



STAFF REPORT
Board Meeting of November 23, 2022

AGENDA ITEM: 4-D

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

Infrastructure Investment and Jobs Act (IIJA), Carbon Reduction Program (CRP) Update

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The Carbon Reduction Program (CRP), established by the Infrastructure Investment and Jobs Act (IIJA), provides Federal funding for the design and construction of projects that decrease transportation emissions, which is defined as the carbon dioxide (CO₂) emissions that result from on-road highway sources. The State has the option to develop criteria that is more stringent than federal requirements.

Funding for MCTC is currently not available since the population of the Urbanized Area is below 200,000.

Schedule

- Urbanized Areas over 200,000 in population – Funding is available for obligation.
- Urbanized Areas with population between 200,000 to 50,000 – Funding is NOT currently available for obligation.
- Urbanized Areas with population between 49,999 to 5,000 – Funding is NOT currently available for obligation.
- Urbanized Areas with population less than 5,000 – Funding is NOT currently available for obligation.

Funding amounts for areas under 200,000 will be based on 2020 US Census Urban Area Maps that are expected to be ready at the end of this year or spring 2023. The funding will be distributed in the three groups under 200,000 (identified above). The estimated amount available statewide for FFY 2022 in areas below 200,000 and over 5,000 is \$9,647,395.

Application Process

- Applicants must consult/coordinate with the Metropolitan Planning Organization (MPO) before finalizing project scope (required for obligation)
- Applicant completes the application

- Applicant secures MPO signature
- MPO completes “MPO or RTPA Use Only” section
- Applicant sends application to Caltrans District Local Assistance (DLA)
- DLA assures that application is complete
- DLA completes “District Local Assistance Office (District) Use Only” section
- DLA Program Coordinator reviews for eligibility and completes Head Quarters (HQ) application section
- HQ returns approved application to applicant via DLA

Obligation of Funds

- Must follow the Federal Aid Process
- Projects must be programmed in the Federal Transportation Improvement Program (FTIP)
- CRP funds cannot supplant currently programmed funds (State or Federal)
- Reimbursement ration is 80%
- HQ Eligibility approval is required as part of the Request for Authorization (RFA) package
- RFA submittals missing HQ Eligibility Approval will be returned unprocessed
- Obligation deadline for FY 2022 funds (Cycle I) is 9/30/2025
- Estimated obligation deadline for FY 2023 funds (Cycle II) is 9/30/2026
- Projects are subject to August redistribution of Obligation Authority (OA)
- They then discussed the application. It is 3 pages, with the fourth page being a reference sheet

Eligible Projects (subject to change)

- 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)];
- 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 Congestion Mitigation and Air Quality (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; or
- Any other State Transportation Block Grant (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: Federal Highways Administration (FHWA) will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)].

FISCAL IMPACT:

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.