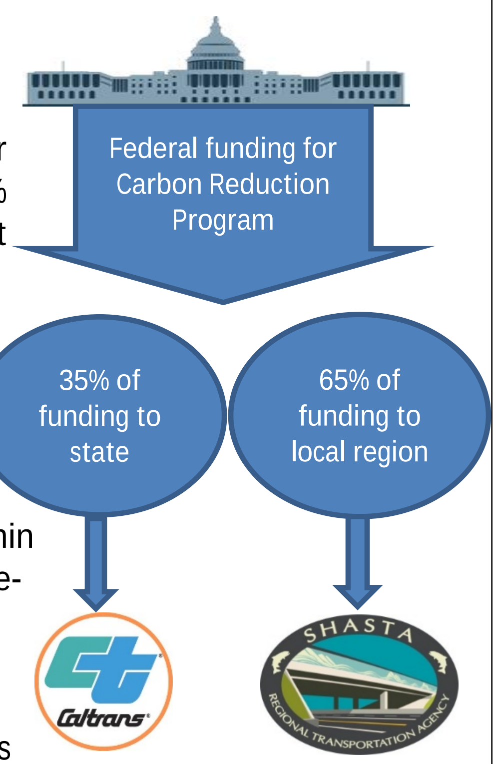
Fact Sheet: Carbon Reduction Program (CRP)

Metropolitan Planning Organization	Apportionment Distribution to Shasta Region				
	Cycle 1 (FFY 2022)	Cycle 2 (FFY 2023)	Cycle 3 (FFY 2024)	Cycle 4 (FFY 2025)	Cycle 5 (FFY 2026)
Shasta Regional Transportation Agency	**$325,250**	**$331,775**	**TBD**	**TBD**	**TBD**

Background of Funding:

The Carbon Reduction Program (CRP) was created under the Infrastructure Investment and Jobs Act (IIJA). The purpose of the CRP is to provide federal funding to projects that decrease transportation emissions which are defined as the carbon dioxide (CO_2) emissions from on-road, highway sources. California will receive annual apportionments of CRP over five years. The apportionments are split: 65% Local CRP and 35% State CRP. Local and State CRP funds must be invested in alignment with the Carbon Reduction Strategy.



Local CRP:

Local CRP is apportioned by population based on 2020 US Census Urbanized Areas (UZA). Local CRP apportioned to UZAs within a Metropolitan Planning Organization (MPO) boundary must be programmed by the MPO and cannot be suballocated within the MPO boundary. The MPO must use a competitive, performance-driven process to select projects for CRP funds

State CRP:

State CRP may be spent anywhere in California. Caltrans is prioritizing projects that convert existing lanes into priced managed lanes and invest the revenues from the priced lane into low-carbon transportation options.

Eligible Activities:

Although IIJA allows for a variety of projects to be funded through CRP, Caltrans' Carbon Reduction Strategy also directs Local and State CRP funds to be invested in projects that support the State's "Three Pillars" categories: bicycle and pedestrian, rail and transit, and zero-emission vehicles and infrastructure. More information can be found on Caltrans' Carbon Reduction Program website.