

## **Introduction**

### ***What Is the Carbon Reduction Program?***

The intent to reduce transportation emissions can be traced back to the implementation of the CMAQ program. This emphasis has been maintained by the most recent surface transportation legislation, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), which was passed in November 2021, and with it the implementation of the CRP, which provides funds for projects designed to reduce carbon dioxide created by transportation emissions. The establishment of CRP provides \$6.4 billion to the country over the five-year funding period of the IIJA/BIL, resulting in \$217 million in funding to the Commonwealth of Pennsylvania over the next five years for the development of carbon reduction strategies and for related reduction projects, including public transportation, traffic management, pedestrian facilities, alternative fuels, and port electrification.

The Fiscal Year 2025-2028 TIP for the Franklin County MPO set aside funding for a regional Competitive CRP Program to identify eligible projects to be advanced in the coming years. The TIP is a list of all projects for which federal, state, or local funds are anticipated; it represents the transportation improvement priorities of the region and is required by federal law.

Under the FCMPO Competitive CRP Program, candidate projects will be submitted to the Franklin County Metropolitan Planning Organization (FCMPO) board and reviewed by a Technical Advisory Committee (TAC) for initial eligibility and general merits. The Technical Advisory Committee consists of representatives from FCMPO member governments and agencies as well as representatives of interests such as community and business, transit, bicycle and pedestrian, and the general public. Projects that withstand this screening process will then be considered eligible and ranked among other qualifying projects for potential funding. To remain eligible according to federal guidelines, individual projects must implement strategies that will result in an effective reduction of carbon emissions.

Based on their emissions reduction potential, as well as other criteria (described in this document), candidate projects will be evaluated, selected, and approved for funding by the FCMPO Board, and advanced to the Pennsylvania Departments of Transportation (PennDOT) for inclusion in the state TIPs. As such, there are a number of procedures, stipulations, and limitations associated with the use of CRP funds. The following sections of this document explain what a prospective applicant must know about the program, how to apply for funds, and what regulations recipients must follow to generate a successful project.

## **Applying for CRP Funds**

### ***How Much Funding Is Available?***

Upon retrieval of the apportioned CRP federal-aid, a given State may transfer up to 50% of those funds made available each fiscal year to any other State apportionment, including the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, CMAQ, and others. However, within the parameters of certain limitations, a State may conversely transfer up to 50% of funds available each fiscal year from each other apportionment of State to CRP.

For each fiscal year, remaining State CRP program funds are assigned into two main categories that create a basis for a 65/35 split of available funds:

- Proportionately relative shares of the State population (65%):
  - Urbanized/metropolitan areas with a population greater than 200,000
  - Urbanized areas with a population greater than 50,000 but not more than 200,000
  - Urban areas with a population greater than 5,000 but no more than 49,999
  - In areas with a population of less than 5,000
- Apportionment to any area statewide (35%)

The funding availability\* for Franklin County at this current moment is as follows:

Allocation Type	FFY 2025	FFY 2026	FFY 2027	FFY 2028
CRP	\$540K	\$540K	\$540K	\$540K
CRP Urban**	\$138K	\$138K	\$138K	\$138K

\* Funding Amounts and Availability is subject to change with each TIP update cycle.

\*\* CRP Urban includes set-aside for the Greencastle area's portion of Hagerstown Eastern Panhandle Metropolitan Planning Organization (HEPMPO).

### ***Who Is Eligible to Apply for Funds?***

Local municipalities, public transit entities, public agencies, and nonprofit organizations in the federal boundaries of FCMPO, PennDOT District 8 are all eligible to apply for CRP funding through FCMPO Competitive CRP Program if they are able to and provide support that they can properly manage federal-aid funds. Potential applicants must apply by October 4; for-profit organizations are not eligible for funding.

In all cases, the prospective applicant is required to contact the county and municipal government(s) in which the project will be implemented to inform them of the intent to apply and to coordinate the project effort. Prospective applicants may also submit a 'Letter of Intent' with their completed application, which should include project name and limits, a brief project description, and an estimated total project cost. Applicants are also encouraged to attend an optional meeting at FCMPO behest.

