

Commissioner Mark Boughton

**Senior Advisor to the Governor
For Infrastructure**

CT Bipartisan Infrastructure Law Team

Local Funding Opportunities Through the Bipartisan Infrastructure Law

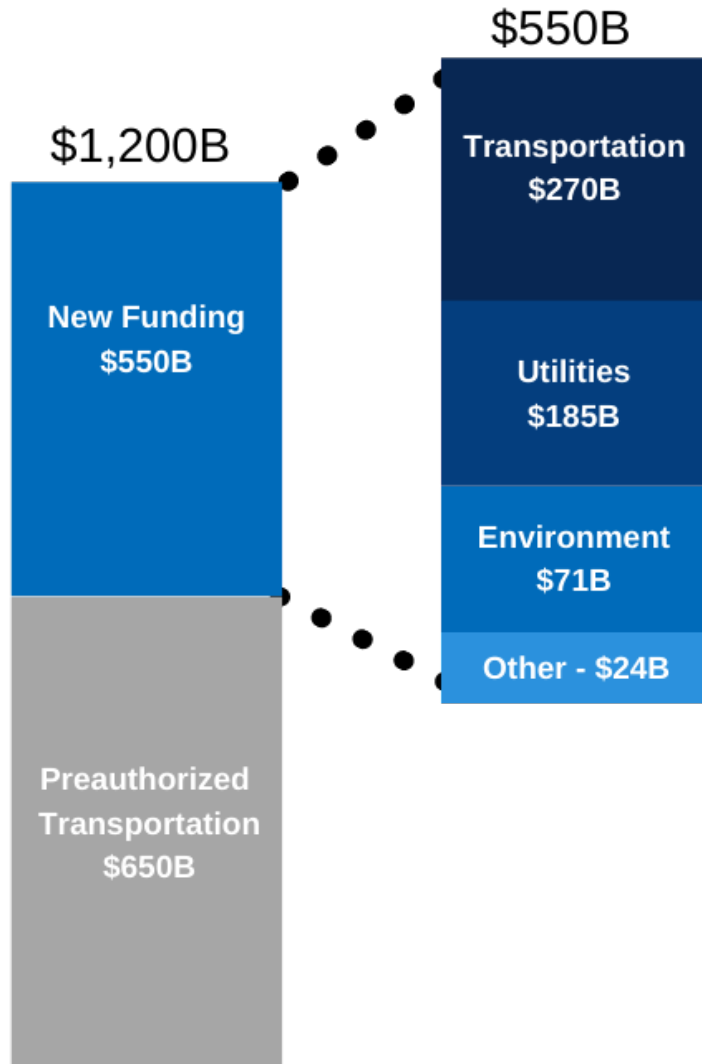
Who in CT Can Help & How



10/6/22



The Infrastructure Investment and Jobs Act (IIJA)



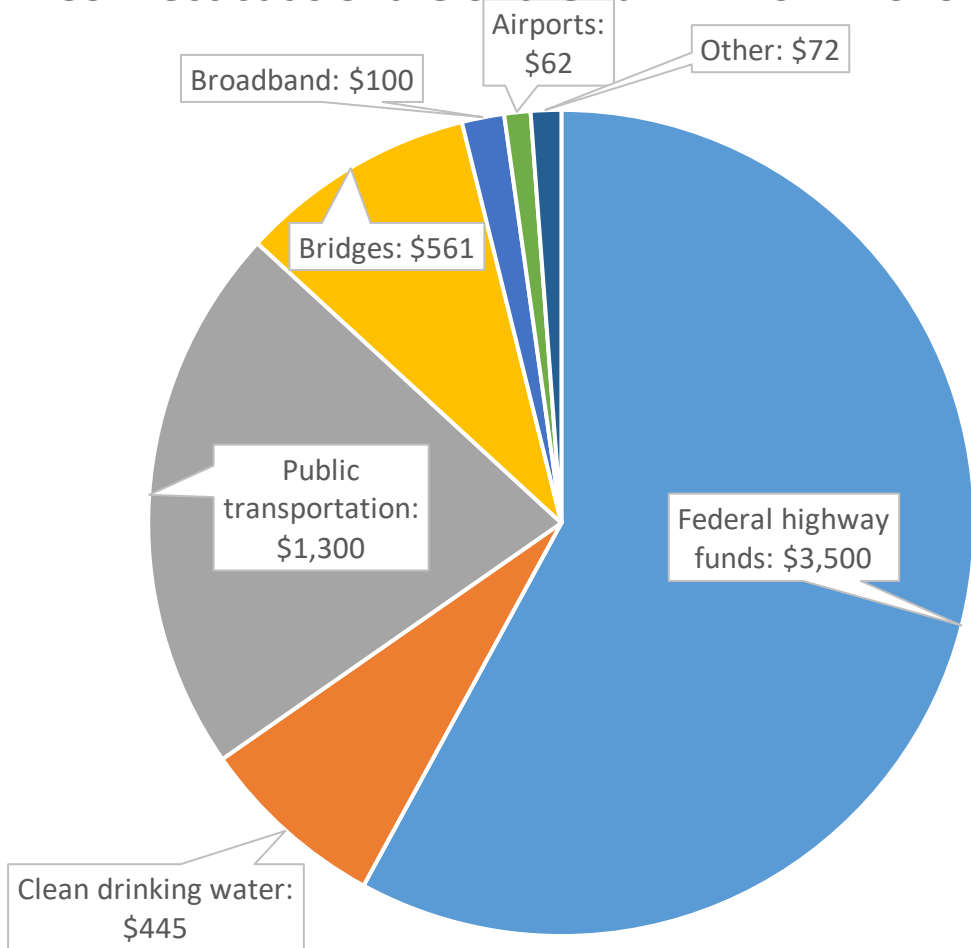
- Signed into law November 2021
 - 19 federal agencies
 - 380 unique programs
- Historic investments in the nation's core infrastructure needs
- Combines incremental funding for existing programs, plus many net-new opportunities
- Surface Transportation Reauthorization
 - Next 5 years of funding
 - New programs and objectives

Objectives of IIJA implementation in Connecticut

- Drive **long-term gains** for CT with IIJA investments through focus on climate mitigation & resilience, workforce & economic development, and smart growth
- **Rapidly** apply for and deploy funds
- Maximize **funding impact** through matching and partnerships
- **Empower agencies** to recommend, design, and implement projects
- **Coordinate** across agencies on shared opportunities and challenges
- Ensure **equitable** benefit from infrastructure investments
- Facilitate **innovation** through robust stakeholder engagement

IJA & Connecticut

Connecticut's Share of the IJA FFY2022-2026 (\$M)



- Connecticut's Portion
 - \$6.04 Billion over 5 years (FY 22-26)
- Mix of formula funding and competitive grants
 - Implementation timelines will vary by program

Overview of IIJA



Reauthorizes federal surface transportation programs for FY 2022 - FY 2026



Unlike the 2008 Recovery Act, IIJA is long-term, continuous investment in transportation infrastructure, **not a "Shovel Ready" Stimulus program**

