

# Connecticut Department of Transportation

Capital Plan Overview and Information Session

November 16, 2022



# Meeting Purpose

CTDOT is seeking **input and feedback** on the future Capital Plan for fiscal years 2023-2027.

This session will include an overview of:

- Recent **federal policy developments** since Spring 2022
- Discussion of **new programs and funding** from IIJA
- **Ongoing projects**, including safety, bridge, ped/bike, rail/transit, complete streets



# Agenda

1. Overview of IIJA & the Capital Plan
2. Project Identification and Selection
3. USDOT and CTDOT Programs of Interest
4. Feedback & Resources



# Timeline of Federal Legislation and Guidance



## **Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL)**

*November 15, 2021*

Authorizes the transportation program for five years (FFY22-26), subject to annual appropriations



## **FY22 Appropriations**

*March 13, 2022*

Provides funding to federal agencies to implement IIJA policy and programs



## **Notice of Funding Opportunities (NOFOs)**

*Released incrementally throughout 2022*

USDOT releases guidance and requirements for applying to available discretionary grant programs



## **FY23 Appropriations**

*Expected Spring 2023*

Provides funding to federal agencies to implement IIJA policy and programs

# Overview of IJA



**Reauthorizes** federal surface transportation programs for FY 2022 - FY 2026



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



Unlike the 2008 Recovery Act, IJA 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)

# Overview of USDOT Federal Formula Funding

FHWA	Yearly Total	Program Size Relative to 2021 Program	Increase over 2021 Program
<b>2021</b>	\$ 549,841,415		
<b>2022</b>	\$ 788,243,862	143%	\$ 238,402,447
<b>2023</b>	\$ 801,552,715	146%	\$ 251,711,300
<b>2024</b>	\$ 815,127,746	148%	\$ 265,286,331
<b>2025</b>	\$ 828,974,277	151%	\$ 279,132,862
<b>2026</b>	\$ 843,097,737	153%	\$ 293,256,322

FTA	Yearly Total	Program Size Relative to 2021 Program	Increase over 2021 Program
<b>2021</b>	\$ 200,684,201		
<b>2022</b>	\$ 249,586,741	124%	\$ 48,902,540
<b>2023</b>	\$ 254,675,083	127%	\$ 53,990,882
<b>2024</b>	\$ 261,505,210	130%	\$ 60,821,009
<b>2025</b>	\$ 267,029,567	133%	\$ 66,345,366
<b>2026</b>	\$ 273,990,153	137%	\$ 73,305,952

FHWA + FTA Formula Funding	Grand Total by Year	Program Size Relative to 2021 Program	Increase over 2021 Program
<b>2021</b>	\$ 750,525,616		
<b>2022</b>	\$ 1,037,830,603	138%	\$ 287,304,987
<b>2023</b>	\$ 1,056,227,798	141%	\$ 305,702,182
<b>2024</b>	\$ 1,076,632,956	143%	\$ 326,107,340
<b>2025</b>	\$ 1,096,003,844	146%	\$ 345,478,228
<b>2026</b>	\$ 1,117,087,890	149%	\$ 366,562,274

Note: These values do not include matching State funds.



# Discretionary Federal Grants Status

## SUCCESSFUL APPLICATIONS


- Bridge Investment Program – Planning
- Bus and Bus Facilities

## AWAITING ANNOUNCEMENT

- Railroad Crossing Elimination Program
- Reconnecting Communities Pilot Program – Planning Grants and Capital Construction
- National Scenic Byways
- Bridge Investment Program – Large Bridge
- Multimodal Project Discretionary Grant Opportunity – National Infrastructure Project Assistance Grants Program (Mega)
- All Stations Accessibility Program

## APPLICATIONS IN PROGRESS

- Strengthening Mobility and Revolutionizing Transportation (SMART) – Phase 1 Planning
- Advanced Driver Assistance Systems
- Consolidated Rail Infrastructure & Safety Improvements Grant (CRISI)
- Advanced Transportation Technology and Innovation (ATTAIN)

 **GOLD STAR MEMORIAL BRIDGE  
NORTHBOUND STRUCTURE  
REHABILITATION PROJECT**  
FY2022 BIP GRANT APPLICATION  
AUGUST 09, 2022

SUBMITTED TO  
OFFICE OF THE SECRETARY OF TRANSPORTATION, USDOT

SUBMITTED BY  
CONNECTICUT DEPARTMENT OF TRANSPORTATION

**Contact Information**  
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**PROJECT**  
TRACK IMPROVEMENT  
MOBILITY  
ENHANCEMENT-1  
(TIME-1)

FY2022 Multimodal Project  
Discretionary Grant Application  
(MEGA)  
May 23, 2022

Submitted to Office of the Secretary of Transportation,  
US DOT

Submitted by Connecticut Department of Transportation



**Contact Information**  
Michael Klick, Kelsey Bertrand  
Office of Capital Services  
Connecticut Department of Transportation



# DOT Organizational Improvements



**INTERGOVERNMENTAL AFFAIRS UNIT:** Designated Department Liaison for the MPOs, COGs, and local officials and assists with the **coordination and dissemination of information** on various planning programs and documents.



**POLICY DEVELOPMENT UNIT:** Tracks and leads the review, analysis, and comment on state and federal actions and will ensure timely **fulfillment of federal planning requirements** and act as the lead in development, review and periodic updating of Department Policies.



