

Complete Streets are Green Streets

Overview

Complete Streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. The Complete Streets approach to planning and engineering has arisen after many decades where automobiles were the primary, and sometimes the only mode of transportation considered in the design process. As we broaden our approach to transportation planning to reflect the breath of mobility options, we can go one step further to making our transportation systems more sustainable to ensure benefits for our community and the environment. These resources will help Vermont communities realize the potential for 'complete' and 'green' streets that improve water quality, expand transportation options and add vibrancy to the streetscape.

Vermont DEC Green Infrastructure

www.watershedmanagement.vt.gov/stormwater/htm/sw_green_infrastructure.htm

Resources on Low Impact Development (LID) and green stormwater infrastructure

Join the conversation: Sign up for the Vermont Green Infrastructure Roundtable Google Group

<https://groups.google.com/forum/?fromgroups#!forum/green-infrastructure-roundtable>

Vermont Urban and Community Forestry Program

www.vtcommunityforestry.org

Resources on tree planning, design, and management.

Join the conversation: Sign up for TREEmail, www.vtcommunityforestry.org/news/newsletter

Let it Rain by University of Vermont Sea Grant

Resources on green stormwater infrastructure.

www.uvm.edu/seagrant/water-quality

Vermont Association of Planning and Development Agencies

Developing an online green infrastructure toolkit.

http://smartwaterways.org/2014/12/page_id969previewtruegreen-infrastructure-toolkit-for-vermont-municipalities/

Vermont League of Cities and Towns

Resources on model green infrastructure regulations.

www.vlct.org/municipal-assistance-center/water-resources-assistance/

Environmental Protection Agency

Resources on green stormwater infrastructure.

<http://water.epa.gov/infrastructure/greeninfrastructure/index.cfm>

State Designation Programs - Agency of Commerce and Community Development

Resources on community revitalization and planning.

http://accd.vermont.gov/strong_communities/opportunities/revitalization

Join the conversation: sign up for Strong Communities Quarterly, http://accd.vermont.gov/about_us/newsletters



Vermont Downtown Action Team - Design Tool Kit

Resource highlighting best practices in community design and planning

<http://accd.vermont.gov/sites/accd/files/Documents/strongcommunities/cpr/Design%20Tool%20Kit%20-%20Vermont%20Downtowns%20and%20Village%20Centers%20-%20Web.pdf>

Complete Streets Guide for Vermont Communities

Guide to understanding and developing Complete Streets in Vermont

http://healthvermont.gov/family/fit/documents/Complete_streets_guide_for_VT_communities.pdf

Landscape Guide for Vermont Roadways and Transportation Facilities

Guide for integrating landscaping into Vermont transportation projects

http://vtransengineering.vermont.gov/sites/aot_program_development/files/documents/environmental/VTrans%20Landscape%20Guide.pdf

Vermont Pedestrian and Bicycle Facility Planning and Design Manual

Guide for the planning, design and maintenance of bicycle and pedestrian facilities.

http://vtransengineering.vermont.gov/sites/aot_program_development/files/documents/publications/PedestrianandBicycleFacilityDesignManual.pdf

Vermont State Design Standards [VTrans]

Provides technical direction to designers of transportation projects in Vermont

http://vtransengineering.vermont.gov/sites/aot_program_development/files/documents/publications/VermontStateDesignStandards.pdf

Vermont Guardrail Study

A report that studied alternative guardrail types for performance, maintenance and life cycle information that included compatibility with aesthetics and non-motorized users.

http://vtransengineering.vermont.gov/sites/aot_program_development/files/documents/publications/VermontStateDesignStandards.pdf



Overview

The City of St. Albans is flourishing, welcoming nearly 50 new businesses and 300 workers – including 140 state employees – to its historic downtown and commercial center over the past five years. This robust revitalization is no accident: businesses, property owners and municipal officials have worked together with the state to take advantage of tax incentives, grants and planning assistance through the State Designation Programs, administered by the Department of Housing and Community Development, and support for transportation planning and implementation with grants administered through the Vermont Agency of Transportation. As the City continues to move forward, the example of its recent accomplishments offers a roadmap that communities statewide can follow.

The Challenge

The success in St. Albans took time and didn't come without challenges. As with revitalization in any community, finding money to support infrastructure improvements and economic development was, for many years, an obstacle. Another challenge was determining what projects to tackle, where to invest and how best to leverage limited financial resources. "Without a plan that focused on goals supported by the community we could never have gotten the support to tackle the big projects" says Chip Sawyer, St. Albans Director of Planning and Development.