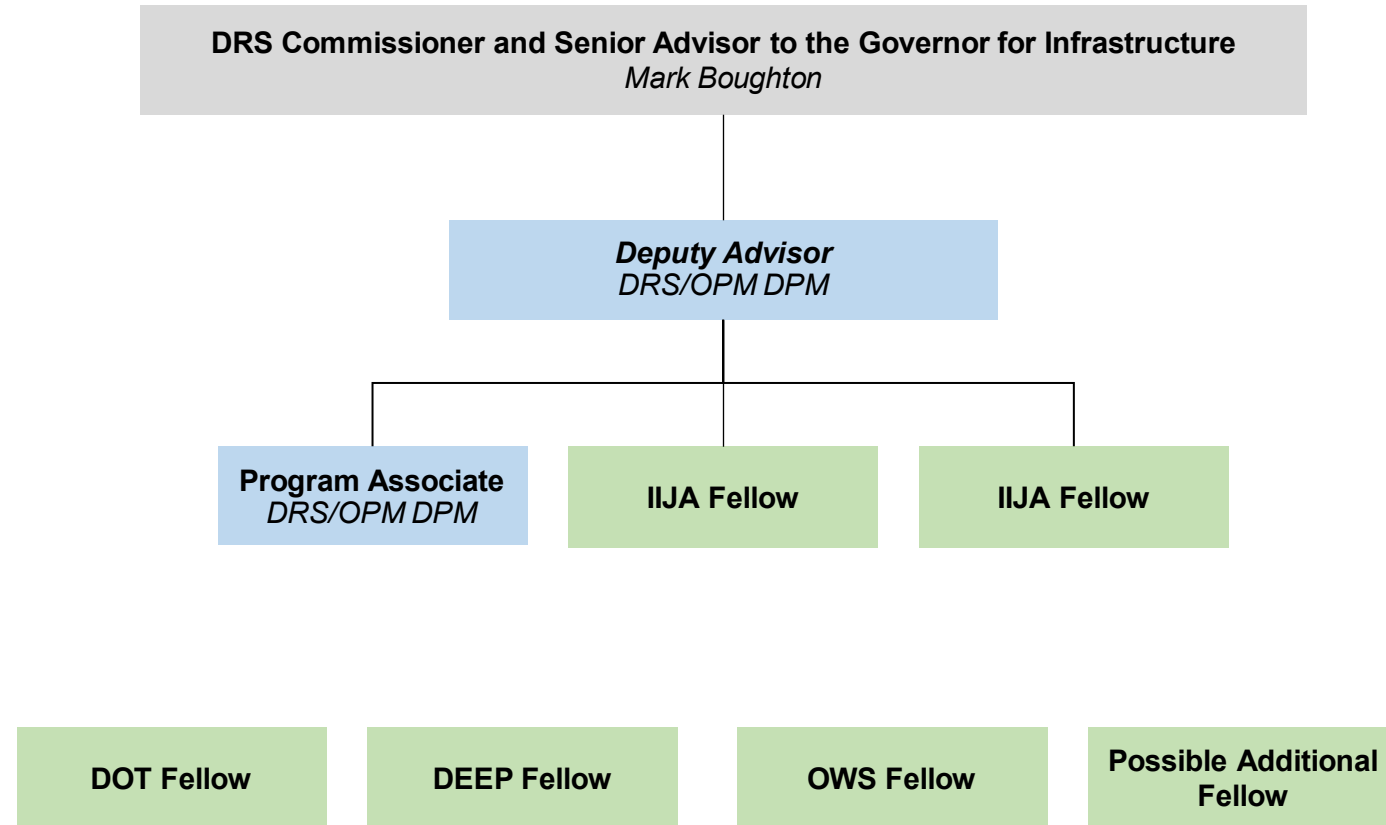


What it means for Connecticut: **\$5.38 billion** in **formula-based funding** over **five years** - a \$1.62 billion increase over FAST Act (last reauthorization)



Provides for over **\$100 billion in competitive grant opportunities** between FY 2022 and FY 2026

DRS IIJA Coordination Support

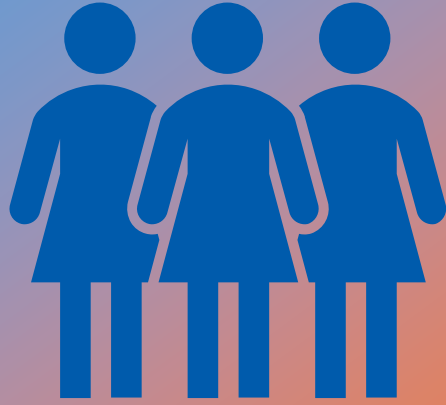


Competitive
Grant
Philosophy

IF YOU AIN'T FIRST..

YOU'RE LAST!

Diversity, Equity, and Inclusion



Justice 40 Initiative

What is the Justice40 Initiative?

- For the first time in our nation's history, the Federal Government has made it a goal that 40 percent of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution.
- The BIL is part of Justice40
- Each program has specific guidance



Thoughts and Reminders

- Guidance not yet issued on many new programs. Check out build.gov and the NGA
- Local economic development teams need to start identifying projects and ensure that design has begun and there is a clear timeline for permits, approvals, etc.
- Applying for projects without any skin in the game will lower the competitiveness of the application.
- Be patient, it may take a few years for the project to be successful.
- Talk to your towns and other COGS – Coordinate your strategy
- Be Regional

Resources



Resource	Organization
The Guidebook to the BIL	The White House
CT IIJA Factsheet	The White House
NGA IIJA Implementation Resources	National Governors Association
Safe Streets and Roads for All (SS4A) Grant Program	USDOT
Upcoming Notice of Funding Opportunity Announcements in 2022	USDOT
Bipartisan Infrastructure Law Programs at Department of Energy	DOE
Bipartisan Infrastructure Law Technical Assistance Guide	The White House
Build.gov	The White House

QUESTIONS?

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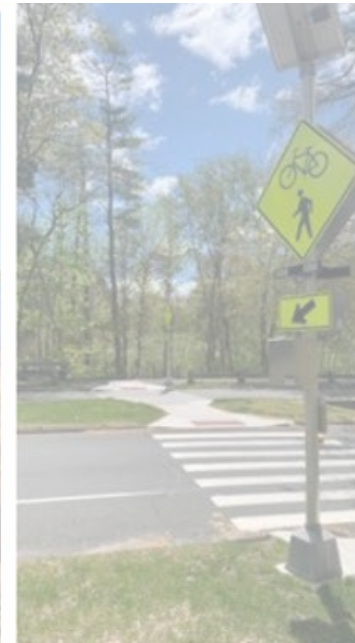
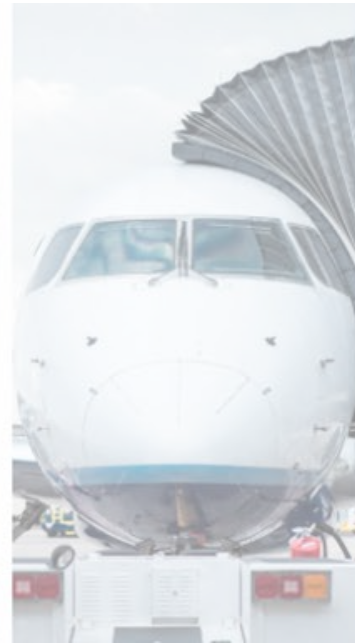
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Amy Jackson-Grove

Division Administrator

Federal Highway Administration – CT Division

BIPARTISAN INFRASTRUCTURE LAW (BIL)*

What's New and FHWA's Role

Amy Jackson-Grove

Division Administrator, FHWA Connecticut Division

October 6, 2022



U.S. Department
of Transportation

**Federal Highway
Administration**

*Also known as the “Infrastructure Investment and Jobs Act”

High Points of BIL Highway Provisions

- **Funds highway programs for five years** (FY 22-26)
- **\$350.8 B (FY 22-26) for highway programs**
 - \$303.5 B in Contract Authority (CA) from the Highway Trust Fund (HTF)
 - +\$47.3 B in advance appropriations from the General Fund (GF)
- **More than a dozen new highway programs**, including—
 - **Formula:** resilience, carbon reduction, bridges and electric vehicle (EV) charging infrastructure
 - **Discretionary:** bridges, EV charging infrastructure, rural projects, resilience, wildlife crossings, and reconnecting communities
- **Focus** on safety, bridges, climate change, resilience, and project delivery, mirrored in additional project **eligibilities** in existing programs.
- **More opportunities for local governments and other non-traditional entities** to access new funding
- \$90 B transfer (GF->HTF) to **keep the HTF Highway Account solvent for years**

NEW Programs in BIL (Examples)

Program	Description
Safe Streets and Roads for All (discretionary)	Support local initiatives to prevent transportation-related death and serious injury on roads and streets (“Vision Zero” or “Toward Zero Deaths” initiatives).
Bridge Formula Program	Replace, rehabilitate, preserve, protect, and construct bridges on public roads.
Bridge Investment Program (discretionary)	Improve bridge (and culvert) condition, safety, efficiency, and reliability.
Reconnecting Communities Pilot Program (discretionary)	Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.
National Electric Vehicle Formula Program (formula and discretionary)	Strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability.
PROTECT program (formula and discretionary)	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
Carbon Reduction Program (formula)	Provide funding for projects to reduce transportation emissions or the development of carbon reduction strategies.

