



City of Barre, Vermont

November 16, 2022, 6:30 PM

Regular Meeting of the

Transportation Advisory Committee

Venue Options:

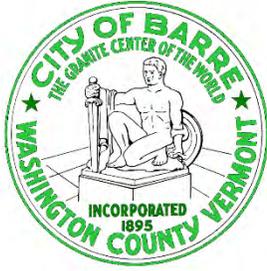
Council Chambers, City Hall

Zoom <https://us02web.zoom.us/j/83518130235?pwd=TXVOR2tRU0hWbk50Zkx6NDE2THVuUT09>

Meeting ID: 835 1813 0235 Passcode: 666100

Agenda

1. Call to order - 6:30 PM
2. Adjustments to the agenda
3. Approval of minutes
 1. September 21, 2022 [view draft minutes](#)
4. Visitors and communications
5. Department of Public Works monthly transportation report (10 minutes)
 1. Department staff reports on transportation work and planning since the previous meeting.
 2. Note new resident concerns as raised to staff
6. Old business
 1. Review data collected from speed signs (15 minutes)
7. New business
 1. Recommend project for [Transportation Alternatives Program](#) (15 minutes)
 2. Review and adjustment of the committee's backlog for future agendas (30 minutes)
8. Confirm date of next meeting
 1. December 21, 2022
9. Roundtable
10. Adjourn



**Department of Public Works
and Engineering
6 North Main St Suite 1
Barre, VT 05641**

DPW Activities July – October 2022

- City refreshed curb markings for parking including safety zones at intersections and drives city-wide (July)
- City installed revised paring scheme for 15-17-19 Ayes to eliminate extensive curb cut length and vehicles backing over sidewalk. Project included 350 feet +/- new sidewalk, revised parking areas and orientation.
- City installed bulb-outs on Washington St at Patterson. The bulb-outs resulted in complaint about vehicles slowing down because of narrowness, concerns that trucks could not pass (they can) and difficulty making turns onto Washington St. After several weeks, complaints stopped. Based on the condition of the bulb-outs, they are functioning well with little damage to vehicles. No vehicle damage claims have been registered with the City.
- Pothole repair has been a steady activity since mid-Feb. The City used hot mix pavement for pothole patching throughout the summer for durability. We will switch over to cold patch within the next week because the local plant will close making Burlington the nearest available plant. This year the City applied more rigorous standards to the Merchants Row parking lot filling potholes for pedestrian safety. Rather than 8-10 in wide hole 2 inches deep., we transitioned to a target of 4in wide and over 1 inch deep.
- Class 2 TH line striping completed by the State had mixed results. Of targeted changes to four streets, only 1 ½ received positive feedback. Hill St received negative feedback with citizen admonishment. The ½ project feedback was for lower Berlin, where the centerline offset provided additional clearance for parked cars, the upper sections of Berlin St were painted in the same location without change to provide additional space for biking and parking. Merchant St was painted in a serpentine fashion to support alternate side of street parking, and obscure a straight open road scape. The centerline on Washington St was not painted properly – it was repainted in the same place. The City requested that it be moved towards the Spaulding Grade School building to facilitate parking and bike lane for the uphill section. The City is seeking quotes for line removal for both Washington and Hill St markings.
- Street Sweeping was completed for the fall season at twice the summer rate. The City received kudos from the biking community for maintaining bike lanes in a safer condition than our neighboring town as a direct result of focused sweeping schedules.
- A second round of crosswalk markings was completed on Main St and school routes in early November because of the unseasonably warm weather.
- City relocated the Church-Washington-Academy St crosswalk from the lower to the upper side of the intersection. The revision provides additional

pedestrian safety by separating the crosswalk from the Church-Washington merge zone by an additional 45 feet.

- Crosswalk improvements were completed on Merchant St, So main St, Washington St with sidewalk changes completed. Bulb out construction has been postponed due to a lack of available “curb mix” to date. We anticipate that special material within two weeks and completion of bulb outs on Washington (2) and Merchant (2) will be completed then. Academy and Washington St still requires TAC input.

Stormwater - Design and Construction

Town	Federal Grant Funding	Local Grant Match	Total Grant Funding	Scope
Bristol TAP TA 22(1)	\$300,000	\$75,000	\$375,000	Reconstruction of the storm drain system along Main Street to address the chronic erosion.
Tinmouth TAP TA 22(2)	\$300,000	\$75,000	\$375,000	Salt and sand shed.
Burke TAP TA 22(3)	\$300,000	\$75,000	\$375,000	Salt and sand shed.
Wardsboro TAP TA 22(4)	\$94,726	\$23,682	\$118,408	Salt and sand shed.
Milton TAP TA 22(5)	\$300,000	\$75,000	\$375,000	Salt and sand shed.

Non Stormwater - Design and Construction

Town	Federal Grant Funding	Local Grant Match	Total Grant Funding	Scope
Rutland TAP TA 22(6)	\$299,320	\$74,830	\$374,150	Improve bicycle/pedestrian safety.
Hinesburg TAP TA 22(7)	\$102,460	\$25,615	\$128,075	Relocation of sidewalk and related crosswalk.
Swanton TAP TA 22(8)	\$300,000	\$75,000	\$375,000	As provided for in the feasibility report this project seeks to improve vehicular and non-motorized traffic movements in and through the village center.
Bennington TAP TA 22(9)	\$296,000	\$74,000	\$370,000	Shared use path.

All Scoping

Town	Federal Grant Funding	Local Grant Match	Total Grant Funding	Scope
Springfield TAP TA 22(10)	\$30,800	\$7,700	\$38,500	Scoping/feasibility study for 2,300 ft. road diet and shared-use path along Clinton Street or road diet and 4,600 ft. of marked bike lanes.
Moretown TAP TA 22(11)	\$40,000	\$10,000	\$50,000	Scoping/feasibility study for 3168 ft. of 5' wide bituminous shared use path on the north side of Moretown
Rockingham TAP TA 22(12)	\$40,000	\$10,000	\$50,000	Scoping study for a complete streets upgrade and signalization project at the intersection of School St. and Atkinson St.
Stowe TAP TA 22(13)	\$24,000	\$6,000	\$30,000	Scoping Study to assess feasibility and conceptual design alternatives for connecting the Rec Path at Chase Park to VT 108 and the Mountain Road Village along Luce Hill Rd.
Putney TAP TA 22(14)	\$20,000	\$5,000	\$25,000	Scoping study for pedestrian path linking recently constructed 18-unit affordable housing apartments in the Village Zoning District to the existing Village sidewalk system.
Killington TAP TA 22(15)	\$36,000	\$9,000	\$45,000	Scoping study for bicycle connectivity and safety in the area around the new trail networks in Killington.
Johnson TAP TA 22(16)	\$26,400	\$6,600	\$33,000	Scoping study to preserve the Scribner Bridge's historic significance. The secondary goal is to improve flood resilience of the nearby road.
Mendon TAP TA 22(17)	\$36,000	\$9,000	\$45,000	Scoping study for improved bicycle and pedestrian traffic along the Route 4 corridor in the Town of Mendon.



