

1. Increases Safety/Supports Vision Zero Initiatives
2. Improves Climate Change Resilience
3. Promotes Sustainable Transportation methods (active transport, electric vehicles, etc.)
4. Increases Overall Level of Connectivity in Area
5. Demonstrates Other Benefit to Future Generations (e.g., reduces future financial burden of transportation projects by mitigating the progression of deteriorating infrastructure or proactively addressing environmental concerns)

5. Does your proposed project take into account the ways in which it interacts with surrounding areas and influences current and future accessibility and uses? How?

Land use considerations are inherent to the functioning of communities and the people they represent. Is there an area that people in your community access only by car due to safety or infrastructure concerns, or are there projects which would meaningfully connect people to places and activities by foot or bike and reduce VMT?

Scoring: 0 to 2 points for each category; Unsatisfied = 0, Partially Addressed = 1, Satisfied = 2 (10 points possible)

1. Promotes Connectivity Which Contributes to Overall Carbon Reduction
2. Increases Safety for Non-Single Occupancy Vehicle Modes of Transportation
3. Increases Access to Activity Centers via transportation alternatives
4. Increases Multimodal Access
5. Demonstrates Other Land Use Benefit to Surrounding Community (e.g., increases bike and pedestrian access to green space within residential neighborhoods by repurposing traffic lanes or parking lots to benefit the surrounding community)

6. What is the Local match committed to this project?

The minimum required local match is 20%. However, project sponsors are encouraged to offer the maximum feasible match for their proposed project.

Scoring: Minimum match = 20%, Maximum match = 70%

20% = 0 points, 25% = 1 point, 30% = 2 points, 45% = 5 points, 70% = 10 points



7. What is the readiness level of the project?

Project funds are available for obligation for a maximum of 4 years (3 years after the last day of the fiscal year for which funds are authorized). Please indicate project status for design, engineering (if applicable), ROWs, and cost estimates.

Scoring: 0 to 2 points for each category; Unsatisfied = 0, Partially Addressed = 1, Satisfied = 2 (10 points possible)

1. *Design/Engineering*
2. *Right of Way Acquisition*
3. *Utility Relocation*
4. *Cost Estimates*
5. *Environmental Review*

8. Does proposed project have community support? If yes, to what extent?

Please include letters of support, public comments, endorsement from public officials, or other related documentation demonstrating type and caliber of community support.

Scoring: 0 to 2 points for each category; Unsatisfied = 0, Partially Addressed = 1, Satisfied = 2 (10 points possible)

1. *Previously Identified Local Priority*
2. *Has Undergone Public Engagement Process*
3. *Has Documented Positive Public Comments*
4. *Has Endorsement from Public Officials*
5. *Has Other Related Documentation Demonstrating Public Support*

Application Response Guidelines

- Written responses to each application question are limited to 500 words per question
- Submission of optional additional documents is limited to not more than 3 still images and 1 video not to exceed 2 minutes in length