Funding Available to a Range of Recipients

Program Examples	State	PR*	MPO	Local	Tribe	PA**	Territory	FLMA**
Apportioned programs (formula)	✓	*						
Bridge Program (formula)	✓	✓			✓			
National Electric Vehicle Formula Program	✓	✓		✓				
Safe Streets and Roads for All program			✓	✓	✓			
PROTECT Grants (discretionary)	✓	✓	✓	✓	✓	✓	✓***	✓***
Charging and Fueling Infrastructure Program	✓	✓	✓	✓	✓	✓	✓	
Congestion Relief Program	✓	✓	✓	✓				
Bridge Investment Program (discretionary)	✓	✓	✓***	✓	✓	✓		✓
Reconnecting Communities Pilot Program	✓	✓	✓	✓	✓			
Rural Surface Transportation Grants	✓	✓		✓	✓			
INFRA	✓	✓	✓***	✓	✓	✓		✓
National Infrastructure Project Assistance	✓	✓	✓	✓	✓	✓	✓	
Local and Regional Project Assistance	✓	✓	✓	✓	✓	✓	✓	
Natl. Significant Fed. Lands & Tribal Projects	✓***	✓***	✓***	✓***	✓	✓***		✓
Tribal Transportation Program Safety Fund					✓			

Note: This table does not include all BIL programs or eligible entities, and there are additional nuances not represented in this table. Additional programmatic information is provided in later slides. FHWA will administer most, but not all, programs listed.

* PR = Puerto Rico, has funding allocated from 23 USC 165(b)(2)(C). Of that funding, least 50% is for purposes eligible under NHPP and 25% under HSIP, and the remainder is for other activities eligible under chapter 1 of title 23.

** PA = a special purpose district or public authority with a transportation function; FLMA = Federal Land Management Agency

*** May be eligible if partnered with an eligible entity, or under other specific conditions. For example, territories can apply for PROTECT at-risk coastal infrastructure grants [23 USC 176(d)(4)(C)]. See program information sources for more details.


FHWA's Role

- **WHAT:** Provide financial resources, stewardship, guidance, best practices, and technical assistance.
- **WHO:** Federal agencies, Tribal governments, State DOTs, MPOs, local governments and public agencies, and non-traditional entities.
- **HOW:**
 - Federal-aid Division Offices
 - Federal Lands Highway Division Offices
 - Technical Assistance Program Centers (Local and Tribal – LTAP/TTAP)

BIPARTISAN INFRASTRUCTURE LAW

FHWA Home / Bipartisan Infrastructure Law / Technical Assistance and Local Support

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TECHNICAL ASSISTANCE / LOCAL SUPPORT

Technical Assistance / Local Support

The [Infrastructure Investment and Jobs Act \(IIJA\) \(Public Law 117-58, also known as the "Bipartisan Infrastructure Law"\)](#) provides an unprecedented opportunity for local public agencies to gain direct access to Federal-aid funds to address transportation needs.

FHWA is here to support local public agencies with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds.

Find Your Local Federal Highway Office

FHWA Federal-aid Highway Division Office

The FHWA Federal-aid Highway Division Offices are the primary contact for States and local public agencies with FHWA. FHWA's Division Offices provide stewardship, guidance, best practices, and technical assistance with contributions from FHWA's Headquarters and technical program staff, as needed. They also ensure that the overall objectives of the Federal-aid Highway Program are met and the Federal financial resources are distributed in accordance with applicable laws and regulations. The Division Office should be the first place to reach out for assistance.

[Contact the FHWA Federal-aid Highway Division Office for your State.](#)

Office of Tribal Transportation

The Office of Tribal Transportation administers the Tribal Transportation Program and provides stewardship and oversight for direct funding agreements with 135 federally recognized Tribes and provides support for all FHWA activities affecting Tribal transportation. The Office of Tribal Transportation should be the first place for Tribes to reach out for assistance.

[Contact the Office of Tribal Transportation.](#)

Find Technical Support and Training for Your Projects

FIND	LEARN	DO
<p>USDOT Navigator</p> <p style="font-size: 8px; margin: 0;">The DOT Navigator is a new resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services. Whether it's the first time you're applying for a DOT grant or you're looking for more technical details and guidance, the DOT Navigator can help you get started.</p> <p>FHWA Resource Center</p> <p style="font-size: 8px; margin: 0;">The Resource Center is the primary source of technical assistance and technology deployment support to FHWA's Federal, State, and local partners. It provides personalized technical assistance, customized training, and ongoing support; supports implementation of new innovations; and shares knowledge of national and international best practices.</p> <p>Funding</p> <p style="font-size: 8px; margin: 0;">The funding tab includes the funding apportioned (distributed) to States based on formulas specified in Federal law. The Bipartisan Infrastructure Law also provides funding through competitive grant programs. For competitive program opportunities available to States, MPOs, Local governments, Federal Lands Management agencies, among others, refer to the competitive grant programs matrix.</p> <p style="font-size: 8px; margin: 0;">For information on new and existing highway and bridge transportation funding programs for which Tribes are eligible, please refer to Transportation Funding Opportunities for Tribal Nations.</p>	<p>Webinars</p> <p style="font-size: 8px; margin: 0;">FHWA invites you to participate in informational webinars. A list of past webinars with links to the presentations/recordings is available here.</p> <p>Fact Sheets</p> <p style="font-size: 8px; margin: 0;">FHWA develops program fact sheets that list key information including purpose, Federal share, eligible activities, project selection, among other key information.</p> <p>Federal-aid Essentials for Local Public Agencies</p> <p style="font-size: 8px; margin: 0;">The Federal-aid Essentials for Local Public Agencies features practical information designed to help local agency professionals navigate all facets of the Federal-aid Highway Program.</p> <p>National Highway Institute</p> <p style="font-size: 8px; margin: 0;">The National Highway Institute (NHI) delivers a broad range of instructor-led and web-based training courses to build and maintain the professional capacity of the transportation workforce. One training course of note is "Federal-aid Highways – 101" which introduces participants to the Federal-aid Highway Program and provides them with a basic understanding of the major aspects of the program.</p>	<p>Local Technical Assistance Program (LTAP)</p> <p style="font-size: 8px; margin: 0;">FHWA supports local and rural road agencies by providing training, technical assistance, and technology transfer services to help them manage and maintain their roadway systems through the Local Technical Assistance Program. There are 51 LTAP centers - one in each State and one serving Puerto Rico and the Virgin Islands.</p> <p>Tribal Technical Assistance Program (TTAP)</p> <p style="font-size: 8px; margin: 0;">The Tribal Technical Assistance Program provides comprehensive transportation training and technical assistance to Tribal communities, building skills and expertise to ensure the safety and maintenance of Tribal roads and the professional development of the Tribal transportation workforce.</p> <p style="font-size: 8px; margin: 0;">FHWA expects to establish seven Tribal Technical Assistance Centers in 2022.</p> <p>USDOT Rural Opportunities to Use Transportation for Economic Success (ROUTES)</p> <p style="font-size: 8px; margin: 0;">Rural Opportunities to Use Transportation for Economic Success supports potential applicants in identifying and navigating USDOT discretionary grant funding opportunities for rural transportation projects.</p>

BIL implementation websites

- “One-stop shop” implementation websites can be found at:
 - USDOT: <https://www.transportation.gov/bipartisan-infrastructure-law>
 - FHWA: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>
- Customer-oriented and public-facing
- Updated over time with additional material

USDOT

U.S. Department of Transportation

ABOUT DOT ▾ PRIORITIES ▾ CONNECT ▾

Bipartisan Infrastructure Law

The President's Bipartisan Infrastructure Law makes historic investments in the transportation sector: improving public safety and climate resilience, creating jobs across the country, and delivering a more equitable future

“The once-in-a-generation investments in the Bipartisan Infrastructure Law will improve people's lives in every state in the nation by increasing access to safe, clean, reliable transportation.”

