

**DRAFT STATEWIDE  
TRANSPORTATION  
IMPROVEMENT  
PROGRAM  
(STIP)**



**FOR  
FEDERAL FISCAL YEARS  
2020 - 2023**

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# **Statewide Transportation Improvement Program (STIP)**

## **What is the Statewide Transportation Improvement Program (STIP)?**

The STIP is a staged, multi year, statewide, intermodal program of transportation projects, funded by the Federal Highway Administration and Federal Transit Administration, which are consistent with the Statewide Long Range Transportation Plan and its planning processes and the Chittenden County Metropolitan Planning Organization's Transportation Improvement Program and processes.

1. The STIP must cover a period of not less than 4 years.
2. The STIP must be fiscally constrained by year and include financial information to demonstrate which projects and the phases that are to implemented using current revenues.
3. The STIP contains capital and non-capital projects

# **Statewide Transportation Improvement Program (STIP)**

## **What does the Statewide Transportation Improvement Program (STIP) display?**

**Funding Summaries** - The STIP displays the Agency of Transportation's proposed funding of **NON-PROJECT** specific and **PROJECT** specific usages of Federal Highway Administration and Federal Transit Administration Funding.

### **Federal Highway Funding Overview**

1. **NON-PROJECT** usages of Federal Highway Administration Funding includes Statewide funding efforts for:
  - A. Statewide Planning
  - B. Rest Areas Programs
  - C. Statewide Maintenance Programs
  - D. Bike/Pedestrian Programs
  - E. Enhancement Programs
  - F. Other small non-projects efforts.
  
2. **PROJECT** usages of Federal Highway Administration Funding includes:
  - A. Interstate
  - B. National Highway System (NHS)

- C. Surface Transportation Program (STP)
- D. Bridge Replace & Rehab Programs (BR/BH)
- E. Public Transportation Program
- F. Discretionary Funding for Specified Projects.

### **3. PROJECT DATA:**

- A. Project Name (Town),
- B. Route Name or Number
- C. Project Number
- D. FFY - The Federal Fiscal Year money is to be needed
- E. Phase
  - PE - Preliminary Engineering
  - ROW - Right-of-Way
  - CONST - Construction
- F. Cost - Total Cost for the phase including Federal, State and Local share
- G. Sufficiency Rating
- H. Project Identification Number (PPMS. No.)
- I. Project Description.

### **4. PROJECT SELECTION:**

- A. Projects are prioritized on an annual basis in accordance with the processes found in Appendix A
- B. Regional Planning Commissions contribute annually to prioritization
- C. Projects are selected for development based on their priority

## **ASSET MANAGEMENT**

In compliance with the Moving Ahead for Progress in the 21st Century Act (MAP-21), codified in 23 U.S.C. 119, the Vermont Agency of Transportation (VTrans) is implementing a Risk Based Transportation Asset Management Plan (TAMP) that focuses on prioritizing projects to support the Performance Targets established for safety, pavement condition, bridge condition, travel time reliability and freight movement Performance Measures. The projects included in the STIP reflect the results of this plan. A significant amount of the funds programmed in the STIP are for paving, bridge and safety improvements. The focused investments in this STIP reflect the optimized management practices used by VTrans. By utilizing and incorporating pavement management, bridge management and safety management within the architecture of asset management, VTrans is achieving or is projected to achieve their adopted performance targets established for each Performance Measure.

The Safety PM metrics are reported through the Highway Safety Improvement Plan (HSIP), as it establishes safety performance measures to carry out the HSIP and to assess serious injuries and fatalities on all public roads. The regulations will improve data, foster transparency and accountability, and allow safety tracking of progress at the national level. They will inform VTrans and MPO planning, programming, highway safety and decision-making for the greatest possible reduction in fatalities and serious injuries.

As we move forward and evaluate the progress in meeting our Performance Targets the results will be fed back into our Asset Management Process and project prioritization process to assure that the projects programmed in the STIP will be optimized to achieve our Performance Targets.

## **TRANSIT ASSET MANAGEMENT (TAM)**

VTrans Public Transit Section has worked with our Regional Transit partners to develop performance measures through a Transit Asset Management (TAM) Plan. This plan will be continually monitored and updated.

MAP-21 mandated that Federal Transit Administration (FTA) develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. VTrans has a group TAM plan for 6 of its 7 sub-recipients of sec 5310 and sec 5311 funding. Green Mountain Transit (formerly CCTA) has their own TAM which covers both sec 5307, 5310 and sec 5311 funding.

The goal of VTrans through the implementation of the TAM is to have a safe and marketable fleet that meets the varying mobility needs that can be met by transit.

The primary mission of the VTrans Asset Management Process is to meet the required customer service level. VTrans asset management practices focus on a 'preservation first' principle rather than 'worst first'. This is implemented through regular preventive maintenance activities and planned rehabilitation where appropriate. VTrans utilizes asset management principles to effectively manage both the physical and financial condition of its assets. As required, VTrans set its original goal on December 1, 2017 after discussions about the TAM Plan at VPTA meetings. That goal was set as 50% of vehicles to have at least 50% of their useful life remaining. Upon further analysis, that goal was determined to be a less effective approach due to the lack of condition as a factor. The goal was changed to 'No more than 20% of vehicles beyond their useful life in less than good condition' for the 2018 VTrans Transit Asset Management Plan upon consultation with the TAM Section of VTrans. As of June 30, 2018 our rate was 34% in that category. We do have enough funds budgeted to meet our goal by June 30, 2019.

## **Transit Funding Overview**

The Federal Transit Administration (FTA) provides financial assistance to develop new transit systems and improve, maintain, and operate existing systems. Some FTA funds are provided directly to GMT (CCTA) within the urban area.

The federal funding sources are presented below:

### **Metropolitan and Statewide Planning – Section 5303 and 5304**

These funds are used for multimodal transportation planning in metropolitan areas and rural areas. Section 5303 funds are used within the metropolitan area, while Section 5304 funds are used for planning activities outside of the metropolitan area. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.

### **Urbanized Area Formula Grant - Section 5307**

5307 program funds are used for public transportation capital and operating assistance and for transportation-related

planning. Eligible activities include planning, engineering design, capital investments in bus and bus-related activities, crime prevention and security equipment, construction of maintenance and passenger facilities.

### **Enhanced Mobility of Seniors and Individuals with Disabilities - Section 5310**

5310 program funds are used to improve mobility for seniors and individuals with disabilities. FTA provides financial assistance for transportation services that are planned, designed, and carried out to meet the special transportation needs of elderly individuals and individuals with disabilities in all areas—urbanized, small urban, and rural.

### **Formula Grant for Rural Areas - Section 5311**

5311 program funds are used to enhance access for people in nonurbanized areas to health care, shopping, vacation, employment, public services, and recreation. They are also used to assist in the maintenance, development, improvement, and use of public transportation systems in non-urbanized areas.

### **Bus and Bus Facilities - Section 5339**

5339 program funds are used to replace, rehabilitate, and purchase buses and related equipment as well as construction of bus-related facilities.

### **Flex Funds Transfer**

VTrans transfer FHWA formula funds to FTA on an annual basis. These funds are sourced from the FHWA CMAQ and STBG apportionments and are utilized in the Section 5311/5340 program.

### **State and Local Funds**

These funds include any state or local contributions to transit operations. These funds are generally used to match federal funds.



VERMONT AGENCY OF TRANSPORTATION  
USAGE OF FHWA FORMULA FUNDS

<u>PROGRAM</u>	<u>FUNDING CATEGORY</u>	<u>PHASE</u>	<u>FFY 2020</u>	<u>FFY 2021</u>	<u>FFY2022</u>	<u>FFY2023</u>
<b>FHWA LIMITATION</b>			<b>\$ 225,000,000</b>	<b>\$ 230,000,000</b>	<b>\$ 235,000,000</b>	<b>\$ 235,000,000</b>
<b><u>VTrans Core Programs</u></b>						
<b><u>Finance and Administration</u></b>						
Administration work program	STP	Other	\$ 342,800	\$ 351,370	\$ 360,154	\$ 369,158
OJT & Affirmative Action	STP	Other	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
Statewide Education	STP	Other	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000
<b><u>Department of Motor Vehicles</u></b>						
Scales/Portable Scales	STP	Other	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
<b><u>Policy and Planning</u></b>						
Policy & Planning/SPR work program	STP/SPR	Other	\$ 4,646,091	\$ 4,762,243	\$ 4,881,299	\$ 5,003,332
Research Program	SPR	Other	\$ 1,120,000	\$ 1,120,000	\$ 1,120,000	\$ 1,120,000
Go Vermont	STP	Other	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000
Rail Operation Lifesaver	STP	Other	\$ 30,722	\$ 31,490	\$ 32,277	\$ 33,084
<b><u>Public Transit</u></b>						
Public Transit STP/CMAQ Transfer - Rural	STP/CMAQ	Other	\$ 13,915,045	\$ 13,044,996	\$ 13,436,346	\$ 13,839,437
Public Transit STP/CMAQ Transfer -Urban	STP/CMAQ	Other	\$ 3,000,000	\$ 3,090,000	\$ 3,182,700	\$ 3,278,181
<b>Public Transit STP/CMAQ Transfer - Total</b>	<b>STP/CMAQ</b>	<b>Other</b>	<b>\$ 16,915,045</b>	<b>\$ 16,134,996</b>	<b>\$ 16,619,046</b>	<b>\$ 17,117,618</b>
<b><u>Highway Division</u></b>						
Project Development Work Program	STP	Other	\$ 1,766,406	\$ 1,810,567	\$ 1,855,831	\$ 1,902,226
Rest Areas Maintenance	STP/CMAQ/NHPP	ALL	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
TAMP(2)	STP	Other	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000
SHARP 2	STP/SPR	Other	\$ 154,000	\$ 154,000	\$ 154,000	\$ 154,000
Right of Way Mapping (RWMP 001)	STP	PE	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000
Transportation Enhancements/Alternatives	STP	ALL	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000
BikePed Projects	STP	ALL	\$ 4,000,000	\$ 5,000,000	\$ 5,500,000	\$ 7,000,000
Park & Ride	STP/CMAQ	ALL	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Bridge Inventory/Inspection	NHPP/STP	PE	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000
LTAP	STP	ALL	\$ 155,000	\$ 155,000	\$ 155,000	\$ 155,000
Operations Work Program	STP	Other	\$ 1,661,067	\$ 1,702,594	\$ 1,745,159	\$ 1,788,788
CRASH Program	STP/SPR	Other	\$ 464,884	\$ 476,506	\$ 488,419	\$ 500,630
<b><u>Forests, Parks and Recreation</u></b>						
Recreational Trail Program	REC TRAIL	ALL	\$ 759,000	\$ 759,002	\$ 759,002	\$ 759,002
<b><u>Project Overruns &amp; Modifications</u></b>						
			\$ 3,061,549	\$ 3,449,656	\$ 4,237,686	\$ 3,707,958
<b><u>TOTAL FROM ABOVE CORE ACTIVITIES</u></b>			<b>\$ 40,521,565</b>	<b>\$ 41,352,424</b>	<b>\$ 43,352,873</b>	<b>\$ 45,055,795</b>
PL Program in MPO Area	MPO PL		\$ 2,218,102	\$ 2,284,645	\$ 2,353,184	\$ 2,423,780
Projects in MPO Area (TIP)	STP/NHPP		\$ 51,549,998	\$ 39,001,775	\$ 36,639,033	\$ 29,089,034
<b>MPO Total Federal Funds</b>			<b>\$ 53,768,100</b>	<b>\$ 41,286,420</b>	<b>\$ 38,992,217</b>	<b>\$ 31,512,814</b>
<b><u>Balance Remaining for Other Activities</u></b>			<b>\$ 130,710,335</b>	<b>\$ 147,361,156</b>	<b>\$ 152,654,909</b>	<b>\$ 158,431,391</b>

VERMONT AGENCY OF TRANSPORTATION  
USAGE OF FHWA FORMULA FUNDS

<u>PROGRAM</u>	<u>FUNDING CATEGORY</u>		<u>FFY 2020</u>	<u>FFY 2021</u>	<u>FFY 2022</u>	<u>FFY 2023</u>
<b><u>VTrans Program Totals (Other Than Above)</u></b>						
<b><u>Bridge</u></b>						
Bridge Management System	STP/NHPP	PE	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000
Statewide Bridge On System, P.E.	STP/NHPP	PE	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000
Statewide Bridge On System, R.O.W.	STP/NHPP	ROW	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Statewide Bridge Off System, P.E.	STP/NHPP	PE	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000
Statewide Bridge Off System, R.O.W.	STP/NHPP	ROW	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Statewide Bridge Maintenance Program	STP/NHPP	ALL	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
Statewide Large Culvert Replac/Rehab	STP/NHPP	ALL	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 6,000,000
Interstate Bridge Projects (page 9)	STP/NHPP	ALL	\$ 13,610,000	\$ 8,479,252	\$ 20,397,515	\$ 20,144,920
State Bridge Projects (page 16-19)	STP/NHPP	ALL	\$ 49,759,666	\$ 44,438,654	\$ 27,029,720	\$ 28,854,465
Town Highway Bridge Projects (page 20-22)	STP/NHPP	ALL	\$ 3,963,058	\$ 5,058,695	\$ 10,665,800	\$ 10,677,600
<b><u>Roadway</u></b>						
Statewide Small Culvert	STP/NHPP	ALL	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
Statewide Slope/Ledge/Retaining	STP/NHPP	ALL	\$ 3,000,000	\$ 3,500,000	\$ 4,000,000	\$ 5,000,000
Statewide	HSIP	ALL	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000
Municipal Mitigation	STP/NHPP	PE	\$ 1,428,000			
Projects for Scoping/Design	STP/NHPP	PE	\$ 500,000	\$ 750,000	\$ 750,000	\$ 750,000
Roadway-Projects (see page 14-15)	STP/NHPP	ALL	\$ 9,571,305	\$ 16,309,603	\$ 8,350,698	\$ 10,000,000
<b><u>Traffic &amp; Safety</u></b>						
Statewide Pavement Markings	HSIP	PE/CONS	\$ 3,750,000	\$ 3,750,000	\$ 3,750,000	\$ 3,750,000
Statewide Signal Re-timing	STP	PE	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Statewide Signals	HSIP	ALL	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000
Statewide Signs	HSIP	ALL	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
High Risk Rural Roads	HSIP	ALL	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000
Highway Safety Improvement Program	HSIP	ALL	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Traffic & Safety Projects (page 23-24)	STP/HSIP	ALL	\$ 1,503,475	\$ 7,019,189	\$ 3,406,047	\$ 5,319,030
Section 164 Penalty Funds	Sec 164	ALL	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000
<b><u>Paving</u></b>						
Statewide Preventive Maint. Crack/Rut Fill/Surf	NHPP/STP	PE/CON	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000
Statewide Pavement Management, ROW	NHPP/STP	ROW	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Statewide Pavement Management, P.E.	NHPP/STP	PE	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
Paving outside of MPO Area (page10-13)	NHPP/STP	ALL	\$ 26,648,201	\$ 41,360,763	\$ 57,610,129	\$ 54,240,376
<b><u>Rail</u></b>						
Rail/Highway Crossing Projects	RAILCROSSING	ALL	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
Western Corridor TIGER VII Grant		ALL	\$ 880,000			
Western Corridor allocated funds		ALL				
<b><u>VTrans Program Totals</u></b>			<b>\$ 131,308,705</b>	<b>\$ 147,361,156</b>	<b>\$ 152,654,909</b>	<b>\$ 158,431,391</b>
<b><u>Balance</u></b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Summary of FTA Fund Usage

