

ARTICLE NO. 02

POTENTIAL FEDERAL AID SOURCES

REFERENCE SERIES: Transportation in Connecticut

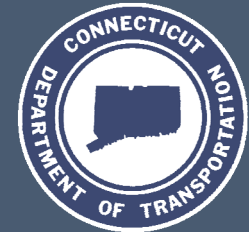
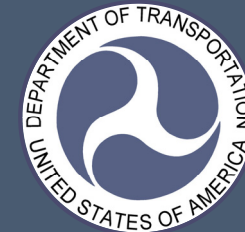
The following Federal-aid programs are addressed in this document:

- [Congestion Mitigation and Air Quality \(CMAQ\) Improvement Program](#)
- [Ferry Boat Discretionary \(FBD\) Program](#)
- [High Priority Projects \(HPP/HPPS\)](#)
- [Highway Bridge Rehabilitation and Replacement \(HBRR\) Program – Off System](#)
- [Local Road Accident Reduction Program](#)
- [National Scenic Byways Program \(NSBP\)](#)
- [Safe Routes to School \(SRTS\) Program](#)
- [Surface Transportation Program – Rural \(STP-R\) Minor/Major Collector Program](#)
- [Surface Transportation Program – Urban \(STP-U\) Program](#)
- [Transportation, Community and System Preservation \(TCSP\) Program](#)
- [Transportation Enhancement \(TE\) Program](#)

and, additionally,

- [Corridor and Planning Studies \(no designated funding source\)](#)
- [State Local Bridge Program \(no federal funds\)](#)

This simple guide provides an overview of **Potential Federal-aid Sources** commonly available to Connecticut municipalities for local transportation projects through the U.S. Department of Transportation and overseen by the Connecticut Department of Transportation (CT DOT). This fact sheet focuses primarily on Federal Highway Administration (FHWA) programs.



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Overviews are provided for each of the major funding programs for which Federal-aid is typically made available to municipalities and local project sponsors. These descriptions provide insight into how Connecticut administrators the various federal programs.

Several federal funding sources are available to municipalities under the Federal-aid system. The Federal Highway Administration (FHWA) provides the majority of funds for surface transportation projects on roadways and bridges. FHWA also provides some funding related to ferry boats and multi-use trail systems to enhance intermodal connectivity and accessibility. FHWA funds that are applicable to locally administered projects are mainly accessible through the Regional Planning Organizations (RPO). Additionally, the Federal Transit Administration also provides funding related to rail, transit and ridesharing that is not discussed in this document but can be explored further by contacting the RPO or transit district.

At the end of this brochure is a matrix showing each program at a glance. It contains additional detail on functional classification/locational limitations, funding shares and the CT DOT coordinator—although the RPO will always be the first level of contact.

federal-aid programs

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program is a federal source of funds for transportation projects and programs that contribute to the attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) in non-attainment or air quality maintenance areas for ozone, carbon monoxide, or particulate matter under provisions in the Clean Air Act (CAA), Title 42, United States Code. Funds must be used for surface transportation projects (e.g. traffic signalization, incident management, and rail/bus transit) that contribute to air quality improvements and/or provide congestion reduction. Generally, CMAQ projects and programs fall into one of the following categories:

- Transportation Control Measures (TCMs)
- Extreme Low-Temperature Cold Start Programs
- Alternative Fuels and Vehicles
- Transit Improvements
- Shared-Ride Services
- Congestion Reduction and Traffic Flow Improvements
- Travel Demand Management Strategies
- Pedestrian and Bicycle Facilities and Programs
- Public Education and Outreach Activities
- Freight/Intermodal
- Idle Reduction
- Diesel Engine Retrofits and Other Advanced Truck Technologies
- Inspection Maintenance Programs
- Experimental Pilot Projects

The Department has earmarked \$10 million each year in CMAQ funds, prior to matching requirements, to fund CMAQ project proposals from the RPOs. This amount will be reviewed for each solicitation period on the basis of funds provided and projects programmed. The Department solicits projects from the RPOs.