### ***Can Public–Private Partnerships Apply?***

CRP funds may be used for projects that are cooperatively implemented under agreements between public agencies and incorporated private firms (provided such private entities are not for-profit organizations) or non-profit entities. The public agency partner is responsible for applying for the CRP funds through FCMPO and overseeing and protecting the investment of the federal funds used in a public–private partnership project. Projects will not be eligible if they result in creating a competitive advantage of one private entity over another.

Federal law requires that a legal, written agreement be in place between the public agency and private or non-profit entity before implementing any CRP funded project. These agreements should clearly specify the purpose of CRP funding; the roles and responsibilities of the participating agencies; cost-sharing arrangements for capital investments and/or operating expenses; and how the disposition of land, facilities, and equipment will be affected should the original terms of the agreement be changed, such as by insolvency or a change in the ownership of the private entity. Though these agreements need not be finalized at the time the application is submitted, the application must include letters of intent between the parties indicating willingness to enter into such agreement if the project is selected.

### ***What Are Eligible Costs and How Are Projects Funded?***

All applicants should understand that the CRP Program is a reimbursement program for only those costs that are eligible under federal law. The sponsor does not receive grant funds up front to start the project; rather, the sponsor is reimbursed for costs incurred after receiving federal authorization of the project and a notice to proceed. Federal funding is generally based on an 80/20 percentage cost split; that is, federal funds may cover up to 80 percent of project costs and a non-federal local match would cover at least 20 percent.

### **Funding Authorization**

Prior to initiating any project activities, the project must be approved by the FCMPO for inclusion into the Franklin County TIP, a project reimbursement agreement must be executed between the sponsor and PennDOT, and federal project authorization must be received. PennDOT, and/or FCMPO will provide assistance in securing these approvals. If the project sponsor decides to cancel the project or drop out of the program once the project has entered the design phase, the project sponsor will be required to pay back all federal funds received as of that date and to make full payment of all outstanding invoices to engineers or contractors.

It is essential that accurate cost estimates be submitted as part of the application. If, after a project is underway, it is determined that costs exceed expectations, whether due to unforeseen circumstances or simply poor estimates, applicants should not expect additional funding from the program. Instead they will have to: (a) bear the additional costs themselves, (b) reduce project scope with prior FCMPO approval or (c) break the project into sections and obtain other sources of funding for those unfunded sections. Applicants are also requested to provide an outline for how they would account for remaining funding if FCMPO cannot meet the requested amount. Project sponsors will be required to submit biannual progress reports, even during periods when progress includes state or local permit review or agreement processing. FCMPO reserves the right to withdraw its authorization from any project for lack of progress.

## **Project Eligibility**

### ***What Types of Projects Are Eligible?***

Every project that receives CRP funding must support the reduction of transportation emissions and must also be for the public good (i.e., no inherent benefit to one private entity over another). Furthermore, all federal eligibility requirements for transportation projects must be met. The following link will direct you to FHWA Bipartisan Infrastructure Law – Carbon Reduction Program guidance ([www.fhwa.dot.gov/bipartisan-infrastructure-law/crp\\_fact\\_sheet.cfm](http://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm)).

If the project is located in an area with known safety issues, project sponsors must specify this upon application. They may also consider applying for Highway Safety Improvement (HSIP) funding rather than CRP, as HSIP will not count against local entitlement.

In addition to the above requirements, certain activities are explicitly identified as either eligible or ineligible for CRP funding. Listed below are the types of projects and activities that are eligible for CRP funding:

- Establishment or operation of a traffic monitoring, management, and control facility, including advanced truck stop electrification systems
- Public transit projects, including eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130.
- Alternative transportation projects for bicycle, pedestrian, and non-motorized users, including the construction, planning, and design of on and off-road trail facilities.
- Advanced transportation and congestion management technologies.
- Deployment of infrastructure-based intelligent transportation systems capital improvement and the installation of vehicle-to-vehicle infrastructure communications equipment.
- The replacement of street lighting and traffic control devices with energy-efficient alternatives.
- Development of a carbon reduction strategy developed by a State per 23 USC requirements
- Projects which aim to manage or shift demand, including congestion pricing, shifting vehicle movement to nonpeak hours or other modes of transportation, increasing vehicle occupancy, and toll collection strategies.
- Reduction of the environmental and community impacts of freight movement.
- Alternative fuel projects and vehicle deployments, including:
  - Acquisition, installation, or operation of public alternative vehicle fueling structure
  - Purchasing or leasing zero-emission construction equipment and vehicles
- Diesel engine retrofits.
- Projects striving to improve traffic flow that meet eligibility under the CMAQ program and do not involve new capacity constructions.
- Projects that reduce emissions at port facilities, including advancing port electrification.

