

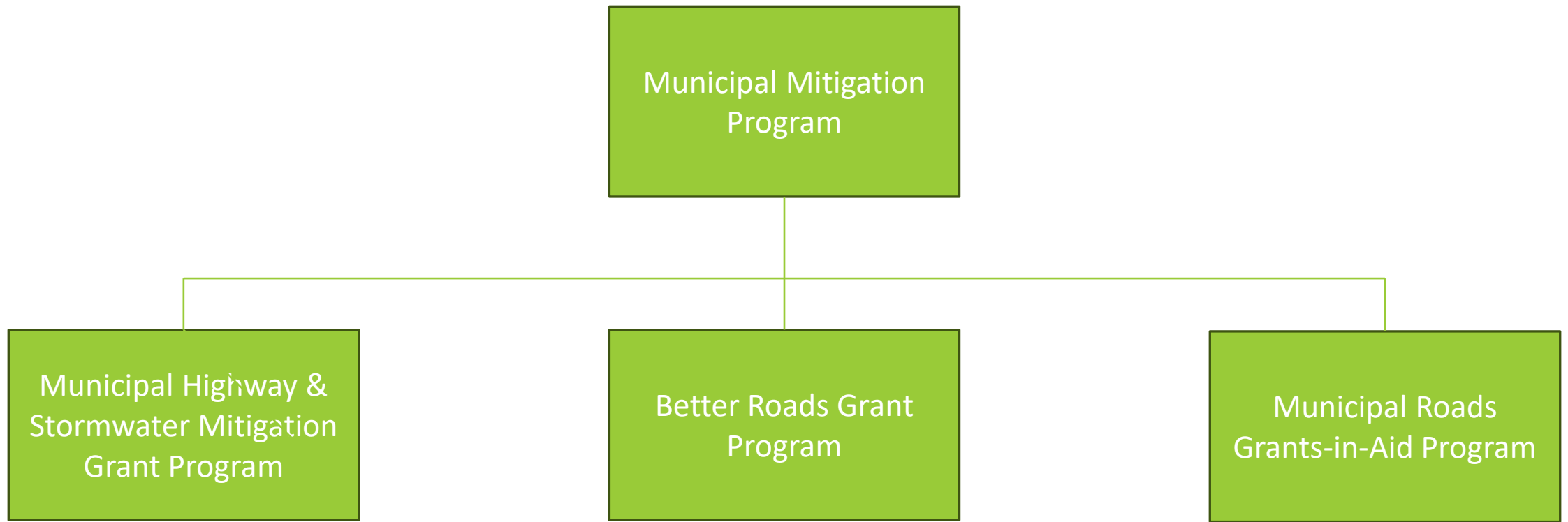
# Municipal Mitigation & Transportation Alternatives Grant Programs

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House Transportation Committee –  
February 21, 2024





Program		Activities	Max \$	Funding Type	Funding Source	Funding Split	SFY 25 Proposed	
Municipal Mitigation	Better Roads	Category A	Planning; Road Erosion Inventories related to MRGP Compliance	\$8,000 max	Competitive Grant	State CWF <sup>1</sup>	80/20	\$1,000,000
		Category B	Project that corrects erosion and/or stormwater retrofit	\$20,000 max	Competitive Grant	State CWF + TFund	80/20 <sup>2</sup>	\$1,000,000 CWF project; \$440,000 TFund
		Category C	Project that corrects streambank, lakeshore or other slope erosion	\$40,000 max	Competitive Grant		80/20 <sup>2</sup>	
		Category D	Structure/culvert upgrades or replacement.	\$60,000 max	Competitive Grant		80/20 <sup>2</sup>	
	Grants In Aid		Implementation of BMPs for MRGP Compliance	--	Grant via a formula	State CWF	80/20 <sup>2</sup>	
	MHSWMP		In-stream culvert replacements, stormwater treatment related to highway runoff	None	Competitive Grant	Federal	80/20	\$1,428,000



## Municipal Highway & Stormwater Mitigation Program

- Annual solicitation, normally announced late summer and awards announced early part of calendar year
- Funded by “flexed” Surface Transportation Block Grant (STBG) funds – “FHWA formula funds” into Transportation Alternatives
  - Enabling legislation: 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.
  - 80% fed, 20% local (non fed match), no max award
  - Requires full fed-aid project development process, typically 3-5 years before construction (NEPA, permitting, ROW acquisition, etc.)
  - All eligible scoping (feasibility) requests are funded = conceptual cost estimates, resource and utility identification/impacts, preferred alternative selected
  - Construction projects selected on merits of application (expected water quality benefits, equity, project management structure, budget support), in consultation with VT DEC



- ▶ Planning Studies
  - ▶ Stormwater Inventories
  - ▶ Flow Restoration Plans
  - ▶ Phosphorus Control Planning
- ▶ Salt/Sand Sheds (see guidance document for parameters next sheet)
- ▶ Bank Stabilization
- ▶ Culvert Replacement/Re-sizing
- ▶ Stream Bank Stabilization
- ▶ Detention Ponds
- ▶ Swirl Separators
- ▶ Permeable Pavers
- ▶ Infiltration Basins
- ▶ Gravel Wetlands
- ▶ Subsurface Detention Systems
- ▶ Bio Filters
- ▶ Bio Retention Systems

SFY	Applications Received	Applications Awarded	% Projects Awarded	Total \$'s Requested	Total \$'s Awarded	% \$'s Awarded
2019	20	18	90.00%	\$5,338,554.00	\$5,227,382.00	97.92%
2020**	20	5	25.00%	\$5,539,534.00	\$1,861,236.00	33.60%
2021	19	7	36.84%	\$6,989,976.00	\$1,641,200.00	23.48%
2022	29	10	34.48%	\$11,275,047.00	\$1,879,200.00	16.67%
2023	20	6	30.00%	\$8,347,456.00	\$1,353,000.00	16.21%

