

TECHNICAL ADVISORY COMMITTEE REGULAR MEETING AGENDA

Local Governments and Citizens Working Together

TECHNICAL ADVISORY COMMITTEE (TAC)

June 9, 2022

Time: 9:00 a.m.

In-Person/Virtual

230 West Morrison Street

Yuma, Arizona 85364

Teleconference using GoToMeeting

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YMPO TAC MEMBERS

Chair	Chris Young, City Engineer, City of Yuma
Vice-Chair	Eulogio Vera, Public Works Director, City of San Luis
Member	Sam Palacios, Public Works Director, City of Somerton
Member	Mark Hoffman, Senior Planner, ADOT
Member	Susan Cowey, CIP Administrator, City of Yuma
Member	Frank Sanchez, County Engineer, Yuma County
Member	Jennifer Albers, Principal Planner, City of Yuma
Member	Joshua Scott, Public Works Director, Yuma County
Member	Joseph Grant, Public Works Director, Town of Wellton
Member	Eric Holland, Planning Director, Cocopah Indian Tribe

YMPO TAC EX-OFFICIOS

CALTRANS	Beth Landrum
EPA	John Kelly
FHWA	Romare Truly
FTA	Ariana Valle
YCIPTA	Shelly Kreger

1. Call to Order and Declaration of Votes

The meeting will be called to order and the City of Yuma will declare the number of their votes.

2. **Title VI of the Civil Rights ACT of 1964**

A brief message will be read out reminding members of our Title VI obligations. YMPO has on the TAC Website area the Survey Cards for the public to complete. Please send these to Charles Gutierrez, YMPO Senior Planning Manager, at cgutierrez@ympo.org.

Jesus Aguilar (JR) will read a Title VI Statement. No action is necessary for this agenda item.

3. **Call to the Public**

This item is to provide an opportunity for comments by the public. Individuals wishing to address the committee need not request permission in advance and are limited to three (3) minutes.

4. **Approval of Minutes**

The approval of the May 12, 2022 minutes.

This item is on the agenda for information, discussion, and/or action.

5. **Rail/Heavy Freight Study Update**

Kimley Horn & Associates will present an update to the Rail Study.

This item is on the agenda as information, discussion and/or action.

6. **Highway Safety Improvement Program FY 2025/2026**

Greenlight TE will present the Draft Highway Safety Improvement Program applications.

This item is on the agenda for information, discussion, and/or action.

7. **Surface Transportation Block Grant - 16th St Project**

This item is on the agenda to possibly remove the 16th Street project from the Transportation Improvement Program (TIP). The TAC will have an opportunity to decide how to re-program the funds for this project as the funds go back into the YMPO Ledger.

This item is on the agenda for information, discussion, and/or action regarding the proposed project. Supplemental information will be provided to TAC members.

8. **YMPO FY 2022-2026 TIP Amendment #3**

Member agencies of the Yuma MPO are requesting TIP Amendments to various projects. There will be additional transit projects brought forward next month

This item is on the agenda for information, discussion, and/or action.

9. **YMPO STBG Federally Funded Program**

YMPO will present to the TAC under the guidance of the YMPO Executive Board are bringing forth the concept of guidelines or policies to build a project from cradle to grave. YMPO will present the introduction of a pathway to setting up policy for project development for the YMPO Region.

This item is on the agenda as information, discussion, and/ or possible action. This will be presented by Paul Ward P.E.

10. **Defense Community Infrastructure Pilot (DCIP) Program Opportunity**

It is a competitive grant program administered by the Office of Local Defense Community Cooperation (OLDCC) on behalf of the Department of Defense. The program is to enable state and local projects to address deficiencies in community infrastructure in support of a local military installation to enhance military value, installation resilience, and/or military family quality of life. The program is authorized under 10 U.S.C. § 2391(d).

This item is on the agenda for information and discussion only.

11. **Carbon Reduction Program**

The new Carbon Reduction Program (CRP), created under the President's Bipartisan Infrastructure Law, will help states develop carbon reduction strategies and address the climate crisis facing our nation. States can use the funds in CRP to expand transportation options for American families that can help them save money on gas.

This is on the agenda for information and discussion at this time only. A CRP Loan has been made already.

12. **YMPO and ADOT**

YMPO and ADOT staff will have the opportunity to update any other business that is or was not covered in the previous agenda items.

- a. YMPO
- b. Roads & Streets Registration
- c. ADOT MPD Update

This item is on the agenda for information and discussion. Charles Gutierrez (YMPO) and Mark Hoffman (ADOT) will present this item.

13. **In-Kind Match Forms**

This item is on the agenda as a reminder that all YMPO business that any member or staff that does work for YMPO in any form (i.e., read, comment, meetings), YMPO is able to capture portions, or all, of your time as 'soft' match for those YMPO programs.

This item is on the agenda for information and discussion only.

14. **TAC Status Report**

Member agencies will have the opportunity to report the status of their projects (Local or Federal). A list of ongoing projects is shown in the information below.

Town of Wellton: No projects listed

Yuma County:

Avenue 28E and County 9th Street (Off System Bridge Project)

Avenue D/E Corridor through 18th Street to 23rd Street

Martinez Lake and Red Cloud Mine Road

County 12th Street from Fortuna to Avenue 12E (reconstruction project)

North Frontage Road from 10E to Fortuna

City of San Luis:

Cesar Chavez (Juan Sanchez) Boulevard

City of Yuma:

Second Avenue between 13th Street and 8th Street

Arizona Avenue between 32nd Street and Palo Verde

North Frontage Road and 10E

City of Somerton: No projects listed

ADOT: See attached sheet

Cocopah Indian Tribe: No projects listed

15. Future Agenda Items

Members will have the opportunity to suggest future items for the TAC agenda.

- a. TIP Amendment
- b. Grant Awards

16. Progress Reports

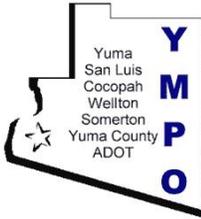
YMPO staff has provided a list of recent activities

- a. May 12 - TAC Meeting (All Staff)
- b. May 16 - CTS Meeting (PW)
- c. May 16 - RTAC Advisory Committee (CF, PW)
- d. May 17 - ADEQ SIP PM-10 (CF, CG, PW)
- e. May 19 - Orphaned Road Wrap-up (CF, CG, PW)
- f. May 19 - Defense Community Infrastructure Pilot Program Webinar (CF, CF)
- g. May 19 - Kittleson & Associates Discussion on Model (CG)
- h. May 23 - RTAC Board Meeting (CF, PW)
- i. May 24 - ADEQ Orphaned Road Discussion (CF, PW, CG)
- j. May 25 - ADOT/YMPO TIP Discussion (CG)

- k. May 25 - ADOT/YMPO Coordination DCIP Program (CF, PW, CG)
- l. May 25 - Yuma County Economic Development Meeting (CF)
- m. May 26 - YMPO Executive Board Meeting (All Staff)
- n. May 27 - YMPO/Wilson & Co. Meeting (CF, CG)
- o. May 27 - YMPO/GYEDC Meeting (CF, CG)
- p. May 31 - YMPO Regional Mobility Committee (CG, JR)
- q. June 1 - Title VI Training (CG, JR)
- r. June 1 - San Luis Technical Meeting
- s. June 1 - Rail/Heavy Freight Study Meeting (CG)
- t. June 2 - Title VI Training (CG, JR)
- u. June 2 - DCIP Presentation YPG (CF, CG, PW)
- v. June 2 - Special RTAC Board Meeting (CF, PW, CG)
- w. June 7 - Rail Meeting KHA (CG, PW)
- x. June 8 - LPA Module 2 (CF, CG, PW)

17. **Adjournment**

Notice: In accordance with the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973, YMPO does not discriminate on the basis of disability in the admission of or access to, or treatment or employment in, its programs, activities, or services. For information regarding rights and provisions of the ADA or Section 504, or to request reasonable accommodations for participation in YMPO programs, activities, or services, contact Crystal Figueroa or Charles Gutierrez at 928-783-8911.



