

**CITY OF ESSEX JUNCTION
CAPITAL PROGRAM REVIEW COMMITTEE
NOTICE AND AGENDA**

Online Only
Essex Junction, VT 05452
Tuesday, October 29, 2024
6:00 PM

E-mail: admin@essexjunction.org

www.essexjunction.org

Phone: (802) 878-6944

This meeting will be available remotely; there will be no in-person location for this meeting. Options to watch or join the meeting remotely:

- **JOIN ONLINE:** [Join Zoom Meeting](#)
- **JOIN CALLING (toll free audio only):** (888) 788-0099 | Meeting ID: 832 5366 1622; Passcode: 189879
- **PROVIDE FULL NAME:** For minutes, please provide your full name whenever prompted.

1. **CALL TO ORDER** [6:00 PM]
2. **AGENDA ADDITIONS/CHANGES**
3. **PUBLIC COMMENTS**
4. **DISCUSSION ITEMS**
 - a. Re-rank project FFF (financing source category only)
 - b. Review and approve draft capital plan to be presented to Council with FY26 Budget
 - c. Discussion of meeting location during 2 Lincoln renovation
5. **REVIEW AND APPROVE MINUTES**
 - a. Approve minutes: July 2, 2024
6. **READING FILE**
 - a. Show Me the Money! VT AOT Grants - A guide for Municipalities
<https://localroads.vermont.gov/sites/localroads/files/files/resources/Show%20Me%20the%20Money%20Guide%20-%20Jan%202023.pdf>
 - b. Iroquois Waterline Project Memo – City Council Packet 091124
7. **ADJOURN**

Members of the public are encouraged to speak during the Public Comments agenda item, or when recognized by the Chair during consideration of a specific agenda item. Public comments are limited to a three minute rule unless waived by the Chair. This agenda is available in alternative formats upon request. Meetings of the Capital Program Review Committee, like all programs and activities of the City of Essex Junction, are accessible to people with disabilities. For information on accessibility or this agenda, call the Finance office at 802-878-6944 TTY: 7-1-1 or (800) 253-0191.

**City of Essex Junction
Capital Projects
Construction Cost Estimate**

Pearl Street

Cost Reference Date: 8/17/2023

Multi-use Path through ANR from West St. to Pearl St.

Estimate Preparation Date: 8/17/2023

Original Capital Plan Date: 5/1/2016

Primary Project Reason:

To provide a safe pedestrian and bicycle connection between West Street and Pearl Street, through the State parcel, as the nearest rail crossings are at West Street Extension and South Summit Street.

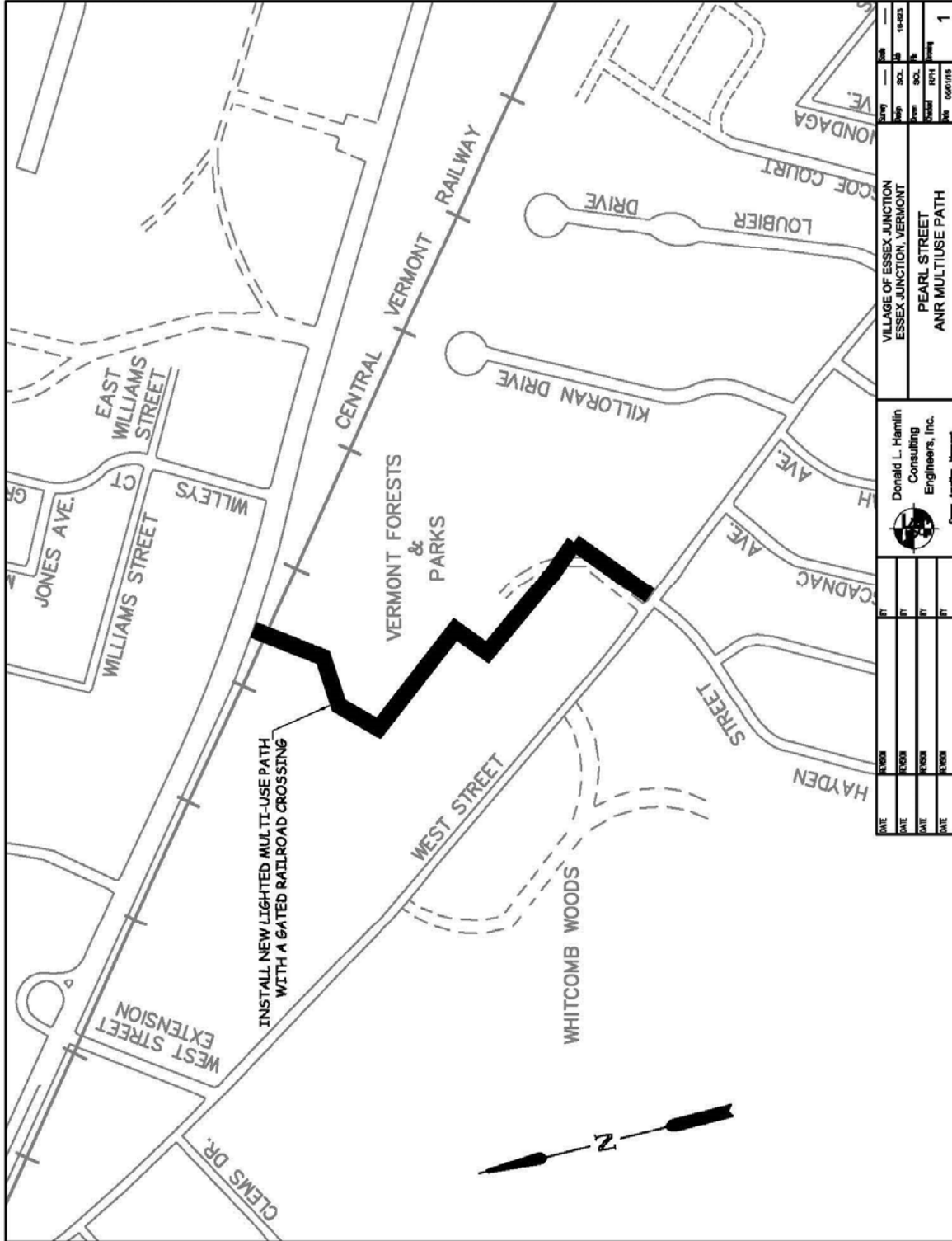
Secondary Project Reason:

A new multi-use path would provided greatly improved access to the community gardens and the dog park from Pearl Street and its adjacent neighbors.

Assumptions:

O	Pavement Overlay	
R	Roadway Reconstruction	
W	Waterline Improvements	
S	Sanitary Sewer Improvements	
D	Storm Drainage Improvements	
P	Sidewalk Improvements	\$ 696,071.78
	Combined Account Costs	\$ 696,071.78
	Project Management, Design and Resident Engineering	\$ 132,253.64
	Total Project Cost	\$ 828,325.42

City of Essex Junction
 Capital Projects
 Construction Cost Estimate



DATE	SCALE	BY	DATE	SCALE	BY
DATE	SCALE	BY	DATE	SCALE	BY
DATE	SCALE	BY	DATE	SCALE	BY

		Donald L. Hamlin Consulting Engineers, Inc. <small>Essex Junction, Vermont</small>
VILLAGE OF ESSEX JUNCTION ESSEX JUNCTION, VERMONT		
WEST STREET ANR MULTI-USE PATH		SHEET NO. 1 OF 1

**City of Essex Junction
Capital Projects
Construction Cost Estimate**

Pearl Street

Cost Reference Date: 8/17/2023

Multi-use Path through ANR from West St. to Pearl St.

Estimate Preparation Date: 8/17/2023

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
1) Clearing and Grubbing	1	ls	\$ 10,000.00	\$ 10,000.00
2) Saw Cut Existing Pavement	250	lf	\$ 4.17	\$ 1,042.50
3) Excavation of Pavement	300	sy	\$ 7.74	\$ 2,322.00
4) Saw Cut Existing Cement Concrete	20	lf	\$ 5.96	\$ 119.20
5) Remove Existing Concrete Sidewalk	20	sy	\$ 16.49	\$ 329.80
6) Remove Existing Concrete Curb	30	lf	\$ 6.95	\$ 208.50
7) Remove and Reset Existing Granite Curb	30	lf	\$ 24.23	\$ 726.90
8) New Cement Concrete Curb	30	lf	\$ 35.12	\$ 1,053.60
9) New Cement Concrete Sidewalk - 5" Thick	50	sy	\$ 92.25	\$ 4,612.50
10) Common Excavation	1,250	cy	\$ 26.16	\$ 32,700.00
11) Plant Mixed Gravel	1,350	cy	\$ 44.08	\$ 59,508.00
12) New Bituminous Concrete Pavement, Type II	80	ton	\$ 100.00	\$ 8,000.00
13) New Bituminous Concrete Pavement, Type IV	275	ton	\$ 100.00	\$ 27,500.00
14) Detectable Warning Surface	10	sy	\$ 387.04	\$ 3,870.40
15) New Box Light (Base, Pole and Fixture)	17	each	\$ 8,030.93	\$ 136,525.81
16) New Wired Conduit for Lighting	1,750	lf	\$ 24.73	\$ 43,277.50
17) Lighting Pedestal Meter Socket/Load Center (Includes Timer)	1	each	\$ 10,751.20	\$ 10,751.20
18) Supply and Spread Topsoil	275	cy	\$ 49.68	\$ 13,662.00
19) Seed, Fertilize, Lime and Matting	2,330	sy	\$ 3.58	\$ 8,341.40
20) Concrete Filled Steel Bollard	21	each	\$ 368.41	\$ 7,736.61
21) 6' Chain Link Fence	900	lf	\$ 33.50	\$ 30,150.00
22) Railroad Crossing	1	ls	\$ 150,000.00	\$ 150,000.00
23) Mobilization	---	---	5%	\$ 27,621.90
Contingency	---	---	20%	\$ 116,011.96

Subtotal \$ 696,071.78
Design Engineering Services \$ 62,646.46
Bidding and Construction Services \$ 69,607.18
Grand Total \$ 828,325.42

Rating System for Prioritizing City Capital Project Requests

Rating Criteria	Maximum Points	Rank	Notes	Definition/Explanation
Safety & Health	28			Extent to which project eliminates, prevents, or reduces immediate or future threats to the safety and health of the community.
Mandates	26			Time line of mandate, funding for mandate, safety risk of non-compliance of mandate, etc. No Mandate = 0; Mandate with several years to comply = 13; Mandate to solve safety risk with full funding = 26.
Remaining Life	24			Assessment of the project's condition based upon input from City staff and consultants. Urgent = 24; 1 - 5 years = 18; 5 - 10 years = 12; 10 - 15 years = 6.
Community Support	24			With the difficulty of knowing what the community support is on every project, a score of 12 will always be entered. This allows the score to be adjusted up or down if the community makes their support known.
Financing Source	20			Extent to which financing is provided by non-general or enterprise funds (or non-Pay-As-You-Go) sources such as by grants, proprietary funds, donations, special revenue funds, joint ventures, development impact fees, general obligation bond financing, or other types of debt (e.g., TIF bonds, low-interest loans, leasing); local matching funds are required; capital funds become available (i.e., timing of the receipt of funds, or the schedule associated with the disbursement of such funds); inter-generational equity is considered relative to the projected life of the asset and funding source.
Timing/Linkages	16			Timing and linkages refers to how the proposed project fits with other projects that are also being proposed or are on the capital plan horizon. A recent example of this was the reduction in lanes on Pearl Street along with the creation of bicycle lanes. The roadway was scheduled to be ground and repaved so the striping project was able to be done on new pavement, instead of having to grind the old stripes and repaint them. The striping project was moved ahead because of the paving opportunity. Time and linkages also occur when subsurface utilities are repaired or replaced. This work disturbs pavement and often curb and sidewalk. If Waterline is to be replaced for example due to health issues, the surface work related to the replacement may be considered for timing points.
Positive Economic Impact	12			Any project that will have a good or positive impact on the City and/or surrounding areas/towns in terms of job growth, economic growth, financial benefit of residents. A project that directly or indirectly increases the tax base.
Cost of Deferral	10			Refers to the break point between doing repair work instead of replacement work. Maximum points are gained by projects that cost the least to repair as compared to replacement costs, which usually occurs early in the item's life cycle. As repair costs approach replacement costs, the point value would be less. An example of this would be roadway paving. Overlay work may involve a thin layer of pavement over old pavement that still has a suitable crown. If now repaved early enough, potholes may form and the road crown may become deformed. At this point stripping the pavement and rebuilding the road may be required. 10 Points might be earned for the early overlay work, no points earned for the overlay just before the road needs reconstruction.
Efficiencies	8			Extent to which project provides savings to the capital budget or general funds; or increases organizational output eliminating waste or duplication of services.
Service Improvements	8			Extent to which project improves the quality of current services experience by City residents.
Alignment with City Priorities	6			Any project that follows the goals of the City Residents in terms not limited to but outlined in the "Essex Junction Comprehensive Plan" chapter III, "Community Vision and Strategies for Essex Junction". Some of these priorities include: Regional Community, and/or Neighborhood Objectives; Land Use; Downtown; City Identity; Economy; Growth
Other	4			The extent to which other considerations not otherwise captured by existing rubric criteria should be considered. Such considerations, on a project by project basis should be noted and recorded as part of the CIP evaluation process. The number of residents serviced and number of years the project has been considered a priority will be two of the criteria often considered.

