

Article 30 – March 8, 2022

ARTICLE 30: Village Area Multimodal Road Infrastructure Design & Engineering

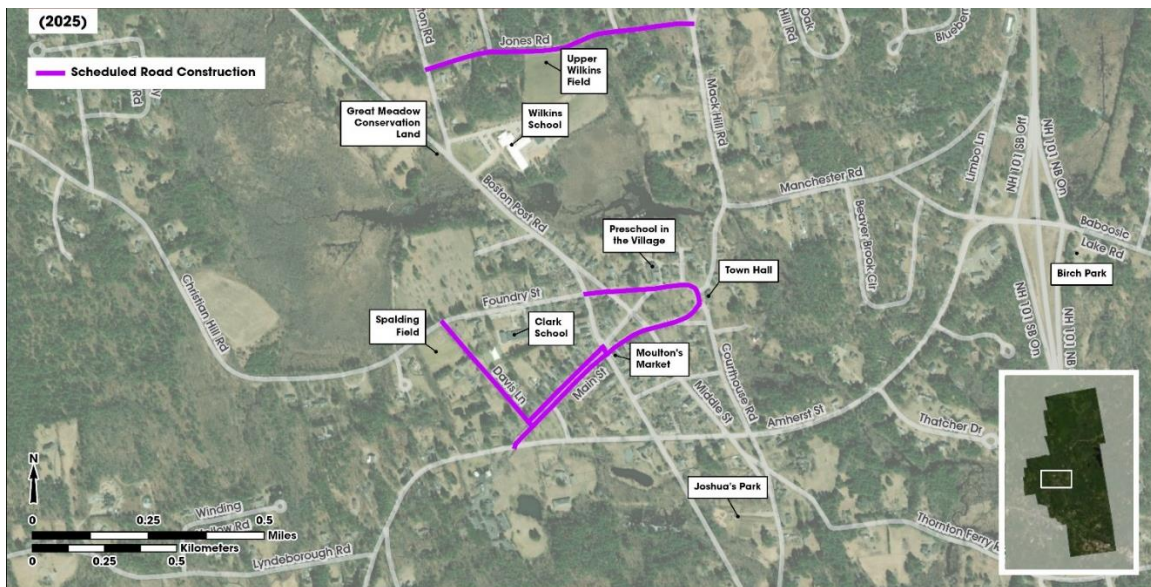
Shall the Town vote to raise and appropriate the sum of ninety-eight thousand dollars (\$98,000) for the purpose of design engineering for reconstruction and safety improvements for on streets in the village area that are scheduled for reconstruction by the Department of Public Works, and the development of application materials for state, federal, and private grant programs. This shall be a special, nonlapsing warrant article that will not lapse for a period of five years.

1. What is the purpose of this warrant article?

The purpose of this article is to take an already-scheduled DPW road work and make it eligible for an additional \$2,332,000 in federal infrastructure funding. This funding would be given to Amherst if our federal grant application is successful.

2. What road construction project?

Five streets in the village are scheduled for reconstruction in 2025: Carriage Rd, Church St, Davis Ln, Jones Rd, and Main St. A budget of ≈\$485,000 is planned for this project.



3. What would an extra \$2,332,000 in federal funding allow us to do?

Additional funding allows the town to greatly expand the scope of the already-scheduled road reconstruction. This would likely include maintaining additional roads, improving intersection treatments, drainage improvements, and/or traffic calming features.

4. What would a YES vote on Article 30 do?

Voting yes would raise \$98,000 for design engineering that is necessary in order to be eligible for grant funding. The tax impact of this article is \$0.04

5. Why are we trying to raise \$98,000?

In order to submit a realistic application for federal funding, a town must demonstrate:

- completed engineering of a project, and
- the capability of funding 20% of the project's cost.

This warrant article would fund the engineering that would be required for such an application.

6. What would this engineering do?

Engineering would organize the necessary details for a grant application and would work with the town, the public, and DPW to determine how to best spend the federal funds granted to us. The sequence of events would include (1) a thorough public input process, (2) a project design, and (3) grant writing.

7. Is this a bicycle/pedestrian project?

This is a general infrastructure project. The Bicycle & Pedestrian Advisory Committee has been hard at work seeking federal grant money for the town, and the purpose of this project is broad infrastructure, **NOT** exclusively for bicycle/pedestrian infrastructure. This is an effort to obtain \$2,332,000 to rebuild streets with improvements to them, including pedestrian-friendly improvements, but it is **NOT** to do something like building sidepaths along Main St.

8. Who would benefit from this project?

Enhancements and repairs made to these streets would benefit all who use them, including motorists, pedestrians, and cyclists. Depending on final design, the project may be able to leverage federal funding to rebuild additional streets that would need scheduled maintenance anyway, thereby saving taxpayer funds on those roads which would otherwise have to be funded by the town in the near future.

9. Where does the \$2,332,000 number come from?

- Federal grant funding typically requires 20% of the project's cost to be locally raised.
- The \$485,000 already budgeted for the road reconstruction + this \$98,000 for engineering count toward the required 20%. Therefore, our 20% portion of a project would be the sum of these two numbers = \$583,000.
- Simply doing the math, \$583,000 is 20% of \$2,915,000 which gives us the total project budget we could pursue.
- Thus, 80% of \$2,915,000 would constitute \$2,332,000 eligible for federal funding

Local Match (20%)			Grant Funds (80%)		Total Project Budget (100%)
Already-budgeted reconstruction funds (2025)	\$485,000	+		=	
Design Engineering (Warrant Article 30)	+\$98,000				
Total	\$583,000		\$2,332,000		\$2,915,000

10. What are the chances we would get a federal grant?

The probability of this is unknowable, but due to a very large influx of funding available for infrastructure projects at the federal level, the probability is the highest it has ever been. There are several grants that this project could be eligible for over the next several years.

11. If this passes, what would the schedule look like?

In order to prepare a project that is eligible for federal grant funding AND for construction in 2025, this would likely be the sequence of events:

- Hire engineering firm July 1, 2022
- In 2022-2023, the engineering firm would conduct a thorough public input process to inform project design, holding several public, stakeholder, and town government meetings. This would generally involve two rounds of design and feedback.
- In the first half of 2023, the engineering firm would produce variety of design options from the results of the public input process and produce language for grant applications.

From July 2023 to June 2025, the town would have the opportunity to apply for a variety of federal grant opportunities.

For more information, check out the [Amherst Multimodal Master Plan](#), the [Bicycle & Pedestrian Advisory Committee's web page](#), or [follow us on Facebook](#). If you are interested in helping get the word out about Article 30, [please fill out this form!](#)