



VTrans Fall 2022 Transportation Alternatives (TA) Grant Application

Thoroughly read the ***Vermont Transportation Alternatives Fall 2022 Application Guide*** before you begin your application. It includes important program information and step-by-step instructions. Pay particular attention to the application process requirements. **Applications are due in hand or by e-mail by December 14, 2022.** Please e-mail the completed application to: Scott.robertson@vermont.gov

Town of Middlebury- Stormwater Feasibility Study
(Project Name/Title)

802-453-4045
(Phone)

Emmalee Cherington
(Municipality contact person responsible for the management of this project)

echerington@townofmiddlebury.org
(e-mail address)

Middlebury
(Town)

\$ 19,800
Amount of **Federal Funds requested** (no more than 80% of the project cost estimate).

05743
(Zip Code)

\$4,950
Amount of Local Match. Example:
Federal Award = \$300,000 (80% of total)
Local Match = \$75,000 (20% of total)
Total Project Cost = \$375,000 (100% of the total)

77 Main Street,
Middlebury, VT 05753
(Mailing Address)

County: Addison

Town/Village/City: Town

Specific location, street, or road: Townwide

Regional Planning Commission: Addison County Regional Planning Commission

If a linear project, what is the length in feet? NA

Is the project on or intersecting to a State maintained highway? Yes No

- *Note: If yes, be sure to include documentation that you have notified the VTrans District Transportation Administrator of the intent to apply for TA funding and have provided them with a brief (one paragraph) description of the proposed project.*

Project type being applied for: **Scoping** **Design/Construction**

The municipality understands that a typical construction project utilizing Transportation Alternatives Program funds will take roughly three years (min.) in the Design and ROW phases prior to going to construction (as pointed out in the TA Program Application Guide)? Yes No

Does this project have a previously completed scoping or feasibility study? Yes No

- *The project will incorporate two previous plans that were not inclusive of the entire Town and did not involve an engineering phase.*

Note:

Attach a map(s) of the project area and clearly show the limits of the project as well as surrounding benefits from the proposed improvement. If the project is within or adjacent to a designated downtown, village or growth center, clearly indicate the relationship of the proposed project to the boundary of the designated area. Color photos of the area are also recommended.

Fiscal Information:

Accounting System Automated Manual Combination

SAM Unique Identifier # F3VRVGP3FNB9

Fiscal Year End Month June

Property Ownership:

If the proposed project is on private property that will need to be acquired by the Municipality through purchase, easement, or eminent domain (includes temporary construction rights) in accordance with the "Uniform Act", then the municipality is committed to exercising its right of **eminent domain** to acquire the rights to construct the project if necessary. Yes No

The proposed projects will likely be at least partially on private property that will need to be acquired by the Municipality through purchase, easement, or eminent domain (includes temporary construction rights) in accordance with the "Uniform Act".

Funding:

Does this project already have existing funding? If so, please describe. Yes No

The project has the funding necessary to supply the required match through the Stormwater Capital Improvements Fund. The project does not have existing funding to pay for the entire project.

Will you accept an award less than you applied for? Yes No

- If yes, please indicate whether local funds will be used to make up the shortfall, or if the project scope will be reduced. If the project scope is to be reduced, describe what part of the project (please be specific) you would accept partial funding for.

Funds from the Stormwater- Capital Improvement fund will be used to match the remaining 20% of the project cost. The Town will attempt to make up any shortfall if only partial funding is awarded.

A support letter from the governing body of the applicant municipality or organization and an 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). Is a letter of support attached?

Yes No

Regional Planning Commission Letter of Support:

In order to apply, the project must have a letter of support from the regional planning commission. Is a letter of support attached?

Yes No

Application Scoring Criteria:

- 1. Please give a brief description of the project (be sure to indicate the primary facility type being applied for and be concise). (10 points max.)**

The Town is working to provide stormwater treatment for the runoff generated from our roadways and other Town-owned surfaces. To achieve our water quality goals, we would like to complete a Townwide Stormwater Scoping (Feasibility) Study that will help prioritize stormwater treatment projects and address expired permits.

The goal of the study is to identify the Best Management Practices (BPMs) for the existing Town stormwater permits in addition to analyzing the feasibility of concepts discussed in the 2020 Middlebury Downtown Master Plan. The potential sites will be evaluated for feasibility including potential environmental impacts, right-of-way concerns, and preferred alternatives. Projects that provide the most benefit will be advanced to a 30% design with estimated construction costs.

- 2. What is the feasibility of this project? Feasibility (or Scoping) study applications will not be scored on this criterion. Also, please describe the extent of project development completed to date. (10 points max.)**

The project is a feasibility study to help provide the Town direction on how to best treat the stormwater from our roadways and Town owned surfaces. The Town has two separate documents related to stormwater planning. The 2020 Middlebury Downtown Master Plan, identified several potential stormwater projects in the downtown region, including eight that were featured in the Downtown Stormwater Master Plan (2016) developed by Addison County Regional Planning Commission. Additionally, the State 2012 Otter Creek Basin Stormwater Infrastructure Mapping Project identified several subwatersheds within the Town as potential priority areas due to having a high percentage of impervious cover, observed drainage issues, sediment loading, and the possibility for retrofitting existing treatment practices.