General Fund Capital Reserve Fund Balance

	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Beginning Fund Balance	794,701	513,151	1,073,045	1,328,958	1,954,949	2,514,555	2,313,452	2,563,865
Planned Spending	(1,882,212)	(899,561)	(1,268,188)	(969,195)	(1,096,517)	(1,942,839)	(1,585,495)	(1,270,227)
Revenue Sources								
<i>General Fund Transfer In</i>	584,744	643,218	707,540	778,294	856,123	941,735	1,035,909	1,139,500
<i>CVE Annual Contribution</i>	15,918	16,236	16,561	16,892				
<i>LOT Transfer In</i>	1,000,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000
<i>Misc. Donations and Interest Earnings</i>								
<i>Summary Stormwater Grants</i>								
<i>Brickyard Culvert</i>								
<i>Vtrans Structures Grant-Main St. Ped Bridge</i>								
<i>Crescent Connector Grant</i>								
<i>Pearl St. Missing Link Grants</i>								
<i>FEMA - Densmore Drive (Oct 2019 event) and State 15%</i>								
Total Revenues	1,600,662	1,459,454	1,524,101	1,595,186	1,656,123	1,741,735	1,835,909	1,939,500
Ending Fund Balance	513,151	1,073,045	1,328,958	1,954,949	2,514,555	2,313,452	2,563,865	3,233,138

annual planned increase GF transfer in: 10%

Rolling Stock Fund Balance

	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Beginning Fund Balance	948,424	364,382	320,020	42,992	288,769	2,023,162	883,370	676,581
Planned Spending								
<i>Streets</i>	(573,899)	(275,000)	(599,150)	(103,200)	(170,000)	(274,300)	(303,750)	(455,000)
<i>Fire</i>	(293,593)	(70,000)	-	-	-	(900,000)	-	(97,571)
Total Spending	(867,492)	(345,000)	(599,150)	(103,200)	(170,000)	(1,174,300)	(303,750)	(552,571)
Debt Payments (fire truck)					1,521,846	(390,000)	(380,000)	(370,000)
Revenue Sources								
<i>Highway General Fund Transfer In</i>	158,865	168,146	179,748	194,250	212,377	235,037	263,361	298,766
<i>Fire General Fund Transfer In</i>	124,585	132,491	142,374	154,728	170,169	189,472	213,600	243,760
<i>Vac Truck Rental</i>								
<i>Sale of Assets</i>								
<i>Interest Earnings</i>								
Total Revenues	283,450	300,638	322,122	348,977	382,547	424,508	476,960	542,526
Ending Fund Balance	364,382	320,020	42,992	288,769	2,023,162	883,370	676,581	296,535

annual planned increase Highway GF transfer in: 25% 7,425 9,281 11,602 14,502 18,127 22,659 28,324 35,405
 annual planned increase Fire GF transfer in: 25% 6,325 7,906 9,883 12,354 15,442 19,302 24,128 30,160

Water Fund Capital Reserve Balance

	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Beginning Fund Balance	854,659	463,928	760,892	1,098,333	1,424,314	1,188,573	1,109,894	1,598,328
Planned Spending	(643,314)	(10,584)	(25,106)	(5,591)	(622,368)	(520,377)	(8,361)	(32,307)
Debt Payments (previous FY35, Main St. water line FY53, lead service line FY32)	(257,418)	(252,452)	(247,454)	(328,427)	(323,374)	(318,301)	(313,205)	(308,084)
Revenue Sources								
<i>Transfer In from Water Operating Budget</i>	510,000	560,000	610,000	660,000	710,000	760,000	810,000	860,000
<i>Interest Earnings</i>								
<i>Vac Truck Rental</i>								
Total Revenues	510,000	560,000	610,000	660,000	710,000	760,000	810,000	860,000
Ending Fund Balance	463,928	760,892	1,098,333	1,424,314	1,188,573	1,109,894	1,598,328	2,117,937

Wastewater Fund Capital Reserve Balance

	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Beginning Fund Balance	1,991,532	1,867,341	2,010,203	2,307,065	2,688,928	3,225,790	3,782,652	4,359,514
Planned Spending	(581,053)	(334,000)	(200,000)	(135,000)	-	-	-	-
Debt Payments (ARRA Stimulus Loan ends FY31)	(3,138)	(3,138)	(3,138)	(3,138)	(3,138)	(3,138)	(3,138)	
Revenue Sources								
<i>Transfer In from Wastewater Operating Budget</i>	460,000	480,000	500,000	520,000	540,000	560,000	580,000	600,000
<i>Interest Earnings</i>								
Total Revenues	460,000	480,000	500,000	520,000	540,000	560,000	580,000	600,000
Ending Fund Balance	1,867,341	2,010,203	2,307,065	2,688,928	3,225,790	3,782,652	4,359,514	4,959,514

Sanitation Fund Capital Reserve Balance

	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Beginning Fund Balance	108,417	104,543	140,666	172,530	88,586	151,305	174,525	307,559
Planned Spending	(127,430)	(3,341,217)	(90,496)	(132,564)	(40,000)	(133,600)	(57,885)	(40,000)
Debt Payments (HS Pump Station Upgrade RF1-157 FY34 and ARRA Stimulus Loan FY31)	(81,344)	(81,760)	(81,318)	(81,318)	(81,318)	(81,317)	(81,317)	(67,119)
Estimated Debt Payment on Pump Station Upgrades (\$3,250,000 for 20 yrs @ 3.66%)			(99,017)	(278,350)	(272,409)	(266,468)	(260,527)	(254,586)
Revenue Sources								
<i>Transfer In from Sanitation Operating Budget</i>	172,000	222,000	272,000	322,000	372,000	422,000	452,000	482,000
<i>Allocation Fee Revenue</i>								
<i>Bond Funding ESTIMATE ONLY</i>	12,900	3,237,100						
<i>Town Share (50% of West St pump station) ESTIMATE ONLY</i>	20,000		30,695	86,289	84,447	82,605	80,763	78,922
<i>Interest Earnings</i>								
Total Revenues	204,900	3,459,100	302,695	408,289	456,447	504,605	532,763	560,922
Ending Fund Balance	104,543	140,666	172,530	88,586	151,305	174,525	307,559	506,775

Fund	Dept	Project	Rank	Project #	Date of Est.	Est. \$	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
GFC	Streets	Railroad Ave. Waterline So. of Lincoln Pl. to Central Ave.	1	Y	8/17/23	244,672			122,306							
WA	Water	Railroad Ave. Waterline So. of Lincoln Pl. to Central Ave.	1	Y	8/17/23	244,672		1,091	132,480							
GFC	Streets	Iroquois Ave Road and Waterline rebuild	2	OOO/PPP	8/17/23	2,063,639		16,836	1,689,906							
SAN	Sanitation	Iroquois Ave Road and Waterline rebuild	2	OOO/PPP	8/17/23	2,063,639			13,650							
WA	Water	Iroquois Ave Road and Waterline rebuild	2	OOO/PPP	8/17/23	2,063,639		11,329	425,549							
GFC	Streets	Multi use path through ANR from West St to Pearl St	3	FFF	8/17/23	828,325				899,561						
GFC	Streets	Sidewalk and road West St to Susie Wilson	4	UU	8/17/23	1,094,502					1,218,188					
WA	Water	Sidewalk and road West St to Susie Wilson	4	UU	8/17/23	1,094,502					14,223					
GFC	Streets	Rosewood Lane Sidewalk/Roadway Reconstruction	5	III	8/17/23	1,762,306						969,195	856,582			
SAN	Sanitation	Rosewood Lane Sidewalk/Roadway Reconstruction	5	III	8/17/23	1,762,306						81,212				
GFC	Streets	Algonquin Ave Waterline	6	C	8/17/23	281,576							239,935			
WA	Water	Algonquin Ave Waterline	6	C	8/17/23	281,576							94,014			
WA	Water	Waterline 235 Pearl St to Susie Wilson Rd	7	V	8/17/23	445,492							528,354			
GFC	Streets	Replace waterline, road and storm drainage North St	8	QQQ	8/17/23	1,989,157								1,882,839		
SAN	Sanitation	Replace waterline, road and storm drainage North St	8	QQQ	8/17/23	1,989,157								15,600		
WA	Water	Replace waterline, road and storm drainage North St	8	QQQ	8/17/23	1,989,157								520,377		
GFC	Streets	Pleasant St. Road Reconstruction	9	NNN	8/17/23	1,283,234									1,585,495	
SAN	Sanitation	Pleasant St. Road Reconstruction	9	NNN	8/17/23	1,283,234									17,885	
WA	Water	Pleasant St. Road Reconstruction	9	NNN	8/17/23	1,283,234									8,361	
GFC	Streets	West St. Sidewalk South St. to Clems Dr.	10	VV	8/17/23	812,140										1,020,227
WA	Water	West St. Sidewalk South St. to Clems Dr.	10	VV	8/17/23	812,140										32,307
GFC	Streets	Pearl St. Lighting & Sidewalk Wiley's Ct, to West st.	11	TT	8/17/23	1,858,391										
WA	Water	Pearl St. Lighting & Sidewalk Wiley's Ct, to West st.	11	TT	8/17/23	1,858,391										
GFC	Streets	West St. & West St. Ext. Intersection Improvements	12	BBB	8/17/23	107,436										
GFC	Streets	Old Colchester Rd new sanitary sewer	13	T	8/17/23	1,114,000										
SAN	Sanitation	Old Colchester Rd new sanitary sewer	13	T	8/17/23	1,114,000										
GFC	Streets	Central St waterline	14	H	8/17/23	1,584,255										
SAN	Sanitation	Central St waterline	14	H	8/17/23	1,584,255										
WA	Water	Central St waterline	14	H	8/17/23	1,584,255										
GFC	Streets	Main Street Indian Brook Bridge Replacement	15	VVV	8/17/23	1,818,036										
WA	Water	Main Street Indian Brook Bridge Replacement	15	VVV	8/17/23	1,818,036										
GFC	Streets	Main St. Sidewalk & Lighting Bridge to Crestview	16	YYA	8/17/23	314,677										
GFC	Streets	West St waterline replacement So Summit St to Hayden Dr	17	HH	8/17/23	1,232,562										
WA	Water	West St waterline replacement So Summit St to Hayden Dr	17	HH	8/17/23	1,232,562										
GFC	Streets	Main Street Pedestrian Bridge and Sidewalk	18	UUU-Phase I	1/26/24	609,372										
GFC	Streets	Main Street Pedestrian Bridge and Sidewalk	18	UUU-Phase II	1/26/24	806,803										
SAN	Sanitation	Main Street Pedestrian Bridge and Sidewalk	18	UUU-Phase I	1/26/24	609,372										
SAN	Sanitation	Main Street Pedestrian Bridge and Sidewalk	18	UUU-Phase II	1/26/24	806,803										
GFC	Buildings	Lincoln Hall Parking Lot	19	HHH	8/17/23	46,695										
GFC	Streets	Main St. Drainage Curb & Sidewalk Pleasant to Bridge	20	KK	8/17/23	693,410										
SAN	Sanitation	Main St. Drainage Curb & Sidewalk Pleasant to Bridge	20	KK	8/17/23	693,410										
GFC	Streets	River St section A new curb and sidewalk Park St to Stanton Dr	21	Z	8/17/23	246,625										
GFC	Streets	River St section B new curb and sidewalk Stanton Dr to Riverside in the Village	22	AA	8/17/23	358,536										
GFC	Streets	Abnaki Road Reconstruction	23	A	8/17/23	405,862										
GFC	Streets	Orchard Terrace Sidewalk Replacement	24	U	8/17/23	217,894										
GFC	Streets	South St waterline replacement Park St to Doon Way	25	CC	8/17/23	1,112,268										
WA	Water	South St waterline replacement Park St to Doon Way	25	CC	8/17/23	1,112,268										
GFC	Streets	Church St waterline replacement Main St to East St	26	I	8/17/23	341,597										
WA	Water	Church St waterline replacement Main St to East St	26	I	8/17/23	341,597										
GFC	Streets	Grant St waterline replacement Jackson St to Maple St	27	L	8/17/23	437,075										
WA	Water	Grant St waterline replacement Jackson St to Maple St	27	L	8/17/23	437,075										
GFC	Fire	Air Packs (placed in service 2020)														250,000
GFC	Fire	Radio Replacement Program-antennas, dispatch modules, Bridgham Hill tower (every 5 years)				50,000					50,000					
GFC	Fire	SCBA Compressor (placed in service 2020)														
GFC	Fire	Thermal Cameras (placed in service 2022)				60,000								60,000		
GFC	General	Facilities Assessment (Public Works, Fire Station)				20,000			20,000							
SW	Stormwater	Hiawatha infiltration system for phosphorus			10/1/22	1,023,940			50,000		973,940					
GFC	Stormwater	Sliplining of pipes (3)				30,000			30,000							
SW	Stormwater	Sliplining of pipes (3)				60,000				30,000	30,000					