\*\* denotes that awards included \$500,000 in one-time ARPA funds (used to fund 2 projects of the 10)





## Better Roads Grant Program

- Annual solicitation, normally announced late fall and awards announced spring
- Funded by Transportation funds and Clean Water funds
  - Funds cost effective techniques and actions that can be used to enhance the resilience of municipal roads while protecting water quality in Vermont
  - 80% state, 20% local match (in-kind)
  - State level permitting, most activities exempt due to largely considered maintenance = faster implementation, typically one year
  - Combinations of contracted work vs municipal forces
  - All CW funds are directed to Municipal Roads General Permit (MRGP) activities
  - Transportation funds spread through categories but mostly focused on larger (36"+) culvert replacements
  - Competitive grant cycle, project selection focused on water quality benefits





## Category A – Road Erosion Inventories

SFY	Applications Received	Applications Awarded	% Applications Awarded	Total \$ Requested	Total \$'s Awarded	% \$'s Awarded
2019	46	44	95.65%	\$325,370.00	\$307,877.00	94.62%
2020	41	41	100.00%	\$328,000.00	\$302,778.00	92.31%
2021	17	14	82.35%	\$136,000.00	\$98,024.00	72.08%
2022	17	13	76.47%	\$125,409.00	\$48,100.00	38.35%
2023	16	10	62.50%	\$179,225.00	\$74,700.00	41.68%

## Category B – MRGP required practices

SFY	Applications Received	Applications Awarded	% Projects Awarded	Total \$'s Requested	Total \$'s Awarded	% \$'s Awarded
2019	109	100	91.74%	\$1,821,776.00	\$1,641,776.00	90.12%
2020	63	63	100.00%	\$1,011,588.00	\$1,011,588.00	100.00%
2021	112	75	66.96%	\$2,289,509.00	\$1,287,324.00	56.23%
2022	90	58	64.44%	\$1,388,700.00	\$1,016,000.00	73.16%
2023	86	86	100.00%	\$1,584,400.00	\$1,584,400.00	100.00%

## Category C – lakeshore/streambank stabilization

SFY	Applications Received	Applications Awarded	% Projects Awarded	\$ Requested	\$ Awarded	% \$'s Awarded
2019	19	8	42.11%	\$539,080.00	\$217,133.00	40.28%
2020	17	9	52.94%	\$488,257.00	\$249,107.00	51.02%
2021	13	0	0.00%	\$341,375.00	\$0.00	0.00%
2022	8	0	0.00%	\$252,000.00	\$0.00	0.00%
2023	10	4	40.00%	\$212,859.76	\$89,000.00	41.81%

## Category D – in-stream culvert replacements

SFY	Applications Received	Applications Awarded	% Projects Awarded	\$ Requested	\$ Awarded	% \$'s Awarded
2019	54	32	59.26%	\$2,075,436.90	\$1,202,294.00	57.93%
2020	43	31	72.09%	\$1,666,784.00	\$1,115,241.00	66.91%
2021	47	0	0.00%	\$2,012,855.00	\$0.00	0.00%
2022	35	10	28.57%	\$1,453,113.00	\$452,700.00	31.15%
2023	31	9	29.03%	\$1,762,133.00	\$442,000.00	25.08%

## Municipal Roads Grants-in-Aid Program

- Started as a DEC program as part of the CW bill passing, transitioned to VTrans in SFY21
- Annual solicitation
- Formula grant, based on # of municipal hydrologically connected road segments
- Clean Water funded
- All funds directed towards MRGP compliance
- 80% state, 20% local match (in-kind)
- All activities exempt due to largely considered maintenance = faster implementation, one year performance period
- Mostly completed with municipal forces
- All municipalities that return LOI receive funding. Depending on participation and # of segments, grants range from \$4k - \$36K





## Transportation Alternatives – Env. mitigation related projects

- Annual solicitation, normally announced fall and awards announced February
- TA set-aside – IIJA increased to ~ \$4.3M (previously \$2.2M)
  - 80% fed, 20% local (non fed match), max award changed to \$600k in SFY24 T-bill (previously \$300k)
  - Statutory language requires 50% directed to environmental mitigation projects and other 50% preferentially weighted towards B/P type projects
- Requires full fed-aid project development process, typically 3-5 years before construction (NEPA, permitting, ROW acquisition, etc.)
- All eligible scoping (feasibility) requests are funded = conceptual cost estimates, resource and utility identification/impacts, preferred alternative selected
- Construction projects selected on merits of application (community need, equity, project management, budget support)



Year	Category	Applications received	Applications awarded	% (projects) awarded	Federal \$'s requested	\$'s awarded	% (\$'s) awarded
2019	Fed funded	22	13	59.09%			
	Additional funding	3	1	33.33%	\$4,204,571.00	\$2,178,426.00	51.81%
	Scoping	2	2	100.00%			
2020	Fed funded	3	1	33.33%			
	Additional funding	0	0	0.00%	\$751,915.00	\$288,090.00	38.31%
	Scoping	0	0	0.00%			
2021	Fed funded	7	0	0.00%			
	Additional funding	1	0	0.00%	\$1,778,097.00	\$0.00	0.00%
	Scoping	0	0	0.00%			
2022	Fed funded	10	6	60.00%			
	Additional funding	3	1	33.33%	\$1,937,264.00	\$1,294,726.00	66.83%
	Scoping	1	1	100.00%			
2023	Fed funded	12	12	100.00%			
	Additional funding	3	3	100.00%	\$1,927,535.00	\$1,927,535.00	100.00%
	Scoping	5	5	100.00%			



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