



**VENTURA COUNTY TRANSPORTATION COMMISSION**  
**Transit Operators Advisory Committee (TRANSCOM)**  
[www.goventura.org](http://www.goventura.org)

**AGENDA\***

Wednesday, October 12, 2022  
1:30 p.m.

\*Action may be taken on any item listed on the agenda

The meeting will be via ZOOM. Please click the link below.

<https://us02web.zoom.us/j/81227247108?pwd=ZWVnYVJIS2t6ZmVjMS9aZDFKaEJWdz09>

Call-In Option:

Dial: 1.669.900.6833

Webinar I.D.: 812 2724 7108

Passcode: 12345

*On March 17, 2020, the Governor issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act to allow local legislative bodies to conduct their meetings completely telephonically or by other electronic means. On June 11, 2021, the Governor subsequently issued Executive Order N-08-21 maintaining the suspension of certain provisions of the Brown Act to continue to allow for local legislative bodies to conduct their meetings completely telephonically or by other electronic means through September 30, 2021. [In accordance with AB 361](#) VCTC meetings will continue to conduct its meetings by teleconference, its committee members will participate in the meeting from individual remote locations, and no physical location will be open to the public for this meeting.*

*Members of the public will be able to virtually view and participate in this meeting remotely. Members of the public who wish to address the committee on an item to be considered at this meeting are asked to please use/click the "Raise Hand" feature in Zoom (or \*9 if you are calling into the Zoom meeting) at the time the Chairperson requests public comments. The Host will then advise you when it is your turn to speak. Verbal public comments are limited to three minutes.*

*In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a committee meeting, please contact the Administrative Assistant at (805) 642-1591 ext. 111. Notification of at least 48 hours (about 2 days) prior to meeting time will assist staff in assuring reasonable arrangements can be made to provide accessibility at the meeting.*

**TRANSCOM MEETING AGENDA**

**October 12, 2022**

**Page 2 of 2**

**ITEM 1 CALL TO ORDER**

**ITEM 2 INTRODUCTIONS & ANNOUNCEMENT**

**ITEM 3 PUBLIC COMMENT**

*Under the Brown Act, the committee should not act on or discuss matters raised during the Public Comment portion of the agenda which are not listed on the agenda. Committee members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.*

**ITEM 4 AGENDA ADJUSTMENTS**

**ITEM 5 APPROVAL OF MINUTES**

***Recommended Action:***

- *Waive the reading and approve the meeting minutes from September 2022.*

**Responsible Staff: Jeni Eddington**

**ITEM 6 ADA CERTIFICATION SERVICES PROGRAM MONTHLY UPDATE**

***Recommended Action:***

- *Receive and file.*

**Responsible Staff: Dolores Lopez, VCTC**

**ITEM 7 VENTURA COUNTY ACCESS FOR ALL PROGRAM**

***Recommended Action:***

- *Receive and file.*

**Responsible Staff: Heather Miller, VCTC**

**ITEM 8 CARBON REDUCTION PROGRAM UPDATE**

***Recommended Action:***

- *Receive and file.*

**Responsible Staff: Heather Miller, VCTC**

**ITEM 9 YOUTH RIDE FREE PROGRAM UPDATE (VERBAL)**

***Recommended Action:***

- *Receive and file.*

**Responsible Staff: Claire Grasty, VCTC**

**ITEM 10 TRANSIT INTEGRATION AND EFFICIENCY STUDY (TIES) UPDATE (VERBAL)**

***Recommended Action:***

- *Receive and file.*

**Responsible Staff: Claire Grasty, VCTC**

**ITEM 11 FUTURE AGENDA ITEMS**

***Recommended Action:***

- *For discussion.*

**Responsible Staff: Claire Grasty**

**ITEM 12 ADJOURNMENT**



**VENTURA COUNTY TRANSPORTATION COMMISSION**  
Transit Operators Advisory Committee (TRANSCOM)

Wednesday, September 14, 2022  
1:30 PM via ZOOM.

