

CRP SHOPP Managed Lanes Guidance

As part of the Infrastructure Investment and Jobs Act, California will receive \$200 million of federal Carbon Reduction Program (CRP) funds between fiscal years 2022 and 2026. These funds will flow through the SHOPP but must be spent on projects that reduce carbon emissions. These funds have been set aside to be spent on projects that convert existing lanes to priced managed lanes. CRP SHOPP Managed Lanes funds are limited. No further funds will be provided to selected CRP SHOPP Managed Lanes projects to cover cost increases.

Eligible Applicants

The following entities within the State of California are eligible to receive CRP SHOPP Managed Lanes funds: Caltrans, Tribal Governments, Metropolitan Planning Organizations, Regional Transportation Planning Agencies, and Tolling Authorities.

Eligible Projects

All proposals shall follow the adopted SHOPP Guidelines to assure SHOPP eligibility. Projects can receive PAED, PS&E, or CON funds, but priority will be given to projects seeking capital funds. Projects must convert an existing lane (general purpose or high-occupancy vehicle) to a priced managed lane (high-occupancy toll or express). Projects must also include low-carbon travel investments (active transportation, transit, carpool/vanpool, etc) in its expenditure plan for net revenue proportional to the ratio of CRP SHOPP funds on the project (i.e. if a project is 10% funded by CRP SHOPP, 10% of net revenues must be invested in low-carbon travel options). Net revenue refers to excess revenue after maintenance, debt service, and operational expenses. Projects must follow the AB 194 process for state tolling authority to be eligible for CRP SHOPP Managed Lanes funds. Projects must be able to obligate the funds by September 30, 2029 and expend by September 30, 2034. Projects may only request funds for one phase, except for projects using alternative delivery methods, which may request a combination of design, right-of-way, and construction funds. CRP funds are federal and require a 20% match. Limited non-federal match is available, and priority will be given to projects that already have committed non-federal match. CRP funds may not supplant existing funds. If partial awards are necessary, the project sponsor will be contacted to determine whether the lesser award is feasible.

Proposal Submittal Information

To be considered for CRP SHOPP funds, candidate projects shall use the CRP SHOPP Managed Lanes Proposal Form to submit a project proposal. Districts will lead proposal development work in collaboration with their regional partners. The proposal form outlines specific selection criteria that will be used to provide a consistent evaluation of the project against other proposals statewide. Projects will receive between 1 and 3 points per scoring criterion.

Proposals will be scored by a review committee of cross-functional representatives from the California Transportation Commission, California Air Resources Board, and Caltrans HQ, including the Director's Office of Equity, Sustainability, and Tribal Affairs, Planning and Modal Programs, Division of Traffic Operations, Asset Management, Budgets, Financial Programming, Project Management, and Air Quality. Recommendations for funding will be presented to the District Directors at Asset Management Steering Committee, Managed Lanes Subcommittee, and Executive Board for final approval.

Programming and Project Delivery

Funds will be programmed by amending the 2022 SHOPP using the normal California Transportation Commission process. Project programming and delivery will follow all SHOPP guidelines including regarding timely use of funds, cost management, and scope changes. CRP funds will be tracked separately through programming and delivery. The CRP SHOPP Managed Lanes funds programmed to projects are the maximum; no further contributions will be made.

Timeline

July 10th

- Draft Carbon Reduction Strategy, Draft CRP SHOPP Managed Lanes Proposal Guidance and Proposal Form shared with Districts for comment

August 16th

- Information Item at CTC on Draft Carbon Reduction Strategy

August 18th

- Comments due on Draft Carbon Reduction Strategy, Draft Guidance, and Draft Proposal Form

September 5th

- Call for Projects (final Guidance and Proposal Form sent to Districts)

October 31st

- Proposal Forms Due

November/December

- Project Scoring
- Proposed project list review and approval by Caltrans Executive Board and CalSTA

January 25-26th

- Action Item at CTC on CRP SHOPP Managed Lanes Project List (SHOPP Amendment)

Submit proposals by October 31st, 2023, to carbon.reduction@dot.ca.gov