The Solution

A critical first step was a community visioning process to support their downtown which received State Designation in 2004. This step was funded in part by two State Municipal Planning Grants (MPGs) – the initial \$10,500 grant was followed by a second of \$15,000 to create a Downtown Master Plan in 2009. With State Designation and a blueprint forward, the door opened to a number of funding sources that helped leverage taxpayer dollars and spurred private investment. Approval for a state Tax Increment Financing (TIF) District in 2012 provided yet another source of funds. "Downtown Designation and support from the State, both technical and financial, were key to getting several of these projects out of the planning pages and into reality," says Sawyer.

The Result

With a vision that city residents and city leadership could get behind, successful private/public partnerships and strategic use of public funds and taxpayer dollars, the list of recent public infrastructure and community development projects in St. Albans is impressive. These include:

- An ambitious three-year streetscape improvement project funded with the help of more than \$250,000 in state Downtown Transportation Funds and a number of grants funded through and administered by the Vermont Agency of Transportation. These included two federal TIGER grants – one for design and one for construction, Transportation Enhancement Program funds, Transportation Community and System Preservation Program funds and federal earmark funds totaling about \$2.5 million. The streetscape project included new traffic signals, sidewalks, lighting, landscaping, drainage, storm water treatment, paving, and signage.
- State tax credit projects, totaling \$619,955 which sparked over \$4.2 million in private investment, including, the former Fishman's Department Store, the former Napoli Variety Building, and the historic St. Albans House a former hotel that had been empty for over 15 years before its recent rehabilitation.
- \$14 Million in TIF bonds to finance construction of a new parking garage, redevelopment of a brownfield site for a new downtown hardware store and construction of a new State Office Building.

The decade-long effort to revitalize St. Albans was recently capped by the announcement of a new 88-room downtown hotel to be completed in 2016. Also currently under construction and planned for the near future are additional streetscape enhancements along Main and Lake Streets to be funded with \$300,000 of Transportation Alternative Program funds and \$300,000 of Transportation Community and System Preservation Program funds. All this proves St. Albans is not resting on their past success, but continuing to create a vibrant community with a diverse economic base.





2011-2014

- 3 State Downtown Transportation Fund Grants
\$251,000
- 6 State Downtown Tax Credit projects
\$619,955
- 3 State Municipal Planning Grants
\$40,493
- Vermont Agency of Transportation Grants
\$3.1 million
- Public and private investment since 2004
\$40 million

Funding Toolbox

Downtown Transportation Grants

The Downtown Transportation Fund (DTF) annually grants approximately \$350,000 to help municipalities make a variety of transportation-related capital improvements within or serving state designated downtown districts and supporting economic development. The maximum annual grant is \$100,000. Projects may include, but are not limited to streetscape improvements, electric vehicle charging stations, parking facilities, rail or bus facilities, utility relocation, way-finding signage, street lighting and ADA access improvements.

Downtown and Village Center Tax Credits

In 2015, \$2,200,000 in state income tax credits are available to projects that enhance the historic character and improve building safety of older and historic commercial buildings located in Designated Downtowns or Village Centers. The credits support general rehabilitation work, code compliance work, data and network wiring, and exterior improvements, and may be combined with the federal program. Past projects range from small retail, office, and rental apartment rehabilitations to multi-million dollar redevelopments.

Municipal Planning Grants

Awarded annually and administered by the Department of Housing and Community Development, the Municipal Planning Grant Program works to strengthen Vermont by funding local planning initiatives that support statewide planning goals. Grants of up to \$20,000 are available for a wide range of municipal planning projects such as bylaw updates, planning for downtowns, village centers and neighborhoods and municipal plans.

Tax Increment Financing

A Tax Increment Financing (TIF) District is established by a municipality (with State approval) around an area that requires public infrastructure to encourage public and private property development or redevelopment. Once a TIF District is established, the municipality seeks voter approval to incur debt to build public infrastructure. The public infrastructure improvements cause real property development and redevelopment to occur, and, for a limited time, a percentage of the incremental municipal and education property tax revenue generated by the new development and redevelopment may be retained to pay the infrastructure debt, with the revenue from the original value and the balance of the increment going to the taxing entities (municipality and state). Currently, statute prohibits the creation of any further TIF Districts.

Vermont Agency of Transportation Funding

The Transportation Investment Generating Economic Recovery or TIGER Discretionary Grant program provides federal funds to states for both planning and implementation associated with road, rail, transit and port projects. Transportation Enhancement and Transportation Alternative grants administered through the Vermont Agency of Transportation support to enhance Vermont's transportation in various categories while Transportation, Community and System Preservation (TCSP) grants support integration of transportation systems, community and preservation that improve efficiency of transportation, reduce environmental impacts, ensure access to jobs, services and centers of trade and identify strategies to encourage private investment.

