



**House Select Committee on Sustainable and
Renewable Energy
Informational Hearing**

February 2023

- IIJA overview
- New Formula Programs
- Competitive Grant Opportunities
- Justice 40 & EJ Considerations

IIJA & Connecticut DOT



Reauthorized federal surface transportation programs for FY 2022-26



Provides for over **\$100 billion in competitive grant opportunities** between FY 2022-26







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)

Overview of New Federal Formula Programs

CT SHARE OF NEW FORMULA FUNDING		
 Bridge	\$561 M	*NEW* Bridge Program <ul style="list-style-type: none"> New formula funding to repair, replace and rehab aging bridges and bring them into a state of good repair. This is the single largest dedicated bridge investment since the construction of the interstate highway system.
 EV	\$52.5 M	*NEW* EV Charging formula funding <ul style="list-style-type: none"> Allows the state to build out CT's publicly accessible charging stations for the national EV charging network on highway corridors and in communities.
 Carbon Reduction	\$79 M	*NEW* Carbon Reduction formula funding <ul style="list-style-type: none"> Establishes a carbon reduction program to reduce transportation emissions in Connecticut, with broad eligibility. Also requires the state DOT develop a carbon reduction strategy.
 Resiliency PROTECT	\$90 M	*NEW* PROTECT formula funding <ul style="list-style-type: none"> Will help make transportation assets in CT more resilient to weather and natural disasters and allow our state to rapidly recover/continue operations.
<u>\$782.5 Million</u>		+ PLUS <u>\$837.5 Million</u> additional for existing formula programs over the next 5 years means Connecticut will receive <u>\$1.62 Billion MORE</u> than the previous 5 years

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 fast charging stations for the national EV charging network on highway corridors and in communities
- USDOT approved CT's NEVI Plan in September 2022
- Awaiting additional program guidance from FHWA

Phase 1 - build DCFCs at 10 locations along identified Alternative Fuel Corridors (AFC).

Grant solicitation will open in 2023

- Contracting with consultant for program administration
- Est. \$12M for Phase 1

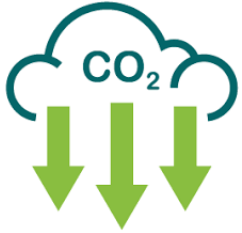
FY2024 NEVI Plan will determine Phase 2 requirements

	Total Fed (80%)	Local Cost Share (20%)	Total Program Value
FY2022	\$ 7,771,342	\$ 1,942,836	\$ 9,714,178
FY2023	\$ 11,183,049	\$ 2,795,762	\$ 13,978,811
FY2024	\$ 11,183,127	\$ 2,795,782	\$ 13,978,909
FY2025	\$ 11,183,136	\$ 2,795,784	\$ 13,978,920
FY2026	\$ 11,183,159	\$ 2,795,790	\$ 13,978,949
5 year Total	\$ 52,503,813	\$ 13,125,953	\$ 65,629,766

Additional nationally competitive funds will be announced in the future.