**TECHNICAL ADVISORY
COMMITTEE
REGULAR MEETING MINUTES**

Local Governments and Citizens Working Together

TECHNICAL ADVISORY COMMITTEE (TAC)

Regular Meeting

May 12, 2022

Time: 9:00 a.m.

TELECONFERENCE GOTO MEETING

YMPO Office

230 West Morrison Street

Yuma, Arizona 85364

Teleconference using GoToMeeting

YMPO TAC Meeting

Thu, May 12, 2022 9:00 AM - 11:00 AM PM (MST)

Please join our TAC meeting from your computer, tablet, or smartphone.

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YMPO TAC MEMBERS PRESENT

Vice-Chair	Eulogio Vera, Public Works Director, City of San Luis
Member	Sam Palacios, Public Works Director, City of Somerton
Member	Mark Hoffman, Senior Planner, ADOT
Member	Frank Sanchez, County Engineer, Yuma County
Member	Jennifer Albers, Principal Planner, City of Yuma
Member	Joshua Scott, Public Works Director, Yuma County
Member	Joseph Grant, Public Works Director, Town of Wellton
Member	Eric Holland, Planning Director, Cocopah Indian Tribe

YMPO TAC MEMBERS ABSENT

Chair	Chris Young, City Engineer, City of Yuma
Member	Susan Cowey, CIP Administrator, City of Yuma

YMPO TAC EX-OFFICIOS PRESENT

None

ADDITIONAL PRESENT

Dave Wostenberg, CIP Manager, Yuma County
Chris Joannes, Kimley-Horn
Chris Warren, Urban SDK

Isabelle Garcia, Development Transportation Engineering Specialist, ADOT Southwest District

YMPO STAFF PRESENT

Senior Planning	Charles Gutierrez
Administrative Assistant	Blenda Dale
Mobility Manager	Jesus R Aguilar Jr.
Principal Engineer	Paul Ward

1. Call to Order and Declaration of Votes

The TAC meeting was called to order by Eulogio Vera at 9:00 A.M. The City of Yuma declared votes as Jennifer Albers 5 votes

2. Title VI of the Civil Rights ACT of 1964

A brief Title VI Nondiscrimination Notice to the Public was read by JR Aguilar.

3. Call to the Public

There were no announcements from public or TAC members.

4. Approval of Minutes

The April 14, 2022 meeting minutes were approved. Mark Hoffman motioned for approval. Sam Palacios seconded the motion. Motion carried.

5. Urban SDK Presentation

Chris Warren from Urban SDK, presented a next generation planning tool that helps cities, transform mobility, transportation, sustainability, and safety operations with real-time analytics, to the TAC for consideration. This platform utilizes cell phone mobility devices information to determine volume and several other factors relevant to Traffic Planning. Mr. Warren provided a case study, which looked at San Luis, AZ port of entry vehicle movement activities from March 1 – 15, 2022. The tool allows the user to save and visualize data via mapping and publish that data online.

Mr. Paul Ward, YMPO asked what the term “two by two” meant in reference to geo-hatches. Mr. Warren said that meant a two block by two block radii.

Jennifer Albers, City of Yuma, asked where the data is coming from and if the software is able to pick other locations? Mr. Warren said, it was coming from cell phones mobility devices when they use an app which tracks their location via the cell phone unique ID. The planning tool user can pick other locations for data.

Ms. Albers asked what percentage is not included in the data. Mr. Warren stated they were obtaining 60-90% coverage. It does not count anyone travelling without a cellular device in their vehicle.

Charles Gutierrez, YMPO asked how it discerns between one and multiple cell phones in a single vehicle. Mr. Warren said the platform is not able to discern between single phone and multiple cell phones in a single vehicle.

Mr. Ward then recapped that this presentation to the TAC was for informational purposes to show the opportunity to supplement other data research sources with this tool. To possibly look at other data providers that offer similar tools and perhaps consider purchasing such a tool for future studies.

6. YMPO Executive Director's Report to the TAC

Crystal Figueroa, Executive Director, YMPO presented to the Technical Advisory Committee (TAC) a possible modified YMPO Mission statement, as well as the organization's short and long-term vision transportation and operational planning goals.

Ms. Albers suggested the data generation that YMPO does should be included in the mission statement. She said there has been discussion about creating a population TAC, doing their own population estimates. She suggested YMPO be the one spearheading this new committee endeavor.

Mr. Gutierrez stated there was talk about creating a "Pop TAC" years ago, but never came to fruition. He said he would reach out to Roland Hulse WACOG and State Demographer with the state to arrange meetings.

7. Rail/Heavy Freight Study Update

Chris Joannes, Kimley Horn & Associates, presented an update to the Rail Study. Mr. Joannes stated their team had created a draft set of conceptual alignment alternatives and a draft initial screening methodology, which consists of their first round of potential corridors and any roadblocks with these potential corridors. They are moving into a more detailed screening based off this draft. Their team is meeting next week to finalize the draft. They are finalizing the stakeholder list for the next round of stakeholder interviews. They will be speaking with some of the same people as last time to find opportunity constraint areas with their new list of potential corridors. After that they will be putting this study in front of the public for reaction.

8. Highway Safety Improvement Program FY 2025/2026

Mike Blankenship, Greenlight TE, was unable to present. Mr. Gutierrez spoke with Mr. Blankenship and the phone earlier that day and relayed that they are completing the draft applications. These applications need to be submitted by May 24th to ADOT. If any changes are needed, the applicants need to get them back to him quickly as all drafts are due to ADOT by May 31st. He stressed the importance of completing the "match" portion of the applications.

9. Surface Transportation Block Grant - 16th St Project

Mr Gutierrez presented this item. The question was to possibly remove the 16th Street project from the Transportation Improvement Program (TIP) and replace with the 40th street project. A funding chart was shown to the TAC on past projects and their TIP funding. At this point I lost the plot Charles, could you please complete this agenda item.

Ms. Albers asked what the correlation is between removing 16th Street project and identifying every project the city has gotten funded.

Mr. Gutierrez said a question was asked at the last TAC meeting what projects had been funded in the last ten years, during this same discussion at the last TAC meeting. He said that this can be brought up again in the next TAC meeting.

Ms. Albers said the 40th street projects need to be completed; however, she would like to get feedback from Chris Young, City Engineer, City of Yuma before pulling the plug on the 16th Street project. She wanted to make sure the TAC members were all in agreement to put the funding towards the 40th street project.

Mr. Frank Sanchez asked what the process was when this kind of issue occurs.

Mr. Gutierrez said there is no precedent for this situation. The funds go back into the TIP. Based on TAC recommendations, the Executive Board would be presented with this alternative use of funds for approval.

Mr. Sanchez asked about an example of a project in the past where TIP funds were reprogrammed from an uncompleted project to another TIP project. Is the 40th street project currently on the TIP funding list?

Mr. Sanchez then asked if the TAC members had input on where the money goes.

Ms. Albers stated she felt the TAC members should have input.

Mr. Gutierrez said this issue does not have to be decided at this month's meeting as we still have some time and suggested this be placed on next month's agenda again.

10. YMPO FY 2022-2026 TIP Amendment #3

Member agencies of the Yuma MPO are requesting TIP Amendments to various projects. Mr. Gutierrez stated this item is no longer applicable for discussion at this time and the Vice Chair, Mr. Vera moved on to the next agenda item.

11. YMPO Regional Coordination Plan

YMPO Staff will be releasing the 5310 Regional Coordination Plan RFP for advertising. Mr. JR Aguilar, Mobility Manager, YMPO presented the plan to the TAC. The plan included stakeholder involvement, an inventory of available services and resources, assessment of transportation needs and identified its end users. The plan also looked at who is eligible for the 5310 program.

Mr. Gutierrez mentioned the typically, TAC does the ranking of RFPs and then forwards to the Executive Board. He asked the TAC if they wanted to rank and create a working group?

Mr. Mark Hoffman said in the past there have been TAC volunteers on review committees, and this might be an option.

Mr. Gutierrez said he would share the old coordination plan and would reach out to the RMC and present to TAC next month.