Fund	Dept	Project	Rank	Project #	Date of Est.	Est. \$	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
SW	Stormwater	Old Colchester Box Culvert rehab			9/1/23	100,000					50,000	50,000				
SW	Stormwater	Phosphous Control project South St			3/1/21	170,000						217,600				
GFC	Streets	Crescent Connector Park St. to Main St.														
GFC	Streets	Public Works facility (FY24 study, FY25, final design/construction)				20,000			20,000							
RS	Fire	Command Vehicle (addition to fleet - existing command vehicle will become first response vehicle)				70,000				70,000						
RS	Fire	Ladder - 2012 Pierce 8L3														
RS	Fire	Pickup - 2019 Ford 8C9														97,571
RS	Fire	Pumper - 2008 8E5				900,000								900,000		
RS	Fire	Pumper - 2018 Pierce 8E7														
RS	Fire	Ladder - 2012 Pierce 8L3 Frame Replacement				293,593			293,593							
RS	Streets	Compressor - 2017 Sullair #13				31,200						31,200				
RS	Streets	Dumptruck - 2012 International #7				248,399			248,399							
RS	Streets	Dumptruck - 2013 Freightliner #5				262,500			262,500							
RS	Streets	Dumptruck - 2014 Freightliner #6				287,500					287,500					
RS	Streets	Dumptruck - 2016 Freightliner #34				275,000				275,000						
RS	Streets	Loader - 2014 Cat #9				303,750									303,750	
RS	Streets	Pickup - 2013 Silverado #4				52,021		52,021								
RS	Streets	Pickup - 2016 Silverado #3				63,000			63,000							
RS	Streets	Pickup - 2019 Silveraado #1				72,000						72,000				
RS	Streets	Pickup 1 Ton - 2019 Silverado #15				69,000					69,000					
RS	Streets	Sidewalk Plow - 2017 Prinoth PW4S #10				242,650					242,650					
RS	Streets	Sidewalk Plow - 2021 Prinoth SW50S #11				274,300								274,300		
RS	Streets	Trailer Mounted Boom Lift - 2019 #35				45,000							45,000			
RS	Streets	Vacuum Sweeper - 2013 Johnston #16														455,000
RS	Streets	Wheel Loader - 2019 Neuson Wacker #38				125,000							125,000			
RS	Streets	Landscape Trailer				15,000		15,000								
SAN	Sanitation	Collection system capacity study			10/21/22	85,000		23,471		33,129	28,400					
SAN	Sanitation	West St Pump Station Pump				400,000			40,000							
SAN	Sanitation	HS Pump Station Gas Detection System				15,325		7,080								
SAN	Sanitation	Manhole Rehab/Sliplining					40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000
SAN	Sanitation	Maple and River St pump station retrofit			7/31/23	1,236,260			5,160	1,231,100						
SAN	Sanitation	Pump Station Evaluation (River, Maple, West)-done in FY23, when do we need to schedule this out again?														
SAN	Sanitation	Trailer Pump										TBD				
SAN	Sanitation	Meter replacement program						20,272	20,880	21,488	22,096	11,352				
SAN	Sanitation	West St pump station retrofit (50% by Town)			7/31/23	2,013,740			7,740	2,006,000						
SAN	Sanitation	Susie Wilson Rd pump station (20 year)														
SAN	Sanitation	Pickup Truck				78,000								78,000		
SAN	Sanitation	Emergency Lincoln St Repair				65,000		65,000								
WA	Water	Meter replacement program						23,363	10,284	10,584	10,883	5,591				
WA	Water	Water Pickup Truck				41,527			75,000							
WA	Water	Backhoe														
WW	Wastewater	10 year engineer evaluation				50,000		25,334	24,666							
WW	Wastewater	Aeration header replacement Side A/Side B			11/29/22	30,000				15,000	15,000					
WW	Wastewater	Automatic Samplers			10/5/22	27,000		27,000								
WW	Wastewater	Capital Planning - 20 Year (FY28)										TBD				
WW	Wastewater	Catwalk addition to filter building				60,000				20,000	40,000					
WW	Wastewater	Control Building Pump Gallery Submersible Pumps				25,000		25,000								
WW	Wastewater	Digester Cleaning			12/2/22	95,000		40,013	54,987							
WW	Wastewater	Effluent Filter Cloths (recurring 5-7 years)			4/1/22	45,000					45,000					
WW	Wastewater	Energy Cons. Measures Design, install.				30,000			10,000	10,000	10,000					
WW	Wastewater	eX-mark Mower														
WW	Wastewater	Concrete Crack Sealing (annual amount for routine maintenance TBD)				10,000						10,000				
WW	Wastewater	Headworks Screen														
WW	Wastewater	Lab renovation			11/29/22											
WW	Wastewater	Oxygen reduction potential controller replacement			12/2/22	14,000		14,000								
WW	Wastewater	Digester Block Re-Face				125,000						125,000				
WW	Wastewater	Service truck with body and crane				90,000					90,000					
WW	Wastewater	Vt Phos Challenge PePhlo pilot				250,000	100,000	50,000	100,000							
WW	Wastewater	Generator for admin building				52,000			52,000							

Fund	Dept	Project	Rank	Project #	Date of Est.	Est. \$	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
WW	Wastewater	Digester flare & flame arrestor replacement			12/4/23	230,000			248,400	50,000						
WW	Wastewater	Flow EQ Blowers				40,000			40,000							
WW	Wastewater	Wheel Loader Replacement (2018)														
WW	Wastewater	Waste Primary Sludge #2 upsize				40,000			40,000							
WW	Wastewater	IT Upgrades				22,000			11,000	11,000						
SW	Stormwater	Brickyard Rd Catch Basin and outlet retrofit				35,000				35,000						
SW	Stormwater	Failed outlet repairs				35,000				35,000						
SW	Stormwater	Drywell Project 8 Brooks Ave				15,000				15,000						
SW	Stormwater	Vac truck nozzle with camera (1/2 cost)				19,000				9,500						
SAN	Sanitation	Vac truck nozzles with camera (1/2 cost)				19,000				9,500						
WW	Wastewater	Process monitoring upgrades				48,000				48,000						
WW	Wastewater	Cogen chiller				55,000				55,000						
WW	Wastewater	Headworks Improvements				40,000				40,000						
WW	Wastewater	Dewatering VFDs				60,000				60,000						
WW	Wastewater	Admin Heating System Glycol refresh				25,000				25,000						
SW	Stormwater	Drywell Project: 14 Grandview Ave				15,000				15,000						

10/2/2024 16:19		Y - Railroad Ave	OOO & PPP - Iroquois		FFF - West of Pearl Street	UU - Pearl Street	III - Rosewood Lane	C - Algonquin Ave	V - Pearl Street	QQQ - North Street	NNN - Pleasant Street	VV - West Street
Rating Criteria	Max points	Waterline Lincoln Pl to Central	Road and waterline rebuild - waterline loop Cherokee (conventional construction)	Road and waterline rebuild - waterline loop Cherokee (innovative construction)	Multi-use path through ANR from West St to Pearl St	Sidewalk and road West Street to Susie Wilson	Road and Sidewalk Replacement	New waterline Cherokee Ave to Iroquois Ave	Waterline 235 Pearl to Susie Wilson	Replace waterline, road, and storm drainage	Rebuild roadway	Sidewalk South Street to Clems Drive
Safety & Health	28	24	24	24	19	18	18	28	18	24	12	18
Mandates	26	0	0	0	0	0	0	0	0	0	0	0
Remaining Service Life	24	18	18	18	n/a	12	18		12	18	18	12
Community Support	24	12	12	12	17	17	13	12	12	12	16	12
Financing Source	20	4	0	0	18	0	0	0	0	0	0	0
Timing/Linkages	16	0	3	3	0	0	0	12	0	0	0	0
Positive Economic Impact	12	8	0	0	1	4	0	0	8	0	0	1
Cost of Deferral	10	0	2	2	0	0	0	0	0	0	0	0
Efficiencies	8	0	4	4	0	0	4	2	0	0	3	0
Service Improvements	8	7	4	4	3	4	4	8	6	4	3	4
Alignment with City Priorities	6	4	2	2	6	6	3	0	3	0	2	6
Other	4	0	3	3	2	2	2	0	2	2	3	2
Total		77	72	72	66	63	62	62	61	60	57	55
Engineering		\$ 40,779	\$ 306,867	\$ 314,792	\$ 132,254	\$ 174,752	\$ 268,826	\$ 46,929	\$ 74,249	\$ 303,431	\$ 195,748	\$ 129,669
Pavement		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Roadway		\$ 97,440	\$ 1,303,139	\$ 1,344,990	\$ -	\$ 276,202	\$ 1,257,186	\$ 168,588	\$ -	\$ 1,028,309	\$ 1,045,761	\$ -
Waterline		\$ 106,454	\$ 352,559	\$ 354,376	\$ -	\$ 10,614	\$ -	\$ 66,058	\$ 371,243	\$ 362,662	\$ 5,642	\$ 20,948
Sanitary Sewer		\$ -	\$ 10,968	\$ 11,059	\$ -	\$ -	\$ 60,056	\$ -	\$ -	\$ 10,872	\$ 12,068	\$ -
Storm Drainage		\$ -	\$ 27,460	\$ 27,641	\$ -	\$ 58,760	\$ 15,969	\$ -	\$ -	\$ 179,573	\$ 24,016	\$ -
Sidewalk		\$ -	\$ 10,689	\$ 10,780	\$ 696,072	\$ 574,174	\$ 160,268	\$ -	\$ -	\$ 104,310	\$ -	\$ 661,523
Project Total		\$ 244,672	\$ 2,011,681	\$ 2,063,639	\$ 828,325	\$ 1,094,502	\$ 1,762,306	\$ 281,576	\$ 445,492	\$ 1,989,157	\$ 1,283,234	\$ 812,140
Water Fund		\$ 127,745	\$ 416,020	\$ 418,164	\$ -	\$ 12,631	\$ -	\$ 79,270	\$ 445,492	\$ 427,942	\$ 6,657	\$ 24,928
Sanitation Fund		\$ -	\$ 12,943	\$ 13,050	\$ -	\$ -	\$ 70,866	\$ -	\$ -	\$ 12,829	\$ 14,240	\$ -
General Fund		\$ 116,927	\$ 1,582,719	\$ 1,632,425	\$ 828,325	\$ 1,081,872	\$ 1,691,439	\$ 202,306	\$ -	\$ 1,548,387	\$ 1,262,337	\$ 787,212
Priority		1	2	2	3	4	5	6	7	8	9	10
Projected Fiscal Year of Project		FY25	FY25	FY25	FY26	FY27	FY28 & FY29	FY29	FY29	FY30	FY31	FY32

