

DATE: January 7, 2022  
FROM: Cathleen Gent  
TO: Richmond Transportation Committee  
RE: Packet for January 11 Meeting

As a reminder, our regular meeting takes place next Tuesday at 5:30 PM. Remember, you may join the meeting via zoom or attend in person at the Town Offices Third Floor Meeting Room.

1. Meeting Agenda – January 11 - *Attached*
2. Minutes from December 28 Meeting - *Attached*  
*As a FYI, attached is the final version of the Transportation Committee report for the 2021 Town Report. This has been submitted for printing in the town report.*
3. Highway Dept. Projects and Transportation Committee Priorities  
Town Manager Josh Arneson and Highway Foreman Peter Gosselin are planning to attend this part of our meeting. In terms of discussion points, here are some of my ideas:
  - Clarify any questions about the highway department’s East Main sidewalk/curbing project
  - Get a general understanding of how the highway crew work will proceed in terms of fitting in special projects vis-à-vis other department tasks and projects
  - Learn about highway dept long-term plans for small projects
  - Discuss possibilities for Transportation Committee projects that may go to construction and get feedback about what new sidewalks/curbing, trails, etc. would mean for the highway department.
4. East Main Street Sidewalks/Curbing and FY23 Highway projects
  - *Highway Dept. Restructuring (attachment) – See Page 3 for East Main Street project*
5. Committee priorities for future construction projects (no attachments)  
The Transportation Committee does not have any priorities for new infrastructure. We will discuss some projects that are in the planning or scoping phases. (This is my list, so may need amending.)
  1. [scoping stage] Bridge Street – new sidewalks and curbing for eastern side of Bridge Street, between Jolina Court and Volunteers Green. Previous report provides options for new crosswalks and signage along with new Bridge Street.
  2. [scoping stage] New sidewalk or trail on westerly side of Jericho Road, between the Richmond schools and Valley View Road
  3. [scoping stage] New sidewalk or trail along the northerly side of Huntington Road, between Stone Corral Brewery and the Cross Vermont Trail head at Johnnie Brook Road
  4. [planning stage] Bike/Ped trail/path between village and I-89 to Riverview Commons mobile home park – if funded, the first step is to update the 2014 Route 2 scoping study as well as a detailed analysis of related elements in the Pedestrian and Bicycle Master Plan (North End)
  5. [planning complete] Improvements for intersection of Huntington Road / Cochran Road / Thompson Road
  6. [planning stage] Phase 2: Pedestrian and Bicycle Master Plan – South End
6. UPWP FY23 Grant Applications
  - Review Final Applications – Based on edits provided by Jon, Allen, and CCRCP staff Marshall Distel, the applications are ready for final review during our meeting - *attachments: Gateway Scoping: Gateway scoping map; Official Map-Phase 1*

- Opportunities with CCRPC Additional Funds
  - o *Email chain from Chris Cole and Jon Kart as well as forwarded email from Ravi from CCRPC ED Charlie Baker regarding additional fund availability.*

-----From: Chris Cole <ccole.pc@gmail.com> -----  
 Sent: Wednesday, January 5, 2022 3:56 PM  
 To: Cathleen Gent <cgent@gmavt.net>  
 Cc: jonj kart <jonjkart@hotmail.com>; Ravi Venkataraman <rvenkataraman@richmondvt.gov>; Mark <markd14@gmail.com>; Allen Knowles <knowles.allen3@gmail.com>  
 Subject: Re: more funding available from CCRPC

*If the town is serious about having some level of public transportation, a planning project that looked at a couple of route scenarios and costs in conjunction with GMT, might be a good use of money.*

*What time is our meeting next week? Tuesday at 5:30?*

Chris

-----From: jonj kart <jonjkart@hotmail.com> -----  
 Sent: Wednesday, January 5, 2022 12:44 AM  
 To: Ravi Venkataraman <rvenkataraman@richmondvt.gov>; Cathleen Gent <cgent@gmavt.net>; Mark <markd14@gmail.com>; Chris Cole <ccole.pc@gmail.com>; Allen Knowles <knowles.allen3@gmail.com>  
 Subject: Re: more funding available from CCRPC

*Ravi, could match for these additional proposals come from in-kind/construction costs?*

*I'm thinking about the value of the work that the Highway Dept will do on Bridge (stormwater) and/or Main Street (sidewalks) this year as match for planning/engineering for these projects.*

*For example, while engineering plans have already been drafted by Green Mtn Engineering for the East Main sidewalks and stormwater upgrades the Highway Dept Plan budgets the following to an "Engineering/Oversight" line:*

*Engineering/Oversight budgets for...*

<i>Bridge Street (west side) sidewalk</i>	<i>\$20,000</i>
<i>East Main Street sidewalks</i>	<i>\$40,000</i>
<i>East Main St to Pleasant St stormwater</i>	<i>\$10,000</i>
<i>(north)West Main St sidewalks</i>	<i>\$10,000</i>
<i>Total</i>	<i>\$80,000</i>

*Both sidewalk and stormwater engineering are eligible for UPWP funding...but could implementation cost be applied as match?*

*If UPWP can't be applied to these two specific projects, are there other Bridge Street upgrades that could be planned/engineered with the Bridge or East Main implementation costs applied as match?*

Jon  
 jon kart  
 jonjkart@hotmail.com

802-999-7515

----- Email from Ravi Venkataraman – January 4, 2022 -----

Hi all,

See below. This may be worth discussing during next week's meeting.

Thanks,

Ravi  
Ravi Venkataraman, AICP (he/him)  
Town Planner  
Town of Richmond  
203 Bridge St.  
Richmond, VT 05477  
office: 802-434-2430  
cell: 802-448-0211  
<http://www.richmondvt.gov/>

To note: All emails, and any respective attachments to the Town may be considered public records and may be subject to disclosure under the Vermont Open Public Records Act.

----- Forwarded message -----

From: Charles Baker <[cbaker@ccrpcvt.org](mailto:cbaker@ccrpcvt.org)>  
Date: Tue, Jan 4, 2022 at 11:44 AM  
Subject: more funding available from CCRPC  
To: Charles Baker <[cbaker@ccrpcvt.org](mailto:cbaker@ccrpcvt.org)>

Dear CCRPC Board Members, Municipal Managers, Planners, and Engineers, and Partners;

I expect that some of you may be working on applying to CCRPC for assistance and funding for FY23 planning efforts now. In advance of you submitting an application, I wanted to make you aware that due to the federal Infrastructure Investment and Jobs Act, we will have more transportation planning funding available than usual. My best estimate at this time is that we will have at least \$500,000 to \$600,000 more funding than typical.

