

Carbon Reduction Program (CRP) Eligibility Examples

Organized by Project Eligibilities Highlighted in Section 3 of the [CRP Guidance](#)

CRP funded projects are subject to Title 23 requirements as if project is located on a federal-aid highway
All CRP funded projects will require eligibility reviews by PennDOT CPDM and FHWA-PA Division

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;**

- ✔ Potentially Eligible:
 - Installation of electric vehicle chargers or idle power at a commercial truck stop
 - The purchase of freeway service patrol vehicles
 - Installation of new infrastructure to collect and process real-time traffic volume or travel time data

- ✘ Not Eligible:
 - Operating expenses related to freeway service patrol vehicles

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));

- ✔ Potentially Eligible:
 - Transit facilities and bus depots
 - Dedicated bus lanes
 - Bus passenger shelters
 - Transit parking lot facilities
 - Alternative transit fuel station
 - Fare collection systems
 - Information and wayfinding systems
 - Purchase of computer software if deemed a capital cost and not an operating expense

- ✘ Not Eligible:
 - Transit studies that do not lead to construction of a project
 - Operating assistance/expenses for any length of time

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, including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;

- ✔ Potentially Eligible:
 - Planning, design, & construction of new trails or sidewalks
 - Pedestrian and bicycle signals
 - Traffic calming improvements
 - Ramps to support travel by disabled population (ADA)

- ✘ Not Eligible:
 - Refurbish or repair sidewalks unless current condition is majorly impairing usage (coordinate with FHWA)
 - Routine maintenance and rehabilitation including maintenance equipment

D. a project described in section [23 U.S.C. 503\(c\)\(4\)\(E\)](#) for **advanced transportation and congestion management technologies**;

- ✔ Potentially Eligible:
 - Integration of intelligent transportation systems
 - Advanced traveler information systems
 - Vehicle-to-vehicle and vehicle-to-infrastructure communications
 - Collision avoidance technologies
 - Electronic pricing, toll collection and payment systems
 - Dynamic ridesharing applications
 - A pilot demonstration testing new technology advancements for congestion reduction (FHWA review required)

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;

- ✔ Potentially Eligible:
 - Dedicated short-range communications (DSRC) technology
 - Similar to projects listed in category **D** above

F. a project to replace street lighting and traffic control devices with **energy-efficient alternatives**;

- ✔ Potentially Eligible:
 - New lighting associated with a CRP eligible project
 - Replacement of traffic control devices and street lighting with more energy-efficient technology along a roadway

- ✘ Not Eligible:
 - New lighting associated with a non-eligible CRP project (such as road widening)
 - Replacing lighting at a parking garage unless it is a Title 23 funded park and ride or transit facility or directly connected to a transportation facility

G. development of a **carbon reduction strategy (CRS)**;

- ✔ Potentially Eligible:
 - Based on coordination and agreement with PennDOT, a regional CRS that will be incorporated in whole or by reference into the state CRS when it's updated and support the reduction of the State's transportation emissions.

- ✘ Not Eligible:
 - Most other planning studies are not an eligible use of CRP funds. There may be an exception for certain bike/pedestrian planning studies

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;

- ✔ Potentially Eligible:
 - New or expanded park and ride facilities that are not-for-profit as designated in 23 [U.S.C. 142\(a\)\(1\)](#)
 - Employer-sponsored programs to permit flexible work schedules if can be programmed into TIP/STIP with clear start and end dates
 - Transit shuttle service capital expenses if not-for-profit
 - Guaranteed ride home programs
 - Carpools and vanpools
 - Restriction of lanes to passenger buses or high-occupancy vehicles
 - Programs for improved public transit

I. efforts to reduce the **environmental and community impacts of freight** movement;

- ✔ Potentially Eligible:
 - Marine, rail, port or truck freight engine replacements or retrofits that reduce carbon emissions
 - Some freight planning activities that lead to specific freight projects (FHWA consultation)

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;

- ✔ Potentially Eligible:
 - The purchase of electric fleet vehicles or construction equipment if treated as a project on a federal-aid highway (23 U.S.C.175(g))
 - Construction of a public charging station meeting the federal minimum standards and requirements outlined in [23 CFR 680](#)

K. a project described under 23 [U.S.C. 149\(b\)\(8\)](#) for a **diesel engine retrofit**;

- ✔ Potentially Eligible:
 - Purchase of diesel retrofits for eligible entities as defined in [42 U.S.C 16131](#)
 - Outreach activities to provide information and technical assistance to owners and operators of diesel equipment or vehicles regarding purchase and installation of retrofits

L. certain types of projects **to improve traffic flow** that are eligible under the CMAQ program, and that do not involve construction of new capacity; [\(23 U.S.C. 149\(b\)\(5\)](#) and [175\(c\)\(1\)\(L\)](#));

- ✔ Potentially Eligible:
 - Improvements to traffic signal timing and coordination
 - Intersection improvements including turn lanes
 - New center-turn lanes that do not also serve through movements
 - Roundabouts that are not part of an associated roadway widening project
 - Construction of a high occupancy vehicle lane
 - Traffic operation and management strategies including intelligent transportation systems (ITS)
 - Preliminary engineering or other preconstruction phases for an eligible constructible project

M. a project that **reduces transportation emissions at port facilities**, including through the advancement of port electrification.

- ✔ Potentially Eligible:
 - Installation of truck charging infrastructure at ports
 - Vehicle to infrastructure communications equipment to reduce truck idling at port facilities
 - Purchase of electric vehicles and equipment for port facilities

Other Project Types Not Listed Above (requires emission assessment)

Contact PennDOT CPDM (Mike Rimer mrimer@pa.gov) for support in evaluating project eligibility and associated analyses related to carbon emissions

- ✔ Potentially Eligible:
 - Sustainable pavements and construction materials that reduce carbon during manufacturing and/or during highway construction; Note only the incremental cost of materials is covered and a life cycle emission analysis is required
 - Cost of using local materials rather than other available sources (saving material hauling distance and emissions); Note only the incremental cost of materials is covered and a life cycle emission analysis is required
 - Renewable energy generation facilities, such as solar arrays and wind turbines if constructed within the highway right-of-way
 - Biologic carbon sequestration practices along highway right-of-way (ROW)
 - Projects that maximize the existing ROW for accommodation of nonmotorized modes and transit
 - Capital expenses of micro mobility and electric bike projects, including charging infrastructure
 - Other projects that can demonstrate carbon emission benefits over the project lifecycle through an emissions analysis