Vermont Transportation Alternatives

Fall 2022 Application Guide

Applications Due: December 14, 2022



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Transportation Alternatives Program - State Fiscal Year 2023 Program Timeline

- The Transportation Alternatives Program grant opportunity will be announced in the Fall of 2022.
- A pre-application training workshop will be provided to potential applicants at the link below:
 - **Workshop Date: November 16th, 2022, from 10:00am-11:30pm**
 - These presentation slides will also be available for reference at the above website.
 - Join webinar by clicking on the virtual meeting link at:
<https://vtrans.vermont.gov/highway/local-projects/transport-alt>

Note: It is strongly recommended that an official representative of the applicant attend this workshop. This year, the sessions will be provided as a webinar and attendees will meet virtually to fully understand requirements associated with federal-aid projects. **No password or pre-registration is required.** You can participate in the training from any computer connected to the internet by clicking on the link above.

- Applications are due December 14th, 2022. Electronic application submittals are strongly recommended, but hardcopies are allowed. Applications are accepted in MS Word format, or can be converted to Adobe PDF format. If sent by hard-copy, 8 copies are required. See Application Guidelines – General Instructions below.
- Projects are selected by the TA grant committee. Awards are anticipated to be announced in **March of 2023.**
- For questions or concerns, please contact Scott Robertson, Municipal Assistance Section TA Coordinator @ scott.robertson@vermont.gov or 802-793-2395.

The Basics

- Federally funded program capped at \$300,000 of fed. funds (\$375,000 total per award)
- Funding splits: 80% federal, 20% local match
- Must relate directly to surface transportation
- 50% of funding reserved for stormwater quality improvement projects
- Pedestrian, ADA, and bicycle
- Safe Routes to School
- Historic and archaeological
- Environmental and wildlife
- Competitive selection process
- Must comply with Federal and State requirements

The Bipartisan Infrastructure Law (BIL), continues the Transportation Alternatives set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. These set-aside funds include all projects and activities that were previously eligible under TAP. All projects

must be developed in accordance with applicable federal and state regulations. All projects *must demonstrate a strong transportation link*. Further federal guidance can be found at: https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/ta_guidance_2022.pdf

Note:

- 50% of TAP funding will be reserved for Environmental Mitigation projects relating to stormwater and highways, including eligible salt and sand shed projects.
- The *VTrans Enhancement to Transportation Projects Policy (the “Amenity Policy”)* applies to these grants. Only items that are a “functional necessity”, as defined in the link below, are eligible for reimbursement for these projects.
<http://vtrans.vermont.gov/sites/aot/files/portal/documents/policies/60131-Enhancements-to-Transportation-Projects.pdf>.

Eligible Projects:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized 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 (42 U.S.C. 12101 et seq.).
- 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.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including:
 - (i) historic preservation and rehabilitation of historic transportation facilities;
 - (ii) vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control;
 - (iii) archaeological activities relating to impacts from implementation of a transportation project eligible under title 23, U.S.C.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - (i) address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
 - (ii) reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

Note: Construction of salt sheds may be 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.). **See Salt Shed Guidance – Appendix C.**

Ineligible Activities

- Acquisition of scenic easements and scenic or historic sites.
- Operation, maintenance, and administrative expenses.
- Operation and maintenance of historic transportation facilities.
- Transportation museums.

Project Selection – Projects will be selected by a grant committee which includes representatives from: The VTrans Municipal Assistance Section, the VTrans Bicycle & Pedestrian, Agency of Natural Resources, and Regional Planning Commission representatives.

Eligible Project Types:

The TA program provides funding for the following types of projects:

- Scoping (feasibility) studies
- Project design, right-of-way acquisition, and construction.

Scoping Studies – Many projects that are funded for design and construction are the result of a formal scoping or feasibility study. You may wish to consider applying for a scoping study before you apply for funds to design and construct a project. Scoping studies help rule out unintended consequences, provide more accurate cost estimates, and provide more confidence that a project will be successfully completed. A scoping study will generally bolster support for a future TA application for design and construction funding. Activities of a study include:

- defining the purpose and need of the project
- identifying potential impacts on the environment
- initial review of potential right-of-way needs
- selecting preferred alternative solutions
- estimating project management, design, and construction costs.

Construction Projects – The TA Program does not fund design only projects. All projects, other than scoping studies, must advance to construction to avoid the pay-back provision.

Eligible Applicants:

- **A local government.** Local government entities include any unit of local government below a State government agency.
- **A regional transportation authority.** Regional transportation authorities are considered the same as the Regional Transportation Planning Organizations defined in the statewide planning section (23 U.S.C. 135(m)).
- **A transit agency.** Transit agencies include any agency responsible for public transportation that is eligible for funds as determined by the Federal Transit Administration.

- **A natural resource or public land agency.** Natural resource or public land agencies include any Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
 - State or local park or forest agencies.
 - State or local fish and game or wildlife agencies.
 - Department of the Interior land management agencies.
 - U.S. Forest Service.
- **A school district, local education agency, or school.** School districts, local education agencies, or schools may include any public or nonprofit private school. Projects should benefit the general public and not only a private entity.
- **A Tribal government.**
- **A nonprofit entity.** The BIL removed the requirement that the nonprofit entity be responsible for the administration of local transportation safety programs.
- **Any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails** (other than a metropolitan planning organization that serves an urbanized area with a population of over 200,000 or a State agency) that the State determines to be eligible, consistent with the goals of 23 U.S.C. 133(h).
- **A State,** at the request of an eligible entity listed above.