- 3. Does this project address a need identified in a local or regional planning document? If so, please describe. (5 points max.)**

The project addresses local planning goals to improve water quality in Middlebury. Components of this study have been discussed at local, regional, and state level for over a decade. The 2020

Middlebury Downtown Master Plan set out a long-term vision for incorporating Green Infrastructure practices in the core of downtown. The goal of the plan was to increase accessibility while also improve water quality.

Similarly, this project is supported by the ACRPC’s Regional Plan, as outlined in their attached letter of support. In their support letter, they noted that, “The proposed study would allow the Town to prioritize stormwater remediation projects, address existing expired stormwater permits, distinguish the responsibilities of the town from those of private and other public entities, and better identify funding sources for the different types of projects that might arise.”

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>

The project will include areas within the State Designated Downtown District in addition to the areas surrounding— including major corridors and connector roads that serve as transportation links between municipalities and neighborhoods. The Downtown District of Middlebury is located adjacent to the Otter Creek. The segment of the Otter Creek that flows through the Downtown District is listed as impaired for E. coli, while the downstream section is categorized as ‘stressed’. The river is a unifying element of the Town, drawing many businesses, consumers, artists, and people recreating to its banks. Otter Creek was mentioned in the Downtown Master Plan as being an important driver for the Town’s sustainability and recreational interests, in addition to providing environmental benefits.

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. (10 points max.)

Preliminary Engineering (PE) <i>(Engineering, Surveying, Permitting)</i>	\$ <u>22,500</u>
Right-of-way / Acquisition (ROW) <i>(appraisals, land acquisition and legal fees)</i>	\$ <u>Click here to enter value</u>
Construction <i>(construction costs with reasonable contingency)</i>	\$ <u>Click here to enter value</u>
Construction Engineering <i>(cost to provide inspection during construction)</i>	\$ <u>Click here to enter value</u>
Municipal Project Management Costs <i>(minimum of 10% of total PE, ROW and Construction Phases).</i>	\$ <u>2,250</u>

Total Project Cost \$ 24,750

Addition Funding Comments: (ex. Total and additional funding for existing projects)

Preliminary Engineering cost estimate is based on conversation with an Engineer selected through the Town Request for Qualifications process.

6. **Select the eligibility category below (A, B, C or D) that best fits your project and answer the corresponding questions for that category (choose only one category). 10 bonus points will be awarded to projects that are primarily Bicycle or Pedestrian facilities.**

A. Bicycle and Pedestrian Facilities (includes Safe Routes for Non-Drivers and Conversion of abandoned railroad corridors.

B. Community Improvement Activities:

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.)**

Currently, runoff, generated from over 48 miles of impervious roadways, discharges directly to the Otter Creek watershed. Regionally, stormwater runoff has been identified as a significant contributor to water quality issues. As watersheds become more urbanized the natural hydrologic function of streams become increasingly stressed, ultimately reducing water quality. Currently, very few of our Town roads receive any stormwater treatment. The runoff from Town-owned impervious surfaces, greatly impacts our local watersheds by increasing the pollutant loading, decreasing infiltration, reducing baseflow, and degrading streambank habitat.

The proposed feasibility study will examine the opportunities available to better manage stormwater runoff. The study will propose the use of green infrastructure and stormwater BMPs that are cost effective and maintainable to achieve our water quality goals.