Other projects not specifically listed herein may also be distinguished as eligible if they demonstrate the ability to reduce transportation emissions, such as implementing biologic carbon sequestration to capture carbon from the atmosphere and establishing Complete Streets projects. Final determination of eligibility will be decided upon by PennDOT and USDOT.

Further information on eligible activities can be found within the [FHWA Carbon Reduction Program Guidance](#) and on the list of [PennDOT Carbon Reduction Program Eligibility Examples](#).

As prospective projects are treated under the program as if it were located on a Federal-aid highway, applicability of Davis-Bacon wage requirements apply, as do all Title 23 requirements to the CRP.

***What Types of Projects Are NOT Eligible?***

As a general rule, planning activities and highway or transit maintenance and reconstruction projects unrelated to congestion management and/or any of the subjects listed above are not eligible activities. Construction of Single Occupancy Vehicle capacity, rail improvement projects, light-duty vehicle scrapping programs, administrative cost defrayment, litigation costs, and stand-alone fuel purchase projects are also not eligible for CRP funding. FCMPO, in consultation with FHWA and the Federal Transit Administration (FTA), will determine if any other activities are not eligible under the federal rules and guidelines on a case by case basis.

In addition, FCMPO retains the prerogative to declare a class of projects not eligible as a matter of policy, if it is determined that such use would not be in the best interest of our region. FCMPO can also deny funding to an otherwise eligible project if it is determined that such funding would give one private firm an undue competitive advantage over another—a federal regulation that must be observed.



**Carbon Reduction Program Funding Application (CRP)  
Franklin County Metropolitan Planning Organization**

*\*Please fill out the application entirely and as detailed as possible. Incomplete applications will not be considered for funding.*

**Application Information:**

**Organization:** \_\_\_\_\_

**Contact Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Municipality:** \_\_\_\_\_

**Project Details**

**Specific Project Location:** *(Lat/Long, State Route Numbers, Maps, or etc.)*

**Project Description/Narrative:** *(Please be as detailed as possible including engineering plans if they are available, be sure to include how the project meets the CRP criteria which can be found here: [CRP Guidance](#). Additional pages may be attached as needed.)*

**Current Project Status:** (Select One)

Study Phase \_\_\_\_\_ Preliminary Engineering \_\_\_\_\_ Final Design \_\_\_\_\_ Ready to Construct \_\_\_\_\_



**Carbon Reduction Program  
Franklin County Metropolitan Planning Organization**

**Total Project Cost:**

- Total Cost \_\_\_\_\_
- CRP Funding Requested \_\_\_\_\_
- Matching Funds Secured/Requested \_\_\_\_\_

**List All Sources of Matching Funds:** *(List Funding Amount, Source and Status; Secured, Pending, etc.)*

***Applications will be accepted until Oct. 4, 2024.*** *An information gathering session may be scheduled after all the deadline to go review the project in more detail and discuss the funding process with the applicants.*

**Hard Copies of the application can be submitted to:**

Franklin County Planning Department

Attn: CRP

272 North Second Street

Chambersburg, PA 17201

**Digital submission can be sent to:**

[planning@franklincountypa.gov](mailto:planning@franklincountypa.gov)

**For Questions or Concerns Please Contact:**

Matthew Romero

Community Planner

717-261-3855

[mbromero@franklincountypa.gov](mailto:mbromero@franklincountypa.gov)

## Project Selection

### How Will Projects Be Selected?

FCMPO will screen every application for completeness and basic eligibility. After it is determined that a proposed project meets the basic eligibility requirements outlined in the federal guidance, it will be further scrutinized according to a variety of criteria established by FCMPO. Each eligible project will be evaluated based on its emissions reduction potential, as well as other factors such as: project readiness, sponsor capacity, ability to meet regional priorities, and degree to which the project implements the regional long-range plan or local comprehensive plan. The distribution of projects with regard to geographic location will also be considered, as will the desire to produce a balanced program of mixed project types. Following careful review and analysis, projects will be recommended to the FCMPO Board for selection. Board action will amend the project into the region's TIP and provide eligibility for federal funding.