Item 5

**MEETING MINUTES**

**MEMBERS PRESENT**

Ben Gonzales, City of Simi Valley (Chair)  
Mike Houser, City of Thousand Oaks (Vice Chair)  
Shaun Kroes, City of Camarillo  
Michelle Woomer, City of Moorpark  
Phil Pulley, City of Ojai  
Debbie O'Leary, City of Oxnard  
Sergio Albarran, City of Ventura  
Cynthia Duque, Gold Coast Transit District (GCTD)

Chris Jetton, CSUCI (ex-officio)  
Ben Cacatian, VCAPCD (ex-officio)

**MEMBERS ABSENT**

City of Fillmore  
City of Port Hueneme  
City of Santa Paula  
County of Ventura

**VCTC STAFF PRESENT**

Peter De Haan, Programming Director  
Amanda Fagan, Planning and Sustainability Director  
Dolores Lopez, Regional Transit Planner  
Heather Miller, Program Manager  
Geiska Velasquez, Program Analyst

**ITEM 1 CALL TO ORDER**

Chair Gonzalez called the meeting to order at 1:32 p.m. via Zoom.

**ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS**

Mike Houser announced the extension of transit service hours to pre-Covid levels and that EV vehicles have not yet been delivered. Peter De Haan announced the impending rail conductor strike and the potential effects on VCTC rail services. Heather Miller reminded the committee of the CMAQ application deadline.

**ITEM 3 PUBLIC COMMENT**

None.

**ITEM 4 AGENDA ADJUSTMENTS**

None.

**ITEM 5 APPROVAL OF MEETING MINUTES**

**ACTION**

**Gonzales moved, seconded by Houser, that the committee approve the July 13, 2022 meeting minutes. The motion passed unanimously. Duque abstained.**

**ITEM 6 ADA CERTIFICATION SERVICES PROGRAM MONTHLY UPDATE**

The committee received the ADA certification services program monthly update for filing.

**ITEM 7 SCAG TRANSIT TARGET SETTING**

The committee received a presentation from SCAG about their transit target setting project including the background, project scope, timeline, previous efforts, and next steps.

**ITEM 8 CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM APPORTIONMENT LOAN TO SACRAMENTO AREA COUNCIL OF GOVERNMENTS**

The committee received an update on a CMAQ loan made to the Sacramento Area Council of Governments that was ratified at the September 2022 Commission meeting.

**ITEM 9 2022 FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 LARGE URBANIZED AREA (SENIORS AND DISABLED) FUNDS AND SECTION 5307 JOBS ACCESS/REVERSE COMMUTE (JARC) FUNDS CALL-FOR-PROJECTS PROJECT SELECTION**

**ACTION**

**Houser moved, seconded by Kroes, that the committee approve programming \$2,166,400 in Federal Transit Administration (FTA) Section 5310 Large Urbanized Area funds (Seniors and Disabled), and \$833,785 in FTA Section 5307 Jobs Access/Reverse Commute (JARC) funds for a total of \$3,000,185 for projects listed in either one of the two tables presented, contingent on the scoring of the project not yet scored by the committee. The motion passed unanimously.**

**ITEM 10 TRANSIT ASSET MANAGEMENT PLAN (TAM) PLAN**

**ACTION**

**Gonzales moved, seconded by Duque, and passed unanimously that the committee approve the Ventura County Group TAM Plan pending final updates and comments. The motion passed unanimously.**

**ITEM 11 APPROVE FISCAL YEAR 2022-23 PROGRAM OF PROJECTS**

**ACTION**

**Kroes moved, seconded by Gonzales, that the committee approve the Program of Projects (POP) for federal transit operating, planning and capital assistance for Fiscal Year (FY) 2022/23 (Attachment A.) The motion passed unanimously.**

**ITEM 12 FUTURE AGENDA ITEMS**

The Public Utilities Code Access for All fund distribution will be added to the October agenda.

**ITEM 13 ADJOURNMENT**

Chair Gonzales adjourned the meeting at 2:25 p.m.



**Item 6**

**DATE:** OCTOBER 12, 2022  
**MEMO TO:** TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)  
**FROM:** DOLORES LOPEZ, REGIONAL TRANSIT PLANNER  
**SUBJECT:** ADA CERTIFICATION SERVICES PROGRAM UPDATE

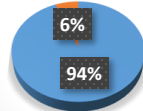
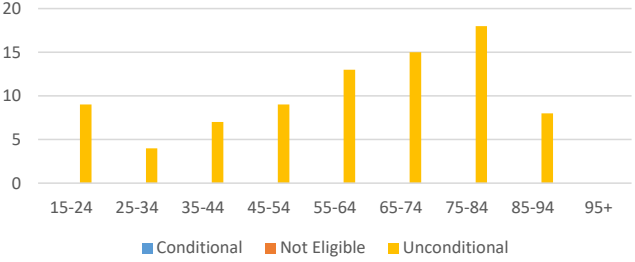
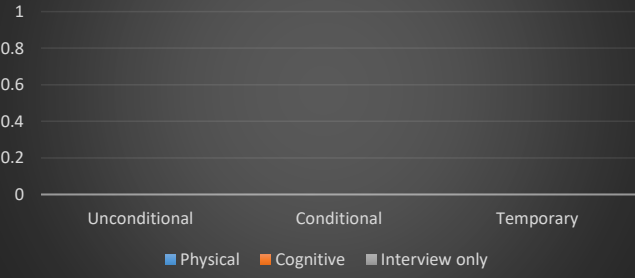
**RECOMMENDATION:**

- Receive and file the monthly ADA Certification services report(s) and program update.

