

## **Q&A: 3/19/2026 CRP Workshop – Program Updates and Implementation**

### Program Background

#### **1. Definitions**

Urbanized Area (UZA): Census defined area with a population of 50,000 or more, including current and anticipated urbanized development within 20 years. For CRP purposes, UZAs are categorized as:

- 50,000–200,000 population = **Y606**
- Over 200,000 population = **Y601**

Non-Urbanized Areas

- Urban Area. Populations between 5,000 and 49,999. = **Y607**
- Rural Area. Populations less than 5,000. = **Y608**

#### **2. How were the Program Funding Codes distributed?**

The Program Funding Codes Y601 and Y606 were given to MPOs and distributed proportionally by population within their regions. The non-urbanized Y607 and Y608 funds were distributed proportionally throughout the State by population and given to MPOs and RTPAs to use on projects in non-urbanized areas. Y600 funds were given to Caltrans for Capital projects.

#### **3. Can Caltrans take the more restrictive population codes and give Locals the flex Y600?**

The distribution was determined at the startup of this program before coming to Local Assistance. No changes can be made to this distribution. Understanding the challenges to the MPOs and RTPAs with the population based Program Codes, the CRP Program Team is looking at ways to incorporate flexibility where feasible. If there are future funding cycles of this program we may be able to revisit the distribution of future apportionments at that time.

#### **4. What data was used to determine the apportionments?**

The 2020 census data was used to determine the Program Funding Code apportionment distribution. However, the 2010 census data was used for FFY2022 and 2023 as the 2020 census data was not available yet.

#### **5. Is there a total list of projects that were awarded the State portion of CRP funds?**

There were three identified Caltrans CRP Projects.

| EA       | P-ID         | Description / Info            | CRP Funds    |
|----------|--------------|-------------------------------|--------------|
| 04-1K552 | 04-1700-0232 | Convert HOV to HOT lanes      | \$29,238,000 |
| 11-2T375 | 11-2400-0106 | 805 South HOT Lane Conversion | \$80,400,000 |
| 12-0Q950 |              | Managed Lanes                 | \$85,000,000 |

**6. Can Caltrans provide a list of CRP Obligations to date, including Federal Program Code for each project, as well as all projects in the E-76 wait list (w/ either District, HQ or FMIS)?**

MPOs are responsible for the CRP Projects awarded and programmed in their respective regions. If an MPO would like a list of obligated projects in their region, please reach out to the CRP Program Manager. MPOs shall work with their respective Districts to determine which CRP Projects are in process.

**7. Will CRP send Final apportionment notices out directly to the MPOs?**

The CRP Program will utilize the website as the standard location for data sharing. The CRP Program website has been updated with actual apportionment amounts as well as the combined Y607 and Y608 amounts per MPO and RRTPA. This information will be updated frequently on a recurring and as needed basis, and will include dates of when data was last updated.

**8. Is the PAC required before programming in the TIP?**

Yes. The PAC form is required for ALL CRP Projects, regardless of Agency or Program Codes being used, and must be approved prior to Programming.

**What is the response time on approval of the PAC Form?**

Approximately 3 week from Agencies' submittal to Sustainability to final approval from DLA.

**9. Do we need to resubmit the new PAC format if we have an approved older PAC form?**

No, the old format will suffice, as long as there are no changes to scope or project cost. If there are minor changes to schedule or adjustments of the assigned Program Codes, please reach out to the CRP Program Manager to determine if resubmittal of a PAC form is necessary. If rerouting a new PAC form for signature is not required, documentation to capture the minor change may still be requested.

**10. Can toll credits be used on CRP Projects?**

Toll Credits may be used on CRP Projects but are subject to the availability of toll credit apportionments for the region.

**11. Can MPOs reprogram CRP Cost Savings?**

Yes, cost savings may be reprogrammed onto another eligible project. Funds must be re-obligated the same federal fiscal year that it is de-obligated.

**12. Can I suballocate my Local CRP apportionment to the counties/RTPAs/CTCs within my region?**

No. Local CRP must be programmed at the MPO level (or, for areas of the state without an MPO, RTPA level) using a competitive and performance-driven process. MPOs cannot suballocate the funds within their MPO boundary.

**13. How much is match required?**

As with most federal funds, the amount of non-federal match required varies depending on the project type. Most CRP projects require an 11.47% non-federal match. More information on non-federal matches for IIJA funding is available on [FHWA's website](#).

**14. FHWA's list of CRP-eligible projects includes more than ZEV, active transportation, and rail transit. Can I program my local for those types of projects?**

FHWA guidance states that to be eligible for CRP, a project needs to be on FHWA's eligibility list AND aligned with a state's Carbon Reduction Strategy. California's Strategy focuses on supporting ZEV, active transportation, and rail and transit, so all Local CRP projects need to support those modes, regardless of project type. For example, a roundabout that improves safety for cyclists and pedestrians or improves reliability on a transit route would be considered aligned with California's Strategy and is eligible. A roundabout that only reduces congestion for passenger vehicles would not be considered aligned and would be ineligible.