10/2/2024 16:19	TT - Pearl Street	BBB - West Street (12/2 minutes for ranking)	T - Old Colchester Road	H - Central Street	VVV - Main Street Indian Brook Bridge Replacement	YYA - Main Street	HH - West Street	UUU - Main Street Pedestrian Bridge and Sidewalk		HHH - Lincoln Hall	KK - Main Street	Z - River Street
Rating Criteria	Sidewalk and lighting Wileys Ct to West Street Ext	West St and West St Extension intersection	New sanitary sewer	Waterline	replace existing vehicle and pedestrian bridges with one bridge	New sidewalk and lighting from bridge to crestview on west side	Waterline replacement South Summit to Hayden Dr	Phase I - New pedestrian bridge at Indian Brook, new sidewalk from bridge to Crestview	Phase II - New sidewalk Crestview to top of hill, new curb and sidewalk top of hill to Athens Dr	Senior bus parking	Drainage, Curb & Sidewalk Pleasant to Bridge, elevate Educational Dr intersection	Section A new curb and sidewalk Park St to Stanton Dr
Safety & Health	18	24	16	24	14	20	22	22	22	15	18	14
Mandates	0	0	0	0	0	0	0	0	0	0	0	0
Remaining Service Life	12	12	n/a		6	0		n/a	n/a	0	0	n/a
Community Support	14	20	12	12	12	15	12	12	12	14	12	12
Financing Source	0	0	0	0	1	0	0	0	0	0	0	0
Timing/Linkages	0	0	0	0	0	0	0	0	0	0	0	2
Positive Economic Impact	3	0	8	0	0	0	0	0	0	1	0	2
Cost of Deferral	0	0	0	0	0	0	4	0	0	5	0	0
Efficiencies	0	0	0	0	0	0	0	0	0	0	0	0
Service Improvements	4	4	8	8	5	5	6	4	6	5	5	4
Alignment with City Priorities	3	4	6	3	6	4	0	6	6	3	3	6
Other	1	2	0	0	2	2	2	1	2	2	3	0
Total	55	54	50	47	46	46	46	45	48	45	41	40
Engineering	\$ 283,483	\$ 17,906	\$ 177,866	\$ 241,666	\$ 277,328	\$ 52,446	\$ 188,018	\$ 97,295	\$ 128,817	\$ 7,783	\$ 110,713	\$ 41,104
Pavement	\$ -	\$ 10,048	\$ -	\$ -	\$ 26,272	\$ -	\$ -	\$ 3,609	\$ 75,434	\$ -	\$ 61,533	\$ -
Roadway	\$ 220,902	\$ 54,789	\$ 639,125	\$ 796,242	\$ 1,334,144	\$ -	\$ 417,017	\$ 33,077	\$ 257,240	\$ -	\$ 276,122	\$ 39,054
Waterline	\$ 8,410	\$ -	\$ -	\$ 450,365	\$ 83,400	\$ -	\$ 627,527	\$ -	\$ -	\$ -	\$ -	\$ -
Sanitary Sewer	\$ -	\$ -	\$ 297,010	\$ 7,255	\$ -	\$ -	\$ -	\$ 4,703	\$ 4,391	\$ -	\$ 9,610	\$ -
Storm Drainage	\$ 22,002	\$ 19,777	\$ -	\$ 14,981	\$ 63,618	\$ -	\$ -	\$ -	\$ 96,083	\$ -	\$ 104,744	\$ 36,338
Sidewalk	\$ 1,323,593	\$ 4,916	\$ -	\$ 73,746	\$ 33,274	\$ 262,231	\$ -	\$ 470,690	\$ 244,838	\$ 38,913	\$ 130,688	\$ 130,129
Project Total	\$ 1,858,391	\$ 107,436	\$ 1,114,000	\$ 1,584,255	\$ 1,818,036	\$ 314,677	\$ 1,232,562	\$ 609,372	\$ 806,803	\$ 46,695	\$ 693,410	\$ 246,625
Water Fund	\$ 9,924	\$ -	\$ -	\$ 531,431	\$ 98,412	\$ -	\$ 740,482	\$ -	\$ -	\$ -	\$ -	\$ -
Sanitation Fund	\$ -	\$ -	\$ 353,441	\$ 8,561	\$ -	\$ -	\$ -	\$ 5,596	\$ 5,226	\$ -	\$ 11,436	\$ -
General Fund	\$ 1,848,467	\$ 107,436	\$ 760,559	\$ 1,044,263	\$ 1,719,625	\$ 314,677	\$ 492,080	\$ 603,776	\$ 801,577	\$ 46,695	\$ 681,975	\$ 246,625
Priority	11	12	13	14	15	16	17	18	18	19	20	21
Projected Fiscal Year of Project	FY33	FY33	FY34	FY35	FY36	FY37	FY37	FY38	FY39	FY38	FY39	FY40

10/2/2024 16:19	AA - River Street	A - Abnaki Avenue	U - Orchard Terrace	CC - South Street	I - Church Street	L - Grant Street	Totals
Rating Criteria	Section B new curb and sidewalk Stanton Dr to Riverside in the Village	Road Reconstruction	Sidewalk long stretch & cul-de-sac	Waterline replacement Park St to Doon Way	Waterline replacement Main St to East St	Waterline replacement Jackson St to Maple St	
Safety & Health	14	12	8	13	14		
Mandates	0	0	0	0	0		
Remaining Service Life	n/a	6	6				
Community Support	12	14	12	12	12		
Financing Source	0	0	0	0	0		
Timing/Linkages	2	0	0	0	0		
Positive Economic Impact	2	0	0	0	0		
Cost of Deferral	0	0	0	0	0		
Efficiencies	0	0	4	0	0		
Service Improvements	4	2	4	6	2		
Alignment with City Priorities	6	2	1	2	0		
Other	0	3	2	0	0		
Total	40	39	37	33	28	0	
Engineering	\$ 59,756	\$ 67,644	\$ 36,316	\$ 177,589	\$ 56,933	\$ 72,846	\$ 4,083,803
Pavement	\$ -	\$ -	\$ -	\$ -	\$ 25,763	\$ 29,494	\$ 232,153
Roadway	\$ 52,886	\$ 338,219	\$ -	\$ 163,836	\$ -	\$ 78,735	\$ 11,223,000
Waterline	\$ -	\$ -	\$ -	\$ 576,982	\$ 258,901	\$ 256,001	\$ 3,912,142
Sanitary Sewer	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 427,992
Storm Drainage	\$ 197,688	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 888,651
Sidewalk	\$ 48,206	\$ -	\$ 181,578	\$ 193,862	\$ -	\$ -	\$ 5,354,479
Project Total	\$ 358,536	\$ 405,862	\$ 217,894	\$ 1,112,268	\$ 341,597	\$ 437,075	\$ 26,122,220
Water Fund	\$ -	\$ -	\$ -	\$ 686,608	\$ 310,682	\$ 307,201	\$ 4,643,586
Sanitation Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 508,188
General Fund	\$ 358,536	\$ 405,862	\$ 217,894	\$ 425,660	\$ 30,916	\$ 129,874	\$ 20,970,446
Priority	22	23	24	25	26	27	
Projected Fiscal Year of Project	FY40	FY40	FY40+	FY40+	FY40+	FY40+	

**VILLAGE OF ESSEX JUNCTION
CAPITAL PROGRAM REVIEW COMMITTEE MEETING
MINUTES OF MEETING
JULY 2, 2024**

COMMITTEE: Amber Thibeault, Chair; Kevin Collins, Vice-Chair; Karen Dolan; Scott McCormick; Justin Rabidoux

ADMINISTRATION: Rick Hamlin, City Engineer; Ricky Jones, Public Works Superintendent; Jess Morris, Finance Director

OTHERS PRESENT: None

1. CALL TO ORDER

In lieu of a chair, Ms. Morris called the meeting to order at 6:01 PM.

2. AGENDA ADDITIONS/ CHANGES

None.

3. PUBLIC COMMENTS

None.

4. DISCUSSION ITEMS

a. Appointments: Chair and Vice Chair

KEVIN COLLINS made a motion, seconded by JUSTIN RABIDOUX, to nominate AMBER THIBEAULT as Chair. Motion passed 4-0, with SCOTT MCCORMICK not yet in attendance.

AMBER THIBEAULT made a motion, seconded by KAREN DOLAN, to nominate KEVIN COLLINS as Vice-Chair. Motion passed 4-0 with SCOTT MCCORMICK not yet in attendance.

b. Re-rank project VVV due to updates in project scopes

Mr. Hamlin said that this project is the Indian Brook Bridge Replacement project across from 81 Main Street. Mr. Hamlin said that pedestrians need to cross the road at the bridge, and that this project would provide pedestrian accommodation on both sides and continue the sidewalk to Crestview. The condition is slightly below average, but not an immediate concern. The bridge has an expected life of around fifteen years. State grant funding is a possibility; however, no grants have been applied for or received for this project. The Capital Committee reviewed all the criteria and provided individual rankings for each, as shown below.

Rating Criteria	
Safety & Health	14
Mandates	0
Remaining Service Life	6
Community Support	12
Financing Source	1
Timing/Linkages	0
Positive Economic Impact	0
Cost of Deferral	0

Efficiencies	0
Service Improvements	5
Alignment with City Priorities	6
Other	2
Total	46

c. Meeting Location During 2 Lincoln Renovation

Ms. Morris said that the 2 Lincoln Street location will not be available due to construction sometime in the fall. There is some uncertainty about the new hybrid/virtual meeting regulations, however having a completely virtual meeting may be a possibility.

5. REVIEW AND APPROVE MINUTES:

a. Approve Minutes: April 2, 2024

JUSTIN RABIDOUX made a motion, seconded KAREN DOLAN by to approve the minutes of April 6, 2024, as amended. Motion passed 5-0.

