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

Springfield Salt Shed Scoping Study
(Project Name/Title)

Jeff Mobus, Town Manager
(Municipality contact person responsible for the management of this project)

Springfield
(Town)

05156
(Zip Code)

96 Main St., Springfield, VT 05156
(Mailing Address)

802-885-2104
(Phone)

tosmanager@vermontel.net
(e-mail address)

$ $36,960
Amount of **Federal Funds requested** (no more than 80% of the project cost estimate).

$9,240
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*)

County: Windsor

Town/Village/City: Springfield

Specific location, street, or road: Fairground Road

Regional Planning Commission: Mount Ascutney Regional Commission

If a linear project, what is the length in feet? N/A

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 ☒

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 # DUVKX6F5TAG5

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 ☐

Funding:
Does this project already have existing funding? If so, please describe. Yes ☐ No ☒
N/A

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.
  N/A

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 of Springfield's existing salt shed has been structurally deteriorating for years. The Town uses about 5,000 yards of sand and about 500 tons of salt to treat roads each year. The existing structure is about 50-52 feet wide and 76-80 feet long. The back is enclosed and the front open. The structure has 12-foot-high concrete walls and a galvanized steel and fabric superstructure. Most structural components of the salt shed are in varying degrees of deterioration. This project will involve preparing a Scoping Study to determine the most effective means to replace the existing storage structure.

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.)**
   This application is to support a Scoping/Feasibility Study.

3. **Does this project address a need identified in a local or regional planning document? If so, please describe. (5 points max.)**
   Addressing water quality concerns is a major component of the 2022 MARC Regional Plan. Maintaining and improving water quality is a central goal of the Natural Resources Chapter (page 2). Confining Springfield's municipal sand and salt supply in a structurally sound enclosure will assist in achieving that goal.

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 municipal sand and salt supply is used to treat icy road and sidewalk surfaces in the Designated Downtown, supporting and walkable and drivable downtown during the winter months. The salt shed is also located only approximately 1.5 miles upstream along the Black River from Springfield's State Designated Downtown. Maintaining the health of the Black River through the downtown is vital to its growth and development. The Black River is the heart of the downtown, and provides recreational, scenic, and economic benefits to the businesses and residents located there. This project will help maintain the quality of this key resource.

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) *(Engineering, Surveying, Permitting)*	$ 42,000
Right-of-way / Acquisition (ROW) *(appraisals, land acquisition and legal fees)*	$ 0
Construction	

(construction costs with reasonable contingency) $ 0

Construction Engineering
(cost to provide inspection during construction) $ 0

Municipal Project Management Costs
(minimum of 10% of total PE, ROW and Construction Phases). $ 4,200

Total Project Cost ***$*** 46,200

Addition Funding Comments: (ex. Total and additional funding for existing projects)
Click here to enter text.

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.**

(i) Will the project contribute to a system of pedestrian and/or bicycle facilities? **(10 points max.)**
Click here to enter text.

(ii) Will the project provide access to likely generators of pedestrian and/or bicyclist activity? **(10 points max.)**
Click here to enter text.

(iii) Will the project address a known, documented safety concern? **(10 points max.)**
Click here to enter text.

☐ **B. Community Improvement Activities:**

i. Explain how the project improves the economic wellbeing of the community and/or provide a benefit to state tourism? **(10 points max.)**
Click here to enter text.

ii. Describe the anticipated impact to the public; degree of visibility, public exposure and/or public use. **(10 points max.)**
Click here to enter text.

iii. Answer only one of the following based on the type of project:

a) Construction of turnouts, overlooks, and viewing areas as related to scenic or historic sites. *To what extent will the project provide a view of a highly unique and scenic area?* **(10 points max.)**

Click here to enter text.

b) Preservation or rehabilitation of historic transportation facilities. *Describe the historic significance of the historic transportation facility and the importance of the facility to the state.* **(10 points max.)**
Click here to enter text.

c) Archeological planning and research related to impacts from a transportation project. *Describe the associated transportation project and benefit of the proposed activities.* **(10 points max.)**
Click here to enter text.

d) Vegetation management in transportation rights of way to improve roadway safety, prevent invasive species, and provide erosion control. *Describe the extent of the current problem and the impact on the site and surrounding area.* **(10 points max.)**
Click here to enter text.