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

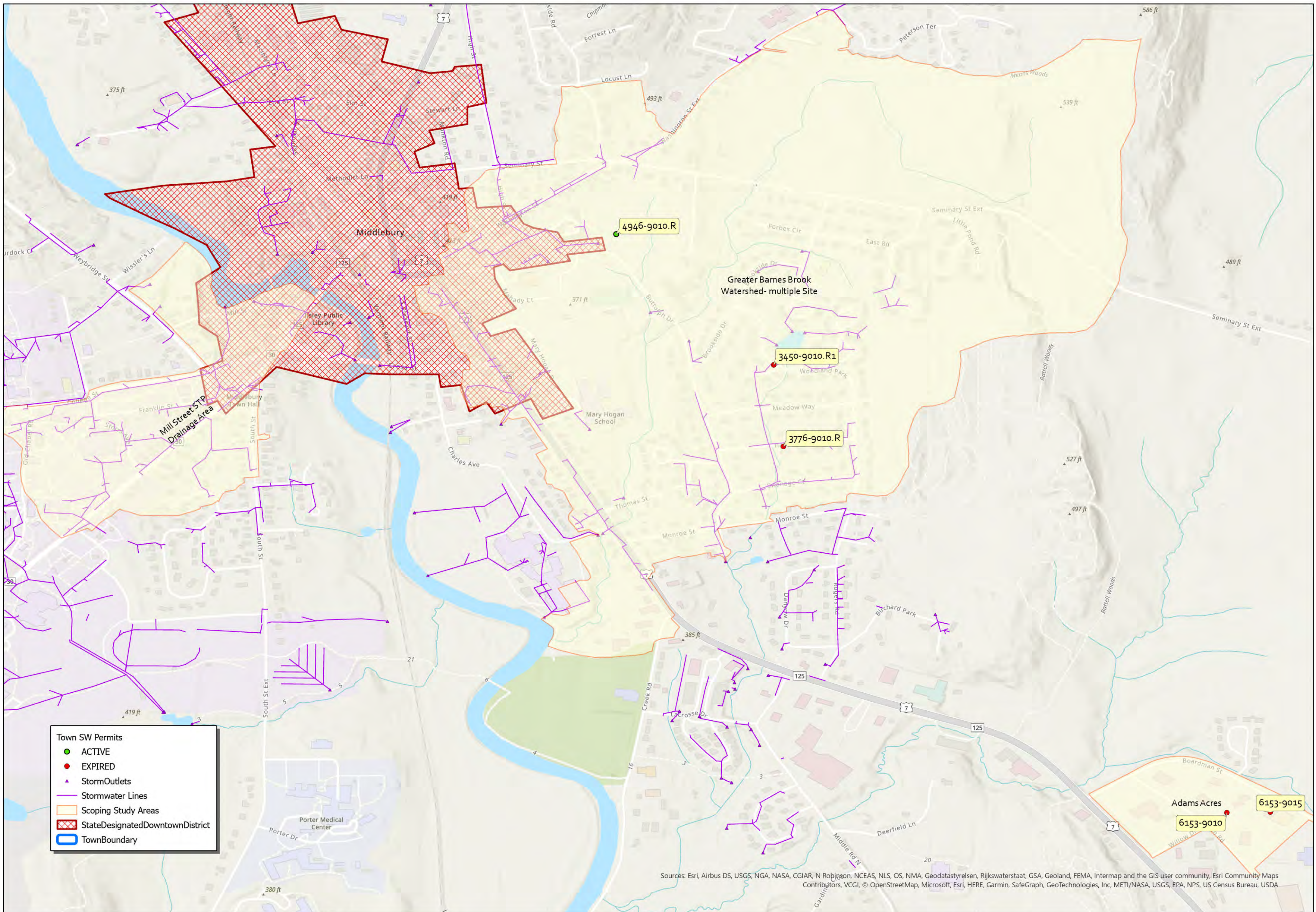
The Town of Middlebury is located within the Otter Creek watershed, the longest river entirely within Vermont's borders. Water quality monitoring in the river began in 1992, regularly sampling for turbidity, *E. Coli*, and total phosphorous (TP). At the confluence of the Middlebury River to the Pulp Mill Bridge, the segment of Otter Creek that flows through downtown is impaired for *E. Coli*, partially attributed to Middlebury's Combined Sewer Overflow (CSO). Additionally, the entire stretch of Otter Creek from the Middlebury River to Vergennes is listed as 'Stressed' for an excess in turbidity, nutrients and sediment.

In addition to the studies for Otter Creek, the Addison County River Watch has been sampling locations along Barnes Brook— a small watershed that includes residential neighborhoods and drains to Otter Creek. The findings over a multi-year period show elevated levels of chloride, total phosphorous (TP), turbidity, and orthophosphate. Stormwater runoff plays an important role in the overall health of these watersheds. The uncontrolled runoff from Town-owned roads during storm events contributes to peak flows—leading to CSO discharges, turbidity, stream instability, and excess pollutant and nutrient loading.

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

The goal of the Scoping Study is to identify a host of Best Management Practices (BMPs) capable of achieving Water Quality treatment and Channel Protection standards where possible. Stormwater management is important both because of what stormwater carries and how fast it moves. Water has tremendous power and can cause erosion, property and roadway damage, riverbank instability, and other safety concerns when moving quickly. However, the primary concern is that when rain falls and water rushes off our roads and driveways, it also picks up oils, debris, bacteria, and nutrients like nitrogen and phosphorus naturally found in soils. This stormwater carries these pollutants to our streams and rivers, which all drain to Lake Champlain.

D. Environmental Mitigation Activity Related to Wildlife



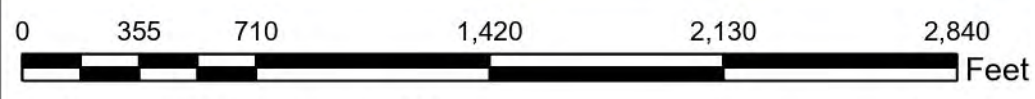
Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community, Esri Community Maps Contributors, VCGI, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

Town of Middlebury

Stormwater Feasibility Study- Areas of Focus

Transportation Alternatives Program 2022

Municipal Assistance Technician TA Coordinator: Scott Robertson
 scott.robertson@vermont.gov
 Town Contact: Emmalee Cherington
 echerington@townofmiddlebury.org
 (802) 388-4045



Map created: December 14, 2022
 By: Emmalee Cherington





**Town of Middlebury
77 Main Street
Middlebury, VT 05753**

December 13 2022

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

Re: Transportation Alternatives Grant Application
Town of Middlebury Stormwater Treatment Scoping Study

Dear Scott,

The Selectboard is writing on behalf of the Town of Middlebury to express our support for the Town of Middlebury's Transportation Alternatives Grant Application. The Town is working to provide stormwater treatment for the runoff generated from our roadways. To achieve our water quality goals, we would like to complete a Townwide Stormwater Scoping (Feasibility) Study that will help prioritize stormwater treatment projects and address expired permits.