Changes:

1. Update the project header for 4b. to UUU (currently UU)
2. Note the rankings for UUU project as Phase I – 45 points, Phase II – 48 points

6. READING FILE

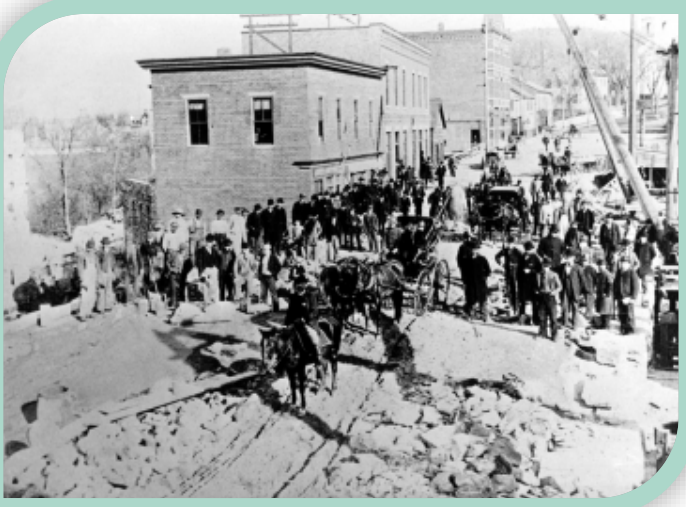
a. Route 15 Bridge Report 2021

The report was discussed briefly. The Capital Committee discussed future meeting agenda items. Ms. Morris said that as budget season is beginning, she is working on updates to the Capital Plan. She said that there is currently no funding secured for any projects besides the Crescent Connector. The Capital Committee will review the financial information for Project FFF, Multi-Use Path from ANR to Pearl Street, at their October meeting.

7. ADJOURN

KEVIN COLLINS made a motion, seconded by SCOTT MCCORMICK, to adjourn the meeting. Motion passed 5-0; the meeting adjourned at 6:54 PM.

Respectfully Submitted,
Darby Mayville
Recording Secretary



January 2023



Show Me the Money!

Vermont Agency of Transportation Grants – A guide for Municipalities



Compiled by the VTrans – Municipal Assistance Section

Top: In 1892 the Battell Bridge was constructed in downtown Middlebury after it was destroyed by a fire. Image courtesy of UVM Landscape Change Program

Middle- In 1958 clearing snow in VT, location unknown

Bottom- In 1927 a pontoon bridge was erected across the Winooski River from Burlington to Winooski in 1927 after historic flooding took out the original bridge

Purpose and Introduction

The purpose of this guide is to familiarize municipalities with grant funding available at the Vermont Agency of Transportation (VTrans) to aid in addressing local transportation needs. With tight and competitive budgets, this guidebook will educate municipalities on available transportation money.

This guide contains short one- to two-page summaries of current grant programs at VTrans that are applicable to municipalities, and more specifically, local transportation networks. Each section contains information about each grant program, including contact information, funding, project eligibility/applicability, and any other pertinent supplemental information.

While every effort has been made to make this a cohesive and accurate listing of grant programs, deadlines, and funding splits; please contact each Program Manager to ensure that grant deadlines, categories, eligibility, and funding splits have not changed prior to submitting your application(s)!



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Better Roads Program

A grant program for municipalities that provides funds for planning and erosion control projects that improve water quality and reduce maintenance costs.

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Category A Grants

Category A grants are for planning and provide funding to conduct a road erosion inventory, prioritize identified projects and develop a budget plan to implement the projects over a period of time.

Maximum grant award: \$8,000

Category B Grants

Category B grants are for construction projects that correct an erosion problem and/or stormwater mitigation retrofit to the road drainage system that will result in improved water quality. Examples of eligible projects in this category are the installation of grass or stone lined ditches, rain gardens that treat road runoff, or drop inlet rehab/replacement.

Maximum grant award: \$20,000

Grant Details:

- Program uses State funds and all grants require a 20% local match which can be covered by using municipal labor, equipment, and materials. *NOTE: Funding on Category A is federal at 80%, with 20% local match.*
- Applications are due annually, usually in the Fall. Grant information is posted to the Better Roads website at: <http://vtrans.vermont.gov/highway/better-roads>
- Awards are made in June-July and work must be completed by June 30th of the following year.

Category C Grants

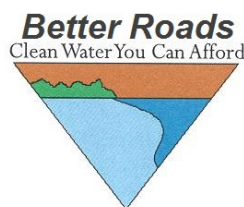
Category C grants are for construction projects that correct a streambank, lake shore or other slope related erosion problem on town roads.

Maximum grant award: \$40,000

Category D Grants

Category D grants are for structure/culvert upgrade projects. These grants can be used to replace multiple small culverts or a larger structure.

Maximum grant award: \$60,000



Bicycle & Pedestrian Program

A grant program to provide safe and convenient facilities for those Vermonters who desire alternative transportation opportunities.

Ande Deforge
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Scoping (feasibility) studies

Many projects that are funded for design and construction are the result of a formal Scoping or Feasibility Study. Studies are for projects that have not been evaluated yet to look at different alternatives, assess right of way and environmental impacts, and develop realistic cost estimate. Scoping Studies help define projects, generate public support, and provide more confidence that a project will be successfully completed. A Scoping Study may be used to apply for subsequent rounds of design and construction funding that are available.

Federally funded, 20% local cash match required.

Design/Construction projects

Project applied for under this category will be taking all of the necessary steps to move a concept through the design, permitting and right of way process to advance to construction... The Bike/Ped Program does not fund design only projects. All project (including scoping studies) must be completed or there is a pay-back provision. Eligible costs for design-construction projects include project management/administration, engineering/permitting, right of way acquisition, construction, and construction inspection.

Federally funded, 20% local cash match required.

Small Scale Projects

The intent of this category of eligible projects is to address simple, but critical improvements that will increase access and/or safety of people choosing to bike or walk. These projects will be funded with all State dollars, lessening the requirements to be met before construction can take place. This funding may not be used to provide match to a federally funded project or to add on to a federally funded project. These projects must be small stand-alone improvements. Awards will be for construction only. Applicants will be responsible for the cost of any design and administration that is needed. The general eligibility criteria stated above still applies and it is expected that these projects will likely include crosswalk enhancements, bicycle lane markings/signs, edge line markings, addressing ADA compliance issues, and critical small gaps in sidewalk networks.

State funded, 50% local cash match.

Bicycle & Pedestrian Program (continued)

Grant Details:

- Typical grant award of around \$300,000 with a 20% match.
- Applications are due annually around June.
- Projects take on average 3-5 years to complete from date of application to end of construction.

Other Program Requirements:

- Eligible applicants include the following:
 - Local government
 - Regional transportation authority
 - Transit agency
 - Natural resource or public lands agency
 - School district or school
 - Tribal government
 - Regional planning commission
- Reimbursement program, invoices must be paid by the municipality before VTrans reimburses for eligible grant expenses.
- Program Requirements:
 - Successful applicants are expected to develop projects expeditiously.
 - Applicants are expected to follow FHWA and Agency requirements.
 - Applicants are required to have a Local Project Manager (LPM). LPM's are responsible for the day-to-day management and administrative duties involved with advancing the project to completion. Applicants can either utilize a qualified staff member to carry out project management, or contract with a private consultant or their Regional Planning Commission. The cost of local project management is an eligible project cost and should be included in the project budget.
 - For projects within the State Highway ROW, municipalities are required to coordinate with the local VTrans District Transportation Administrator (and District Project Manager) to ensure that State operations are considered in the project design.
 - Projects must be planned and designed in accordance with the standards and guidance provided by: AASHTO, MUTCD, NACTO, ADA, the VTrans Pedestrian & Bicycle Facilities Planning and Design Manual, and all other applicable State and Federal statutes, standards, specifications, and guidelines.
 - All personal services (i.e., consultants) and construction contractors must be procured properly according to State and Federal guidelines. Sole sourcing of consultants or contractors is not allowed.
- More details about the program are found on the website at:
<https://vtrans.vermont.gov/highway/local-projects/bike-ped>

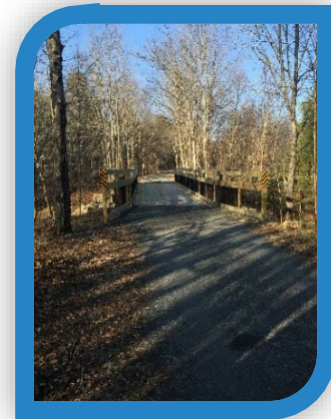
Grants in Aid Program

A grant program that provides funding for municipalities to implement best management practices (BMPs) in compliance with the Vermont Department of Environmental Conservation (DEC) Municipal Roads General Permit (MRGP).¹

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VTrans will offer funding to participating municipalities to implement BMPs on hydrologically connected road segments that currently do not meet standards.² A municipality's funding award depends upon:

- Awards are contingent upon Municipalities being compliant with MRGP requirements at the time of award.
- The number of hydrologically connected roads, sorted into five-mile increments.
- The number of participating municipalities.

Additional funds may become available should some municipalities decide not to participate. Base offers are posted on the VTrans Grants in Aid website at:

<https://vtrans.vermont.gov/highway/Municipal-Grant-in-aid-Program>

Grants-in-Aid awards will be made available through VTrans. Municipalities will submit reimbursement requests for work completed directly to VTrans and VTrans will reimburse up to 80% of the municipality's documented construction expenses, including in-kind support, for BMPs on hydrologically connected roads.

¹ MRGP available at:

<http://dec.vermont.gov/watershed/stormwater/permit-information-applications-fees/municipal-roads-program>.

² Hydrologically connected roads are those that drain directly into surface waters (streams, rivers, ponds, lakes, and wetlands) as defined by the MRGP.

Grants in Aid Program (continued)

Eligible BMPS according to the MRGP standards:

- grass and stone-lined drainage ditches and stone check-dams;
- turnouts, cross culverts, and other disconnection and infiltration practices;
- lowering of high road shoulders;
- installation or replacement of drainage culverts and driveway culverts on non-perennial streams within right of way and installation of culvert headwalls and outlet stabilization;
- stabilizing conveyance zones;
- addressing gully erosion on Class 4 roads; and
- stabilizing catch basin outlets.

Grant Details:

- Program uses State funds and all grants require a 20% local match which can be covered by using municipal labor, equipment, and materials.
- Letter of Intent is required to participate. Formula funding is shared among Municipalities that submit a letter of intent to VTrans, usually due by June 25th. Grant information and Letter of Intent is posted to the VTrans Grants in Aid website at: <https://vtrans.vermont.gov/highway/Municipal-Grant-in-aid-Program>
- Awards are made in July and work must be completed by September 30th of the following year.
- Municipalities are required to a complete preconstruction site visit with VTrans or a designated agent that includes an assessment of the road segment and data entry to the MRGP portal.
- Municipalities are required to submit a single invoice to VTrans at project completion along with a certification that the road segments repaired using these funds are fully compliant with the MRGP at conclusion of project.
- Invoicing format can also be found at our website: <https://vtrans.vermont.gov/highway/Municipal-Grant-in-aid-Program>

Transportation Alternatives Program

A grant program that encompasses a variety of smaller scale transportation projects such as pedestrian and bicycle facilities, Safe Routes to School projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Scott Robertson

scott.robertson@vermont.gov

The following are activities that are eligible for the Transportation Alternatives Program:

A.

Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

B.

Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

C.

Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.

D.

Construction of turnouts, overlooks, and viewing areas.

E.

Community improvement activities, including:

- Historic preservation and rehabilitation of historic transportation facilities.
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.
- Archaeological activities relating to impacts from implementation of a transportation project eligible under this title.

Transportation Alternatives Program (continued)

F.

Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:

- Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in section 133(b)(11), 328(a), and 329.
- Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- Construction of salt sheds is eligible under the environmental mitigation category. Eligibility for salt sheds will be considered on a case-by-case basis based on proximity of the existing storage location to a major water body (generally within 50 ft). We recommend reviewing eligibility with VTrans prior to application submittal.

Grant Details:

- Maximum grant award of \$300,000 with a 20% match.
- Applications are due annually around September.
- Projects take on average 3-5 years to complete from date of application to end of construction.

Other Program Requirements:

- Eligible applicants include the following:
 - Local government
 - Regional transportation authority
 - Transit agency
 - Natural resource or public lands agency
 - School district or school
 - Tribal government
 - Regional planning commission
- Reimbursement program, invoices must be paid by the municipality before VTrans reimburses for eligible grant expenses.

