

Transportation Alternatives – Stormwater Related Grants & Better Roads Grant Programs

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Transportation Alternatives – Env. mitigation related projects

- **19 V.S.A. § 38 – Statutory language**
 - Awards must be made in first quarter of calendar year
 - Max award amount = \$300k (notwithstanding language in Act 62 (FY23-24 session) increases max to \$600k through SFY27)
 - 50% = env. mitigation projects, 50% = other eligible categories
- **Transportation Alternatives (set-aside) = ~\$4.3M + \$1.4M (flexed into TA from Municipal Mitigation)**
- **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**
- **Requires full fed-aid project development process, typically 3-5 years before construction (NEPA, permitting, ROW acquisition, etc.)**



- All eligible scoping/planning/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



Transportation Alternatives Program - Stormwater (Fed Funds)						
SFY Applications Received	Applications Awarded	% Projects Awarded	Total \$'s Requested	Total \$'s Awarded	% \$'s Awarded	
19	21	12	57.14%	\$4,204,571.00	\$2,178,426.00	51.81%
20	3	1	33.33%	\$888,090.00	\$288,090.00	32.44%
21	9	0	0.00%	\$2,554,096.60	\$0.00	0.00%
22	10	5	50.00%	\$1,952,264.00	\$1,309,726.00	67.09%
23	12	12	100.00%	\$1,927,535.00	\$1,927,535.00	100.00%
**24	26	17	65.38%	\$9,005,684.00	\$5,023,573.00	55.78%

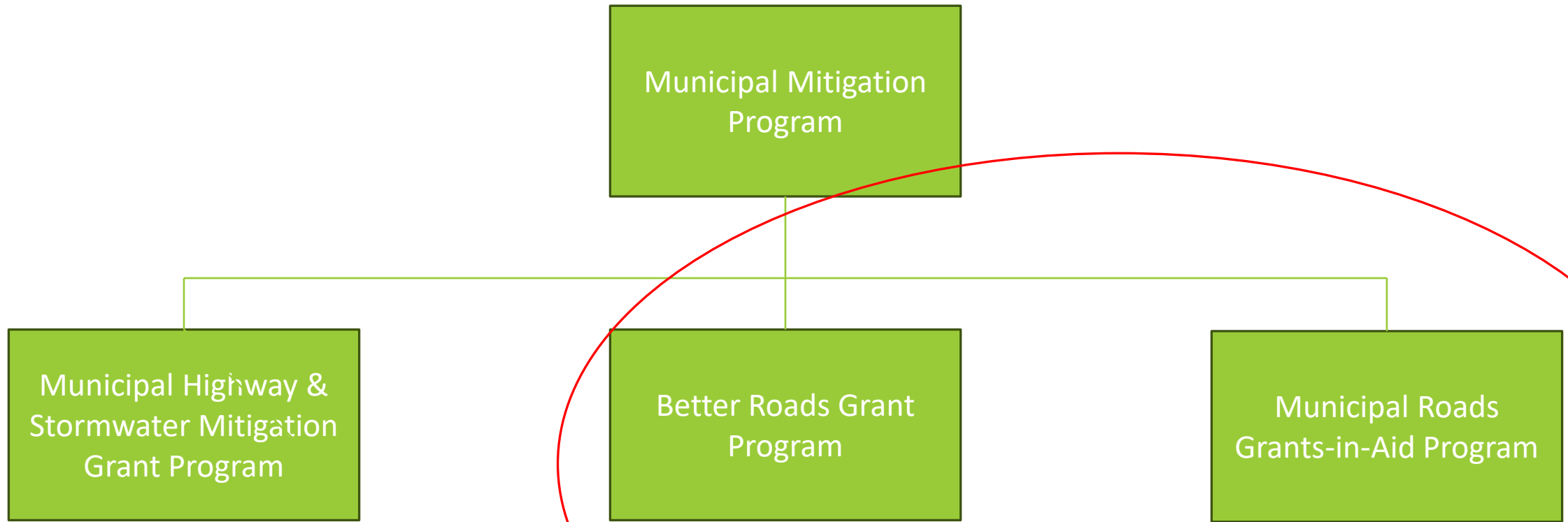
** denotes that awards included \$1,508,880 in Municipal Mitigation Stormwater funding

Of 47 projects awarded in last six FY's:

- 17 - sand/salt sheds
- 15 - culvert replacements/upgrades
- 14 - Stormwater treatment practices
- 1 - slope stabilization







Clean Water Funded Programs

The Clean Water Fund is made up of revenue from the Meals and Rooms Tax, Property Transfer Tax Clean Water Surcharge, and unclaimed bottle deposits and equals roughly \$25 million per year in revenues.