☒ **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.)**
The Scoping Study will provide the Town of Springfield with a recommendation of an appropriately sized salt shed structure that meets its highway maintenance needs while mitigating impacts to surface waters from stormwater-related mobilization of the sand and salt supply to surface waters. An engineering determination of the most effective solution, and cost projections associated with that solution, will enable to Town to use its limited financial resources to address its water quality concerns as efficiently as possible.

ii. What information or data is provided to substantiate the current stormwater problem and associated environmental impacts? **(10 points max.)**
As shown in the attached photos, the existing salt shed is structurally deteriorating. As this deterioration progresses, salt will be subject to transport via stormwater runoff. The runoff will carry the excess salt into the nearby Black River, increasing chloride concentrations. According to the State of Ohio Water Resources Council, "A variety of organizations, including highway agencies, counties, cities, townships, distributors, and snow removal companies, stockpile salt to be spread on roads, walkways, and parking lots during the winter months to melt snow and ice. This storage is beneficial and necessary to ensure the safety and mobility of Ohio citizens, as well as the unimpeded mobility of goods and services. The downside is that, if not stored properly, the salt can contaminate water resources, and the owner or operator can be held liable for the damages. The environmental threat from salt storage is potentially much greater than the environmental threat from application to roads. When stored, a large amount of salt is concentrated at a single location, which can result in very salty storm water runoff."

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 purpose of the Scoping Study is to evaluate alternatives and determine the most effective and manageable solution to the problem.

☐ **D. Environmental Mitigation Activity Related to Wildlife**

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

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

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

Figure 1: Front of Existing Salt Shed

Figure 2: Damage to structural elements due to salt buildup on top of low interior walls

Figure 3:Gap between wall and cover. The current wall is too low, allowing salt to spill over the top and escape the structure through the gap between the cover and wall. From there, stormwater carries the salt to the Black River.

Figure 4: Damage to existing cover allowing stormwater to infiltrate the structure and carry away road salt.

VERMONT

Springfield Salt Shed Replacement

Vermont Agency of Natural Resources

vermont.gov

LEGEND

- Parcels (standardized)
- Roads
  - Interstate
  - US Highway; 1
  - State Highway
  - Town Highway (Class 1)
  - Town Highway (Class 2,3)
  - Town Highway (Class 4)
  - State Forest Trail
  - National Forest Trail
  - Legal Trail
  - Private Road/Driveway
  - Proposed Roads
- Stream/River
  - Stream
  - Intermittent Stream
- Town Boundary

NOTES

Map created using ANR's Natural Resources Atlas

165.0 0 82.00 165.0 Meters

WGS_1984_Web_Mercator_Auxiliary_Sphere 1" = 271 Ft. 1cm = 33 Meters

THIS MAP IS NOT TO BE USED FOR NAVIGATION

December 12, 2022

Scott Robertson
Municipal Assistance Bureau
Vermont Agency of Transportation
219 North Main Street
Barre, VT 05641

RE: Transportation Alternatives Program Letter of Support – Springfield Salt Shed Scoping Study

Dear Mr. Robertson,

Recognizing that our Department of Public Works needs a new salt shed, the Springfield Selectboard supports the attached application to the Vermont Agency of Transportation (VTrans) Transportation Alternatives Program (TAP). If awarded, the grant will enable the Town to conduct a Scoping Study to determine the best option for replacing the existing salt shed, which has deteriorated and is no longer structurally sound.

We are committed to providing the required 20% local cash match, and are further committed to any maintenance needs should the salt shed replacement project be funded in the future.

Please feel free to contact us with any questions or concerns.

Sincerely,

Kristi Morris

Kristi Morris, Chair
Springfield Selectboard

Mount Ascutney
Regional Commission

December 13, 2022

Scott Robertson, P.E.
Municipal Assistance Bureau
Vermont Agency of Transportation
219 North Main Street
Barre, VT 05641

RE: MARC Letter of Support for Town of Springfield Salt Shed Scoping Study Application

Dear Mr. Robertson,

The Town of Springfield is seeking VTrans Transportation Alternatives Program (TAP) funding assistance to prepare a Scoping Study to evaluate the best path forward to replacing their structurally deteriorated salt shed. The existing storage structure sits along the banks of the Black River, both within the FEMA-identified special flood hazard area (SFHA) and the ANR-mapped river corridor.

Due to the proximity to the Black River, it is critical that the Town salt and sand supply be stored in a structurally sound enclosure to ensure that these crucial town resources do not pollute our surface waters. Accordingly, the MARC is in full support of the Town's funding application to evaluate replacement of their salt shed.

Please feel free to contact me with any questions or concerns.

Sincerely,

Jason Rasmussen

Jason Rasmussen, AICP
Executive Director

P.O. Box 320
38 Ascutney Park Road
Ascutney, VT 05030
802.674.9201
www.marcvt.org