Reimbursement – The TA program is a reimbursement program. Sponsors submit invoices for completed work and VTrans reimburses the sponsor for the federal share of the total up to the award amount.

- **Payback Provision** – Before you apply you should understand that all projects must be completed or all federal funds will be required to be paid back.
- **Project funding limits** - Eligible applicants may apply for project funding up to \$300,000 in federal dollars. Scoping studies are typically awarded in the range of \$20,000 to \$50,000 total.
- **Project Match Requirements** – For scoping and construction projects, a minimum of twenty percent (20%) of the total project cost must be provided by the Sponsor. Match from other federally funded programs may or may not be eligible to be used toward match for a TA grant so check with the program coordinator to confirm eligibility. In-kind goods and services are subject to approval by VTrans. Issuance of a grant award does not constitute approval of in-kind match proposed in an application. Once approved, in-kind goods, services or donations are treated the same as any other project cost.

Post Award Steps – After the award is made, the Sponsor, in collaboration with VTrans, finalizes a Scope of Work and enters into a Grant Agreement (GA) with VTrans. The GA identifies the responsibilities of both parties and sets the maximum limiting amount of the grant award. By entering into the agreement, the Sponsor agrees to follow FHWA and VTrans requirements and will be responsible for the design and long-term maintenance of the improvement.

Project Management– The Vermont Transportation Alternatives Program is overseen by the VTrans Municipal Assistance Section – Local Projects Section. Each project is assigned a VTrans project supervisor who oversees and provides guidance to the Sponsor throughout the development of the project. Sponsors are also required to have a local project manager. Sponsors can either utilize a qualified staff member to carry out project management, or contract with a private consultant or their Regional Planning Commission. Municipal Project Managers (MPM’s) are responsible for the day-to-day management and administrative duties and advancing the project to completion. VTrans staff will provide the MPM with technical assistance in such areas as funding eligibility, procurement, right-of-way acquisition and environmental permitting to keep the project moving forward in a timely and compliant fashion and to ensure that the federal and state laws, policies, and standards are followed.

- **Procurement Procedures for Services** – Services must be procured competitively (i.e., project management, design, construction inspection) per 23 CFR 635. Municipal Assistance staff will assist the municipality as needed. For construction contracting, an invitation for bids is issued and an award is made based on the lowest responsive and responsible bid.
- **Audit Requirements** – Sponsors are responsible for complying with the Single Audit Act for the period during which their GA is open. This requires an annual reporting of financial information.

Municipal Assistance Section – Local Projects Guidebook – All projects are developed according to the guidelines published in the *Municipal Assistance Section – Local Projects Guidebook for Municipally Managed Projects*. The document appendices can be found at:
[Guidebook for Municipality Managed Projects | Agency of Transportation \(vermont.gov\)](#)

FHWA has an excellent web page available with additional information. It can be found at:
<http://www.fhwa.dot.gov/federal-aidessentials/>

Application Guidelines:

- **Required Regional Planning Commission Support** – All projects must receive a letter of support from their Regional Planning Commission (RPC). See appendix for contact information for the RPC in your region.
- **A support letter from the governing body of the applicant municipality or organization**, acknowledgement and source of the local match, and commitment to future maintenance responsibility for construction projects is required (must be dated within 1 year of the application).
- **Required Notification to VTrans District Transportation Administrator** – Projects located in or adjacent to a State maintained Right-of-way must submit a description of the project and/or plans to the District Transportation Administrator (DTA) in your region. The DTA oversees maintenance of the state highway system in their district. A copy of your correspondence to the DTA should be attached to your application. See appendix for a list and contact information for the DTA in your region.

General Instructions

- Please submit a completed application in MS Word format (or convert to Adobe PDF format) by e-mail to Scott.robertson@vermont.gov or furnish eight (8) hard copies of your complete application by the **deadline of December 14th, 2022**. Also, attach separate pages as necessary such as support letters, any engineering plans, feasibility studies, reports, etc. Be sure to label each attachment with the project name. Incomplete or late applications will not be considered.
- Address all questions and criteria as concisely as possible.
- The application form is available in a fillable MS Word format at the following website: <http://vtrans.vermont.gov/highway/local-projects/transport-alt> or by e-mailing a request to: scott.robertson@vermont.gov

Application Instructions:

Sponsoring Organization – Only eligible applicants may apply. Provide the name and contact information of the person responsible for the application.

Amount Requested – Tell us how much federal funding you are seeking (no more than 80% of your total project estimate for construction projects or for scoping studies). There is a required local match of the federal funds awarded at a minimum of 20% of the total project cost for construction projects and for scoping studies. This can be confusing. If you are applying for \$300,000 in federal funds for a construction project, you will be required to have at least \$75,000 in local match. For example: Federal Award \$300,000 (80%) + Local Match \$75,000 (20%) = Total Project Cost = \$375,000 (100%). If you are applying for additional funds for an existing project, show the amount being requested for this grant in the PE, ROW, Construction, Construction Engineering, and Municipal Project Management rows included in the grant application. Also, be clear regarding total project cost and other funding amounts and sources in the *Additional Funding Comments* box below the project cost estimate section (application question no. 5).

Project General Location – Provide information where the proposed work will be done and identify the Regional Planning Commission. If your project is linear in nature, such as a sidewalk or bike path, please be sure to tell us the approximate length. Check the boxes if the proposed project is located on or adjacent to a State maintained highway system.

Property Ownership – All federal aid projects require that the property be acquired for the public purpose - either through purchase in fee, easement, or condemnation in accordance with the federal Uniform Relocation Act. This includes acquisition of any temporary construction rights. A formal Right-of-way Clearance is issued by VTrans ROW Section upon review and confirmation that the effort satisfies the federal law. Please check the status of property ownership.

Funding Sources – Please list all sources of funding for this project and their corresponding dollar value. Provide information as to the source of the local match. In-kind donated services, materials, construction services, and property may be eligible towards the required local match if approved. Award of a grant does not necessarily approve the proposed local match

Application Scoring Criteria - Vermont TA grant applications are judged on how well they address the Selection Criteria. The criteria are listed below, with some TA information on how you might want to address those criteria, keeping in mind that each proposal is unique, and your responses should be based primarily on your research and knowledge of the specific project.