**GRANTS AND SOCIO-ECONOMIC UNIT:** Prepares **grant applications** and conducts cost-benefit analyses.



**CAPITAL PROGRAM MANAGEMENT UNIT:** Develops and maintains **uniform processes** for planning and executing projects statewide to track progress, measure accomplishments, and manage resources.



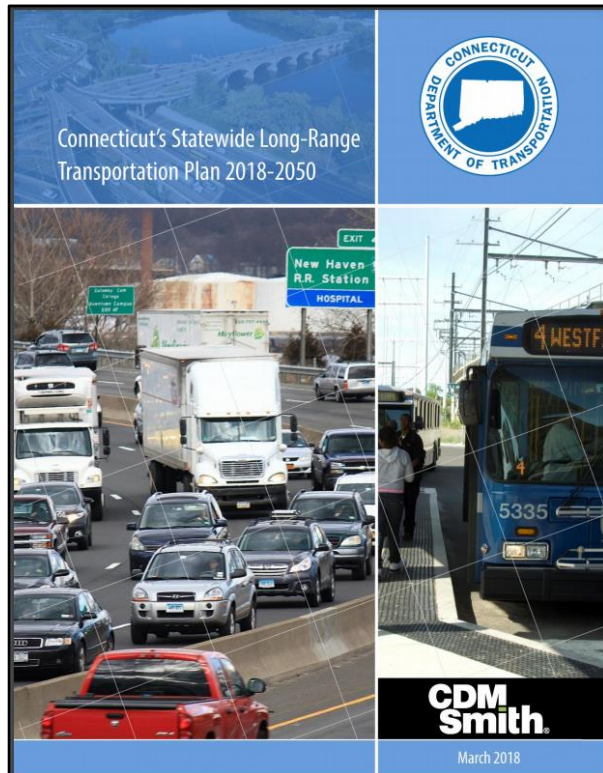
**SUSTAINABILITY & RESILIENCY UNIT:** Develops actionable plans to **increase the sustainability** of DOT's integrated multimodal transportation system.





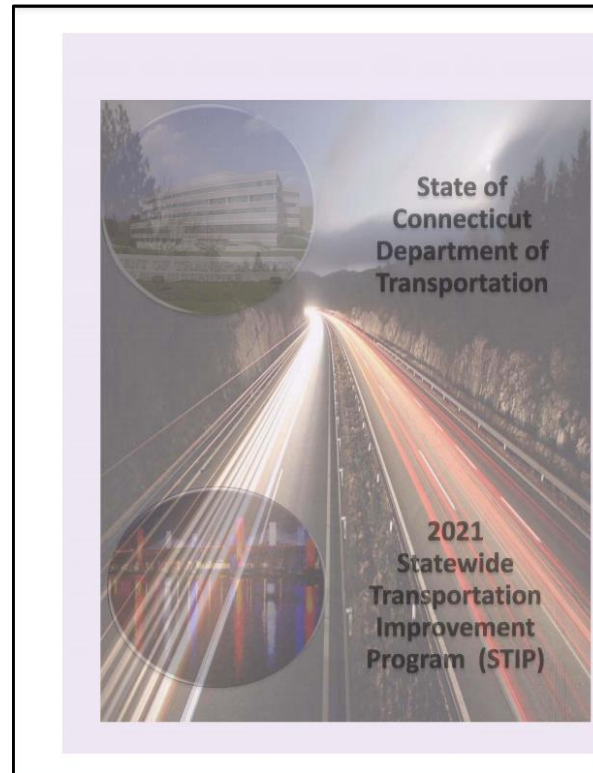
# Transportation Documents – How They Fit Together

The Vision --> Where we want to Go



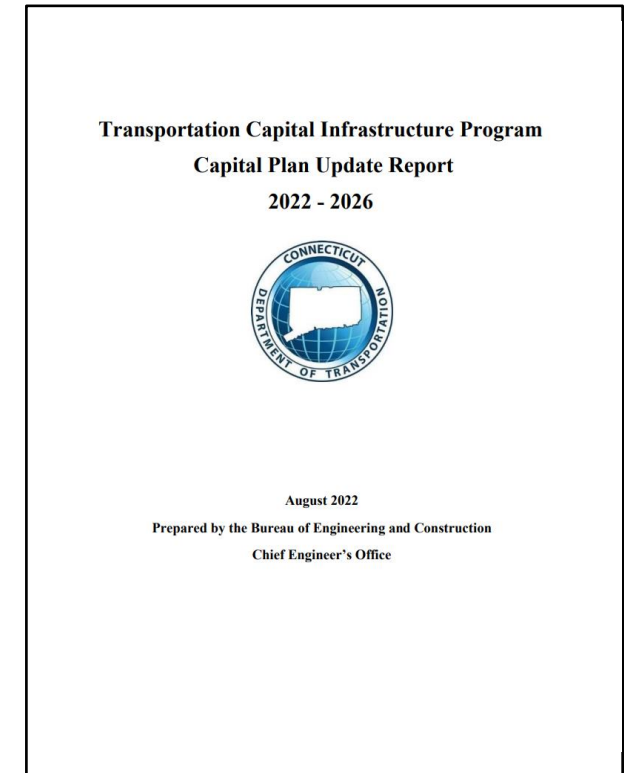
The Long-Range Transportation Plan is a federally mandated policy document that serve as a framework for preparing future, project-specific transportation plans. The Plan is generally updated every three to five years.