	<u>Fund Source</u>	<u>Available Funds remaining from previous years FY19 and previous not put in a STIP*</u>	<u>FFY 2020 Apportionments</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>Available Funds remaining from previous years FY20 and previous not put in a STIP*</u>	<u>FFY 2021 Apportionments</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</u>	<u>Available Funds remaining from previous years FY21 and previous not put in a STIP*</u>	<u>FFY 2022 Apportionments</u>	<u>FFY 2022 Anticipated Available</u>	<u>FFY 2022 Programmed In STIP</u>
<b>Federal Transit Administration</b>													
<b>Section 5303 Metropolitan Planning urban funds (will be flexed from FTA to FHWA SPR funds to be used per the UPWP)</b>													
		\$ -	\$ 471,650	\$ 471,650	\$ 471,650	\$ 0	\$ 485,800	\$ 485,800	\$ 485,800	\$ 0	\$ 500,374	\$ 500,374	\$ 500,374
<b>Section 5304 Statewide Planning</b>													
		\$ -	\$ 123,151	\$ 123,151	\$ 123,151	\$ (0)	\$ 126,845	\$ 126,845	\$ 126,845	\$ 0	\$ 130,651	\$ 130,651	\$ 130,651
	<b>Total Federal</b>				\$ 123,151								
	<b>Total State</b>				\$ 13,476								
	<b>Total Local</b>				\$ 17,312								
	<b>Total TrAMS Application</b>				\$ 153,939								
<b>Section 5310 Elderly and Persons with Disability Program</b>													
Vermont awards 5310 capital funds through a competitive and coordinated application process. Grants are awarded based on need, service delivery, quality of service and coordination. The application process takes place once per year along with applications for other funding sources.													
All funds are distributed through the transit agencies listed below. Other agencies that specifically serve the elderly and disabled receive vehicles													
		\$ -	\$ 180,250	\$ 180,250	\$ 180,250	\$ -	\$ 185,658	\$ 185,658	\$ 185,658	\$ -	\$ 191,228	\$ 191,228	\$ 191,228
	<b>Available Funds</b>	\$ 142,304	\$ 329,600	\$ 471,904	\$ 406,485	\$ 65,419	\$ 339,488	\$ 404,907	\$ 404,907	\$ -	\$ 349,673	\$ 349,673	\$ 349,673
	<b>Total Federal</b>				\$ 249,532								
	<b>Total State</b>				\$ 19,345								
	<b>Total Local</b>				\$ 43,039								
	<b>Total TrAMS Application</b>				\$ 311,916								
<b>Federal Transit Administration</b>													
<b>Section 5311/5340 Non Urbanized Area Formula Program</b>													
Vermont awards 5311 capital funds through a competitive and coordinated application process. Grants are awarded based on need, service delivery, quality of service and coordination. The application process takes place once per year along with applications for other funding sources.													
All funds are distributed through the transit agencies listed below. Other agencies that specifically serve the elderly and disabled participate as subcontractors to the regional providers except two statewide service agencies, Vermont Association Blind and Visually Impaired and the Vermont Kidney Association.													
		\$ 1,193,170	\$ 4,653,853	\$ 5,847,023	\$ 4,619,435	\$ 1,227,588	\$ 4,793,469	\$ 6,021,057	\$ 4,803,087	\$ 1,217,970	\$ 4,937,273	\$ 6,155,243	\$ 4,994,051
	<b>FTA program funds</b>												
	operating				\$ 3,610,816				\$ 3,755,249				\$ 3,905,459
	administrative/pm				\$ 257,500				\$ 267,800				\$ 278,512
	rtap - subrecipients				\$ 59,498				\$ 61,283				\$ 63,121
	rtap - statewide				\$ 53,020				\$ 54,611				\$ 56,249
	Intercity Bus				\$ 638,600				\$ 664,144				\$ 690,710
	<b>Total</b>				\$ 4,619,435				\$ 4,803,087				\$ 4,994,051

**Summary of FTA Fund Usage**

<b>Federal Transit Administration Section 5311/5340 Non Urbanized Area Flex Program</b>		<u>Available Funds remaining from previous years FY19 and previous not put in a STIP*</u>	<u>FFY 2020 Apportionments</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>Available Funds remaining from previous years FY20 and previous not put in a STIP*</u>	<u>FFY 2021 Apportionments</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</u>	<u>Available Funds remaining from previous years FY21 and previous not put in a STIP*</u>	<u>FFY 2022 Apportionments</u>	<u>FFY 2022 Anticipated Available</u>	<u>FFY 2022 Programmed In STIP</u>
<b>Fund Source</b>													
Vermont awards 5311 capital funds through a competitive and coordinated application process. Grants are awarded based on need, service delivery, quality of service and coordination. The application process takes place once per year along with applications for other funding sources.													
All funds are distributed through the transit agencies listed below. Other agencies that specifically serve the elderly and disabled participate as subcontractors to the regional providers except two statewide service agencies, Vermont Association Blind and Visually Impaired.													
<b>FHWA Flex</b>													
Section 5311/5340 Rural Area - PA - STP/CMAQ Transfer	administrative			\$ 2,677,024	\$ 2,677,024			\$ 2,757,335	\$ 2,757,335			\$ 2,840,055	\$ 2,840,055
Section 5311/5340 Rural Area - PM - STP/CMAQ Transfer	preventive maintenance			\$ 2,538,437	\$ 2,538,437			\$ 2,614,590	\$ 2,614,590			\$ 2,693,028	\$ 2,693,028
Section 5311/5340 Rural Area - Special Services Admin - STP/CMAQ transfer	Special Services Admin			\$ 4,066,111	\$ 4,066,111			\$ 4,188,094	\$ 4,188,094			\$ 4,313,737	\$ 4,313,737
Section 5311/5340 - Capital Assistance - STP/CMAQ Transfer	capital			\$ 1,094,597	\$ 1,094,597			\$ 1,127,435	\$ 1,127,435			\$ 1,161,258	\$ 1,161,258
Section 5311/5340 - Rural New Services - STP/CMAQ Transfer	cmaq			\$ 1,452,560	\$ 1,452,560			\$ 1,496,137	\$ 1,496,137			\$ 1,541,021	\$ 1,541,021
Section 5311/5340 - State Admin STP/CMAQ Transfer	state administrative			\$ 836,316	\$ 836,316			\$ 861,405	\$ 861,405			\$ 887,248	\$ 887,248
Section 5311/5340 - Capital Assistance - STP Transfer Montpelier Transit Center	capital			\$ 1,250,000	\$ 1,250,000								
	<b>Total</b>			\$ 13,915,045	\$ 13,915,045			\$ 13,044,996	\$ 13,044,996			\$ 13,436,346	\$ 13,436,346
<b>Federal Transit Administration Section 5311/5340 Urbanized Area Flex Program</b>													
Detail is shown in CCRPC TIP Document. All amounts are pending award of grant funds.													
Operator: GMT-Small Urban (MPO) (CCTA) transferred to GMT/CTAA***covered in T													
Section 5307 Urban Area - PA - STP Transfer	preventive maintenance			\$ 1,613,684	\$ 1,613,684			\$ 1,885,000	\$ 1,662,095			\$ 1,941,550	\$ 1,711,957
Section 5307 CMAQ transfer	CMAQ operating			\$ 1,002,122	\$ 1,002,122			\$ 1,402,133	\$ 1,032,186			\$ 1,220,000	\$ 1,063,151
Section 5307 - Capital Assistance - STP Transfer	capital			\$ 384,194	\$ 384,194			\$ 1,489,047	\$ 395,720			\$ 1,533,718	\$ 407,591
	<b>Flex fund total</b>			\$ 3,000,000	\$ 3,000,000			\$ 4,776,180	\$ 3,090,000			\$ 4,695,268	\$ 3,182,700
	state				\$ 375,000				\$ 386,250	\$ -			\$ 397,838
	local				\$ 375,000				\$ 386,250	\$ -			\$ 397,838
	<b>total</b>				\$ 3,750,000				\$ 3,862,500	\$ -			\$ 3,978,375
<b>Section 5339 Bus and Bus Facilities-Rural/Urban Formula</b>		<u>Available Funds remaining from previous years FY19 and previous not put in a STIP*</u>	<u>FFY 2020 Apportionments</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>Available Funds remaining from previous years FY20 and previous not put in a STIP*</u>	<u>FFY 2021 Apportionments</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</u>	<u>Available Funds remaining from previous years FY21 and previous not put in a STIP*</u>	<u>FFY 2022 Apportionments</u>	<u>FFY 2022 Anticipated Available</u>	<u>FFY 2022 Programmed In STIP</u>
Previous years funding													
rural FFY17													
rural FFY18		\$3,500,001	\$3,605,000	\$7,105,001	\$ 5,000,000	\$2,105,001	\$ 3,713,150	\$5,818,151	\$ 5,000,000	\$818,151	\$ 3,824,545	\$4,642,696	\$ 4,500,000
<b>Section 5339 Bus and Bus Facilities-Rural/Urban Competitive-Bradford Bus Facility</b>		<u>Available Funds remaining from previous years FY19 and previous not put in a STIP*</u>	<u>FFY 2020 Apportionments</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>Available Funds remaining from previous years FY20 and previous not put in a STIP*</u>	<u>FFY 2021 Apportionments</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</u>	<u>Available Funds remaining from previous years FY21 and previous not put in a STIP*</u>	<u>FFY 2022 Apportionments</u>	<u>FFY 2022 Anticipated Available</u>	<u>FFY 2022 Programmed In STIP</u>
Fund Source													
Operator: TVTI													
Federal					\$ 1,000,000.00								
State					\$ 125,000.00								
Local					\$ 125,000.00								
<b>Total</b>					\$ 1,250,000.00								
<b>Total Federal</b>													
<b>Total State*</b>													
<b>Total Local*</b>													
<b>Total TrAMS Application</b>													

\* The total of State and Local match will total 20% but may not be equal shares as shown

**Transportation Fund Revenue FY 2017-2020 (State Fiscal Year/State Dollars)**

	<u><b>FY2017</b></u>	<u><b>FY2018</b></u>	<u><b>FY2019</b></u>	<u><b>FY2020</b></u>
Total Transportation Fund (Revenues from Gas Tax, Diesel Tax, Motor vehicle fees, purchase and use tax and other revenue).	<b>\$305.8 million</b>	<b>\$315.4 million</b>	<b>\$317.9million</b>	<b>\$323.0million</b>
Transportation Fund after Legislative out-transfers (Transfers including education fund and other out transfers)	<b>\$271.4 million</b>	<b>\$279.0 million</b>	<b>\$280.7million</b>	<b>\$284.6million</b>
Funding available to VTrans (after JTOC* funding is removed). Detail of funding appropriations can be seen on the next page.	<b>\$249.1 million</b>	<b>\$248.7 million</b>	<b>\$251.1 million</b>	<b>\$258.1million</b>
* JTOC - Joint Transportation Oversight Committee				
Transportation Infrastructure Bond Fund	<b>\$14.5 million</b>	<b>\$14.9 million</b>	<b>\$16.6million</b>	<b>\$16.6million</b>

	A	B	C	D	E	G	I	J	K
1	<b>AGENCY OF TRANSPORTATION</b>								
2	<b>FY2020 As Passed with contingent funding</b>								
3					LOCAL/ OTHER	INTERDEPT TRANSFERS	TIB FUNDS	TIB/GO BONDS	INTERNAL SERVICE
4		TOTAL	STATE	FEDERAL					
8	<b>DEPT. OF MOTOR VEHICLES</b>	33,150,701	31,657,492	1,345,934		147,275			
10	<b>FINANCE &amp; ADMINISTRATION</b>	15,497,069	14,625,869	871,200					
12	<b>PROGRAM DEVELOPMENT</b>								
13	Paving (assumes \$500,000 TF carryforward)	100,682,429	14,012,200	83,163,329			3,506,900		
14	Interstate Bridge	30,831,313	663,506	27,808,182			2,359,625		
15	State Highway Bridge	54,100,006	4,542,292	46,480,724			3,076,990		
16	Roadway (assumes \$500,000 TF carryforward)	48,779,614	2,040,621	43,644,507	202,429		2,892,057		
17	Traffic & Safety (assumes \$515,000 TF carryforward)	20,925,379	346,245	20,579,134					
18	Park & Ride	2,651,588	300,000	2,351,588					
19	Bike & Pedestrian Facilities	13,040,923	1,448,806	11,592,117					
20	Transportation Alternatives	3,268,618		3,268,618					
21	Multi-Modal Facilities	0							
22	Program Development Administration	24,117,481	17,695,893	6,229,798		191,790			
24	Total Program Development	298,397,351	41,049,563	245,117,997	202,429	191,790	11,835,572	0	
28	<b>REST AREAS</b>	679,706	99,280	580,426					
30	<b>POLICY &amp; PLANNING</b>	11,192,221	2,921,480	8,238,741		32,000			
32	<b>MAINTENANCE</b>	94,013,939	91,136,152	2,777,787		100,000			
34	<b>PUBLIC TRANSIT PROGRAM</b>	33,824,399	8,056,111	25,768,288					
36	<b>AVIATION</b>	9,244,636	4,749,136	4,495,500					
38	<b>RAIL (assumes \$541,075 TF carryforward)</b>	34,935,351	18,237,032	15,019,569		918,750	760,000		
40	<b>CENTRAL GARAGE</b>	20,112,038							20,112,038
42	<b>TRANSPORTATION BUILDINGS</b>	907,746	907,746						
44	Total "VTrans" Programs	551,955,157	213,439,861	304,215,442	202,429	1,389,815	12,595,572	0	20,112,038
46	<b>TOWN HIGHWAY BRIDGES</b>	13,833,851	1,304,648	10,887,721	939,667		701,815		
48	<b>TH STRUCTURES</b>	6,333,500	6,333,500						
50	<b>TH CLASS 2 ROADWAY PROGRAM</b>	7,648,750	7,648,750						
52	<b>TH - NONFEDERAL DISASTERS</b>	1,150,000	1,150,000						
54	<b>TH - FEDERAL DISASTERS</b>	180,000	20,000	160,000					
56	<b>TH AID PROGRAM</b>	26,663,160	26,663,160						
58	<b>TH CLASS 1 SUPPLEMENTAL GRANTS</b>	128,750	128,750						
60	<b>TH VERMONT LOCAL ROADS</b>	406,307	106,307	300,000					
62	<b>MUNICIPAL MITIGATION ASSISTANCE PROGRAM</b>	3,098,000	900,000	1,428,000	770,000				
64	<b>TH PUBLIC ASSISTANCE GRANTS</b>	4,140,000	100,000	3,000,000	640,000	400,000			
66	Total "Town Highway" Programs	63,582,318	44,355,115	15,775,721	2,349,667	400,000	701,815	0	
68	<b>TRANSPORTATION BOARD</b>	282,191	282,191						
71	<b>TOTAL PROGRAMS</b>	<b>615,819,666</b>	<b>258,077,167</b>	<b>319,991,163</b>	<b>2,552,096</b>	<b>1,789,815</b>	<b>13,297,387</b>	<b>0</b>	<b>20,112,038</b>

	A	B	C	D	E	G	I	J	K
1		<b>AGENCY OF TRANSPORTATION</b>							
2		<b>FY19 AS PASSED H.917</b>							
3									
4		<b>TOTAL</b>	<b>STATE</b>	<b>FEDERAL</b>	<b>LOCAL/ OTHER</b>	<b>INTERDEPT TRANSFERS</b>	<b>TIB FUNDS</b>	<b>TIB/GO BONDS</b>	<b>INTERNAL SERVICE</b>
5									
8	<b>DEPT. OF MOTOR VEHICLES</b>	31,360,732	29,760,414	1,458,768		141,550			
9									
10	<b>FINANCE &amp; ADMINISTRATION</b>	14,655,914	13,637,714	1,018,200					
11									
12	<b>PROGRAM DEVELOPMENT</b>								
13	Paving	104,199,583	14,334,944	85,128,961			4,735,678		
14	Interstate Bridge	24,543,000	695,531	22,150,200			1,697,269		
15	State Highway Bridge	57,636,326	5,099,159	48,810,196	596,525		3,130,446		
16	Roadway	51,972,218	2,418,663	46,379,299	842,943		2,331,313		
17	Traffic & Safety	21,515,547	894,841	20,620,706					
18	Park & Ride	3,807,556	65,300	3,742,256					
19	Bike & Pedestrian Facilities	10,866,048	1,275,264	9,590,784					
20	Transportation Alternatives	3,600,875		3,600,875					
21	Multi-Modal Facilities	0							
22	Program Development Administration	22,748,320	17,766,180	4,742,795		239,345			
23									
24	Total Program Development	300,889,473	42,549,882	244,766,072	1,439,468	239,345	11,894,706	0	
25									
28	<b>REST AREAS</b>	744,802	76,242	668,560					
29									
30	<b>POLICY &amp; PLANNING</b>	11,086,484	2,822,771	8,171,508		92,205			
31									
32	<b>MAINTENANCE</b>	87,896,279	85,018,492	2,777,787		100,000			
33									
34	<b>PUBLIC TRANSIT PROGRAM</b>	29,020,229	7,795,281	21,224,948					
35									
36	<b>AVIATION</b>	13,799,763	4,628,763	9,171,000					
37									
38	<b>RAIL</b>	29,599,051	18,675,520	10,163,531			760,000		
39									
40	<b>CENTRAL GARAGE</b>	20,684,524							20,684,524
41									
42	<b>TRANSPORTATION BUILDINGS</b>	1,578,050	1,578,050						
43									
44	Total "VTrans" Programs	541,315,301	206,543,129	299,420,374	1,439,468	573,100	12,654,706	0	20,684,524
45									
46	<b>TOWN HIGHWAY BRIDGES</b>	13,324,994	1,490,612	10,594,419	692,332		547,631		
47									
48	<b>TH STRUCTURES</b>	6,333,500	6,333,500						
49									
50	<b>TH CLASS 2 ROADWAY PROGRAM</b>	7,648,750	7,648,750						
51									
52	<b>TH - NONFEDERAL DISASTERS</b>	1,150,000	1,150,000						
53									
54	<b>TH - FEDERAL DISASTERS</b>	180,000	20,000	160,000					
55									
56	<b>TH AID PROGRAM</b>	25,982,744	25,982,744						
57									
58	<b>TH CLASS 1 SUPPLEMENTAL GRANTS</b>	128,750	128,750						
59									
60	<b>TH VERMONT LOCAL ROADS</b>	403,714	103,714	300,000					
61									
62	<b>MUNICIPAL MITIGATION ASSISTANCE PROGRAM</b>	9,082,342	1,240,000	5,442,342				2,400,000	
63									
64	<b>TH PUBLIC ASSISTANCE GRANTS</b>	5,059,457	160,000	3,000,000	1,419,457	480,000			
65									
66	Total "Town Highway" Programs	69,294,251	44,258,070	19,496,761	2,111,789	480,000	547,631	2,400,000	
67									
68	<b>TRANSPORTATION BOARD</b>	271,543	271,543						
69									
70									
71	<b>TOTAL PROGRAMS</b>	<b>610,881,095</b>	<b>251,072,742</b>	<b>318,917,135</b>	<b>3,551,257</b>	<b>1,053,100</b>	<b>13,202,337</b>	<b>2,400,000</b>	<b>20,684,524</b>
72									
73	<b>Bridge Summary:</b>								
74	State Highway Bridge	57,636,326	5,099,159	48,810,196	596,525	0	3,130,446	0	0
75	Interstate Bridge	24,543,000	695,531	22,150,200	0	0	1,697,269	0	0
76	Town Highway Bridge	13,324,994	1,490,612	10,594,419	692,332	0	547,631	0	0
77	Bridge Total	95,504,320	7,285,302	81,554,815	1,288,857	0	5,375,346	0	0
78									
79									
80									