Overview

Things are looking up in the Granite City. Since 2011, almost \$20M in public investment in the downtown spurred \$45M in private investment that has brought 24 new businesses, reduced vacancy rates by 8%, increased commercial rental rates by \$6-10 dollars a square foot and attracted over 350 jobs. This investment also includes major streetscape and public infrastructure improvements, construction of City Place, a new State office building with commercial/retail spaces on the ground floor, and rehabilitation of several prominent downtown blocks with the help of federal and state tax credits. Support from multiple state agencies including the State Designation Programs administered by the Department of Housing and Community Development, and the Agency of Transportation have been an important source of funding, helping to leverage other public and private money to make this renaissance possible.

The Challenge

After multiple years of economic decline in downtown Barre, the City was struggling with empty store fronts, low commercial rents and declining property values. Turning things around took time and didn't come without challenges. The City had spent a decade investing heavily in the creative/tourist economy without results. According to Mike Miller, the City's former Director of Planning, "We needed to better understand our strengths and weaknesses. Barre is never going to be Stowe, but what Barre has is plenty of water and sewer capacity, industrial activity, highway access, and a great stock of historic buildings with affordable rental office space." With those things in mind, a group of municipal officials and stakeholders identified three major goals to help jump-start revitalization: bring 500 new workers to Barre over five years by improving the city's image with investments in public infrastructure and marketing; recruit businesses and services to meet the needs of local residents; and modernize Barre's existing industrial assets to attract entrepreneurs and new start-up businesses.

The Solution

A Designated Downtown since 2000, Barre took advantage of a number of grant and tax incentive programs that give priority to projects in communities within the State Designation Program. Work began with updates to the City's municipal plan and zoning bylaws and the creation of Downtown Conceptual Plan – all supported by the State's Municipal Planning Grants. The next step was finding funding to implement the plan and make the infrastructure improvements that support economic development. A combination of \$140,000 in Downtown Transportation Grants and over \$15M in federal funding administered through the Agency of Transportation supported Barre's "Big Dig" – a multi-year effort to revitalize Main Street and City Hall Park. Finally, the City was able to relocate 200 state employees to a new office building in the heart of downtown. "Technical support through the State's Designation Program helped us plan projects, identify funding sources and leverage public investment," said Steve MacKenzie, Barre's City Manager. "We continue get great support from the Agency of Commerce including initiatives like the Vermont Downtown Action Team that helped us develop a downtown master plan and re-brand and market the community in the wake of the 2011 floods. This year, the City is working to make a number of changes to protect our infrastructure investments, economy and business from future floods with the help of the Vermont Economic Resiliency Initiative."

The Result

In just the past five years, the resume of accomplishments in Barre is impressive, including:

- Completion of the "Big Dig" which included the replacement of 100-year old water and sewer lines, plus sidewalk and lighting improvements and new paving, parking and signage. This effort was supported by a combination of federal, state and local funds.
- Construction of "City Place" a new 80,000 square foot building in the heart of downtown with state office space as well as ground floor commercial space for a new restaurant and commercial tenants.
- Secure state and federal tax credits to rehabilitate a dozen historic buildings on Barre's Main Street, including the 1904 Blanchard Block, which now houses 48,000 of mixed retail and office space, and the Aldrich Block, in danger of demolition following a fire in 2010, now home of the celebrated Cornerstone Restaurant.

Barre isn't content to rest after these successes and has set its sights on the 2015 makeover of "Enterprise Alley." The project will use a variety of public and private funding sources to remediate a brownfield site and transform a poorly configured parking with inadequate drainage into a pedestrian-friendly public space with new parking, storm water controls, sidewalks and landscaping; ADA accessible entrances to Merchants Row shops; a public plaza at the city's historic train depot and a long-planned bike path along the Stephens Branch of the Winooski River.





2011-2014
4 State Downtown Transportation Fund Grants
\$270,000
12 State Downtown Tax Credit Projects
\$793,895
4 State Municipal Planning Grants
\$55,334
Vermont Agency of Transportation Grants
\$15 million
Public and Private Investment Since 2011
\$65 million

Funding Toolbox

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Vermont Agency of Transportation Funding

Vermont receives federal funding for roadways that are on the federal-aid road system from the Federal Highway Administration. All federal highway funds are received on a reimbursable basis. This means that project sponsors must pay for the project and be reimbursed by FHWA when the work is done. Vermont receives federal highway formula funding that is distributed to all states based on a formula. Federal Aid highway funds are authorized by Congress to assist the State in providing for construction, reconstruction, and improvement of highways and bridges on eligible Federal Aid highway routes and for other special purpose programs and projects.

