CTDOT Transportation Rural Improvement Program Overview

Transportation Rural Improvement Program (ct.gov)

Topics for Discussion

Program Overview and Funding

Solicitation and COG Prioritization

CTDOT Application Screening

Eligibility

- Eligible Municipalities by COG
- Eligible Improvement Types

Grant Preparation

- Helpful Resources

Grant Administration

Program Overview and Funding

- Objective is to provide state funding to rural municipalities for transportation projects such as construction, modernization, or major repair of infrastructure.

- Funding will be provided for construction activities only.

- Administered in coordination with the CTDOT Bureau of Policy and Planning and the CT Councils of Governments (COG).

- 100% State Funded through expanded Capital Program.

- Up to $15 Million total over 3 years (Start FY23-Oct 2022)
  - Possibly a Single Solicitation – to develop extensive priority list for when funding is available, with potential for supplemental solicitations as needed
  - No maximum project cost, understanding that this is not a large program in terms of transportation construction projects.
  - Project minimum – $300k

Solicitation and COG Prioritization

- CTDOT announced open solicitation on October 7, 2022.

- COGs had an opportunity to review and provide feedback on the program guidelines and application.

- COGs will solicit and prioritize applications and submit final applications to CTDOT
  - Current process for CMAQ, LOTCIP, and TAP
  - [COG Priority and Concurrence Form](#) for vetting elevated projects

- Solicitation Timeline
  - Initial solicitation announcement – **October 7, 2022**
  - Prioritized applications to CTDOT – **February 28, 2023**
  - Approx. 60 days for CTDOT to screen and award grants – **May 2023**

CTDOT Screening

- CTDOT will review and score prioritized applications submitted by COGs
  - Current process for CMAQ, and TAP
  - CTDOT may use on call consultant to assist with review and quality control in reviewing applications, designs, and estimates.
- Project Scoring Criteria
  - Prioritized projects will be reviewed by CTDOT Planning and Engineering. Scoring system is similar to the CCGP and TAP based on the following criteria.

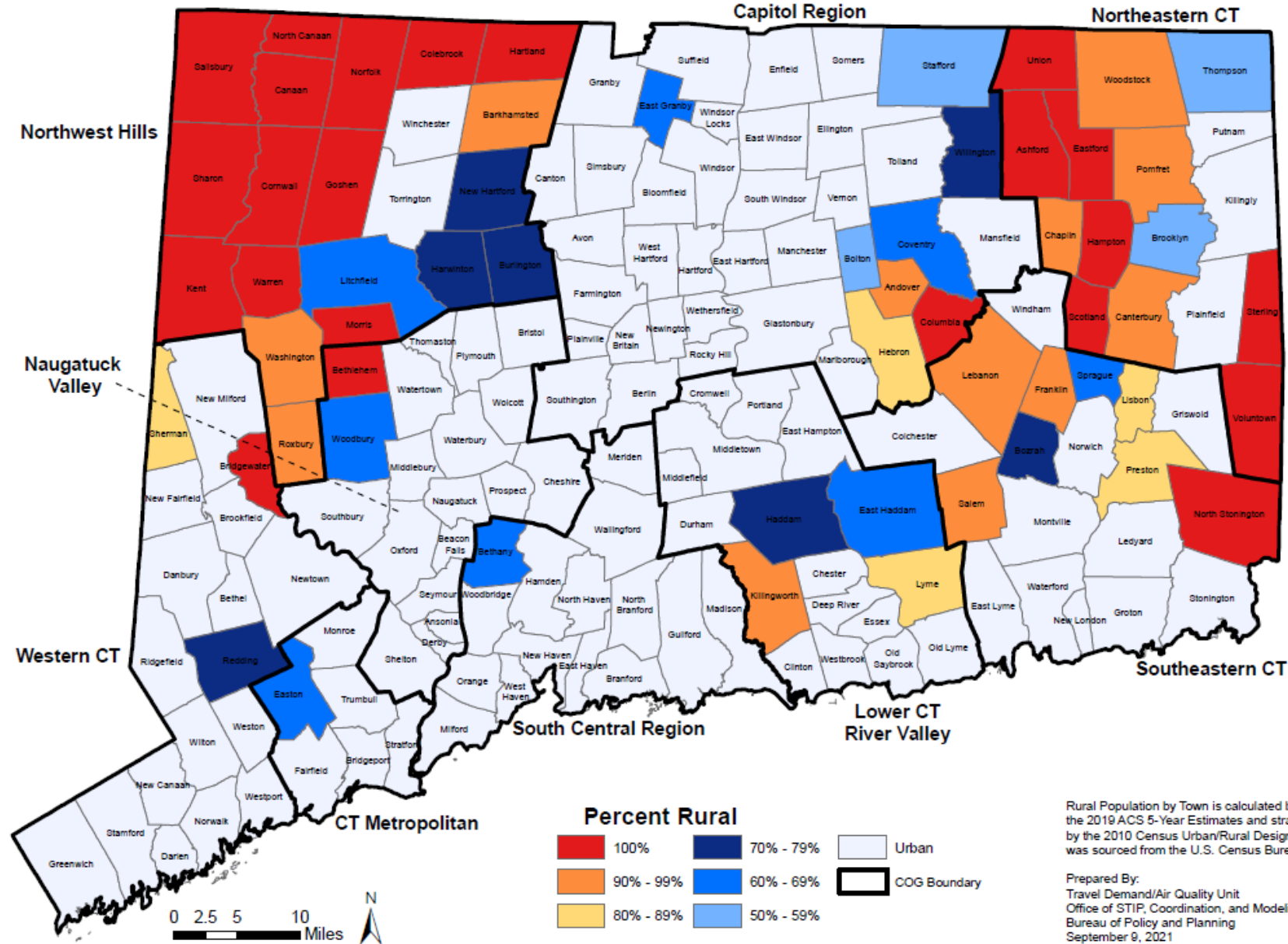|	Criteria	Max. Points
1	Budget	10
2	Public Benefit	30
3	Rural Demographics	10
4	Transportation/Network Connectivity	25
5	Readiness to Proceed	25
	Total	100