	A	B	C	D	E	G	I	J	K
1		<b>AGENCY OF TRANSPORTATION</b>							
2		<b>FY18 As Passed</b>							
3					<b>LOCAL/ OTHER</b>	<b>INTERDEPT TRANSFERS</b>	<b>TIB FUNDS</b>	<b>TIB/GO BONDS</b>	<b>INTERNAL SERVICE</b>
4		<b>TOTAL</b>	<b>STATE</b>	<b>FEDERAL</b>					
5									
8	<b>DEPT. OF MOTOR VEHICLES</b>	29,301,916	27,773,478	1,423,438		105,000			
9									
10	<b>FINANCE &amp; ADMINISTRATION</b>	14,622,670	13,520,910	1,101,760					
11									
12	<b>PROGRAM DEVELOPMENT</b>								
13	Paving (assumes \$500K TF carryforward)	112,841,555	17,324,199	93,730,047			1,787,309		
14	Interstate Bridge (assumes \$500K TIB carryforward)	36,599,190	856,231	34,035,932			1,707,027		
15	State Highway Bridge	31,403,328	4,196,002	24,625,130			2,582,196		
16	Roadway	39,649,087	1,352,510	35,316,560	858,413		2,121,604		
17	Traffic & Safety	21,081,752	751,669	20,330,083					
18	Park & Ride	3,387,267	210,000	3,177,267					
19	Bike & Pedestrian Facilities	11,590,489	839,854	10,750,635					
20	Transportation Alternatives	3,893,240		3,893,240					
21	Multi-Modal Facilities	2,476,909		2,476,909					
22	Program Development Administration	24,559,408	14,364,591	9,955,472		239,345			
23									
24	Total Program Development	287,482,225	39,895,056	238,291,275	858,413	239,345	8,198,136	0	
25									
28	<b>REST AREAS</b>	663,000	79,774	583,226					
29									
30	<b>POLICY &amp; PLANNING</b>	10,596,432	2,706,491	7,755,912		134,029			
31									
32	<b>MAINTENANCE</b>	89,325,825	87,376,083	1,849,742		100,000			
33									
34	<b>PUBLIC TRANSIT PROGRAM</b>	32,132,157	7,955,199	24,176,958					
35									
36	<b>AVIATION</b>	17,736,095	4,929,552	12,806,543					
37									
38	<b>RAIL (assumes \$1M TF carryforward)</b>	37,081,250	18,935,869	15,269,507		35,625	2,840,249		
39									
40	<b>CENTRAL GARAGE</b>	20,054,911							20,054,911
41									
42	<b>TRANSPORTATION BUILDINGS</b>	1,900,000	1,900,000						
43									
44	Total "VTrans" Programs	540,896,481	205,072,412	303,258,361	858,413	613,999	11,038,385	0	20,054,911
45									
46	<b>TOWN HIGHWAY BRIDGES</b>	16,524,009	1,111,449	13,488,269	767,364		1,156,927		
47									
48	<b>TH STRUCTURES</b>	6,333,500	6,333,500						
49									
50	<b>TH CLASS 2 ROADWAY PROGRAM</b>	7,848,750	7,848,750						
51									
52	<b>TH - NONFEDERAL DISASTERS</b>	1,150,000	1,150,000						
53									
54	<b>TH - FEDERAL DISASTERS</b>	180,000	20,000	160,000					
55									
56	<b>TH AID PROGRAM</b>	25,982,744	25,982,744						
57									
58	<b>TH CLASS 1 SUPPLEMENTAL GRANTS</b>	128,750	128,750						
59									
60	<b>TH VERMONT LOCAL ROADS</b>	400,693	100,693	300,000					
61									
62	<b>MUNICIPAL MITIGATION ASSISTANCE PROGRAM</b>	9,182,342	1,240,000	5,442,342	1,100,000			1,400,000	
63									
64	<b>TH PUBLIC ASSISTANCE GRANTS</b>	5,640,000	160,000	3,000,000	2,000,000	480,000			
65									
66	Total "Town Highway" Programs	73,370,788	44,075,886	22,390,611	3,867,364	480,000	1,156,927	1,400,000	
67									
68	<b>TRANSPORTATION BOARD</b>	233,750	233,750						
69									
70									
71	<b>TOTAL PROGRAMS</b>	<b>614,501,019</b>	<b>249,382,048</b>	<b>325,648,972</b>	<b>4,725,777</b>	<b>1,093,999</b>	<b>12,195,312</b>	<b>1,400,000</b>	<b>20,054,911</b>



	A	B	C	D	E	G	I	K
1		<b>AGENCY OF TRANSPORTATION</b>						
2		<b>FY17 As Passed</b>						
3					<b>LOCAL/</b>	<b>INTERDEPT</b>		<b>INTERNAL</b>
4		<b>TOTAL</b>	<b>STATE</b>	<b>FEDERAL</b>	<b>OTHER</b>	<b>TRANSFERS</b>	<b>TIB FUNDS</b>	<b>SERVICE</b>
5								
8	<b>DEPT. OF MOTOR VEHICLES</b>	28,910,055	27,416,335	1,388,720		105,000		
9								
10	<b>FINANCE &amp; ADMINISTRATION</b>	14,206,799	13,262,499	944,300				
11								
12	<b>PROGRAM DEVELOPMENT</b>							
13	Paving	111,084,559	18,669,462	90,354,527			2,060,570	
14	Interstate Bridge	52,785,722	1,778,899	47,993,905			3,012,918	
15	State Highway Bridge	32,251,548	3,621,553	26,227,681			2,402,314	
16	Roadway	31,143,236	1,661,848	27,529,975	975,666		975,747	
17	Traffic & Safety	17,369,262	278,478	17,090,784				
18	Park & Ride	2,600,734	250,000	2,350,734				
19	Bike & Pedestrian Facilities	10,052,116	1,136,627	8,915,489				
20	Transportation Alternatives	4,575,758		4,575,758				
21	Multi-Modal Facilities	3,012,373		3,012,373				
22	Program Development Administration	24,624,638	14,024,638	10,600,000				
23	Total Program Development	283,527,081	40,313,136	233,872,934	975,666	0	8,365,345	
24								
27	<b>REST AREAS</b>	550,000	60,000	490,000				
28								
29	<b>POLICY &amp; PLANNING</b>	9,987,158	2,576,853	7,396,305		14,000		
30								
31	<b>MAINTENANCE</b>	91,556,769	86,728,962	4,727,807		100,000		
32								
33	<b>PUBLIC TRANSIT PROGRAM</b>	31,173,698	7,928,915	23,244,783				
34								
35	<b>AVIATION</b>	20,035,048	5,776,348	14,123,500	135,200			
36								
37	<b>RAIL</b>	33,881,604	18,665,089	12,679,249		54,566	2,482,700	
38								
39	<b>CENTRAL GARAGE</b>	19,731,787						19,731,787
40								
41	<b>TRANSPORTATION BUILDINGS</b>	2,000,000	2,000,000					
42	Total "VTrans" Programs	535,559,999	204,728,137	298,867,598	1,110,866	273,566	10,848,045	19,731,787
43								
44	<b>TOWN HIGHWAY BRIDGES</b>	20,021,730	1,232,953	16,162,896	1,204,550		1,421,331	
45								
46	<b>TH STRUCTURES</b>	6,333,500	6,333,500					
47								
48	<b>TH CLASS 2 ROADWAY PROGRAM</b>	7,648,750	7,648,750					
49								
50	<b>TH - NONFEDERAL DISASTERS</b>	1,150,000	1,150,000					
51								
52	<b>TH - FEDERAL DISASTERS</b>	1,280,000		1,280,000				
53								
54	<b>TH AID PROGRAM</b>	25,982,744	25,982,744					
55								
56	<b>TH CLASS 1 SUPPLEMENTAL GRANTS</b>	128,750	128,750					
57								
58	<b>TH VERMONT LOCAL ROADS</b>	394,700	239,700	155,000				
59								
60	<b>MUNICIPAL MITIGATION GRANT PROGRAM</b>	2,905,000	1,240,000	200,000	1,465,000			
61								
62	<b>TH PUBLIC ASSISTANCE GRANTS</b>	10,940,000	160,000	10,000,000	300,000	480,000		
63	Total "Town Highway" Programs	76,785,174	44,116,397	27,797,896	2,969,550	480,000	1,421,331	
64								
65	<b>TRANSPORTATION BOARD</b>	229,245	229,245					
66								
67	<b>TOTAL PROGRAMS</b>	<b>612,574,418</b>	<b>249,073,779</b>	<b>326,665,494</b>	<b>4,080,416</b>	<b>753,566</b>	<b>12,269,376</b>	<b>19,731,787</b>
68								
69	<b>Bridge Summary:</b>							
70	State Highway Bridge	32,251,548	3,621,553	26,227,681	0	0	2,402,314	0
71	Interstate Bridge	52,785,722	1,778,899	47,993,905	0	0	3,012,918	0
72	Town Highway Bridge	20,021,730	1,232,953	16,162,896	1,204,550	0	1,421,331	0
73	Bridge Total	105,059,000	6,633,405	90,384,482	1,204,550	0	6,836,563	0

**Vermont Agency of Transportation**  
**2020 - 2023 Statewide Transportation Improvement Program (STIP)**

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
<b>Interstate Bridges</b>					
BERLIN IM DECK(42) VTrans # 15A112 I-89N	Const: \$250,000	Const: \$725,357			Total: \$1,083,730 Const: \$1,083,730
Description: REPLACEMENT OF DECK AND MINOR RELATED WORK ON BRIDGE 37N ON I 89 IN BERLIN OVER TH 40					
BERLIN IM DECK(43) VTrans # 15A113 I-89S		Const: \$200,000	Const: \$783,250		Total: \$1,092,500 Const: \$1,092,500
Description: REPLACEMENT OF DECK AND MINOR RELATED WORK ON BRIDGE 37S ON I 89 IN BERLIN OVER TH 40					
BERLIN IM DECK(44) VTrans # 15A114 I-89N	Const: \$200,000	Const: \$938,500			Total: \$1,265,000 Const: \$1,265,000
Description: REPLACEMENT OF DECK AND MINOR RELATED WORK ON BRIDGE 38N ON I 89 IN BERLIN OVER VT 62					
BERLIN IM DECK(45) VTrans # 15A115 I-89S		Const: \$100,000	Const: \$935,000		Total: \$1,150,000 Const: \$1,150,000
Description: REPLACEMENT OF DECK AND MINOR RELATED WORK ON BRIDGE 38S ON I 89 IN BERLIN OVER VT 62					
BRATTLEBORO IM 091-1(82) VTrans # 19A220 I-91N		Const: \$393,750			Total: \$437,500 Const: \$437,500
Description: Scoping to evaluate fascia / deck alternatives for bridges 4N&S located on I-91 at exit #1 in Brattleboro crossing US-5 (Canal street).					
HARTLAND IM 091-1(68) VTrans # 13A094 I-91N	Const: \$300,000	Const: \$3,115,155			Total: \$3,594,900 Const: \$3,594,900
Description: REHABILITATION OF BR37 ON I-91 IN HARTLAND, TH41 OVER I-91.					
LEBANON-HARTFORD IM A001(154) VTrans # 11A224 I-89N	Const: \$5,500,000	Const: \$1,000,000	Const: \$1,179,265	Const: \$4,000,000	Total: \$12,976,961 Const: \$12,976,961
Description: REHABILITATION AND WIDENING OF I-89 BRIDGES SHARED WITH NEW HAMPSHIRE, OVER THE CONNECTICUT RIVER. NH BRIDGE NUMBERS 044/103 AND 044/104.					
MIDDLESEX IM 089-2(50) VTrans # 12A566 I-89N		Const: \$738,000			Total: \$820,000 Const: \$820,000
Description: INSTALL LINING TO EXISTING CULVERT (CGMPPA), BRIDGE NO. 45-1 (SHORT) ON I-89 IN MIDDLESEX.					

## Vermont Agency of Transportation

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
ROCKINGHAM IM 091-1(66) VTrans # 12A130 I-91N <small>Description: REPLACEMENT OF BRIDGE NOS. 24 N&amp;S ON I-91 IN ROCKINGHAM, OVER THE GREEN MOUNTAIN RAILROAD AND THE WILLIAMS</small>	Const: \$7,000,000	Const: \$370,000			Total: \$8,188,889 Const: \$8,188,888
ROYALTON IM 089-1(63) VTrans # 13A248 I-89N <small>Description: REHAB BR26 N&amp;S ON I-89, OVER VT107, NECR AND THE WHITE RIVER.</small>		Const: \$100,000	Const: \$7,000,000	Const: \$7,000,000	Total: \$15,666,667 Const: \$15,666,666
SHARON IM 089-1(64) VTrans # 13A250 I-89N <small>Description: REHABILITATE BRIDGE NO. 17N&amp;S ON I-89 IN SHARON, OVER VT14 AND THE WHITE RIVER.</small>		Const: \$100,000	Const: \$3,000,000	Const: \$2,300,000	Total: \$6,000,000 Const: \$6,000,000
SHEFFIELD BM19702 VTrans # 17A173 I-91N <small>Description: Bridge maintenance project to line existing culvert (br. 101-2N) located on I-91 in Sheffield carrying unnamed brook.</small>	Const: \$360,000				Total: \$400,000 Const: \$400,000
WEATHERSFIELD IM 091-1(69) VTrans # 13A096 I-91S <small>Description: REPLACE BRIDGE DECKS FOR BR30 N&amp;S ON I-91 IN WEATHERSFIELD, OVER VT131.</small>		Const: \$198,490	Const: \$2,500,000	Const: \$2,500,000	Total: \$5,776,100 Const: \$5,776,100
WESTMINSTER IM 091-1(70) VTrans # 13A098 I-91N <small>Description: REPLACE DECK AND BEARINGS ON BR21 N&amp;S ON I-91 IN WESTMINSTER, OVER TH1 ("VT121").</small>		Const: \$500,000	Const: \$5,000,000	Const: \$4,344,920	Total: \$10,938,800 Const: \$10,938,800
<b>Totals for Interstate Bridges</b>	<b>Const: \$13,610,000</b>	<b>Const: \$8,479,252</b>	<b>Const: \$20,397,515</b>	<b>Const: \$20,144,920</b>	<b>Total: \$69,391,047</b> <b>Const: \$69,391,047</b>