12. YMPO STBG Federally Funded Program

YMPO will present to the TAC under the guidance of the YMPO Executive Board are bringing forth the concept of guidelines or policies to build a project from cradle to grave. YMPO will present the introduction of a pathway to setting up policy for project development for the YMPO Region.

Mr. Ward presented this agenda item. Mr. Ward was getting clarification and guidelines on how one should progress through the changing of projects ear marked for specific federal funding programs should something unforeseen make a project unable to be completed. Mr. Ward has experience with this situation and offered to present a guideline or policy to the TAC members for review and to the Executive Board for approval.

Mr. Eric Holland, Planning Director, Cocopah Indian Tribe motioned that Mr. Ward should spearhead this endeavor and email his recommended guidelines to the TAC members for feedback and approval.

Mr. Sanchez seconded the motion. The motion was approved.

13. YMPO and ADOT

YMPO and ADOT staff will have the opportunity to update any other business that is or was not covered in the previous agenda items.

- a. YMPO - LTAP - Mr. Gutierrez said he is continually sending out the schedule for this. He would be forwarding an LTAP program email to the TAC in the near future.
- b. Roads & Streets Registration – Mr. Gutierrez said he would have an email sent regarding this conference to register and/ or participate.
- c. Functional Classification Update – Mr. Gutierrez said Somerton and San Luis had need of updates and he would reach out to Sam Palacios and Eulogio Vera regarding this matter.
- d. ADOT MPD Update – Mr. Hoffman said The Border Master Plan had their kickoff meeting for the project about two weeks ago with Stakeholders. At the meeting they had some participation from Sonora, Mexico. They are in the data gathering process and will be setting up meetings with the border communities. They developed a project web site. If anyone has questions, please contact him.

The state will be updating the LRTP in a couple of weeks.

The five-year facilities construction program for years 2023 through 2027 will have the next State Board meeting on May 20, 2022. They will have a public forum about the draft program at the Salt River Pima Indian Community both in person and virtual access. For any questions about the draft program, people can access the ADOT website. The program should be approved by Jun 14, 2022.

The process has begun for the 2024-2028 program. The call for new projects on the state system that we do not already have in the database is done.

Mr. Gutierrez said YMPO staff have an ongoing coordination meeting with ADOT monthly with the district. The US 95 project is discussed. Currently construction is on the bridge. End of June they will advertise the next phase. The next phase is almost 100% completely funded. They will be looking for other mechanisms to fund the remainder of the project.

This item is on the agenda for information and discussion. Charles Gutierrez (YMPO) and Mark Hoffman (ADOT) will present this item.

14. In-Kind Match Forms

This item is on the agenda as a reminder that all YMPO business that any member or staff that does work for YMPO in any form (i.e., read, comment, meetings), YMPO is able to capture portions, or all, of your time as 'soft' match for those YMPO programs. As presented.

This item is on the agenda for information and discussion only.

15. TAC Federal Aid Program

A copy of the Federal Aid Program will be presented to members for review and comment.

Mr. Gutierrez said this item would be followed up in the next meeting.

This item is on the agenda for information and discussion only.

16. TAC Status Report

Member agencies will have the opportunity to report the status of their projects (Local or Federal). A list of ongoing projects is shown in the information below.

Town of Wellton: Joe Grant said no projects listed

Yuma County: Dave Wostenberg said

Avenue 28E and County 9th Street (Off System Bridge Project) – The contractor will start demo 5/16/2022.

Avenue D/E Corridor through 18th Street to 23rd Street – Phase two has started. The RAISE grant was submitted 4/14/2022.

Martinez Lake and Red Cloud Mine Road – Red Cloud is 25% completed. Scheduled for completion in August 2022. There are few items left on Martinez Lake punch list.

County 12th Street from Fortuna to Avenue 12E (reconstruction project) – This project is ongoing and about 50% complete.

North Frontage Road from 10E to Fortuna – Utility relocation is underway and should be completed by 7/15/2022. Construction is scheduled to start in October 2022.

City of San Luis: Eulogio Vera said

Cesar Chavez (Juan Sanchez) Boulevard – Continuing to work on Right of Way. They are waiting for APS to relocate services.

City of Yuma: Ms. Albers said nothing to report.

City of Somerton: Mr. Palacios said no projects listed

ADOT: Ms. Isabell Garcia said

I8 Signal rest is 50% complete. Contractors are working on the eastbound and westbound restrooms and ramada.

I8 from mile marker 0.1 to 31 has various bridge projects underway. The contractor had just started work and are looking the traffic interchange at 31.

US 95, Rifle Range Rd. project is moving to the next half of the bridge and widening the road from Gila Gravity Bridge to Avenue 9E.

US 95 from Mohawk Canal Bridge to Yuma Proving Ground project construction is completed and final striping is next.

Cocopah Indian Tribe: Mr. Holland said nothing to report at this time.

17. **Future Agenda Items**

Members will have the opportunity to suggest future items for the TAC agenda.

Mr. Gutierrez suggested the 16th Street project funds to be reallocated to the 40th Street projects to be discussed at the next TAC meeting.

This item is on the agenda for information, discussion and/or action from members to add additional items.

18. **Progress Reports**

1. YMPO staff has provided a list of recent activities

- a. Apr 15 - AZ State Transportation Board Meeting (CF, PW)
- b. Apr 18 - RTAC Advisory Committee telemeeting (CF, PW)
- c. Apr 20 - Transportation Sales Tax Meeting (PW)
- d. Apr 20 - Lunch Meeting with Lucy Rodrigues (Rep for Sen Kelly) (CF)
- e. Apr 21 - ADOT Corridor Profile Studies Update TAC Meeting (CG)
- f. Apr 21 - ADOT YMPO Coordination Meeting (CF, PW, CG)
- g. Apr 21 - Horizon, Health & Wellness Open House (CG, JR)
- h. Apr 26 - 5310 -Achieve (JR)
- i. Apr 26 - Cocopah/YMPO Meeting (CF, CG, PW)
- j. Apr 26 - AZ Border Master Plan (CF, CG, PW)
- k. Apr 27 - Yuma County Econ Development Meeting (CF)
- l. Apr 27 - Admin Professionals Day (All)
- m. Apr 28 - EB meeting (All)
- n. May 3 - Rail Study Management telemeeting (CG, PW).
- o. May 3 - New Hire Orientation - YC Training (CF, BD).
- p. May 4 - Unpaved Roads telemeeting (CG).
- q. May 9 - ADOT/YMPO Coordination meeting (CF, PW, CG).
- r. May 11 - LPA Training Series (Module 1) (CF, PW, CG)
- s. May 11 - First Aid and CPR Certification - YC Training (BD).
- t. May 12 - ASRS Basic Plus for Employers Telemeeting (BD).

- u. May 12 – TAC Meeting (CG, JR, BD)
As presented.

19. **Adjournment**

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YMPO SUMMARY AGENDA ITEM #7
Surface Transportation Block Grant - 16th St Project

DATE: November 8, 2021

SUBJECT: Surface Transportation Block Grant - 16th Street Project

SUMMARY:

The YMPO Transportation Improvement Program (TIP) FY 2022 – 2026 was submitted to ADOT Governor’s designee and successfully accepted on August 30, 2021. Since then, two (2) amendments were necessary., and today, at the request of the City of Yuma a request to remove the FY 23 - YU-23-10D and the FY 24 YU-23-10C from the TIP.

The City is requesting the funds go to two other projects that the city will present in further discussion.

The STBG funds are currently programmed for this project. The project was to receive the STBG funds, do a Highway Users Revenue Fund (HURF) Exchange for the 16th Project. These funds are regional funds and when a project does not move forward to design or construction, traditionally the funds go back to the YMPO Ledger to be reprogrammed with a recommendation of the TAC to the Board and final approval by the Executive Board.

ACTION NEEDED:

A motion to recommend remove the 16th Project from the current YMPO FY 2022-2026 Transportation Improvement Program (TIP).