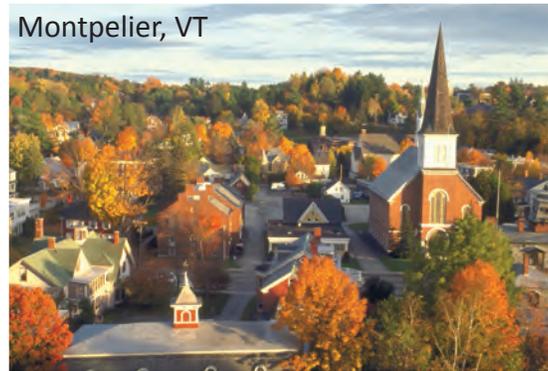
MAIN STREETS TO GREEN STREETS

Harnessing the Power of Trees Downtown

Urban areas are challenged by extensive impervious surfaces, damaged soils and little area to build traditional engineered stormwater facilities. Creative Best Management Practices (BMPs) that harness the ability of vegetation and soils to mitigate urban runoff are needed. Traditional methods of stormwater in urban areas include collecting runoff at a centralized facility, such as a detention pond, or relying on a storm sewer system. Newer goals are aimed at distributing the treatment across the landscape at many sites or at the point of

contact. But some sites do not have sufficient conditions to handle water collected from surrounding impervious surfaces. In addition, sites that are largely paved usually cannot support large trees, and thus unable to benefit from tree canopy interception and the influence of roots on soil hydrology. With new technologies and strategies - trees can play an important role in managing stormwater in our downtowns.

Montpelier, VT



New Take on Tree Pits

Tree wells or tree box filters use bioretention to filter sediment and pollutants out of stormwater runoff. Bioretention systems collect and filter runoff through layers of mulch, soil and plant root systems. The treated stormwater is then infiltrated into the ground or discharged into a traditional stormwater drainage system. Numerous prefabricated tree pit structures are commercially available. They typically include a ready-made concrete box containing an appropriate soil mixture and often the plant material. Many of these systems offer limited space for trees and the trees are essentially used as a replaceable filter every 7 – 10 years. Newer designs are emerging that offer open sides suitable for tree roots to move beyond the tree box.



Tree filter box in Milton, MA. Neponset River Watershed Association

For More: www.lid-stormwater.net/treeboxfilter_home.htm

Trees Need Room

Tree roots need adequate amounts of uncompacted soil volume to thrive in urban environments. The key to designing sites that support large trees and harness a tree's power is to have essentially unlimited rooting space. Tree pits (a.k.a. cutouts, planters) should be as large as possible. A typical 4 × 4 ft. cutout with no access to surrounding soil limits tree growth almost immediately. The usable rooting space provided by any cutout can be expanded by a continuous soil bed under pavement.

Stormwater, Trees and our Downtowns

Making Room for Roots under Pavement

Winooski, VT



Being creative to harness the power of trees to manage stormwater requires thinking below ground to give trees what they need – soil and space. This not only helps to mitigate the problems associated with stormwater, but healthy trees downtown also means business. Studies show that the presence of street trees positively influences shoppers' perception. Trees in the streetscape are working in many ways and are worth the investment in better growing conditions.

Winooski, VT



Photo credit: Nina Bassuk, Cornell University



Engineered Soils Under Pavement

Compacted soils beneath paved surfaces like roads and parking lots are necessary to support the weight of cars and pavement but they must also provide space for tree roots to flourish. With engineered soil (a mixture of stones and soil), such as CU Structural Soil, compaction requirements are met, but the porosity of the mix allows for tree root growth. Water enters the engineered soil reservoir through swales and tree pits, filtering through and recharging the groundwater below, instead of creating stormwater runoff and black ice in winter conditions.

For More: www.cnr.vt.edu/urbanforestrv/stormwater/

An Underground Soil Framework

Pavement is suspended by open stacks of plastic 'cells' that are able to support traffic loads—the sidewalk, pedestrians and even construction equipment—while housing uncompacted soil below allowing for large volumes of healthy soil for tree roots and on-site stormwater management. The cells limit root uplifting and damage to sidewalks while providing the space for a tree to reach maturity over the next several decades. **For More:** www.deeproot.com

Photo credit: Gary Johnson, University of Minnesota



References

Watershed Forestry Resource Guide, Center for Watershed Protection and US Forest Service, Northeastern Area State & Private Forestry Control Stormwater Runoff with Trees Fact Sheet, Center for Urban Forest Research, Pacific Southwest Research Station, USDA Forest Service. Virginia Tech, Departments of Forestry & Horticulture. www.cnr.vt.edu/urbanforestrv/stormwater/

The Vermont Department of Forests, Parks and Recreation in partnership with the University of Vermont Extension.