The RPOs are responsible for soliciting and prioritizing projects from stakeholders located within their boundaries. Each RPO should review and verify project eligibility for CMAQ funding. Using its own ranking process, each RPO must then submit its top three applications to the Department in priority order. The RPO board must endorse the listing of prioritized projects.



Ferry Boat Discretionary (FBD) Program

The Ferry Boat Discretionary (FBD) Program, provides a special funding category for the construction of ferry boats and ferry terminal facilities, whether toll or free, that meet certain eligibility conditions; these conditions are outlined in 23 U.S.C §129(c).

Additionally, statutory priority in the allocation of funds is given to those ferry systems, and public entities responsible for developing ferries, that achieve the following:

- provide critical access to areas that are not well-served by other modes of surface transportation;
- carry the greatest number of passengers and vehicles; or
- carry the greatest number of passengers in passenger-only service.

FHWA has not established regulatory criteria for selection of FBD projects; however, FHWA has identified several additional project selection criteria in the evaluation of candidates for this program.



Additional information on the program is available at www.fhwa.dot.gov/discretionary/index.cfm. Upon solicitation from the federal government, the Department will assist the FHWA division office in collecting applications through a coordinated effort with the RPOs. In previous years, some funding was designated by Congress and the remainder was discretionary with awards made through a competitive process. In more recent years, all funds were discretionary.

High Priority Projects (HPP/HPPS)

High Priority Projects (HPP/HPPS) is a list of congressionally mandated projects or earmarks that are incorporated through federal legislation. The funds are available only for the activities described for each project in Section 1702 of SAFETEA-LU, subject to the flexibility described in the legislative act. To obtain funding, municipalities need to contact congressional representation for project selection.



Highway Bridge Rehabilitation and Replacement (HBRR) Program - Off-System

The State's inventory of structurally deficient and functionally obsolete bridges is the major factor used in formulating Connecticut's apportionment of federal funds to the rehabilitation and replacement of highway bridges. Generally described, the Highway Bridge Rehabilitation and Replacement (HBRR) Program provides funding for rehabilitation or replacement of structurally deficient or functionally obsolete bridges, scour mitigation, or approved systematic maintenance programs, for bridges listed in the National Bridge Inventory (NBI). Of the entire HBRR program, approximately 15% is set aside for bridges in the State that are located on public roads that are not on the Federal-aid highway system, referred to as "off-system" bridges.

Local Road Accident Reduction Program

The Local Road Accident Reduction Program is intended to address safety problems off the Federal-aid highway system. Upon availability of funds, projects are solicited from municipalities through the RPO's, ranked according to each region's individual process and submitted to the Department. The Department selects a limited number of projects based on a construction cost estimate, cost-benefit analysis, a review of the accident history, and available funds.

Safe Routes to School (SRTS) Program

The National Scenic Byways Program (NSBP) program provides for the designation of State roads that have outstanding archaeological, cultural, historical, natural, recreational and scenic intrinsic qualities, such as All-American Roads (AAR) or National Scenic Byway (NSB). It also provides for discretionary grants to implement projects on AAR, NSB, State or Indian tribe scenic byways and for planning, designating, and developing State or Indian tribe scenic byway programs.

Projects must benefit the byway traveler's experience and address one or more of eight eligible project activities, 23 U.S.C 162(c). Projects developed under this program are based on the recommendations included in Scenic Corridor Management Plans for the eligible roadway. These projects are prioritized in preparation for applying for federal scenic byway grants. Upon solicitation from the federal government, the Department will assist the FHWA division office in collecting applications through a coordinated effort with the RPOs.