CONTACT PERSON:

Charles A. Gutierrez, Senior Planning/Mobility Manager, 928-783-8911

YMPO SUMMARY AGENDA ITEM #8
YMPO FY 2022 - 2026 TIP Amendment #3

DATE: June 6, 2022

SUBJECT: YMPO FY 2022 - 2026 TIP Amendment #3

SUMMARY:

The YMPO Transportation Improvement Program (TIP) FY 2022 – 2026 was submitted to ADOT Governor’s designee and successfully accepted on August 30, 2021. Since then, two (2) amendments were necessary.

Reprogramming of FY 2023 Funds
STBG: \$943,000

Reprogramming for FY 2024 Funds
STBG: \$1,000,000

In the FY 2024, the YMPO Transportation Improvement Program (TIP) was over-programmed by \$1,000,000 which we borrowed against the YMPO FY 2027 STBG Apportionment. The Removal of the 16th Project will make the YMPO Ledger STBG Fiscally Constrained and not over-programmed.

A TIP Amendment is not necessary at this time, but if the TAC is ready to program the funds, a Motion must be made for programming of the funds.

ACTION NEEDED:

A motion to recommend approval of the FY 2022 – 2026 TIP Amendment #3 changes to the Executive Board for inclusion in the AZ STIP.

CONTACT PERSON:

Charles A. Gutierrez, Senior Planning/Mobility Manager, 928-783-8911

YMPO SUMMARY AGENDA ITEM #10
Defense Community Infrastructure Pilot (DCIP) Program Opportunity

DATE: June 6, 2022

SUBJECT: Defense Community Infrastructure Pilot (DCIP) Program Opportunity

SUMMARY:

Defense Community Infrastructure Pilot (DCIP) Program

It is a competitive grant program administered by the Office of Local Defense Community Cooperation (OLDCC) on behalf of the Department of Defense. The program is to enable state and local projects to address deficiencies in community infrastructure in support of a local military installation to enhance military value, installation resilience, and/or military family quality of life. The program is authorized under 10 U.S.C. § 2391(d).

This Federal Funding Opportunity announces an opportunity to obtain funding from the Office of Local Defense Community Cooperation (formerly the Office of Economic Adjustment) to assist States and local governments, and not-for-profit, member-owned utility services in addressing deficiencies in community infrastructure supportive of a military installation under the Defense Community Infrastructure Program. This notice includes proposal requirements, the deadline for submitting proposals, and the criteria that will be used to competitively select proposal respondents to apply for a grant from the approximately \$90 million available in Fiscal Year 2022 appropriations for this Program.

What Qualifies as a community infrastructure program through the DCIP?

Eligible community infrastructure projects are any complete and useable transportation project; community support facilities (e.g., school, hospital, police, fire, emergency response, or other community support facility); and utility infrastructure projects (e.g., water, wastewater, telecommunications, electric, gas, or other utility infrastructure (with necessary safeguards)) that:

- are located off of a military installation;
- support a military installation;
- are owned by a state or local government or a not-for-profit, member-owned utility service;
- that will **enhance military value, military installation resilience and/or military family quality of life at the supported military installation** (definitions of these enhancements are provided in Section E., paragraph 1. of the Notice of Funding Opportunity);
- that are endorsed by the local installation commander representing the installation benefitting from the proposed project;
- **are where ground-disturbing work has not yet commenced; and,**
- **are construction-ready.**

Availability for 2022 DCIP Program

2022 DIP Program: \$90,000,000

Maximum: \$20,000,000

Minimum: \$250,000

MATCH

Except as provided below for projects in rural areas or projects that are advantageous for national security reasons, State or local government recipients must agree to contribute not less than **thirty percent (30%)** of the total funding required for the community infrastructure project.

Exceptions:

State or local government funding contributions are not required for proposed community infrastructure projects in rural areas, defined as a city, town, or unincorporated area that has a population of not more than **100,000 inhabitants**. Where applicable, proposers must state explicitly in their proposal that the: **1) proposed project is located entirely in a rural area**; and, 2) the proposer is not required to provide a non-Federal (local) project cost contribution.

State or local government funding contributions are not required for proposed community infrastructure projects that are determined to be advantageous for reasons related to national security. In such instances, the proposer must assert in their proposal the basis for this waiver, including a signed statement from the cognizant Military Department Secretary attesting to the national security need/importance of the proposed project.

SELECTION CRITERIA

10 U.S.C. § 2391(d)(1)(B) requires that proposed community infrastructure projects will be selected in the following order of priority:

1. Projects that will enhance military value at a military installation, taking into account the four military value criteria provided below;
2. Projects that will enhance military installation resilience; and
3. Projects that will enhance military family quality of life at an installation, taking into consideration the factors described below.

Because proposals for community infrastructure projects that enhance military value at a military installation will be prioritized over all other proposals, if proposals state that the proposed project enhances military value at a military installation, those proposals will be evaluated first based on the substantive explanation of how the proposed project enhances military value at the local military installation based on the four (4) military value criteria presented below. Proposals that do not specify how the proposed project enhances military value at the local installation based on each of those four (4) military value criteria will be evaluated against the second and third priorities, based on how well the project enhances installation resilience or military family quality of life, as detailed below in subsection ii. and iii., respectively, of criterion a).

The proposed scoring criteria, with relative weights (the more responsive the proposal is to a need in these areas, the higher the score), are:

a) Prioritization of Defense Community Infrastructure Program Enhancement.

i. **Enhancement of Military Value:** If proposers believe their proposed project enhances military value at a military installation, proposals should describe how the proposed project will enhance military value at the local military installation. In describing how military value is enhanced, proposers must specify how the project will enhance each of the following four (4) military value criteria as provided in section 3002 of the Military Construction Authorization Act for Fiscal Year 2002, and as published in 69 Federal Register 6948 (February 5, 2004):

- 1) the current and future mission capabilities and the impact on operational readiness of the Department of Defense's total force, including impact on joint warfighting;
- 2) the availability and condition of land, facilities, and associated airspace (including training areas suitable for maneuver by ground, naval, or air forces throughout a diversity of climate terrain areas and staging areas for use of the Armed Forces in homeland defense missions) at both existing and potential receiving locations.
- 3) the ability to accommodate contingency, mobilization, and future total force requirements at both existing and potential receiving locations to support operations and training; and,
- 4) the cost of operations and manpower implications.

Should a proposed project be determined to not substantively enhance the aforementioned four (4) military value criteria, the Defense Community Infrastructure Pilot Program review panel will evaluate those proposals against the criteria for enhancement of installation resilience or military family quality of life, as provided below.

ii. Enhancement of installation resilience: If proposers believe their proposed community infrastructure project enhances military installation resilience, proposals should describe how the proposed project will enhance military installation resilience. As defined in 10 U.S.C. § 101(e)(8), the term military installation resilience means, "the capability of a military installation to avoid, prepare for, minimize the effect of, adapt to, and recover from extreme weather events, or from anticipated or unanticipated changes in environmental conditions, that do, or have the potential to, adversely affect the military installation or essential transportation, logistical, or other necessary resources outside of the military installation that are necessary in order to maintain, improve, or rapidly reestablish installation mission assurance and mission-essential functions."

iii. Enhancement of military family quality of life: If proposers believe their proposed community infrastructure project enhances military family quality of life at a military installation, proposals should describe how the proposed project will enhance military family quality of life. Community infrastructure projects that enhance military family quality of life, alleviate installation commuter workforce issues and benefit schools or other local infrastructure located off of a military installation that will support members of the armed forces and their dependents residing in the community.

