

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, 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)**