FHWA

U.S. Department of Transportation
Federal Highway Administration

About Programs Resources Briefing Room Contact Search FHWA

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BIPARTISAN INFRASTRUCTURE LAW

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On November 15, 2021, President Biden signed the [Infrastructure Investment and Jobs Act \(IIJA\)](#) (Public Law 117-58, also known as the “[Bipartisan Infrastructure Law](#)”) into law. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in our Nation's history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

This website will serve as your one-stop shop for FHWA's implementation of the Bipartisan Infrastructure Law, including everything from fact sheets and funding notices to guidance, regulations, and presentations.

Staying engaged

For the latest BIL information, subscribe for updates at FHWA's main BIL website:



**BIPARTISAN
INFRASTRUCTURE
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The FHWA will continue to add new information to this page over the weeks and months to come.

[Subscribe for Updates](#)

<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

Kim Lesay

Bureau Chief

Policy & Planning

Connecticut Department of Transportation

CT Department of Transportation Bipartisan Infrastructure Law Update



Kimberly Lesay
Bureau Chief
Policy and Planning
WTS Transportation Mini Series
October 6, 2022

- New Formula Programs
- Resources
- Competitive Grant Opportunities
- Highway Safety Office Programs

New Formula Funding Programs

Bridge Formula Program

- To replace, rehabilitate, preserve, protect and construct highway bridges
- 15% set aside for "off system" bridges



[Nearly half of structurally deficient bridges in Connecticut are local bridges | Yankee Institute](#)

EV Charging Infrastructure


Formula funding from FHWA to build reliable network of fast chargers

\$52 million in formula funding for Connecticut over 5 years


- EV infrastructure installation, operation, maintenance & data sharing
- Establish an interconnected network for data collection, access & reliability
- Increased Research & Development



National Electric Vehicle Infrastructure Program



CONNECTICUT'S
CHARGING
AHEAD
PLAN



A Strategy to Expand Public
Electric Vehicle Charging

September 14, 2022
FHWA Approved

NEVI Plan approved by FHWA September 14, 2022

1st Round of State of CT Competitive Grants

- \$7.7 million available for first fiscal year
- Fast chargers on Alternative Fuel Corridors
 - 1-mile drivable distance from exit ramp
 - Publicly accessible
 - 50-mile maximum gap between chargers

Additional funds will be available for nationally competitive grants

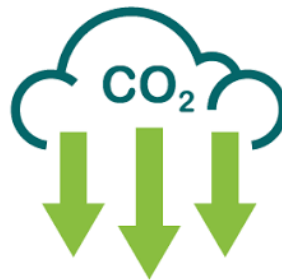
New Formula Funding Programs

Formula Carbon Reduction Program

Development of Carbon Reduction Strategy

\$79 million in formula funding for Connecticut over 5 years (Largely Allocated to TMAs)

- Establish or Operate traffic monitoring, management & control facilities or programs
- Truck Stop electrification
- On & off-road facilities for bike/ped
- Congestion management technology
- Energy efficient lights & signals



PROTECT (Promoting Resilient Operations for Transformative, Efficient & Cost Saving Transportation)

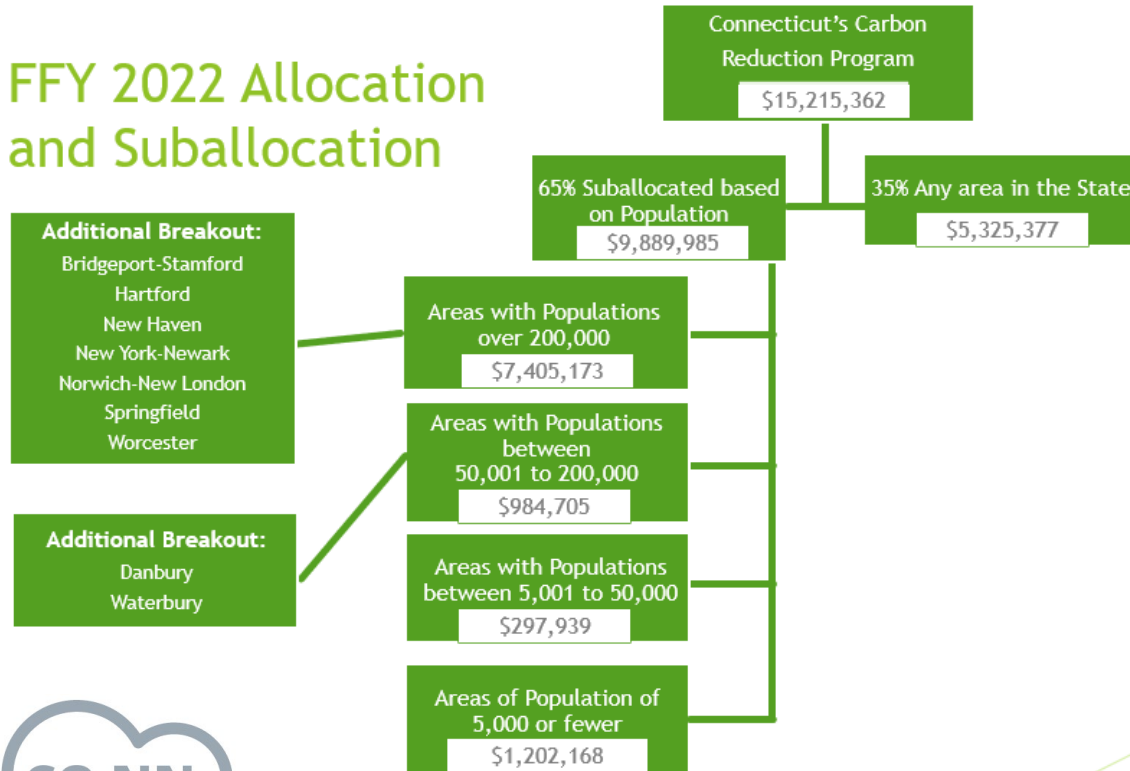
Development of a Resilience Improvement Plan and Vulnerability Assessment (= increased federal share)

\$90 million in formula funding for Connecticut over 5 years

- Projects that increase the resilience of state highway assets
- Culvert improvements
- Pump stations to prevent flooding
- Scour protection

Funding Climate Mitigation with the Bipartisan Infrastructure Law

FFY 2022 Allocation and Suballocation



Carbon Reduction Program

Development of a Carbon Reduction Strategy

- In consultation with MPOs
- Update every 4 years

Disbursement of Allocated Funds

- DOT will be conducting Outreach / Training
- Will be asking MPO's & COGs to aid in prioritization



PROTECT Discretionary Grants

Provides grants for activities that enable communities to address vulnerabilities to current and future weather events, natural disasters, and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grants) – Discretionary

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$1,400,000,000

Period of Availability: 4 year

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients: State (or political subdivision of a State), MPO, local government, special purpose district or public authority with a transportation function, Tribe, Federal land management agency (applying jointly with State(s)); Different eligibilities apply for at-risk coastal infrastructure grants.

Description: PROTECT Grants will support planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

Eligible Uses: Recipients may use PROTECT Formula Program funds to conduct resilience planning, strengthen and protect evacuation routes, and increase the resilience of surface transportation infrastructure from the impacts of sea level rise, flooding, wildfires, extreme weather events, and other natural disasters. Highway, transit, and certain port projects are eligible.

Next Milestone: Pending under Continuing Resolution.