1. Please give a brief description of the project (be sure to indicate the primary facility type being applied for). In this section you should describe the project as concisely as possible. The application reviewer should be able to determine exactly what it is you are proposing in the first three sentences. Example #1: Construct 500 ft. of 5 ft. wide concrete sidewalk on the east side of Main Street beginning at Center Street and extending to Shady Lane. Example #2: Scoping/feasibility study for 400 ft. of 10 ft. wide bituminous shared use path on the east side of Main Street from 111 Main Street to the intersection of Center Street. The nature of a proposed project’s relationship to surface transportation should be discussed.

Score	Guidance
10	The description was concise, and the scope of the project was clear. The description included the type of project (scoping vs. construction), length and width of the project (if linear), as well as the primary surface material (if linear). The project has a strong relationship to surface transportation.
4	One of elements described above was missing
0	The project scope was not readily apparent and required further review of application material to determine the basic scope of what was proposed.

2. What is the feasibility of this project? Describe the extent of project development completed to date. Applications for scoping/feasibility studies will not be scored on this criterion. Address any issues, including environmental concerns, property ownership issues, or design challenges. Discuss whether the municipality will be willing to proceed to condemnation should property acquisitions be needed. Include any pertinent excerpts from completed feasibility documentation for the project. Discuss the long-term maintenance responsibilities and costs.

Score	Guidance
10	Some project design beyond scoping has already been completed (e.g. conceptual or preliminary plans)
6	A detailed scoping study has been completed for the proposed project which did not indicate any significant project development issues.
0	A scoping study was undertaken, but either lacked detail or identified significant project development challenges that may threaten the ability of the sponsor to complete the project, or no scoping study was completed.

3. Will this project address a need identified in a local or regional planning document?

Score	Guidance
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5	Project is specifically called out in a municipal planning document such as Town Plan, Capital Program, or Bicycle/Pedestrian Plan
2	Project is consistent with the municipal or regional plan.
0	No planning documentation provided to support project.

4. Does this project benefit a State Designated Center per the link below (i.e., downtowns, villages, or neighborhood growth centers recognized by the Vermont Department of Economic, Housing and Community Development)? (10 Points Max.)

<http://maps.vermont.gov/ACCD/PlanningAtlas/index.html?viewer=PlanningAtlas>

Score	Guidance
10	All or part of proposed project is within the boundary of a State Designated Center
4	Proposed project leads up to, but is not within a State Designated Center
0	Proposed project is not connected to a State Designated Center

5. Provide a project cost estimate below (project costs below include both federal dollars and local dollars). Projects will be scored based on whether the cost appears realistic for the size and scope of the project. For scoping studies, use PE and Local Project Management lines only.

Note: If you are applying for additional funds for an existing project, show the amount being requested for this grant in the PE, ROW, Construction, Construction Engineering, and Municipal Project Management rows below. Also, be clear regarding total project cost and other funding amounts and sources in the additional funding comments box below.

Score	Guidance
10	Budget addresses all elements of project development and costs are consistent with VTrans Unit Cost Report or based on an engineer's estimate. Backup for construction costs is provided, including details about other funding involvements.
5	Budget is incomplete or moderately high or low compared to typical project costs
0	Budget is missing major elements, contains ineligible costs and/or does not provide any backup data

6. Select the eligibility category (A, B, C, or D) that best fits your project and answer the corresponding questions for that category (choose only one category).

A. Bicycle and Pedestrian Facilities (10 Bonus points will be awarded for projects that are primarily bicycle and pedestrian facilities.

i. Will the project contribute to a system of pedestrian and/or bicycle facilities?

Score	Guidance
10	Proposed project fills in an important missing gap in an existing network of pedestrian and/or bicycle facilities.

8	Proposed project is the first of its kind in the community and is identified as a priority in a planned network.
5	Proposed project extends the limits of an existing network of pedestrian and/or bicycle facilities.
1	Proposed project primarily reconstructs existing facilities

ii. Will the project provide access to likely generators of pedestrian and/or bicyclist activity?

Score	Guidance
10	Project provides direct access to one or more of the following: school, densely developed neighborhood, large employer, downtown or village center. Include approximate number of students, employees, etc. for major generators. Address how the project will affect the transportation needs of young children, older adults, and persons with disabilities.
5	Project provides access to an outlying area
0	Project is in an isolated area with little or no development

iii. Will the project address a known, documented safety concern?

Score	Guidance
10	Supporting documentation of pedestrian and/or bicycle safety problems provided: VTrans bike/ped crash data, police reports, school reports, a safety audit report, etc.
4	General documentation of safety concerns provided
0	Anecdotal evidence or no documentation of safety concerns provided.

B. Community Improvement Activities (10 Points Max.)

(i) Explain how the project improves the economic wellbeing of the community and/or provide a benefit to State tourism? Describe how the project will enhance the economic vitality of the community, surrounding region, or the State in general.

Score	Guidance
0-10	Projects will be scored based on the potential for economic benefit to the community and/or benefit to State tourism.

(ii) Describe the anticipated impact to the public; degree of visibility, public exposure and/or public use.

Score	Guidance
0-10	Projects will be scored based on the potential for a significant impact / benefit to the public as well as the number of people that will benefit.

(iii) Answer one of the following (a, b, c, or d), based on the type of project:

- a) **Construction of turnouts, overlooks, and viewing areas as related to scenic or historic sites as described in 23CFR 752.6. *To what extent will the project provide a view of a highly unique and scenic area?***

Score	Guidance
0-10	Projects will be scored based on the effectiveness of the overlook; importance and permanence of the site to be viewed. Photo documentation of the view should be included in the application.

- b) **Preservation or rehabilitation of historic transportation facilities. *Describe the historic significance of the historic transportation facility and the importance of the facility to the State.***

Score	Guidance
0-10	Projects will be scored based on the strength of the relationship to a mode of transportation, historic significance of the site and the threat to the site if the project is not funded (urgency of the project). Please state whether the site is eligible for the National Register of Historic Places.