Project-Specific approval of the Federal portion



The Statewide Transportation Improvement Program (STIP) is a four-year financial document that lists all projects expected to be funded in those four years with Federal participation.

Recap and Look-Ahead: the Execution of the Plan



The Capital Program Report is to inform the Department's stakeholders about the past year's program and outline the plan for the upcoming year.



# *Project Identification & Selection*



# Roadmap to the Capital Plan

Categorize by  
scale and scope

**CATEGORIZE**

2

**IDENTIFY**

1

Identify potential project and  
define the Purpose and Need

**APPLY METRICS**

3

Apply asset management  
principles and other  
data-driven metrics

Engage  
stakeholders

**SOLICIT FEEDBACK**

4

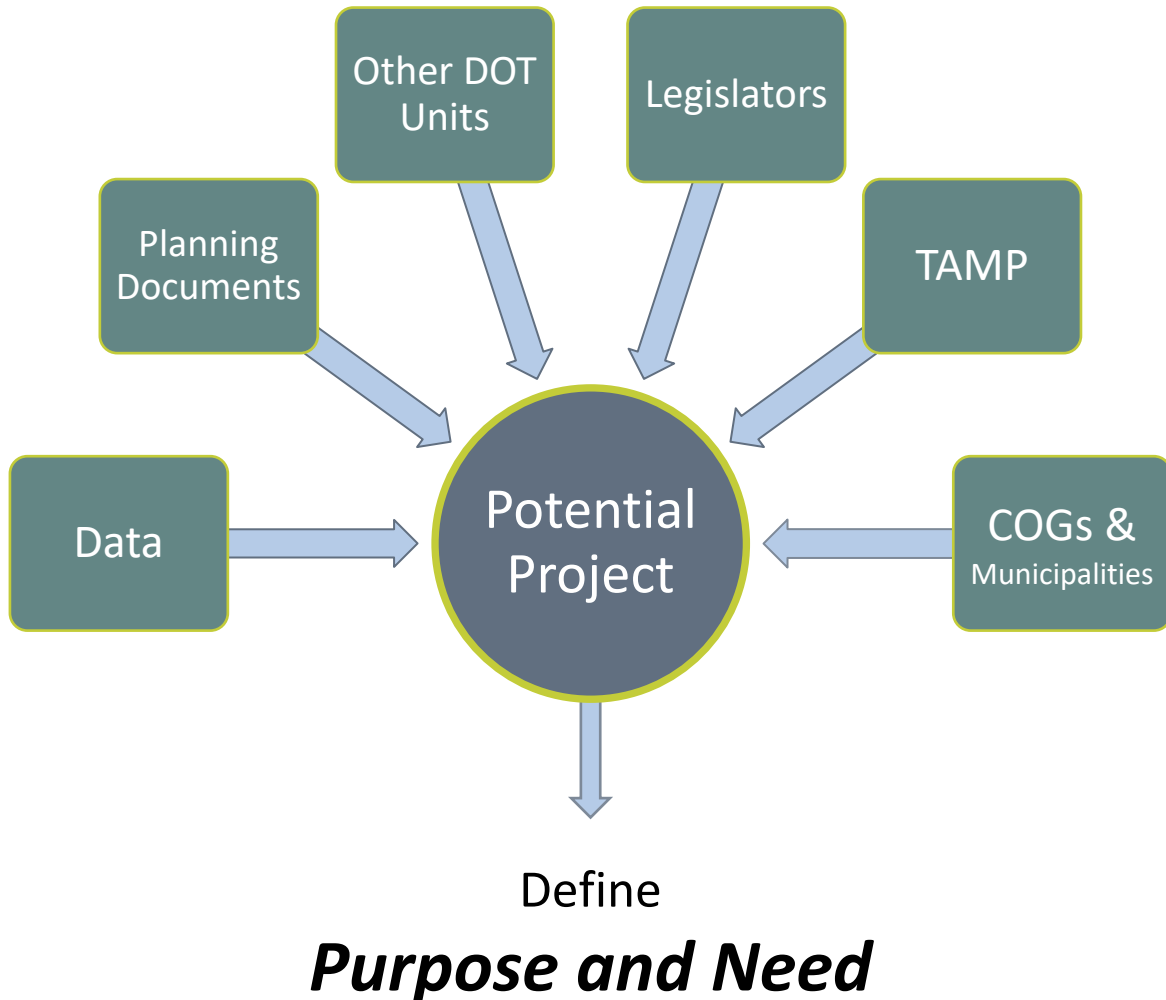
**CAPITAL PLAN**

**PROGRAM**

5

Program project – assign  
project to funding source  
based on eligibility criteria