- Funding, Guidance, Fact Sheets
- Webinars
- Grants
- NoFos
- Technical Support

[BIL - Be involved and in the know \(dot.gov\)](https://www.dot.gov/bil)

BIPARTISAN INFRASTRUCTURE LAW



Be Involved — and In the Know

The Infrastructure Investment and Jobs Act, otherwise known as the Bipartisan Infrastructure Law (BIL), represents a once-in-a-generation investment in our Nation's infrastructure, competitiveness, and communities and provides approximately \$550 billion in new Federal infrastructure investment.

Stay up to date with FHWA rollout of BIL programs

Information and Programs	Where to Find It
FHWA's BIL website: information on funding, program guidance, and fact sheets	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/
Overview of BIL highway provisions	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/summary.cfm
Library of recorded BIL program webinars	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/webinars.cfm
<i>Transportation Funding Opportunities for Tribal Nations</i> brochure	https://highways.dot.gov/federal-lands/programs-tribal/funding-opportunities
Listing of competitive grant programs and eligible entities	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/grant_programs.cfm
USDOT Information of Notices of Funding Opportunities (NOFO's)	https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022
To apply for discretionary grants	https://www.grants.gov/

New To Transportation Federal-Aid?

USDOT Technical Assistance Resource DOT Navigator

USDOT Resources to help understand the grant-making process, key requirements, and transportation processes

<https://www.transportation.gov/dot-navigator>

FHWA Technical Assistance & Local Support

Find your local Federal Highway Administration office, technical assistance programs, training opportunities, and program information

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm

The Federal Highway Administration (FHWA) is diligently working to release BIL funding opportunities as well as informational materials for our many exciting programs.



U.S. Department
of Transportation
**Federal Highway
Administration**

Resources

- **BIL Website**

- [Bipartisan Infrastructure Law - FHWA | Federal Highway Administration \(dot.gov\)](#)

- **Competitive Grant Programs**

- [Bipartisan Infrastructure Law - Competitive Grant Programs | Federal Highway Administration \(dot.gov\)](#)

- **Fact Sheets available**

- [Bipartisan Infrastructure Law - Fact Sheets | Federal Highway Administration \(dot.gov\)](#)

- **25 Funding Opportunities for Local Governments**

[BIL-Factsheet-Local-Competitive-Funding.pdf \(whitehouse.gov\)](#)

- **Technical Support and Training**

[Federal-aid Essentials for Local Public Agencies](#)

BIPARTISAN INFRASTRUCTURE LAW



Bipartisan Infrastructure Law

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PRESIDENT JOE BIDEN


BUILDING A BETTER AMERICA

BUILD.GOV

**FACT SHEET:
Competitive Infrastructure Funding Opportunities for Local
Governments**

Overview of Discretionary Federal Grant Opportunities






NEC COMPETITIVE GRANTS

	\$30 B	<ul style="list-style-type: none"> • Northeast Corridor grants to procure & address deferred maintenance backlog on Amtrak's Northeast Corridor (\$6 B) • Intercity Passenger Rail Fed-State Partnership grants to repair/replace/ rehabilitate qualified railroad assets to improve state of good & performance (\$24 B)
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NATIONAL COMPETITIVE GRANTS

	\$9 B	<ul style="list-style-type: none"> • *NEW* Safe Streets & Roads for All grants for local governments to improve safety and reduce crashes in local communities (\$6 B) • *NEW* Reconnecting Communities grants for planning, design, demolition, and reconstruction of street grids/parks divided by transportation infrastructure (\$1 B) • *NEW* Rural Surface Transportation Grants for state and local governments to improve and expand surface transportation infrastructure and mobility service in rural areas (\$2 B)
	\$15.8 B	<ul style="list-style-type: none"> • *NEW* Bridge grants to repair, replace and rehab bridges <i>(grants to supplement CT's \$561 M in formula funding)</i>
	\$38 B	<ul style="list-style-type: none"> • RAISE Grants for projects of local or regional significance, formerly TIGER/BUILD (\$15 B) • *NEW* Megaproject grants for multi-modal, multi-jurisdictional projects of national or regional significance (\$15 B) • INFRA grants for highway/rail projects of regional & national economic significance (\$8 B)

Overview of Discretionary Federal Grant Opportunities

NATIONAL COMPETITIVE GRANTS		
 Rail Bus	\$23 B	<ul style="list-style-type: none"> • Capital Investment Grants for new or expanded commuter rail and bus rapid transit service
 Rail	\$17.25 B	<ul style="list-style-type: none"> • CRISI Grants to improve safety, efficiency, and reliability of intercity passenger rail (\$10 B) • Railroad Crossing Elimination grants to eliminate railway-highway crossing hazards (\$5.5 B) • *NEW* ADA Upgrades to Rail Transit grants to eliminate access barriers (\$1.75 B)
 Bus	\$5.6 B	<ul style="list-style-type: none"> • Low-No Emissions Bus grants for low and no emissions buses and the facilities that support them (<i>grants to supplement formula funding for the conversion of CT bus transit fleet</i>)
 Culverts	\$5 B	<ul style="list-style-type: none"> • *NEW* Culvert grants to remove/replace/restore culverts & address the flow of water through roads, bridges, railroads, tracks and trails (<i>related to flooding, many of CT's culverts are +50 years old & at the end of their service life</i>)
 EV	\$2.5 B	<ul style="list-style-type: none"> • *NEW* EV Charging grant funding to supplement the formula funding provided to CT, allowing the build out of CT's publicly accessible charging stations.
Over \$100 B		Competitive transportation grants over the next 5 years for Connecticut to pursue <i>(above outlines a targeted list of competitive grants not all grant programs in bill)</i>

Overview of Discretionary Federal Grant Opportunities

Status of FY 2022 USDOT Competitive Grant Programs Funded Fully or Partially by the IJA

		Provided for FY 2022 (Million \$\$)	Date of NOFO	Application Deadline	Awards Announced
FHWA	Accelerated Implementation Deployment	32			
FHWA	Advanced Transportation Technology & Innovative Mobility Deployment	53	Sept. 19	Nov. 18	
FAA	Airport Terminal Program	1,000	Feb. 25	Mar. 28	July 7
FTA	All Stations Accessibility Program	343	July 27	Sept. 30	
MARAD	America's Marine Highway Program	40	April 26	June 25	
OST	Asset Concessions	20			
FHWA	Bridge Investment Program	2,360	June 10	Sept. 8	
FTA	Bus and Bus Facility Competitive Grants	546	March 4	May 31	Aug. 16
FTA	Capital Investment Grants	3,810		ongoing, year-round process*	
FHWA	Charging & Fueling Infrastructure Grants (Competitive)	274			
FTA	Competitive Grants to Assist Areas of Persistent Poverty	20			
FHWA	Congestion Relief Program (Competitive Portion)	46			
FRA	Consolidated Rail Infrastructure & Safety Improvement (CRISI) Grants	1,427	Sept. 2	Dec. 1	
FTA	Electric or Low-Emission Ferry Program	49	July 8	Sept. 6	
FRA	Federal-State Partnership for Intercity Passenger Rail	7,300			
FTA	Ferry Service for Rural Communities	209	July 8	Sept. 6	
FTA	Low-No Emission Bus Grant Program	1,175	March 4	May 31	Aug. 16
OST	National Culvert Removal/Replacement Grants	200			
FHWA	National Electric Vehicle Infrastructure Discretionary Set-Aside	70			
FHWA	National Infrastructure Investments ("Megaprojects") Grants	1,000	March 22	May 23	
OST	National Infrastructure Investments ("RAISE") Grants	2,275	Jan. 27	April 14	Aug. 11
FHWA	Nationally Significant Federal Lands/Tribal Projects	125	Aug. 17	Oct. 24	
FHWA	Nationally Significant Multimodal Freight & Highway ("INFRA") Projects	1,553	March 22	May 23	Sept. 15
PHMSA	Natural Gas Distribution Infrastructure and Modernization Grants	200	May 24	Aug. 8	
MARAD	Port Infrastructure Grants	684	Feb. 23	May 16	
FHWA	Prioritization Process Pilot Program	9			
FHWA	PROTECT Competitive Grants	478			
FRA	Railroad Crossing Elimination Program	573	July 12	Oct. 4	
FHWA	Reconnecting Communities Pilot Program	187	June 30	Oct. 13	
FHWA	Reduction of Truck Emissions in Port Facilities Program	76			
FHWA	Rural Surface Transportation Grant Program	274	March 22	May 23	
OST	Safe Streets and Roads for All	1,000	May 16	Sept. 15	
FTA	State of Good Repair Rail Replacement Competitive Grants	300			
OST	Strengthening Mobility and Revolutionizing Transportation (SMART)	100	Sept. 19	Nov. 18	
FHWA	University Transportation Centers Program	92	May 25	Aug. 25	
FHWA	Wildlife Crossings Pilot Program	55			