Scoring:

- i. First priority: Projects that will enhance military value at a local military installation. (42 - 50 points)
- ii. Second Priority: Projects that will enhance installation resilience at a military installation. (32 - 40 points)
- iii. Third Priority: Projects that will enhance military family quality of life. (22 - 30 points).

b) The construction-readiness of the project. (5 - 30 points) Proposals will be evaluated based on their evidence to commence construction within twelve (12) months of funding, including necessary final design and planning, development of bid solicitation documentation, completed Federal and State/local environmental planning, site control, and completed local permitting actions. Proposals must provide detail regarding the: (i) proposed project development schedule evidencing ability to commence construction within twelve (12) months of grant award; (ii) immediate, unconditional availability of any non-Federal (local) project cost contribution funding; and, (iii) reasonable, allowable, and allocable project budget, including costs that are validated by an independent third party. The Defense Community Infrastructure Pilot Program review panel will assign points for each of the following six (6) elements of construction-readiness: 1) Final design and planning, 2) Development of bid solicitation documentation, 3) Federal and State/local environmental planning, 4) Site control, 5) Confirmation that non-Federal project funding is firmly committed and immediately available for expensing, and 6) Local permitting actions.

3. Review and Selection Process

All proposals received by the Proposal Deadline will undergo pre-screening for completeness and responsiveness to this notice. Separately, a cross-DoD/Military Service review panel will conduct a military value assessment by reviewing proposal content in response only to criterion a) of the Selection Criteria in Section E., paragraph 1. of this notice. Proposals determined to represent a military value enhancement project will receive a score and then will be referred to the Defense Community Infrastructure Pilot Program review panel, to include Department of Defense and Military Department staff with technical proficiencies and relevant experience, for scoring against criteria b) and c). All other proposals that do not enhance military value will be referred to the Defense Community Infrastructure Pilot Program review panel for scoring against criteria a)ii. or a)iii., b) and c) of the Selection Criteria in Section E., paragraph 1. of this notice.

A final proposal ranking will then be provided by the panel to the Under Secretary of Defense (Acquisition and Sustainment) for approval. Once approved, the listing will be provided to the Director, Office of Local Defense Community Cooperation, to invite a formal grant application consistent with the ranked proposals on or about August 15, 2022, and award funding for successfully submitted formal grant applications on or about September 21, 2022. In the event a respondent is unable to submit an application, or it is determined the invited respondent's application materially differs from the proposal that was considered by the review panel, another respondent may be invited to submit an application based upon their competitive ranking. Proposers will need to accept the terms and conditions of these awards prior to or about September 23, 2022, so the funds can be obligated prior to close of business on September 30, 2022. Members of the Defense Community Infrastructure Pilot Program review panel will be subject to a non-disclosure agreement until released from the non-disclosure agreement by the Office of Local Defense Community Cooperation.

ACTION NEEDED:

No Action required, notification only.

CONTACT PERSON:

Charles A. Gutierrez, Senior Planning/Mobility Manager, 928-783-8911

YMPO SUMMARY AGENDA ITEM #11

Carbon Reduction Program

DATE: June 6, 2022

SUBJECT: Carbon Reduction Program (CRP)

SUMMARY:

The U.S. Department of Transportation's Federal Highway Administration today announced a new program that unlocks \$6.4 billion in formula funding for states and localities over five years. The new Carbon Reduction Program (CRP), created under the President's Bipartisan Infrastructure Law, will help states develop carbon reduction strategies and address the climate crisis facing our nation. States can use the funds in CRP to expand transportation options for American families that can help them save money on gas.

The Carbon Reduction Program will fund a wide range of projects designed to reduce carbon dioxide emissions from on-road highway sources — from installing infrastructure to support the electrification of freight vehicles or personal cars, to constructing Bus Rapid Transit corridors, to facilitating micro-mobility and biking. Under the CRP, states must also develop carbon reduction strategies in consultation with Metropolitan Planning Organizations to identify projects and strategies tailored to reduce carbon dioxide emissions in their states, although states and localities may begin using the CRP funds even before plans are developed and reviewed.

Eligible projects include on- and off-road trail facilities for pedestrians, bicyclists and other nonmotorized forms of transportation and projects that support the deployment of alternative fuel vehicles. These types of projects, which are determined at the state and local level but could be supported with federal funding, include zero emission vehicles and facilities, projects that support congestion pricing and travel demand strategies; truck stop and port electrification systems to reduce the environmental impacts of freight movement and carbon dioxide emissions at port facilities; and public transportation projects such as the construction of bus rapid transit corridors or dedicated bus lanes. Micro-mobility and electric bike projects, including charging infrastructure, may also be eligible.

ACTION NEEDED:

No Action Required at this time.

CONTACT PERSON:

Charles A. Gutierrez, Senior Planning/Mobility Manager, 928-783-8911



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **INFORMATION:** Carbon Reduction Program
(CRP) Implementation Guidance

Date: April 21, 2022

From: Gloria M. Shepherd
Associate Administrator, Office of Planning,
Environment, and Realty

In Reply Refer To:
HEP-1

To: Division Administrators
Directors of Field Services

On November 15, 2021, the President 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 codified at 23 United States Code (U.S.C.) 175 to reduce transportation emissions. The attached Carbon Reduction Program (CRP) Implementation Guidance provides information on funding, eligible activities, and requirements of the CRP.

Except for the statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind the States or the public in any way. This document is intended only to provide information regarding existing requirements under the law or agency policies.

This document will be accessible on the Sustainability Website ([FHWA Sustainability Website](#)), the BIL Website ([FHWA Bipartisan Infrastructure Law Website](#)), and through the Policy and Guidance Center ([FHWA Policy and Guidance Center](#)).

If you have questions, please contact: Becky Lupes (202-366-7808 or Rebecca.Lupes@dot.gov) or John Davies (202-366-6039 or JohnG.Davies@dot.gov) of the Office of Natural Environment.

Attachment

Carbon Reduction Program Implementation Guidance
(April 21, 2022)

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- A. **DEFINITIONS**
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- D. **GOVERNING AUTHORITIES**
- E. **FUNDING**
- F. **CARBON REDUCTION STRATEGIES**
- G. **ELIGIBILITIES AND COORDINATION REQUIREMENTS**
- H. **DAVIS-BACON ACT REQUIREMENTS**

A. Definitions

In this guidance, the following definitions apply:

Consultation means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken (*See* 23 CFR 450.104).

Coordination means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate (23 CFR 450.104).

Metropolitan Planning Organization means the policy board of an organization established as a result of the designation process under 23 U.S.C. 134(d) (23 U.S.C. 134(b)(2); 23 U.S.C. 175(a)(1)).

Transportation Emissions means carbon dioxide emissions from on-road highway sources of those emissions within a State (23 U.S.C. 175(a)(2)).

Transportation Management Area means a transportation management area identified or designated by the Secretary under 23 U.S.C. 134(k)(1) (*See* 23 U.S.C. 175(a)(3)).

Urbanized Area means a geographic area with a population of 50,000 or more, as determined by the Bureau of the Census (23 U.S.C. 134(b)(7); 23 U.S.C. 175(a)(1)).

B. PROGRAM PURPOSE

The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions (*See* 23 U.S.C. 175 as established by the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “[Bipartisan Infrastructure Law](#)” (BIL)) (BIL § 11403).

C. GUIDANCE ON ADMINISTRATION PRIORITIES AND USE OF THE FEDERAL-AID HIGHWAY FORMULA FUNDING

- 1. Overview:** This document provides background and guidance to clarify eligibility requirements for the CRP. On December 16, 2021, FHWA issued guidance, [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#), that serves as an overarching framework to prioritize the use of BIL resources on projects that will Build a Better America. That policy is available on FHWA’s BIL resources implementation website at the following URL: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/building_a_better_america-policy_framework.cfm.

2. Safety:

Prioritizing Safety in All Investments and Projects

The National Roadway Safety Strategy (NRSS) (issued January 27, 2022) commits the United States Department of Transportation (USDOT) and FHWA to respond to the current crisis in traffic fatalities by “taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation’s roadways,” in pursuit of the goal of achieving zero highway deaths. FHWA recognizes that zero is the only acceptable number of deaths on our roads and achieving that is our safety goal. FHWA therefore encourages States and other funding recipients to prioritize safety in all Federal highway investments and in all appropriate projects, using relevant Federal-aid funding, including funds from CRP.

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes. It involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives. To achieve the vision of zero fatalities, safety should be fully reflected in a State’s transportation investment decisions, from planning and programming, environmental analysis, project design, and construction, to maintenance and operations. States should use data-driven safety analyses to ensure that safety is a key input in any decision made in the project development process and fully consider the safety of all road users in project development.

