MRGP Timeline of Deliverables
2017-forward

Summer-Fall 2017
- MRGP public hearings and comments

July 2018
- July 2018 - municipalities apply for MRGP coverage and pay fees
- Starting in 2018 - Semi-annual MRGP compliance updates due every 6 months

2017
- Winter 2017
- Draft municipal roads general permit
- Before December 31, 2017

2018
- Issue final MRGP

2019

2020

2021
- Fall 2020
- Road erosion inventories and implementation plans and schedules due

2021 and beyond
- Required implementation and maintenance of priority road projects
Basics

- Priority Road Segments (hydrologically connected)
- Paved, gravel, and Class 4 Roads
- Drainage culverts no in-stream culverts
- Stone-line ditch requirement: 8% not 5%
- Road Erosion Inventories for all towns to develop the Road Stormwater Management Plan
Road Stormwater Management Plan

- Road Map: Total miles of road by class
- Total miles of Priority Road Segment (hydro-connected)
- Miles of PRS
- Miles of PRS that don’t meet standards
- Road Stormwater Management Plan/Implementation Plan
  - Projects and Priorities (based on inventories): to be implemented in next 5 years
  - Recommended treatments
  - Construction and cost estimates
Fees

- $400 application fee (one-time fee)
- $240 administrative fee (every 5 years)
- $2,000 annual fee
Initial TRORC Comments

- 5 year inventory refresh: Too frequent!
  - Better to spend money on doing inventories or implementing projects?
- RSMS network requirement for VTrans Highway certificate: Combine with road erosion inventory
- Efficient use of resources: roads are a small slice of the pie: road fixes vs “natural erosion” (landslides)
- Annual fee sliding scale based on total mileage or population
Jim Ryan (new) presentation and (draft) Framework


Better Roads Grant Program: Address MRGP compliance

• 35 TOTAL GRANTS Submitted
  • 11 Category A: Road Erosion (and culvert) Inventories:
  • 4 Category B: Ditch improvements
  • 5 Category C: Bank stabilizations
  • 15 Category D: Culvert and bridge replacements
TRORC Category A Road Erosion Inventory

- 2017
  - Bridgewater
  - Strafford
  - Corinth
  - Stockbridge

- 2017/2018
  - Fairlee
  - Norwich
  - Vershire
  - Braintree
  - Hancock
  - Granville
  - Sharon
  - Thetford
  - Randolph
  - Chelsea
  - Pittsfield
Treasurer Report: Clean Water Investment Report (long-term funding)

- Shared resource = shared cost.

2016 Clean Water Initiative: Investment Report

Summary:
- Total Annual Costs: $115.6 million
- Total Annual Revenues: $53.2 million
- Total Annual Gap: $62.4 million per year
Stormwater Utilities: local or regional

- Private or public entity that generates revenue by charging fees for stormwater-related services
  - Maintenance, repair, and replacement of stormwater infrastructure
Bonds?

- Only in combination with existing or new revenue sources
- Use existing fee or tax to generate revenue stream to leverage dollars through bonding
- Use a portion of transportation infrastructure bond (TIB) revenue to support local transportation needs
  - $5 M for next 2 years: VTrans and municipal projects
Recommendations

- Extend Clean Water surcharge on property transfers for one additional year (FY 19)
- Predictable, reliable existing resources and revenues
- Parcel and/or impervious surface fees
  - Nexus to water quality
  - Incentivize BMPs
Fee types

- $50 flat fee per parcel: $16.7 million
  - Easiest administration; not equitable
- $3 per acre per parcel: $15 million
  - Easy administration
- Impervious parcel fee: $18 million
  - Fair administration
- Impervious acre parcel fee: $18 million
  - Hard administration
House Natural Resources, Fish, and Wildlife (2/28): Proposed Revenue Sections