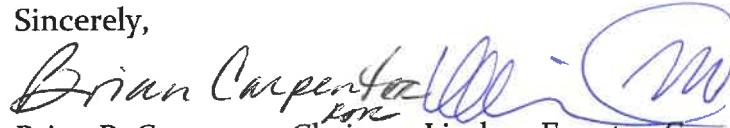
The goal of the study is to identify the Best Management Practices (BPMs) for the existing Town stormwater permits in addition to analyzing the feasibility of concepts discussed in the 2020 Middlebury Downtown Master Plan. The potential sites will be evaluated for feasibility including potential environmental impacts, right-of-way concerns, and preferred alternatives. Projects that provide the most benefit will be advanced to a 30% design with estimated construction costs.


This letter is to serve as confirmation of the Town of Middlebury's commitment to provide an eligible match of 20% towards the total cost of the Scoping Study or \$25,000 for the study. The Town of Middlebury intends to provide this match from our Stormwater Capital Improvement funds. The Town Infrastructure Committee approved the study on November 17, 2022, meeting (minutes are attached). The Selectboard additionally approved the Study at our December 13, 2022, meeting (agenda is attached).


Letter of Support
December 13, 2022
Page 2


Thank you for your consideration of our request for funding. Please do not hesitate to contact Director of Public Works Planning Emmalee Cherington, 802-388-4045, or echerington@townofmiddlebury.org, for additional information about the grant application.


Sincerely,

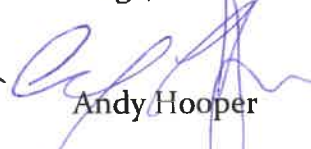

Brian R. Carpenter, Chair



Lindsey Fuentes-George, Vice Chair


Heather Seeley


Farhad Khan


Dan Brown


Andy Hooper


Isabel Gogarty

MIDDLEBURY SELECTBOARD

Addison County Regional Planning Commission

14 Seminary Street Middlebury, VT 05753 • www.acrpc.org • Phone: 802.388.3141

December 2, 2022

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

Dear Scott,

I am writing on behalf of the Addison County Regional Planning Commission to express our support for the Town of Middlebury's Transportation Alternatives Program (TAP) Grant Application.

The Town of Middlebury seeks to complete a scoping/feasibility study that would help them clarify options for managing stormwater from municipal roads. The Town faces a complicated landscape when it comes to stormwater management. There are expired permits within the Town that list the town as a co-permittee, and other expired permits that don't list the Town but should. The proposed study would allow the Town to prioritize stormwater remediation projects, address existing expired stormwater permits, distinguish the responsibilities of the town from those of private and other public entities, and better identify funding sources for the different types of projects that might arise.

A stormwater feasibility study would be of great assistance in positioning Middlebury to plan and fund future projects. The town has the full support of ACRPC in these efforts. Please do not hesitate to contact me if you have any questions or if I may offer any further assistance.

Sincerely,



Mike Winslow
Transportation Planner

Addison	Bridport	Bristol	Cornwall	Ferrisburgh	Goshen	Leicester
Lincoln	Middlebury	Monkton	New Haven	Orwell	Panton	Ripton
Salisbury	Shoreham	Starksboro	Vergennes	Waltham	Weybridge	Whiting



1 **Town of Middlebury**

2

Infrastructure Committee

3

Thursday, December 1, 2022

4

Meeting Minutes

5

Draft

6

7

8 Members Present: Heather Seeley, Candy McLaughlin, Judy Wiger-Grohs, Erik
9 Remsen, Luther Tenny, Gary Baker and Alternate Jef Bratspis.

10

11 Staff Present: Town Manager Kathleen Ramsay, Co-Directors of Public Works
12 Planning Dan Werner and Emmalee Cherington, Director of Public Works Operations
13 Bill Kernan and Wastewater Superintendent Bob Wells.