If you have a transportation-related project (transportation, equity, stormwater, energy, climate, walkable community zoning, etc.) and have 20% local match available, please apply for this increased federal funding by Friday, January 21st. There may be even more funding leftover from FY22, so please submit applications. We would like to get these resources invested in our community. You can find information about the FY23 UPWP (unified planning work program) application process and forms here:

Please share this with other organizations that you think may be interested. Let me know if you have any questions. Thank you for your consideration.

Best regards,  
Charlie

Charlie Baker, Executive Director  
Chittenden County Regional Planning Commission  
110 West Canal Street, Suite 202

Winooski, VT 05404  
Cell (802) 735-3500  
www.ccrpcvt.org

5. UPWP FY22 Project Updates - Ravi will provide updates for both projects
  - Sidewalk Scoping – *No attachments*
  - Phase 2: Pedestrian and Bicycle Master Plan – South End – *No attachments*  
Please note that Ravi has informed us that the next Master Plan steering committee meeting is scheduled for February 1 and the local concerns meeting is scheduled for February 9<sup>th</sup>.
6. Green Mountain Transit
  - Follow Up – *Email from Chris Cole to RTC Is attached.*
  - Future of Rural Transit Activities – *See RTC minutes from December 28 for current status*
7. Grant Opportunities – None at this time
8. Old and New Business – None at this time
9. Adjourn

Richmond Transportation Committee  
Tuesday, January 11, 2022  
Richmond Town Offices, Third Floor Meeting Room  
203 Bridge Street, Richmond, VT  
5:30 PM

This meeting is also accessible via Zoom:

**Join Zoom Meeting**

<https://us02web.zoom.us/j/87491380245?pwd=bG8xTU5qQzcyd0xwVWJHTlgrYTBBQT09>

**Meeting ID: 874 9138 0245**

**Passcode: 303372**

**Join by Phone: 929 205 6099**

For additional information and accommodations to improve the accessibility of this meeting, please contact Ravi Venkataraman at 802-434-2430 or at [rvenkataraman@richmondvt.gov](mailto:rvenkataraman@richmondvt.gov)

## AGENDA

1. Revisions to Agenda
2. Approve Minutes from December 28 meeting
3. Highway Dept. Projects and Transportation Committee Priorities
  - East Main Street Sidewalks/Curbing and FY23 Highway projects
  - Committee priorities for future construction projects
4. UPWP FY23 Grant Applications
  - Review Final Applications
  - Opportunities with CCRPC Additional Funds
5. UPWP FY22 Project Updates
  - Sidewalks Scoping
  - Phase 2: Pedestrian and Bicycle Master Plan – South End
6. Green Mountain Transit
  - Follow Up
  - Future of Rural Transit Activities
7. Grant Opportunities
8. Old and New Business
9. Adjourn

# Richmond Transportation Committee

Meeting Minutes – December 28, 2021

Committee members present: Cathleen Gent (chair), Jon Kart, Allen Knowles

Members absent: Chris Cole (vice-chair), Mark Damico

Others present: Ravi Venkataraman (Town Planner)

Ravi Venkataraman was present at the meeting physical location and all other participants participated remotely.

A quorum was reached and the chair convened the meeting at 5:31 PM.

**1. Revisions to Agenda:** There were no revisions to the agenda.

**2. Meeting Minutes:** December 14, 2021 minutes were moved by Knowles, seconded by Kart. There was one minor correction. *The amended minutes were approved unanimously.*

### **3. UPWP FY23 Grant Applications**

a. Update from Selectboard Meeting – Committee members reviewed the minutes from the Selectboard meeting of December 20<sup>th</sup>, at which time the Selectboard approved submitting applications for the two FY23 UPWP applications: 1) update to the 2014 VT Route 2 Bicycle and Pedestrian Scoping Report combined with Phase 1 Bike/Ped Master Plan, with specific add on elements; 2) Phase 1 for an Official Map project, with Phase 1 focused on gathering information and data.

b. Preparing Applications – Ravi Venkataraman will prepare a draft of both applications, with the goal of completing those by January 3<sup>rd</sup>. Kart and Knowles will review and edit the applications, with the revised version ready for distribution to the full committee by January 6<sup>th</sup>.

### **4. UPWP FY22 Grant Updates**

a. Sidewalks Scoping – Venkataraman said he has submitted all committee members' comments on the Purpose and Needs Statements to the consultants. He expects to get a revised version of the Purpose and Needs Statements and will send that to the Transportation Committee. Venkataraman also said that the purpose and needs statements are in important part of the final report and help direct the project work.

b. Phase 2: Pedestrian and Bicycle Master Plan – Venkataraman said the local concerns meeting is tentatively scheduled for February 9<sup>th</sup>, however, that may be shifted to February 10<sup>th</sup> due to a DRB meeting. The Transportation Committee then discussed methods for reaching out to the public to encourage participation in the public concerns meeting – flyers around town, contact with businesses, posters, Front Porch Forum, contacting town committees, etc. including the potential for inviting Mr. G and his class from the middle school to offer some suggestions. Venkataraman said there will be an analog map available ahead of the meeting to begin gathering input and comments. Public outreach will be discussed again at the next steering committee meeting, which is scheduled for January 18<sup>th</sup>.

**5. East Main Street Sidewalks and Curbing** – Gent listed potential steps for coordinating and being sure all the tasks are covered, based on an email from CCRPC staff member Jason Charest to Ravi Venkataraman. Venkataraman referenced the Highway FY23 budget, showing repaving of sidewalks and curbing to be done in-house. Venkataraman said the key will be to review the new VTrans engineering plans in relation to the 2017 engineering plans completed for the town. He added that there is money in the budget to revise any engineering details, based on new VTrans engineering for repaving Route 2. Venkataraman said the Selectboard will discuss the Route 2 repaving project in January (January 3 or 18) and he will notify Transportation Committee members in advance. After that Selectboard meeting, it will be important to coordinate with VTrans about the sidewalks and curbing part of the project. Venkataraman said that VTrans permits will be needed and possibly local or

other state permits. Knowles asked about engineering for a connecting stormwater line from East Main to Pleasant Street and asked about the process for doing the East Main sidewalks and curbing as well as other in-house projects for the highway department. Kart pointed to recent examples of how the highway department has fit in-house projects into their set of regular tasks and projects.

