

SFY21 Budget Overview for Municipal Assistance Bureau Programs



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Tab 5F – Park and Ride Program

The budget provides construction funds for 5 facilities in SFY21 – 2 new facilities in Williston and Royalton which will provide for 233 new spaces and are designed to accommodate transit. Also includes expansion or improvement at 3 facilities – in Cambridge lighting will be added for safety reasons, in Thetford the current facility will be relocated and expanded to provide for 63 spaces of which 42 are new, and another facility in Williamstown will be relocated and expanded to provide for 75 spaces, 55 of which are new. 43 Level 1 EV Charging Stations will be installed with the construction projects funded in SFY21. In addition, there are 4 other facilities under design (Berlin Exit 6, Berlin Exit 7, Manchester, and a preventative pavement project) which will either be new facilities or expansions which will add almost 190 new spaces. Currently there are 31 state facilities with 1683 parking spaces.

In addition to the spaces that the state owns and maintains, the municipal park and ride program has provided funding for 66 facilities which provide approximately 1222 spaces. There is funding for a municipal park & ride program in SFY21.

In the “10(g)” report there are 2 candidate projects recommended for cancellation.

Tab 5G – Bicycle and Pedestrian Program

In SFY21 the Bike & Pedestrian Facilities program will provide funding for 51 projects in 36 different communities. In addition to these projects there are a number of Statewide Line Items to address both infrastructure and education needs. Of the 51 projects, it is anticipated that 39 will be under construction and the remainder will be in design and/ or the right of way phase. Included is funding to support the Vermont Youth Conservation Corps and the operation of the Bike Ferry by Local Motion. Also included is enhanced funding for the build out of the Lamoille Valley Rail Trail. It is anticipated that a 4-mile section from Highgate to Swanton on the LVRT will be completed in SFY21 as well as construction starting in SFY21 for a 19.5-mile section from Greensboro Bend to Morristown.

For the projects anticipated to be under construction in SFY21, the proposed budget provides for 57 miles of infrastructure improvements. This includes the figures shown above for the LVRT and almost 20 miles of improvements to the Delaware and Hudson Rail Trail. It also includes a bridge that will span the Winooski River on a new section of the Cross Vermont Trail and the completion of the Montpelier- Berlin Path, as well as another construction starting on a long planned shared use path in Richford. There is also a project to utilize the remainder of available Safe Routes to School funding.

There are a number of new B/P projects that show up in the “10(g)” report; these are all new projects awarded in SFY20 with the exception of a Rutland project that the City requested be substituted for another project on their envisioned Rutland Creek path system. No B/P projects are listed in the section on increased costs. There are a number of projects that will be completed in SFY20 that are listed in the section on projects no longer listed. There are 3 projects in Berlin, Norwich and Albany listed in the cancellation section – all at the request of the municipalities – and 1 very old candidate project in Ludlow.

Tab 5H – Transportation Alternatives Program

In SFY21 the Transportation Alternatives Program will provide funding for 38 projects in 31 different communities. The program includes one (1) Statewide Line Items to address anticipated expenditures for new projects awarded funding. Of these 38 projects, it is anticipated that 16 will be under construction and 22 will under design and/ or in the right of way phase. There are 22 projects for environmental mitigation related to stormwater/ clean water, 15 are for bicycle and pedestrian facilities and 1 is for an historic covered bridge.

For the projects anticipated to be under construction in SFY21, the proposed budget provides for almost 4 miles of bicycle/ pedestrian improvements through 11 projects, 4 stormwater treatment projects and 1 salt shed project.

There are a number of Transportation Alternatives projects listed as new projects in the “10(g)” report – these are for projects awards last year. There is a project shown with a cost increase in Hyde Park – this is reflective of an updated estimate/ variable scope that would still keep costs within the amount awarded. There are also a number of Transportation Alternatives projects that will be completed in SFY20 that are included in the report.

Tabs 6 – Rest Areas

VTrans and Building and General Services share responsibility for maintaining the State's welcome centers and rest areas. Building and General Services is responsible for building operations and general maintenance and VTrans is responsible for snow removal and pavement maintenance at the rest areas. The budget includes almost \$1 million in funding in SFY21. Of this there is funding designated for the Derby Rest Area as well as funding for major preventative maintenance projects to be identified by Buildings and General Services. It also includes funding for a project to resurface the Sharon Rest Area which has been deemed in need of some preventative pavement maintenance; this project is shown as a new project added in the "10(g)" report. In this same report there are a number of projects within the program that were constructed and no longer are listed.

Tab 22 - Municipal Mitigation Assistance Program

This appropriation funds both the Better Roads and the Municipal Highway and Stormwater Mitigation Program. It also funds \$210,000, shown as operating expenses, to pay VTrans' stormwater utility bills to South Burl, Colchester, Burlington, St. Albans City and Williston in SFY21. New in SFY21 is funding for the Grant in Aid Program.

For the Better Roads Program, the proposed budget allocates \$440,000 in Transportation funds for grants to municipalities along with \$1 million from the Clean Water Fund. There is also a commitment of federal funds to fund all municipal requests for road erosion inventories, required by the Municipal Roads General Permit.

There is another \$3.7 million allocated from the Clean Water Fund for the Grant in Aid Program which was previously administered by the Department of Environmental Conservation (DEC). VTrans will work with the state's regional planning commissions to deliver this program in SFY21 using the same model from previous years developed by DEC. This program allocates funding by formula – rather than through a competitive grant program - to municipalities to bring roadway segments covered by the Municipal Roads General Permit into full compliance with the permit.

There is also continued funding for the Municipal Highway and Stormwater Mitigation Program. Due to the ongoing needs to fund clean water projects, VTrans is proposing to allocate what is remaining from \$1.428 million in federal funding once municipal requests for road erosion inventories are granted out through the Better Roads Program. Typical projects are stormwater planning and treatment, upsizing of culverts and salt sheds.

All projects in the competitive grant programs are reviewed and evaluated to ensure a strong nexus to water quality benefits. Along with VTrans technical staff (from MAB, Stormwater, Hydraulics, Maintenance and Vermont Local Roads), staff from DEC (from the Clean Water Initiative, Stormwater, Lakes and Ponds and Basin Planning) are included in both recommending selection criteria as well as selecting projects that have strong water quality benefits.