

Council Chair Sandra Carder

Notes from 3/7/23 meeting with MDOT representatives Dale Doughty and Stephen Cole.

Nate Rudy, Doug Webster, Sandy Carder, Will Haskell, Bill Gardner, Mitch Berkowitz and Joe Murray were present.

### **Yarmouth Road Funding Options:**

#### **Option 1:**

Current path – Municipal Initiative Partnership plus TIF funding plus other funding

Current MPI MDOT cap = \$625,000 – Dale advised this cap is under review and will likely increase perhaps to 1 million, but no timeline available.

Town application is pending which is holding funds – not signed yet.

Staggering MPIs applications is a possibility although confirmation would need to come from Kyle (MDOT) who runs program. The project would be split into 2 phases – the current MPI would be revised with a 2<sup>nd</sup> MPI submitted subsequently.

Current max = 1,250,000 MDOT – could go up to 1,625,000

Water District representatives could seek an earmark (although the application is not as strong as the successful by-pass application was). Alternative is bonding a portion of the costs and requesting a PUC rate increase. Town is 30% of usage for WD so rate increases will come back to the Town. PUC cycles also dictate when increases can be requested.

With above funding, and existing TIF funds from Route 100 South & Northbrook (possibly Village), there would still be a shortfall. That amount would likely need to be bonded by the Town.

Town would remain lead on project with MDOT approval on plans and defined work. The work could then be done as soon as easements, materials, funding and contractors obtained – possibly by 2024 and/or 2025 (Will predicts it would be a 2 construction season project given the scope).

#### **Option 2:**

Package Yarmouth Rd with Main Street to apply via the Village Initiative program for a Federal RAISE (rebuilding American infrastructure with sustainability and equity) grant which has two levels – up to \$25 million and over. Program is 80% federal funding, 10% MDOT and 10% local. Project would likely be at \$25 million so local match \$2.5 million.

This would require the Main Street design be completed and then packaged with the almost complete Yarmouth Rd design work.

MDOT would take lead on both projects. Earliest application submission would be Spring 2024 which would be the goal but is a tight timeline. It could be up to 2 years beyond approval before construction could begin – 2026 or 2027.

Dale would have to confirm that easement work could move forward and still count towards the 10% local match (money would be spent before application is submitted). Memorandum of understanding could detail agreement. The timing of the TIF fund expiration dates would need to be monitored to ensure the money could be expended in time to ensure compliance with the State. MDOT could bill local portion up front to help.

### **Other Options:**

Normal MDOT workplan process – unprogrammed projects – not a lot of money & very competitive.

Congressionally designated spending (earmarks) – very competitive and current round is closing, next round is not guaranteed as this funding is passed by current legislatures. The RAISE program is a form of federal grant funding.

MDOT CHIP (Collector Highway Improvement Program) – Yarmouth does qualify as a corridor priority 3 designation for the project section – then a priority 4 further out. However, this a lower cost program (generally 1 million per mile), has limited funding and is statewide.

MDOT confirmed that the plan for Yarmouth is to just continue paving it into the foreseeable future.

### **Other discussion items:**

MDOT advised they are reviewing their process/policies for setting speeds on roads and for transitioning from one speed to another.

The traffic calming packages discussed via the Libby Hill Rd project would likely be a good fit for Yarmouth Rd as well – as a way to transition users from the corridor speed to the Village speeds. Adding stepdown cues – signage, speed striping on roadway, and speed tables closer to the Village.

Crosswalk locations were discussed to some extent identifying the difficulties with line-of-sight locations.

Traffic control/detours were discussed to some extent with everyone agreeing there is no easy detour and that most users will find ways around the construction once they get stuck in it a couple times. One benefit for packaging the projects is it would all be torn up once and be done quicker vs. completing Yarmouth and then starting Main.

Underground utilities were mentioned to notify MDOT that the Town is pursuing an analysis of possible options and costs. Caution was shared that the project may become too large/complicated.

Time is of the essence given there is a pending MPI application and a negotiated agreement on the Main Street design needs to happen sooner rather than later. MDOT will discuss with Ernie (lead on Main Str) to set up meetings in the coming month to begin that discussion regardless as that project is in the queue already as well.