**6. Green Mountain Transit:**

a. Follow Up – In light of Chris Cole not attending the meeting, this item will be rescheduled.

b. Future of Rural Transit Activities – Gent and Venkataraman recapped discussions at a recent Future of Rural Transit Advisory Committee. Gent reported that the pilot study for MMUSD focused on transportation for after school programming. Venkataraman said the advisory committee views the project at MMU as a private-public partnership, like what he had in his home town. Gent added that the advisory committee referenced Burlington as a successful model. Gent said the advisory committee sees the best potential transit loop along Route 2 on either side of Richmond village. Both Gent and Venkataraman said there are challenges with the project, in terms of scale, cost, funding, GMT current programming, and coordination. Gent said the Future of Rural Transit advisory committee wants to meet with the Richmond selectboard about the project. Transportation Committee members agree it is critical that our committee work with GMT and the Future of Rural Transit advisory committee before bringing any concepts to the Selectboard since we could inadvertently work at cross purposes if coordination is lacking.

**7. Town Report:** Gent said the Transportation Committee report is due by the end of next week. Kart shared an edited version of the draft that Gent sent out. Based on comments during the meeting, Kart will send a revised version to the committee members, who are asked to make additional comments as soon as possible so that Gent can finalize the version for submission by January 4th.

**8. AARP Walkability Audit** – Gent and Venkataraman discussed this tool, which involves an assessment of current conditions for walking around town. Venkataraman said a new version of the tool will be available within a month and he will let the committee know when he receives it. There was general consensus that this could be an excellent tool for the town. Gent will reach out to Jeff Forward and others to let them know that the Transportation Committee is interested in exploring this further.

9. Grant Opportunities – VNRC Small Grants for Smart Growth – Following discussion, the Transportation Committee decided not to pursue the smart growth grant because we do not have any viable activities at this time. We will continue to consider an application for the smaller (\$1,500) grants which are available on a rolling basis. Gent will reach out to Jeff Forward and others to let them know that the Transportation Committee is not submitting a VNRC Small Grants for Smart Growth application at this time.

**10. Old and New Business:** None

**11. Adjourn** – At 6:56 PM, motion to adjourn by Knowles, seconded by Kart. Approved unanimously.

-Minutes taken by Cathleen Gent

## Richmond Transportation Committee – For FY21 Richmond Town Report

The Transportation Committee works to improve transportation options (roads, paths, mass transit and services) available to citizens. The Committee's second year of activities involved planning and fundraising for sidewalks, trails, and safe ways to get around Richmond for pedestrians and bicyclists. This included exploring what public transit might mean in Richmond and collaborating with the Selectboard to keep VTrans' ever-changing Route 2 repair plan comprehensive and beneficial to Richmond.

The "trick" to securing state/regional funds for infrastructure planning and construction is to approach each in a persistent stepwise manner from:

1. **Planning:** determining needs, leading to
2. **Scoping/Design:** how might a project work in a specific location, to
3. **Engineering:** develop fine-scaled blueprints guiding contractors, to
4. **Construction:** complete the project.

This year, we completed:

1. Bridge Street Corridor Study, a planning study that, due to the very detailed work of the consultant, also fulfills many criteria for scoping and design.
2. Bicycle and Pedestrian Master Plan Phase One, a planning study for the portion on Richmond north of the Winooski River.

Those two projects set Richmond up with two new projects underway now through spring 2022.

1. The Sidewalk Scoping Study on how to improve pedestrian mobility and safety along Jericho Road (between the Richmond schools and Valley View Road); along the east side of Bridge Street; and, on Huntington Road from Bridge Street to the Johnny Brook trail.
2. Phase Two of the Bicycle and Pedestrian Master Plan, to complete the planning phase of the town-wide master bicycle/pedestrian plan.

Funding, technical expertise and logistical support for all these projects is provided by the Chittenden County Regional Planning Commission.

The Transportation Committee continues applying for grants to plan and implement sustainable infrastructure for safe walking, bicycling and driving around Richmond and for public transit options. The key to ensuring Richmond has the right mix is to get lots of options and ideas from the public for all aspects of transportation planning.

Whether you like to walk, bicycle, drive or seek public transit options in town, we want to hear from you. We meet the second and fourth Tuesday at 5:30 PM.

The committee said goodbye to two valued members of the Transportation Committee – Erik Filkorn and James Floyd – who resigned from the committee during the year.

Respectfully submitted by:

Cathleen Gent (chair), Chris Cole (vice-chair), Mark Damico, Jon Kart, Allen Knowles



Richmond Highway Department  
 Restructuring of staff and new projects proposal  
 12-8-21

**Restructuring Proposal**

Eliminate grounds maintenance duties from the Highway Department and the need for part-time employees. This will reduce the salary line by \$21,000.

Reduce the highway maintenance budget by \$5000 to reflect the reduction in gas and park mower repair needed to operate the grounds equipment. Revision of the capital plan will be need for the replacement schedule of the current grounds maintenance equipment.

The associated costs for grounds maintenance would be bid out annually and would become the responsibility of the department that is served. Highway has absorbed the labor, fuel, equipment and repair costs for over 25 years which is not Highway related.

Fill the vacant full-time position and restructure summer Highway work plan.

**Additional projects to be completed with full time highway staff and equipment**

- Additional roadside mowing (from 10 weeks to 15 weeks annually)
- Excavate and replace the storm water system, asphalt sidewalks and curbing on Bridge Street
- Excavate and install new sidewalks and curbs on East Main Street in conjunction with Rt.2 project
- Excavate and replace stormwater line from East Main Street to Pleasant Street
- Replace deteriorated section of West Main Street concrete sidewalk from Millet Street to Jericho Road

**Contracted annual Town Property mowing and trimming per department. Includes spring and fall cleanup**

Town Center	26 weeks @ \$50/wk	\$ 1,300
Library	26 weeks @ \$50/wk	\$ 1,300
Fire Station	26 weeks @ \$80/wk	\$ 2,080
Recreation	26 weeks @ \$1050/wk	\$27,300

(Includes: Volunteer’s Green, Browns Court, Jericho Road green belt, Round Church, Historical Society parcel and depot Street)

Riverview Cemetery	26 weeks @ \$600/wk	\$15,600
Bridge Street Cemetery	26 weeks @ \$ 100/wk	\$ 2,600

**Total annual Town Property maintenance \$50,180**

**Bridge Street cost summary and comparison**

(Remove and upgrade existing asphalt sidewalk between Railroad Street and Volunteers Green. Stay in same location as existing sidewalk. Install concrete curbing on East side of Bridge Street from Jolina Court to Giffords. Estimated project time 4 weeks.)