Factsheets paid for by a grant from the USDA NIFA Forestry Program as part of the University of Connecticut's FREMO initiative.



GREEN STORMWATER INFRASTRUCTURE (GSI) FACT SHEET

GSI OVERVIEW

Green Stormwater Infrastructure

WHAT IS IT?

Green Stormwater Infrastructure (GSI) is a suite of “systems and practices that restore and maintain natural hydrologic processes in order to reduce the volume and water quality impacts of stormwater runoff.” Riparian buffers, green roofs, bioswales, cisterns, permeable pavements and constructed wetlands are all examples of GSI.

MOVING FROM GRAY TO GREEN



Traditionally, stormwater runoff has been collected and conveyed in closed systems to off-site locations where it is then discharged, without treatment on surface waters. The series of pipes, catch basins, and storm drains that result is known as ‘gray infrastructure.’ Because ‘gray infrastructure’ does little to improve water quality and reduce water quantity, stormwater discharges from these systems often contribute to unhealthy stream flow regimes marked by chronic flash flooding, altered stream morphologies, elevated nutrient and contaminant levels, excessive sedimentation, loss of species diversity, and higher water temperatures.



Green stormwater infrastructure is a complimentary and sometimes alternative system to ‘gray infrastructure’ that utilizes infiltration, evapotranspiration, storage and reuse. GSI is decentralized by design and either prevents runoff from occurring or treats it as close to the source as possible. GSI provides multiple benefits and functions such as reduced and delayed stormwater flows, enhanced groundwater recharge, stormwater pollutant reductions, reduced sewer overflows, urban heat island mitigation, improved air quality, additional wildlife habitat and recreational space, improved human health, and increased land values. GSI can be used at many spatial scales, from an individual site to an entire watershed.



HOW DOES GSI RELATE TO LOW IMPACT DEVELOPMENT?

For many years, the terms green stormwater infrastructure (GSI) and low impact development (LID) were used interchangeably. When these concepts were first introduced, the field of practice was fairly narrow and this worked well. However, as the field broadened and developed, the interchangeable nature of the terms became confusing. In Vermont, we make a clear distinction between the two terms. LID refers to an approach to land planning and site design that tries to prevent and minimize environmental degradation. GSI, on the other hand, refers to and relies on the physical elements (natural or man-made) of the landscape when addressing or minimizing impacts from stormwater runoff. In other words, LID is a series of planning principles and GSI is a set of physical best management practices.

Factsheet prepared by the Vermont Green Infrastructure Initiative, a program of the Watershed Management Division of the VT Department of Environmental Conservation (<http://watershedmanagement.vt.gov/>).



GREEN STORMWATER INFRASTRUCTURE (GSI) FACT SHEET

GSI OVERVIEW



PUTTING THE CONCEPT TO WORK

The use of infiltration, evapotranspiration, storage, and reuse provide the basis for a wide range of best management practices (BMPs) useful at both rural and urban sites. As with most practices, specific site details will dictate which GSI BMPs will be most appropriate. Soils, topography, depth to water table, and site constraints all play a part. Below are just a few examples of practices that have been implemented in Vermont. A more complete listing of BMPs with descriptions can be viewed at: http://www.watershedmanagement.vt.gov/stormwater/htm/sw_green_infrastructure.htm.

INFILTRATION

TO LEARN MORE ABOUT INFILTRATION BMPs, SEE: [GSI CONCEPT #1: INFILTRATION FACT SHEET](#)

INFILTRATION TRENCH



BIO-RETENTION



POROUS PAVEMENT



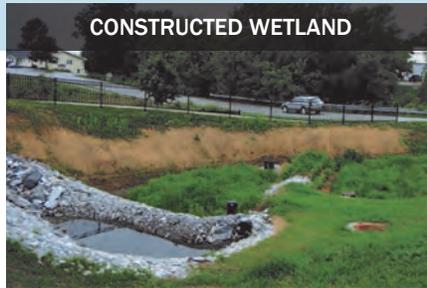
EVAPOTRANSPIRATION

TO LEARN MORE ABOUT EVAPOTRANSPIRATION BMPs, SEE: [GSI CONCEPT #2: EVAPOTRANSPIRATION FACT SHEET](#)

GREEN ROOF



CONSTRUCTED WETLAND



STORMWATER TREE PIT



STORAGE AND REUSE

TO LEARN MORE ABOUT STORAGE AND REUSE BMPs, SEE: [GSI CONCEPT #3: STORAGE AND REUSE FACT SHEET](#)

CISTERNS



INFILTRATION CHAMBER



RAINWATER REUSE



Better Buildings for Oregon [Julie Waters]

Downtown and Village Center Tax Credit*

State investment tax credit for qualified historic rehabilitation, façade, code and technology upgrades for properties constructed before 1983 located within a Designated Downtown or Village Center.