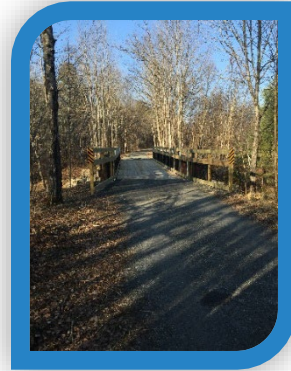
Transportation Alternatives Program (continued)

- Program Requirements:
 - Successful applicants are expected to develop projects expeditiously.
 - Applicants are expected to follow FHWA and Agency requirements.
 - Applicants are required to have a Local Project Manager (LPM). LPM's are responsible for the day-to-day management and administrative duties involved with advancing the project to completion. Applicants can either utilize a qualified staff member to carry out project management, or contract with a private consultant or their Regional Planning Commission. The cost of local project management is an eligible project cost and should be included in the project budget.
 - For projects within the State Highway ROW, municipalities are required to coordinate with the local VTrans District Transportation Administrator (and District Project Manager) to ensure that State operations are considered in the project design.
 - Projects must be planned and designed in accordance with the standards and guidance provided by: AASHTO, MUTCD, NACTO, ADA, the VTrans Pedestrian & Bicycle Facilities Planning and Design Manual, and all other applicable State and Federal statutes, standards, specifications, and guidelines.
 - All personal services (i.e., consultants) and construction contractors must be procured properly according to State and Federal guidelines. Sole sourcing of consultants or contractors is not allowed.
 - More details can be found on the website at:
<https://vtrans.vermont.gov/highway/local-projects/transport-alt>

Municipal Highway & Stormwater Mitigation Program

Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff.

Ross Gouin
(802) 595-2381
ross.gouin@vermont.gov



The following are activities that are eligible for the Municipal Highway & Stormwater Mitigation Program:

- Planning Studies
- Stormwater Inventories
- Flow Restoration Plans
- Phosphorus Control Planning
- Salt/Sand Sheds
- Bank Stabilization
- Culvert Replacement/Re-sizing
- Stream Bank Stabilization
- Detention Ponds
- Check Dams
- Swirl Separators
- Permeable Pavers
- Infiltration Basins
- Gravel Wetlands
- Subsurface Detention Systems
- Bio Filters
- Bio Retention Systems

Grant Details:

- Federal grant at 80% of project cost with a 20% local match.
- As this is federally funded, efficiency is gained on projects with costs of \$200,000 and up generally.
- Applications are due annually around September.
- Projects take on average 3-5 years to complete from date of application to end of construction.

Municipal Highway & Stormwater Mitigation Program (continued)

Other Program Requirements:

- Eligible applicants include the following:
 - Local government
 - Regional transportation authority
 - Transit agency
 - Natural resource or public lands agency
 - School district or school
 - Tribal government
 - Regional planning commission
- Reimbursement program, invoices must be paid by the municipality before VTrans reimburses for eligible grant expenses.
- Program Requirements:
 - Successful applicants are expected to develop projects expeditiously.
 - Applicants are expected to follow FHWA and Agency requirements.
 - Applicants are required to have a Local Project Manager (LPM). LPM's are responsible for the day-to-day management and administrative duties involved with advancing the project to completion. Applicants can either utilize a qualified staff member to carry out project management, or contract with a private consultant or their Regional Planning Commission. Project management is an eligible project cost and should be included in the project budget.
 - For projects within the State Highway ROW, municipalities are required to coordinate with the local VTrans District Transportation Administrator (and District Project Manager) to ensure that State operations are considered in the project design.
 - Projects must be planned and designed in accordance with the standards and guidance provided by: AASHTO, MUTCD, NACTO, ADA, the VTrans Pedestrian & Bicycle Facilities Planning and Design Manual, and all other applicable State and Federal statutes, standards, specifications, and guidelines.
 - All personal services (i.e., consultants) and construction contractors must be procured properly according to State and Federal guidelines. Sole sourcing of consultants or contractors is not allowed.

<https://vtrans.vermont.gov/highway/Municipal-Highway-and-Stormwater-Mitigation-Program>

Municipal Park & Ride Program

A grant program for municipalities that provides safe and convenient parking facilities to encourage the consolidation of travelers and the reduction of single occupancy vehicles on the roads.

Tina Bohl

tina.bohl@vermont.gov

Derek Kenison

derek.kenison@vermont.gov



Grants are awarded for preliminary engineering and construction activities of park-and-ride facilities in municipalities.

Projects may include any of the following features:

- Shared-use or Stand-alone
- Existing or New facilities
- Gravel or Paved surfaces
- Shelters
- Lighting
- Bike Racks
- Guardrail
- Signs and Pavement Markings
- Handicapped Accessibility
- Transit Connections
- Other Amenities

Grant Details:

- State funds. Please see program announcement to determine local match percentage.
- No maximum grant amount, awards vary based on annual appropriation.
- Applications are due annually around August.

Other Program Requirements:

- Land used must currently be owned by the Municipality. Land can be owned by State of Vermont with a State Highway Access Permit or privately with a minimum 20-year lease. Note that grant funds cannot be used for Right-of-Way or lease expenses.
- Lot location must be on or near a State Highway.
- Lot must be available for commuters' use year-round.
- Lot size must provide parking spaces for greater than 10 vehicles.
- Lot must be maintained by municipality.
- Municipality will collaborate with Public Transit providers when an existing or planned transit route is present.

Town Highway Bridge Program

A grant program for municipalities that provides funds for major rehabilitation projects to extend the life of an existing structure, or projects to reconstruct/replace/eliminate bridges on Class 1, 2, or 3 town highways. Bridges must span 6 feet of greater.

Contact your local Regional Planning Commission



Bridges may become part of the program in the following ways:

VTrans inspects all bridges with spans of 20 feet or greater. If critical defects are detected a special letter is sent to the municipality advising of the deficiency.

Municipalities are responsible for inspecting all bridge with spans of less than 20 feet.

A list of tentative new projects is drafted by VTrans, based on statewide bridge data, priority, and/or Regional Planning Commission recommendations. “Long structure” selections are based on VTrans’ priority system that includes the structural condition, load restrictions, width restrictions, approach alignment, average daily traffic, waterway adequacy, detour length, and RPC priority. These factors are combined into a ranking for each bridge and establish its priority in relation to all of the other “long structures” on town highways. “Short structure” selections are based on similar criteria but are not currently ranked by VTrans. VTrans’ Structures Program Manager notifies municipalities that their bridge is eligible as a candidate for design funding. Municipalities have the option of participating or may decline to do so. Municipalities wishing to proceed with a project must respond, in writing, to VTrans.

Grant Details:

- Funds may be a mix of Federal and State funding. Match varies based on the scope of the project. At a minimum there is a 10% match. Total project cost is not capped.
- There is no application deadline for projects. Please inquire with the Structures Manager if you would like to discuss the possibility of your bridge becoming a project.
- Most projects take around 5 years; some may be longer.

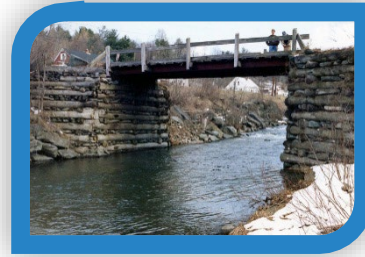
Other Program Requirements:

- Municipalities must complete a finance and maintenance agreement before any work is done on the project.

Town Highway Structures Program

A grant program for municipalities that provides funds for short bridges, culverts, retaining walls, and other town highway related structures on Class 1, 2, or 3 town highways.

Contact your local VTrans District Office



Projects may address the maintenance (including actions to extend the life expectancy) and construction of bridges, culverts, and other structures including causeways and retaining walls. In general, the improvement must materially preserve the integrity of the eligible structure of Class 1, 2, or 3 town highways.

Grant Details:

- State funds, maximum grant award of \$175,000 with a 20% match.
- Match may be reduced to 10% if a municipality meets the following requirements:
 - Adopted town highway codes and standards that meet or exceed the minimum requirements of the VTrans January 23, 2013 template, and
 - Conducted a highway infrastructure study (not less than three years old) which identifies all town culverts, bridges, and identified road problems. The inventory would include location, size, deficiency/condition, and estimated cost of repair—where the condition is less than acceptable.
- Applications are due annually, usually in April.
- Projects must be completed 2 years from the date of the grant award.

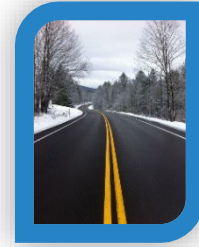
Other Program Requirements:

- Administration work associated with these projects are not eligible costs, however, engineering or design costs incurred by a municipality are eligible.
- Culvert replacement equal to or greater than 36 inches in diameter shall be part of this program, culverts less than 36 inches in diameter shall be part of the Town Highway Class 2 Roadway Program.
- Municipalities are responsible for all aspects of preparing plans, securing permits, and inspection of the work and all eligible project costs.
- Municipalities are responsible for all signage and traffic control, which must be in conformance with MUTCD guidelines.
- Grant is a reimbursement program and municipalities are responsible for funding of the work until the work is completed. In certain circumstances a partial claim may be accepted.
- Municipalities should seek bids from at least 3 vendors when projects are funded by State Grants unless performing work themselves.

Town Highway Class 2 Program

A grant program for municipalities that provides funds for the preservation of any Class 2 highways for resurfacing or reconstruction.

Contact your local VTrans District Office



Projects shall include detailed work for the preservation of any Class 2 town highway for resurfacing (to include both paving and gravel surfacing or re-surfacing) and re-construction based on identified needs. Eligible activities include preliminary engineering, construction, and construction inspection/management.

Grant Details:

- State funds, maximum grant award of \$175,000 with a 30% match.
- Match may be reduced to 20% if a municipality meets the following requirements:
 - Adopted town highway codes and standards that meet or exceed the minimum requirements of the VTrans January 23, 2013 template.
 - Conducted a highway infrastructure study (not less than three years old) which identifies all town culverts, bridges, and identified road problems. The inventory would include location, size, deficiency/condition, and estimated cost of repair-where the condition is less than acceptable.
- Applications are due annually, usually in April.
- Projects must be completed 2 years from the date of the grant award.

Other Program Requirements:

- Administration work associated with these projects are not eligible costs, however, engineering or design costs incurred by a municipality are eligible.
- Culvert replacement less than 36 inches in diameter shall be part of this program, culverts equal to or greater than 36 inches in diameter shall be part of the Town Highway Structures Program.
- Municipalities are responsible for all aspects of preparing plans, securing permits, and inspection of the work and all eligible project costs.
- Municipalities are responsible for all signage and traffic control, which must in in conformance with MUTCD guidelines.
- Bicycle and pedestrian use should be considered when choosing shoulder widths and materials. In general, any existing shoulder should not be reduced in width.
- Grant is a reimbursement program and municipalities are responsible for funding of the work until the work is completed. In certain circumstances a partial claim may be accepted.
- Municipalities should seek bids from at least 3 vendors when projects are funded by State Grants unless performing work themselves.

Town Highway Emergency Grants

A grant program for municipalities that provides funds for emergency storm damage repairs.

Contact your local VTrans District Office



State funding assistance is available for repair, reconstruction or replacement of highways and bridges on Class 1, 2, or 3 town highways, which are damaged by natural or man-made events.

Grant Details:

- State funded.
- Funds provided are up to 90% of the eligible repair or replacement costs, OR, the eligible repair or replacement cost, minus an amount equal to 10% of the overall total highway budget minus the municipality's winter maintenance budget, whichever is greater.
- Projects must be completed 2 years from the date of the grant award.