### Emissions Analysis

All projects that pass the initial screening for eligibility will be evaluated for their effect on air quality using a standardized set of analysis tools developed for the state DOTs. Evaluation results will enable the projects to be rated based on the following air quality and congestion mitigation factors:

- Change in carbon dioxide emissions.
- Change in Vehicle Miles Traveled (VMT).

This analysis will be performed by FCMPO staff based on information provided in the Emissions Analysis Forms that are required to be submitted with the project application. If an Emissions Analysis Form is not provided for the project type, the applicant must work with FCMPO staff to provide adequate information about the project in order to determine its emissions impact. In addition to being a basic program requirement, the magnitude of emissions or VMT reductions from the project are also considered as part of the Project Selection Criteria.

### Consistency with Long-Range Plan or County Comprehensive Plan Goals

In order to promote good planning and to encourage implementation of the Long-Range Plan for the region as well as county and county comprehensive plans, submitted projects are required to be consistent with the goals of the plan, or the appropriate county or municipal comprehensive plan. Applicants are required to identify which plan goal(s) their project implements.

### Public Agency or Public Agency Sponsor

According to FHWA guidance, an eligible applicant must be a public agency or have a public agency sponsor the project.

### Project Selection Criteria

In addition to the emissions analysis and pre-screening questions, projects will be evaluated using criteria that will help the selection committee choose projects that reflect programmatic and regional priorities and exhibit likelihood of timely and successful implementation. The primary Selection Criteria are described below. Projects will be scored using a basic formula system that includes "Weights" and "Scores" indicating how well each project meets the Selection Criteria. A project's overall score will be determined by the project's "Weights" and "Scores" for each criterion to produce a weighted score. The five weighted scores are then summed to produce a total project score.

### FCMPO CRP Priority Project Types

The BIL CRP guidance gives metropolitan planning organizations and states discretion to fund regional CRP investment priorities that are cost-effective congestion mitigation strategies providing air quality benefits as well as other cost-effective emission reduction activities. Using the BIL guidance, FCMPO has selected six cost-effective project types that reflect regional priorities for special consideration under this funding program. Projects that are CRP-funding eligible but are outside of these six categories are still eligible for this competitive program and will still be considered for funding but will not receive points for this criterion. The six CRP Investment Priority project categories are:



- Transit Improvements;
- Congestion Reduction and Traffic Flow Improvements;
- Freight and Intermodal Projects;
- Bicycle and Pedestrian Facilities and Programs;
- Alternative Fuels and Vehicles; and
- Diesel Engine Retrofits and Advance Truck Technologies

### **Long-Term Viability of Emissions Benefit**

The value of a project for helping the region meet and maintain the air quality standards depends on whether those benefits can be sustained over time. Some projects will continue to provide air quality or emissions reduction benefits into the future; other projects will have a defined lifespan that will decrease as technologies change or equipment needs to be replaced; and a third category of projects will provide air quality benefits only as long as the project is receiving funding. Projects that can demonstrate air quality benefits for greater than 10 years will receive a “high” ranking for this criterion; greater than five years will receive a “medium” ranking; and projects that cannot definitively demonstrate benefits beyond five years will receive a “low” score for this criterion. Applicants should explain, as specifically as possible, the long-term outlook and lifespan of the air quality benefits of the project.

### **Project Readiness**

Project readiness refers to the likelihood that a project will be implemented in a timely fashion. Projects that have preliminary work or preparation completed in advance of CRP funding, or that demonstrate that work can begin soon after the CRP award announcement, will be viewed favorably. Candidates with a high level of project readiness will have acquired right-of-way for construction projects, identified equipment specifications and prepared bid documents for equipment replacements or technology projects. High project readiness will also demonstrate a considerable level of environmental clearance, which would include completed NEPA documentation, with greater consideration being given to those deemed as a Categorical Exclusion (CE), entailing that they have no known environmental concerns and a low level of disturbance. Projects that have good readiness will have matching funding sources secured and will have identified a clear process for implementation. Applicants will demonstrate project readiness and feasibility of implementation by providing a realistic project timeline that includes specific implementation milestones. The project milestones are intended to identify the key steps in advancing the project toward funding approval and, ultimately, implementation. They will be unique to each project depending on the project type, complexity, and coordination required. Steps taken to advance a project before funding is awarded should be detailed in the project narrative and the provided “Project Readiness” checklist.