New Climate and Resilience Formula Programs



Carbon Reduction Program

\$79 million over five years

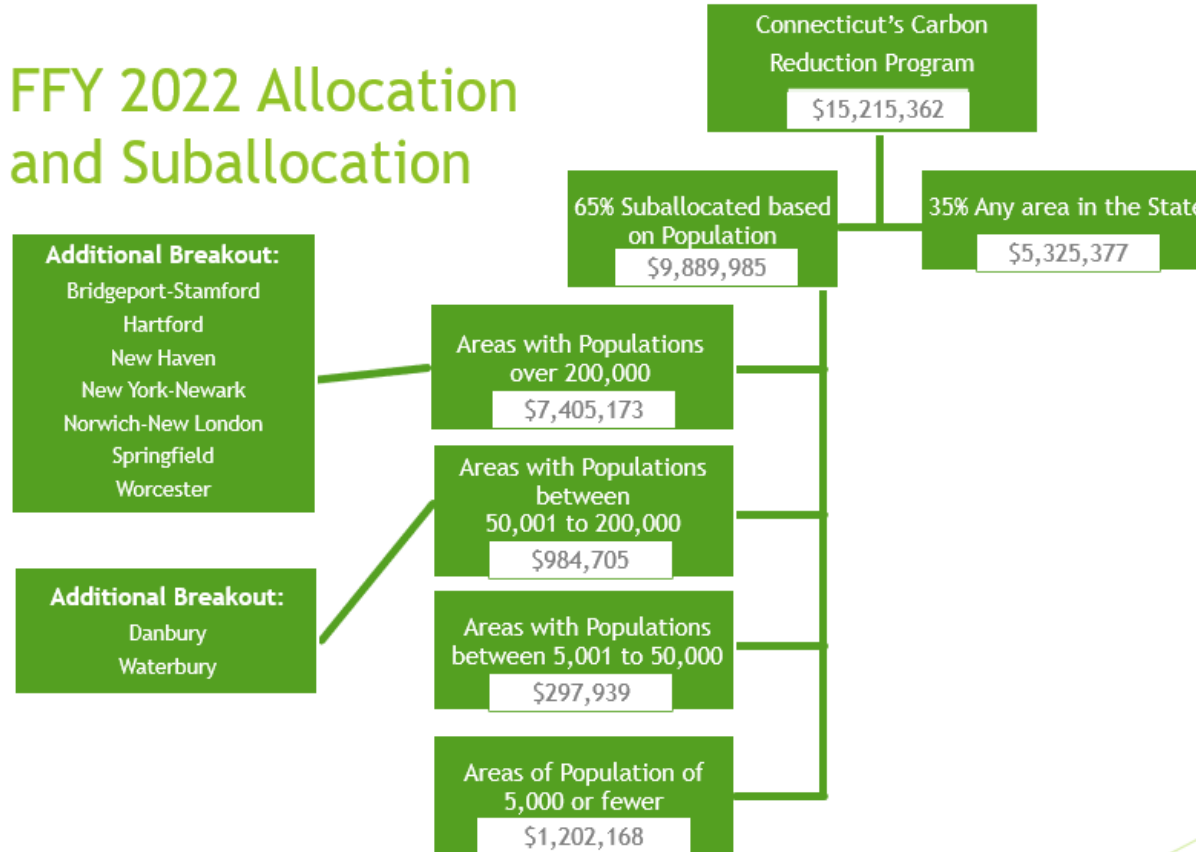
- CTDOT currently scoping required Carbon Reduction Strategy to be developed in consultation with COGs to identify projects and strategies tailored to reduce carbon dioxide emissions from on-road sources. To be submitted to FHWA by November 2023.
- Local projects will be solicited and prioritized by the MPOs in 2023
 - Program will sub-allocate 65% of program funds to towns or COGs for local projects that reduce carbon emissions
 - State will use 35% of program funds for State projects

	Total Fed	Anywhere Federal (80%)	State Cost share (20%)	Sub Allocated Federal (80%)	Local Cost (20%)	Total (Fed and match)
FY2022	\$15,215,362	\$ 5,325,377	\$ 1,331,344	\$ 9,889,985	\$ 2,472,496	\$ 19,019,203
FY2023	\$15,519,669	\$ 5,431,884	\$ 1,357,971	\$ 10,087,785	\$ 2,521,946	\$ 19,399,586
FY2024	\$15,830,062	\$ 5,540,522	\$ 1,385,130	\$ 10,289,540	\$ 2,572,385	\$ 19,787,578
FY2025	\$16,146,663	\$ 5,651,332	\$ 1,412,833	\$ 10,495,331	\$ 2,623,833	\$ 20,183,329
FY2026	\$16,469,596	\$ 5,764,359	\$ 1,441,090	\$ 10,705,237	\$ 2,676,309	\$ 20,586,995
5 year Total	\$79,181,352	\$27,713,473	\$6,928,368	\$51,467,879	\$12,866,970	\$ 98,976,690

New Climate and Resilience Formula Programs

Carbon Reduction Program

FFY 2022 Allocation and Suballocation



Disbursement of Sub-Allocated Funds to TMAs

- Sub-allocation based on population
- DOT to conduct Outreach / Training
- Will be asking MPO's & COGs to prioritize projects for funding