<u>Item</u>	<u>Contractor</u>		<u>Town</u>	
Remove and dispose of 840 linear feet of asphalt sidewalk	\$10/lf	8,400		0
Prep and install 840 linear feet of concrete sidewalk and curb	\$180/lf	151,200	\$80/lf	67,200
Sidewalk green strip	\$20/lf	16,800	\$.60/lf	500
Excavate and remove 700 linear feet of 12" CMP pipe	\$ 30/lf	21,000	\$ 10/lf	7,000
Install 700 linear feet of 18" HDPE culvert pipe	\$100/lf	70,000	\$ 30/lf	21,000
Patch asphalt between street and curb	LS	3,000	LS	1,000
Erosion control	LS	1,000	LS	500
Seed and mulch / driveway restoration	LS	3,000	LS	500
Traffic Control 4 weeks	\$700/dy	14,000		0
Engineering and oversight	\$1000/dy	20,000		N/R
Install 6 new catch basins with 24 inch sumps	\$3000	18,000	\$1000	6,000
Road signage and message boards	LS	5,000	LS	4,000
Bonds 10%		3,314		N/R
<u>Subtotal</u>		<u>334,714</u>		<u>107,700</u>
<u>Contingency 15%</u>		<u>50,207</u>		<u>16,155</u>
<b>Total estimated Bridge Street sidewalk, storm and curb cost</b>		<b>\$384,921</b>		<b>\$123,855</b>

**East Main Street cost summary and comparison**

(Remove and replace existing asphalt sidewalk on both sides of East Main Street. Estimated project time 8 weeks. Storm drains, culvert replacement and road replacement by VTRANS. Project has already been engineered by Green Mountain Engineering)

<u>Item</u>	<u>Contractor</u>		<u>Town</u>	
Excavate and dispose of 2230 linear feet of asphalt sidewalk	\$10/lf	22,300		0
Base prep and install 2230 linear feet of concrete sidewalk	\$160/lf	356,800	\$80/lf	178,400
Sidewalk green strip / seed and mulch	\$20/lf	44,600	\$.60/lf	1,338
Prep and install 2230 linear feet of concrete curb	\$20/lf	44,600	\$10/lf	22,300
Traffic Control 8 weeks	700/dy	28,000		0
Driveway reclamation	L/S	5,000	L/S	2,000
Road signage and message boards	L/S	5,000	L/S	4,000
Engineering and oversight	1000/dy	40,000		N/R
Bonds 10%	L/S	5,500		N/R
VTRANS permits	L/S	100		No fee
<b>Subtotal</b>		<b>551,900</b>		<b>208,038</b>
<b>Contingency 15%</b>		<b>82,785</b>		<b>31,205</b>
<b>Total East Main Street concrete sidewalk, curb and green strip</b>		<b>\$634,685</b>		<b>\$239,243</b>
Alternate Install 2230 linear feet of granite curb	\$50/lf	(111,500)	\$30/lf	(66,900)
<b>Total East Main Street concrete sidewalk, granite curb and green strip</b>		<b>\$700,835</b>		<b>\$283,543</b>

**East Main Street stormwater piping from Rt.2 to Pleasant Street cost summary and comparison**

(Remove existing clay storm drain pipe and replace with HDPE culvert pipe from Rt.2 to Pleasant Street. Estimated project time 2 weeks. Project has already been engineered by Green Mountain Engineering.)

<u>Item</u>	<u>Contractor</u>		<u>Town</u>	
Excavate and remove 345 linear feet of existing clay storm pipe	\$20/lf	6,900	\$10/lf	3,450
Install 345 linear feet of 24" HDPE culvert pipe	\$100/lf	34,500	\$40/lf	13,800
Excavate and replace unsuitable material	LS	1,500		N/C
Topsoil, lawn reclamation	LS	5,000	LS	1,000
Seed and mulch	LS	2,000	LS	1,000
Driveway reclamation	LS	1,000	LS	500
Engineering and oversight	1000/dy	10,000		N/R
Bonds 10%		6,090		N/R
<b>Subtotal</b>		<b>60,900</b>		<b>19,750</b>
<b>Contingency 15%</b>		<b>9,135</b>		<b>2,962</b>
<b>Total stormwater line replacement from Rt.2 to Pleasant Street</b>		<b>\$70,035</b>		<b>\$22,712</b>

**Northwest Main Street concrete sidewalk replacement cost summary and comparison**

(Remove and replace existing concrete sidewalk on Northwest Main Street from Millet Street to Ski Express. Estimated project time 2 weeks. Remove and replace in same location.)

<u>Item</u>	<u>Contractor</u>		<u>Town</u>
Excavate and dispose of 500 linear feet of concrete sidewalk	\$10/lf	5,000	0
Base prep and install 500 linear feet on concrete sidewalk and curb	\$180/lf	90,000	\$90/lf 45,000
Traffic Control	\$700/dy	7,000	0
Road Signage and message boards	L/S	5,000	L/S 4,000
Engineering and oversight	\$1000/dy	10,000	N/R
Erosion Control / seed and mulch	L/S	3,000	L/S 1,000
Driveway reclamation	L/S	5,000	L/S 2,000
VTRANS permits		100	No fee
Bonds 10%		11,710	N/R
<b>Subtotal</b>		<b>\$136,810</b>	<b>\$52,000</b>
<b>Contingency 15%</b>		<b>\$20,521</b>	<b>\$7,800</b>
<b>Total Northwest Main Street concrete sidewalk replacement</b>		<b>\$157,331</b>	<b>\$59,800</b>

**Projects summary and estimated year of construction**

<u>Project</u>	<u>Contracted cost</u>	<u>Town cost</u>	<u>Construction year / FY</u>
Bridge Street	\$384,921	\$123,855	Summer 22 FY 22/23
West Main Street sidewalk	\$157,331	\$ 59,800	Summer 23 FY 23/24
Stormwater line replacement	\$ 70,035	\$ 22,712	Summer 23 FY 23/24
East Main Street	<u>\$700,835</u>	<u>\$283,543</u>	Summer 24 FY 24/25
<b>Total all construction projects</b>	<b>\$1,313,122</b>	<b>\$489,910</b>	

(Town savings \$823,212 63%)

Submitted by: Peter Gosselin



**CHITTENDEN COUNTY RPC**  
*Communities Planning Together*

110 West Canal Street, Suite 202  
Winooski, VT 05404-2109  
802-846-4490  
[www.ccrpcvt.org](http://www.ccrpcvt.org)

## **PROJECT APPLICATION FORM**

### **FY2023 Unified Planning Work Program**

**Deadline for receipt of completed submissions is Friday, January 21, 2022. Please email completed forms in Word format to [mdistel@ccrpcvt.org](mailto:mdistel@ccrpcvt.org).** All forms are available on the CCRPC website: <http://www.ccrpcvt.org/about-us/commission/annual-work-plan-budget-finances/>.

