

February 2017



Show Me The Money!

A Guide for Municipalities to Vermont Agency of Transportation Grants



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 (VTTrans) 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 1-2 page summaries of current grant programs at VTTrans 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.

Please contact the appropriate personnel to ensure that grant deadlines, categories, and funding amounts 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

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: \$40,000



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.
- Applications are due annually, usually in the Spring. Grant information is posted to the Better Roads website at: <http://vtrans.vermont.gov/highway/better-roads>
- Work must be completed by Dec. 31st the year after the grant is awarded.

Bicycle & Pedestrian Program

A grant program to provide safe and convenient facilities for those Vermonters who choose to walk or ride bicycles for local trips.

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Grant Categories:

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 more extensive 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, 50% 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 projects 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 in mid-July.
- Scoping studies take approximately one year to complete.
- Federally funded design/construction projects take on average 3-5 years to complete from date of application to end of construction.
- Small-scale construction projects take approximately one year to complete.

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 for scoping and federally funded design/construction projects:
 - 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. The municipality will be required to obtain a Highway Access Permit from VTrans for any work in the State highway ROW.
 - 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.

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.

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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.
- 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

Transportation Alternatives Program (continued)

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.

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.

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Grants are awarded for preliminary engineering, and construction only of Park-and-Ride lots 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
- EV Charging Stations
- Guardrail
- Signs and Pavement Markings
- Handicapped Accessibility
- Transit Connections
- Other Amenities

Grant Details:

- State funds with no local match requirement.
- No maximum grant amount, however awards are typically around \$80,000.
- 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 or 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 30 months 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 in 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, 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 30 months 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 30 months 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.

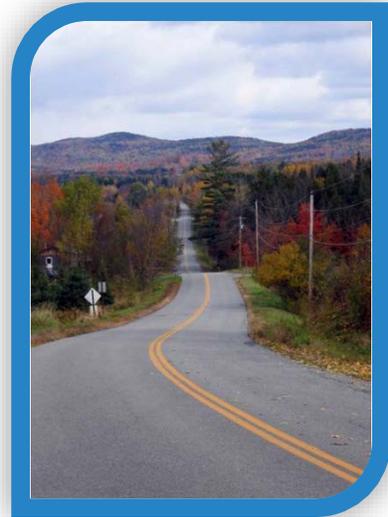
Systemic Local Road Safety Program

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.

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 ERAF percentage. A town can find out the status of their ERAF by going to the Flood ready website. <http://floodready.vermont.gov/>

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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.

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.

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FEMA Pre-Disaster Mitigation Grant Program (PDM):

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

Eligibility requirements are similar under PDM and HMGP.

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.

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FHWA Emergency Relief Program

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

Public Assistance provides grants to local governments so that communities can quickly respond to and recover from major disasters or emergencies.

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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 (formerly known as the Strong Communities, Better Connections Program) seeks to align state and local investments to increase transportation options, build resilience, and strengthen economic vitality in Vermont's community centers, through an annual grant program administered by Vermont Agency of Transportation (VTrans), in partnership with the Vermont Agency of Commerce and Community Development (ACCD).

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The program supports implementation-focused, municipal planning initiatives that:

- Provide safe, multi-modal and resilient transportation systems that supports the Vermont economy.
- Support downtown and village economic development and revitalization efforts
- Lead directly to project implementation.

The Better Connections Program grants are for planning work leading to local policy decisions and implementation. Projects should address land use and development, context-sensitive design, transportation network connectivity and roadway design, water quality, green and grey infrastructure capacity, and economic development. All projects must support the Program Purpose and Objectives, include an effective community visioning process, and develop an implementation plan. The implementation plan should coincide with capital projects identified in the regional and municipal plan, municipal capital plan or the VTrans Capital Program.

Examples of eligible projects include, but are not necessarily limited to:

A. Activity Center Plans

Activity Center plans are smaller in geographic focus than Municipal Plans, and because of their smaller geography and focus; they provide more detailed implementation recommendations for specific areas. Activity Center Plans are a community-driven physical plan for future improvements.

Better Connections Grant Program (continued)

B. Corridor Transportation and Land Use Plan (CTLUP)

A CTLUP supports and encourages safe, comfortable multimodal transportation options (bicycle, pedestrian, vehicles, and transit) on state and town highways. The CTLUP geography varies, but the plan should be implementation-driven and deliver strategies to improve both the transportation and land use along a specific area of the corridor.

C. Innovative Transportation and Land Use Guidelines and Policies

Guidelines and bylaws that integrate transportation and land use to increase transportation options, support economic development and community resilience. The guidelines must be specific to a certain area (downtown, village, neighborhood or corridor) and not municipal-wide bylaws or standards.

Grant Details:

- Grants are due annually, usually in January.
- Municipalities annually compete for approximately \$200,000 in projects funds.
- A 10% local cash match is required.

Go! Vermont Transportation Committee Grants

A grant program for municipalities to create and run a committee that promotes efficient modes of transportation best suited for each community.