FHWA encourages State and local agencies to consider the use of funds from CRP to address roadway safety and implement the Safe System approach wherever possible. Improvements to safety features, including traffic signs, pavement markings, and multimodal accommodations that are routinely provided as part of a broader Federal-aid highway project can and should be funded from the same source as the broader project as long as the use is eligible under that funding source.

Because of the role of speed in fatal crashes, FHWA is also providing new resources on the setting of speed limits and on re-engineering roadways to help “self-enforce” speed limits. To achieve the vision of zero fatalities on the Nation’s roads, FHWA encourages States to assess safety outcomes for all project types and promote and improve safety for all road users, particularly vulnerable users. FHWA recommends that streets be designed and operated to maximize the existing right-of-way for accommodation of nonmotorized modes and transit options that increase safety and connectivity. Pedestrian facilities in the public right-of-way must comply with the Americans with Disabilities Act.

Complete Streets

As one approach to ensuring the safety of all roadway users, FHWA encourages States and communities to adopt and implement Complete Streets policies that prioritize the safety of all users in transportation network planning, design, construction and operations. Section 11206 of the BIL defines Complete Streets standards or policies as

those which “ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.” A complete street includes, but is not limited to, sidewalks, bike lanes (or wide paved shoulders), special bus lanes, accessible public transportation stops, safe and accommodating crossing options, median islands, pedestrian signals, curb extensions, narrower travel lanes, and roundabouts. A Complete Street is safe, and feels safe, for everyone using the street.

- 3. Transit Flex:** FHWA, working with FTA, seeks to help Federal-aid recipients plan, develop, and implement infrastructure investments that prioritize safety, mobility, and accessibility for all transportation network users, including pedestrians, bicyclists, transit riders, micromobility users, freight and delivery services providers, and motorists. This includes the incorporation of data sharing principles and data management.

Funds from CRP can be “flexed” to FTA to fund transit projects. For title 23 funds that are flexed to FTA, section 104(f) of title 23, U.S.C., allows funds made available for transit projects or transportation planning to be transferred to FTA and administered in accordance with chapter 53 of title 49, U.S.C., except that the Federal share requirements of the original fund category continue to apply (See 23 U.S.C. 104(f)(1)).

The use of Federal-aid funding on transit and transit-related projects can provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. FHWA encourages recipients to consider using funding flexibility for transit or multimodal-related projects and to consider strategies that: (1) improve infrastructure for nonmotorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) use equitable and sustainable practices while developing transit-oriented development.

- 4. Transferability Between FHWA Programs:** Section 126 of title 23, U.S.C., provides that a State may transfer up to 50 percent of the amount apportioned for the fiscal year for certain highway programs, including CRP, to other eligible apportioned highway programs.¹ *See also* FHWA Order 4551.1, “Fund Transfers to Other Agencies and Among Title 23 Programs”, ([Fund Transfers to Other Agencies and Among Title 23 Programs](#)). Historically States have used this flexibility to address unmet needs in areas where apportioned funding was insufficient.

The BIL made historic investments in highway programs including more than \$300 billion in Contract Authority from the Highway Trust Fund. This represents an average

¹ States may only transfer CRP funds that are allocated for use anywhere in the State.

annual increase of 29 percent in Federal-aid funding over the amount of Contract Authority for FHWA programs compared to fiscal year 2021. Congress also established more than a dozen new highway programs to help address urgent surface transportation needs.

States have the flexibility to transfer funds out of CRP to other apportioned programs, but we encourage States to first consider the need to transfer in light of the significant increase in apportioned funding and the considerable funding for new programs. States, working with FHWA, should determine the need for CRP funds – including the ability to apply CRP funds to eligible assets owned by local governments, counties, and Tribes – and identify and prioritize projects that maximize the CRP funding before deciding to transfer funds out of the CRP.

- 5. ADA:** The Americans with Disabilities Act (ADA) of 1990 and Section 504 of the Rehabilitation Act of 1973 prohibit discrimination against people with disabilities and ensure equal opportunity and access for persons with disabilities. The Department of Transportation’s Section 504 regulations apply to recipients of the Department’s financial assistance (*See* 49 CFR 27.3(a)). Title II of the ADA applies to public entities regardless of whether they receive Federal financial assistance (*See* 28 CFR 35.102(a)). The ADA requires that no qualified individual with a disability shall, because a public entity’s facilities are inaccessible to or unusable by individuals with disabilities, be excluded from participation in, or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity (*See* 28 CFR 35.149). A public entity’s pedestrian facilities are considered a “service, program, or activity” of the public entity. As a result, public entities and recipients of Federal financial assistance are required to ensure the accessibility of pedestrian facilities in the public right-of-way, such as curb ramps, sidewalks, crosswalks, pedestrian signals, and transit stops in accordance with applicable regulations.

If the project reduces transportation emissions, funds from CRP are available to improve accessibility and to implement recipients’ ADA transition plans and upgrade their facilities to eliminate physical obstacles and provide for accessibility for individuals with disabilities. FHWA will provide oversight to recipients of CRP funds to ensure that each public agency's project planning, design, and construction programs comply with ADA and Section 504 accessibility requirements.

- 6. Equity:** The BIL provides considerable resources to help States and other funding recipients advance projects that consider the unique circumstances affecting community members’ mobility needs and allocate resources consistently with those needs, enabling the transportation network to effectively serve all community members. FHWA will work with States to ensure consideration of using CRP funds for projects and inclusion of project elements that proactively address racial equity, workforce development, economic development, and remove barriers to opportunity, including automobile dependence in both rural and urban communities as a barrier to opportunity or to redress prior inequities and barriers to opportunity.

Federal-aid recipients, including recipients of CRP funds, are responsible for involving the public, including traditionally underserved and underrepresented populations in transportation planning and complying with participation and consultation requirements in 23 CFR 450.210 and 23 CFR 450.316, as applicable. “Underserved populations” include minority and low-income populations but may also include many other demographic categories that face challenges engaging with the transportation process and receiving equitable benefits (See [FHWA's Environmental Justice Reference Guide](#) for additional information). In addition, CRP projects can support the Justice40 Initiative, which establishes a goal that at least 40 percent of the benefits of federal investments in climate and clean energy infrastructure are distributed to disadvantaged communities. (See [OMB's Interim Implementation Guidance for the Justice40 Initiative](#) or its successor for additional information).

To assist with these public engagement efforts, FHWA expects recipients of CRP funds to engage with all impacted communities and community leaders to determine which forms of communication are most effective. Recipients should gain insight on the unique circumstances impacting various disadvantaged and underrepresented groups so that new channels for communication may be developed. And, the recipients should use this information to inform decisions across all aspects of project delivery including planning, project selection, and the design process.

Among other things, recipients of CRP funds are also required to assure equitable treatment of workers and trainees on highway projects through compliance with Equal Employment Opportunity requirements under 23 CFR Part 230, Subpart A, as well as ensuring nondiscrimination in all of their operations on the basis of race, color, or national origin under Title VI of the Civil Rights Act of 1964. Recipients of CRP funds should ensure that they have the capacity and expertise to address Federal civil rights protections that accompany grant awards.

- 7. Climate Change and Sustainability:** The United States is committed to a whole-of-government approach to reducing economy-wide net greenhouse gas pollution by 2030. The BIL provides considerable resources—including new programs and funding—to help States and other funding recipients advance this goal in the transportation sector. In addition, the BIL makes historic investments to improve the resilience of transportation infrastructure, helping States and communities prepare for hazards such as wildfires, floods, storms, and droughts exacerbated by climate change.

FHWA encourages the advancement of projects that address climate change and sustainability. To enable this, FHWA encourages recipients to consider climate change and sustainability throughout the planning and project development process, including the extent to which projects under CRP align with the President’s greenhouse gas reduction, climate resilience, and environmental justice commitments. In particular, consistent with the statute and guidance below, recipients should fund projects that reduce carbon dioxide emissions. FHWA encourages recipients to fund projects that support fiscally responsible land use and transportation efficient design, or incorporate electrification or zero emission vehicle infrastructure. In addition, FHWA encourages

recipients to consider projects under CRP that support climate change resilience, including consideration of the risks associated with wildfires, drought, extreme heat, and flooding, in line with guidance for projects in floodplains. FHWA also encourages recipients to consider projects under CRP that address environmental justice concerns.