**DISCUSSION:**

Mobility Management Partners (MMP) is VCTC's service provider for ADA Paratransit Eligibility Certification services.

Attached are the ADA Paratransit Certification Services Reports from MMP for review at the TRANSCOM meeting. This report covers July and August 2022.

Sep-22								
		Sept	Aug	Jul	Jun	May	Apr	
<b>Call Center</b>	Inbound ADA Calls	459	503	454	484	424	448	As of 3/17/2020, MMP closed their Camarillo office and began working remotely due to COVID-19 restrictions.
	Outbound ADA calls	202	356	291	134	91	374	
	Average hold time (in seconds)	1.59	1.16	1.6	10.45	5.43	TBD	
	Outbound Area Transmittals	1	4	2	4	2	4	
	Inbound Area Transmittals	2	6	4	6	5	10	
<b>Applications Received</b>	Recertification	47	75	120	83	139	118	Riders requesting service outside of Ventura County
	New Applications	51	64	38	38	61	49	Riders requesting service into Ventura County
<b>Applications Received by Service Area</b>	Camarillo Area	12	16	12	17	25	18	<b>Applications by Language</b>  <ul style="list-style-type: none"> <li>ENGLISH</li> <li>SPANISH</li> </ul>
	Gold Coast Area	37	47	57	46	68	66	
	Valley Express Area	1	8	9	4	5	8	
	Moorpark Area	8	2	10	5	10	3	
	Simi Valley Area	22	26	38	29	45	47	
	Thousand Oaks	18	37	31	19	45	25	
	Out of County	0	3	1	1	2	0	
<b>Completed Determinations by Evaluation Type</b>	Complete, with Functional Evaluation	0	0	0	0	0	0	<b>Evaluations by Age and Determination Type</b> 
	Complete, Interview w/o Functional Evaluation	0	0	0	0	0	0	
	Complete, Special Circumstance (no Interview)	18	19	15	17	28	32	
	Complete, Over 85+	9	6	3	3	16	6	
	Complete, Phone Interview	22	23	22	17	7	22	
	Complete, Short-term Certification (60 days)	0	0	0	0	0	0	
	Complete, Recertifications	46	74	111	67	132	111	
	Completed Determinations	95	122	151	104	183	171	
<b>Delays in Processing (Cumulative)</b>	Due to incomplete application by client	8	3	4	6	6	9	<b>In-person Interviews by Eligibility and Assessment Type</b> 
	Pending Professional Evaluation (PE)	8	17	9	14	8	7	
	Applications that failed to meet 21 day rule	0	0	0	0	0	0	
	Applicants awaiting phone interviews	2	1	3	2	3	1	
<b>Assessments</b>	<b>Assessment Categories</b>			<b>Total</b>	<b>CAM</b>	<b>VCTC</b>	<b>SIMI</b>	
	With Physical Assessment			0	0	0	0	
	With Cognitive Assessment			0	0	0	0	
	Interview only (at assessment sites)			0	0	0	0	
	No Shows for Phone Interview			0	0	0	0	
	Total In-Person Interviews Scheduled			0	0	0	0	
	Total Number of Appointment Days			0	0	0	0	
<b>Determinations by Eligibility</b>						<b>Total</b>	<b>%</b>	
Unconditional (including S.C., Over 85+ , Phone interviews, short-term)						83	88%	
Conditional						6	6%	
Temporary						6	6%	
Denials						0	0%	
Short Term						0	0%	

**Sep-22**

<b>Sep-22</b>				
<b>Applications Received - GCT Area Cities</b>	<b>Sep</b>	<b>Aug</b>	<b>Jul</b>	<b>Jun</b>
Casitas Springs	0	0	0	0
Meiners Oaks	0	0	0	0
Miramonte	0	0	0	0
Ojai	3	2	2	1
Oak View	0	0	1	1
Oxnard	18	22	27	19
Saticoy	0	0	0	0
Port Hueneme	2	2	4	1
Ventura	14	21	23	17
<b>Applications Received-Valley Express Area Cities</b>				
Fillmore	0	5	2	2
Piru	0	1	0	0
Santa Paula	1	2	7	2