#### **1. GENERAL INFORMATION**

**Submitted by:** Ravi Venkataraman, Town Planner  
**Municipality/Agency/Organization:** Town of Richmond  
**Telephone:** 802-434-2430  
**Email:** [rvenkataraman@richmondvt.gov](mailto:rvenkataraman@richmondvt.gov)

#### **2. PROJECT INFORMATION**

##### **a. Project Title: Richmond Gateway Scoping Study**

##### **b. Project Location** (name of roadway, intersection, geographic area, etc.):

U.S. Route 2 from the Bridge Street/Jericho Road intersection west past the Park and Ride to VT 117, then NW to Governor Peck Rd and Riverview Commons. Also, the area between the Richmond elementary and middle schools campus and the Willis Farm area. See attached map.

##### **c. Project Description** (100 words max):

*Please state whether this is a multi-year effort and identify each phase, and for which phase this application is requesting funding.*

This one-year project investigates possible bicycle and pedestrian connections between Richmond Village center, elementary/middle school campus, Riverview Commons mobile home park and the exit 11 Park and Ride through the gateway district. It will update the "2014 Route 2 Bicycle and Pedestrian Scoping Report" while incorporating recommendations from the June 2021 "Town of Richmond Bike, Walk, and Trails Plan, Phase 1." This is part of a multi-year Town effort to improve infrastructure (water, sewer, and highways) within the gateway zoning district, and to support areas planned for growth by expanding bike and pedestrian infrastructure and improving transit access.

**d. Budget, Scope of Work & Project Schedule:**

Please describe the tasks and anticipated schedule to complete the project. If you are able to estimate the budget for each task, please include that information. CCRPC staff are available to assist you.

<b>Task (add rows if needed)</b>	<b>Month/Year</b>	<b>Task Budget (if known)</b>
<b>Retain Consultant</b>	August 2022	
Kickoff meeting and initial local concerns meeting for input on community needs and guidance on options	October 2022	
Research, and Analysis – Study of existing conditions, past reports, and community needs; analysis; and preparation of preliminary alternatives	November 2022 – February 2023	
Presentation of alternatives – for community input and feedback	February 2023	
Refinement and finalization of deliverables	March – April 2023	
Presentation of alternatives to the public and the Richmond Selectboard	May 2023	
<i>Be sure to include robust public engagement tasks:</i>		

Will you accept a partial award? (Yes/No)	Yes
Is Request for CCRPC Staff Assistance Only? (Yes/No)	No

**For Transportation and Transportation-related Land Use/Water Quality Project Requests:**

Total Project Cost (100%)	\$25,000
Local Match Required (20% of Total Cost)	\$5,000

Contact us so we can help determine the appropriate hours/cost and potential match requirement.

**e. Expected Deliverables:**

The project will deliver a report that includes a technical scoping study for the majority of the project scope area and a planning study for the intersections of Route 2, the Park and Ride, I-89 and VT Route 117. The report will include a summary of the scoping process, conceptual designs, conclusions on preferred alternatives, and cost estimates for all alternatives for the bulk of the project area.

**f. Other Project Participants:**

Richmond Transportation Committee, Richmond Selectboard, Richmond Trails Committee, Local Motion, Richmond Climate Action Committee, United Way, CCRPC, VTrans

**g. Project Match Requirement:**

If matching funds are required, municipalities should attach a letter of support from your governing body to document the availability of the local match and commitment of staff time.

Attached is a letter from Richmond Town Manager Josh Arneson confirming that the Richmond Selectboard has approved the application for this project and the allocation of \$5,000 for this scoping study.

**h. Public Meeting Requirement:**

All municipal applications (local or regional), including match amounts, must be presented to and approved by the governing body at a warned public meeting by the end of March 2022.

**3. BENEFITS TO REGIONAL AND LOCAL PLANNING (please keep your responses brief)**

**a. Identify at least one of the CCRPC's top 10 actions or 8 ECOS strategies that this project will primarily address ([http://www.ecosproject.com/wp/wp-content/uploads/2017/09/2018-ECOS-Plan-Summary\\_20180807\\_FINAL.pdf](http://www.ecosproject.com/wp/wp-content/uploads/2017/09/2018-ECOS-Plan-Summary_20180807_FINAL.pdf)).**

This project addresses the following ECOS strategies:

- Improve and strengthen the economic systems of our region to increase opportunities for Vermont employers and employees.
- Ensure that the projects and actions in all ECOS strategies assess equity impacts, and that the design and development of programs are inclusive of all and engage underrepresented populations.

This project aligns with the following CCRPC actions:

- Support and inform municipalities on setting the stage for smart, multi-modal development in our areas planned for growth, and protection of our rural planning area, through plan and bylaw assistance, participation in the Act 250 Next 50 Years Committee, brownfields assessments, etc.
- Invest in our transportation system by maintaining our existing transportation system, addressing safety and localized congestion issues on our roadways and investing in Intelligent Transportation Systems to facilitate traffic flows on our arterials and minimize the need for major roadway expansion projects; and supporting our areas planned for growth by expanding bike and pedestrian infrastructure, improving transit services, investing in and supporting Transportation Demand Management partners and programs such as Green Mountain Transit, Chittenden Area Transportation Management Association, CarShare, Local Motion and NeighborRides.
- Assist and inform municipalities on enhanced energy planning for the heating, electricity and transportation sectors including a shift away from gas/diesel vehicles to electric or other non-fossil fuel transportation options.