## Roles and Responsibilities

**15. Responsibilities of the MPO.**

MPOs receive a certain amount of "Urbanized" funds as well as "Non-Urbanized" funds. The MPOs are responsible for ensuring their selected projects proportionally benefit non-urbanized population areas, resulting in overall compliance with the population-based suballocation requirements at the program level.

Urbanized Areas:

The MPO will select the Urbanized Area Program Codes to use (**Y601 and Y606**) based on the MPO Regional Pool model. These urbanized area funds shall be spent in urbanized areas within their region.

Non-Urbanized Areas:

MPOs shall use the non-urbanized program funding on projects in urban and rural areas in their regions and/or benefit those communities. The non-urbanized areas can be either urban (**Y607**) or rural (**Y608**) based on project location or community receiving the benefit. MPOs shall provide justification to Caltrans on the use of either Y607 or Y608.

**16. Responsibilities of the RRTPA.**

RRTPAs shall use the non-urbanized program funding on projects in urban and rural areas in their regions and/or benefit those communities. The non-urbanized areas can be either urban (**Y607**) or rural (**Y608**) based on project location or community receiving the benefit. RRTPAs shall provide justification to Caltrans for the use of either Y607 or Y608.

**17. Are RRTPAs eligible to apply for funding?**

RRTPAs are eligible for CRP Funding as they are a local Agency. Project selection shall be based on a developed competitive process.

**18. Are Caltrans or the MPO/RRTPA responsible for the Urban (Y607) and Rural (Y608) apportionments?**

Caltrans manages the Y607 and Y608 fund codes balance Statewide, but the MPOs and RRTPAs are responsible for identifying projects that benefit the non-urbanized communities to use their respective non-urbanized funding apportionments. If a project is partially in a small urban and rural area, then Caltrans may decide to use a 50/50 split between Y607/Y608 fund codes or Caltrans may want to use more of one or the other due to the scope or benefits of the particular project, or to manage the total statewide apportionment balances.

MPOs are expected to have justification in case of an audit for how the overall CRP funds benefit the non-urbanized populations proportionally.

**19. Why this change in policy?**

From the beginning of the CRP Program, FHWA's stance has been that MPOs are responsible for managing CRP fund code apportionment utilization within each respective MPO area. FHWA has since informed Caltrans that the use of Program Codes on some projects has been incorrect, which then prompted Caltrans to perform an investigation into the process. To best resolve the discrepancies, Caltrans prepared the *Implementation Guidance for the Caltrans Carbon Reduction Program Memorandum*, and is moving forward with the best proposed solution that provides flexibility where feasible while still remaining compliant to the CRP Program requirements.

## Program Codes

### **20. Can an MPO split a Project's programmed amount between two codes, Y606 and Y601, to expend both codes?**

Within MPO regions, there is no further sub-allocation of CRP funds below the MPO level. MPOs are responsible for managing CRP fund code utilization within each respective MPO area. Y601 and Y606 Program Codes can be used anywhere and can be combined into a single project within the MPOs region.

### **21. What if an MPO does not have rural (Y608) areas in their region?**

MPOs are responsible for ensuring their selected projects proportionally benefit non-urbanized population areas, resulting in overall compliance with the population-based suballocation requirements at the program level. The MPOs are now given a combined non-urbanized apportionment, combining their Y607 and Y608 funds, which may now be used fully on projects in an urban area (Pop 5K-49,999), assuming Y607 funds are available from the Statewide pool.

### **22. How do the MPOs and RRTPAs know what the available Y607 and Y608 balances are and that they remain available for use on their project?**

The available balances of the Y607 and Y608 statewide totals will be posted to the CRP website and will be continuously updated on a regular and as-needed basis and will include the date of when it was last updated.

When submitting the Project Alignment Confirmation (PAC) form, Caltrans can set aside the funds for that project as long as the project stays on schedule. If it falls behind schedule, then it would need to be re-evaluated. This would ensure these projects have the available funding to follow the lifecycle of the project as identified during the PAC submittal stage. If a project falls behind schedule those funds may fall behind, be at risk for lapsing, or may be made available for another project.

### **23. How to identify the different population areas.**

#### Urbanized Areas:

FHWA identified the urbanized areas within their Supplementary Table Apportionment Notices, available on the FHWA website, link below. Most recent posted Notice, N 4510.911. See tables 18 and 19.

<https://highways.dot.gov/laws-regulations/directives/notices/n-4510911>

#### Urban Areas

Urban Areas are identified by the 2020 census as incorporated areas with populations between 5,000 and 49,999. A list of urban areas has been compiled and posted to the CRP Website along with the Workshop presentation materials.

#### Rural Areas

Population under 5,000 or fewer than 2,000 housing units; includes all territory outside urban or urbanized areas.

**24. Are Urban (Y607) and Rural (Y608) interchangeable?**

The MPO and RRTPAs are to provide justification for the use of the particular code that most closely aligns with the project.

**25. Do Projects that may have been coded incorrectly need to be re-evaluated or adjusted?**

Please work with the CRP Program Manager if you have concerns about prior authorizations. Determinations will be made on a case-by-case basis.

**26. Can MPOs and RRTPAs loan, swap or borrow CRP funds from each other?**

At this time there is no loan process established. The CRP Program Team will look into need and feasibility of implementing one in the future.