Sample Project Types

- 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



New Climate and Resilience Formula Programs

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

\$90 million over five years

Discretionary Grants available

- CTDOT currently scoping for a Resilience Improvement Plan which will make CTDOT eligible for an increased cost share on listed projects.
- CTDOT currently scoping for Vulnerability Assessments of Culverts and Pump Stations

PROTECT Formula Funds by Fiscal Year		
2022	\$	17,300,956
2023	\$	17,646,975
2024	\$	17,999,915
2025	\$	18,359,913
2026	\$	18,727,111
5 Year Total	\$	90,034,870

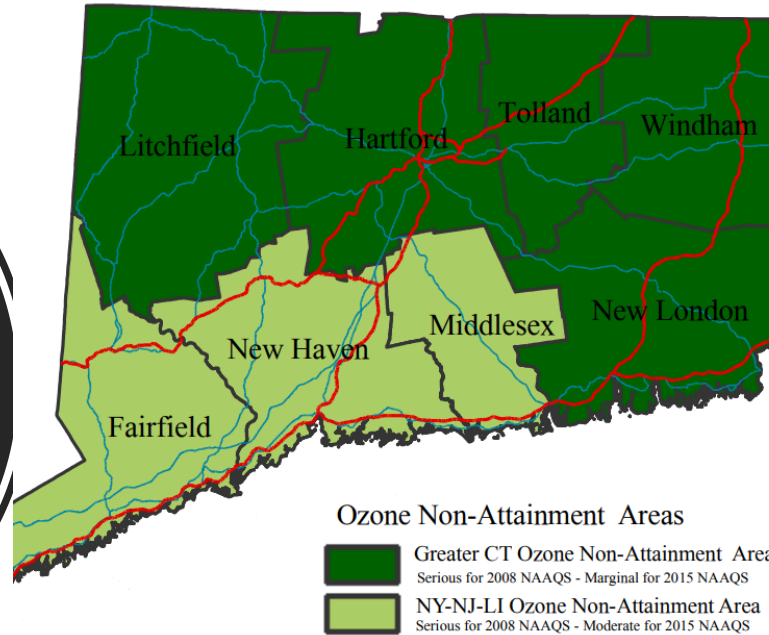
Projects that increase the resilience of state highway assets

- Culvert improvements
- Pump stations to prevent flooding
- Scour protection

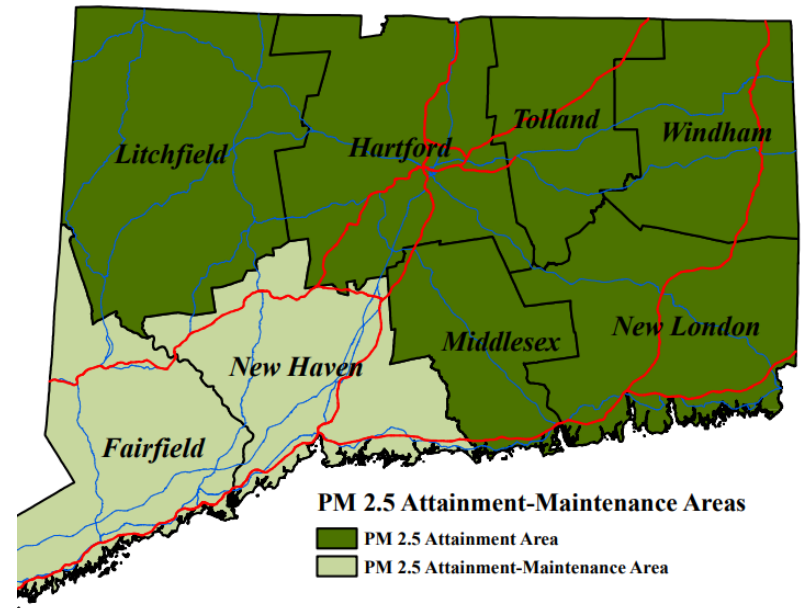


CMAQ

CMAQ (Congestion Mitigation & Air Quality)



2008 8-Hour NAAQS - Effective September 23, 2019



2015 8-Hour NAAQS - Effective August 3, 2018

- Funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.
 - To reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and areas that are now in compliance (maintenance areas).
- BIL adds new eligibilities: Shared Micro-mobility; Diesel replacement purchases and M/HD ZEVs and charging equipment;