### **Sponsor Capacity**

Sponsor capacity refers to the project sponsor’s ability and commitment to implement the project should CRP funding be awarded. Candidate projects should demonstrate that the sponsors have a clear commitment to implement, operate, and maintain the project, during and after the CRP funding period. Successful candidates will show the institutional capacity to manage the project and obtain the necessary permits, bids, and contracts. Candidates with a history of implementing federally funded projects will be considered to have a high level of sponsor capacity. Project sponsors should convey capacity by describing their experience successfully managing grants for similar projects, clearly defining the roles and responsibilities of each of the project partners, and demonstrating that matching funds and other sources of project funds are secured.

### **Local Contribution**

As federal sources of funding become more difficult to obtain, local contributions become more important to enhance a program’s reach. A good candidate project will demonstrate local commitment to the project through innovative funding and a larger percentage of non-federal matching funds. The applicant should describe all preliminary work performed to prepare the project for implementation and quantify cash contributions and in-kind services dedicated to the project. The percentage of the total project cost represented by local contribution will be used to score the project for this criterion. A larger local contribution will result in a higher score for this criterion.

## Projects Serving an Environmental Justice (EJ) Community

EJ communities suffer disproportionately from the health effects of air pollution. Projects that can demonstrate benefits to an EJ community or population susceptible to air pollution will receive consideration under this criterion.

### Is the Project Scalable?

Project sponsors should indicate on the application if the submission is scalable in the event of partial funding availability for a project. If applicants want to be considered for partial or scaled-back funding, they should indicate on the application form which phases of the project they will implement or what their strategies are to scale back the project scope. Similarly, applicants should provide an outline of how remaining funding would be accounted for in the event FCMPO cannot meet the requested funding amount. Note that scaled projects using federal funding will still be required to follow [PennDOT Pub. 740](#).

## Managing the Project

### What Assistance Is Available from FCMPO and PennDOT

During the application and evaluation phase, FCMPO will answer all questions concerning the eligibility of a project, in consultation with PennDOT, FHWA and FTA. FCMPO staff will also answer questions on how to submit an application for the CRP Program. FCMPO **will not** provide direct assistance to applicants with completing their applications. It is our intention to remain neutral and objective in our role as program coordinator. Once a project is selected, the development and implementation of the CRP project will be the primary responsibility of the project sponsor. Each project sponsor will establish the implementation schedule for their project; PennDOT, and FCMPO staff will be available to answer questions or address concerns, but it will be up to the project sponsor to manage the project schedule. During the implementation phase, PennDOT and FCMPO staff will provide technical assistance and guidance in the development of the CRP projects. In particular, PennDOT project management staff can provide assistance to the project sponsor in following all appropriate federal and state regulations to ensure that project funding is not jeopardized.

### What Procedural and Regulatory Requirements Apply?

There are a number of procedural and regulatory requirements that apply to the projects implemented under the CRP Program. Project sponsors may not be acquainted with PennDOT, FHWA, or FTA procedures. If necessary, it is expected that project sponsors will secure professional services (consulting engineers, architects, or equipment vendors) to assist them in satisfying these requirements and advancing their projects. PennDOT and FCMPO staffs are also available to assist with the interpretation and application of these requirements.

### Typical Procedural and Regulatory Requirements

- Initiation of Project;
- Reimbursement Agreement/Notice to Proceed;
- Environmental Clearance;
- Project Engineering;
- Standards and Guidelines;
- Right-of-Way Acquisition;
- Utility Clearance;
- Permits;
- Public Utility Commission Involvement;
- Bidding;
- Construction and Implementation;
- Maintenance; and
- Cancellation of a Project

# Project Implementation Procedural and Regulatory Requirements

## Initiation of Project

The sponsor must initiate their project within 60 days of notification of project selection. A project is considered to be initiated when the sponsor has contacted the Pennsylvania Department of Transportation (PennDOT).

## Reimbursement Agreement

The federal highway program is a reimbursable program. It is very important that record keeping be in accordance with the "Federal Guidance for Third-Party Agreements." Only those costs specifically associated with the implementation of the project are to be charged to the project. When there is a third-party consultant or contractor performing the work, the administrative costs of the sponsor are not eligible.