Municipal Roads General Permit (MRGP)

- MRGP is intended to achieve significant reductions in stormwater-related erosion from municipal roads, both paved and unpaved by bringing road drainage systems up to basic maintenance standards.
 - All incorporated cities, towns and villages (263 as of most recent)
 - Class 1-4 TH's
- Requirements (simplified)
 - Road Erosion Inventory (REI) – hydrologically connected road segments
 - Visible erosion, crown/grade road, grader berm, drainage ditches, conveyance/turn-outs
 - Does not meet, partially meets, fully meets
 - High priority segments
 - Implementation
 - Proper crown, removal of shoulder berms (high shoulders), properly constructed ditching, properly disconnected, cross culverts properly sized and armored
 - Min of 7.5% of non-compliant segments per year
 - Including 20% very high priority segments per year
 - All roads fully compliant by 2036



Better Roads Grant Program

- Annual competitive grant program
- 80% state, 20% local match (in-kind)
- State level permitting, most activities exempt due to largely considered maintenance = faster implementation, typically one year
- Allows for use of municipal forces to complete work

Road Erosion Inventories						
SFY	Applications Received	Applications Awarded	% Applications Awarded	Total \$ Requested	Total \$'s Awarded	% \$'s Awarded
19	46	44	95.65%	\$325,370.00	\$307,877.00	94.62%
20	41	41	100.00%	\$328,000.00	\$302,778.00	92.31%
21	17	14	82.35%	\$136,000.00	\$98,024.00	72.08%
22	17	13	76.47%	\$125,409.00	\$48,100.00	38.35%
23	16	10	62.50%	\$179,225.00	\$74,700.00	41.68%
24	No solicitation or funding was offered, permit was entering re-authorization.					
25 *	101	101	100.00%	\$816,176.00	\$816,176.00	100.00%
* Funding awarded via formula to ensure equitable distribution of available funding.						

MRGP Implementation Projects						
SFY	Applications Received	Applications Awarded	% Projects Awarded	Total \$'s Requested	Total \$'s Awarded	% \$'s Awarded
19	109	100	91.74%	\$1,821,776.00	\$1,641,776.00	90.12%
20	63	63	100.00%	\$1,011,588.00	\$1,011,588.00	100.00%
21	112	75	66.96%	\$2,289,509.00	\$1,287,324.00	56.23%
22	90	58	64.44%	\$1,388,700.00	\$1,016,000.00	73.16%
23	86	86	100.00%	\$1,584,400.00	\$1,584,400.00	100.00%
24	73	67	91.78%	\$1,315,900.00	\$1,190,100.00	90.44%
25	61	53	86.89%	\$1,199,747.49	\$1,003,200.00	83.62%



Municipal Roads Grants-in-Aid Program

- Annual grant program – open to all municipalities
- Funding distributed based on formula/share of hydrologically connected road segments
- 80% state, 20% local match (in-kind)
- State level permitting, most activities exempt due to largely considered maintenance = faster implementation, typically one year
- Allows for use of municipal forces to complete work

Grants in Aid participation year to year (formula funded based on MRGP.)					
FY	Appropriation	Participating Towns	Non-Participating Towns	Total of Awards	Avg. Award
FY21	\$3,130,830.00	203	57	\$3,279,020.00	\$16,152.81
FY22*	\$3,130,830.00	230	30	\$3,140,600.00	\$13,654.78
FY23	\$3,317,498.00	237	23	\$5,816,625.00	\$24,542.72
FY24	\$3,000,000.00	233	27	\$4,038,500.00	\$17,332.62
FY25	\$3,000,000.00	235	24	\$3,301,000.00	\$14,046.81



		Average Project Cost	State Reimbursed (State share)	Local Share (Over reimbursed cap)	Ave. # of segments brought to compliance	Average cost per segment	Segments brought to Compliance by Year	Outfalls brought to Compliance by Year	Total Awarded by Year \$\$	Towns Participating	Towns Not Participating
Grants in Aid	FY21	\$23,681.03	\$14,680.21	\$9,000.83	5	\$4,566.87	923	7	\$3,236,447.00	180	80
	FY22	\$22,786.79	\$14,680.21	\$10,212.18	5	\$4,480.04	1002	12	\$3,140,600.00	230	30
	FY23	\$33,450.61	\$21,875.05	\$8,686.70	6	\$5,512.57	1159	5	\$5,816,600.25	237	23
	FY24	\$26,019.97	\$15,524.64	\$7,092.74	5	\$5,196.00	651	4	\$4,038,500.00	233	27
	FY25	\$20,458.64	\$11,125.96	\$9,332.68	4	\$5,770.38	39	0	\$3,301,000.00	235	24
	Average	\$25,279.41	\$15,577.21	\$8,865.02	5.0	\$5,105.17					
Better Roads	FY23	\$30,035.76	\$17,232.92	\$12,802.84	4.9	\$6,171.73	365		\$1,338,700.00	75 completed	
	FY24	\$30,073.33	\$17,990.45	\$12,082.89	4.2	\$7,229.17	208		\$1,187,700.00	50 completed	
	FY25	\$20,458.64	\$11,125.96	\$9,332.68	4.0	\$5,114.66	39		\$1,003,200.00	11 completed	
	Average	\$26,855.91	\$15,449.77	\$11,406.13	4.5	\$6,171.85					
AVERAGE	GIA and BR	\$26,067.66	\$15,513.49	\$10,135.58	4.7	\$5,638.51					



*Please note that FY23, FY24, and FY25 GIA projects and FY25 Better Roads projects are still being reimbursed / reconciled and additional completions may be added to the data as the invoices are finalized.



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