14

15 Others Present: Tree Warden Chris Zeoli.

16

17

1. Call to Order

18

19 The meeting was called to order at 9:00 a.m. by Chair Heather Seeley.

20

21

2. Approval of Agenda

22

23 Baker moved to approve the agenda and Wiger-Grohs seconded the motion.
24 There was one addition to the agenda on vehicle bids that would go before the
25 Wastewater Treatment Facility RFQ discussion. The agenda was approved as
26 amended with 7 in favor. **MOTION PASSED**

27

28

3. Approval of Minutes

29

30 Wiger-Grohs moved to approve the minutes of October 27, 2022, and Remsen
31 seconded the motion. The minutes were approved as presented with 7 in favor.
32 **MOTION PASSED.**

33

34 McLaughen moved to approve the minutes of November 17th, 2022, and Wiger-Grohs
35 seconded the motion. The minutes were approved as presented with 7 in favor.
36 **MOTION PASSED.**

37

4. Citizen Comments

38

39 There were no citizen comments.

40

41

42 **5. Project Updates**

43

44 Werner said he and Cherington had been working on the road condition survey, with 1
45 being the worst and 10 being the best. He said there are about 190 road sections and
46 they're probably about 85% complete. He said they are transitioning the asset
47 management and infrastructure mapping to ArcPro, that is a program widely used by
48 many State and Federal agencies and other municipalities, and they're about 80%
49 complete. Cherington said with this software they can create surveys and on-line
50 mapping so the work crews can have it on their phones when going out to work on a
51 project, and the water department will also be able to map curb stops when they are in
52 the field by using their phones.

53

54 McLaughlin asked if there were any road maps available, and Cherington said they
55 would be able to produce those in the near future. Remsen asked if the road survey
56 could be shared with Town Planner Jennifer Murray when complete, since the Planning
57 Commission is working on a bike-ped master plan, and the road condition information
58 could be helpful in forming that plan. Cherington said absolutely, but it would be more
59 helpful once it is in the mapping system.

60

61 Werner said the contract price for the Court Street Water Main Project prior to balancing
62 the change order shows that we are under budget by about \$235,000.

63

64 **6. Seymour Street Project**

65

66 Werner said the Seymour Street project starts at Lucius Shaw Lane and goes north to
67 the Pulp Mill Bridge. He said the proposal from Otter Creek Engineering is for Phase I
68 Conceptual Design and Phase II Final Design for a total of \$43,000. He said the plan is
69 to develop these plans so Cherington can submit them for a Class II Paving Grant that
70 is due in April or May, so we have a good cost estimate of the work that is required in
71 the application. He said odds are we might not get the Paving Grant since we had one
72 in 2021, but it's always a good idea to apply even though most likely we won't get funds
73 until 2024. He said they are requesting the Committee recommend the Selectboard
74 approve the Otter Creek Engineering proposal.

75

76 Zeoli asked how the recently planted trees on Seymour Street would fair in this project
77 and would replacement of trees be a part of the project. Werner said tree replacement
78 could be included and the Tree Committee has funds for that, and since this project
79 would be primarily on the west side of Seymour Street those recently planted trees
80 would most likely be in the way. Zeoli said it's possible the trees could be moved since
81 they were planted not that long ago.

82
83 Tenny pointed out that this proposal does not include the bid or construction phase of
84 this project.

85
86 Baker moved to recommend the Selectboard approve the Otter Creek Engineering
87 proposal for Phase I Conceptual Design and Phase II Final Design of the Seymour
88 Street Project for a total of \$43,000. Remsen seconded the motion. The motion carried
89 with 7 in favor. **MOTION PASSED.**

90
91 **7. Colonial Drive – Fuel Cost Adjustment**

92
93 Werner said they still don't have the final fuel cost adjustment prepared at the
94 completion of the project, but what they have submitted so far is around \$23,000 that
95 would cover about 75% of the cost. He said what he and Cherington did was to look at
96 what the State does for fuel cost adjustments in their projects, and while it isn't exactly
97 the same, it does work. He said no decision needed to be made today and they will
98 bring it back when they get the final fuel costs, but the cost of the adjustment would be
99 shared by the highway, water and wastewater funds and there are adequate funds to
100 cover the cost. He feels it's the right thing to do, since Champlain's bid was prepared a
101 year ago before we knew what fuel costs would be doing Worldwide because of the war
102 in Ukraine. Werner said he doesn't have a final balance sheet on the project yet.

103
104 **8. Stormwater Feasibility Analysis**

105
106 (There was a short period at the beginning of this discussion where for some reason
107 there was no sound.)

108
109 Cherington said she would like to do a townwide stormwater analysis to not only look at
110 the areas that we have State permits, but also to look at other areas such as the Mill
111 Street parking lot area, so she's asking for the Committee to recommend the
112 Selectboard approve her request to apply for a Transportation Alternatives Program
113 (TAP) grant. She said she has received approval from the Addison County Regional
114 Planning Commission (ACRPC) which is one of the requirements of the grant, and Mike
115 Winslow of the ACRPC said that since stormwater is only one component of this grant,
116 it won't necessarily help with one of the permit projects, but it will help with a stormwater
117 scoping project. She believes the study would cost around \$20,000, so, if necessary, it
118 is possible it could be paid for out of Capital funds.

119
120 Remsen asked for clarification on what the Committee would be supporting. Cherington
121 said with the TAP Grant there is a 20% matching requirement, but for \$20,000 it

122 wouldn't be much, but if we don't qualify for the grant, she would still like to do the
123 stormwater analysis. Seeley asked if they needed to look at adjusting the Capital
124 Budget, but Cherington said it wasn't necessary as there were enough funds to cover
125 the cost.