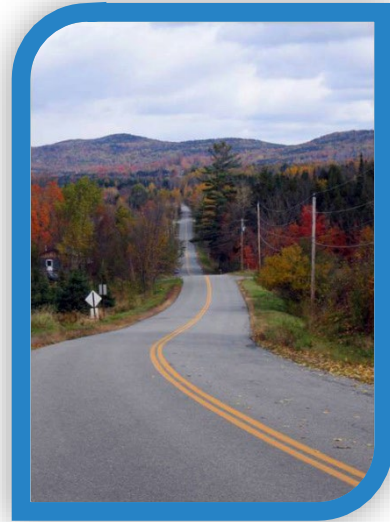
Other Program Requirements:

- Administration associated with the projects is not an eligible cost
- Funding is allocated if there is money left in the program, and if the following criteria are met:
 - That the disaster is of such magnitude that state aid is both reasonable and necessary to preserve the public good.
 - That the disaster does not qualify for major disaster assistance from the Federal Emergency Management Agency or the Federal Highway Administration.
 - If the project cost is 10% or more of the non-winter highway budget it is determined that the disaster is of a magnitude to warrant assistance from the fund.
- For municipalities that have adopted road and bridge standards, eligibility for reimbursement for repair or replacement of infrastructure shall be to those standards. For municipalities that have not adopted these standards, eligibility for reimbursement for repair or replacement of infrastructure shall be limited to the specifications of the infrastructure that pre-existed the emergency event.
- Municipalities must document all costs associated with the project and request payment within 45 days of completion of the project. Any payment of funds must also be made within the period of the grant (2 years) unless the municipality requests and is granted an extension to the original grant period.

Systemic Local Road Safety Program

A statewide program that addresses rural and urban roads that are locally maintained by a municipality and have less than 5,000 vehicles per day and focuses on risk factors rather than primarily crash history to identify sites for improvements.

Contact your local Regional Planning Commission



Identification and Prioritization of Locations

Utilizing the latest 5-year crash data, VTrans will conduct the systemic network screening of roads maintained by municipalities that have less than 5,000 vehicles per day. Based on this initial screening, VTrans will suggest the type and number of projects to be prioritized (a project could be a group of 5 or 6 curves on the same road or different roads within the same municipality, a short corridor segment, or an intersection). VTrans will provide the screening results to the RPC by the end of January.

RPCs will then supplement the analysis results with input from local stakeholders (i.e., TAC members, police, sheriff, emergency response providers, field reviews of the sites, and anecdotal data). Based on the network screening data and local input, RPCs will then identify and prioritize the required number of projects as indicated by VTrans. At least one HRRR project should be included if an RPC has non-state-maintained roads classified as HRRRs. The RPCs will report their selections to VTrans – inclusive of a signed municipal Program Participation Form (signed by a representative of the municipality) by the last business day of April.

Project Development and Implementation

For each project, VTrans determines systemic remedial actions for deployment in close consultation with each RPC and participating municipality to address the major crash types. VTrans will then develop, and the RPC will review, a summary that documents the municipally approved recommendation(s) for implementation (including location; type and size of signs; markings and other specifications necessary to define the improvements) by the last business day of November.

VTrans will design, develop plans, administer the projects, and hire a contractor to implement the recommendations. VTrans will coordinate with municipalities, as necessary.

Systemic Local Road Safety Program (continued)

Evaluation

VTrans will provide the RPCs with an evaluation table identifying before and after crash data for locations where HRRR and SLRS projects have been completed and for which three-year of after data is available, by the last business day of September. The RPCs will share this list with the TAC, road foremen, police, sheriffs, and emergency response providers for comments as to the occurrences and severity of crashes at these locations. RPCs will provide a summary of those comments to VTrans by the last business day of December.

Deliverables

- RPCs will submit a list of the selected projects along with a signed municipal Program Participation Form (signed by a representative of the municipality) for each project by the last business day of April.
- Following the site review by VTrans, RPC, municipality (May to September), VTrans will provide a summary of recommended improvements for review and comment by the RPC and municipality. Final comments will be provided to VTrans by the last business day of November.
- VTrans will provide an evaluation table with before and after crash data for HRRR and SLRS locations that improvements have been completed for at least three years by the last business day of September.
- RPCs will work with the municipality to provide an updated evaluation table with summarized local comments to VTrans by the last business day of December.



FEMA Public Assistance Program

FEMA's Public Assistance grant program provides federal assistance government organizations and certain private nonprofit organizations following a Presidential disaster declaration.

Kim Canarecci
(802) 585-4209
kim.canarecci@vermont.gov



Public Assistance provides grants to state, tribal and local governments, and certain types of private nonprofit organizations so that communities can quickly respond to and recover from major disasters or emergencies.

Through the program, FEMA provides supplemental federal disaster grant assistance for debris removal, life-saving emergency protective measures, and the repair, replacement, or restoration of disaster-damaged publicly owned facilities, and the facilities of certain private nonprofit organizations. The PA program also encourages protection of these damaged facilities from future events by providing assistance for hazard mitigation measures during the recovery process.

The federal share of assistance is not less than 75 percent of the eligible cost. The State determines how the non-federal share (up to 25 percent) is split with the eligible applicants based on their Emergency Relief and Assistance Fund (ERAF) percentage. A town can find out the status of their ERAF by going to the Flood ready website. <http://floodready.vermont.gov/>

FEMA Hazard Mitigation Grant Program (HMGP)

Following a federally declared disaster, 15% of a State's Public Assistance (PA) award is identified for HMGP. Unlike other FEMA-funded grant programs, the HMGP can be used anywhere in the State (i.e., does not need to be awarded solely to a town impacted by the event causing the federal declaration). This funding is particularly useful, as it aims to achieve long-term, sustained solutions to reduce or eliminate loss of life or property.

Stephanie A. Smith
 (802) 989-6793
stephanie.a.smith@vermont.gov

HMGP can be used for a variety of infrastructure projects, including culvert upsizing, road relocation, bank stabilization/rip rap, and a variety of other projects that help to mitigate against a potential natural hazard. Eligibility requirements of the grant program include: 1. Town must have an approved Local Emergency Operations Plan (LEOP) in place or in development; 2. Town must have a FEMA-approved Local Hazard Mitigation Plan (LHMP) in place, or a commitment to generate one within 12 months of applying; 3. Town must be in good standing with the National Flood Insurance Program (NFIP); 4. Does the proposal conform to No Adverse Impact Standards, when relevant; and 5. The project must be for mitigation (i.e. cannot be a deferred maintenance project or something that does not address a hazard vulnerability).

Please note that there is no available funding under HMGP at this time, as Vermont has not received a federally declared disaster in the past calendar year.

FEMA Building Resilient Infrastructure and Communities (BRIC) Grant Program

Very similar to HMGP, BRIC funding is used to eliminate or reduce the risk of loss of life or property through sustained, long-term actions. BRIC funds can also be used throughout a state, regardless of affected areas, but does not require a federally declared disaster. BRIC is an annual, nationally competitive grant program.

Stephanie A. Smith
 (802) 989-6793
stephanie.a.smith@vermont.gov

Eligibility requirements are similar under BRIC and HMGP.

The notice of funding for the next round of BRIC is anticipated over the summer of 2021 with a State grant deadline anticipated in December 2021.



FHWA Emergency Relief Program

FHWA's Emergency Relief Program provides federal assistance to government organizations following a Presidential disaster declaration.

Municipal Assistance provides grants to local governments so that communities can quickly respond to and recover from major disasters or emergencies. When damages are identified, contact the State to properly document the damages for eligibility.

Chris Taft
chris.taft@vermont.gov



Grant Details:

Congress authorized in Title 23, United States Code, Section 125, a special program from the Highway Trust Fund for the repair or reconstruction of Federal-aid highways and roads on Federal lands which have suffered serious damage as a result of (1) natural disasters or (2) catastrophic failures from an external cause. This program, commonly referred to as the emergency relief or ER program, supplements the commitment of resources by States, their political subdivisions, or other Federal agencies to help pay for unusually heavy expenses resulting from extraordinary conditions.

Applicability of ER to a catastrophic failure due to an external cause is based on the criteria that the failure was not the result of an inherent flaw in the facility but was sudden, caused a disastrous impact on transportation services, and resulted in unusually high expenses to the highway agency.

Federal Share:

Approved ER funds are available at the pro-rata share that would normally apply to the Federal-aid facility damaged. For Interstate highways, the Federal share is 90 percent. For all other highways, the Federal share is 80 percent. The Federal share for permanent ER repairs may amount to 90 percent if the combined eligible ER expenses incurred by the State in a Federal fiscal year exceeds the annual apportionment of the State under 23 U.S.C. section 104 for the fiscal year in which the disasters or failures occurred.

Emergency repair work to restore essential travel, minimize the extent of damage, or protect the remaining facilities, accomplished in the first 180 days after the disaster occurs, may be reimbursed at 100 percent Federal share. The 180-day time period for 100 percent eligibility of emergency repairs may be extended if a State cannot access a site to evaluate damages and the cost of repair.

Better Connections Grant Program

The Better Connections Program (BC) is a partnership between the Vermont Agency of Transportation (VTrans), the Agency of Commerce and Community Development (ACCD), the Department of Environmental Conservation (DEC), and the Department of Public Health (VDH). The BC program provides technical assistance and funds to local communities to help them achieve their goals and plan for growth. The program funds planning efforts to increase multi-modal transportation options and to improve land use, water quality, public health, and economic vitality in Vermont communities. The program provides targeted assistance to:

- help communities identify and prioritize their goals and projects.
- develop an action-oriented plan to achieve the goals and move projects directly to implementation; and
- link the communities to a growing network of public and philanthropic partners to help them implement their priority projects.

Matthew Arancio

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Richard Amore

richard.amore@vermont.gov

The Program is open to new applications biennially. Municipalities compete for approximately \$200,000 in projects funds. A 10% local cash match is required. The Program funds physical master plans focusing on:

- Improved multimodal connectivity,
- Active transportation and complete streets,
- Access management,
- Traffic calming,
- Parking,
- Wayfinding,
- Rehabilitation of buildings,
- Redevelopment of sites and housing,
- Land use planning,
- Stormwater management, and
- Zoning by-law and form-based code development.

In addition to the development of the master plan, the program can fund corresponding economic and marketing plans to ensure the market viability of the proposed improvements and inform the municipality's capital planning. Applicants have the opportunity to apply for additional funds to support projects that improve water quality and public health. The program is primarily funded by the Agency of Transportation, with additional staff support and funding provided by the Agency of Commerce and Community Development, Agency of Natural Resources, and Department of Health. More information can be found at:

<https://vtrans.vermont.gov/planning/projects-programs/better-connections>

Mobility and Transportation Innovations (MTI) Grant Program

A grant program for municipalities to create or support efficient modes of transportation best suited for each community.

Dan Currier
 (802) 279-5236
dan.j.currier@vermont.gov



Grant Details:

- The VTrans Public Transit Section is offering grants to municipalities program is designed to support innovative strategies and projects that improve both mobility and access to services for transit-dependent Vermonters, reduce the use of single occupancy vehicles, and reduce greenhouse gas emissions.
- Local Selectboards and Energy Committees are a logical partner in this effort as you can bring local credibility, energy, and innovation to the ongoing effort to expand the reach of transportation demand management.
- VTrans will provide up to \$100,000 per grant.

Other Program Requirements:

- MTI Grant Focal Areas:
 - Extension of existing TDM programs
 - Creation of new TDM programs
 - Creation and marketing of TDM Resources
 - Expansion of first mile/last mile programs
 - Support for employers and/or employees to adopt TDM measures (including incentives), in collaboration with an existing or new TDM program provider
 - Implementation of planned TDM programs (bike share, car share, microtransit, etc.)
- MTI grant performance metrics are focused on the following goals:
 - To improve mobility and access for transit dependent Vermonters
 - Reduce greenhouse gas emissions
 - Reduce the use of single occupancy vehicles

Applicants are requested to identify in their application which metric category(ies) they will be addressing and any targets they may have already identified. Applications should include details on how awardees will track MTI program performance metrics and report on their project outcomes.