- Extend the .2% Clean Water Surcharge on Property Transfer Tax: $4.7-$5 million
- Fines collected by Ag of Ag for WQ violations: $175,000-$225,000
- Fines collected by ANR for WQ violations: $200,000
- Fines collected by Attorney General for WQ violations
- Sales tax on rental of marina slip spaces and limousine services: $820,000
- 1% increase in rooms tax to 10%: $5.3 m
- 1% increase in meals tax to 10%: $11.7
- 1% increase in alcohol tax to 11%: $1.9m
  - 5% of rooms, meals, alcohol tax to Clean Water Fund

TOTAL: 30.8-31.1 million

VAPDA position paper

- Statewide Approach: Raise funds statewide to address water quality problems statewide (not just Lake Champlain)
- Cost-effective: biggest bang for buck
- Real need: Funding gap for municipalities
- Immediacy: extend property transfer tax surcharge to 2019
- Nexus of funding and relation to water quality
- Parcel-fee
- Regional Role to manage water projects
CT River Dam Relicensing: Timeline

- Preliminary Licensing Proposal (PLP) Filed: 3/1/2017
- Study Report meeting 3/30/2017
- File Final License Application 4/30/2017
  - Comments within 30 days (5/30/2017)
- Stakeholders file disagreements/requests to amend study plan (5/14/2017)
- Stakeholders file responses to disagreements/amendment requests: 6/13/2017
- FERC Determination on disagreements/amendments: 7/13/2017
RPC opportunity: Recreation
Regional Plan and Abutting Towns

- **TRORC 2015 Regional Plan: Natural Resources:**
- **Goal 1.** Improve surface water quality and quantity for purposes of recreation, aquatic habitat, and drinking water (where designated).
- **Goal 5.** Encourage watershed based cooperation of towns and people that live, work, and play in the watershed in the protection and enhancement of surface water quality.

- **Policy 1.** Maintenance or enhancement of recreation, fisheries, wildlife habitat, and quality aesthetics are high priorities. Water use decisions at all levels of government and the private sector should protect these resources and serve to protect their existing and desired uses and conditions.
- **Policy 2.** Within each of the basins of the region, state, regional and local decisions relating to surface water must reflect:
  - The public high interest in the use and enjoyment of rivers and streams for recreation, fishing, and aesthetics;
- **Policy 3.** Efforts of public and private sectors to abate pollution in the region’s rivers, streams, lakes, and ponds are required. Existing water pollution problems, as identified in State of Vermont- Agency of Natural Resources Basin Plans, Water Quality Assessment, and the Clean Water Strategy shall be considered high priority for abatement. These problems include:
  - erosion, sedimentation, and water crossings from construction sites and other land disturbance, road and ditch runoff, streambank destabilization, impoundments, and logging
“Normal Project operations that contribute to notching and overhangs that characterize the initial stages in the cycle of erosion are unavoidable, but contribute only a small fraction of the total sediment transported and deposited by the Connecticut River within the impoundments.

High natural flows cannot be controlled by Project operations do affect sedimentation...and play a much larger role in causing unavoidable adverse impacts on other resources...

Effects caused by Project operational flows and impoundment fluctuations appear to be minimal to none in most cases.

Water level and flow fluctuations caused by the operations of the Projects are considered within the context of naturally occurring flows and water level fluctuations.
ILP Next Steps

- Connecticut River Watershed Council (CRWC) peer review
- TRORC submitting formal comments during final license application
Study Results with TransCanda

- Fairfield Inn and Suites (102 Ballarvale Drive) White River Junction
  - Thursday, 3/30
  - 9:00 am – 4:30 pm
Contact

- TransCanda’s relicensing manager:
  John Ragonese
  603-498-2851 or 603-559-5513
  John_ragonese@transcanda.com

- FERC Team Leader:
  Brandon Cherry
  202-502-8434
  Brandon.cherry@ferc.gov
ERP Grants in TRORC Region

- Randolph Stormwater Master Plan: Randolph Village and East Randolph
- Ayers Brook River Corridor Easement Outreach
- River Corridor Easement: 9 acres in Stockbridge
  - Adjacent to Gaysville Campground
- Riparian Buffer Planting on the White River
  - 1,000 trees by VYCC
Current Status at the Legislature

- Water Quality project management and implementation
- Block Funding and the Transportation Model