## MX Admin Report (September)

	Call Count			Queue Size	Answered	Abandoned	Redirected	Disconnected	To VoiceMail	Hold Time			Service Level
	In	Out	Total	Max	Total	Total	Total	Total	Total	Min	Max	Avg	
Grand Total	459	202	661	2	396	9	54	0	54	0	446	1.60	63.18%
Sunday	5	0	5	0	1	0	4	0	4	0	0	0.00	20.00%
Monday	70	20	90	2	67	2	1	0	1	0	39	0.46	58.57%
Tuesday	78	46	124	1	67	0	11	0	11	0	147	2.80	66.67%
Wednesday	93	41	134	2	80	2	11	0	11	0	21	0.32	67.74%
Thursday	99	33	132	2	82	3	14	0	14	0	446	4.64	62.63%
Friday	110	62	172	1	98	2	10	0	10	0	16	0.16	63.64%
Saturday	4	0	4	0	1	0	3	0	3	0	0	0.00	25.00%



Item # 7

October 12, 2022

**MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE**  
**FROM: HEATHER MILLER, PROGRAM MANAGER**  
**SUBJECT: VENTURA COUNTY ACCESS FOR ALL PROGRAM**

**RECOMMENDATION:**

- Receive and file.

**BACKGROUND:**

In September 2018, Senate Bill (SB) 1376 was signed into law requiring the California Public Utilities Commission (CPUC) as part of its regulation of Transportation Network Companies (TNCs) such as Uber and Lyft, establish a program to improve the accessibility of persons with disabilities to on-demand transportation services. As a result, the CPUC established the “TNC Access for All Program” requiring TNCs collect a fee in the amount of \$0.10 for each TNC trip provided and remit such fees to the CPUC based on the geographic area (County) in which the trip originated. TNCs are able to request offsets of the fees collected should they elect to invest in improving their Wheelchair Accessible Vehicle (WAV) service in the County they serve. Remaining funds are set aside to distribute through approved Access Fund Administrators (AFAs) to qualified “Access Providers” that establish on-demand transportation programs or partnerships meeting the needs of persons with disabilities.

The CPUC authorizes “Local Access Fund Administrators” (LAFAs) to develop Access for All programs in their jurisdictions and administer Access Funds from their geographic area. In July, the VCTC adopted a resolution authorizing VCTC to serve as the Ventura County LAFA for revenue generated by the Program in this region. Subsequently, the CPUC approved VCTC as a LAFA and funds were received in August. Staff therefore is permitted to begin developing an Access for All Program that best suits the region’s needs and administer funds to local Access Providers that support on-demand WAV service.

**DISCUSSION:**

Available Funds

Ventura County’s annual share from the TNC Access for All Fund for the current funding cycle is \$293,780. VCTC staff will develop guidelines in consultation with local stakeholders and establish a process for “Access Provider” solicitation. Once approved, VCTC will select eligible providers through a Call for Projects and distribute funds based on the adopted criteria outlined in the Program guidelines. VCTC is required to obligate funds upon award of contract no later than June 2023. Per

Program Guidelines, designated LAFAs (VCTC) can use up to 15% of total funds to cover administrative costs of implementing a program, therefore, the amount of funds available to eligible Access Providers for this program cycle is \$249,713.

#### Eligible Applicants - "Access Provider"

The purpose of the TNC Access for All Program is to incentivize the expansion and availability of on-demand transportation service for people with disabilities. Transportation Network Companies (TNCs) provide prearranged transportation services for compensation using an online-enabled application or platform (such as smart phone apps) to connect drivers using their personal vehicles with passengers. "Access Providers" are identified by AFAs as providers that are able to provide WAV service similar to that of TNCs but require additional financial resources to do so.

Specifically, "Access Providers" directly provide, or contract with a separate organization or entity to provide, on-demand WAV transportation to meet the needs of persons with disabilities. "WAV" means a vehicle equipped with a ramp or lift capable of transporting non-folding motorized wheelchairs, mobility scooters, or other mobility devices. "On-demand WAV transportation" means that the provider can fulfill trip requests within 24 hours through a service that does not follow a fixed route and/or schedule.