# Roadmap to the Capital Plan



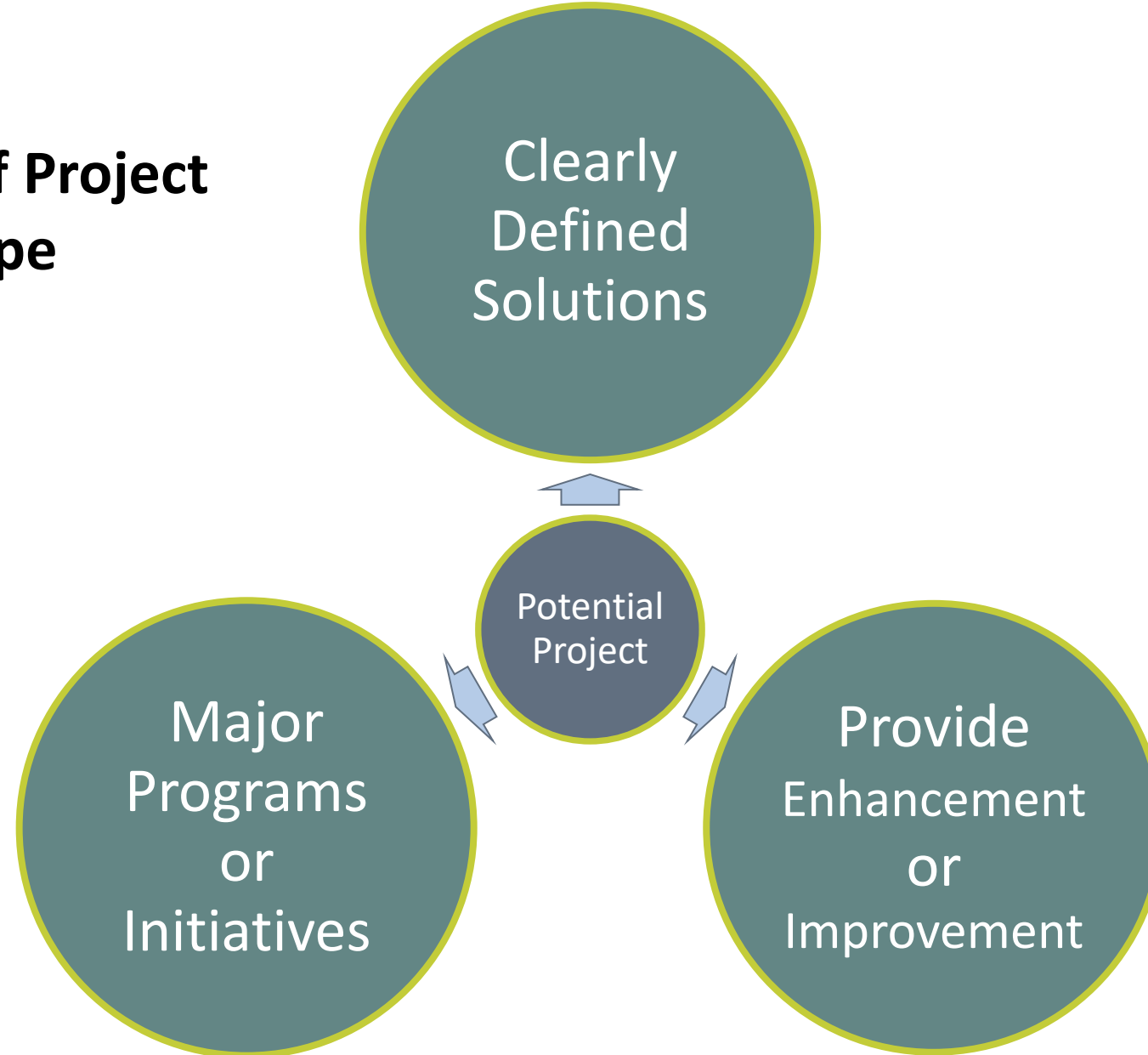
## Step 1: Identify

Potential projects and initiatives are identified from many sources:

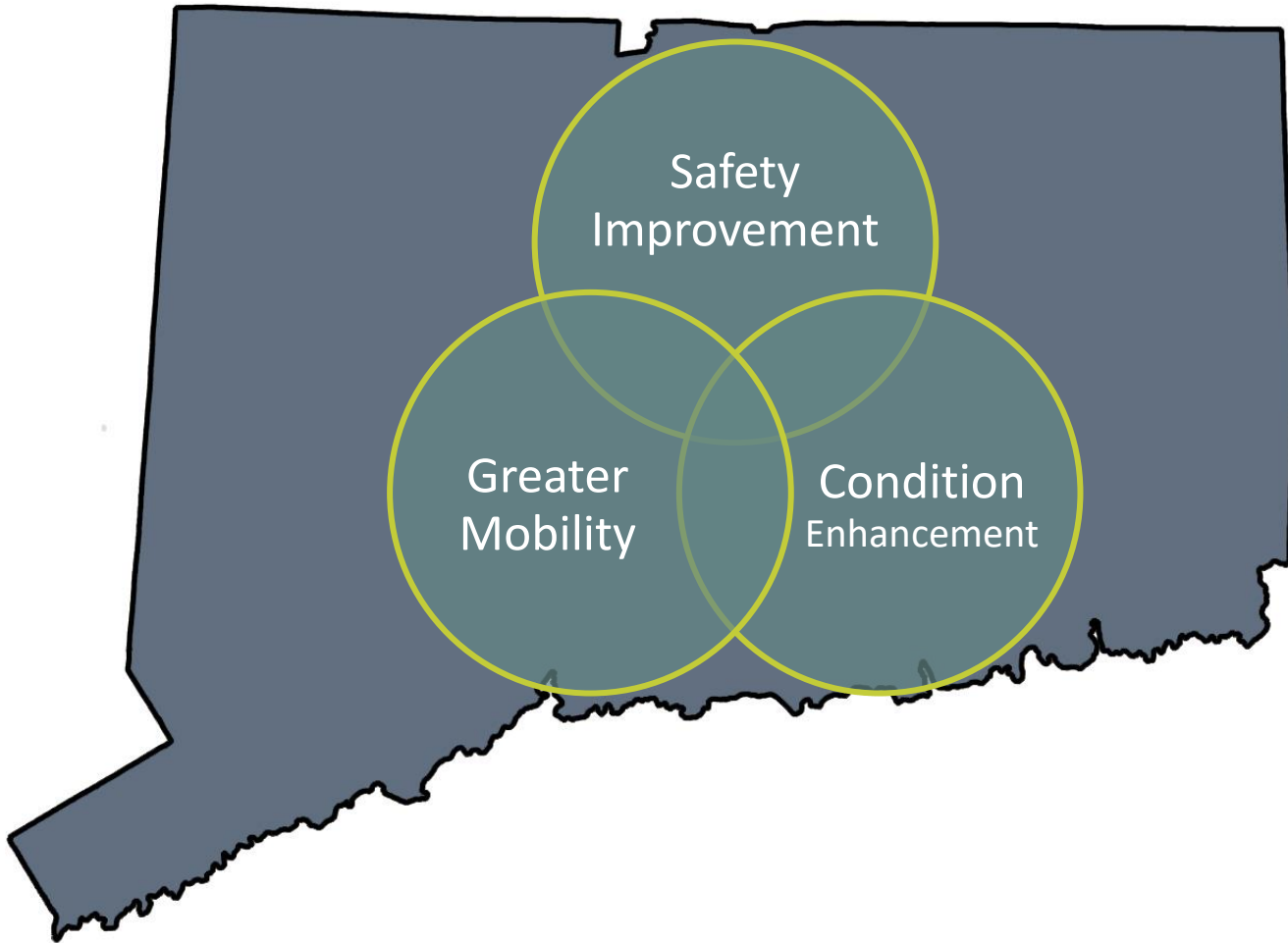
- Statewide or Regional Planning Documents
- Corridor/Feasibility Studies
- Federal Regulations and Mandates
- Councils of Government (COGs)
- Legislator Requests
- Municipality Requests
- Data-Driven Analysis
  - High Crash Rates
  - Congestion
  - State of Good Repair
  - Sub-Standard Geometrics

# Roadmap to the Capital Plan

## Step 2: Categorization of Project by Scale and Scope



# Roadmap to the Capital Plan



## Step 3: Apply Metrics

The overarching goals of the Department define the metrics by which each project is measured, but quantification of those metrics differs by project type and mode.

### Primary Metrics:

- Increase Mobility for All Users
- Improve Safety Across All Modes
- Maintain or Enhance Condition of Assets

### Other Factors and Considerations:

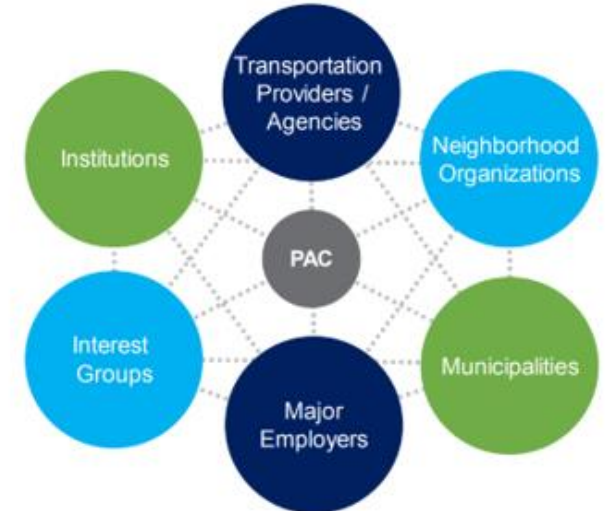
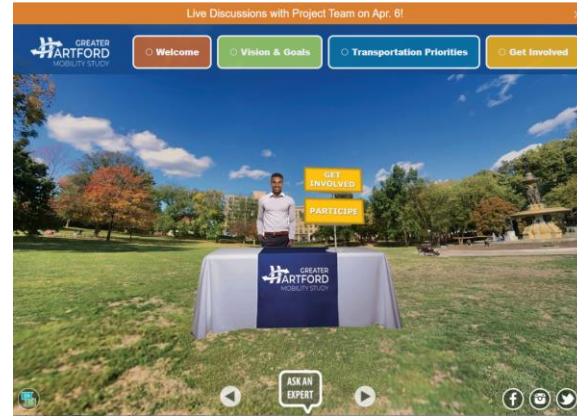
- Freight Movement Around the State
- Economic Development
- Community Input and Involvement



# Roadmap to the Capital Plan

## Step 4: Solicit Feedback

- Conversations with Elected Officials
- Concept-Level Public Meetings
- Coordination with Stakeholders
- Creation of a Project Advisory Committee (PAC)
- Websites
- Community Surveys
- Newsletters
- Press Releases



**I-84 Danbury Project**  
October 2017 Newsletter

[84danbury.com](http://84danbury.com)

**How Can You Participate?**

**CTDOT Launches I-84 Danbury Project**

The I-84 Danbury Project is a state initiative to improve safety, increase capacity, and improve overall operations and accessibility between City 3 and 4.

**Safety, accessibility, and reliability are at the top of CTDOT's priority list for I-84.**

**Thank you for participating in the Project Survey!**

The Project Team received 179 responses on the I-84 Danbury Project's survey. The survey results show that safety, accessibility, and reliability are the top priorities for I-84.