- c) **Archeological planning and research related to impacts from a transportation project. *Describe the associated transportation project and benefit of the proposed activities.***

Score	Guidance
0-10	Projects will be scored based on the need/urgency of the research (no existing data available in the project area). Projects must show that the research plan is well thought out and meets federal standards. The project must be related to an impact from a transportation project eligible under United States Code of Federal Regulations Title 23 – Highways (includes road, bridge, and bikeway transportation projects).

- d) **Vegetation management in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control. *Describe the extent of the current problem, impact on the site and surrounding area.***

Score	Guidance
0-10	Projects will be scored based on the severity of the existing problem and the degree to which it has negatively impacted the surrounding area; Provide documentation of the existing problem.

C. Environmental Mitigation Activity Related to Stormwater and Highways

- i. **Please describe how this application provides environmental mitigation relating to stormwater and highways. (10 points max.)**

Score	Guidance
0-10	A complete description was provided that is clear and well understood.

- ii. **What information or data is provided to substantiate the current stormwater problem and associated environmental impacts? (10 points max.)**

Score	Guidance
0-10	Credible substantiating information was provided regarding the existing problem.

- iii. **What substantiating data or information is provided to show that the proposed application is an effective and manageable solution to the problem? (10 points max.)**

Score	Guidance
0-10	Credible substantiating information was provided regarding the long-term solution to the problem.

D. Environmental Mitigation Activity Related to Wildlife

- i. **Please describe how this application will reduce vehicle-caused wildlife mortality or will restore and maintain connectivity among terrestrial or aquatic habitats. (10 points max.)**

Score	Guidance
0-10	A complete description was provided that is clear and well understood.

- ii. **What information or data is provided to substantiate the current stormwater problem and associated environmental impacts? (10 points max.)**

Score	Guidance
0-10	Credible substantiating information was provided regarding the existing problem.

- iii. **What substantiating data or information is provided to show that the proposed application is an effective and manageable solution to the problem? (10 points max.)**

Score	Guidance
0-10	Credible substantiating information and data was provided regarding the long-term solution to the problem.

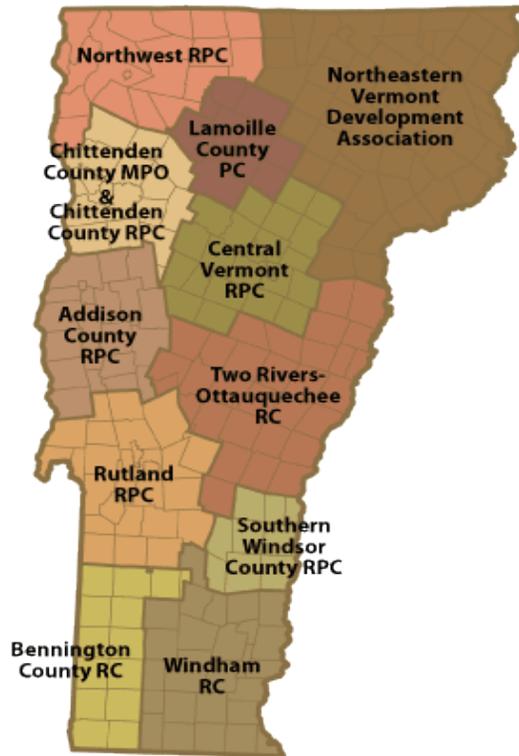
Submission Requirements – Submit applications in MS Word format. The applications can also be converted to Adobe PDF format if so desired. Submit applications by e-mail or furnish eight (8) hard copies of the application by the deadline of **December 14, 2022** to:

Scott Robertson, P.E. - Municipal Assistance Section - Proj. Mgr.
Vermont Agency of Transportation
Barre City Place | 219 North Main St. – 4th flr. | Barre, VT 05641
802-793-2395 | scott.robertson@vermont.gov

Appendix A – Regional Planning Commissions

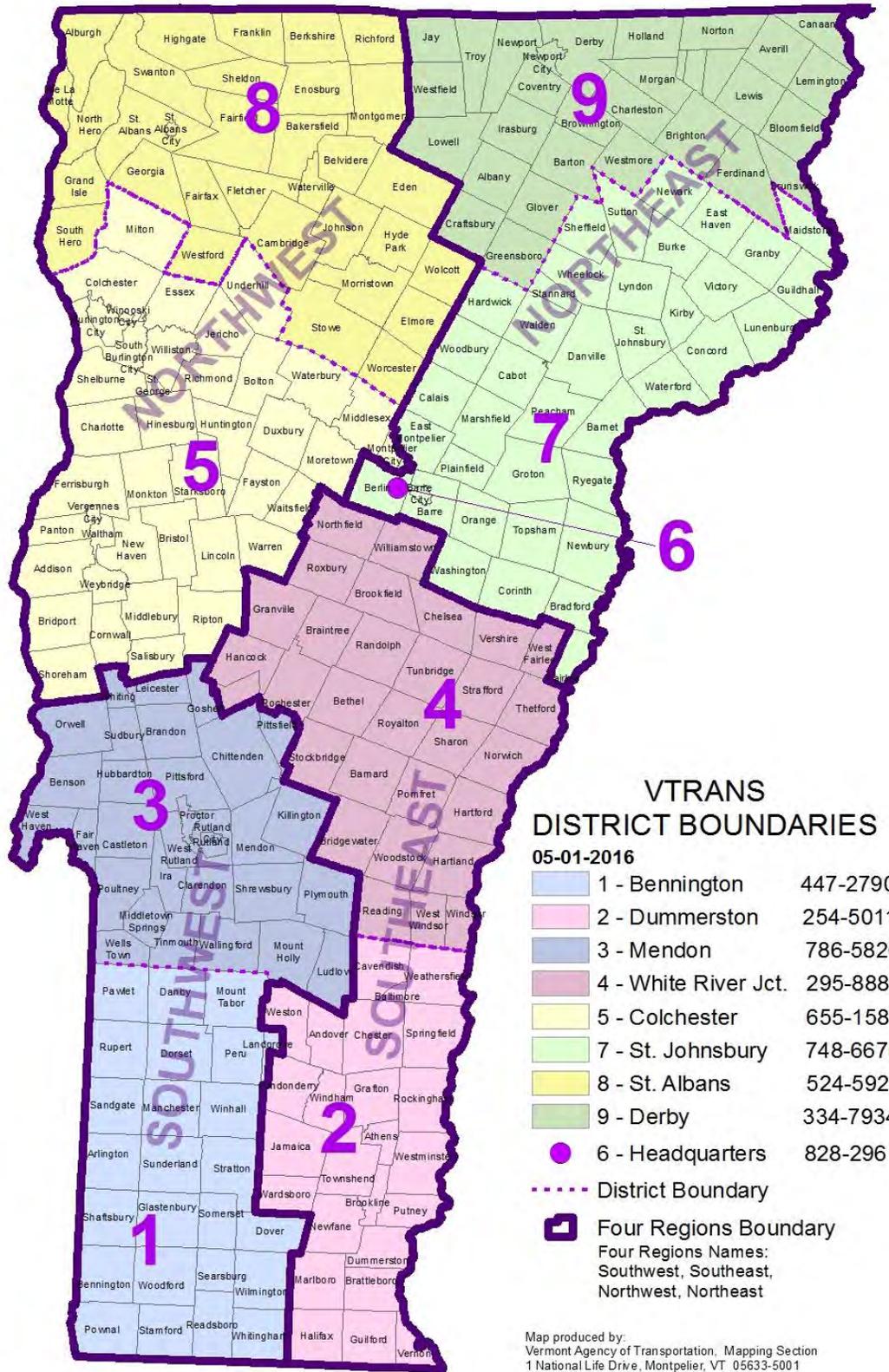
Vermont’s Regional Planning Commissions are important resources for Vermont Transportation Alternatives applicants. It is important to obtain a letter of support from the Commission that represents your region of the State. Contact the Transportation Planners at the numbers listed below. For more information, go to the Vermont Association of Planning and Development Agencies website at: vdpa.com.