## Vermont Agency of Transportation

### 2020 - 2023 Statewide Transportation Improvement Program (STIP)

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
<b>Paving</b>					
<b>BARRE CITY</b> STP 2961(3) VTrans # 16V185 VT-14			Const: \$630,000		Total: \$700,000 Const: \$700,000
Description: Install Active Signal Warning System for Rail Crossing # DOT 837-353C located at MM 0.95 on VT 14 in Barre City, and MP 8.11 on the Washington County Railroad.					
<b>BRANDON</b> STP PC19(7) VTrans # 16V134 VT-73	Const: \$418,507				Total: \$516,166 Const: \$516,165
Description: Class 1 paving in Brandon along VT 73 from MM 2.792 to MM 3.65.					
<b>BRATTLEBORO-NEWFANE</b> STP 2940( ) VTrans # 11B322 VT-30			Const: \$538,445	Const: \$4,099,331	Total: \$5,720,000 Const: \$5,719,999
Description: RESURFACE VT30 IN BRATTLEBORO, DUMMERSTON AND NEWFANE, BEGINNING 0.326 MILE NORTH OF THE US5 INTERSECTION AND EXTENDING NORTHERLY 9.948 MILES.					
<b>BRISTOL</b> STP PC20(2) VTrans # 18V187 VT-116	Const: \$1,133,494				Total: \$1,397,996 Const: \$1,397,995
Description: Class 1 paving in the town of Bristol on VT 116.					
<b>BURKE-NEWARK</b> STP FPAV(17) VTrans # 17V319 VT-5A	Const: \$1,011,101				Total: \$1,247,042 Const: \$1,247,042
Description: Paving on VT 5A from Burke etemm 0 to Newark etemm 4.6					
<b>CAMBRIDGE-JOHNSON</b> STP 2925(1) VTrans # 10B256 VT-15			Const: \$2,000,000	Const: \$6,935,016	Total: \$11,020,000 Const: \$11,019,999
Description: RESURFACE VT15 IN CAMBRIDGE AND JOHNSON, BEGINNING 5.01 MILES EAST OF THE WESTFORD TOWN LINE AND EXTENDING EASTERLY 9.254 MILES TO THE VT100C INTERSECTION.					
<b>CAVENDISH-WEATHERSFIELD</b> ER STP 0146(14) VTrans # 12C226 VT-131			Const: \$2,990,654	Const: \$10,234,403	Total: \$16,311,121 Const: \$16,311,120
Description: REHABILITATION OF VT131 IN CAVENDISH AND WEATHERSFIELD, BEGINNING AT THE VT103 INTERSECTION AND EXTENDING EASTERLY 8.974 MILES TO THE VT106 INTERSECTION. INCLUDES IMPROVEMENTS TO AREAS THAT SUSTAINED SUBSTANTIAL DAMAGE AS A RESULT OF TROPICAL STORM IRENE.					
Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
<b>Paving</b>					

### Vermont Agency of Transportation

CHELSEA-THETFORD STP 2955(1) VTrans # 14V234 VT-113		Const: \$486,400	Const: \$6,000,000		Total: \$8,000,000 Const: \$8,000,000
Description: RESURFACE VT113 IN CHELSEA, VERSHIRE, WEST FAIRLEE AND THETFORD, BEGINNING AT THE VT110/VT113 INTERSECTION AND EXTENDING EASTERLY 14.824 MILES TO THE INTERSECTION OF VT113/VT244.					
CHESTER-SPRINGFIELD STP 2942(1) VTrans # 11B336 VT-10		Const: \$1,410,921			Total: \$1,740,159 Const: \$1,740,159
Description: RESURFACE VT10 IN CHESTER AND SPRINGFIELD, BEGINNING AT THE VT103 INTERSECTION AND EXTENDING EASTERLY 4.373 MILES TO THE VT106 INTERSECTION.					
CHESTER-SPRINGFIELD STP PS19(4) VTrans # 16V116 VT-11		Const: \$2,701,515			Total: \$3,331,913 Const: \$3,331,913
Description: Resurfacing of VT 11 beginning in Chester at MM 5.206 and continuing until Springfield MM 3.528.					
FAIR HAVEN STP PC19(2) VTrans # 16V123 VT-22A		Const: \$1,574,585			Total: \$1,942,015 Const: \$1,942,014
Description: Class 1 paving along VT 22A in Fair Haven from MM 1.098 to MM 2.217.					
FAIR HAVEN-RUTLAND TOWN NH SURF(64) VTrans # 18V222 US-4E		Const: \$74,720	Const: \$7,025,000	Const: \$975,000	Total: \$9,958,954 Const: \$9,958,954
Description: Paving from Fair Haven to Rutland Town along US 4 EB and WB including ramps from mm 0.0 to mm 18.829.					
GROTON-NEWBURY STP PS19(2) VTrans # 16V114 US-302			Const: \$250,000	Const: \$5,352,790	Total: \$6,910,200 Const: \$6,910,199
Description: This project is to resurface US 302 in Groton, Ryegate and Newbury, starting at MM 4.714 in Groton and extending easterly to Newbury MM 4.629.					
HARTFORD STP PC21(4) VTrans # 18V190 US-4		Const: \$100,000		Const: \$1,365,926	Total: \$1,808,000 Const: \$1,807,999
Description: Class 1 paving in Hartford on US 4 and VT 14					
JOHNSON-MORRISTOWN STP 2919(1) VTrans # 10B240 VT-15			Const: \$1,000,000	Const: \$6,697,752	Const: \$1,626,447
Description: RESURFACE VT15 IN JOHNSON, HYDE PARK AND MORRISTOWN, BEGINNING AT THE VT100C INTERSECTION IN JOHNSON AND EXTENDING EASTERLY 9.902 MILES TO MM 4.182. ALSO INCLUDES VT100 IN MORRISTOWN, FROM MM 6.209 TO 6.622 (0.413 MILE).					

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
<b>Paving</b>					

## Vermont Agency of Transportation

KILLINGTON-STOCKBRIDGE ER STP 022-1(25) VTrans # 12B234 VT-100		Const: \$1,000,000	Const: \$8,279,877	Const: \$1,618,821	Total: \$13,304,075 Const: \$13,304,074
Description: REHABILITATION OF VT100 IN KILLINGTON, PITTSFIELD AND STOCKBRIDGE, BEGINNING AT THE US4 INTERSECTION AND EXTENDING NORTHERLY 10.713 MILES TO THE VT107 INTERSECTION, INCLUDING IMPROVEMENTS TO AREAS DAMAGED AS A RESULT OF TROPICAL STORM IRENE.					
LONDONDERRY-CHESTER STP PS19(10) VTrans # 16V121 VT-11	Const: \$5,388,719	Const: \$7,975,000			Total: \$16,482,140 Const: \$16,482,139
Description: Reclamation of VT 11 starting in Londonderry at MM 1.952 and continuing to Chester MM 4.373.					
MANCHESTER-DORSET STP PS19(9) VTrans # 16V120 VT-30	Const: \$100,000	Const: \$2,957,441			Total: \$3,770,894 Const: \$3,770,894
Description: Resurfacing of VT 30 starting in Manchester at MM 0.305 and continuing to Dorset MM 5.225.					
MIDDLEBURY STP PC20(3) VTrans # 18V188 VT-30	Const: \$153,996		Const: \$2,000,000		Total: \$2,656,630 Const: \$2,656,630
Description: Class 1 paving in Middlebury along VT 30 and VT 125.					
MIDDLEBURY NH PC20(4) VTrans # 18V220 US-7	Const: \$472,339		Const: \$1,000,000		Total: \$1,815,909 Const: \$1,815,908
Description: Class 1 paving in Middlebury along US 7 from MM 4.264 to 5.712.					
MORETOWN STP PS20(1) VTrans # 18V143 VT-100B	Const: \$200,000	Const: \$1,651,351			Total: \$2,283,363 Const: \$2,283,363
Description: Project is for resurfacing of VT100B in Moretown from mm 0.0 to mm 4.295.					
MORRISTOWN STP 2920(1) VTrans # 10C242 VT-15A		Const: \$100,000	Const: \$581,072		Total: \$840,000 Const: \$839,999
Description: RESURFACE VT15A IN MORRISTOWN, BEGINNING 0.36 MILE EAST OF THE VT12 INTERSECTION AND EXTENDING EASTERLY 1.464 MILES TO THE VT15 INTERSECTION.					
NEW HAVEN-BRISTOL STP PS19(8) VTrans # 16V119 VT-17	Const: \$100,000	Const: \$1,679,326			Total: \$2,194,531 Const: \$2,194,531
Description: Resurface VT 17 starting in New Haven at MM 3.455 and continuing to Bristol MM 0.599.					
PLAINFIELD-DANVILLE NH PS19(1) VTrans # 16V113 US-2			Const: \$1,500,000	Const: \$10,697,675	Total: \$15,044,000 Const: \$15,043,999
Description: Resurfacing along US 2 from Marshfield MM 0.047 to Danville MM 1.755.					

## Vermont Agency of Transportation

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
<b>Paving</b>					
POULTNEY STP PC19(4) VTrans # 16V125 VT-30	Const: \$992,592				Total: \$1,224,213 Const: \$1,224,213
Description: Class 1 paving in Poultney along VT 30 from MM 4.193 to MM 4.885 and along VT 31 from MM 3.201 to MM 3.779.					
RICHFORD-JAY STP 2914(1) VTrans # 10B230 VT-105		Const: \$1,000,000	Const: \$3,488,386		Total: \$5,535,750 Const: \$5,535,749
Description: RESURFACE VT105 IN RICHFORD AND JAY, BEGINNING 2.529 MILES EAST OF THE BERKSHIRE-RICHFORD TOWN LINE AND EXTENDING EASTERLY 7.381 MILES.					
SHARON-BETHEL IM 089-1(66) VTrans # 18V192 I-89S			Const: \$2,497,224	Const: \$4,230,213	Total: \$8,297,283 Const: \$8,297,282
Description: Paving along I89 from ETE MM 12.245 to 25.405 in both the NB and SB directions including ramps.					
SPRINGFIELD STP PS19(5) VTrans # 16V117 VT-106	Const: \$200,000	Const: \$879,598			Total: \$1,331,522 Const: \$1,331,521
Description: Resurfacing on VT 106 in Springfield from MM 0.058 to MM 3.283.					
ST. ALBANS-SHELDON STP 2941( ) VTrans # 11B324 VT-105			Const: \$100,000	Const: \$2,575,640	Total: \$3,300,000 Const: \$3,299,999
Description: RESURFACE VT105 IN ST. ALBANS, SWANTON AND SHELDON, BEGINNING 0.023 MILE EAST OF THE ST. ALBANS CITY LINE AND EXTENDING EASTERLY 7.833 MILES.					
STATEWIDE				Const: \$10,000,000	Total: \$10,000,000 Const: \$10,000,000
Description: PAVING TO BE DETERMINED					
STAMFORD STP FPAV(23) VTrans # 17V326 VT-100	Const: \$467,726				Total: \$576,870 Const: \$576,869
Description: Paving along VT 100 in Stamford from tmm 0 to tmm 4.150.					
STOWE STP PC19(5) VTrans # 16V126 VT-100	Const: \$100,000	Const: \$960,368			Total: \$1,307,805 Const: \$1,307,804
Description: Class 1 paving in Stowe on VT 100 from MM 2.945 to MM 3.987 and on VT 108 from MM 0.00 to MM 0.507.					
Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local

## Vermont Agency of Transportation

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
<b>Paving</b> STOWE-MORRISTOWN STP PS19(3) VTrans # 16V115 VT-100 Description: Reclamation of VT 100 from Stowe MM 3.987 to Morrystown MM 4.872.	Const: \$1,500,000	Const: \$7,566,886	Const: \$651,447		Total: \$11,986,104 Const: \$11,986,103
VERGENNES STP PC20(1) VTrans # 18V191 VT-22A Description: Class 1 paving in Vergennes on VT 22A and Ferrisburgh State Highway	Const: \$250,000	Const: \$1,661,020			Total: \$2,356,956 Const: \$2,356,956
WATERBURY-STOWE STP 2945(1) VTrans # 11B342 VT-100 Description: RESURFACE VT100 IN WATERBURY AND STOWE, BEGINNING AT THE US2 INTERSECTION AND EXTENDING NORTHERLY 9.688 MILES.	Const: \$1,384,000				Total: \$1,706,956 Const: \$1,706,956
WATERFORD-ST. JOHNSBURY STP FPAV(15) VTrans # 17V318 VT-18 Description: Paving on VT 18 in Waterford and St. Johnsbury, beginning at mm 0.00 (New Hampshire state line) and extending northerly 7.887 miles to the US2 jct.	Const: \$1,000,000	Const: \$1,089,221			Total: \$2,576,740 Const: \$2,576,740
WEST RUTLAND STP PC19(6) VTrans # 16V127 VT-133 Description: Class 1 paving in West Rutland on VT 133 from MM 0.710 to MM 1.722 and on VT 4A from MM 1.782 to MM 2.657.	Const: \$817,045	Const: \$1,000,000			Total: \$2,241,052 Const: \$2,241,052
WEST RUTLAND-RUTLAND STP FPAV(18) VTrans # 18V034 BUS-4W Description: Paving on Business Route US 4 from West Rutland ETEMM 0 to Rutland ETEMM 2.429.	Const: \$1,000,000	Const: \$2,088,599			Total: \$3,809,323 Const: \$3,809,322
WHEELLOCK-SHEFFIELD STP FPAV(21) VTrans # 17V324 VT-122 Description: Paving along VT 122 in Wheelock from tmm 0.8 to Sheffield tmm 5.05.	Const: \$884,050				Total: \$1,090,343 Const: \$1,090,342
WILMINGTON-BRATTLEBORO NH 2971(1) VTrans # 16V105 VT-9 Description: Resurfacing along VT 9 from Wilmington MM 7.077 to Brattleboro MM 4.178.			Const: \$8,500,000	Const: \$2,222,830	Total: \$13,225,000 Const: \$13,225,000
<b>Paving</b>					



**Vermont Agency of Transportation**

WILMINGTON-STRATTON STP PS19(7) VTrans # 16V096 VT-100	Const: \$2,237,887				Total: \$2,760,097 Const: \$2,760,097
Description: Resurfacing VT 100 beginning in Wilmington at MM 2.469 through Dover, ending in Stratton at MM 1.337.					
WOODSTOCK STP PC21(3) VTrans # 18V189 VT-12		Const: \$273,524	Const: \$1,000,000		Total: \$1,570,701 Const: \$1,570,700
Description: Class 1 paving in Woodstock along US 4, VT 12 and VT 106					
WOODSTOCK NH PC21(5) VTrans # 18V221 US-4		Const: \$212,146	Const: \$1,000,000		Total: \$1,495,000 Const: \$1,495,000
Description: Class 1 paving in Woodstock along US 4 from mm 5.645 to mm 6.960					
					<b>Total: \$216,886,820</b>
<b>Totals for Paving</b>	<b>Const: \$25,673,200</b>	<b>Const: \$40,855,880</b>	<b>Const: \$57,148,573</b>	<b>Const: \$54,240,376</b>	<b>Const: \$216,886,820</b>

**Vermont Agency of Transportation**  
**2020 - 2023 Statewide Transportation Improvement Program (STIP)**

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
<b>Roadway Projects</b>					
BARRE CITY-BARRE TOWN MEGC M 6000(11) VTrans # 83D106 Min-6024		Const: \$2,000,000	Const: \$2,353,776		Total: \$4,582,922 Const: \$4,582,922
Description: RECONSTRUCTION OR RELOCATION OF THE VT14/QUARRY ST. INTERSECTION AND QUARRY HILL RD.					
BRANDON NH 019-3(496) VTrans # 02B232 US-7	Const: \$3,917,359				Total: \$4,831,474 Const: \$4,831,473
Description: RECONSTRUCTION OF THE CLASS I SECTION OF US7 IN BRANDON, BEGINNING AT THE CLASS I LIMIT AND EXTENDING NORTHERLY 1.853 KILOMETERS. WORK INCLUDES: FULL- DEPTH RECONSTRUCTION OF US7, RECONSTRUCT SIDEROADS, SIDEWALKS,					
BRATTLEBORO STP 2000(23) VTrans # 84D030 US-5	ROW: \$50,000	ROW: \$50,000	ROW: \$994,580		Total: \$1,350,000 ROW: \$1,349,999
Description: RECONSTRUCTION OF US5 (PUTNEY RD.) IN BRATTLEBORO, BEGINNING 0.83 MILE NORTH OF THE VT30 JCT. AND EXTENDING NORTHERLY 1.25 MILES TO THE INTERSECTION OF VT9 EAST (KEENE TURN).					
CABOT-DANVILLE FEGC F 028-3(26)C/3 VTrans # 78D348 US-2			Const: \$35,779	Const: \$4,000,000	Total: \$4,248,188 Const: \$4,248,188
Description: RECONSTRUCTION OF US2 IN CABOT AND DANVILLE, BEGINNING 5.29 MILES EAST OF THE MARSHFIELD-CABOT T/L AND EXTENDING EASTERLY 1.29 MILES.					
LYNDON STP 0113(65) VTrans # 10C176 US-5	ROW: \$810,800				Total: \$1,000,000 ROW: \$999,999
Description: RECONSTRUCTION OF US5 IN LYNDON, BEGINNING 1.87 MILES NORTH OF THE ST. JOHNSBURY TOWN LINE AND EXTENDING NORTHERLY 0.77 MILE.					
NEWPORT CITY STP 134-3(22) VTrans # 07B156 VT-191		Const: \$1,948,094			Total: \$2,402,681 Const: \$2,402,681
Description: STABILIZATION OF A LARGE SIDESLOPE ALONG VT191 IN NEWPORT CITY, BEGINNING 0.25 MILE EAST OF THE DERBY-NEWPORT TOWN LINE AND EXTENDING EASTERLY 0.30 MILE.					
PITTSFORD NH 019-3(491) VTrans # 02B192 US-7	Const: \$1,000,000	Const: \$6,000,000	Const: \$2,028,354		Total: \$11,135,118 Const: \$11,135,118
Description: RECONSTRUCTION OF US7 IN PITTSFORD, SEGMENT 1: BEGINNING 2.203 KM NORTH OF THE RUTLAND PITTSFORD TOWN LINE AND EXTENDING NORTHERLY 2.205 KM. WORK INCLUDES GRADING AND DRAINAGE.					