**What's Inside**

- 2 Project Timeline
- 3 First Public Open House a Success
- 3 You Can Schedule a Pop Up!

Summer 2020 Newsletter

**FROM THE COMMISSIONER**

**Happy Anniversary!**

**Safety Remains a Top Priority During COVID-19**

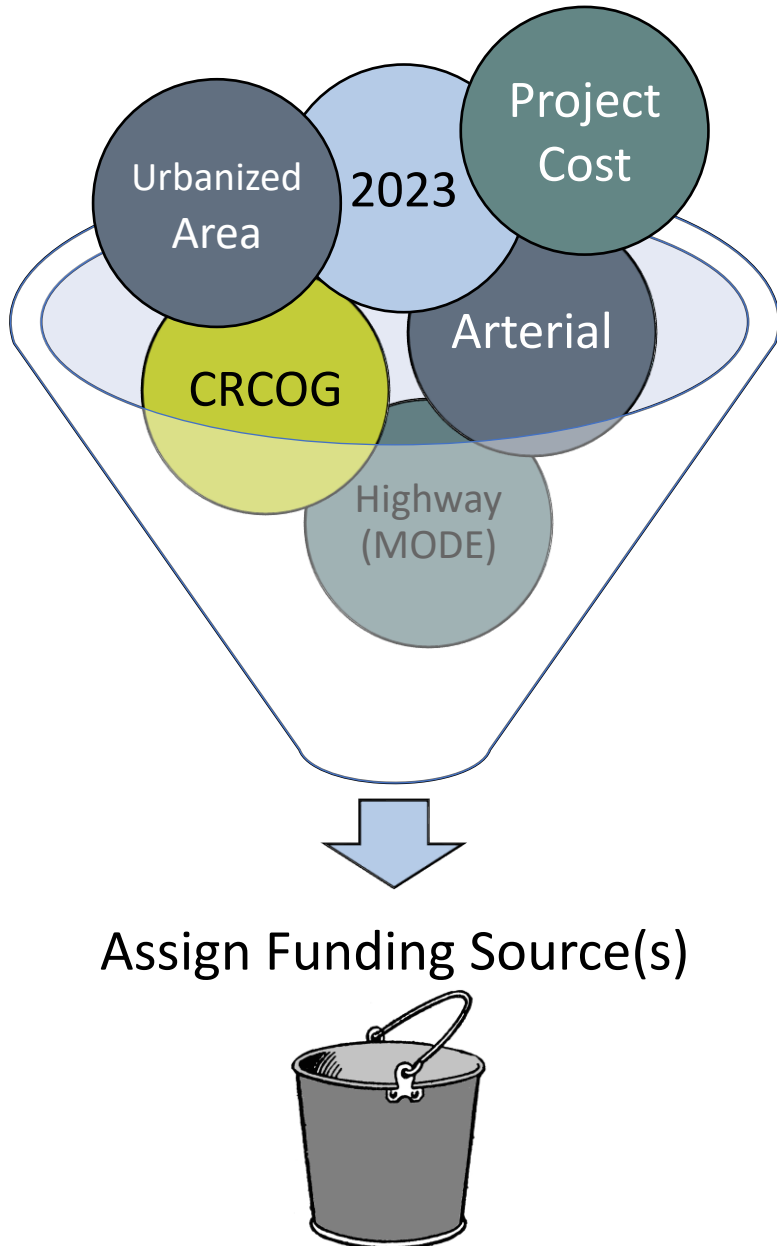
The Connecticut Department of Transportation continues its safety measures on all public transportation services. The safety of our riders and staff is the highest priority. CTDOT's safety measures are based on the recommendations from the Center for Disease Control and Prevention (CDC) and other state and federal health agencies and experts.

**Thank you for participating in the Project Survey!**

The Project Team received 179 responses on the I-84 Danbury Project's survey. The survey results show that safety, accessibility, and reliability are the top priorities for I-84.

**Jonathan Gagliardi**  
Commissioner  
CT Department of Transportation

# Roadmap to the Capital Plan



## Step 5: Program

*What does it mean to “Program” a project?*

To program is to **assign a specific funding source** to the estimated costs of a project, drawing down from the anticipated available funding in the year of expenditure.

*What are the challenges to Programming?*

Each funding source or “bucket” has **different eligibility requirements**:

- Mode
- Scope of Work
- Geographic area within the State (MPO)
- Urban vs Rural Characterization
- Cost of Project vs Available Funding in Program
- Functional Classification of the Roadway



# Projects and Programs

## Public Transportation

### Service Improvements

- *CTtransit Move New Haven* Infrastructure Improvements Phase 1
- New Haven Line Speed Improvements, Phase 1

### Equipment Purchases

- New coaches for rail fleet
- Bus Replacements (electric)
- Final M8 Deliveries

### Station and Facility Improvements

- Stamford Parking Garage
- EV Charging Stations Program
- New Haven Line – Darien Station Improvements
- Bus Stop and Shelter Modernization, Statewide
- New Haven Line Signal Improvements
- New Haven Union Station Campus Improvements
- Naugatuck Railroad Station Relocation



# Projects and Programs

## Highway/Bridge

### Annual Programs

- Capital Resurfacing Program, Statewide
- General Asset SOGR Programmatic Improvements
- Local Transportation Capital Improvement Program (LOTICIP)
- Community Connectivity Grant Program
- ADA Transition Plan
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program
- Highway Safety Improvement Program (HSIP)

