

Carbon Reduction Program (CRP) Eligibility Examples

Organized by Project Eligibilities Highlighted in Section 3 of the rescinded FHWA CRP Guidance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.
For all CRP funded projects, the CRP-related MPMS fields should be populated.

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.
 - Bus stop or other transit-related LED or solar lighting. Such lighting would be considered a transit capital project and would be eligible for CRP funds for the entire cost, not just the incremental cost difference as compared to traditional lighting.
 - Replacement of buses with newer model years that have cleaner engines.

- ✘ 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).
- Upgrade of a sidewalk to meet ADA standards.
- Refurbish or repair sidewalks where current conditions are impairing usage.
- “Road Diet” or “Complete Street” projects that accommodate transit and/or active transportation modes.
- For additional information on pedestrian and bicycle eligibility see: [FHWA resource](#) (CRP column).

✘ Not Eligible:

- Routine maintenance and rehabilitation including maintenance equipment.
- Active transportation projects that only serve recreational purposes. To be eligible for CRP, projects should serve a transportation function that can lead to emission benefits.

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. This should include energy-efficient alternatives beyond current PennDOT standards.
- ✗ **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 unless they lead directly to construction. 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).
 - Truck parking is eligible for CRP funding per 23 USC 175(c)(1)(I) provided it reduces both the environmental and community impacts of freight movement. This requirement can be met by either a) introducing a truck stop electrification system to the project or b) preparing documentation and/or supporting analyses on how the project would reduce truck emissions.

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](#).
- ✘ Not Eligible:
 - The purchase of hybrid vehicles since they are not considered zero-emission vehicles.

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 associated with roadway widening (e.g. the number of through lanes entering and exiting the roundabout remain the same).
- 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.



Not Eligible:

- Improvements that add through lane capacity (PennDOT CPDM/FHWA review is needed for long turn lanes, multi-intersection improvements, roundabouts).

Note: CRP funds can be used for an eligible component of a larger capacity adding project. The MPO-RPO/District must ensure clear communication and documentation on how the CRP funds are being used, particularly that they are not being used on any portion of the project that is ineligible for CRP (e.g. adding through lanes).

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:

- 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.



Not Eligible at This Time:

- Sustainable pavements and construction materials that reduce carbon during manufacturing and/or during highway construction are listed in the CRP guidance as potentially eligible if a life cycle emissions analysis is prepared. Life cycle analysis cannot be prepared without material and process Environmental Product Declarations (EPDs). At this time, several of the key material producers and PennDOT have not produced EPDs. The development of these EPDs is underway but not yet complete. Until that time, CRP funding cannot be used for low-carbon material projects.