Additionally, for the purposes of the Access for All Program, the CPUC identifies eligible "Access Providers" as transportation carrier[s] that hold a Commission-issued permit or a non-permitted transportation carrier that can provide documentation of the following with their application:

- Background checks
- Insurance
- Enrollment in controlled substance and alcohol testing
- Secretary of State Registration
- Motor Carrier Profile with California Highway Patrol (CHP)

An approved non-permitted carrier shall submit a declaration affirming compliance with each of the requirements and that each requirement is in effect during the term the carrier operates as an Access Provider.

#### Eligible Projects

Eligible projects demonstrate improvements to response times for WAV service compared to the previous year and/or status quo in the County of Ventura, the presence and availability of WAVs, and efforts to publicize and promote available WAV services to local disability communities. Eligible WAV expenses are provided in Appendix "A" and include operational costs, vehicle costs (purchase/lease), driver training/incentives, technology investments, ride fare subsidies, and outreach.

#### Reporting Requirements

Access Providers receiving funding are required to report on a quarterly basis data related to the Program, anticipated at minimum is the following:

- Number of Unique WAVs in Operation.
- Number and percentage of WAV trips completed, not accepted, cancelled by passenger, cancelled due to passenger no-show, and cancelled by driver.
- Completed WAV trip request response times.
- Evidence of outreach.
- Certification of Driver Training.
- Report of WAV Driver Training Programs and Controlled Substance and Alcohol testing.
- Certification of Inspection.

- Number of complaints.

Proposed Schedule for a Call for Projects

A Call for Projects announcement is anticipated in January 2023 with applications due in February. Approval of Access Provider(s) is expected in April and funds obligated by June 2023.

<b>Call for Projects Proposed Schedule</b>	
Approval of Access for All Guidelines by TRANSCOM	December 14, 2022
Approval of Access for All Guidelines by VCTC	January 6, 2023
Call for Projects Issued	January 9, 2023
<b>Project Applications due to VCTC</b>	<b>February 10, 2023</b>
Approval of Reccomended Projects/Access Provider by TRANSCOM	March 8, 2023
Approval of Reccomended Projects/Access Provider by VCTC	April 7, 2023

More information on the Access for All Program can be found at: <https://www.cpuc.ca.gov/>. VCTC staff will be developing a webpage on the VCTC website with information on the Ventura County program moving forward.

## Appendix A: Eligible WAV Expenses

Table 3: Eligible WAV Expenses

<b>Eligible WAV Expenses Adopted in <a href="#">D.20-03-007</a></b>
<b>Vehicle Costs</b>
Lease/Rental/Purchase Costs
Rental Subsidies for Driver
Inspections
Maintenance, Service & Warranty
Fuel Cost
Cleaning Supplies/Services
Other (Describe)
<b>Partnership Costs</b>
Transportation Service Partner Fees/Incentives and/or Management Fees
Vehicle Subsidies
Consultants/Legal
Other (Describe)
<b>Marketplace Costs</b>
Recruiting
Driver Onboarding
Training Costs
Driver Incentives
Promo Codes for WAV
Other (Describe)
<b>Operational Costs</b>
Marketing Costs
Technology Investments/Engineering Costs/Enhancements
Community Partnership/Engagement Costs
Rental Management
Pilot Management
Wages, Salaries and Benefits (non-maintenance personnel)
Other (Describe)
<b>Other (Describe)<sup>47</sup></b>

<sup>47</sup> For example, ride fare subsidies.



Item #8

October 12, 2022

**MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE**

**FROM: HEATHER MILLER, PROGRAM MANAGER**

**SUBJECT: CARBON REDUCTION PROGRAM UPDATE**

**RECOMMENDATION:**

- Receive and file.

**BACKGROUND:**

In November 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was passed into law. With the passage of IIJA, the Carbon Reduction Program (CRP) was created. The purpose of the CRP is to provide federal funding to projects that decrease transportation emissions which are defined as the carbon dioxide (CO<sub>2</sub>) emissions that result from on-road, highway sources. The program requires States to develop a Carbon Reduction Strategy within two years.

This new formula program provides the State of California approximately \$107 million over the five-year life of the IIJA. The IIJA directs the Federal Highway Administration (FHWA) to apportion funding as a lump sum for each State then divide that total among areas in proportion to their relative shares of the State's population. Sixty-five percent of CRP funds are distributed within the State based on urbanized area population in the same model as the Surface Transportation Block Grant (STBG) apportionments. The remaining thirty-five percent of the State's CRP apportionment is to be obligated to "any area of State."