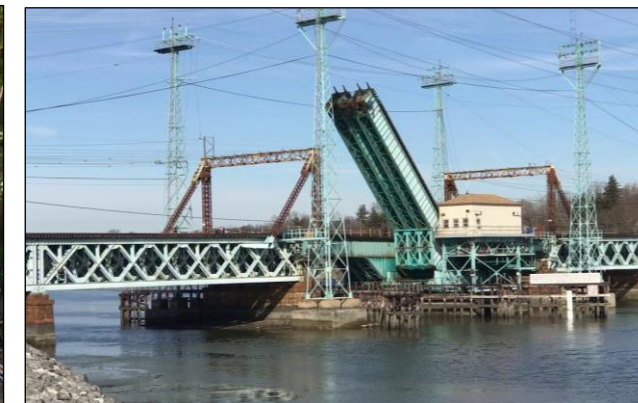
### Projects

- I-91/I-691/Route 15 Interchange, Meriden
- I-95 Goldstar Bridge, New London
- I-84 Interchange 17 Improvements, Middlebury
- I-95 at Route 161 Interchange Improvements, East Lyme
- Route 9 Traffic Signal Removal, Middletown
- Roundabouts at CT 178 & Wintonbury Ave, Bloomfield
- Hop River State Park Trail, Columbia & Coventry





# Future Capital Improvements



# *USDOT and CTDOT Programs of Interest*



# New Climate and Resilience Formula Programs



## National Electric Vehicle Infrastructure Program (NEVI)

*\$53 million over five years*

- Allows the state to build out CT's publicly accessible charging stations for the national EV charging network on highway corridors and in communities
- USDOT approved CT's NEVI Plan in September 2022



## Carbon Reduction Program

*\$79 million over five years*

- Requires CTDOT to develop a carbon reduction strategy in consultation with COGs to identify projects and strategies tailored to reduce carbon dioxide emissions from on-road sources.



## Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program

*\$90 million over five years*

- Will help make transportation assets in CT more resilient to weather and natural disasters and allow our state to rapidly recover/continue operations



# Safety

Safety improvements are guided by the *Strategic Highway Safety Plan* and *Vision Zero Council*. Efforts include:

## COMPLETE STREETS

- IIJA funding in FY22: \$14 million
- Annual budget has been used to create and enhance walkways, bikeways, and pedestrian improvements: 3.75%
- Construction funding for local initiatives via the Community Connectivity Grant Program: \$38 million over 4 years
- New State program used for short-term complete streets projects: \$5 million per year

## WRONG WAY DRIVING

- State bond funding to install Wrong Way Detection Systems: \$20 million

### OUR VISION


That all users of Connecticut's transportation system will arrive safely to their destinations, achieving zero deaths.

### OUR MISSION

To provide a safe transportation system by using partnerships to coordinate and implement **education, enforcement, engineering, and emergency response initiatives.**



### OUR GOAL

**15%**  A 15% or more reduction in the number of fatalities and serious injuries on all public roads in Connecticut **by 2026.**  
**BY 2026**

### EMPHASIS AREAS

- 1. INFRASTRUCTURE** focuses on reducing the number of fatal and serious-injury roadway departure and intersection-related crashes.
- 2. BEHAVIORAL** accounts for eliminating fatalities and serious injuries related to impaired driving, aggressive driving, unrestrained occupants, motorcycles, and distracted driving.
- 3. PEDESTRIAN** is focused on eliminating fatalities and severe injuries while walking, running, or standing along or near the roadway.



# Safe Streets and Roads for All Grants

*IIJA authorizes \$6 billion over 5 years in SS4A grants*

- Safe Streets and Roads for All is open to MPOs and Local Governments, not State DOTs.
- The new grant program will support Vision Zero planning efforts, as well as capital projects to improve safety for all users.
- CT municipalities and COGs submitted 10 applications for planning and construction



# Bridge Formula Program

*CT received \$121.2 million in FY22 and expects to receive \$605.8 million over 5 years.*

- Provides funding for highway bridge replacement, rehabilitation, preservation, protection, and construction projects on public roads, with a focus on asset management.
- BFP funding is distributed by a statutory formula based on the relative costs of replacing all highway bridges classified in poor and fair condition in a State





# Federal Rural Surface Transportation Grants

*IIJA authorizes \$2 billion over 5 years in Rural Transportation grants*

- New competitive grant program to “improve and expand the surface transportation infrastructure in rural areas”
- Includes on-demand mobility projects
- Applications can be for bundled projects in a region