## Vermont Agency of Transportation

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
<b>Roadway Projects</b>					
<b>PITTSFORD</b> NH 019-3(493) VTrans # 02B196 US-7			ROW: \$562,800		Total: \$703,500 ROW: \$703,500 Const: \$0
	Description: RECONSTRUCTION OF US7 IN PITTSFORD, SEGMENT 3: BEGINNING APPROX. 2.395 KM NORTH OF THE VT3 INTERSECTION AND EXTENDING NORTHERLY 3.694 KM. WORK INCLUDES WIDENING, FULL SUBBASE RECONSTRUCTION, DRAINAGE, ETC.				
<b>PITTSFORD-BRANDON</b> NH 019-3(494) VTrans # 02B198 US-7			ROW: \$775,680	Const: \$1,000,000	Total: \$2,190,034 ROW: \$956,684 Const: \$1,233,349
	Description: RECONSTRUCTION OF US7 IN PITTSFORD AND BRANDON, SEGMENT 4: BEGINNING 1.623 KM SOUTH OF THE PITTSFORD-BRANDON TOWN LINE AND EXTENDING NORTHERLY 2.681 KM. WORK INCLUDES WIDENING, FULL SUBBASE RECONSTRUCTION,				
<b>RIPTON</b> ER STP 0174(19) VTrans # 12C414 VT-125		Const: \$1,000,000	Const: \$1,546,129		Total: \$2,829,032 Const: \$2,829,032
	Description: GUARDRAIL SLOPE AND ASSOCIATED ROADWAY REMEDIATION ON VT125 IN RIPTON, BEGINNING AT THE MIDDLEBURY-RIPTON TOWN LINE AND EXTENDING EASTERLY 5.71 MILES. DDIR #D5-07 & NEW-DDIR-013.				
<b>ST. ALBANS</b> IM SWFR(2) VTrans # 17D067 I-89N	Const: \$100,000	Const: \$350,000			Total: \$500,000 Const: \$500,000
	Description: Project is for the design and construction of stormwater retrofit best management practices to implement the VTrans Flow Restoration Plans in the Rugg and Stevens Brook Watersheds. The project will be located in St. Albans City and St Albans Town in the state highway ROW along routes I89 near mm 112 to 115, VT 36 near mm 3.2 to 4.1 and the St Albans State Highway Rd mm 0 to 0.8.				
<b>STOWE</b> STP 0235(14) VTrans # 09C388 VT-108	ROW: \$4,000		Const: \$53,600		Total: \$72,000 ROW: \$5,000 Const: \$67,000
	Description: IMPROVEMENTS TO PARKING AND PICNIC AREAS IN THE SMUGGLERS NOTCH AREA. AREAS TO BE IMPROVED INCLUDE THE NOTCH PROPER SOUTH PARKING AREA, PICNIC AREA, AND THE BIG SPRING AREA.				
<b>SWANTON</b> NH 036-1(9) VTrans # 96B032 VT-78	ROW: \$100,000			Const: \$5,000,000	Total: \$6,290,084 ROW: \$123,334 Const: \$6,166,748
	Description: PROJECT IS FOR RECONSTRUCTION OF VT78 IN SWANTON, BEGINNING 729 METERS EAST OF THE ALBURGH-SWANTON TOWN LINE AND EXTENDING EASTERLY 9.482 KM (5.892 MILES) TO THE SWANTON VILLAGE LINE.				

## Vermont Agency of Transportation

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
<b>Roadway Projects</b>					
WATERBURY FEGC F 013-4(13) VTrans # 85B006 US-2	Const: \$3,461,445	Const: \$4,961,509			Total: \$8,866,267 Const: \$8,866,267
Description: RECONSTRUCTION OF MAIN ST IN VILLAGE OF WATERBURY BEGINNING 0.04 MILE EAST OF VT100 NO. INTERSECTION EXTENDING EASTERLY 0.98 MILE.					
WINDSOR TCSP TCSE(008)C/3 VTrans # 16D143	Const: \$127,701				Total: \$157,500 Const: \$157,500
Description: Streetscape improvements on River Street, including new sidewalks, curbing, lighting and cross walks.					
<b>Totals for Roadway Projects</b>	<b>ROW: \$964,800</b> <b>Const: \$8,606,505</b>	<b>ROW: \$50,000</b> <b>Const: \$16,259,603</b>	<b>ROW: \$2,333,060</b> <b>Const: \$6,017,638</b>	<b>Const: \$10,000,000</b>	<b>Total: \$51,158,801</b>  <b>ROW: \$4,138,520</b> <b>Const: \$47,020,282</b>

**Vermont Agency of Transportation**  
**2020 - 2023 Statewide Transportation Improvement Program (STIP)**

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
ADDISON BF 0172(9) VTrans # 15B092 VT-125		Const: \$100,000	Const: \$468,000		Total: \$710,000 Const: \$710,000
Description: Replace Bridge No. 1 (short) on VT-125 in Addison over Timber Creek.					
BARRE TOWN BF 0169(12) VTrans # 12C576 VT-110	PE: \$164,000				Total: \$205,000 PE: \$205,000
Description: SCOPING TO EVALUATE ALTERNATIVES FOR BRIDGE NO. 21 ON VT110 IN BARRE TOWN, OVER JAIL BROOK.					
BERLIN BF 026-1(43) VTrans # 13B254 US-302			Const: \$244,800	Const: \$2,000,000	Total: \$2,806,000 Const: \$2,806,000
Description: REPLACE BRIDGE NO. 3 ON US302 IN BERLIN, OVER THE STEVENS BRANCH.					
BETHEL BHF 0241(38) VTrans # 10C216 VT-12	Const: \$1,000,000	Const: \$581,758			Total: \$1,977,198 Const: \$1,977,197
Description: REPLACEMENT OF BRIDGE NO. 38 ON VT12 IN BETHEL, OVER GILEAD BROOK.					
BRAINTREE BF 0241(51) VTrans # 12C578 VT-12		Const: \$504,000			Total: \$630,000 Const: \$630,000
Description: SCOPING TO EVALUATE ALTERNATIVES FOR BRIDGE NO. 47 ON VT12 IN BRAINTREE, OVER AYERS BROOK.					
BRISTOL BF 021-1(33) VTrans # 13B256 VT-116	Const: \$206,582				Total: \$258,228 Const: \$258,227
Description: REHABILITATION OF BRIDGE NO. 12 ON VT116 IN BRISTOL OVER BALDWIN CREEK, INCLUDING REPLACEMENT OF THE EXISTING SUPERSTRUCTURE.					
CALAIS BHF 037-2(10) VTrans # 12B144 VT-14		Const: \$400,000	Const: \$1,454,400		Total: \$2,318,000 Const: \$2,318,000
Description: REPLACEMENT OF BRIDGE NO. 74 ON VT14 IN CALAIS, OVER PEKIN BROOK.					
CALAIS BHF 037-2(11) VTrans # 12B146 VT-14		Const: \$300,000	Const: \$1,398,240		Total: \$2,122,800 Const: \$2,122,800
Description: REPLACEMENT OF BRIDGE NO. 82 ON VT14 IN CALAIS, OVER KINGSBURY BRANCH.					

**Vermont Agency of Transportation**

<b>Project Location</b>	<b>FY20</b>	<b>FY21</b>	<b>FY22</b>	<b>FY23</b>	<b>Total Cost Fed+State+Local</b>
CALAIS BHF 037-2(12) VTrans # 12B148 VT-14		Const: \$100,000	Const: \$847,696		Total: \$1,184,620 Const: \$1,184,620
Description: REHABILITATION OF BRIDGE NO. 77 ON VT14 IN CALAIS, OVER KINGSBURY BRANCH.					
CHESTER BF 025-1(45) VTrans # 12B580 VT-103	PE: \$300,000	PE: \$548,000 ROW: \$80,000		Const: \$2,000,000	Total: \$3,660,000 PE: \$1,060,000 ROW: \$100,000 Const: \$2,500,000
Description: REPLACEMENT OF BRIDGE NO. 14 ON VT103 IN CHESTER, OVER THE WILLIAMS RIVER AND THE GREEN MOUNTAIN RAILROAD.					
CHESTER BF 025-1(46) VTrans # 16B002 VT-103		Const: \$1,064,000			Total: \$1,330,000 Const: \$1,330,000
Description: Replace deck and rails on Bridge No. 16 on VT-103 in Chester over Williams River.					
CHESTER BF 0134(50) VTrans # 16B069 VT-11	ROW: \$4,000	Const: \$100,000	Const: \$644,000		Total: \$935,000 ROW: \$5,000 Const: \$930,000
Description: REPLACEMENT OF BRIDGE NO. 51 ON VT-11 IN CHESTER.					
DOVER BF 013-1(20) VTrans # 13B058 VT-100	Const: \$381,679				Total: \$477,099 Const: \$477,099
Description: REPLACEMENT OF BRIDGE NO. 59 ON VT100 IN DOVER, OVER THE NORTH BRANCH OF THE DEERFIELD RIVER.					
ENOSBURGH BF 0283(42) VTrans # 12C584 VT-118	ROW: \$48,000	Const: \$200,000	Const: \$856,000		Total: \$1,380,000 ROW: \$60,000 Const: \$1,320,000
Description: SCOPING TO EVALUATE ALTERNATIVES FOR BRIDGE NO. 24 (SHORT) ON VT118 IN ENOSBURG.					
GEORGIA BF 023-1(7) VTrans # 18B265 VT-104A	Const: \$1,375,585				Total: \$1,696,578 Const: \$1,696,578
Description: Replacement of Bridge No. 1 on VT 104A.					
HARDWICK BF 037-3(8) VTrans # 19B077 VT-16	Const: \$620,000				Total: \$775,001 Const: \$775,001
Description: Application of a metalize coating to the steel beams, on VT16 Bridge No. 1.					

<b>Project Location</b>	<b>FY20</b>	<b>FY21</b>	<b>FY22</b>	<b>FY23</b>	<b>Total Cost Fed+State+Local</b>
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### Vermont Agency of Transportation

HARTFORD (QUEECHEE) NH 020-2(45) VTrans # 17B082 US-4		Const: \$1,000,000	Const: \$3,000,000	Const: \$2,507,842	Total: \$8,134,803 Const: \$8,134,802
Description: Rehabilitation of Bridge 61 (Quechee Gorge) on US-4 in the town of Hartford over the Ottauquechee River.					
KILLINGTON BF 020-2(42) VTrans # 13B260 US-4		Const: \$100,000	Const: \$1,724,000		Total: \$2,280,000 Const: \$2,280,000
Description: REPLACEMENT OF BRIDGE NO. 33 ON US4 IN KILLINGTON, OVER THE OTTAUQUECHEE RIVER.					
LANCASTER-GUILDHALL BHF A001(159) VTrans # 12B466 US-2	Const: \$2,000,000	Const: \$540,000			Total: \$3,175,000 Const: \$3,175,000
Description: REPLACE EXISTING BR127 ON US2 ON NEW ALIGNMENT, OVER THE CONNECTICUT RIVER BETWEEN LANCASTER, NH AND GUILDHALL, VT. NH BRIDGE NUMBER 111/129.					
LOWELL BF 029-2(14) VTrans # 12B592 VT-100	PE: \$130,000 ROW: \$40,000		Const: \$344,000	Const: \$1,000,000	Total: \$1,892,500 PE: \$162,500 ROW: \$50,000 Const: \$1,680,000
Description: REPLACEMENT OF BRIDGE NO. 234 ON VT100 IN LOWELL, OVER EAST BRANCH.					
LYME-THETFORD BF A000(394) VTrans # 12C468 VT-113	ROW: \$16,216	Const: \$135,000	Const: \$1,000,000		Total: \$1,419,852 ROW: \$20,000 Const: \$1,399,851
Description: REHABILITATION OF THE EXISTING BRIDGE CARRYING EAST THETFORD ROAD (VT113) OVER THE CONNECTICUT RIVER (NH BRIDGE NO. 053/112; CONNECTICUT RIVER BRIDGE NO. 14). NEW HAMPSHIRE PROJECT NUMBER 14460.					
MIDDLEBURY WCRS(23) VTrans # 13G542 VT-30	ROW: \$10,000,000 Const: \$19,174,096	ROW: \$4,210,936 Const: \$15,000,000			Total: \$50,931,613 ROW: \$14,958,880 Const: \$35,972,732
Description: LOWER GRADE OF THE VERMONT RAILWAY IN MIDDLEBURY TO ACCOMMODATE 21-FT. VERTICAL CLEARANCE, AND REPLACEMENT OF THE VT30 AND MERCHANTS ROW BRIDGES AT THEIR LOCATIONS.					
MONTGOMERY STP DECK(40) VTrans # 15B107 VT-118	Const: \$100,000	Const: \$1,436,000			Total: \$1,920,000 Const: \$1,920,000
Description: REPLACEMENT OF DECK AND MINOR RELATED WORK ON BRIDGE 19 ON VT 118 IN MONTGOMERY OVER TROUT RIVER					

## Vermont Agency of Transportation

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
MONTGOMERY STP DECK(47) VTrans # 16B090 VT-118	Const: \$100,000	Const: \$1,669,040			Total: \$2,211,300 Const: \$2,211,300
Description: REPLACEMENT OF DECK AND MINOR RELATED WORK ON BRIDGE 20 ON VT 118 IN MONTGOMERY OVER WEST HILL BROOK					
MORETOWN BF 0167(16) VTrans # 16B010 VT-100B	Const: \$240,000	Const: \$2,000,000			Total: \$2,800,000 Const: \$2,800,000
Description: Replace Bridge no. 2 on VT-100B in Moretown over the Mad River.					
MT. HOLLY BF 0133(12) VTrans # 12C594 VT-155	Const: \$100,000	Const: \$958,784			Total: \$1,323,480 Const: \$1,323,480
Description: REMOVE AND REPLACE EXISTING CULVERT WITH A NEW METAL ARCH, BR7 ON VT155 IN MT. HOLLY OVER THE MILL RIVER.					
NEWPORT BM19902 VTrans # 17B172 VT-100	Const: \$400,000				Total: \$500,000 Const: \$500,000
Description: Bridge maintenance project to line existing culvert (br. 256) located on VT-100 in Newport carrying Stoney brook.					
NORTH HERO BF 028-1(30) VTrans # 13B264 US-2	ROW: \$16,000		Const: \$2,000,000	Const: \$4,197,774	Total: \$7,767,218 ROW: \$20,000 Const: \$7,747,217
Description: REPLACE CONCRETE DECK OF BRIDGE NO. 5 ON US2 IN NORTH HERO, OVER ALBURGH PASSAGE.					
NORTH HERO-GRAND ISLE BHF 028-1(26) VTrans # 12B142 US-2	Const: \$12,573,613	Const: \$10,000,000			Total: \$26,557,192 Const: \$26,557,191
Description: REPLACEMENT OF BRIDGE NO. 8 ON US2 BETWEEN NORTH HERO AND GRAND ISLE, OVER LAKE CHAMPLAIN.					
ORANGE BF 026-1(45) VTrans # 15B093 US-302		Const: \$400,000			Total: \$500,000 Const: \$500,000
Description: Rehabilitation of bridge no. 18 (short) on US-302 in Orange over Brook.					
PITTSFORD BF 019-3(59) VTrans # 13B266 US-7		Const: \$100,000	Const: \$2,000,000	Const: \$2,845,649	Total: \$6,182,061 Const: \$6,182,061
Description: REPLACE BRIDGE NO. 108 ON US7 IN PITTSFORD, OVER FURNACE BROOK.					
PLYMOUTH BF 013-3(13) VTrans # 12B596 VT-100	Const: \$140,374	Const: \$800,000			Total: \$1,175,468 Const: \$1,175,467
Description: REMOVE AND REPLACE EXISTING CULVERT WITH A NEW METAL ARCH, BR115 ON VT100 IN PLYMOUTH, OVER RESERVOIR BROOK.					