The public entity must execute a standard reimbursement agreement with PennDOT prior to proceeding with any work on the project for which they seek to be reimbursed. If the project is selected, the project sponsor will work with PennDOT staff to draft and execute the agreement. **Any project costs incurred prior to the execution of a project reimbursement agreement will not be eligible for reimbursement.**

## Environmental Clearance

All projects involving construction will require an environmental clearance document as part of the engineering phase of work. This document may be a Categorical Exclusion, Environmental Assessment, or Environmental Impact Statement. The level of detail required will be determined by PennDOT based on the nature of the specific project. Normally, when the scope of the project is being determined, a decision will be made on the type of documentation required. It is the responsibility of the project sponsor to have the environmental document prepared.

## Project Engineering

Projects must follow standard federal and state procedures for all phases of work. If project sponsors do not have a qualified professional on staff, they should acquire the services of a consultant to oversee the development and implementation of the project and ensure compliance with all state and federal requirements. The acquisition of consultant services must be in accordance with federal procedures. In the case of municipally sponsored projects, municipalities may choose to use their municipal engineers with PennDOT approval, or follow an approved consultant selection process. It is important to recognize that the design and/or construction engineers are employed by the project sponsor, not FCMPO or PennDOT.

## Standards and Guidelines

Standards are established to protect the health and safety of the public. All projects must be designed to meet federal and state standards. However, in some instances, traditional federal and state highway standards may not apply to a particular project. In such cases, sponsors should follow whatever guidance is available that applies to their project with federal and state concurrence. Examples include guidelines prepared by the Rails to Trails Conservancy, the American Association of State Highway and Transportation Officials, the Secretary of Interior's Standards for the Treatment of Historic Properties, and the Manual of Uniform Traffic Control Devices.

## Right-of-Way Acquisition

All right-of-way acquisition must follow federal regulations and the Uniform Relocation Assistance Act. In particular, property owners must be advised that federal funding is being used to implement the project and they are entitled to fair market value for their property. In addition, if the sponsor does not have the authority to acquire property by eminent domain, the property owner must be so advised prior to any offer being made. This requirement does not preclude the voluntary donations of property to the project. Proof of ownership of the right-of-way will be required for all projects prior to advertising for construction bids.

## Utility Clearance

All projects involving construction must have utility clearance prior to the advertisement for bids. This procedure requires that the sponsor certify that all necessary arrangements have been completed for the relocation of any affected utility. PennDOT personnel will provide assistance with this process.

## Permits

It will be the responsibility of the project sponsor to secure all necessary permits to design and implement the project. These may involve Departments of Environmental Resources, the U.S. Army Corps of Engineers, local municipal permits, DOT highway occupancy permits, etc.

## Public Utility Commission Involvement

To ensure compliance with state and federal policy, all projects under the following conditions must be evaluated for rail issues:

- Railroad crossing located within the project limits or within 1,000 feet of the project location and/or on the designated detour route
- Grade separations between a highway and a railroad
- Projects that parallel a railroad on an adjacent right of way
- Projects using railroad properties
- Projects that involve railroad facility adjustments
- Projects that will impact a corridor reserved under an applicable recreational trails program

Certain projects, such as rails to trails projects or those involving railroad crossings may require the involvement of the Public Utility Commission. Depending on project scope, evaluation may require coordination with the railroad company involved either prior to application submission or at an early development stage. However, it will be the responsibility of the project sponsor to contact the Public Utility Commission to secure the necessary actions by that agency.

## Bidding

For projects that require a contractor to perform physical construction, the sponsor's professional engineer will assemble the contract proposal package. The Plans, Specifications, and Estimate (PS&E) package will be reviewed by the PennDOT District Office. Bidding will be managed by the project sponsor or the PennDOT District Office, as agreed upon at project inception, and must follow federal procurement procedures. Specification of proprietary or sole source items will not be permitted without the prior written approval of PennDOT.

## Construction and Implementation

Project sponsors may proceed with the construction or implementation phase of the project upon receipt of written authorization to do so from PennDOT. This will ensure that all necessary approvals have been secured. Construction or implementation must be performed by an approved contractor. All material used in conjunction with the project must meet project specifications (including special provisions included in the PS&E).

## Control, Use, and Maintenance

The project sponsor will be responsible for the continuing control, use, and maintenance of the project after completion of construction. No federal Congestion Mitigation, Air Quality Program, or CRP funding will be provided for maintenance activities.