CTDOT Expanded Solar Program

Solar Evaluation of ROW Properties

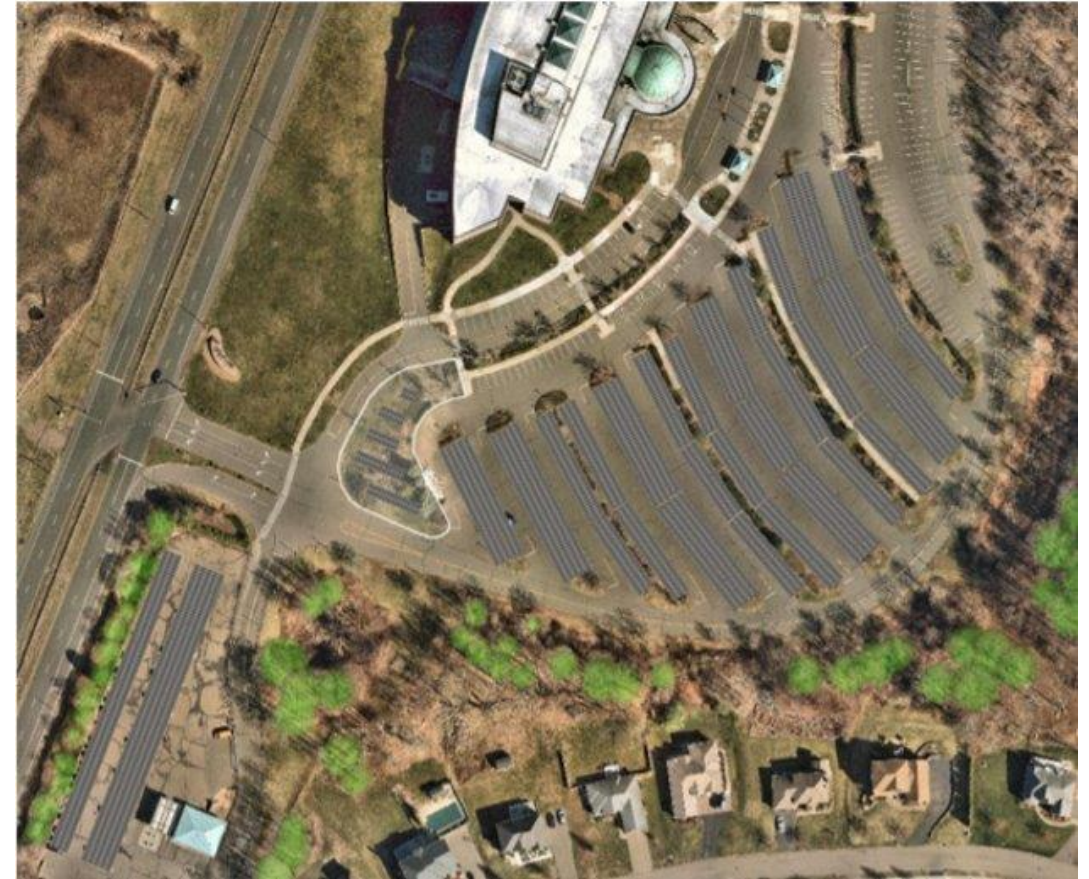
- Anticipated NTP: Spring 2023 (*as part of Carbon Reduction Strategy*)