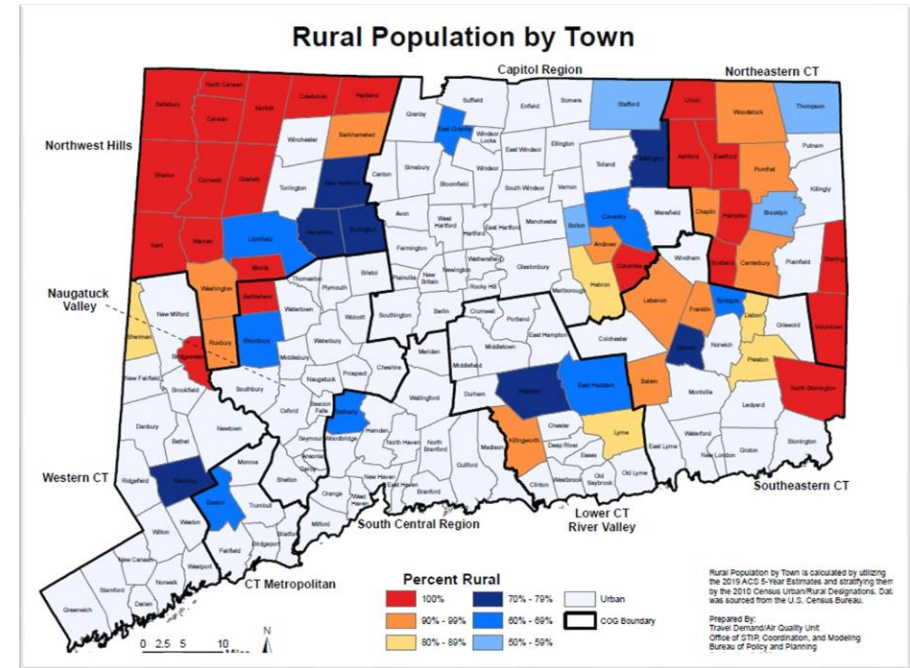


# New CTDOT Rural Program

CTDOT has launched a new *RURAL* local transportation improvement program based on feedback received from rural communities.

**Transportation Rural Improvement Program** will be funded with state funds at \$2-\$5 million per year.

Projects will be screened by COGs, as with LOTCIP today.





# Local Funding Programs

CTDOT launched the **Community Connectivity Grant Program** in 2018 to improve safety in municipal centers.

- Over \$38 million awarded
- Grants to 107 municipalities

Programs that will continue:

- State Local Bridge Program LOTCIP
- Town Aid Road
- CMAQ set-aside
- Multi-Use Trails investments



# Available Resources

[Connecticut Department of Transportation](#)

[Transportation Infrastructure Capital Plans](#)

[Transportation Infrastructure Capital Plan Spreadsheet \(2022-2026\)](#)

[Transportation Infrastructure Capital Plan Report \(2022-2026\)](#)

[Strategic Highway Safety Plan](#)

[Major Projects Weblink](#)

[CTDOT Fast Facts](#)

[Transportation Plans \(ct.gov\)](#)

[Transportation Studies \(ct.gov\)](#)

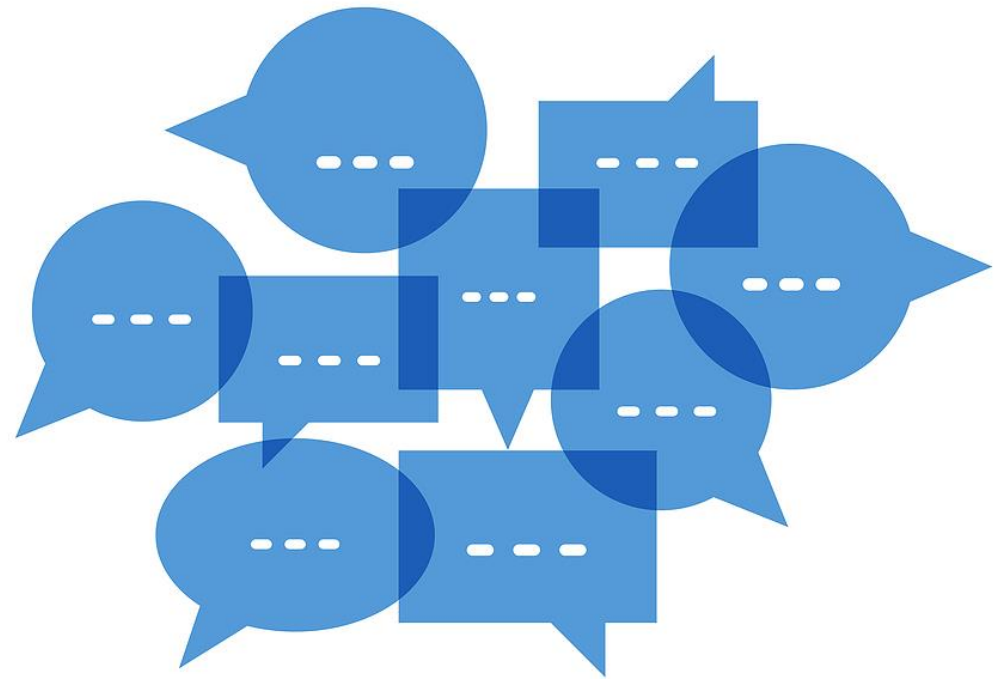
[Bipartisan Infrastructure Law - FHWA | Federal Highway Administration \(dot.gov\)](#)

[Bipartisan Infrastructure Law | FTA \(dot.gov\)](#)



# Feedback Wanted

- The Capital Plan narrative and project listing is on the CTDOT website
- We encourage you to review the narrative document and project list, both of which can be found here: [Transportation Infrastructure Capital Plans](#)
- After you review the documents, we welcome comments and feedback on the plan.
- Comments can be submitted via this online form: [CTDOT Capital Plan Public Comment Form](#) or via email at [DOT.CapitalPlan@ct.gov](mailto:DOT.CapitalPlan@ct.gov)







Thank You!

[DOT.CapitalPlan@ct.gov](mailto:DOT.CapitalPlan@ct.gov)