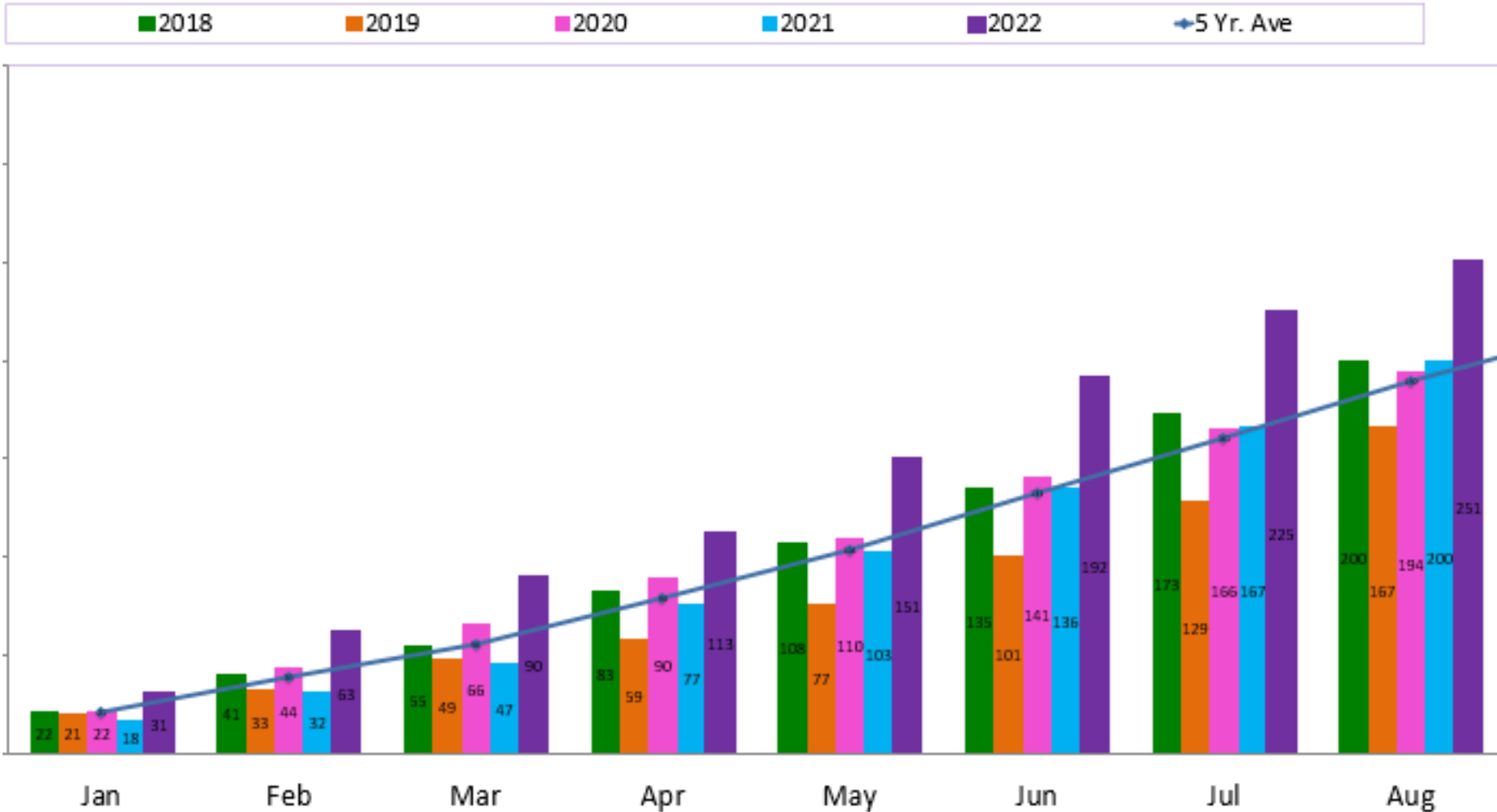
Currently Open Grant Opportunities

- **Advanced Transportation Technology & Innovative Mobility Deployment (ATTAIN Program – previously ATCMTD)**
 - [Bipartisan Infrastructure Law Key Programs under the Federal Highway Administration Office of Operations - FHWA Operations \(dot.gov\)](#)
 - NOFO Sept 19 - Application deadline November 18
- **Consolidated Rail Infrastructure & Safety Improvement (CRISI)**
 - [Consolidated Rail Infrastructure and Safety Improvements \(CRISI\) Program | FRA \(dot.gov\)](#)
 - NOFO September 2 - Application Deadline December 1
- **Reconnecting Communities Pilot Program (both Planning and Capital Construction Grants)**
 - [Reconnecting Communities Pilot Program – Planning Grants and Capital Construction Grants | US Department of Transportation](#)
 - NOFO June 30 - Application Deadline October 13
- **Strengthening Mobility and Revolutionizing Transportation (SMART)**
 - [Strengthening Mobility and Revolutionizing Transportation \(SMART\) Grants Program | US Department of Transportation](#)
 - NOFO September 19 - Application Deadline November 18



Connecticut Crash Trends

Number of Fatalities (Cumulative Totals By Month)



Connecticut Traffic Deaths			
Year to Date as of Sep 27			
2022	2021	2020	2019
272	224	217	187
Preliminary Year-End			
	2021	2020	2019
	303	300	251

CONNECTICUT DEPARTMENT OF TRANSPORTATION UCONN



* 2020 and later data are preliminary and from CTDOT sources; data from prior years are from NHTSA FARS final files

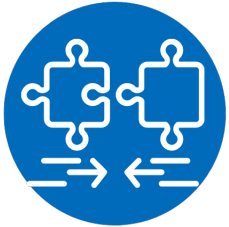


HSO Examples of grants funded

- Comprehensive DUI Enforcement
- Drug Recognition Program (DRE)
- Underage Drinking Program
- High School Outreach Programs
- Cannabis Education
- Occupant Protection Enforcement
- Child Passenger Safety Training and Education
- Distracted Driving Enforcement
- High School Outreach Programs
- Speed and Aggressive Driving Enforcement
- Watch for Me CT (Pedestrian Awareness Program)
- Multiple additional media campaigns aimed at new law education and older road user safety
- Bike and Pedestrian Education and Training
- Motorcycle Rider Training and Education
- Traffic Records System



CTDOT will take a phased approach to implementation



- Continue to deliver existing formula funds programs
- Develop strategies, and identify projects, for new formula funds programs
- Identify projects in FY 23 and beyond for competitive grant programs

Key Actions of CTDOT



Started **recruitment** for 206 additional positions and is back-filling pending retirements



Establishing a **new Grants and Socio-Economic Unit**, dedicated to preparing grant applications and conducting cost-benefit analyses



Launched a **new Sustainability and Resilience Unit**, aligning with USDOT and CTDOT's goals for sustainability, equity, and accessibility

Questions?