## Vermont Agency of Transportation

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
PROCTOR BO 1443(54) VTrans # 16B003		Const: \$200,000	Const: \$1,681,600		Total: \$2,352,000 Const: \$2,352,000
Description: Replacement of Bridge no. 3 on TH-11 in Proctor over Vermont Railway.					
PUTNEY STP DECK(38) VTrans # 15B105 US-5	Const: \$100,000	Const: \$739,936			Total: \$1,049,920 Const: \$1,049,920
Description: REPLACEMENT OF DECK AND MINOR RELATED WORK ON BRIDGE 15 ON US 5 IN PUTNEY OVER SACKETTS BROOK					
READSBORO BF 0102(16) VTrans # 13C068 VT-100		Const: \$200,000	Const: \$4,000,000	Const: \$3,303,200	Total: \$9,379,000 Const: \$9,379,000
Description: REPLACEMENT OF BRIDGE NO. 25 ON VT100 IN READSBORO, OVER THE WEST BRANCH OF THE DEERFIELD RIVER.					
RICHFORD-SUTTON, PQ BHF 0814(1) VTrans # 10C222 VT-105A	Const: \$140,000				Total: \$220,126 Const: \$220,125
Description: REHABILITATION OF BRIDGE NO. 3 ON VT105A, OVER THE MISSISQUOI RIVER BETWEEN RICHFORD, VT AND SUTTON, QUEBEC.					
SEARSBURG BF 010-1(50) VTrans # 13B332 VT-9		Const: \$100,000	Const: \$1,502,984		Total: \$2,003,730 Const: \$2,003,730
Description: REPLACEMENT OF BRIDGE NO. 20 ON VT9 IN SEARSBURG, OVER AN UNNAMED TRIBUTARY.					
SHAFTSBURY STP 014-1(6) VTrans # 16B083 VT-67		ROW: \$52,000			Total: \$65,000 ROW: \$65,000 Const: \$0
Description: REPLACEMENT OF BRIDGE NO. 1 ON VT-67 IN SHAFTSBURY.					
SPRINGFIELD BF 0134(43) VTrans # 13C334 VT-11	ROW: \$13,600	Const: \$251,200	Const: \$1,000,000		Total: \$1,581,000 ROW: \$17,000 Const: \$1,564,000
Description: REPLACEMENT OF BRIDGE NO. 57 ON VT11 IN SPRINGFIELD, OVER CHESTER BROOK.					
SPRINGFIELD BF 0134(45) VTrans # 13D336 VT-11	ROW: \$11,200	Const: \$192,000	Const: \$1,000,000		Total: \$1,504,000 ROW: \$14,000 Const: \$1,490,000
Description: REPLACEMENT OF BRIDGE NO. 60 ON VT11 IN SPRINGFIELD.					

**Vermont Agency of Transportation**

<b>Project Location</b>	<b>FY20</b>	<b>FY21</b>	<b>FY22</b>	<b>FY23</b>	<b>Total Cost Fed+State+Local</b>
SPRINGFIELD BF 0134(49) VTrans # 16B068 VT-11	ROW: \$12,800	Const: \$376,000	Const: \$1,000,000		Total: \$1,736,000 ROW: \$16,000 Const: \$1,720,000
Description: REPLACEMENT OF BRIDGE NO. 61 ON VT-11 IN SPRINGFIELD.					
STATEWIDE				Const: \$10,000,000	Total: \$10,000,000 Const:\$10,000,000
WATERBURY BF 0284(33) VTrans # 12C602 US-2	PE: \$144,000		Const: \$864,000	Const: \$1,000,000	Total: \$2,510,000 PE: \$180,000 Const: \$2,330,000
Description: SCOPING TO EVALUATE ALTERNATIVES FOR BRIDGE NO. 44 ON US2 IN WATERBURY, OVER THE LITTLE RIVER.					
WOODSTOCK BF 0241(44) VTrans # 13C272 VT-12	Const: \$207,920				Total: \$259,900 Const: \$259,900
Description: REHABILITATION OF BRIDGE NO. 19 ON VT12 IN WOODSTOCK, OVER NORTH BRIDGEWATER BROOK.					
<b>Totals for State Highway Bridges</b>	<b>PE: \$738,000 ROW: \$10,161,816 Const: \$38,859,850</b>	<b>PE: \$548,000 ROW: \$4,342,936 Const: \$39,547,718</b>	<b>Const: \$27,029,720</b>	<b>Const: \$28,854,465</b>	<b>Total: \$163,896,684 PE: \$1,607,500 ROW: \$15,325,880 Const: \$146,963,304</b>

## Vermont Agency of Transportation

### 2020 - 2023 Statewide Transportation Improvement Program (STIP)

Town Highway Bridges					
Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
ANDOVER BF 0132(14) VTrans # 16J175 Maj-0132				Const: \$377,600	Total: \$472,000 Const: \$472,000
Description: Replace Bridge No. 9 on FAS-0132 in Andover over the Trout Brook.					
BENNINGTON BF 1000(20) VTrans # 12J606 VT-9	PE: \$196,000				Total: \$245,000 PE: \$245,000
Description: SCOPING TO EVALUATE ALTERNATIVES FOR BRIDGE NO. 6 ON VT9 IN BENNINGTON, OVER THE WALLOOMSAC RIVER.					
BRATTLEBORO-HINSDALE, NH BF A004(152) VTrans # 16J072	ROW: \$1,500,000	ROW: \$3,136,000 Const: \$1,000,000	Const: \$5,000,000	Const: \$600,000	Total: \$14,045,000 ROW: \$5,795,000 Const: \$8,250,000
Description: THIS PROJECT REPRESENTS VERMONT'S SHARE OF THE VERMONT-NEW HAMPSHIRE PROJECT. NEW HAMPSHIRE IS LEAD.					
BURKE BO 1447(31) VTrans # 12J610		Const: \$184,000	Const: \$800,000		Total: \$1,230,000 Const: \$1,230,000
Description: REPLACE BRIDGE NO. 35 ON TH31 IN BURKE, OVER THE WEST BRANCH OF THE PASSUMPSIC RIVER.					
CAVENDISH BO 1442(38) VTrans # 13J302	Const: \$314,390				Total: \$392,988 Const: \$392,987
Description: REPLACEMENT OF BRIDGE NO. 58 ON TH1 IN CAVENDISH, OVER THE BLACK RIVER.					
CHESTER BO 1442(39) VTrans # 12J616				Const: \$200,000	Total: \$250,000 Const: \$250,000
Description: SCOPING TO EVALUATE ALTERNATIVES FOR BRIDGE NO. 62 ON TH18 IN CHESTER, OVER THE WILLIAMS RIVER.					
CORNISH-WINDSOR BF A003(035) VTrans # 15J182	Const: \$351,648				Total: \$439,560 Const: \$439,560
Description: PROVIDE SCOUR PROTECTION FOR THE CORNISH, NH-WINDSOR, VT COVERED BRIDGE OVER CONNECTICUT RIVER					
DERBY FLAP(1) VTrans # 17K061	Const: \$598,370				Total: \$738,000 Const: \$738,000
Description: Replacement of failing culverts at Halls Creek Crossing & Johns River Crossing. Funding will come from Eastern Federal Lands Access					

## Vermont Agency of Transportation

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
EDEN BO 1448(44) VTrans # 16J176	Const: \$100,000	Const: \$582,695			Total: \$853,369 Const: \$853,368
Description: Replace Bridge No. 23 on TH-13 in Eden over the White Branch Gihon River.					
GRAFTON BF 0125(6) VTrans # 16J177 Maj-0125				Const: \$200,000	Total: \$250,000 Const: \$250,000
Description: Replacement of Bridge No. 20 on FAS-0125 in Grafton over the Saxtons River.					
LEICESTER BO 1445(37) VTrans # 12J636		Const: \$100,000	Const: \$957,800		Total: \$1,322,250 Const: \$1,322,250
Description: SCOPING TO EVALUATE ALTERNATIVES FOR BRIDGE NO. 4 ON TH12 IN LEICESTER, OVER THE LEICESTER RIVER.					
LUDLOW VILLAGE BO 1443(52) VTrans # 12J638	PE: \$80,000			Const: \$480,000	Total: \$700,000 PE: \$100,000 Const: \$600,000
Description: SCOPING TO EVALUATE ALTERNATIVES FOR BRIDGE NO. 57 ON TH324 (MILL ST.) IN LUDLOW VILLAGE, OVER THE BLACK RIVER					
LUDLOW VILLAGE NH DECK(49) VTrans # 18J009 VT-103			Const: \$100,000	Const: \$820,000	Total: \$1,150,000 Const: \$1,150,000
Description: DECK REPLACEMENT OF BRIDGE NO. 26 OVER JEWELL BROOK ON VT-103 IN LUDLOW VILLAGE.					
MONTPELIER NH DECK(48) VTrans # 18J008 US-2			Const: \$248,000	Const: \$1,000,000	Total: \$1,560,000 Const: \$1,560,000
Description: DECK REPLACEMENT OF BRIDGE NO. 64 OVER WINOOSKI RIVER ON US-2 IN MONTPELIER (50-50 SHARED OWNERSHIP BETWEEN MONTPELIER AND STATE OF VERMONT)					
NEWBURY BO 1447(32) VTrans # 16J179 Min-0700	PE: \$125,000		Const: \$736,000		Total: \$1,076,250 PE: \$156,250 Const: \$920,000
Description: Rehabilitation of Bridge No. 15 on TH-3 in Newbury over the Wells River, including replacement of the existing deck and steel beams and					
NEWFANE BF 0106(6) VTrans # 13J306 Maj-0106		Const: \$16,000	Const: \$2,000,000		Total: \$2,520,000 Const: \$2,520,000
Description: REPLACEMENT OF BRIDGE NO. 12 ON FAS 0106 IN NEWFANE, OVER THE ROCK RIVER.					

## Vermont Agency of Transportation

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
ORLEANS VILLAGE BF 0310(7) VTrans # 13J084 VT-58	Const: \$601,650				Total: \$752,063 Const: \$752,062
Description: REPLACE BR10 ON VT58 (BARTON ST.) IN ORLEANS VILLAGE, OVER THE BARTON RIVER.					
ROCKINGHAM (BELLOWS FALLS) BO 1442(41) VTrans # 16J181	ROW: \$96,000				Total: \$120,000 ROW: \$120,000
Description: Replacement of Bridge No. 53 on TH-448 in Rockingham (Bellows Falls) over the Power Dam Canal.					
STATEWIDE				Const: \$5,000,000	Total: \$5,000,000 Const: \$5,000,000
STOWE BO 1446(37) VTrans # 12J660		ROW: \$40,000	Const: \$288,000	Const: \$1,000,000	Total: \$1,660,000 ROW: \$50,000 Const: \$1,610,000
Description: REPLACE BRIDGE NO. 51 ON TH43 IN STOWE, OVER MILLER BROOK.					
WESTMINSTER BF 0126(13) VTrans # 12J668 Maj-0126			Const: \$536,000	Const: \$1,000,000	Total: \$1,920,000 Const: \$1,920,000
Description: REHABILITATION OF THE EXISTING BRIDGE NO. 5 ON FAS 0126 IN WESTMINSTER, OVER THE SAXTONS RIVER.					
<b>Totals for Town Highway Bridges</b>	<b>PE: \$401,000 ROW: \$1,596,000 Const: \$1,966,058</b>	<b>ROW: \$3,176,000 Const: \$1,882,695</b>	<b>Const: \$10,665,800</b>	<b>Const: \$10,677,600</b>	<b>Total: \$36,696,479 PE: \$501,250 ROW: \$5,965,000 Const: \$30,230,229</b>

## Vermont Agency of Transportation

### 2020 - 2023 Statewide Transportation Improvement Program (STIP)

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
<b>Traffic &amp; Safety</b>					
BARRE CITY HES 037-1(8) VTrans # 04D196 VT-14	Const: \$50,000	Const: \$1,123,000			Total: \$1,173,000 Const: \$1,173,000
Description: IMPROVEMENTS TO THE VT14 (MAPLE AVE.)MERCHANT ST. INTERSECTION IN BARRE CITY, INCLUDING REALIGNMENT OF MERCHANT STREET.					
BARRE TOWN HES STPG 6100(6) VTrans # 99D128 VT-14	Const: \$100,000	Const: \$2,000,000	Const: \$660,000		Total: \$2,760,000 Const: \$2,760,000
Description: PROJECT IS FOR IMPROVEMENTS TO THE VT14/BRIDGE ST./STERLING HILL ROAD INTERSECTION IN SOUTH BARRE.					
HARTFORD STP 0113(59)S VTrans # 98C026 US-5	Const: \$939,055	Const: \$1,679,521			Total: \$2,618,576 Const: \$2,618,576
Description: PROJECT IS FOR INSTALLING ROUNDABOUTS AT THE INTERSECTIONS OF US5 AND SYKES AVE., AND SYKES AVE. AND RALPH LEHMAN DRIVE.					
NEW HAVEN HES 032-1(8) VTrans # 04B210 VT-17		Const: \$500,000	Const: \$1,500,000	Const: \$219,030	Total: \$2,219,030 Const: \$2,219,030
Description: REALIGNMENT OF THE VT17/EAST ST. (TH22 & TH18) INTERSECTION IN NEW HAVEN, AND ELIMINATION OF THE VT17/TH19 INTERSECTION.					
PLAINFIELD NH 028-3(41) VTrans # 14T184 US-2	ROW: \$40,000			Const: \$100,000	Total: \$140,000 ROW: \$40,000 Const: \$100,000
Description: Project is for improvements to the intersection of US Route 2 and Town Highway 1 (Main Street) in the Town of Plainfield.					
SOUTH HERO STP HES 028-1(22) VTrans # 12B016 US-2	Const: \$100,000	Const: \$1,187,088			Total: \$1,430,098 Const: \$1,430,097
Description: INSTALLATION OF A LEFT-TURN LANE ON US2 WESTBOUND, AT THE US2/VT314 INTERSECTION IN SOUTH HERO. INCLUDES OTHER GENERAL SAFETY IMPROVEMENTS.					
STATEWIDE				Const: \$5,000,000	Total: \$5,000,000 Const: \$5,000,000
Traffic and Safety Projects to be identified					

### Vermont Agency of Transportation

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
<b>Traffic &amp; Safety</b>					
STOWE STPG SGNL(52) VTrans # 17T308 VT-100		Const: \$429,580			Total: \$429,580 Const: \$429,580
Description: Installation of a new traffic signal at the VT100/West Hill Road (TH 6) intersection in Stowe.					
WALLINGFORD-RUTLAND NHG SIGN(68) VTrans # 17T334 US-7		Const: \$100,000	Const: \$1,246,047		Total: \$1,346,047 Const: \$1,346,047
Description: Sign replacement of Type B signs for statewide line item 02K188. Located on US 7 in Wallingford-Rutland Town.					
WEST RUTLAND STPG SGNL(50) VTrans # 17T026 BUS-4	Const: \$274,420				Total: \$274,420 Const: \$274,420
Description: Improvements to MS 316 located at the intersection of BUS 4 and VT 4A in West Rutland. Improvements to include new mast arms, Econolite TS2 cabinet w/Cobalt controller, stop bar detection and retroreflective back plates.					
<b>Totals for Traffic &amp; Safety</b>	<b>ROW: \$40,000 Const: \$1,463,475</b>	<b>Const: \$7,019,189</b>	<b>Const: \$3,406,047</b>	<b>Const: \$5,319,030</b>	<b>Total: \$17,390,751  ROW: \$40,000 Const: \$17,350,751</b>