The Safe Routes to School (SRTS) Program is a federal program that provides resources for the development of SRTS plans and educational activities. Additionally, the program funds infrastructure projects for local bicycle and pedestrian projects within a one-mile radius of schools with kindergarten through eighth grade (K-8). Eligible schools are required to have a SRTS Plan in order to apply for infrastructure project funding. More information and example SRTS plans can be found at www.ctsaferoutes.org.

The Department is typically allocated at least \$1 million annually for this program. Of the funds, 70-90% is allocated to infrastructure projects, such as new sidewalks, pedestrian and bicycle improvements, etc. The remaining 10-30% is identified for non-infrastructure projects, such as SRTS plan development, bike/pedestrian education, etc.

The Department solicits applications for infrastructure projects periodically. Project selection process includes an initial review by the RPOs. The SRTS panel, which consists of Department staff, then reviews, ranks and "short lists" projects. Sponsors of projects that are short listed are notified by the Department to hold a public informational meeting and submit a resolution from the governing body to endorse the project before receiving a funding award.



**Surface Transportation Program –
Rural (STP-R) Minor/Major Collector Program**

Funding for the Rural Minor / Major Collector Program is made available under the Surface Transportation Program (STP) and is referred to as STP-R. This funding is only available to the rural planning regions of the State. Locations must be on the Federal-aid system in an area not designated as urbanized and funding is not available for municipalities that are members of a metropolitan planning organization (MPO). Currently, due to uncertainty in the future eligibility of minor collectors, only major collectors will be considered eligible, pending a new federal transportation bill.

Each year \$850,000 is available for roadways classified as rural major collectors. Projects are selected by the RPOs and are submitted to the Department based on their apportionment. The Department reviews the scope and estimate, and after municipal endorsement, programs the project.

**Surface Transportation Program –
Urban (STP-U) Program**

Fifty percent of all Surface Transportation Program (STP) funds are reserved for the Urban Program, referred to as STP-U. This program provides funds for capital improvements for eligible roadways covering a wide range of projects, including safety and capacity improvements.

The urban program funds are applicable for projects within the geographic area of a metropolitan planning organization (MPO) or within an urban cluster in a regional planning organization (RPO) classified as “rural”. Within those areas, roadways having a functional classification of collector and above are considered eligible under the program. Additionally, bridges on any public road within those areas are eligible under the federal program; related projects may be considered on an individual basis.

Urbanized areas and urban clusters are located in Hartford (STP-H), Bridgeport-Stamford (STP-B), New Haven (STP-N) and other smaller areas (STP-O) in Waterbury, Danbury, New London and elsewhere in the State. A map of the Connecticut planning regions is available at the map at the Department’s website (www.ct.gov/dot); navigate to Publications > Maps. The Department offers maps to delineate Connecticut’s RPOs, distinguishing between rural and MPO, and also show the urbanized areas and urban clusters boundaries.

In the urban areas of the State, each RPO, at its discretion, develops a solicitation program for potential projects from its member municipalities. Funding apportionment for these projects is available based on population. The projects are prioritized and submitted to the Department by the RPOs. Department staff will then review the applications and provide an assessment of the project scope, cost and potential issues based on technical engineering review with consideration of similar projects and market prices. After a public informational meeting and municipal endorsement, the Department will program the project for formal design based on available funds.



Transportation, Community and System Preservation (TCSP) Program

The Transportation, Community, and System Preservation (TCSP) Program is a comprehensive initiative of research and grants. The program focus is investigating the relationships between transportation, community, and system preservation plans and practices as well as identifying private sector-based initiatives to improve such relationships. Applications are solicited by the federal agency through the State and RPOs as funds become identified. Funds are provided to carry out eligible projects that:

- improve the efficiency of the transportation system of the United States;
- reduce environmental impacts of transportation;
- reduce the need for costly future public infrastructure investments;
- ensure efficient access to jobs, services, and centers of trade; and
- examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals.



Transportation Enhancement (TE) Program

The Transportation Enhancement (TE) Program offers a source of funds for making transportation systems more attractive to users. This federal program is a subcomponent of the federal Surface Transportation Program (STP) and is administered by the Department. Program funds allocated to the State are made available for statewide and regionally supported projects through a combination of competitive and non-competitive processes.