- 8. Labor and Workforce:** Highway programs, including CRP, may provide opportunities to support the creation of good-paying jobs, including jobs with the free and fair choice to join a union, and the incorporation of strong labor standards, such as the use of project labor agreements; employer neutrality with respect to union organizing; the use of an appropriately trained workforce (in particular registered apprenticeships and other joint labor-management training programs); and the use of an appropriately credentialed workforce in project planning stages and program delivery.

Recipients should work with FHWA, to the extent possible, to identify opportunities for Federal-aid highway investments to advance high-quality job creation through the use of local or other geographic or economic hire provisions authorized under section 25019 in the BIL, and Indian employment preference for projects that are located on or near Tribal reservations authorized under 23 U.S.C. 140(d), or other workforce strategies targeted at expanding workforce training opportunities for people to get the skills they need to compete for these jobs, especially underrepresented populations: women, people of color, and groups with other systemic barriers to employment (people with disabilities, formerly incarcerated, etc.).

- 9. Truck Parking:** Truck parking shortages are a national concern affecting the efficiency of U.S. supply chains and safety for truck drivers and other roadway users. Jason's Law, which was passed in 2012, established a national priority on addressing the shortage of long-term parking for commercial motor vehicles on the National Highway System (NHS).

Many Federal-aid highway funding programs have eligibility for truck parking projects, including the CRP. CRP funds may be obligated for a project on an eligible facility that reduces transportation emissions. FHWA anticipates that such projects may support progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the NHS. Advanced truck stop electrification systems are eligible under 23 U.S.C. 175(c)(1)(A) and projects that reduce transportation emissions at port facilities are eligible under 23 U.S.C. 175(c)(1)(M).

States should consider working with private sector truck stop operators and the trucking community in the siting and development of specific truck parking projects. States also are encouraged to offer opportunities for input from commercial motor vehicle drivers and truck stop operators through their State Freight Advisory Committees established under 49 U.S.C. 70201.

D. GOVERNING AUTHORITIES

- 1.** Section 11101 of the BIL authorizes contract authority for the CRP.

2. Section 11104 of the BIL updates apportionment instructions in 23 U.S.C. 104.
3. Section 11403 of the BIL establishes the CRP in 23 U.S.C. 175.

E. FUNDING

1. **Authorization Levels:** Estimated annual CRP funding under the BIL is:

Estimated Annual CRP Funding	
Fiscal Year (FY) 2022	\$1.234 B
FY 2023	\$1.258 B
FY 2024	\$1.283 B
FY 2025	\$1.309 B
FY 2026	\$1.335 B

The BIL sets each State’s initial share of Federal-aid highway program apportioned (formula) funds annually based on the share of formula funds each State received in fiscal year 2021. The methodology for calculating the apportionments for FY 2022 under 23 U.S.C. 175 is discussed in FHWA Notice [N4510.858](#). For FY 2023 through 2026 funds, please revisit [FHWA’s Notice website](#) at the appropriate future time.

The Fiscal Management Information System Program Codes for these CRP funds are as follows:

Program Code	Program Description	Title 23 Reference
Y600	Carbon Reduction Program (CRP) Flexible	Section 175(e)(1)(B); Section 104(b)(7)
Y601	CRP – Urbanized Areas with Population Over 200K	Section 175(e)(1)(A)(i)
Y606	CRP – Urbanized Areas with Population 50K to 200K	Section 175(e)(1)(A)(ii)
Y607	CRP – Urban Areas with Population 5K to 49,999	Section 175(e)(1)(A)(iii)
Y608	CRP – Areas with Population less than 5K	Section 175(e)(1)(A)(iv)

For urbanized areas with population over 200K and urbanized areas with population 50K to 200K, the CRP funding in FMIS will be provided at the individual urbanized area level.²

² For example see [FHWA Notice N 4510.864 Fiscal Year \(FY\) 2022 Supplementary Tables – Table 18 - Apportionments Pursuant to the Infrastructure Investment and Jobs Act](#) and [FHWA Notice N 4510.864 Fiscal Year \(FY\) 2022 Supplementary Tables – Table 19 - Apportionments Pursuant to the Infrastructure Investment and Jobs Act](#).

2. **Period of Availability:** CRP funds are contract authority. CRP obligations are reimbursed from the Highway Account of the Highway Trust Fund. 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.
3. **Obligation Limitation:** CRP funds are subject to the annual obligation limitation imposed on the Federal-aid highway program.

In general, a State that is required under 23 U.S.C. 175(e) to obligate CRP funds in an urbanized area with an urbanized area population of 50,000 or more shall make available during the period of fiscal years 2022 through 2026 an amount of obligation authority distributed to the State for Federal-aid highways and highway safety construction programs for use in the area that is equal to the amount obtained by multiplying:

- a. the aggregate amount of funds that the State is required to obligate in the area under this subsection during the period; and
- b. the ratio that—
 - i. the aggregate amount of obligation authority distributed to the State for Federal-aid highways and highway safety construction programs during the period; bears to
 - ii. the total of the sums apportioned to the State for Federal-aid highways and highway safety construction programs (excluding sums not subject to an obligation limitation) during the period. (*See* 23 U.S.C. 175(e)(6)(A))

Each State, each affected Metropolitan Transportation Planning Organization (MPO), and the Secretary shall jointly ensure compliance with 23 U.S.C. 175(e)(6)(A). (*See* 23 U.S.C. 175(e)(6)(B))

4. **Federal share:** The Federal share for CRP-funded projects is governed by 23 U.S.C. 120, as amended by the BIL. It is generally 80 percent (*See* 23 U.S.C. 120(b)).
5. **Combining CRP Funds with Other Eligible USDOT funding:** CRP funds can be spread further by combining them with other eligible USDOT funding for projects that support the reduction of transportation emissions, if the eligibility requirements and applicable Federal share are met for each program.
6. **Deobligations of Other Title 23 Obligated Funds:** Project Agreements should not be modified to replace one Federal fund category with another unless specifically authorized by statute (*See* 23 CFR 630.110(a)).
7. **Suballocation Within a State** (*See* 23 U.S.C. 175(e))
Specified Areas
For each fiscal year, 65 percent of funds apportioned to the State for the CRP shall be obligated, in proportion to their relative shares of the population in the State:

- In urbanized areas of the State with an urbanized area population of more than 200,000 (these funds may be obligated in the metropolitan area established under 23 U.S.C.134 that encompasses the urbanized area.);
- In urbanized areas of the State with an urbanized population of not less than 50,000 and not more than 200,000;
- In urban areas of the State with a population of not less than 5,000 and not more than 49,999; and
- In other areas of the State with a population of less than 5,000.

The State may obligate these funds suballocated for specified areas based on other factors if the State and relevant MPOs jointly apply to the Secretary for permission to base the obligation on other factors, and the request is approved by the Secretary.

Any Area of State

The remaining 35 percent of funds apportioned to a State for the CRP each fiscal year may be obligated in any area of the State.

F. CARBON REDUCTION STRATEGIES

1. **General:** By November 15, 2023, States are required to develop a Carbon Reduction Strategy in consultation with any MPO designated within the State (23 U.S.C. 175(d)(1)). The State Carbon Reduction Strategy shall support efforts to reduce transportation emissions and identify projects and strategies to reduce these emissions. The Carbon Reduction Strategy must be updated at least once every four years (23 U.S.C. 175(d)(3) and (4)). States and MPOs are encouraged to obligate CRP funding for projects that support implementation of the State’s Carbon Reduction Strategy.
2. **Development:** States, in coordination with MPOs, are encouraged to develop their Carbon Reduction Strategies as an integral part of their transportation planning processes, such as by integrating them into the State’s Long-Range Statewide Transportation Plan (LRSTP), the MPO’s Metropolitan Transportation Plan (MTP), or by developing a separate document which is incorporated by reference into the LRSTP and MTP.