Solar Evaluation of CTDOT Facilities

- NTP: January 2023

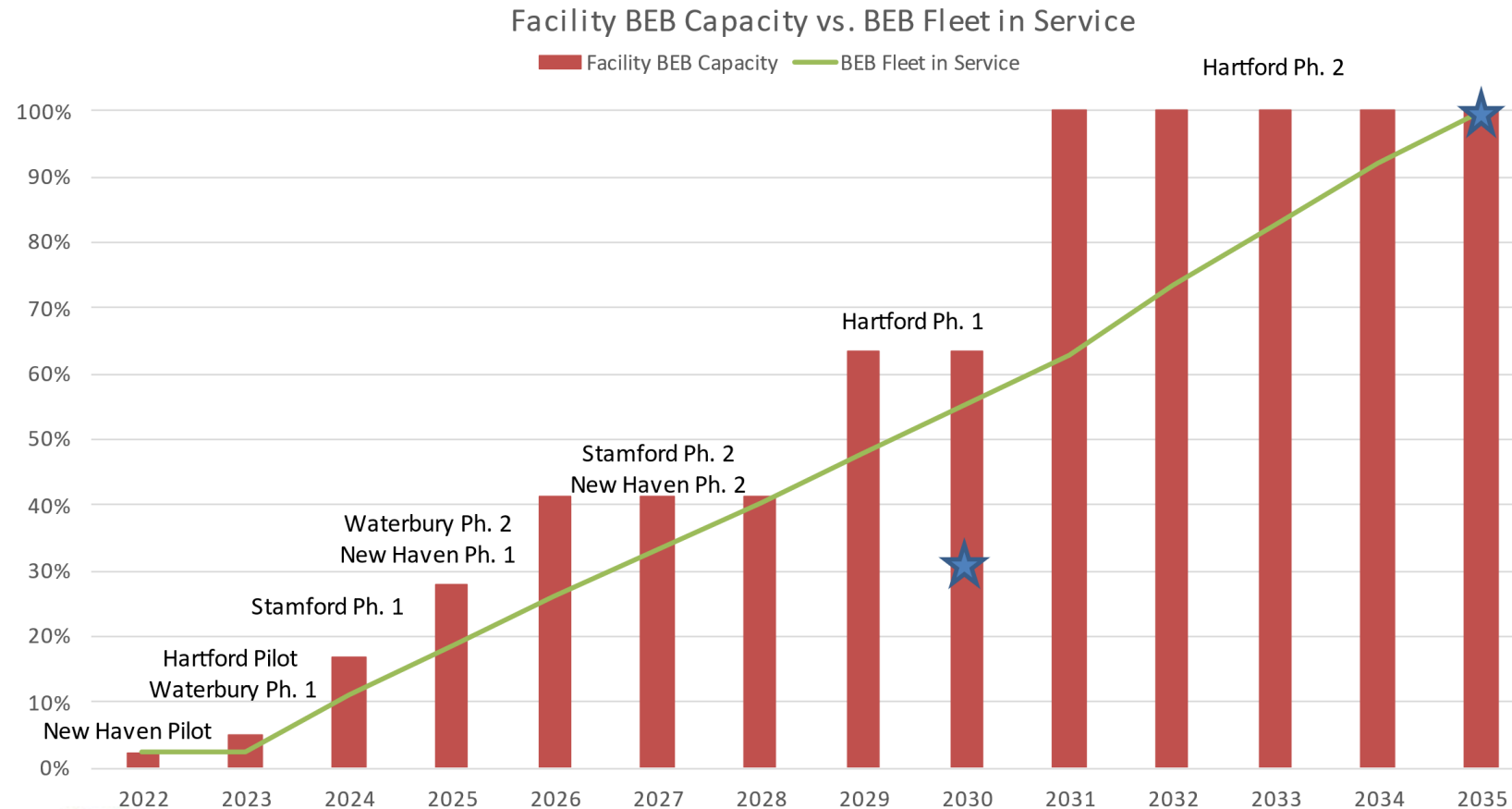
Coordinating with CT Green Bank to execute multiple power purchase agreements including:

- 2.2-megawatt (MW) solar canopy installation at CTDOT Newington HQ
 - 20 Year Fixed Rate
 - Utility Offset: 64%
- 1-MW roof mount solar installation CT Transit Hamden Facility
 - 20 Year Fixed Rate
 - Utility Offset: 48%



Bus Update

CTtransit Electrification Plan




Meets or exceeds BEB state legislative mandates and executive orders in 2030 & 2035



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 (grants to supplement CT's \$561 M in formula funding)
	\$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>

FTA Low or No Emission Grant Program

- For **Low-No and Buses and Bus Facilities Programs**
- States and Local Governments are eligible for:
 - (1) purchasing or leasing low or no emission buses;
 - (2) acquiring low or no emission buses with a leased power source;
 - (3) constructing or leasing facilities and related equipment for low or no emission buses;
 - (4) constructing new public transportation facilities to accommodate low or no emission buses; or
 - (5) rehabilitating or improving existing public transportation facilities to accommodate low or no emission buses