**b. Demonstrate where this project is identified in a local plan, or how it addresses an existing, documented need. Or, is this a newly identified project for which there is a sense of urgency?**

The Transportation section of the 2018 Richmond Town Plan states this goal: "Maintain a 'Complete Streets' policy that encourages multi-modal transportation options such as walking and biking in addition to vehicle traffic." Under this goal, the following action items relevant to the Gateway Scoping Study project include:



- Support the construction of sidewalks and bike paths or line striping for cyclists on State and Town road projects. Consider making wider shoulders on Town roads, especially Cochran, Huntington, and Hinesburg Roads. Work with VTrans to prioritize rebuilding Route 2 (Main Street) including sidewalks and bicycle/pedestrian accommodation.
- Support interconnectivity of trails and connectivity of trails with destinations such as the market or park and ride to provide non-motorized means of travel.
- Consider handicap accessibility when making decisions about location of paths, parking, crosswalks, and transit routes.

**c. For transportation and land use projects, how will the project benefit the following:**

- **The safe, efficient operation of the transportation system?**

This project will improve multimodal transportation flow through one of the most trafficked thoroughfares in town. Currently, the roadway does not accommodate bicycle and pedestrian traffic separate from the vehicle travel lane; bicycles and pedestrians share the travel lanes when using the road. This project would improve road safety for pedestrians and bicyclists of all ages and abilities, and help connect village and Riverview Commons mobile home park residents to the town's sole transit stop at the Richmond Park and Ride

- **Regional and/or local economic development?**

The Gateway Scoping Study will help connect drivers, bicyclists and pedestrians to and within the Gateway District. This, in return, coincides with the Town's efforts to upzone the Gateway District and facilitate the development of walkable neighborhoods

- **Multimodal travel options, connections, and/or reduce travel delays for people and goods?**

This project will help create safer multimodal travel options by investigating alternatives for bicycle and pedestrian connections between Richmond Village and Riverview Commons mobile home park. In addition, this project will help improve multimodal traffic flow by studying methods to improve the Exit 11 intersection.

- **Increase the livability of local communities?**

This project will improve the safety of bicycle and pedestrian connections between Richmond Village, the Riverview Commons mobile home park, and the Park and Ride. This will open up economic opportunities for town residents by increasing bicycle, pedestrian, and transit mobility options within town and to other parts of Vermont.

- **Complement other local/regional activities or initiatives?**

This project directly complements the Richmond Planning Commission's current work to increase housing density within the Gateway District and the Town's efforts to extend sewer service to properties along Route 2 between Exit 11 and Richmond Village. Also, the project coincides the work of the Richmond Trails Committee by improving connections to existing trails, and the Richmond Climate Action Committee in their efforts to reduce motor vehicle use.

**d. For other planning projects, please describe how the project benefits the local community.**

N/A

**e. Consider the equity impacts and public engagement needs of your project:**

**• What historically excluded and/or underserved populations are in the project study area?**

The Riverview Commons mobile home park community has been historically excluded and underserved. The community has not been represented on local boards and committees.

**• What are the potential equity impacts of this project on historically excluded and/or underserved populations? Does this project have the potential to create, ignore or worsen existing equity gaps or produce other unintended consequences? If yes, how?**

This project will benefit residents of the Riverview Commons mobile home park, a locally historically excluded and underserved community.

**• Describe ways disparities for disadvantaged communities will be improved through this project.**

This project intends to ameliorate disparities for disadvantaged communities by improving transportation connections between the center of town, the transit stop at the Park and Ride, and the Riverview Commons mobile home park—a historically underserved community. The project aims to expand mobility options, thereby increasing economic opportunities, for Riverview Commons mobile home park residents.

**• What public outreach and engagement tools will you use to ensure awareness of and participation by all population groups?**

This project will include multiple public meetings, and online tools for the public to provide input. The Town will actively reach out to major stakeholders within the project scope area, and send out physical notices.

**• Describe ways your budget and timeline include the capacity to support a thorough public participation process. Specify how the process will include the voices of BIPOC and marginalized community members. Name the partners you will work with to ensure your project is informed by the voices of people who are most likely to be impacted.**

The budget and timeline explicitly list three public meetings—one in October 2022 to initiate the project, one in February 2023 for feedback on alternatives, and one in May 2023 for feedback on final recommendations. However, the town will be open to receiving input through nontraditional means outside of public meetings, and the town is flexible to hold outreach sessions outside of the traditional setting of public meetings. The success of this project will be predicated upon the town and project team's ability to garner feedback from the Riverview Commons mobile home park community. The town will work with community partners who have worked closely with the mobile home park in the past, such as United Way, to obtain feedback throughout the project. Any comments received outside of public meetings will be incorporated into the conceptual designs and report.

- **How will you evaluate the success of your public engagement efforts?**

The success of our public engagement efforts will be based on the diversity of the cross-section of the community that is able to provide input, the direct connections between public input and the conceptual plans in the deliverables, and the acceptance of the proposed plans during stakeholder meetings.

**f. How does the project demonstrate a cost-effective solution to a potential or recognized problem?**

The 2014 Vermont Route 2 Bicycle and Pedestrian Scoping Report provided the town with alternatives that were too costly for the town or not feasible. With the Gateway Scoping Study—which will synthesize information from the 2014 Vermont Route 2 Bicycle and Pedestrian Scoping Report, the Town of Richmond Bike, Walk, and Trails Plan, Phase 1: North of the Winooski River, changed existing conditions, and public input—the Town aims to have cost-effective alternatives to connect Riverview Commons mobile home park to Richmond Village via the Park and Ride.

**g. How will this project be implemented after planning is complete?**

The Town will apply for funding to construct this project after the Gateway Scoping Study is complete. Based on the community's need for this project, and the ongoing land-use and infrastructure planning work within the project scope area, the town may pursue engineering and construction in phases soon after the scoping study is complete.

# Gateway Scoping Study Project Scope

Riverview Commons  
mobile home park

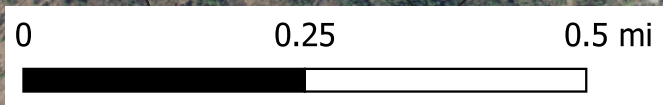
Exit 11

Willis Farm

Schools

**Legend**

- Lot Lines
- Roads
  - US-2
  - VT-117
  - All Other Roads
  - I-89
- Parcels Within Project Scope
  - Within scope



**PROJECT APPLICATION FORM**  
**FY2023 Unified Planning Work Program**

Applications should be no more than 6 pages. Please email completed forms in Word format to [mdistel@ccrpcvt.org](mailto:mdistel@ccrpcvt.org).

