



Infrastructure & Transportation

CCM Public Policy Issue Bulletin



Overview

There are over 17,365 miles of road that are maintained by Connecticut municipalities. In addition, towns and cities are responsible for over 4,225 bridges and 3,400 culverts.

Along with surface road responsibilities, municipal leaders have a continued focus on other transportation initiatives, including mass transit, walkable communities and Transit Oriented Development (TOD), which focused on integrated planning to bring people, activities, buildings, and public space together around a central transit system.

Infrastructure is not only about transportation, it is about connectivity, resiliency and sustainability.

Infrastructure Needs Beyond Transportation:

Broadband: The pandemic has called attention to the states lack of equitable broadband access across all communities. This was, and remains, especially problematic for many children who, across city and town borders, have not had and still do not have equitable access to education and remote learning.

Open Access is critical for sustainability of technology deployment and access into the future. This is of particular importance to ensure Connecticut closes the digital divide - which exists in urban and rural communities throughout the state. CCM recently partnered with the state and others in conducting a statewide survey to identify the particular broadband needs of residents throughout the state.

EV Charging: Beyond roads, bridge and internal combustion engines, building a hardened infrastructure relies upon new ideas and concepts. There is a continued effort to build a network of EV chargers to facilitate long-distance travel and provide convenient charging options. There is a need that that local leaders can't ignore. Recent legislation requires all school buses within designated environmental justice communities to be zero emission buses by 2030 and all other communities to have zero or low emission buses by 2040. Additionally, it requires EV charging stations to be installed in new construction school building projects and requires municipalities to compel that each new construction of a commercial building or multi-unit residential building with 30 or more parking spaces be equipped with EV charging infrastructure in at least 10% of its parking spaces.

Infrastructure Resiliency: Municipalities are also largely responsible for maintaining the infrastructure needed to manage drinking water, waste water and stormwater runoff. Recent patterns have seen increased rainfall in short periods of time, strained local infrastructure that is often decades old, unable to meet the demands of increased development and population growth and increased the occurrence of local flooding. Towns and cities are also required through state and federal regulations regarding the management of stormwater runoff to reduce pollutants and sedimentation from impacting local water bodies. While these requirements are mandated by the state and federal government the responsibility to pay for them has fallen almost exclusively to local property taxpayers.

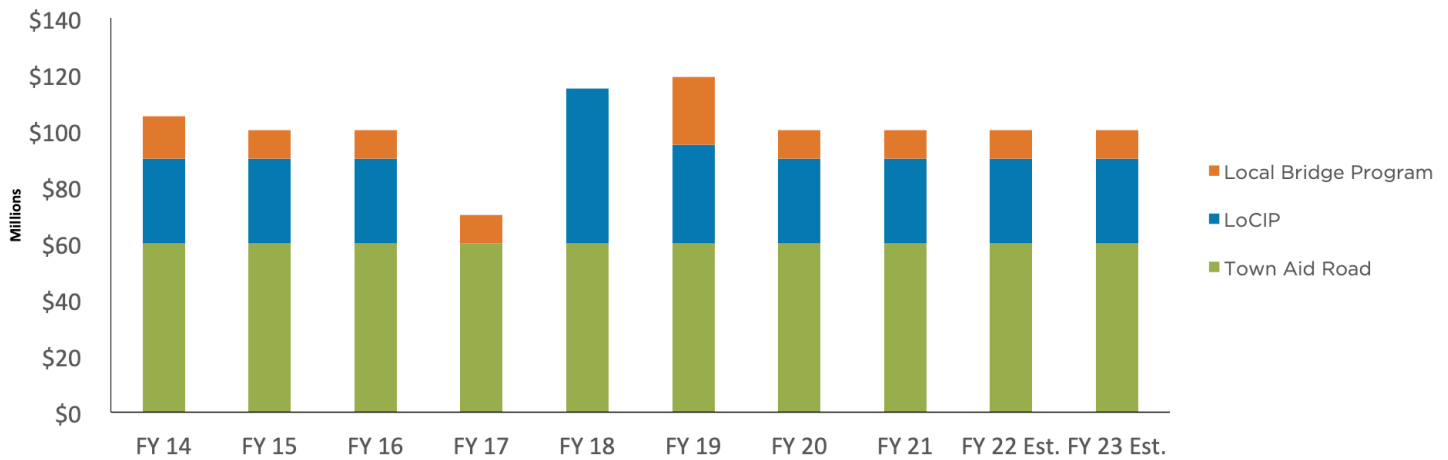
CCM has been a partner and conduit between state and local officials on the issue of resiliency and disaster preparedness. A coordinated approach between all will ensure that Connecticut's infrastructure is protected against natural and man-made disasters. This coordination is essential in securing millions of dollars in funding through FEMA.

Transportation Funding

According to the American Society of Civil Engineers, they gave Connecticut a C- grade on its infrastructure report card. The recently passed federal Infrastructure Investment and Jobs Act (IIJA) is intended to bolster investments necessary to improve infrastructure and transportation in the state. Traditionally, while a portion of local property taxes provide some funding for infrastructure and transportation projects, it does not meet the need. The state has provided supplemental funding to support local roads and bridges through the following programs:

- **Town Aid Road grant (TAR)** — a specific grant formula to help municipalities fund the construction, improvement and maintenance of local roads and bridges. This money may also be used for a variety of programs related to roads, traffic, and parking.
- **Local Capital Improvement Program (LoCIP)** — reimburses municipalities for the costs associated with eligible capital improvement projects such as road, bridge or public building construction activities.
- **Local Bridge Program** — provides financial assistance to municipalities for the removal, replace-

Transportation and Infrastructure Grant Program Funding



ment, reconstruction or rehabilitation of these local bridges.

The IIJA, along with coordinated state-local partnership, will hopefully improve and strengthen Connecticut's infrastructure and transportation network.

The IIJA will appropriate \$1.2 trillion in funding approximately 380 new and existing infrastructure existing programs and grants. Based on formula funding alone, Connecticut is expected to receive \$3.5 billion for federal-aid highway apportioned programs and \$561 million for bridge replacement and repairs under the IIJA. Connecticut can also compete for the \$12.5 billion Bridge Investment Program for economically significant bridges and nearly \$16 billion of national funding for major projects that will deliver substantial economic benefits to communities. In addition, Connecticut expects to receive \$53 million over five years to support the expansion of an EV charging network in the state. Connecticut will also have the opportunity to apply for the \$2.5 billion in grant funding dedicated to EV charging.

Among those opportunities, a strong state-local partnership is needed to ensure that Connecticut is afforded the highest degree of success in being awarded these competitive grants.

Local Infrastructure Hub Bootcamp

With the variety of grant opportunities available, town and city officials need assistance to navigate the options and specifics of the programs. CCM has

partnered with the National League of Cities and the U.S. Conference of Mayors in supporting a "Local Infrastructure Hub" which provides local officials with resources on grant opportunities through the IIJA, and more importantly access to "bootcamp" trainings to provide those enrolled with tools necessary to develop a robust federal grant application.

Conclusion

Fiscal problems should not be an excuse for overlooking rapidly aging infrastructure, and the longer maintenance or replacement is deferred, the risk to public safety increases and the costs to bring these bridges up to an acceptable standard increase. A comprehensive and collaborative investment plan is necessary to ensure Connecticut is able to provide economical and lifestyle advances for the state.



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