

Carbon Reduction Program (CRP)

Project Application Form

**Carbon Reduction Program (CRP)
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Applicant¹ Information

Local Agency Name: _____

County: _____ Congressional District(s): _____

Caltrans Dist.: _____ MPO² (RTPA, if no MPO): _____

Contact³ Name: _____

Title: _____

Phone No.: _____ (Office) _____ (Cell)

Email: _____

Project Information

Project Name: _____ Fed-Aid No: _____

Location: _____

Scope of Work

Programming

	Prior	2022	2023	2024	2025	2026	Beyond
PE							
RW							
CON							
CE							

Schedule

PE	[mm/yyyy]	RW	[mm/yyyy]	CON/CE	[mm/yyyy]
Authorize PE		Authorize PE		Authorize PE	
Beg. Work		Beg. Work		Award	
NEPA Doc.		RW Cert.		Beg CON.	
PS&E Bid Pkg.				FROE	

Requesting "Flex" FTA funding transfer (for transit, transit related, and multi-modal projects)⁴

¹ Applicant Agency is the local agency that will be administering the project.

² For urban area specify MPO; for rural area specify MPO or RTPA. Must have jurisdiction where project is located.

³ Enter the local agency contact to contact to answer any questions regarding the application and proposed project.

⁴ See FHWA CRP Guidance Section C, No. 3 for more information.

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Local Agency Certification (Enter Project Name and/or Fed-Aid No. Here)

I affirm the information in this application is true and correct to the best of my knowledge. I certify this project complies with the *Carbon Reduction Program Implementation Guidance*, located on the Division of Local Assistance's Carbon Reduction Program (CRP) web page, and other guidance provided on the CRP web page and its associated links. I understand reimbursable work shall not commence until a *Request for Authorization* (E76) has been processed by Caltrans and a notice to proceed has been received by this agency.

Furthermore, I certify prior to determining the project's scope of work (e.g., activities) and prior to obligating federal Carbon Reduction Program (CRP) funds to the project, I certify the following is true: (Select ONE option below, as applicable to the project location)

For Urban Areas (other than Transportation Management Areas)

The local agency has coordinated with the Metropolitan Planning Organization (MPO) representing the urbanized area where the project is located. [23 U.S.C. 175(e)(4)]

For Rural Areas

The local agency has consulted with the Regional Transportation Planning Agency (RTPA) or Metropolitan Planning Organization (MPO) representing the Rural area where the project is located. [23 U.S.C. 175(e)(5)]

Signature: _____

Name Date: _____

Job Title: _____

Agency: _____

Phone & Email: _____

MPO or RTPA Use Only**MPO/RTPA – Consultation / Coordination**

I certify prior to determining the project's scope of work (e.g., activities) and prior to obligating federal Carbon Reduction Program (CRP) funds to the project, the local agency has consulted/coordinated with us. We also attest our MPO or RTPA represents the area where the local agency is located.

Signature: _____

Name Date: _____

Job Title: _____

Agency: _____

Phone & Email: _____

Distribution: DLAE, Local Agency Project File

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District Local Assistance Office (District) Use Only**District Review / Contact Information**

I have completed a preliminary review of this application and verify it is complete and supporting documents have been included. If you have any questions, concerns or issues concerning this application you may contact me per the below phone number or email address.

Printed Name: _____

Job Title: _____

Phone Number: _____

Email: _____

District Comment(s): _____

Distribution: DLA (HQ) Earmarks Coordinator; District file**Office of Federal Programs, Division of Local Assistance (HQ) Use Only****DLA-OFR Eligibility Review**

Applicant Agency: _____

Fed-Aid No.: _____ DEMO No.: _____ CT Dist. No.: _____

Fed-Aid Project Name: _____

Determination: Approved Not Approved [see HQ Comment(s)]

HQ Comment(s): _____

Signature: _____

Printed Name: _____

Job Title: _____

HQ Distribution: DLAE; Local Agency (via DLAE)

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CRP Eligibility

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; **(Priority – II)**
- A public transportation project eligible 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)); **(Priority – I)**
- 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; **(Priority – I)**
- A project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies; **(Priority – II)**
- Deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment; **(Priority – II)**
- A project to replace street lighting and traffic control devices with energy-efficient alternatives; **(Priority – II)**
- Development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d); **(Priority – I)**
- 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; **(Priority – I)**
- Efforts to reduce the environmental and community impacts of freight movement; **(Priority – I)**
- 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 **(Priority – II)**
 - Purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities; **(Priority – II)**
- A project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit; **(Priority – II)**
- 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)] **(Priority – II)**
- A project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and **(Priority – II)**
- 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. **(Priority – I)**

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