Range: 10 – 50% of eligible expenditures

Eligibility: Properties within Designated Downtown or Village Center

Deadline: Annually in July

Contact: Caitlin Corkins, (802) 828-3047 caitlin.corkins@state.vt.us

Website: http://accd.vermont.gov/strong_communities/opportunities/funding/downtown_village_tax_credit

Federal Rehabilitation Investment Tax Credit*

Federal investment tax credit for 20% of the rehabilitation costs (including labor, materials and architects or other consultant fees) for income-producing buildings listed in the National Register of Historic Places.

Range: 20% of eligible expenditures

Eligibility: Owners of income-producing historic buildings

Deadline: Rolling application deadline; file application before construction

Contact: Caitlin Corkins, (802) 828-3047 caitlin.corkins@state.vt.us

Website: <http://www.nps.gov/tps/tax-incentives.htm>

Sales Tax Reallocation Program*

Municipalities and the developer of the qualified project may jointly apply for a reallocation of sales taxes on construction materials. Qualified projects must be located within a Designated Downtown and reallocated taxes must be used by the municipality to support the qualified project. Projects are awarded on a competitive basis.

Range: Based on sales tax generated in excess of \$100,000 to \$1M depending on the size of municipality

Eligibility: Joint application between municipality and developer located within Designated Downtown

Deadline: Annually in July

Contact: Caitlin Corkins, (802) 828-3047 caitlin.corkins@state.vt.us

Website: http://accd.vermont.gov/strong_communities/opportunities/funding/salestaxreallocation

Vermont Community Development Program (CDBG)*

Accessibility Modification Grants – Federal grants to bring existing municipal buildings and non-school libraries into compliance with the Americans with Disabilities Act (ADA).

Implementation Grants – Federal grants for economic development, housing, public facilities, and public services that will benefit low/moderate income individuals, eliminate slums or blight, or address an urgent need.

Planning Grants – Federal grants for community development planning, downtown planning studies, and project development to benefit people with low to moderate incomes and/or eliminate “slums and blight.”

Range: \$30,000 - \$1,000,000

Eligibility: Municipalities and/or municipalities on behalf of organizations and private owners

Deadline: Open application with funding decisions made throughout the year

Contact: Josh Hanford, (802) 595-1385 josh.hanford@state.vt.us

Website: http://accd.vermont.gov/strong_communities/opportunities/funding/vcdp

Downtown Transportation Fund*

State grants for municipalities to finance transportation-related capital improvements in support of economic development, within or serving a Designated Downtown, including construction or alteration of roads and highways, parking facilities, pedestrian and streetscape improvement, rail or bus facilities or equipment, and underground relocation of electric utility, cable and telecommunications lines.

Range: 50% of overall project costs up to maximum of \$100,000

Eligibility: Municipalities with a Designated Downtown

Deadline: Annually in March

Contact: Gary Holloway, (802)828-3220 gary.holloway@state.vt.us

Website: http://accd.vermont.gov/strong_communities/opportunities/funding/downtown_transportation_fund

* Grant program receives priority consideration due to designation

Municipal Planning Grant Program*

State grants for a wide range of municipal planning projects including municipal land use plans, zoning and subdivision bylaws, designated downtown, village and neighborhood planning.

Range: \$2,500 - \$20,000

Eligibility: Municipalities with adopted plans confirmed by their regional planning commission

Deadline: Annually in September

Contact: Annina Seiler, (802) 828-1948 annina.seiler@state.vt.us

Website: http://accd.vermont.gov/strong_communities/opportunities/funding/overview/municipal_planning_grants

Hazard Mitigation Grant Program

Provides grants to implement long-term hazard mitigation actions that reduce structure damage or loss of life due to natural disasters. Examples include upsizing culverts, elevating or floodproofing buildings, property acquisitions/demolitions, and mitigation planning. Details on website.

Range: No minimum or maximum. Local match of 25%.