**1. GENERAL INFORMATION**

**Submitted by:** Ravi Venkataraman, Town Planner  
**Municipality/Agency/Organization:** Town of Richmond  
**Telephone:** 802-434-2430  
**Email:** rvenkataraman@richmondvt.gov

**2. PROJECT INFORMATION**

**a. Project Title: Richmond Official Map – Phase 1**

**b. Project Location** (name of roadway, intersection, geographic area, etc.):

Town-wide.

**c. Project Description** (100 words max):

This project is the first part of a multi-year effort to develop an official map for the entire Town of Richmond. The intent of the Official Map project is to convert past UPWP projects into a regulatory map prioritizing the development of sidewalks, mixed-use paths, and other infrastructure. In this phase, information and data on existing conditions and past studies will be culled and collated. After this phase, the Town will actively work on drafting an Official Map, and engaging the public for feedback.

**d. Budget, Scope of Work & Project Schedule:**

*Please describe the tasks and anticipated schedule to complete the project. If you are able to estimate the budget for each task, please include that information. CCRPC staff are available to assist you.*

<b>Task (add rows if needed)</b>	<b>Month/Year</b>	<b>Task Budget (if known)</b>
Research on existing conditions and past studies.	Jan 2023 to July 2023	
Development of GIS datasets	Jan 2023 to July 2023	
Kickoff Meeting with the Town	October 2023	
Revisit past studies and existing conditions	October to November 2023	

Initial Public Outreach	November to December 2023	
Produce draft Official Map	December 2023 to February 2024	
Public meeting to share draft Official Map and gather input	March 2024	
Revise Official Map based on public input	March to May 2024	
Presentation of Official Map to Planning Commission	May/June 2024	
<i>Be sure to include robust public engagement tasks:</i>		

Will you accept a partial award? (Yes/No)	Yes
Is Request for CCRPC Staff Assistance Only?	Yes

**For Transportation and Transportation-related Land Use/Water Quality Project Requests:**

Total Project Cost (100%)	\$
Local Match Required (20% of Total Cost)	\$

*Please note if you are requesting CCRPC staff assistance only. Contact us so we can help determine the appropriate hours/cost and potential match requirement.*

**e. Expected Deliverables:**

This first phase of the project will deliver a compilation of GIS data of existing conditions and past planning projects.

**f. Other Project Participants:**

CCRPC, Richmond Transportation Committee, Richmond Planning Commission, Richmond Selectboard, Richmond Trails Committee, Local Motion, Richmond Racial Equity Group, Richmond Climate Action Committee

**g. Project Match Requirement:**

No match is required for this request for CCRPC staff assistance.

- **Major or Minor Technical Assistance**

- **Transportation projects – no local match required.**

**h. Public Meeting Requirement:**

All municipal applications (local or regional), including match amounts, must be presented to and approved by the governing body at a warned public meeting by the end of March 2022. For non-municipal partners, a public meeting is not required but applications should be approved by a Board

or similar governing body. If available, please provide documentation by the January 21 deadline. Not applicable for "Minor Technical Assistance" projects identified in the FY23 UPWP PROGRAM SUMMARY packet.

Attached is a letter from Richmond Town Manager Josh Arneson confirming that the Richmond Selectboard has approved applying for this project.

### 3. BENEFITS TO REGIONAL AND LOCAL PLANNING

**a. Identify at least one of the CCRPC's top 10 actions or 8 ECOS strategies that this project will primarily address** ([http://www.ecosproject.com/wp/wp-content/uploads/2017/09/2018-ECOS-Plan-Summary\\_20180807\\_FINAL.pdf](http://www.ecosproject.com/wp/wp-content/uploads/2017/09/2018-ECOS-Plan-Summary_20180807_FINAL.pdf)).

This project aligns with the following CCRPC actions:

- Support and inform municipalities on setting the stage for smart, multi-modal development in our areas planned for growth, and protection of our rural planning area, through plan and bylaw assistance, participation in the Act 250 Next 50 Years Committee, brownfields assessments, etc.
- Invest in our transportation system by maintaining our existing transportation system, addressing safety and localized congestion issues on our roadways and investing in Intelligent Transportation Systems to facilitate traffic flows on our arterials and minimize the need for major roadway expansion projects; and supporting our areas planned for growth by expanding bike and pedestrian infrastructure, improving transit services, investing in and supporting Transportation Demand Management partners and programs such as Green Mountain Transit, Chittenden Area Transportation Management Association, CarShare, Local Motion and NeighborRides.
- Assist and inform municipalities on enhanced energy planning for the heating, electricity and transportation sectors including a shift away from gas/diesel vehicles to electric or other non-fossil fuel transportation options

**b. Demonstrate where this project is identified in a local plan, or how it addresses an existing, documented need. Or, is this a newly identified project for which there is a sense of urgency?**

The Transportation section of the 2018 Richmond Town Plan states this goal: "Maintain a 'Complete Streets' policy that encourages multi-modal transportation options such as walking and biking in addition to vehicle traffic." Under this goal, the following action items relevant to the Richmond Official Map project are listed:

- Support the construction of sidewalks and bike paths or line striping for cyclists on State and Town road projects. Consider making wider shoulders on Town roads, especially Cochran, Huntington, and Hinesburg Roads. Work with VTrans to prioritize rebuilding Route 2 (Main Street) including sidewalks and bicycle/pedestrian accommodation.
- Support interconnectivity of trails and connectivity of trails with destinations such as the market or park and ride in order to provide non-motorized means of travel
- Consider handicap accessibility when making decisions about location of paths, parking,

crosswalks, and transit routes.

**c. For transportation and land use projects, how will the project benefit the following:**

- **The safe, efficient operation of the transportation system?**

This project aims to increase bicycle and pedestrian connection options by fostering the creation of an interconnected bicycle/pedestrian network. The Official Map establishes a prioritization schedule for the development of critical bicycle/pedestrian connections, and methods to either require the reservation of land for particular necessary infrastructure or acquire lands for constructing critical infrastructure.

Currently, the town as a whole does not have an interconnected bicycle/pedestrian network. Over time, this project will not only help to create new, safer and more efficient bicycle and pedestrian connections throughout town, but also improve road safety for all users of different ages and abilities.

- **Regional and/or local economic development?**

This project will improve the accessibility to and within Richmond by establishing and improving bicycle and pedestrian connections within town. In effect, this project will improve the accessibility of businesses in town, and help to create pedestrian-oriented businesses in town. In addition, this project coincides with the town's recreation economy, and will improve connections between businesses and recreation destinations within town.