Projects considered must establish a relationship to the surface transportation system and address one of the listed federal enhancement categories. The State guidance document provides detailed information on the process and requirements. Additional information and program materials are available at: www.ct.gov/dot/tep.

The Department reserves 50 percent of the State's federal program apportionment for the Regional Planning Organizations (RPOs) – referred to as the RPO Allocation. The RPOs review and rank projects submitted from various entities for consideration of regional shares of the RPO Allocation. The RPO board must endorse the listing of prioritized projects.

The Department programs the remaining 50 percent of the State's federal program apportionment for the Transportation Enhancement Program - referred to as the State Allocation, towards projects of statewide significance.

Solicitations for this program do not follow a set schedule as program funding is dependent upon the authorization of federal transportation bills, the impact of rescissions on available program funding, and progress made developing, designing and implementing planned and active projects. Typically, a RPO Allocation solicitation will occur every four to six years.

other activities/ programs

Corridor and Planning Studies (no designated funding source)

Studies are sometimes initiated by RPOs to promote a comprehensive understanding of a given transportation problem on State roads and to facilitate a viable, publicly accepted project. Studies allow multiple opportunities for public comment in coordination with a technical review of the issues. Once completed, the RPOs' highest priority recommendations are submitted to the Department for review and possible programming within available eligible funding sources. Studies are approved on a case by case basis. There is no designated funding program for these initiatives. The most typical funding source for corridor and planning studies is the STP-U program. However, other sources, such as earmarks, may also be applied.

State Local Bridge Program (no federal funds)

This guide primarily focuses on Federal-aid from FHWA programs typically made available to local governments. However, a nonfederal program exists as a result of State legislation that is worth mentioning at this time — the State Local Bridge Program, because it provides assistance for similar projects as previously discussed. The Department provides funding to municipalities to repair local bridges. These funds have been offered since 1985 at up to 33% of the eligible project cost and provide the local governments the option to borrow up to 50% of project costs at 6% interest.



other notes and resources

The information in this article is provided as a first step in understanding the transportation planning, development, design and implementation process. Many topics focus on elements particularly relevant to locally administered transportation projects. The full detail of the process, particularly rules of eligibility, special provisions, requirements, or constraints is not within the purview of this reference document. It is imperative that municipal staff contact their RPO early in the process for guidance.

In addition to the CT DOT website at www.ct.gov/dot, the Local Project Administration website of the University of Connecticut's CTI-Technology Transfer Center provides many resources for municipal staff and managers of local projects: www.t2center.uconn.edu. Other articles in the Reference Series: Transportation in Connecticut are posted at the Department's website and can be located by navigating to Publications > Pamphlets.

Article No. 01, entitled "Frequently Asked Questions (Federal-aid)", may also be of interest. This simple guide addresses common inquiries regarding the administration of local transportation projects under the various Federal-aid programs. The document focuses primarily on Federal Highway Administration (FHWA) programs and related local project initiatives.

This simple guide is a product of coordination between:

*the Federal Highway Administration,
University of Connecticut's CTI-Technology
Transfer Center and the State of
Connecticut Department of Transportation.*