Eligibility: Municipalities, state agencies, regional planning agencies, non-profits in select circumstances. Eligible entities on behalf of private owners.

Deadline: Funding available after a major disaster declaration. Rolling application deadlines vary depending on funding.

Contact: Ray Doherty, 802-241-5258 ray.doherty@state.vt.us

Website: <http://vem.vermont.gov/mitigation/applications/>

State Historic Preservation Grants*

State 50:50 matching grants for the repair and restoration of historic buildings listed or eligible for listing in the National Register of Historic Places in Vermont.

Range: \$1,000 - \$20,000

Eligibility: Municipalities and non-profit organizations

Deadline: Annually in October

Contact: Caitlin Corkins, (802) 828-3047 caitlin.corkins@state.vt.us

Website: http://accd.vermont.gov/strong_communities/preservation/grants/historic_preservation

Certified Local Government Program

Federal grants available for resource identification and planning, National Register nominations, downtown planning, public education, archeological studies, and building feasibility studies.

Range: \$500 - \$25,000

Eligibility: Municipalities that are enrolled as Certified Local Governments

Deadline: Annually in January

Contact: Devin Colman, (802) 828-3043 devin.colman@state.vt.us

Website: http://accd.vermont.gov/strong_communities/preservation/planning/clgp

Brownfield Revitalization Fund*

Grants and loans for remediation of brownfield sites. The funds are made available to Vermont by the EPA and eligible applicants can be private developers, non-profits and municipalities.

Range: Grants are capped at \$200,000

Eligibility: Municipalities, non-profit organizations and private developers

Deadline: Rolling

Contact: Kiersten Bourgeois, (802) 793-4899 kiersten.bourgeois@state.vt.us

Website: http://accd.vermont.gov/business/relocate_expand/capital/brownfields

Cultural Facilities Grant Program

Matching state grants to improve community facilities used to provide cultural activities to the public to enhance or expand the capacity of an existing building to provide cultural programming.

Range: \$1,000 - \$30,000

Eligibility: Municipalities and non-profit organizations

Deadline: Annually in the spring

Contact: Michelle Bailey, (802) 828-3294 mbailey@vermontartscouncil.org

Website: <http://www.vermontartscouncil.org/grants-and-services/organizations/cultural-facilities>

* Grant program receives priority consideration due to designation

Village Centers

Downtowns

Richard Amore
(802) 828.5229

richard.amore@vermont.gov

http://accd.vermont.gov/strong_communities/opportunities/revitalization

Gary Holloway
(802) 828.3220

gary.holloway@vermont.gov

Human Services and Educational Facilities Grant Program

Matching state grants for capital costs associated with the major maintenance, renovation, and development of facilities used for human services and health care, or educational opportunities.

Range: \$1,000 - \$25,000

Eligibility: Municipalities and non-profit organizations

Deadline: Annually in October

Contact: Chrissy Gilhuly, (802) 828-3519 christine.gilhuly@state.vt.us

Website: <http://bgs.vermont.gov/formsandpublications>

Regional Economic Development Grant Program

Matching state grants to stimulate the creation and development or retention of economic development of individual or regional Vermont communities.

Range: \$1,000 - \$25,000

Eligibility: Municipalities and non-profit organizations

Deadline: Annually in October

Contact: Chrissy Gilhuly, (802) 828-3519 christine.gilhuly@state.vt.us

Website: <http://bgs.vermont.gov/formsandpublications>

Windham County Economic Development Program

Private funding of \$2 Million annually through 2019 to promote economic development in Windham County, in the form of grants or loan financing in partnership between ACCD and the VEDA.

Range: Grants - \$25,000-\$2 Million; Loans - \$25,000-\$350,000

Eligibility: Municipalities, non-profit organizations and governmental organizations located in Windham County are eligible. Businesses will be considered for financing

Deadline: July 2015

Contact: Kimberly Woolaver, (802) 828-3230 kimberly.woolaver@state.vt.us

Website: <http://accd.vermont.gov/business/WCGP>

ANR Drinking Water State Revolving Loan Construction Fund*

State Revolving Loan to assist in construction of public, private and nonprofit community water, wastewater and stormwater systems. Details on various programs on website.

Range: \$2,000,000 per funding cycle and \$6,000,000 cap for any one project. No minimum project amount.

Eligibility: Municipalities, private developers and non-profit organizations

Deadline: Annually in January.

Contact: Eric Law, (802) 585-4905 eric.law@state.vt.us

Website: <http://wastewater.vt.gov/fundingdwsrfconstructionloan.htm>

ANR Drinking Water State Revolving Loan Planning Fund

State Revolving Loan to assist in the planning and design of public, private and nonprofit community water, wastewater and stormwater systems. Details on various programs on website.