VTrans State Highway Safety Office: Highway Safety Grants & Work Zone Safety Program

The State Highway Safety Office (SHSO), through funding from National Highway Traffic Safety Administration (NHTSA), works with partners to achieve progress “Toward Zero Deaths” by reducing the number of crashes, injuries, and fatalities on Vermont’s roads. The SHSO works to provide highway safety data and fact-based analyses that will assist communities and safety advocates in implementing effective programs that will change high-risk driving behavior and increase safety on our streets and highways. The SHSO distributes grant funds to state, county and local law enforcement agencies to work towards this mission.

Contact your local municipal police department or sheriff’s office, or

Allison Laflamme, Administrator

(802) 498-8079

allison.laflamme@vermont.gov



Grant funds issued to qualifying agencies under the Occupant Protection grant can be used to patrol work zones to improve safety and reduce work zone injuries and fatalities.

Grant Details:

Contact your local Sheriff’s Office or municipal police department to inquire if they have an active Occupant Protection grant with the SHSO. If they have an active grant and have grant funds remaining, you may request that they patrol a specific work zone location.

Other Program Requirements:

The SHSO has a variety of other programs that your local police department may use to combat highway safety concerns you may experience while working on the roads, such as drunk and impaired driving, distracted driving, seat belt use, community traffic safety problems, pedestrian and bicycle safety, and motorcycle safety. For more information visit our website at:

<https://shso.vermont.gov/>

Vermont State Infrastructure Bank (SIB)

The State Infrastructure Bank (SIB) program, operated by the Vermont Economic Development Authority (VEDA) in conjunction with the Vermont Agency of Transportation and the Federal Highway Administration, is available to assist in the construction or reconstruction of highways, roads and bridges, as well as certain facilities related to rail transit. Also, in certain cases, electric vehicle charging stations, and natural gas refueling stations available for public use are eligible for SIB financing.

Contact your local VEDA office or

(802) 828-5627

Info@veda.org

Eligibility

- Municipalities, regional development corporations or political subdivisions of the state.
- Private sector companies that have entered into a contract with a public authority to carry out a qualified project.

Use of Proceeds

Projects eligible under Title 23 or Title 49 of the United States Code of Regulations, such as:

- Construction or reconstruction of highways, roads and bridges, and pedestrian facilities;
- Construction of certain rail transit or public transit facilities; and
- Construction and/or installation of electric vehicle charging stations and natural gas refueling stations available for public use.

Loan Rates and Terms

- 3% fixed for loans to private sector borrowers;
- 1% fixed for loans to municipal-type borrowers and for electric vehicle charging stations;
- Loan term may not exceed 30 years with repayment commencing no later than five years after completion of project; loan terms for electric vehicle charging stations will depend on available cash flow; and
- Required borrower equity contribution to project is 10-20%.

Fees

- | | |
|--|---|
| • 2% commitment fee | • Appraisal reimbursement (if applicable) |
| • \$50 credit report fee (if applicable) | • Document recording/discharge fees |
| • \$18 flood insurance certificate (if applicable) | • No application fee |

Vermont State Infrastructure Bank (continued)

Application Process

- All loan decisions are made by the SIB Board of Directors.
- All federal and state environmental permits and other approvals must be obtained for SIB projects.
- Applicants are advised to discuss their proposed project with SIB Staff prior to submitting the application.
- Vermont State Infrastructure Bank applications may be obtained from the VEDA office.
- Please contact VEDA to begin the SIB application process.

Other Notes

Sometimes, in the case of a project on a roadway classified as part of the federal aid system (FAS), Municipalities can usually borrow from the SIB to cover either 80% of a local project or to cover any local-share that has been required for a VAOT-directed project.

Related Resources

- VT Agency of Transportation
- U.S. Federal Highway Administration
- Vermont Energy Investment Corporation:
<https://www.veic.org/services/transportation-electrification>
- VEDA:
<https://www.veda.org/financing-options/vermont-commercial-financing/electric-vehicle-charging-station-loan-program/>

Resources

VTrans District Offices -- vtrans.vermont.gov/operations/districts

District 1 - Bennington

359 Bowen Road
Bennington, Vermont 05201
Phone: (802) 447-2790
Fax: (802) 447-2793

District 2 - Brattleboro

870 US Route 5
Dummerston, Vermont 05301
Phone: (802) 254-5011
Fax: (802) 251-2000

District 3 - Rutland

61 Valley View, Suite #2
Mendon, Vermont 05701
Phone: (802) 786-5826
Fax: (802) 786-5894

District 4 - White River Junction

223 Beswick Drive
White River Junction, Vermont 05001
Phone: (802) 461-8764
Fax: (802) 295-8882

District 5 - Colchester

189 Troy Avenue
Colchester, Vermont 05446
Mailing: PO Box 168
Essex Junction, Vermont 05453
Phone: (802) 655-1580
Fax: (802) 655-6642

District 6 - Berlin

2178 Airport Road, Unit A
Berlin, Vermont 05641
Phone: (802) 917-2879

District 7 - St. Johnsbury

1068 US Route 5, Suite 2
St. Johnsbury, Vermont 05819
Phone: (802) 498-8419
Fax: (802) 748-6671

District 8 - St. Albans

680 Lower Newton Road
St. Albans, Vermont 05478
Telephone: (802) 527-5503
Fax: (802) 524-7940

District 9 - Derby

4611 US Route 5
Derby, Vermont 05829
Phone: (802) 498-8419
Fax: (802) 334-3337

Resources (continued)

Regional Planning Commissions (RPC) -- www.vapda.org

Addison County RPC

14 Seminary Street
Middlebury, VT 05753
Phone: (802) 388-3141
acrpc.org

Bennington County RC

210 South Street, Suite 6
Bennington, VT 05201
Phone: (802) 442-0713
www.bcrcvt.org

Central Vermont RPC

29 Main Street, Suite 4
Montpelier, VT 05602
Phone: (802) 229-0389
www.centralvtplanning.org

Chittenden County RPC

110 West Canal Street, Suite 202
Winooski, VT 05404-2109
Phone: (802) 846-4490
www.ccrpcvt.org

Lamoille County PC

52 Portland Street, 2nd Floor
Mailing: PO Box 1637
Morrisville, VT 05661
Phone: (802) 888-4548
www.lcpcvt.org

Mount Ascutney RC

Ascutney Professional Building
PO Box 320
Ascutney, VT, 05030
Phone: (802)674-9201
marcvt.org

Northeastern Vermont Development Association

36 Eastern Avenue, Suite 1
PO Box 630
St. Johnsbury, VT 05819
Phone: (802) 748-5181
www.nvda.net

Northwest RPC

75 Fairfield Street
St. Albans, VT 05478
Phone: (802) 524-5958
www.nrpcvt.com

Rutland RPC

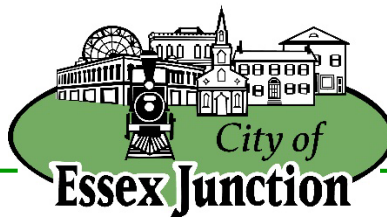
67 Merchants Row – Opera House
PO Box 430
Rutland, VT 05702
Phone: (802) 775-0871
www.facebook.com/RutlandRPC

Two Rivers-Ottawaquechee RC

128 King Farm Road
Woodstock, VT 05091
Phone: (802) 457-3188
www.facebook.com/TRORC/

Windham RC

139 Main Street, Suite 505
Brattleboro, VT 05301
Phone: (802) 257-4547
www.windhamregional.org



MEMORANDUM

To: City Council
From: Regina Mahony
Meeting Date: September 11, 2024
Subject: Approve Iroquois Ave Waterline Engineering Services

Issue: To authorize the City Manager to approve the engineering services for the Iroquois Avenue Waterline Replacement and Road Reconstruction project.

Discussion: As explained in the attached letter, we are prepared to move forward with the engineering services associated with the Iroquois Avenue Waterline Replacement and Road Reconstruction project. This project is for the replacement of the existing municipal waterline along Iroquois Avenue from South Summit Street to Orchard Terrace, including a connection along Algonquin Avenue from Iroquois Avenue to Cherokee Avenue, as well as the full roadway reconstruction of Iroquois Avenue from South Summit Street to Park Street. This project is in the Capital Plan as project "PPP".

Procurement of Hamlin Engineering's services for this work falls under the following Procurement Policy section:

"PROFESSIONAL SERVICES. The bid process shall not apply to the selection of providers for services that are characterized by a high degree of professional judgment and discretion including legal, financial, auditing, risk management, engineering, planning, and insurance services."

Cost: Estimate of \$383,730 as included in the capital plan project cost estimate

Recommended Motion:

"I move that the City Council authorize City Manager, Regina Mahony to authorize Donald L. Hamlin Consulting Engineers, Inc. to move forward on engineering and construction supervision services for the Iroquois Avenue Waterline Replacement and Road Reconstruction project."

Attachments:
Authorization Letter

DONALD L. HAMLIN
CONSULTING ENGINEERS, INC.
ENGINEERS AND LAND SURVEYORS

Please reply to:

P.O. Box 9
Essex Junction
Vermont 05453

136 Pearl Street
Essex Junction, Vermont

Tel. (802) 878-3956
Fax (802) 878-2679
www.dlhce.com

August 23, 2024

Ms. Regina Mahony, City Manager
City of Essex Junction
2 Lincoln Street
Essex Junction, Vermont 05452

Re: Iroquois Avenue Waterline Replacement and Road Reconstruction

Dear Ms. Mahony:

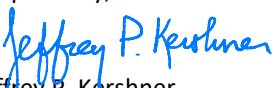
In accordance with your email dated April 30, 2024, forwarded to us by the Public Works Superintendent on May 3, 2024, authorizing us to proceed with the Iroquois Avenue Waterline Replacement and Road Reconstruction project, please accept this letter as confirmation that we will provide topographic survey and engineering design services related to the replacement of the existing municipal waterline along Iroquois Avenue from South Summit Street to Orchard Terrace, including a connection along Algonquin Avenue from Iroquois Avenue to Cherokee Avenue, as well as the full roadway reconstruction of Iroquois Avenue from South Summit Street to Park Street utilizing innovative construction methods. The project is further described in the City of Essex Junction Capital Projects Construction Cost Estimates as project PPP, dated August 17, 2023. We will prepare a complete set of plans with details and complete bid documents to allow the project to be put out to bid. It is our understanding that the City would like to be prepared to put this project out to bid during the first half of 2025 so that construction may occur in the 2025 construction season.

We will also provide bid phase and construction supervision services for this project. We will make plans available for bidders, manage the bidding process, and provide construction inspection and testing services, including the preparation of record drawings for this project. We anticipate that construction will be substantially complete in the fall of 2025 if started early in the 2025 construction season.

We estimate the fee for these services is \$383,730. This is the amount included as part of the capital estimate, adjusted from 2018 to 2024 using ENR construction cost indices. If you find this acceptable, please sign in the space provided below.

As always, we welcome this opportunity and look forward to working with the City of Essex Junction to guide this important project to successful completion.

Respectfully,


Jeffrey P. Kershner
President

cc: Jess Morris

Accepted and Approved: _____

Regina Mahony, City Manager

Date

WATER SUPPLY & DISTRIBUTION
STORMWATER MANAGEMENT
CONTRACTOR SERVICES
STREETS & HIGHWAYS

MUNICIPAL ASSISTANCE
SITE DEVELOPMENT & SUBDIVISION
RECREATION FACILITIES & SKI AREAS
WASTEWATER COLLECTION & TREATMENT

AGRICULTURAL ENGINEERING
PERMITTING ASSISTANCE
RESIDENT ENGINEERING
LAND SURVEYING