126
127 Tenny asked if this pertains to the 3-acre stormwater requirements and the Town's
128 liability, and Cherington said she'd like to check those off the list first since those have a
129 time limit to them, and further stormwater analysis would come after the permit
130 requirements. She said another hurdle would be the Mary Hogan School site, since we
131 own about half of the impervious surface, and the entire site is about 8 acres. She said
132 she is working with Otter Creek who is doing the engineering for the school, since the
133 school gets special funding sources for this, so the Town might be responsible for the 4
134 acres even though technically we're not on their stormwater permit. Tenny asked about
135 over designing a site to get credits, and Cherington said that is an option in areas where
136 there is the space to over design.

137
138 Wiger-Grohs moved to recommend the Selectboard approve submitting the
139 Transportation Alternatives Program Grant application. Remsen seconded the motion.
140 The motion carried with 7 in favor. **MOTION PASSED.**

141

142 9. Halladay Road Generator Agreement

143
144 Werner said they had a proposal from Kinsley Power Systems for a generator to include
145 in the Halladay Road Pump Station improvement project. He said the reason for the
146 proposal now is there is a lead time of 34 weeks for this generator. He said the pump
147 house will be constructed so the generator can be installed after it is built, so they'd like
148 to get the generator ordered to begin manufacturing. He said the proposal is for a
149 Kohler KG60 generator at a cost of \$26,327 and is the same generator used in the
150 Seminary Street Extension pump station.

151
152 Tenny asked about the natural gas fee associated with this bid since it may be they go
153 with propane instead to avoid the natural gas daily fee. Werner said he would look into
154 it, but the gas line from the Goodrich farm is located directly across the street from this
155 pump station. Bratspis said personally they use propane at their house for just their
156 cooking, and they found that even though propane is more expensive than natural gas,
157 it was cheaper to fill the propane tank when needed than to pay the natural gas daily
158 fee. Bill Kernan pointed out the benefit with natural gas is it would be consistent in case
159 of a long power outage where the propane might run out.

160

161 Baker recommended Werner investigate the difference between propane and natural
162 gas, but to recommend the Selectboard approve the proposal for the generator. Tenny
163 agreed to make the recommendation subject to a cost analysis of propane vs. natural
164 gas and then make a decision based on the analysis and he trusts whatever decision
165 they make, since he doesn't have that strong an opinion either way.

166
167 Tenny moved to recommend the Selectboard approve the purchase of a generator from
168 Kinsley Power Systems subject to a cost benefit analysis for propane vs. natural gas at
169 the current cost of \$26,327. McLaughlin seconded the motion. The motion carried with
170 7 in favor. **MOTION PASSED.**

171

172 10. Vehicle Bids

173

174 Kernan said there are 3 different budgets involved, the water, wastewater, and
175 parks/recreation/highway. He said the water and wastewater vehicles were bid in
176 March of 2021 and they couldn't be manufactured then so they needed to be re-bid and
177 that re-bid cost us about \$20,000 for each vehicle, for a total of around \$108,600 that
178 are not allocated for in the equipment budgets. He said he would like to move ahead
179 with the low bids after confirming with the Finance Department that we have funds in the
180 account balances. He said it isn't that we don't have the money, it's what has been
181 allocated and set aside for these purchases. He said this is the new reality since
182 manufacturing continues to be delayed and inventories are low. He said he also went to
183 local lots and looked online and could not find anything lower than the bids submitted,
184 so recommends moving ahead and its possible future allocations may need to be
185 adjusted or more funds set aside.

186

187 Ramsay asked about the bid times on these vehicles. Kernan said the two smaller
188 vehicles for parks/recreation and water and wastewater are all 2023 models, but he
189 doesn't have delivery dates. He said the larger highway vehicle is the problem,
190 because even though they bid on this vehicle, if we miss the build time this year, he's
191 not sure they'll hold the number and we'll move the build to next year, so the sooner the
192 better for approving these. Ramsay said she was wondering if they could adjust the
193 FY24 budget for the equipment fund for the highway vehicle if there aren't funds in the
194 reserve. Kernan said because they've stuck to their rotation schedule for purchases,
195 the trucks were in better shape if we do need to wait.

196

197 Bratspis asked about trade in costs, and Kernan said they were included in the low-bid
198 prices. He said they're seeing more money in the highway trucks trade-ins than in the
199 past.

200

201 Wiger-Grohs asked about the summary note regarding hybrid and EVs. Kernan said
202 the bidders were told consideration would be given to hybrid and EV bids, but no one
203 submitted any bids for those vehicles. He said he didn't believe there were that many
204 hybrid or EV trucks on the market yet and the dealers are moving them as soon as they
205 come on their lots.