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Sustainability & Resiliency Unit

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Kimberly Lesay

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Bureau Chief

Policy and Planning

Joseph Cristalli

Highway Safety Office

Joseph.Cristalli@ct.gov

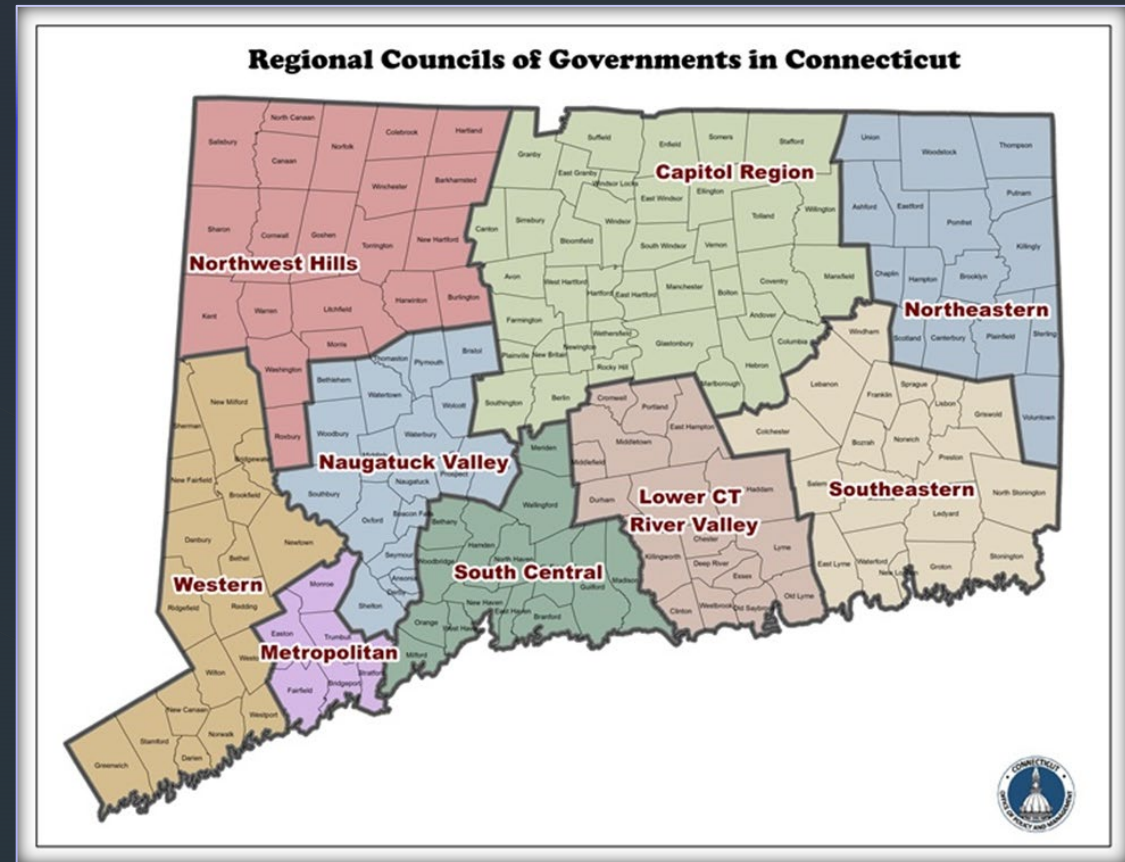
(860) 594-2412

Laura Francis

**Deputy Director/Director of Transportation Planning
South Central Regional Council of Government (SCRCOG)**

Councils of Governments

Regional Resource for IJA/BIL



Federal County Equivalency

- U.S. Census Bureau has recognized the 9 planning regions as county equivalents for federal purposes
- COG geographies will start being used for Census data products in the next couple years
- COGs are the government agencies responsible for the planning region
- It is expected that member municipalities will be able to use their COGs for more federal programs, including federal discretionary grants

Our Competition is County Based

- Counties are the local governments for much of the country
 - Many applications will be multi-county
- Individual municipalities may struggle to find a project that meets the minimum size
- COGs can help bundle projects to make them competitive and more interesting on a national level

Important COG Resources

- Regional Transportation Planning (MPO)
- Economic Development Districts (CEDDS)
- Regional Planning (Regional PoCD)
- Natural Hazard Mitigation Planning
- Emergency and Homeland Security Planning (DEMHS Regions)
- Regional Housing Planning
- Equity and Environmental Justice Planning
- Other planning documents

How can your COG help?

- Project Bundling and Coordination
 - regional application approaches
- Data and Mapping
- Regional Endorsement
- Grant Writing (maybe)
- Innovative Approaches to Match

Where to find match?

- Most federal grants require non-federal match
 - Commonly 20%

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- USDOT allows in-kind match in many programs
- Accounting of unmatched state dollars?
- State Match Fund?

Additional Thoughts

- Keep in mind that the IIJA is a five-year law
 - We have time to create good applications for future years
- Some programs also allow for planning grants (SS4A)
 - Use a planning project to create a prioritized program of investments
- Keep an eye out for match and bundle able projects
- Talk to your COGs early and regularly about your ideas!