[Low or No Emission Vehicle Program - 5339\(c\) | FTA \(dot.gov\)](#)

[Federal Register :: FY 2023 Competitive Funding Opportunity:
Low or No Emission Grant Program and the Grants for Buses
and Bus Facilities Competitive Program](#)



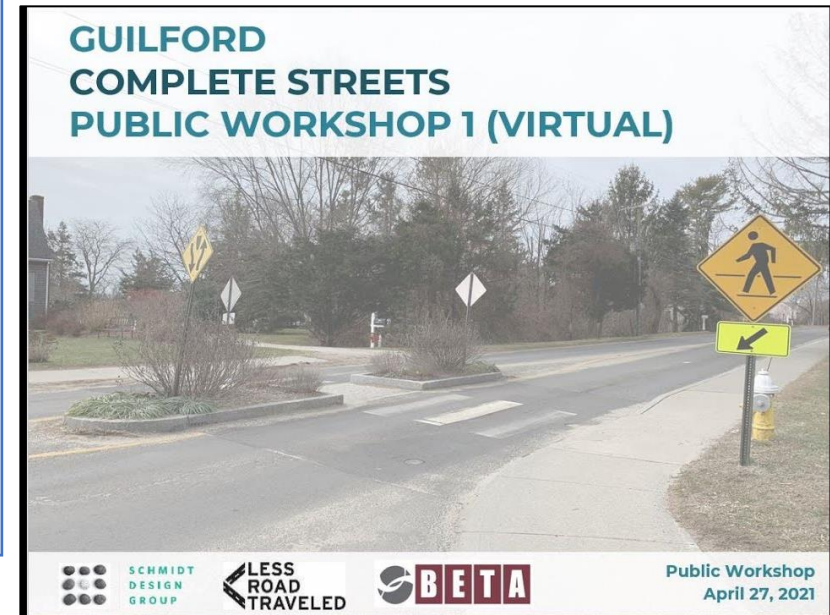
Application deadline April 13th 2023



Safe Streets and Roads for All

IIJA authorizes \$6 billion over 5 years in Safe Streets 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.
- [SS4A Fact Sheet \(usdot.gov\)](https://www.usdot.gov/ss4a-fact-sheet)



[Bipartisan Infrastructure Law - Safe Streets and Roads for All \(SS4A\) Fact Sheet | Federal Highway Administration \(dot.gov\)](#)



Justice 40

- **EO 14008** sets a goal of 40% of the benefits of certain federal investments going to Disadvantaged communities.
 - **Covered Programs:**
 - Carbon Reduction Program
 - CMAQ
 - NEVI (Program and Grants)
 - PROTECT
 - Transportation Alternatives (TA) (STBG set aside)
 - Numerous FRA & FTA Grants
- CT has 32 identified Justice40 disadvantaged tracts

 **How is "disadvantaged" defined?**

US DOT used the 6 categories below to assess the overall level of disadvantage of communities.

-  **Transportation:** communities that spend more, and take longer, to get where they need to go
-  **Health:** communities with adverse health outcomes, disabilities, and low access to health care services
-  **Environmental:** communities experiencing disproportionately high levels of pollutants & toxins
-  **Economic:** communities with high levels of poverty, and low access to jobs and education
-  **Resilience:** communities vulnerable to hazards caused by climate change
-  **Equity:** communities with a shared history of discrimination or other forms of disadvantage

[PowerPoint Presentation \(transportation.gov\)](https://www.transportation.gov)