206
207 McLaughlin moved to recommend the Selectboard approve the bids on the three
208 vehicles as recommended by Public Works Director of Operations Bill Kernan. Bratspis
209 seconded the motion. The motion carried with 7 in favor. **MOTION PASSED.**

210

211 **11. Discussion on Presentations and Recommendation of Consulting Firm to**
212 **Design Upgrades for the Wastewater Treatment Facility**

213
214 Cherington said the three presentations were discussed with the WWTF staff and they
215 had a fairly unanimous opinion, and in the meantime, she had followed up with Wright
216 Pierce on the concern about their availability since they were located out-of-state, and
217 they have been very responsive to communications and indicated they would be
218 providing housing for one of their staff members to be on-site during the construction
219 process.

220
221 Cherington said she had worked with both Hoyle Tanner and Stantec in the past, but
222 she had never worked with Wright Pierce, so she followed up on their work with the City
223 of Burlington and the Town of Shelburne on their experience with them. She said in her
224 opinion Stantec was out of the running and she feels Hoyle Tanner and Wright Pierce
225 have far more experience with wastewater than Stantec. She said Hoyle Tanner and
226 Wright Piece both received excellent recommendations, although some of the projects
227 are not on the scale of the Middlebury project. She said the Wright Pierce team's work
228 was more regional, whereas the Hoyle Tanner team was Vermont based, so there might
229 be some benefit to the regional experience with Wright Pierce, but at the same time you
230 might see a higher cost regionally. She said had heard that the Wright Pierce team was
231 very responsive and very good at working with the operations team in terms of what
232 was wanted.

233
234 Bob Wells said the WWTF staff agree that Stantec really isn't an option. He said they
235 liked the regional aspect of the Wright Pierce team, but his personal preference was
236 Hoyle Tanner. Wastewater Operator Jeremy Rathbun, P.E., said both Hoyle Tanner
237 and Wright Pierce are equal in expertise, but with all things being equal they felt it best
238 to default to the one that was in-state, but they agreed either one would be excellent.

239

240 Seeley said Wright Pierce spoke a lot on the biosolids part of the upgrade, and
241 Cherington said biosolids are the biggest concern in this entire project, and Maine
242 recently stopped any land application of biosolids because of pfas and she believes
243 Vermont is likely to follow eventually and since this is a 20-year design that needs to be
244 taken into consideration. She said not many Vermont wastewater treatment plants were
245 going in the anaerobic digester direction. Bratspis said Wright Pierce was the only firm
246 that mentioned that there would need to be materials brought in to feed the biosolids in
247 the anerobic digestive process and they also said the market for those materials is
248 getting tight and that would be a huge problem if we needed to compete with other
249 digesters in the area.

250
251 Tenny agrees that Hoyle Tanner and Wright Pierce are the top candidates, but he was
252 impressed with Hoyle and Tanner for a number of reasons, one they are local and
253 they've been selected by the Lake Champlain Basin Program to review numerous
254 wastewater facilities optimizations, so they have a lot of Lake Champlain Basin
255 experience and they have experience with the permits, and they were careful to not try
256 to dissuade from a report we'd just paid for, but overall he's leaning towards Hoyle
257 Tanner and wouldn't lean towards an out-of-state firm with staff in different locations.
258 He feels Hoyle Tanner are more aware of what's happening in Vermont. Cherington
259 said one of the recommendations she received on Hoyle Tanner was they were more
260 experienced in the Vermont funding process.

261
262 In response to phasing mentioned by the Wright Pierce team, Werner said the Tata and
263 Howard pre-engineering report spoke of phasing the process they were recommending,
264 whereas the Wright Pierce team were talking about prioritizing construction options and
265 to not rush into biosolids until we sort out other issues.

266
267 Wells said if we decided to go with a digester, we would want to be sure we produced
268 the biosolids for it and not have to go out looking for others unless they were from other
269 wastewater facilities, but they would need to screen for Pfas, and believe drying is the
270 best option if you're making a Class A material, but also you reduce the biosolids we
271 have. He said if the State shuts down land application, we either reduce our biosolids or
272 we market it to Canada or another state. He said construction phasing wouldn't be
273 attractive if it meant having to go to the voters for bonds multiple times, but you could do
274 phasing for easy things like installing a primary clarifier and do one basin at a time.
275 Rathbun said if you open up the market to take other wastes that aren't municipal it
276 opens the larger technical question of how to deal with that. Wells said if we want to go
277 with a digester it needs to be fed all the time.

278

279 Bratspis said Wright Pierce had mentioned a facility in Concord, NH that was similar to
280 our facility, and Wells had mentioned at the time he'd been to the Concord plant and
281 wanted to hear his thoughts on it. Wells said the Concord facility had real maintenance
282 issues, but that was 15 to 18 years ago and at that time Middlebury was the flagship
283 facility in New England.

284
285 Wiger-Grohs said Hoyle Tanner experts were all wastewater experts, and one of the
286 team members instructs at UVM and works with the Lake Champlain Basin project and
287 has the most Vermont experience, so for her that's the deciding factor.

288
289 Kernan said the WWTF staff has invested a lot of time touring other facilities and
290 processes, so he would value their opinion.