Summary of FTA Fund Usage

		Available Funds remaining from previous years FY19 and previous not out in a STIP*	FFY 2020 Apportionments	FFY 2020 Anticipated Available	FFY 2020 Programmed In STIP	Available Funds remaining from previous years FY20 and previous not out in a STIP*	FFY 2021 Apportionments	FFY 2021 Anticipated Available	FFY 2021 Programmed In STIP	Available Funds remaining from previous years FY21 and previous not out in a STIP*	FFY 2022 Apportionments	FFY 2022 Anticipated Available	FFY 2022 Programmed In STIP	Available Funds remaining from previous years FY22 and previous not out in a STIP*	FFY 2023 Apportionments	FFY 2023 Anticipated Available	FFY 2023 Programmed In STIP
<b>Federal Transit Administration</b>																	
<b>Section 5303 Metropolitan Planning urban funds (will be flexed from FTA to FHWA SPR funds to be used per the UPWP)</b>		\$ -	\$ 471,650	\$ 471,650	\$ 471,650	\$ 0	\$ 485,800	\$ 485,800	\$ 485,800	\$ 0	\$ 500,374	\$ 500,374	\$ 500,374	\$ 0	\$ 515,385	\$ 515,385	\$ 515,385
<b>Section 5304 Statewide Planning</b>		\$ -	\$ 123,151	\$ 123,151	\$ 123,151	\$ (0)	\$ 126,845	\$ 126,845	\$ 126,845	\$ 0	\$ 130,651	\$ 130,651	\$ 130,651	\$ 0	\$ 134,570	\$ 134,571	\$ 134,570
Operator: Statewide	Federal				\$ 53,904												
	State				\$ 13,476												
	Local																
	Total				\$ 67,380												
Operator: AT	Federal																
	State																
	Local																
	Total																
Operator: GMT-Rural (GMTA)	Federal				\$ 8,047												
	State																
	Local				\$ 2,012												
	Total				\$ 10,059												
Operator: MVRTD	Federal				\$ 1,200.00												
	State																
	Local				\$ 300.00												
	Total				\$ 1,500.00												
Operator: SEVT	Federal				\$ 20,000.00												
	State																
	Local				\$ 5,000.00												
	Total				\$ 25,000.00												
Operator: RCT	Federal				\$ 20,000												
	State																
	Local				\$ 5,000												
	Total				\$ 25,000												
Operator: TVT	Federal				\$ 20,000												
	State																
	Local				\$ 5,000												
	Total				\$ 25,000												
	Total Federal				\$ 123,151												
	Total State				\$ 13,476												
	Total Local				\$ 17,312												
	Total TrAMS Application				\$ 153,939												
<b>Section 5310 Elderly and Persons with Disability Program</b>																	
Vermont awards 5310 capital funds through a competitive and coordinated application process. Grants are awarded based on need, service delivery, quality of service and coordination. The application process takes place once per year along with applications for other funding sources.																	
All funds are distributed through the transit agencies listed below. Other agencies that specifically serve the elderly and disabled receive vehicles		\$ -	\$ 180,250	\$ 180,250	\$ 180,250	\$ -	\$ 185,658	\$ 185,658	\$ 185,658	\$ -	\$ 191,228	\$ 191,228	\$ 191,228	\$ -	\$ 196,965	\$ 196,965	\$ 196,965
<b>Available Funds</b>		\$ 142,304	\$ 329,600	\$ 471,904	\$ 406,485	\$ 65,419	\$ 339,488	\$ 404,907	\$ 404,907	\$ -	\$ 349,673	\$ 349,673	\$ 349,673	\$ -	\$ 360,163	\$ 360,163	\$ 360,163
All funds are distributed through the transit agencies listed below:																	
Operator: GMT-Rural (CCTA) Chittenden County Transit A	Federal				\$ 24,776.00												
	State																
	Local				\$ 6,194.00												
	Total				\$ 30,970												
Operator: GMCNI	Federal				0												
	State				\$ -												
	Local				0												
	Total				0												
Operator: TVT	Federal				\$ 87,556.00												
	State				\$ 10,945												
	Local				\$ 10,945.00												
	Total				\$ 109,446.00												
Operator: RCT	Federal				\$ -												
	State				\$ -												
	Local				\$ -												
	Total				\$ -												
Operator: GMT-Urban (CCTA) Chittenden County Transit A	Federal				\$ 137,200												
	State				\$ 8,400												
	Local				\$ 25,900												
	Total				\$ 171,500												
	Total Federal				\$ 249,532												
	Total State				\$ 19,345												
	Total Local				\$ 43,039												
	Total TrAMS Application				\$ 311,916												



Summary of FTA Fund Usage

Federal Transit Administration Section 5311/5340 Non Urbanized Area Formula Program		Available Funds remaining from previous years FY19 and previous not out in a STIP*	FFY 2020 Apportionments	FFY 2020 Anticipated Available	FFY 2020 Programmed in STIP	Available Funds remaining from previous years FY20 and previous not out in a STIP*	FFY 2021 Apportionments	FFY 2021 Anticipated Available	FFY 2021 Programmed in STIP	Available Funds remaining from previous years FY21 and previous not out in a STIP*	FFY 2022 Apportionments	FFY 2022 Anticipated Available	FFY 2022 Programmed in STIP	Available Funds remaining from previous years FY22 and previous not out in a STIP*	FFY 2023 Apportionments	FFY 2023 Anticipated Available	FFY 2023 Programmed in STIP
Fund Source																	
Vermont awards 5311 capital funds through a competitive and coordinated application process. Grants are awarded based on need, service delivery, quality of service and coordination. The application process takes place once per year along with applications for other funding sources.																	
All funds are distributed through the transit agencies listed below. Other agencies that specifically serve the elderly and disabled participate as subcontractors to the regional providers except two statewide service agencies, Vermont Association Blind and Visually Impaired and the Vermont Kidney Association.																	
		\$ 1,193,170	\$ 4,653,853	\$ 5,847,023	\$ 4,619,435	\$ 1,227,588	\$ 4,793,469	\$ 6,021,057	\$ 4,803,087	\$ 1,217,970	\$ 4,937,273	\$ 6,155,243	\$ 4,994,051	\$ 1,161,192	\$ 5,085,391	\$ 6,246,583	\$ 5,192,620
<b>FTA program funds</b>																	
Section 5311/5340 Rural Area Formula	operating				\$ 3,610,816				\$ 3,755,249				\$ 3,905,459				\$ 4,061,677
Section 5311/5340 Rural Area Formula	administrative/pm				\$ 257,500				\$ 267,800				\$ 278,512				\$ 289,652
Section 5311/5340 Rural Technical Assistance Program	rtap - subrecipients				\$ 59,498				\$ 61,283				\$ 63,121				\$ 65,015
Section 5311/5340 Rural Technical Assistance Program	rtap - statewide				\$ 53,020				\$ 54,611				\$ 56,249				\$ 57,937
Section 5311/5340 Intercity Bus	Intercity Bus				\$ 638,600				\$ 664,144				\$ 690,710				\$ 718,338
Total					\$ 4,619,435				\$ 4,803,087				\$ 4,994,051				\$ 5,192,620
<b>All funds are distributed through the transit agencies listed below:</b>																	
<b>Operator: SEVT</b>																	
Section 5311/5340 Rural Area Formula	Federal operating				\$ 625,000												
Section 5311/5340 Rural Area Formula	Federal Admin/PM/E&D				\$ 195,000												
Section 5311/5340 Rural Technical Assistance Program	Federal rtap				\$ 6,000												
Local					\$ 673,750												
Total					\$ 1,499,750												
<b>Operator: GMT-Rural (GMTA)</b>																	
Section 5311/5340 Rural Area Formula	Federal operating				\$ 700,000												
Section 5311/5340 Rural Area Formula	Federal Admin/PM/E&D				\$ 110,000												
Section 5311/5340 Rural Technical Assistance Program	Federal rtap				\$ 18,000												
Local					\$ 727,500												
Total					\$ 1,555,500												
<b>Operator: AT</b>																	
Section 5311/5340 Rural Area Formula	Federal operating				\$ 262,581												
Section 5311/5340 Rural Area Formula	Federal Admin/PM/E&D				\$ 77,500												
Section 5311/5340 Rural Technical Assistance Program	Federal rtap				\$ 3,000												
Local					\$ 281,956												
Total					\$ 625,037												
<b>Operator: GMCNI</b>																	
Section 5311/5340 Rural Area Formula	Federal operating				\$ 230,000												
Section 5311/5340 Rural Area Formula	Federal Admin/PM/E&D				\$ 6,200												
Section 5311/5340 Rural Technical Assistance Program	Federal rtap				\$ 230,000												
Local					\$ 466,200												
Total					\$ 466,200												
<b>Operator: RCT</b>																	
Section 5311/5340 Rural Area Formula	Federal operating				\$ 90,000												
Section 5311/5340 Rural Area Formula	Federal Admin/PM/E&D				\$ 50,000												
Section 5311/5340 Rural Technical Assistance Program	Federal rtap				\$ 3,000												
Local					\$ 102,500												
Total					\$ 245,500												
<b>Operator: MVRTD</b>																	
Section 5311/5340 Rural Area Formula	Federal operating				\$ 850,000												
Section 5311/5340 Rural Area Formula	Federal Admin/PM/E&D				\$ 3,000												
Section 5311/5340 Rural Technical Assistance Program	Federal rtap				\$ 850,000												
Local					\$ 1,703,000												
Total					\$ 1,703,000												
<b>Operator: TVTI</b>																	
Section 5311/5340 Rural Area Formula	Federal operating				\$ 460,000												
Section 5311/5340 Rural Area Formula	Federal Admin/PM/E&D				\$ 20,000												
Section 5311/5340 Rural Technical Assistance Program	Federal rtap				\$ 12,600												
Local					\$ 465,000												
Total					\$ 957,600												

Summary of FTA Fund Usage

	<b>Fund Source</b>	<b>Available Funds remaining from previous years FY19 and previous not put in a STIP*</b>	<b>FFY 2020 Apportionments</b>	<b>FFY 2020 Anticipated Available</b>	<b>FFY 2020 Programmed In STIP</b>	<b>Available Funds remaining from previous years FY20 and previous not put in a STIP*</b>	<b>FFY 2021 Apportionments</b>	<b>FFY 2021 Anticipated Available</b>	<b>FFY 2021 Programmed In STIP</b>	<b>Available Funds remaining from previous years FY21 and previous not put in a STIP*</b>	<b>FFY 2022 Apportionments</b>	<b>FFY 2022 Anticipated Available</b>	<b>FFY 2022 Programmed In STIP</b>	<b>Available Funds remaining from previous years FY22 and previous not put in a STIP*</b>	<b>FFY 2023 Apportionments</b>	<b>FFY 2023 Anticipated Available</b>	<b>FFY 2023 Programmed In STIP</b>
Operator: <b>Greyhound Intercity Bus</b> (Springfield to White River Junction)	<b>FTA program funds</b>																
Section 5311/5340 Rural Area Formula	Federal operating				\$ 140,000												
Section 5311/5340 Rural Area Formula	Federal oper/admin																
Section 5311/5340 Rural Technical Assistance Program	Federal rtap																
	Local				\$ 140,000												
	Total				\$ 280,000												
Operator: <b>VT Translines Intercity Bus</b> (Rts 4&7)	<b>FTA program funds</b>																
Section 5311/5340 Rural Area Formula	Federal operating				\$ 500,000												
Section 5311/5340 Rural Area Formula	Federal oper/admin																
Section 5311/5340 Rural Technical Assistance Program	Federal rtap																
	Local				\$ 500,000												
	Total				\$ 1,000,000												
Operator: <b>State Admin</b>	<b>FTA program funds</b>																
Section 5311/5340 Rural Technical Assistance Program	Federal rtap				\$ 62,753												
	Total				\$ 62,753												
	<b>Total</b>																
	Federal operating				\$ 3,857,581												
	Federal oper/admin				\$ 452,500												
	Federal RTAP - Providers				\$ 51,800												
	Statewide RTAP				\$ 62,753												
	FTA Total				\$ 4,424,634												
	Local				\$ 3,970,706												
	Total Trams application				\$ 8,395,340												

Summary of FTA Fund Usage

<b>Federal Transit Administration Section 5311/5340 Non Urbanized Area Flex Program</b>		<u>Available Funds remaining from previous years FY19 and previous not out in a STIP*</u>	<u>FFY 2020 Apportionments</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>Available Funds remaining from previous years FY20 and previous not out in a STIP*</u>	<u>FFY 2021 Apportionments</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</u>	<u>Available Funds remaining from previous years FY21 and previous not out in a STIP*</u>	<u>FFY 2022 Apportionments</u>	<u>FFY 2022 Anticipated Available</u>	<u>FFY 2022 Programmed In STIP</u>	<u>Available Funds remaining from previous years FY22 and previous not out in a STIP*</u>	<u>FFY 2023 Apportionments</u>	<u>FFY 2023 Anticipated Available</u>	<u>FFY 2023 Programmed In STIP</u>
<b>Fund Source</b>																	
Vermont awards 5311 capital funds through a competitive and coordinated application process. Grants are awarded based on need, service delivery, quality of service and coordination. The application process takes place once per year along with applications for other funding sources.																	
All funds are distributed through the transit agencies listed below. Other agencies that specifically serve the elderly and disabled participate as subcontractors to the regional providers except two statewide service agencies, Vermont Association Blind and Visually Impaired.																	
<b>FHWA Flex</b>																	
Section 5311/5340 Rural Area - PA - STP/CMAQ Transfer	administrative			\$ 2,677,024	\$ 2,677,024			\$ 2,757,335	\$ 2,757,335				\$ 2,840,055	\$ 2,840,055		\$ 2,925,256	\$ 2,925,256
Section 5311/5340 Rural Area - PM - STP/CMAQ Transfer	preventive maintenance			\$ 2,538,437	\$ 2,538,437			\$ 2,614,590	\$ 2,614,590				\$ 2,693,028	\$ 2,693,028		\$ 2,773,819	\$ 2,773,819
Section 5311/5340 Rural Area - Special Services Admin - STP/CMAQ transfer	Special Services Admin			\$ 4,066,111	\$ 4,066,111			\$ 4,188,094	\$ 4,188,094				\$ 4,313,737	\$ 4,313,737		\$ 4,443,149	\$ 4,443,149
Section 5311/5340 - Capital Assistance - STP/CMAQ Transfer	capital			\$ 1,094,597	\$ 1,094,597			\$ 1,127,435	\$ 1,127,435				\$ 1,161,258	\$ 1,161,258		\$ 1,196,096	\$ 1,196,096
Section 5311/5340 - Rural New Services - STP/CMAQ Transfer	cmaq			\$ 1,452,560	\$ 1,452,560			\$ 1,496,137	\$ 1,496,137				\$ 1,541,021	\$ 1,541,021		\$ 1,587,252	\$ 1,587,252
Section 5311/5340 - State Admin STP/CMAQ Transfer	state administrative			\$ 836,316	\$ 836,316			\$ 861,405	\$ 861,405				\$ 887,248	\$ 887,248		\$ 913,865	\$ 913,865
Section 5311/5340 - Capital Assistance - STP Transfer Montpelier Transit Center	capital			\$ 1,250,000	\$ 1,250,000												
	<b>Total</b>			\$ 13,915,045	\$ 13,915,045			\$ 13,044,996	\$ 13,044,996				\$ 13,436,346	\$ 13,436,346		\$ 13,839,437	\$ 13,839,437
<b>All funds are distributed through the transit agencies listed below:</b>																	
<b>Operator: SEVT</b>																	
Section 5311/5340 Rural Area - PA - STP Transfer	administrative				\$ 510,000												
Section 5311/5340 Rural Area - PM - STP Transfer	preventive maintenance				\$ 670,000												
Section 5311/5340 Rural Area - Special Services Admin - STP transfer	Special Services Admin				\$ 540,000												
Section 5311/5340 - Capital Assistance - STP Transfer	capital				\$ 149,600												
Section 5311/5340 - Rural New Services - STP Transfer	cmaq				\$ 130,000												
	state																
	local				\$ 499,900												
	<b>total</b>				\$ 2,499,500												
<b>Operator: GMT-Rural (GMTA)</b>																	
Section 5311/5340 Rural Area - PA - STP Transfer	administrative				\$ 414,000												
Section 5311/5340 Rural Area - PM - STP Transfer	preventive maintenance				\$ 741,437												
Section 5311/5340 Rural Area - Special Services Admin - STP transfer	Special Services Admin				\$ 1,205,602												
Section 5311/5340 - Capital Assistance - STP Transfer	capital				\$ 40,000												
Section 5311/5340 - Rural New Services - STP Transfer	cmaq				\$ 258,000												
	state																
	local				\$ 664,760												
	<b>total</b>				\$ 3,323,799												
<b>Operator: AT</b>																	
Section 5311/5340 Rural Area - AD - STP Transfer	administrative				\$ 172,500												
Section 5311/5340 Rural Area - PA - STP Transfer	preventive maintenance				\$ 110,000												
Section 5311/5340 Rural Area - CMAQ operating	CMAQ operating				\$ 162,560												
Section 5311/5340 Rural Area - Cap - STP Transfer	capital				\$ 62,400												
	state																
	local				\$ 126,865												
	<b>total</b>				\$ -	\$ 634,325											
<b>Operator: GMCNI</b>																	
Section 5311/5340 Rural Area - PA - STP Transfer	administrative				\$ 190,000												
Section 5311/5340 Rural Area - PM - STP Transfer	preventive maintenance				\$ 87,000												
Section 5311/5340 Rural Area - Special Services Admin - STP transfer	Special Services Admin				\$ 263,000												
Section 5311/5340 - Capital Assistance - STP Transfer	capital				\$ 328,120												
Section 5311/5340 - Rural New Services - STP Transfer	cmaq				\$ 55,000												
	state																
	local				\$ 230,780												
	<b>total</b>				\$ 1,153,900												