## Cancellation of a Project

A project sponsor may, at any time in the project development process, decide to cancel the project and drop out of the program. The project sponsor will be responsible for the reimbursement of all federal funds received as of that date and for the payment of all outstanding invoices to engineers or contractors.

**Appendix A:  
Franklin County Metropolitan Planning Organization  
CRP Project Selection Criteria and Weights**

<u>Criteria</u>	<u>Weight (out of 100)</u>	<u>Score (out of 1)</u>	<u>Weighted Score (Weight x Score)</u>	<u>Best Possible Score</u>
<b>Scope of Project</b>				<b>25.00</b>
Level of sponsor capacity, determined by applicant consistency of experience with similar projects, obtaining pertinent permits, bids, and contracts, and commitment to implementing, operating, and maintaining the project during CRP funding period is ranked as:				
High	15	1.00	15.00	
Medium	15	0.50	7.50	
Low	15	0.25	3.75	
Is project scalable, with listed implemented phases and strategies of scaling back scope of project properly made?				
Yes	5	1.00	5.00	
No	5	0.00	0.00	
Do project benefits apply to a wider range outside of local scope?				
Yes	5	1.00	5.00	
No	5	0.00	0.00	
<b>CRP Project Priority Type</b>				<b>15.00</b>
Alternative Fuels and Vehicles	15	1.00	15.00	
Vehicle Hybridization/Diesel Engine Retrofits/Advanced Truck Technologies	15	0.875	13.125	
Freight and Intermodal Projects	15	0.750	11.25	
Bicycle and Pedestrian Facilities	15	0.625	9.375	
Congestion/Idle Reduction	15	0.500	7.50	
Transit Improvements	15	0.375	5.625	
Transportation Demand Management	15	0.250	3.75	
*Other potentially applicable projects, such as Complete Streets projects, biologic carbon sequestration, and use of low-carbon construction materials, will be assessed for eligibility on a case by case basis following assessment of other pertinent criteria.				

<b>Long Term Viability</b>				<b>20.00</b>
Lifespan of the project and carbon reduction benefits lasts:				
Indefinitely/More than 10 years	15	1.00	15.00	
Between 5 to 10 years	15	0.75	11.25	
Less than 5 years	15	0.5	7.50	
Contingent on received funding	15	0.25	3.75	
Dependent on technology that will need to be phased out and replaced in less than 5 years time?				
No	5	1.00	5.00	
Yes	5	0.00	0.00	
<b>Project Readiness</b>				<b>25.00</b>
Based on several key facets (plan for implementation, construction, and maintenance outlined with implementation milestones, preliminary work and preparation completed before CRP request or will start soon after award, project is committed to expedited delivery schedule within first two years of the TIP, etc), project readiness ranks as:				
High	15	1.00	15.00	
Medium	15	0.50	7.50	
Low	15	0.25	3.75	
Based on obtained NEPA documentation, what is the perceived level of environmental clearance?				
No known environmental concerns/low disturbance	2	1.00	2.00	
Moderate-High chance of encountering resources/moderate disturbance	2	0.5	1.00	
High chance of encountering resources/large disturbance	2	0.00	0.00	
Is all necessary right-of-way already obtained, having followed Uniform Relocation Assistance Act practices?				
Yes	4	1.00	4.00	
No	4	0.00	0.00	
Are funds being requested for construction only in the first or second year of the TIP?				
Yes	4	1.00	4.00	
No	4	0.00	0.00	

<b>Local Need/Impact</b>				<b>15.00</b>
Has there been demonstrated local support for this project?				
Yes	3	1.00	3.00	
No	3	0.00	0.00	
Does the project minimize the loss of prime and unique farmland, and farmland of statewide and local importance?				
Yes	3	1.00	3.00	
No	3	0.00	0.00	
Does the project benefit regional socio-economic activity, and benefit local and disproportionately affected communities?				
Yes	3	1.00	3.00	
No	3	0.00	0.00	
Does project contribute to benefit of public health, safety, and/or quality of life?				
Yes	3	1.00	3.00	
No	3	0.00	0.00	
Does project support multimodal access and enhance transportation connectivity?				
Yes	3	1.00	3.00	
No	3	0.00	0.00	
<b>FINAL SCORE</b>				