



FINAL REPORT

Appendix H
Funding Opportunities

APPENDIX H

The most common and relevant federal funding sources for roadway, pedestrian, and bicycle projects are shared below.

Federal Funding

The following include Federal funding programs. Note that the current infrastructure law will expire in 2026, so funding will likely change over the course of implementation.

- **Safe Streets and Roads for All** is a discretionary grant program aimed at preventing deaths and serious injuries on roadways.¹ Metropolitan planning organizations, cities, and other subdivisions of a state may pursue these grants, but state departments of transportation are not eligible. Many of the recommendations of this report are eligible including: planning, design, and development activities that support roadway safety; quick-build street design changes informed by outreach and user input; development of a bike network; and installing pedestrian safety enhancements. Given their crash history, the Scribner Avenue intersection and Exit 14 ramp intersections are particularly good candidates for this program.
- As an arterial, Route 1 will qualify for a new grant program called **Safe Arterials for Everyone through Reliable Operations and Distraction-Reducing Strategies (SAFE ROADS)**.² The SAFE ROADS national initiative will focus on non-freeway arterials, including safety and operation at intersections and along segments, consistent and recognizable traffic control devices including crosswalk and intersection markings. Although more information has not been released, most of the roadway improvements noted in the concept plans will likely be eligible.
- The **Surface Transportation Block Grant** program is a funding opportunity for states and localities to improve the conditions on any public roads.³ This funding source is typically programmed by CTDOT in cooperation with WestCOG. It is one of the most flexible federal funding categories. Use of these funds will require the support of both CTDOT and WestCOG.
- The **Transportation Alternatives Set-Aside** program is housed within the Surface Transportation Block Grant program and is intended for smaller-scale transportation projects like bicycle and pedestrian projects.⁴ Projects that make walking and biking to school safer are highlighted as an eligible activity, so the section of Route 1 adjacent to Jefferson Elementary School might be a good candidate.

¹ USDOT, Safe Streets and Roads for All (SS4A) program:

<https://www.transportation.gov/grants/SS4A>

² FHWA, SAFE ROADS program: <https://highways.dot.gov/safety/safe-roads>

³ FHWA, Surface Transportation Block Grant Program: <https://www.fhwa.dot.gov/specialfunding/stp/>

⁴ USDOT, Transportation Alternatives (TA): <https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/ta.cfm>

- The **Congestion Mitigation and Air Quality Improvement Program (CMAQ)** can fund many of the same safety projects as the Transportation Alternatives Set-Aside program funds.⁵ CMAQ is generally more focused on reducing congestion and emissions from commuting trips, and only communities that do not meet National Ambient Air Quality Standards qualify. To be eligible for this funding, an air quality impact analysis will be required, so coordination with their modeling staff is important, particularly to be sure their work plan includes that analysis.
- **Highway Safety Improvement Program (HSIP)** funds may be used on all public roads, including local roads.⁶ The funding can be used for bicycle and pedestrian safety projects and must be included in the State Highway Safety Plan. This program is data-driven and focused on reducing crashes, fatalities, and injuries. It uses federal funding but is run through CTDOT.
- **Better Utilizing Investments to Leverage Development (BUILD)** discretionary grants are intended to address projects of local or regional significance that address key safety, mobility, connectivity, and sustainability goals.⁷ These funds are highly competitive, but bicycle/pedestrian projects are often selected based on their merit.

State Funding Sources

- **Local Transportation Capital Improvement Program (LOTCIP)** provides state funding to municipalities for transportation capital improvement projects. WestCOG is responsible for soliciting and selecting projects and administering the program. Eligible projects include roadway and bridge reconstruction, pavement rehabilitation, sidewalks and multi-use trails. Roadway projects must be located on/along federally eligible roadways.
- The **Community Connectivity Grant Program (CCGP)** provides state funds to improve accommodations for bicyclists, pedestrians, and transit users in urban, suburban, and rural community centers. Recent funding is for construction activities. Multi-use trails, such as the one proposed along Route 1 as part of this study, are eligible under CCGP; Note that recreational trails are ineligible.

⁵ USDOT, Congestion Mitigation and Air Quality (CMAQ) Improvement Program: <https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/cmaq.cfm>

⁶ FHWA, Highway Safety Improvement Program: <https://highways.dot.gov/safety/hsip>

⁷ USDOT, Better Utilizing Investments to Leverage Development (BUILD) Grant Program: <https://www.transportation.gov/BUILDgrants>