Vermont Regional Planning Commissions



Addison County Regional Planning Commission	(802) 388-3141
Bennington County Regional Commission	(802) 442-0713
Central Vermont Regional Planning Commission	(802) 229-0389
Chittenden County Regional Planning Commission	(802) 846-4490
Lamoille County Planning Commission	(802) 888-4548
Northeastern Vermont Development Association	(802) 748-5181
Northwest Regional Planning Commission	(802) 524-5958
Rutland Regional Planning Commission	(802) 775-0871
Southern Windsor County Regional Planning Commission	(802) 674-9201
Two Rivers-Ottawaquechee Regional Commission	(802) 457-3188
Windham Regional Commission	(802) 257-4547

Appendix B – District Transportation Administrators:



Project:Shared\Mapping\MT\Tun20\Districts_2016_11x17.mxd

Appendix C: Municipal Assistance Section – Salt Shed Grant Application Guide

(Applies to grant applications received after July 1, 2022)

VTrans - Municipal Assistance Section grant opportunities allow for the design and construction of salt and sand sheds as eligible expenses through the following programs: the **Transportation Alternatives Program (TAP)** and the **Municipal Highway and Stormwater Mitigation Program (MHSMP)**. Salt shed funding is allowed through these programs to mitigate water contamination in association with the Vermont Clean Water Act (Act 64). All projects must be developed in accordance with applicable federal and state regulations.

The purpose of this funding is to effectively cover salt and sand piles to prevent water pollution. This funding is eligible for a reasonably sized sand/salt shed and allows for the storage of necessary loading equipment. Additional equipment storage, general maintenance of existing salt sheds, or any other amenities are not eligible. Salt and sand sheds that have exceeded their expected useful life is not considered maintenance and may be eligible to apply for this funding.

The maximum amount of funding per project through the VTrans Municipal Assistance Section (i.e., the sum total of MM and TAP grants) is capped at **\$500,000** of federal funding which will require **\$125,000** of local match funding, for a total grant amount of **\$625,000 (i.e., 80% federal or state / 20% local funding split)**. Any additional expenses per project cannot be funded through these programs.

The MHSMP and TAP programs require the following elements to be addressed to successfully receive grant funding:

- A thorough description of how salt contamination is occurring from the existing salt pile conditions to nearby surface and/or ground water (*including the proximity of the closest receiving waters and/or other sensitive resources, such as wetlands*).
- Evidence of salt and sand shed size necessity and annual salt & sand usage.
- A thorough cost estimate of the design and construction of the facility meeting federal requirements.
 - Must include considerations for project design, R.O.W., construction, construction inspection, and project management expenses.
- A clear status of the project development at the time of application.
 - Projects applying for additional funding must have a R.O.W certificate from VTrans.
- A review of existing permits relative to the improvement, a statement of how the project will comply, and if any new permits will be required.
- A support letter from the governing body of the applicant municipality or organization must include:
 - Acknowledgement of the local match financial requirement.
 - Acknowledgement of responsibility for future maintenance costs.
- A support letter from the Regional Planning Commission (RPC).
- A letter of acknowledgement from the VTrans District Transportation Administrator if the project requires a State Highway Work and Access Permit.