PROGRAM AT A GLANCE	FUNCTIONAL CLASSIFICATION / LOCATIONAL LIMITATIONS	FUNDING SHARES	CT DOT CONTACT
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	For roadway projects, locations must be on the Federal-aid system, and classified as a collector or above.	Typically Federal (80%) and Project Sponsor (20%); however, some projects may qualify for 100% Federal funding.	<i>Planning (RPO Initiatives Only)</i> - Grayson Wright (860) 594-2154
Ferry Boat Discretionary (FBD) Program	The operation of the ferry must be on a route classified as a public road within the State and which has not been designated as a route on the Interstate System.	Federal (80%) and Project Sponsor (20%).	Roxane Fromson (860) 594-2038
High Priority Projects (HPP/HPPS)	Locations must be on the Federal-aid system.	Federal (80%) appropriated by Congress with Municipality (20%) or State matching. Design by State or Municipality.	Robbin L. Cabelus (860) 594-2051 Timothy M. Wilson (860) 594-3189
Highway Bridge Rehabilitation and Replacement (HBRR) Program - Off-System	Bridges must be listed in the National Bridge Inventory (NBI) and be off the Federal-aid highway system.	Federal (80% All Phases) / Municipality (20% All Phases).	Stanley Juber (860) 594-3213
Local Road Accident Reduction Program	Locations must be off the Federal-aid system.	Federal (90%) and Municipality (10%). Design by Municipality. Note: Federal (100%) reimbursement may be available for certain safety activities, such as traffic control signalization, roundabouts, roadside safety appurtenances, etc.	Timothy M. Wilson (860) 594-3189
National Scenic Byways Program (NSBP)	Implementation of a project on a highway designated as a National Scenic Byway, All-American Roads, America's Byways, State or Indian tribe scenic byway. Funding may also be used for planning, designing or developing a State or Indian tribe scenic byway program.	Federal (80%) and State (20%). Design by State.	Colleen Kissane (860) 594-2132
Safe Routes to School (SRTS) Program	Infrastructure projects must be within a one-mile radius of schools, having a SRTS Plan, with kindergarten through eighth grade (K-8).	Federal (100% Construction only). Preliminary Engineering and Rights-of-Way activities are not eligible.	Sharon Okoye (860) 594-2367
Transportation, Community and System Preservation (TCSP) Program	Locations must be on the Federal-aid system.	Typically Federal (80%) and Project Sponsor (20%).	Roxane Fromson (860) 594-2038
STP-Rural (STP-R) Minor/Major Collector Program	Locations must be on the Federal-aid system, and currently limited to rural major collectors and above. STP-R funds cannot be used on urban roadways.	Federal (80%) and Municipality (20%) for Construction and Rights-of-Way activities. Design typically by Municipality.	<i>Planning</i> -Maribeth Wojenski (860) 594-2045 <i>Project Development</i> -Peter E. Talarico (860) 594-3358 <i>Project Design and Implementation</i> -Hugh H. Hayward (860) 594-3219
STP-Urban (STP-U) Program	Locations must be on the Federal-aid system.	Federal (80%) / State (10%) / Municipality (10%) for all phases. Note: Certain types of STP-U projects are funded with Federal (80%) and Municipality (20%) funds, with Design by Municipality. With approval, capital improvements on State routes may be funded with Federal (80%) and State (20%) funds, with Design by State.	<i>Planning</i> -Maribeth Wojenski (860) 594-2045 <i>Project Development</i> -Peter E. Talarico (860) 594-3358 <i>Project Design and Implementation</i> -Hugh H. Hayward (860) 594-3219
Transportation Enhancement (TE) Program	Locations may be on or off the Federal-aid system depending upon the type of project — some flexibility exists for administering transportation enhancement projects consistent with the intent of the program off the Federal-aid highway system.	RPO Allocation Funding: Federal (80%), Project Sponsor (20%). Design typically by Project Sponsor (100%), however, it is eligible for Federal (80%) funding. State Allocation Funding: Federal (80%), State (20%).	Carla A. Iezzi (860) 594-2153
Corridor and Planning Studies (no designated funding source)	Locations must be on the Federal-aid system.	Typically Federal (80%) and State (20%).	David Head (860) 594-2149
State Local Bridge Program (no federal funds)	Bridges must be structurally deficient, may be either on or off the Federal-aid system, and must be municipally owned.	State (grant for 10 to 33% of total project cost, loan for up to 50% of project costs), balance paid by Municipality. Design by Municipality.	Stanley Juber (860) 594-3213