

CRCOG

BIL/IIJA

UPDATES

CRCOG Cost Review Sub-Committee
April 24, 2023
11:00 AM



Project Screening for Grant Opportunities

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Overview

\$1.2 trillion was appropriated under the Bipartisan Infrastructure Law (BIL)/Infrastructure Investment and Jobs Act (IIJA).

Most of the funds are to be used for improving infrastructure and creating a more equitable transportation system.

Connecticut's share is estimated to be over \$6 billion.

Funds will be distributed through a mix of formula and competitive discretionary grant programs over a 5-year term that began in FY 2022 and will run through FY 2026.

An aerial night view of a city skyline, featuring several prominent skyscrapers. The buildings are illuminated, and the city lights are visible in the background. The text is overlaid on the image.

We must act

To take advantage of the once in a generation funding opportunities offered through the BIL, we must work together to identify priority projects and match them with the grant programs that offer the greatest benefits in our region and are likely be the most efficient use of time and energy.

Proposed Approach

CRCOG's BIL/IIJA Coordination Team has identified 7 target transportation programs, including:

Target Programs:

Safe Streets and Roads for All ([SS4A](#))

Rebuilding American Infrastructure with Sustainability & Equity ([RAISE](#))

Building Resilient Infrastructure & Communities ([BRIC](#))

Bridge Investment Program ([BIP](#))

Reconnecting Communities ([RCP](#))

Charging and Fueling Infrastructure Discretionary Grant Program ([CFI](#))

Multimodal Project Discretionary Grant ([MPDG](#))

Summaries of many of these programs are available on [CRCOG's BIL/IIJA Webpage](#) (some programs are currently closed). Summaries will be added/edited as new Notices of Funding Opportunities are issued.

Target Transportation Programs

Table 1: List of Priority Transportation Funding Programs

Program	Description	Available Funding	Eligible Applicants	NOFO Timeframe	Program	Description	Available Funding	Eligible Applicants	NOFO Timeframe
Safe Streets for All (SS4A)	Competitive grant program at US DOT providing funding directly to and exclusively for local governments to support their efforts to advance "vision zero" plans and other complete street improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.	Round 2 will award \$1.1 billion	CRCOG, Municipalities, Others	<i>FY2023 NOFO Opening Date: April 2023, Closes: July 10, 2023.</i>	Charging and Fueling Infrastructure Discretionary Grant Program	US DOT FHWA program to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure along designated Alternative Fuel Corridors (AFCs) and in communities.	\$2.5 billion over 5 years, \$700 million in FY2022 and FY2023 Two Funding Categories: 1) Community Charging and Fueling Grants (Community Program); and 2) Alternative Fuel Corridor Grants (Corridor Program)	State, CRCOG, Municipalities, Others	<i>FY2023 NOFO Opening Date: March 14; Closing Date: May 30</i>
Rebuilding American Infrastructure with Sustainability & Equity (RAISE)	Existing competitive US DOT grant program providing funding for road, rail, transit, and other surface transportation of local and/or regional significance.	\$7.5 billion with an additional \$7.5 billion subject to Congressional approval	State, CRCOG, Municipalities, Others	FY 2023 NOFO closes February 28					
Building Resilient Infrastructure & Communities (BRIC)	Existing Federal Emergency Management Agency (FEMA) program to support communities undertaking hazard mitigation projects to reduce the risks they face from disasters and other natural hazards.	For Fiscal Year 2022, FEMA will distribute up to \$2.295 billion through the BRIC program. FEMA anticipates that \$500 million will be available in FY2023.	States, and federally recognized tribal governments can submit applications on behalf of subapplicants for BRIC funding via FEMA Grants Outcomes (FEMA GO) .	FY 2023 TBD	Multimodal Project Discretionary Grant (MPDG)	U.S. DOT program offers the opportunity to apply for three discretionary grant opportunities (Mega, INFRA, and Rural) using one application. Visit U.S. DOT's MPDG website for information about each of the three grants. Mega - aka, National Infrastructure Project Assistance Program. Funds large, complex projects likely to generate national or regional economic, mobility, or safety benefits, but are difficult to fund by other means. INFRA - known as the Nationally Significant Multimodal Freight and Highway Projects Program, or Infrastructure for Rebuilding America. Funds multimodal freight and highway projects of national or regional significance. Serves to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Rural - short for Rural Surface Transportation Grant. Supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	Mega: \$5 billion total over FY2022-FY2026 INFRA: \$8 billion total over FY2022-FY2026 Rural: \$2 billion total over FY2022-FY2026	State, CRCOG, Municipalities, Others	<i>FY2023 NOFO Opening Date: Late Spring 2023</i>
Bridge Investment Program	The Federal Highway Administration (FHWA) Bridge Investment Program (BIP) seeks to reduce the number of existing bridges in poor condition, or in fair condition at risk of falling to poor condition. Applicants can use up to 5 percent of BIP funding for eligible projects that consist solely of culvert replacement or rehabilitation, as may be defined per the NOFO. See the BIP Fact Sheet for more information.	Estimated to be \$2.487 billion in FY2023	State, CRCOG, Municipalities, Others	<i>FY2023 NOFO Opening Date: Summer 2023</i>					
Reconnecting Communities	US DOT program intended to reconnect communities divided by transportation infrastructure – particularly historically disadvantaged communities impacted by a highway. Provides dedicated funding for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure to address these legacy impacts.	<i>Planning Grant:</i> \$50 million for FY2023 <i>Capital Construction:</i> \$148 million for FY2023	<i>Planning Grant:</i> State, CRCOG, Municipalities, Others <i>Capital Construction:</i> Facility Owner (as Lead Applicant, or a Joint Applicant with eligible applicant(s) to Planning Grants)	<i>FY2023 NOFO Opening Date: Late Spring 2023</i>					



Projects can...

Implement one or more of the 28 countermeasures and strategies identified in [FHWA's Proven Safety Countermeasures initiative \(PSCi\)](#) to make safer streets for all users.

Build resilient infrastructure that adequately responds to climate change

Repair qualifying bridges rated in fair or poor condition

Reconnect communities by addressing transportation facilities that are barriers impacting connectivity

Implement Complete Streets policies

Electrify transportation

Fund items within ADA Transition Plans ...And More!

Photo Sources: FHWA and pedbikeimages.org / Burden

Next Steps

Send us your projects

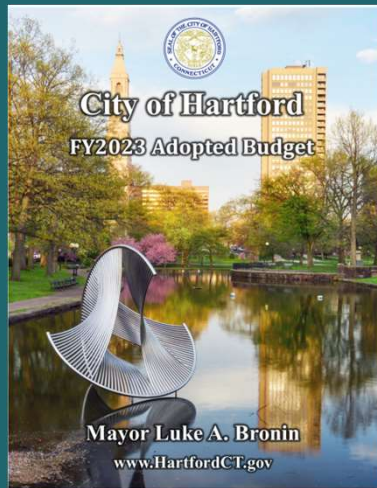
We can help find potential funding sources

Email [Elizabeth Sanderson](mailto:Elizabeth.Sanderson@hrtf.org), noting the following:

- Name of Municipality
- Point of Contact/Contact Information
- Project Description, Location, Roadway Ownership (state, local, or both), Goals/Purpose of Project, Anticipated Total Cost, Amount of Funding Needed, Type and Source of Local Match, Description of Preliminary Work Completed.



POCD
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Annual Budgets and
Multi-Year CIPs



Regional Long-Range
Transportation Plan



Regional Safety Plan

Check existing plans for ideas...contact us for help