

# **Transportation Alternatives Program – Workshop Q/A**

## **(From the 10/5/2021 presentation)**

1. ***“Do you have a full list of standards and specifications for qualifying shared use paths? If the project is a shared use path, can it be partially off roadway alignment and then adjacent to roadway alignment, or on the roadway shoulder?”***

Transportation Alternative Program projects use the same specifications as any other VTrans project with federal funding. There are many guidebooks and associated links to help with TAP improvement designs for Bike and Pedestrian improvement projects (see below). It is possible for an improvement such as a shared use path to be partially off alignment of a nearby roadway, and then adjacent, and then potentially transition into a designated bike lane or into a take-a-lane situation. Getting from point A to point B in urban areas can be very complicated and can take more than one approach. Shared use paths are typically 10’ wide min. (12’ preferred) for two-way traffic and must have a physical buffer between the path and an adjacent roadway.

- <https://vtrans.vermont.gov/highway/local-projects/transport-alt>
- <https://vtrans.vermont.gov/highway/local-projects/bike-ped>
- <https://vtrans.vermont.gov/highway/local-projects/bike-ped/resources>
- <https://vtrans.vermont.gov/highway/construct-material/construct-services/pre-contractspecifications>

2. ***“Can a Class 4 road that was a railroad grade eligible for grants for improvement?”***

Yes, Transportation Alternative Program grant opportunities that involve Class 4 highways are eligible, however, these grants are scored largely on the significance of transportation improvements being proposed, and other applications involving more significant improvement regarding bike/ped traffic may score higher in this competitive process. There are other programs which may suit smaller projects, such as VTrans better roads (formerly VTrans better back roads), which provide opportunities for re-grading and/or drainage improvements on roadways such as Class 4 highways that would be a better fit.

3. ***“Can a municipality apply for two separate projects?”***

Yes, until this becomes a problem, we have not limited the number of applications that a municipality can submit for consideration.

4. ***“Can the designing engineer provide MPM services?”***

No, the design engineer cannot also be the MPM for a TAP project.

5. ***“Can you say more about the Municipal Project Manager role and why this service should be procured rather than performed by a town employee?”***

The role of municipal project manager can be very time consuming, will include many meetings, and requires significant knowledge of the Project Development Process for federally funded projects. Town employees often “bite off more than they can chew” when they estimate the time required to perform this function. However, Town employees have successfully acted as municipal project manager for scoping studies, which require less guidance.