For the FFY 2022, funding apportionments for areas with populations over 200k have been defined using the 2020 U.S. Census. Sub-apportionments for smaller urbanized areas with population equal to or under 200k have not been identified since the delineation of the 2020 urban areas has not yet been finalized, but the total allocation amount has been determined.<sup>1</sup> Accordingly, the overall total CRP apportionment for Ventura County is \$1,525,729 for the 2022 FFY. Deadline to obligate CRP funds is three Federal Fiscal Years after the FFY the funds have been apportioned so these funds would lapse September 2025. The following four years anticipates similar funding levels for a total of approximately \$7.5 million over the five-year IIJA.

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<sup>1</sup> The latest anticipated release of the updated U.S. Census Bureau 2020 Urban Area Maps is December 2022.

## **DISCUSSION:**

The Carbon Reduction Program supports a wide scope of activities (provided in detail in Attachment "A") with a primary focus on freight movement, expanding multi-modal options, and supporting alternative fuel vehicles and infrastructure. Eligible projects:

- reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips;
- facilitate use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and
- facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches (i.e., 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.

Since the goals of the CRP program align in large part with the goals of the Congestion Mitigation and Air Quality (CMAQ) program (i.e., improving air quality) VCTC staff proposes to supplement the current 2022 CMAQ/TDA Article 3/State of Good Repair Call for Projects with funding from the CRP program.

When the 2022 Call for Projects was announced in July, the overall funding available from the three established programs totaled approximately \$46 million. Applications were received in September with a total funding request of over \$57 million. Over the five-year period of the IJJA, the CRP program would add more than \$7.5M in additional funding so that overall available funding for eligible projects would increase to approximately \$53.5 million.

Additionally, as with CMAQ funds, CPR FHWA funds can be flexibly transferred to FTA for funding of transit projects. The current CMAQ Call received transit bus replacement and/or EV charging infrastructure project funding requests totaling over \$25 million. CRP funds could be used in part to fund those transit projects that reduce carbon emissions.

## ATTACHMENT A

**Eligible Activities:** Subject to the general eligibility requirements described in Section E.1 of this memorandum, the following activities are listed as eligible under 23 U.S.C. 175(c):

- 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;
- 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));
- 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;
- D. a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
- 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;
- F. a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- G. development of a carbon reduction strategy (as described in the Carbon Reduction Strategies section above);
- 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;
- I. efforts to reduce the environmental and community impacts of freight movement;
- 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;
- K. a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- 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)); and

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

Other projects that are not listed above may be eligible for CRP funds if they can demonstrate reductions in transportation emissions over the project's lifecycle. Consistent with the CRP's goal of reducing transportation emissions, projects to add general-purpose lane capacity for single occupant vehicle use will not be eligible absent analyses demonstrating emissions reductions over the project's lifecycle. For example, the following project types may be eligible for CRP funding:

#### *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 CO<sub>2</sub> compared to the implementing Agency's typical pavement-related practices. The LCA Pave Tool can be used to assess the CO<sub>2</sub> impacts of pavement material and design decisions.

#### *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. And, biologic carbon sequestration practices along highway ROW to capture and store CO<sub>2</sub> 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.

#### *Mode Shift*

Projects that maximize the existing right-of-way for accommodation of nonmotorized modes and transit options that increase safety, equity, accessibility, and connectivity may be eligible. Projects that separate motor vehicles from pedestrians and bicyclists, match vehicle speeds to the built environment, increase visibility (e.g., lighting), and advance implementation of a Safe System approach and improve safety for vulnerable road users may also be eligible. Micromobility and electric bike projects, including charging infrastructure, may also be eligible.

States should work with the FHWA on eligibility questions for specific projects. The CMAQ Emissions Calculator Toolkit is an available resource for estimating the CO<sub>2</sub> emissions benefits of certain projects.

### **Flexibility on Use of Funds and Certification of Emissions Reduction**

In addition to the above eligibilities, a State may use funds apportioned under CRP for any project eligible under the Surface Transportation Block Grant program (23 U.S.C.133(b)) if the Secretary certifies that the State has demonstrated a reduction in

transportation emissions (1) as estimated on a per capita basis, and (2) as estimated on a per unit of economic output basis. In the first year of this program, States should initially focus on developing their Carbon Reduction Strategies and using CRP funding to begin implementing their Carbon Reduction Strategies once adopted to establish a baseline; for this reason, the Secretary will not certify flexibility for the CRP until at least FY 2023. FHWA will publish additional guidance on the process under which the Secretary will certify state transportation emissions reductions.