Range: \$100,000 maximum. No minimum project amount.

Eligibility: Municipalities, private developers and non-profit organizations

Deadline: Accepted on a continuing basis.

Contact: Ashley Lucht, (802) 585-4904 ashley.lucht@state.vt.us

Website: <http://www.anr.state.vt.us/dec/dwgpw/fundingdwsrfplanningloan.htm>

ANR Recreational Trails Grant Program

State 80:20 matching grants for the maintenance, restoration, design and construction of recreational trails.

Range: Maximum of \$20,000. Local match of 20%.

Eligibility: Municipalities, located outside of Chittenden County with a confirmed planning process.

Deadline: Annually in February

Contact: Sherry Winnie, (802) 760-8450 sherry.winnie@state.vt.us

Website: <http://fpr.vermont.gov/recreation/grants/rtp>

* Grant program receives priority consideration due to designation

Village Centers

Richard Amore
(802) 828.5229

richard.amore@vermont.gov

http://accd.vermont.gov/strong_communities/opportunities/revitalization

Downtowns

Gary Holloway
(802) 828.3220

gary.holloway@vermont.gov

Recreational Facilities Grants Program

Matching state grants for capital costs associated with the development and creation of community recreational opportunities.

Range: \$1,000 - \$25,000

Eligibility: Municipalities and non-profit organizations

Deadline: Annually in October

Contact: Chrissy Gilhuly, (802) 828-3519 christine.gilhuly@state.vt.us

Website: <http://bgs.vermont.gov/home>

ANR Ecosystem Restoration Grant Program

State grants for the design and construction projects that target nonpoint sources of pollution that cause or contribute to the state's surface waters. Details on website.

Range: Maximum of \$250,000. Local match varies.

Eligibility: Municipalities, regional organizations, non-profits associations, citizen groups, and state agencies.

Deadline: Two rounds annually, varies depending on funding.

Contact: David Pasco, (802) 490-6112 david.pasco@state.vt.us

Website: <http://www.watershedmanagement.vt.gov/grants.htm>

ANR Caring for Canopy Grant Program

State 50:50 grants to help communities care for tree canopy by taking the necessary actions to developing and sustaining a community-wide tree program, including tree plantings, inventories, maintenance, and planning. Details on website.

Range: \$500 - \$5,000. Local match of 50%.

Eligibility: Municipalities and non-profits associations.

Deadline: Annually in April

Contact: Danielle Fitzko, (802) 598-9992 danielle.fitzco@state.vt.us

Website: http://fpr.vermont.gov/forest/community_forests/community_canopy_grants

VTrans Transportation Alternative Program*

State 80:20 matching grants for the construction, planning, and design of bike and pedestrian facilities (on or off road), sidewalks, bicycle infrastructure, lighting, and others. Details on website.

Range: \$50,000 - \$300,000. Local match of 20%.

Eligibility: Municipalities, transit agencies, school district, and regional planning commissions

Deadline: Annually in October

Contact: Scott Robertson, (802) 828-5779 scott.robertson@state.vt.us

Website: <http://vtransengineering.vermont.gov/bureaus/mab/local-projects/transportation-alternatives>

VTrans Bicycle and Pedestrian Program*

State 90:10 matching grants for the scoping, design, and construction of bike and pedestrian facilities, sidewalks, bicycle lanes, crosswalks, shared-use paths, and lighting. Details on website.

Range: No minimum or maximum range. Local match of 10%.

Eligibility: Municipalities, transit agencies, school district, and regional planning commissions

Deadline: Annually in July

Contact: Jon Kaplan, (802) 828-0059 jon.kaplan@state.vt.us

Website: <http://vtransengineering.vermont.gov/bureaus/mab/local-projects/bike-ped>

VTrans/ACCD Strong Communities, Better Connections Program*

State 90:10 matching grants for planning that align land use planning and community revitalization with transportation investments. Details on website.

Range: No minimum or maximum range. Local match of 10%.

Eligibility: Municipalities, located outside of Chittenden County with a confirmed planning process.

Deadline: Pilot year, future funding to be determined.

Contact: Jackie Cassino, (802) 828-2758 jackie.cassino@state.vt.us or Richard Amore, richard.amore@state.vt.us

Website: <http://vtransplanning.vermont.gov/programs/scbc>

* Grant program receives priority consideration due to designation

Village Centers

Richard Amore
(802) 828.5229

richard.amore@vermont.gov

http://accd.vermont.gov/strong_communities/opportunities/revitalization

Downtowns

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