- **Multimodal travel options, connections, and/or reduce travel delays for people and goods?**

This project will help create, over time, new bicycle and pedestrian options and connections within town by establishing a prioritization schedule for bicycle/pedestrian infrastructure and a plan for building much needed bicycle/pedestrian infrastructure in town.

- **Increase the livability of local communities?**

By helping to improve the multimodal transportation infrastructure within town, this project has the potential to improve the overall livability of the entire town. New and improve bicycle and pedestrian connections will help connect town residents of various ages and abilities to necessary services, businesses (such as supermarkets) and third spaces in town. Improving multimodal traffic flow and accessibility will also bolster Richmond's businesses and recreation economy.

- **Complement other local/regional activities or initiatives?**

This project directly complements the Richmond Planning Commission's larger work plan of revising zoning bylaws to accommodate future housing and growth, the Town's efforts to extend sewer service to properties along Route 2 between Exit 11 and Richmond Village, the Richmond Trails Committee's work of improving connections to existing trails, and the Richmond Climate Action Committee in their efforts to reduce motor vehicle use.



**d. For other planning projects, please describe how the project benefits the local community.**

N/A

**e. Consider the equity impacts and public engagement needs of your project:****• What historically excluded and/or underserved populations are in the project study area?**

The Riverview Commons mobile home park community has been historically excluded and underserved. The community has not been represented on local boards and committees.

**• What are the potential equity impacts of this project on historically excluded and/or underserved populations? Does this project have the potential to create, ignore or worsen existing equity gaps or produce other unintended consequences? If yes, how?**

This project will provide a benefit to residents of the Riverview Commons mobile home park, a historically excluded and underserved community in our town, by expanding transportation options between the mobile home park, the park and ride, and Richmond Village.

**• Describe ways disparities for disadvantaged communities will be improved through this project.**

This project intends to lessen disparities for disadvantaged communities by improving transportation connections between the center of town, the transit stop at the Park and Ride, and the Riverview Commons mobile home park—a historically underserved community. The project aims to expand mobility options, thereby increasing economic opportunities, for Riverview Commons mobile home park residents.

**• What public outreach and engagement tools will you use to ensure awareness of and participation by all population groups?**

At this stage, no public outreach and engagement is anticipated. Overall, this project will include multiple public meetings, and online tools for the public to provide input. The Town will actively reach out to major stakeholders within the project scope area, and send out physical notices.

**• Describe ways your budget and timeline include the capacity to support a thorough public participation process. Specify how the process will include the voices of BIPOC and marginalized community members. Name the partners you will work with to ensure your project is informed by the voices of people who are most likely to be impacted.**

Not applicable at this stage of the project.

**• How will you evaluate the success of your public engagement efforts?**

Not applicable at this stage of the project. Overall, this project be guided by public engagement, and the quality of the deliverable will be measured upon whether the transportation needs of disadvantaged communities are met, and effective transportation alternatives are provided for disadvantaged communities.

**f. How does the project demonstrate a cost-effective solution to a potential or recognized problem?**

This project builds upon the Town of Richmond Bike, Walk, and Trails Plan and zoning bylaw

amendments requiring the construction of sidewalk facilities in town. By codifying the town's intentions of creating an interconnected bicycle/pedestrian network and the required specifications of every segment, the town is clarifying gaps in the zoning regulations and reinforcing the town's desire to establish safe bicycle and pedestrian connections throughout town.

**g. How will this project be implemented after planning is complete?**

Using the data collected in phase 1, the Town will draft an official map for the public to consider. The town aims to adopt the official map in the years to come and use it as a guide to build out a bicycle and pedestrian network in town.

**From:** [Chris Cole](#)  
**To:** [Cathleen Gent](#); [Ravi Venkataraman](#); [Allen Knowles](#); [jonj kart](#); [Mark](#)  
**Subject:** Fwd: Cost Estimates  
**Date:** Tuesday, November 30, 2021 4:48:35 PM

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----- Forwarded message -----

From: **Jamie Smith** <[jamie@ridegmt.com](mailto:jamie@ridegmt.com)>  
Date: Tue, Oct 26, 2021 at 8:21 AM  
Subject: Re: Cost Estimates  
To: Chris Cole <[ccole.pc@gmail.com](mailto:ccole.pc@gmail.com)>  
Cc: Christopher Damiani <[cdamiani@ridegmt.com](mailto:cdamiani@ridegmt.com)>

Hey Chris,

My sad witches

Okay, so I am going to give you the higher end scenario and we can work from there. If we factor in 2 buses all day for 1 hour headways, we are looking at probably 15 hours of service. That includes deadhead time, etc. Our currently fully allocated rate is somewhere in the ballpark of \$90.

- Waterbury to Williston, 1 hour run time.
- 15 hours per day @ \$90= \$1,350/day
- If this is a Monday-Friday only (255 days)= \$344,250/annually

What is Richmond's interest in joining as a member, if any interest?

This cost doesn't include the ADA costs associated with this route, which would expand quite a bit since we are including a huge part of Route 2. This affects not only Richmond, but Williston, Bolton and Waterbury as well. These towns would all have to be on-board since they would be on the hook for 100% of the increase in ADA costs as non-members. The pricing also doesn't factor in capital investment, which would have to be a Board discussion.

There is no bus in Williston Village, so the Richmond to Williston Walmart scenario would be less; again, Williston would see a huge increase in ADA, so that conversation would have to occur first.

These costs could change as our fully allocated rate changes. Thoughts, questions?

Thanks!

**Jamie Smith**

■ 8025401098  
■ [jamie@ridegmt.com](mailto:jamie@ridegmt.com)

Director of Marketing and Planning  
Green Mountain Transit  
[she/her]

 RideGMT.com  
 101 Queen City Park Road, Burlington, VT 05401



On Mon, Oct 25, 2021 at 1:54 PM Chris Cole <[ccole.pc@gmail.com](mailto:ccole.pc@gmail.com)> wrote:

Hi Jamie,

Love your Halloween decorations!!!

The Transportation Committee would like to understand what some different transit options would cost the town. Could GMT give us an estimate for hourly service, 6:00 AM to 6:00 PM that ran from the village to the park & ride to williston villager and a connection at Wal Mart to connect with the williston bus?

And could we get an estimate for Waterbury to Williston via Richmond, same level of service and same hours?

These folks don't really know how much the local share is going to cost and I want to give them a rough idea.

Chris