States may request technical assistance from FHWA for the development of their Carbon Reduction Strategy (*See* 23 U.S.C. 175(d)(5)).

Development of a Carbon Reduction Strategy is an allowable use of CRP funds (see Eligibilities below).

3. **Contents:** Each Carbon Reduction Strategy shall (*See* 23 U.S.C. 175(d)(2)):
 - A. support efforts to reduce transportation emissions;
 - B. identify projects and strategies to reduce transportation emissions, which may include projects and strategies for safe, reliable, and cost-effective options—
 - i. 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 applicable MPO, if any;
 - ii. to facilitate the 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
 - iii. to facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches;
 - C. support the reduction of transportation emissions of the State;
 - D. at the discretion of the State, quantify the total carbon emissions from the production, transport, and use of materials used in the construction of transportation facilities within the State; and
 - E. be appropriate to the population density and context of the State, including any metropolitan planning organization designated within the State.
- 4. Review:** Not later than 90 days after the State submits a request for the approval of a Carbon Reduction Strategy, the Secretary will review the process used to develop the Carbon Reduction Strategy and either certify that the Carbon Reduction Strategy meets the requirements of 23 U.S.C. 175(d)(2) or deny certification and specify the actions necessary for the State to take to correct the deficiencies in the State’s process for developing the Carbon Reduction Strategy (23 U.S.C. 175(d)(4)).

G. ELIGIBILITIES AND COORDINATION REQUIREMENTS

- 1. General:** CRP funding may be used on a wide range of 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). (23 U.S.C. 134 and 23 U.S.C. 135)

Projects are subject to requirements under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*), the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (42 U.S.C. 4601 *et seq.*), and other applicable Federal laws. Projects funded with CRP funds are required to be treated as projects on Federal-aid highways (23 U.S.C. 175(g)).

2. Program Evaluation

States are encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure their progress towards meeting an agency priority goal(s). Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act), Pub. L. No. 115-435 (2019) urges federal awarding agencies to use program evaluation as a critical tool to learn, to improve equitable delivery, and to elevate program service and delivery across the program lifecycle. Evaluation means “an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency.” Evidence Act § 101 (codified at 5 U.S.C. § 311). Credible program evaluation activities are implemented with relevance and utility, rigor,

independence and objectivity, transparency, and ethics (OMB Circular A-11, Part 6 Section 290).

Evaluation costs are allowable costs unless prohibited by statute or regulation, and such costs may include the personnel and equipment needed for data infrastructure and expertise in data analysis, performance, and evaluation. (2 CFR Part 200).

- 3. Eligible Activities:** Subject to the general eligibility requirements described in Section E.1 of this memorandum, the following activities are listed as eligible under 23 U.S.C. 175(c):
- A. 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;
 - B. a public transportation project 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));
 - C. a [transportation alternatives project](#) as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act,³ including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
 - D. a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
 - E. a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology;
 - F. a project to replace street lighting and traffic control devices with energy-efficient alternatives;
 - G. development of a carbon reduction strategy (as described in the Carbon Reduction Strategies section above);
 - H. 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;
 - I. efforts to reduce the environmental and community impacts of freight movement;
 - J. a project to support deployment of alternative fuel vehicles, including—
 - (i.) the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - (ii.) the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
 - K. a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
 - L. certain types of projects to improve traffic flow that are eligible under the CMAQ

³ See [Transportation Alternatives Set-Aside Implementation Guidance as Revised by the Infrastructure Investment and Jobs Act](#)

- program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and
- M. a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.

Other projects that are not listed above may be eligible for CRP funds if they can demonstrate reductions in transportation emissions over the project's lifecycle. Consistent with the CRP's goal of reducing transportation emissions, projects to add general-purpose lane capacity for single occupant vehicle use will not be eligible absent analyses demonstrating emissions reductions over the project's lifecycle. For example, the following project types may be eligible for CRP funding:

Sustainable pavements and construction materials

Sustainable pavements technologies that reduce embodied carbon during the manufacture and/or construction of highway projects could be eligible for CRP if a lifecycle assessment (LCA) demonstrates substantial reductions in CO₂ compared to the implementing Agency's typical pavement-related practices. The [LCA Pave Tool](#) can be used to assess the CO₂ impacts of pavement material and design decisions.

Climate Uses of Highway Right-of-Way

Projects including alternative uses of highway right-of-way (ROW) that reduce transportation emissions are also eligible. For example, renewable energy generation facilities, such as solar arrays and wind turbines, can reduce transportation emissions. And, biologic carbon sequestration practices along highway ROW to capture and store CO₂ may demonstrate potential for substantial long-term transportation emissions reductions. [State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance](#) provides information on these practices.

Mode Shift

Projects that maximize the existing right-of-way for accommodation of nonmotorized modes and transit options that increase safety, equity, accessibility, and connectivity may be eligible. Projects that separate motor vehicles from pedestrians and bicyclists, match vehicle speeds to the built environment, increase visibility (e.g., lighting), and advance implementation of a Safe System approach and improve safety for vulnerable road users may also be eligible. Micromobility and electric bike projects, including charging infrastructure, may also be eligible.

States should work with the FHWA on eligibility questions for specific projects. The [CMAQ Emissions Calculator Toolkit](#) is an available resource for estimating the CO₂ emissions benefits of certain projects.

4. Flexibility on Use of Funds and Certification of Emissions Reduction

In addition to the above eligibilities, a State may use funds apportioned under CRP for any project eligible under the Surface Transportation Block Grant program (23 U.S.C 133(b)) if the Secretary certifies that the State has demonstrated a reduction in

transportation emissions (1) as estimated on a per capita basis, and (2) as estimated on a per unit of economic output basis. In the first year of this program, States should initially focus on developing their Carbon Reduction Strategies and using CRP funding to begin implementing their Carbon Reduction Strategies once adopted to establish a baseline; for this reason, the Secretary will not certify flexibility for the CRP until at least FY 2023. FHWA will publish additional guidance on the process under which the Secretary will certify state transportation emissions reductions. Section C.4 of this memo discusses the separate flexibility on transferability between FHWA programs.

5. Consultation and Coordination

Coordination in Urbanized Areas

Before obligating funds for eligible projects in an urbanized area that is not a transportation management area, a State must coordinate with any MPO that represents the urbanized area prior to determining which activities should be carried out under the project (23 U.S.C. 175(e)(4)). The State and MPO must also use their documented public involvement processes, including their process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 U.S.C. 450.210(a)(1)(viii) and 450.316(a)(1)(vii)).

Consultation in Rural Areas

Before obligating funds for an eligible project in a rural area, a State must 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 (23 U.S.C. 175(e)(5)). The State and MPO must also use their documented public involvement processes, including their process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 U.S.C. 450.210(a)(1)(viii) and 450.316(a)(1)(vii)).

H. DAVIS-BACON ACT REQUIREMENTS

As provided at 23 U.S.C 175(g), all projects funded with CRP funding shall be treated as located on a Federal-aid highway. Accordingly, 23 U.S.C 113 applies, and Davis-Bacon wage rates must be paid. In general, Davis-Bacon requires that all laborers and mechanics employed by the applicant, subrecipients, contractors or subcontractors in the performance of construction, alteration, or repair work on an award or project in excess of \$2000 funded directly by or assisted in whole or in part by funds made available under CRP shall be paid wages at rates not less than those prevailing on similar projects in the locality, as determined by the Secretary of Labor in accordance with subchapter IV of chapter 31 of title 40, United States Code commonly referred to as the “Davis-Bacon Act” (DBA).

For additional guidance on how to comply with DBA provisions and clauses, see <https://www.dol.gov/agencies/whd/government-contracts/construction> and

<https://www.dol.gov/agencies/whd/government-contracts/protections-for-workers-in-construction>. See also <https://www.fhwa.dot.gov/construction/cqit/dbacon.cfm>.

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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 (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. 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

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