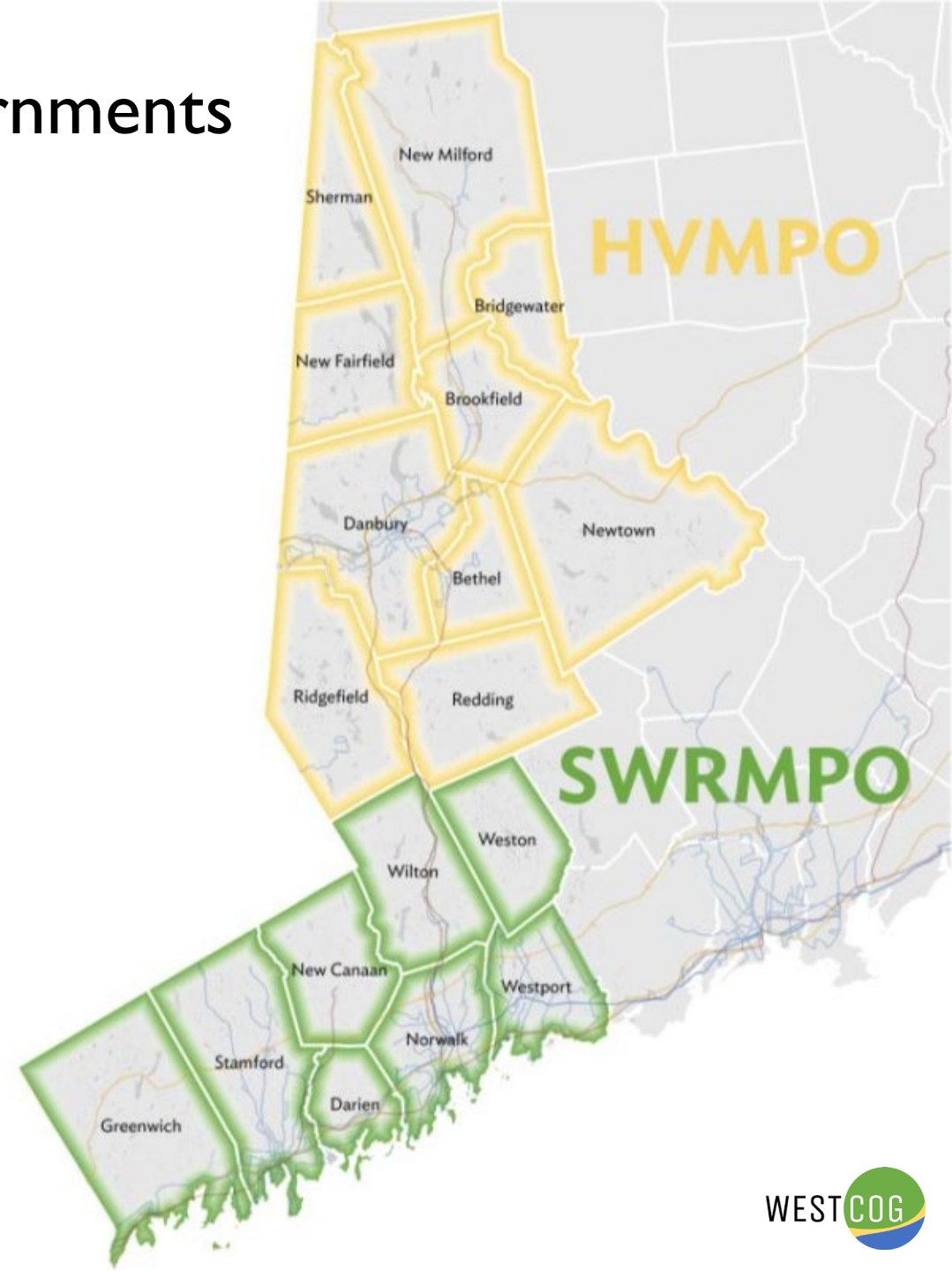
Kristin Kadjstylianos

**Transportation Director
WESTCOG**

Western Connecticut Council of Governments

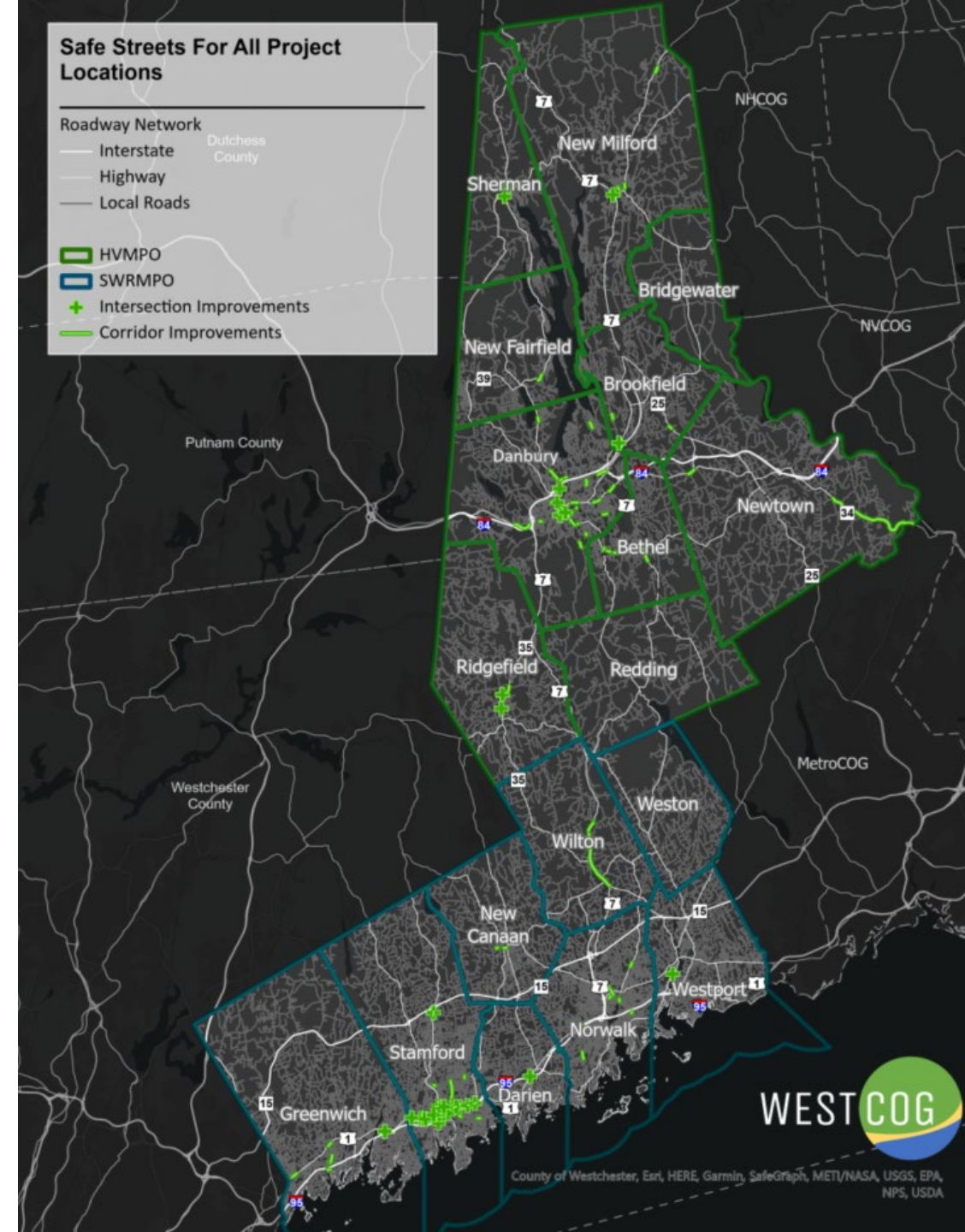
IIJA and WestCOG's Support:

- New discretionary grant programs:
 - Review Notice of Funding Opportunity (NOFO) and share information with municipalities
 - Review existing plans and studies for competitive projects
 - Coordinate meetings with municipalities to provide technical assistance
 - Develop regional grant applications
- Staff engineer
- Task Based Transportation Engineering Services
- Continue coordination for future funding years



Safe Streets and Roads for All – WestCOG’s Regional Application

- Regional Transportation Safety Plan/Safety Action Plan
 - Data-driven plan
 - Developed countermeasures to improve safety at high-risk locations
- Developed a regional SS4A application:
 - Safety projects proposed for 98 locations across the region
 - Larger corridor safety projects in Stamford and Norwalk



Matt Hart

Executive Director

Capital Region Council of Governments (CRCOG)

BIL/IIJA

Current Opportunities



BRIDGES



ROADS



TRANSIT
SYSTEMS



DAMS



AVIATION



PASSENGER
RAIL NETWORK



DRINKING
WATER



ENERGY



WASTEWATER



SOLID WASTE



PORTS



SCHOOLS



INLAND
WATERWAYS



HAZARDOUS
WASTE



LEVEES



BROADBAND



BIL/IIJA - the same bill

- BIL = "Bipartisan Infrastructure Bill"
- IIJA = "Infrastructure Investment & Jobs Act"
- NOFO = "Notice of Funding Opportunity"
- \$1.2 trillion allocated
- CT share: ~ \$6.04 billion through FY 2022-'26



Support for Member Towns

- Dedicated staff
- Dedicated web presence: <https://crcog.org/2022/09/iija-bil/>
- Committee updates
- Applicant workshops
- Email blasts
- Social media



Funding Opportunities to Track

- Safe Streets for All
- Reconnecting Communities
- Thriving Communities
- Bridge Investment Program
- Railroad Crossing Elimination Program
- And More!
- Visit our website: <https://crcog.org/2022/09/iija-bil/>



Safe Streets for All

- Funding to prevent roadway deaths & serious accidents
- Five towns submitted a consolidated application for \$22.5 million (inc. local match) to implement 7 projects in the region:
 - Farmington (lead applicant)
 - Bloomfield
 - Canton
 - Hartford
 - Suffield
- CRCOG applied for \$608,000 in funding to supplement the Comprehensive Safety Action Plan for the region



Examples SS4A



Examples SS4A



Reconnecting Communities Pilot Program

- Dedicated to reconnecting communities previously cut off from economic opportunities by transportation infrastructure
- Restore community connectivity through removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities
- Planning & Capital grants available
 - Capital grant applicants must be owner of eligible facility



Reconnecting Communities



Restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.

Rochester, NY

Image: NY Times

Thriving Communities Program

- Funds capacity building & technical assistance
- Support communities advancing *transformative, equitable, and climate-friendly infrastructure projects*
- Targeted towards disadvantaged communities.
 - Definitions of “disadvantaged” will vary by funding opportunity
 - Preliminary list: East Hartford, Enfield, Hartford, Manchester, New Britain, Vernon, West Hartford, Windsor, and Windsor Locks



Important Issues to Address

- Local match requirement a challenge
- NOFO's can be challenging to interpret
- COG's may need to serve as lead applicant for implementation grants (atypical, at least for CRCOG)