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Grant Details:

- The VTrans Public Transit Section is offering grants to municipalities to assist in building a statewide outreach and advocacy network for the Go Vermont Program (www.connectingcommuters.org).
- 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 the Go Vermont Program.
- Through a partnership with your local Regional Planning Commissions (RPCs), VTrans will provide a \$500 grant to participating municipal energy committees.

Other Program Requirements:

Go Vermont is a web-based clearinghouse for all transportation modes in Vermont, featuring an automated carpool, vanpool and public transit matching service, a vanpool program, information for State Park and Ride locations, and a link to "511" traffic conditions. In effect, the framework and services have been established for Go Vermont, and the focus has now shifted toward building program participation to achieve the necessary critical mass for rideshare matches, and toward facilitating efficient transportation options versus continued operation of single occupancy vehicles. To this end, the project objectives are as follows:

- Broaden Go Vermont outreach efforts.
- Build relationships with local committees and advocates.
- Identify local and regional transportation priorities and activities.
- Build local and regional program capacities and awareness.
- Increase the number of registrants in the Go Vermont database.
- Increase traffic to the Go Vermont website (www.connectingcommuters.org).
- Focus regional and local initiatives and advocacy efforts.

The ultimate goal of this program is to increase program awareness, carpool registrations, numbers of vanpools and general activity on the Go Vermont website.

Governor's Highway Safety Program

Highway Safety Grant, Work Zone Safety

The Governor's Highway Safety Program (GHSP), through funding from National Highway Traffic Safety Administration (NHTSA), is responsible for reducing injuries, deaths, and economic losses resulting from motor vehicle crashes, and its mission is to save lives, prevent injuries, and reduce traffic-related health care and other economic costs.

Contact your local Sheriff's Office

OR

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Work Zone Safety grants are given to Sheriffs who then use this money to patrol work zones to improve their safety.

Grant Details:

- Contact your Sheriff's Office if you have a work zone that is a safety concern and you would like them to patrol as part of this grant. If they have applied to this grant and have money left they may be able to provide this service to your municipality.
- Federal funds.
- Generally, a 25% match is required by the Sheriff's Office.

Other Program Requirements:

- The Governor's Highway Safety Program also has a variety of other programs that your local police department may use to combat issues you see while you're working on the roads such as drunk and impaired driving, distracted driving, occupant protection (restraint use), community traffic safety problems, pedestrian and bicycle safety, and motorcycle safety.

Resources

VTrans District Offices

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

221 Beswick Drive
White River Junction, Vermont 05001
Phone: (802) 295-8888
Fax: (802) 295-8882

District 5 - Colchester

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

District 7 - St. Johnsbury

1068 US Route 5, Suite 2
St. Johnsbury, Vermont 05819
Phone: (802) 748-6670
Fax: (802) 748-6671

District 8 - St. Albans

680 Lower Newton Road
St. Albans, Vermont 05478
Telephone: 802-524-5926
Fax: 802-524-7940

District 9 - Derby

4611 US Route 5
Newport, Vermont 05855
Phone: (802) 334-7934
Fax: (802) 334-3337

Vermont Local Roads

1716 US Route 302
Berlin, Vermont 05602
Phone: (802) 828-3537
Fax: (802) 828-1932
Website: localroads.vermont.gov

Regional Planning Commissions

Addison County RPC

14 Seminary Street
Middlebury, VT 05753
Phone: (802) 388-3141
Fax: (802) 388-0038

Bennington County RC

111 South Street, Suite 203
Bennington, VT 05201
Phone: (802) 442-0713
Fax: (802) 442-0439

Central Vermont RPC

29 Main Street, Suite 4
Montpelier, VT 05602
Phone: (802) 229-0389
Fax: (802) 223-1977

Chittenden County RPC

110 West Canal Street, Suite 202
Winooski, VT 05404
Phone: (802) 846-4490 x21
Fax: (802) 846-4494

Lamoille County PC

PO Box 1637
Morrisville, VT 05661
Phone: (802) 888-4548
Fax: (802) 888-6938

Northeastern VT Development Association

36 Eastern Avenue, Suite 1
PO Box 630
St. Johnsbury, VT 05819
Phone: (802) 748-5181
Fax: (802) 748-1223

Northwest RPC

75 Fairfield Street,
Saint Albans, VT 05478
Phone: (802) 524-5958
Fax: (802) 527-2948

Rutland RPC

PO Box 965
Rutland, VT 05702
Phone: (802) 775-0871
Fax: (802) 775-1766

Southern Windsor County RPC

Ascutney Professional Building
PO Box 320
Ascutney, VT 05030
Phone: (802) 674-9201
Fax: (802) 674-5711

Two Rivers-Ottawaquechee RC

128 King Farm Road
Woodstock, VT 05091
Phone: (802) 457-3188
Fax: (802) 457-4728

Windham RC

139 Main Street, Suite 505
Brattleboro, VT 05301
Phone: (802) 257-4547
Fax: (802) 254-6383