Justice 40

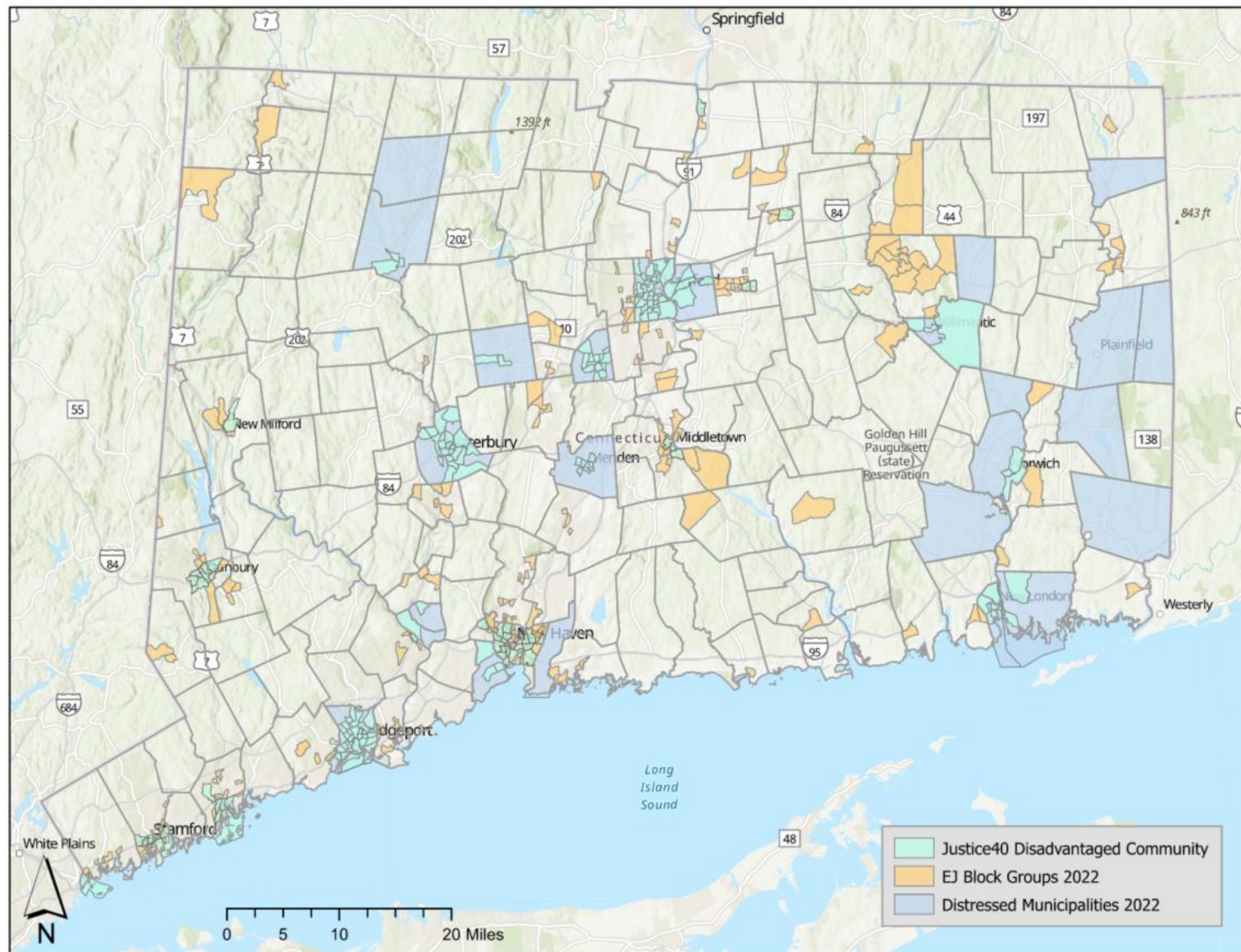
- **Carbon Reduction Program** is sub-allocated largely to urbanized areas
- **CMAQ** has set-asides for States that have non-attainment or maintenance areas for PM2.5 (fine particulate matter)
 - 25% of apportionment must be targeted to PM2.5 reductions and States are required to prioritize benefits to disadvantaged communities or low-income populations to the extent practicable.
- **NEVI** Phase 1 locations will be screened to ensure compliance with Justice40 as outlined in FHWA approved plan
 - Phase 2 plan will be developed in coordination with COGs and will also meet Justice40 requirements (additional federal guidance is expected for Phase 2)
- **PROTECT**
 - Focused on at-risk / vulnerable locations

How is US DOT incorporating Justice40?

Throughout its programs and policies, US DOT is:

- Developing a method to calculate benefits and burdens for its programs
- Incorporating components of Justice40 into Notices of Funding Opportunities (NOFOs), guidance, and reporting requirements
- Providing additional Technical Assistance and support to disadvantaged communities
- Conducting program evaluation and improving equitable program design

Justice 40



Thank you