291
292 Werner said he was intrigued by Wright Pierce, especially their presentation, and he
293 liked that they've done a lot of wastewater plants and their internal staff talking to each
294 other and they have their own in-house contractors, so he leans towards them for their
295 in-house staff and their quality control but feels either firm would be fine. He said all the
296 firms said there would need to be an amendment done to the initial Tata Howard report.

297
298 Cherington said she's completely torn. She thinks Hoyle Tanner is incredible in their
299 funding knowledge and they're incredibly talented and she has worked with them
300 closely on several other jobs, but she was blown away by Wright Pierce presentation.
301 She said while there is some benefit of having all the work done in-house, she said
302 Jeremy Rathbun had pointed out that from his experience sometimes the quality review
303 isn't as good when the work is being done by your peer than if it's a 3rd party putting
304 fresh eyes on it. She said since funding is a big piece, she knows Hoyle Tanner is
305 superior in that, but feels both would be receptive to staff comments.

306
307 Seeley asked for the WWTF staff's final recommendation, and the majority were with
308 Hoyle Tanner.

309
310 Remsen said he leans towards the Lake Champlain Basin knowledge as the deciding
311 factor, so he likes Hoyle Tanner. McLaughlin said she also liked Hoyle Tanner, and
312 Baker agreed. Bratspis said when it came to amending the Tata Howard preliminary
313 engineering report, he would be interested in seeing what Wright Pierce would prepare
314 so asked if it was possible to have them amend the report and have Hoyle Tanner do
315 the design of the project, and Cherington said that would be a funding issue and
316 amending the report would need to be part of the project. Bratspis said in that case,
317 he'd go with Hoyle Tanner. Werner pointed out the report would need to be amended
318 regardless of what firm we went with.

319

320 Wiger-Grohs and Tenny both said Hoyle Tanner were their choice as well.

321

322 Baker moved to recommend the Selectboard choose Hoyle Tanner as the engineering
323 firm to design the Wastewater Treatment Facility upgrade. Wiger-Grohs seconded the
324 motion.

325

326 Bratspis said he remembered Wright Pierce mentioned a possible revenue source was
327 to accept more septage. Kernan said we have enough to operate our plant and
328 Cherington added that Well's concern is keeping what comes in consistent. Kernan
329 said we do accept other municipal sludge sometimes, but it all has to be tested first.

330

331 The motion carried with 7 in favor. **MOTION PASSED.**

332

333

12. Committee Concerns

334

335 Remsen said with winter coming, he wants to be sure the paths to the pedestrian
336 crossing buttons are cleared so people can reach them.

337

338 Baker thought there was going to be discussion at some point around the parking at the
339 new train station and snow removal, because there are cars parked there sometimes for
340 days. Kernan said the Public Health and Safety Committee looked at that parking to
341 see how they wanted to designate it and chose not to address it at this time to see what
342 the actual usage is. He said he's discussed having a maintenance agreement with the
343 State, but that hasn't happened.

344

345 Wiger-Grohs is concerned about the trees that were just planted needing to be removed
346 for a project. Cherington said she met with Lesley and Josh of the Tree Committee
347 about this, and she has urged them to go after funds to do a townwide tree plan, so it
348 would help us coordinate the plantings better so this wouldn't happen in the future and
349 would provide a long-term goal of how to deal with the trees.

350

351 Seeley said she'd already mentioned her concern about the possible damage to the
352 infrastructure of Three Mile Bridge Road with the increased truck traffic going to the
353 Goodrich Farm digester.

354

355 Kernan spoke about the readiness of the funding for the pump track at the Recreation
356 Park. Remsen said they are now having issues in regard to the 3-acre stormwater
357 permit mentioned earlier in the meeting and are trying to negotiate that and whether it
358 can be added on to the Mary Hogan permit that Otter Creek Engineering is working on.

359 Cherington said since the pump track is dirt and not an impervious surface, she thought
360 it should be addressed the same as a baseball field which is not included. Remsen said
361 they can't do any fund raising until they have all the permits in-hand, so until this
362 stormwater permit issue is settled, they can't apply for the grant.

363

364 Seeley mentioned that it was Werner's last Infrastructure Committee meeting before
365 retirement and thanked him for his 23 years of service to the Town. Ramsay said
366 Werner has helped transform the Town of Middlebury and when he came here there
367 was no dedicated Town staff coordinating all the projects to move them forward, and
368 making that change is really what moved the Town forward with all these wonderful
369 projects. Werner said he'd always wanted to calculate all the millions of dollars spent
370 on projects in the years he's been here, and he thanked the Infrastructure Committee
371 and Selectboard for helping move those projects along and for being progressive in
372 making improvements and keeping it going. Ramsay said he was always watching out
373 that the capital improvement funds were kept intact and not used to help funding in
374 other areas. Seeley said how far the Town has come with Werner's guidance is quite
375 significant, and hopes he comes back to visit sometimes.

376

377

13. Adjournment

378

379 The meeting adjourned at 10:36 a.m. upon motion by McLaughlin, seconded by Wiger-
380 Grohs.

381

382 Respectfully submitted,

383 Beth Dow

384

385

386

387

388

389

390