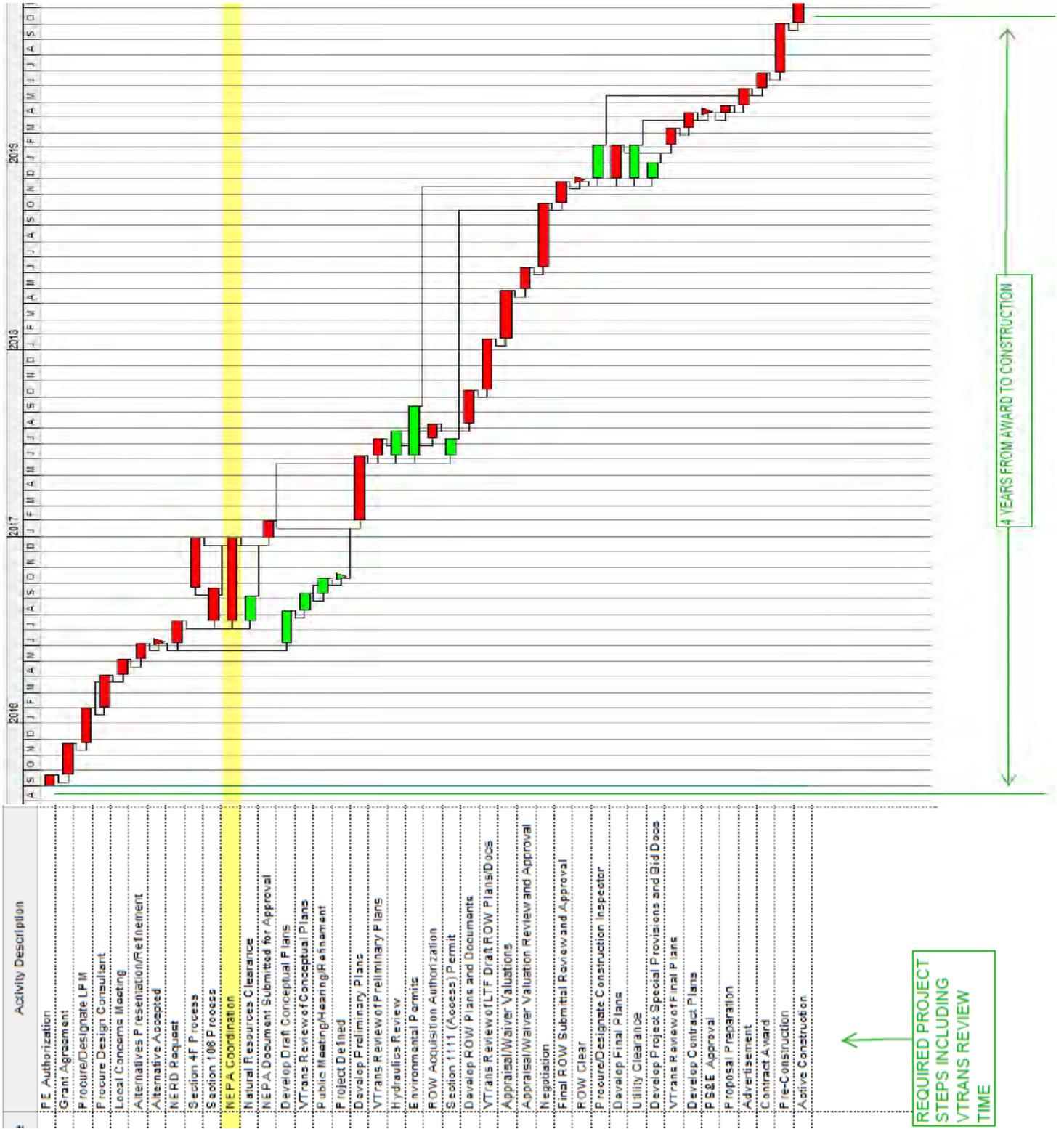
Note: Salt and sand shed projects funded through the MHSMP and TAP grant opportunities must include compliance with the following:

- National Environmental Policy Act
- Uniform Act for Right-of-Way acquisition
- Buy America Build America Provisions
- A public interest finding for proprietary products
- Low bid, sealed bid process for construction – Force Account is generally not allowed (i.e., construction completed by municipal staff).

These are reimbursement grants so municipalities must submit invoices for completed work and be reimbursed appropriately up to the grant amount. All projects must advance through construction, or payback provisions will be initiated.

Salt and sand shed projects shall be developed according to the guidelines published in the ***Municipal Assistance Bureau – Local Projects Guidebook for Municipally Managed Projects***. Grant applications and additional information can be found at: <http://vtrans.vermont.gov/highway/local-projects>

Appendix D: Typical Project Timeline:



REQUIRED PROJECT STEPS INCLUDING VTRANS REVIEW TIME

4 YEARS FROM AWARD TO CONSTRUCTION

Transportation Advisory Committee Meetings

Committee advisement or staff commitment

June 15, 2022		Cancelled
May 18, 2022		Agenda Minutes
Review of speed sign data Gateway traffic calming	Data not provided, staff reported intervention warranted. Data will be provided in future Options reviewed, no advisement given	
April 20, 2022		Agenda Minutes
Review Speed Sign Locations Allen Street at Prospect Street Rectangular Rapid Flashing Beacons	Consent on four gateway locations Department will review design Placement at intersection of North Main Street and Second Street	
March 16, 2022		Agenda Cancelled
February 16, 2022		Agenda Minutes
Merchant Street STIP design change VTrans Transportation Planning Initiative Portable vehicle speed sign placement policy	Motion passed to advise City Council to request design change Chair to apply for assistance from CVRPC for Berlin Street traffic calming Staff will provide more permanent list	
January 19, 2022		Agenda Minutes
Merchant Street STIP design change Vehicle weight limit recommendations	Motion failed to advise City Council to request design change Department committed to something with regards to state weight limits	
December 15, 2021		Agenda Minutes
Capital, Streets, Sidewalks Plan review	Chairs of ADA Committee and Paths, Routes and Trails Committee in attendance Increase funding threefold to keep up with maintenance backlog	
November 17, 2021		Agenda Minutes
Transportation Planning review Hill Street traffic calming presentation		
October 20, 2021		Agenda Minutes
Bulb-outs at Spaulding installed VTrans Merchant Street presentation	Not previously before TAC	
September 15, 2021		Agenda Minutes
Berlin Street popup Reviewed backlog and resolution process	Motion to experiment with a Berlin Street one-way failed	
August 18, 2021		Agenda Minutes
Speed Table Candidates River St. /Beckley St. Traffic Calming (pop ups) Granite St. / Berlin St. Traffic calming and weight limits plan	Proceed with installation No advisement Use ARPA funding to obtain	
July 21, 2021		Agenda Minutes
Speed Bump Summer St Perry St. Traffic Concerns	No advisement No advisement	

Transportation Advisory Committee FY2022 Annual Report

At the outset of Fiscal Year 2022, the committee adopted a new resolution process for citizen concerns, available on the [committee's page](#) on the Barre City website. This process was created in response to the lack of action and accountability our prior process had demonstrated, where public input and committee discussion had no clear outcome or resulting action items.

In keeping with the results of public surveys from the Planning Commission and City Council, resident concerns have been predominantly focused on reducing vehicle speed and increasing safety from vehicles.

While the backlog of resident transportation concerns, raised to the Department of Public Works and via SeeClickFix, has been growing, FY2022 saw only one project (a proposed crosswalk across Allen Street at Prospect Street) begin the process. However, a revised design was never created and no action has been taken to address the resident concern. At the end of FY2022, the committee awaited this design, along with two other promised designs in response to resident concerns.