[Scoring Criteria Breakdown](#)

Eligibility

- Eligible Municipalities
  - Greater than or equal to fifty percent of their population living in rural areas are eligible to apply for the current solicitation.

- Number of Eligible Municipalities by COG
  - The Department will accept applications from each COG based on a sliding scale representative of the number of towns within their region with greater than 50% of their population living in a rural area.

COG	Number of Towns	Number of Towns with 50% of population living in Rural Areas	Number of Allowable Applications
NHCOG	21	19	10
NECCOG	16	13	7
CRCOG	38	8	4
SCCOG	19	8	4
RiverCOG	17	4	2
WestCOG	18	3	2
NVCOG	19	2	1
SCRCOG	15	1	1
MetroCOG	6	1	1
	169	59	30

*Allowable number of applications is approximately 50% of the number of Towns with 50% of population living in Rural Areas

Detailed List of Eligible Towns by COG

Rural Population by Town

Capitol Region

Northeastern CT

Northwest Hills

Naugatuck Valley

Western CT

Southeastern CT

South Central Region

Lower CT River Valley

CT Metropolitan

Percent Rural

- 100%
- 90% - 99%
- 80% - 89%
- 70% - 79%
- 60% - 69%
- 50% - 59%
- Urban
- COG Boundary

Rural Population by Town is calculated by utilizing the 2019 ACS 5-Year Estimates and stratifying them by the 2010 Census Urban/Rural Designations. Data was sourced from the U.S. Census Bureau.

Prepared By:
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0   2.5   5   10
Miles

N

Eligibility (Cont.)

- Eligible Improvement Types

  - In general, TRIP projects must be located on a roadway classified as a rural minor collector or higher on the Department's Functional Classification database. Urban roadways and locally classified town roads are not eligible for TRIP grant improvements. Functional Classification Maps are available on the Department's website at: https://portal.ct.gov/DOT/PP_SysInfo/Functional-Classification-Maps.

  - Stand-alone sidewalk projects may be considered eligible along other roadway classifications as long as they are within a rural territory.

  - Bridge improvements may be eligible as long as the Federal definition (20 feet or greater existing span length as defined in 23 CFR 650.305) of a bridge is met. *

  - Multi-use trails are considered eligible under TRIP; however, recreational trails are ineligible.

    - A multi-use trail is generally considered a form of infrastructure that supports multiple transportation and recreational opportunities such as pedestrian activities, bicycling, in-line skating, and wheelchair users. Multi-use trails typically conform to established standards relative to facility width, geometry, surface type, and accessibility.

    - Recreational trails are those that primarily serve a limited group of users and provide limited function due to the characteristics of the facility, such as width, geometry, and surface type.

  *Please Note: While bridges are eligible under TRIP, the size and nature of this program may not offer the best opportunity to fund projects with higher cost and complexity. There are typically other more appropriate funding sources for these projects.

Grant Preparation

- Readiness to Proceed accounts for a large portion of available points. Rationale is that this will reduce the time between grant award and shovels on ground. Demonstrates success to promote program growth.

- **Section 5** of the application does ask for a lot - Failure to provide the requested information will not impact an applications eligibility but may affect the number of points awarded during scoring

- Utilize the resource section of the website

Helpful Resources

- **Rural Population by Town Map**
- **Functional Classification Mapping (with Rural Boundaries)**
  - **Use to identify potential project locations**
- **Connecticut Department of Transportation Open Data Hub**
  - **Available to everyone**
  - **108 Map Layers – Assets, Roadway Characteristics, Crash Data, etc.**
- **ConnDOT Design Standards & Special Provisions**
  - **Standard sheets to be incorporated into plans**
- **CCGP & LOTCIP**
  - **Similar well established grant program webpages**

Grant Administration

- Following award, grants will be administered by the Project Coordination Unit in the Bureau of Policy & Planning.

- Grant administration guidelines will follow the existing process developed for the Community Connectivity Grant Program.
  - Requires review and approval of a final design submission
  - Department will authorize Municipalities to advertise then award contracts
  - Department/Municipality will execute a Project Authorization Letter (PAL)

- Grant Payments will be made upfront prior to project construction.

Summary

- Approximately $5m/year for 3 years

- Rural towns with 50% of population living in rural areas

- Most Transporation related project types are eligible in rural areas

- COG's will solicit Towns and provide a prioritized list to DOT

- DOT will make final selection based on available funds

- DOT will administer funds to town

- This is a brand-new program and may have some growing pains as we work out the kinks

Thank You!

TRIP Contacts

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