In this fiscal year, we saw the construction of safety improvements to the intersection of Hill Street and Perry Street. This project followed the committee's process effectively and the outcome seems strongly positive. However, public input to a subsequent meeting of the committee left no doubt that these design changes were not sufficient to create a safe and pleasant environment on Perry Street.

Curb extensions were constructed on Ayers Street to improve safety around Spaulding High School. The committee approved and the city installed four digital speed signs inbound at the city's gateways. These collect vehicle speed data, and they are intended to inform the Department of Public Works and this committee about what interventions may be appropriate, but the data has proved consistently difficult to obtain.

A 20-year-old design for a state highway project will soon add a left turn lane from Route 14 onto Merchant Street at Hope Cemetery. The Barre City Municipal Plan states "Non-local traffic from Route 14 onto Merchant Street should be discouraged". VTrans provided an updated model that shows "a left turn lane is not warranted here based on capacity". VTrans public crash data shows only four accidents near this location in the past 10 years, none of which caused injury. The committee passed a motion to inform City Council of these facts and ask that they request VTrans to consider a design revision that did not include a left turn lane. The

Director of Public Works strongly objected that nonetheless safety was the reason to retain a turning lane, and City Council voted against requesting a new design.

The committee's adherence to Open Meeting Law has improved significantly from last year, with all agendas and minutes posted as appropriate. As was the case with many aspects of municipal government, the end of our fiscal year was impacted by the sudden and tragic death of Jody Norway, the city's Executive Assistant who kept many things running smoothly. She is greatly missed.

Transportation Advisory Committee

Resident Concern Resolution Process

1) Gather observations and concerns

- **Define the problem**
 - When staff or members of the public identify concerns, we will track them in the [Committee backlog](#)
 - Over time we can group these concerns together to take action as appropriate
 - Staff should manage collection and publication
 - Committee ultimately sets timeline for when to address observations or concerns

2) Create a proposal or set of proposals

- **Describe possible solutions**
 - When a problem is scheduled to be addressed at a Committee meeting, Staff should provide one or more proposals for a solution
 - Proposals should clearly define the problem, based on Staff knowledge or public input, and document the solution to be understood by a layperson
 - Proposals should always include sufficient context: maps, photos, conceptual drawings, and always a link to a map location
 - Proposals must be available in time to be included in the meeting packet, which will be published

3) Review proposals with residents in a public meeting of the Transportation Advisory Committee

- **Decide if a given solution will address the problem**
 - This is the part we were doing already! It just works better with the right preparation
 - Every advisement of the Committee must result from a passing motion

Transportation Advisory Committee Backlog

Proposed Advisement Topics

The committee will work to incorporate these topics into future meeting agendas:

- Develop detailed plan for increased connectivity via sidewalks and crosswalks
- Develop a plan for city-wide traffic calming
- Alternatives to winter parking ban
- Options for reduced speed limits
- Street standards and streets classification from Municipal Plan (Arterial, Connector, Local)
 - Appropriate lane widths
- Streets rehabilitation program and capital planning
- Review and adjust pipeline for future Statewide Transportation Improvement Program projects
- Weight limits / Freight plan, keeping large vehicles off Neighborhood Streets
- Update on timing for painting the lines on Camp St

Locations with Resident Concerns

Location	Description	Source	First Reported	Last Action
Hill Street	Speeding and noise			
Lower Camp	Speeding and noise			
Allen Street	Safe walking access, especially to school, concern with safely crossing at corner of Prospect		April 2022	Department to review design from 4/20/2022
West Patterson				
Seminary Street	Seminary / Farwell / Brook			
Washington Street	Unsafe crossing at Academy			
Berlin Street / Smith Street	Speeding and safety			
Cassie and Onward	Speed table requested due to presence of daycare		December 15, 2021	
Boyce Street	Stop sign requested. Committee will consider Department-recommended criteria for stop sign placement	SeeClickFix	February 16, 2022	
North Main Street	Pedestrian safety and accessibility of pedestrian infrastructure in all seasons	Resident report	March 11, 2022	
Circle Street	Residents appreciate speed table, but it is reported to be not sufficient	Resident report	March 9, 2022 March 26, 2022 (Merchant Street as well)	
South Main Street at Elmore	Crashes common and school bus stop location is not safe	Resident report	May 3, 2022	Draft design presented to TAC on 7/21/2022
Washington Street	Speeding traffic near boundary with Barre Town. Requested	Resident report	March 28, 2022	

	speed sign closer to their location			
Third Street	Request for speed hump	Resident report	September 15, 2022	
Park Street	Upgrade speed hump to speed table	Resident report	September 15, 2022	
Hooker Street	Pavement condition, what is repaving schedule	Resident report	September 21, 2022	

Resident concerns are addressed following this [resolution process](#)

Concerns that may not have made it to this list can be found on Barre's [SeeClickFix page](#).

Standing Commitments

Location	Description	Responsible Party	Commitment Made	Last Action
Elm and Eastern	Intersection design changes	City Engineer	Present design to TAC in January 2021	
Circle Street	Pedestrian safety issues.	Public Works	Install speed table	Installed speed table. Date?
Washington and Academy	Pedestrian crossing design changes	City Engineer	Provide revised designs in March 2021	Provided draft concept design in February 2021
South Main at Tilden House	Pedestrian crossing safety	Public Works	Research installing rectangular rapid flashing beacon sign, April 2022	
Camp Street	Paint bike lane on upper Camp Street	Public Works	Edge striping to preserve a narrow shoulder on the downhill side and a minimum 5' bike lane with bike symbols on the uphill side, May 2021	
Portable speed signs	The city has acquired four movable speed signs to place around the city	Public Works	Install speed signs at main gateways into city	Two signs installed in March 2022, two signs installed in April 2022
Allen Street	Pedestrian safety and speeding vehicles	Public Works	Speed table and management of roadside vegetation to create visual rhythm, September 2020	Installed speed table. Date?
Merchant Street	Bulb outs at crosswalks	Public Works	Install two bulb-outs	
South Main at Elmore	Intersection design changes	City Engineer	Provide proposed design for resident input in December 2022	Proposed rough conceptual design in September 2022
Speed humps on River Street and Beckley Street	Traffic calming	Public Works	Installed by October 1, 2021	