Summary of FTA Fund Usage

	Fund Source		FFY 2020 Apportionments	FFY 2020 Anticipated Available	FFY 2020 Programmed In STIP	Available Funds remaining from previous years FY20 and previous not put in a STIP*	FFY 2021 Apportionments	FFY 2021 Anticipated Available	FFY 2021 Programmed In STIP	Available Funds remaining from previous years FY21 and previous not put in a STIP*	FFY 2022 Apportionments	FFY 2022 Anticipated Available	FFY 2022 Programmed In STIP	Available Funds remaining from previous years FY22 and previous not put in a STIP*	FFY 2023 Apportionments	FFY 2023 Anticipated Available	FFY 2023 Programmed In STIP
<b>Operator: RCT</b>		<b>FHWA Flex</b>															
Section 5311/5340 Rural Area - PA - STP Transfer	administrative				\$ 79,524												
Section 5311/5340 Rural Area - PM - STP Transfer	preventive maintenance				\$ 78,000												
Section 5311/5340 Rural Area - Special Services Admin - STP transfer	Special Services Admin				\$ 744,509												
Section 5311/5340 - Capital Assistance - STP Transfer	capital				\$ 12,392												
Section 5311/5340 - Rural New Services - STP Transfer	cmaq				\$ 225,659												
	state																
	local				\$ 285,021												
		total			\$ 1,425,105												
<b>Operator: MVRTD</b>		<b>FHWA Flex</b>															
Section 5311/5340 Rural Area - PA - STP Transfer	administrative				\$ 625,000												
Section 5311/5340 Rural Area - PM - STP Transfer	preventive maintenance				\$ 735,000												
Section 5311/5340 Rural Area - Special Services Admin - STP transfer	Special Services Admin				\$ 430,000												
Section 5311/5340 - Capital Assistance - STP Transfer	capital				\$ 81,600												
Section 5311/5340 - Rural New Services - STP Transfer	cmaq				\$ 200,000												
	state																
	local				\$ 527,900												
		total			\$ 2,599,500												
<b>Operator: TVTI (STSI and ACTR) - TVTI only as of FY19</b>		<b>FHWA Flex</b>															
Section 5311/5340 Rural Area - PA - STP Transfer	administrative				\$ 686,000												
Section 5311/5340 Rural Area - PM - STP Transfer	preventive maintenance				\$ 117,000												
Section 5311/5340 Rural Area - Special Services Admin - STP transfer	Special Services Admin				\$ 883,000												
Section 5311/5340 - Capital Assistance - STP Transfer	capital				\$ 103,609												
Section 5311/5340 - Rural New Services - STP Transfer	cmaq				\$ 777,000												
	state																
	local				\$ 641,652												
		total			\$ 3,208,261												

Summary of FTA Fund Usage

	Fund Source	Available Funds remaining from previous years FY19 and previous not put in a STIP*	FFY 2020 Apportionments	FFY 2020 Anticipated Available	FFY 2020 Programmed In STIP	Available Funds remaining from previous years FY20 and previous not put in a STIP*	FFY 2021 Apportionments	FFY 2021 Anticipated Available	FFY 2021 Programmed In STIP	Available Funds remaining from previous years FY21 and previous not put in a STIP*	FFY 2022 Apportionments	FFY 2022 Anticipated Available	FFY 2022 Programmed In STIP	Available Funds remaining from previous years FY22 and previous not put in a STIP*	FFY 2023 Apportionments	FFY 2023 Anticipated Available	FFY 2023 Programmed In STIP
Operator: VABVI	FHWA Flex																
Section 5311/5340 Rural Area - PA - STP Transfer	administrative																
Section 5311/5340 Rural Area - PM - STP Transfer	preventive maintenance																
Section 5311/5340 Rural Area - Special Services Admin - STP transfer	Special Services Admin				\$ 150,000												
Section 5311/5340 - Capital Assistance - STP Transfer	capital																
Section 5311/5340 - Rural New Services - STP Transfer	cmaq																
	state																
	local				\$ 37,500												
	total				\$ 187,500												
Operator: Project Admin. (Drug & Alcohol)	FHWA Flex																
Section 5311/5340 Rural Area - PA - STP Transfer	administrative and preventive maintenance				\$ 118,833												
Section 5311/5340 - admin, tech Assistance - STP Transfer	admin tech asst				\$ 77,996												
Section 5311/5340 - Rural New Services - STP Transfer	cmaq																
	state																
	local				\$ 49,207												
	total				\$ 246,036												
Operator: VTrans Program Admin	FHWA Flex																
Section 5311/5340 Rural Area - PA/PM/ED - STP Transfer	administrative				\$ 717,483												
	state																
	local				\$ 196,873												
	total				\$ 914,356												
<b>Total FHWA Flex funds</b>																	
Section 5311/5340 - Rural Area - Administrative - STP Transfer	Administrative - STP Transfer				\$ 2,677,024.00												
Section 5311/5340 - Rural Area - PM - STP Transfer	PM - STP Transfer				\$ 2,538,437.00												
Section 5311/5340 - Rural Area - ED - STP Transfer	ED - STP Transfer				\$ 4,066,111.00												
Section 5311/5340 - Rural New Services - STP Transfer/cmaq	cmaq				\$ 1,452,560.00												
Section 5311/5340 - Capital Assistance - STP Transfer	capital				\$ 1,094,597.00												
Section 5311/5340 - State Administration - STP Transfer	state administration				\$ 836,316.00												
Section 5311/5340 - Capital Assistance - STP Transfer - Montpelier Transit Center					\$ 1,250,000.00												
	Total STP Transfer				\$ 13,915,045.00												
	state/local				\$ 3,260,458.00												
	Total TEAM application																
	total																
<b>Total Flex funds</b>																	

Summary of FTA Fund Usage

	Fund Source	Available Funds remaining from previous years FY19 and previous not put in a STIP*	FFY 2020 Apportionments	FFY 2020 Anticipated Available	FFY 2020 Programmed In STIP	Available Funds remaining from previous years FY20 and previous not put in a STIP*	FFY 2021 Apportionments	FFY 2021 Anticipated Available	FFY 2021 Programmed In STIP	Available Funds remaining from previous years FY21 and previous not put in a STIP*	FFY 2022 Apportionments	FFY 2022 Anticipated Available	FFY 2022 Programmed In STIP	Available Funds remaining from previous years FY22 and previous not put in a STIP*	FFY 2023 Apportionments	FFY 2023 Anticipated Available	FFY 2023 Programmed In STIP
<b>Federal Transit Administration Section 5311/5340 Urbanized Area Flex Program</b>																	
Detail is shown in CCRPC TIP Document. All amounts are pending award of grant funds.																	
Operator: GMT-Small Urban (MPO) (CCTA) transferred to GMT/CTAA**covered in TIP																	
	<b>FHWA Flex</b>																
Section 5307 Urban Area - PA - STP Transfer	preventive maintenance			\$ 1,613,684	\$ 1,613,684			\$ 1,885,000	\$ 1,662,095			\$ 1,941,550	\$ 1,711,957			\$ 1,999,796.50	\$ 1,763,316.08
Section 5307 CMAQ transfer	CMAQ operating			\$ 1,002,122	\$ 1,002,122			\$ 1,402,133	\$ 1,032,186			\$ 1,220,000	\$ 1,063,151			\$ 1,256,600.00	\$ 1,095,045.77
Section 5307 - Capital Assistance - STP Transfer	capital			\$ 384,194	\$ 384,194			\$ 1,489,047	\$ 395,720			\$ 1,533,718	\$ 407,591			\$ 1,579,729.54	\$ 419,819.16
	Flex fund total			\$ 3,000,000	\$ 3,000,000			\$ 4,776,180	\$ 3,090,000			\$ 4,695,268	\$ 3,182,700			\$ 4,836,126	\$ 3,278,181
	state				\$ 375,000				\$ 386,250	\$ -			\$ 397,838				\$ 409,773
	local				\$ 375,000				\$ 386,250	\$ -			\$ 397,838				\$ 409,773
	total				\$ 3,750,000				\$ 3,862,500	\$ -			\$ 3,978,375				\$ 4,097,726

Summary of FTA Fund Usage

Section 5339 Bus and Bus Facilities-Rural/Urban Formula		Available Funds remaining from previous years FY19 and previous not out in a STIP*	FFY 2020 Apportionments	FFY 2020 Anticipated Available	FFY 2020 Programmed In STIP	Available Funds remaining from previous years FY20 and previous not out in a STIP*	FFY 2021 Apportionments	FFY 2021 Anticipated Available	FFY 2021 Programmed In STIP	Available Funds remaining from previous years FY21 and previous not out in a STIP*	FFY 2022 Apportionments	FFY 2022 Anticipated Available	FFY 2022 Programmed In STIP	Available Funds remaining from previous years FY22 and previous not out in a STIP*	FFY 2023 Apportionments	FFY 2023 Anticipated Available	FFY 2023 Programmed In STIP
	Previous years funding																
	rural FFY17																
	rural FFY18	\$3,500,001	\$3,605,000	\$7,105,001	\$ 5,000,000	\$2,105,001	\$ 3,713,150	\$5,818,151	\$ 5,000,000	\$818,151	\$ 3,824,545	\$4,642,696	\$ 4,500,000	\$142,696	\$ 3,939,281	\$4,081,976	\$ 4,081,976
Operator: GMT-Rural (GMTA)	Federal				\$ -												
	State																
	Local																
	Total																
Operator: TVTI	Federal				\$ 464,950.00												
	State				\$ 58,119.00												
	Local				\$ 58,119.00												
	Total				\$ 581,188.00												
Operator: AT	Federal				\$ 1,623,569												
	State				\$ 202,947												
	Local				\$ 202,947												
	Total				\$ 2,029,463												
Operator: GMCNI	Federal				\$ 412,648												
	State				\$ 51,581												
	Local				\$ 51,581												
	Total				\$ 515,810												
Operator: GMT-Urban (CCTA) Chittenden County Transit A	Federal				\$ 223,460.00												
	State				\$ 27,933.00												
	Local				\$ 27,933.00												
	Total				\$ 279,326.00												
Operator: RCT	Federal				\$ 597,824												
	State				\$ 74,728												
	Local				\$ 74,728												
	Total				\$ 747,280												
Operator: MVRTD	Federal				\$ 1,432,416												
	State				\$ 179,052												
	Local				\$ 179,052												
	Total				\$ 1,790,520												
Operator: SEVT	Federal				\$ 239,466												
	State				\$ 29,934												
	Local				\$ 29,934												
	Total				\$ 299,334												
					Total Federal				\$ 4,994,333								
					Total State				\$ 624,294								
					Total Local				\$ 624,294								
P1	Total TRAMS Application				\$ 6,242,921												

Summary of FTA Fund Usage

Section 5339 Bus and Bus Facilities-Rural/Urban Competitive Buses		Available Funds remaining from previous years FY19 and previous not put	FFY 2020 Apportionments	FFY 2020 Anticipated Available	FFY 2020 Programmed in STIP	Available Funds remaining from previous years FY20 and previous not put	FFY 2021 Apportionments	FFY 2021 Anticipated Available	FFY 2021 Programmed in STIP	Available Funds remaining from previous years FY21 and previous not put in	FFY 2022 Apportionments	FFY 2022 Anticipated Available	FFY 2022 Programmed in STIP	Available Funds remaining from previous years FY22 and previous not put	FFY 2023 Apportionments	FFY 2023 Anticipated Available	FFY 2023 Programmed in STIP
Fund Source																	
Operator: GMT-Rural (GMTA)	Federal																
	State																
	Local																
	Total																
Operator: GMT-Rural (GMTA)	Federal																
	State																
	Local																
	Total																
Operator: TVTI	Federal																
	State																
	Local																
	Total																
Operator: MVRTD	Federal																
	State																
	Local																
	Total																
Operator: GMCNI	Federal																
	State																
	Local																
	Total																
Funds to be allocated to Transit Providers based on need:	Federal																
	State																
	Local																
	Total																
		Total Federal															
		Total State															
		Total Local															
		Total TRAMS Application															



Summary of FTA Fund Usage

Section 5339 Bus and Bus Facilities-Rural/Urban Competitive-Bradford Bus Facility		Available Funds remaining from previous years FY19 and previous not put in a STIP*	FFY 2020 Apportionments	FFY 2020 Anticipated Available	FFY 2020 Programmed In STIP	Available Funds remaining from previous years FY20 and previous not put in a STIP*	FFY 2021 Apportionments	FFY 2021 Anticipated Available	FFY 2021 Programmed In STIP	Available Funds remaining from previous years FY21 and previous not put in a STIP*	FFY 2022 Apportionments	FFY 2022 Anticipated Available	FFY 2022 Programmed In STIP	Available Funds remaining from previous years FY22 and previous not put in a STIP*	FFY 2023 Apportionments	FFY 2023 Anticipated Available	FFY 2023 Programmed In STIP
Operator: TVTI	Fund Source																
	Federal				\$ 1,000,000.00												
	State				\$ 125,000.00												
	Local				\$ 125,000.00												
	Total				\$ 1,250,000.00												
	Total Federal																
	Total State*																
	Total Local*																
* The total of State and Local match will total 20% but may not be equal shares as shown		Total TrAMS Application															

**CHITTENDEN COUNTY REGIONAL  
PLANNING COMMISSION  
TRANSPORTATION IMPROVEMENT  
PROGRAM CAN BE ACCESSED AT**

**<https://www.ccrpcvt.org/our-work/our-plans/transportation-improvement-program/>**

## PROJECT PRIORITIZATION:

The demand for transportation improvements far exceeds the funds available. Good stewardship mandates that VTrans use limited dollars to preserve and improve Vermont's transportation assets in the most efficient manner. The Agency applies asset management principles to take a long-term view of the overall transportation network, and choose activities that minimize long-term costs.

The Agency developed a quantitative project prioritization method that assigns a numeric score to competing projects. Under that strategy, greater emphasis is placed on preserving bridges, pavement, culverts and other assets. Priority scores guide VTrans and other stakeholders as to which projects to postpone and which ones to accelerate.

Project prioritization is the result of legislation in 2005 and 2006. Sec. 48 of Act 175 of the 2006 Legislative Session (19 V.S.A. paragraph 10b(c)) directs the Agency of Transportation to explain how projects are prioritized and selected for inclusion in the annual budget. In 2006, VTrans worked with the state's various Regional Planning Commissions and the Chittenden County Metropolitan Planning Organization to assign a numerical score to transportation projects based on defined criteria. The scores drive the transportation program and are an essential part of the budget process.

The legislation reads:

The agency of transportation, in developing each of the program prioritization systems schedules for all modes of transportation, shall include the following throughout the process:

The agency shall annually solicit input from each of the regional planning commissions and the Chittenden County Metropolitan Planning Organization on regional priorities within each schedule, and those inputs shall be factored into the prioritizations for each program area and shall afford the opportunity of adding new projects to the schedules.

*Each year the agency shall provide in the front of the transportation program book a detailed explanation describing the factors in the prioritization system that creates each project list.* (Emphasis added: This write-up satisfies that directive.)

The legislation builds on Section 53 of Act 80 of 2005 (19 V.S.A. paragraph 10g). That legislation requires the Agency to develop a numerical grading system to assign a priority rating to paving, roadway, and bridge projects. It requires the rating system to include asset management-based factors which are objective and quantifiable including:

- Safety
- Traffic volume
- Availability of alternate routes
- Future maintenance and reconstruction costs
- Priorities assigned by the regional planning commission or the MPO

The legislation also requires that the Agency consider the functional importance of the highway or bridge to the economy as well as its importance to the social and cultural life of the surrounding communities.

The Agency is prioritizing projects related to bridge, pavement, roadway, buildings, bike/pedestrian, park & ride lots, aviation, rail, and new public transit routes. Each Program Manager develops a method appropriate for the asset. Those methods take advantage of available data and technology.

The project prioritization and selection approach continues to evolve. In 2008, VTrans and the Directors of the Vermont Association of Planning and Development Agencies met several times to further improve the process. 2009 was the first year when the changes were in place. The results of the meetings are in a legislative report titled, *Project Prioritization and Addition of New Projects for the State Transportation Program*. In summary, the meetings resulted in the following:

- Increased local input in the selection of paving projects.
- Developed an approach for the regions and MPO to substitute a candidate project with a new project.
- Emphasized the importance of obtaining local input for project priorities. Although local input is not needed for Interstates and certain FHWA funded safety projects, it is an essential component of the VTrans project selection process for most other asset classes.
- Although the RPCs and MPO have flexibility in how they prioritize projects, they will, at minimum, use common criteria as specified by the Legislature.
- VTrans Program Managers will provide more information on candidate projects in order that each region has an accurate “big picture”.

A close working relationship between VTrans and the RPCs/MPO assures the success of project prioritization and selection. The changing transportation environment will necessitate further changes over time.

The priorities balance Agency asset-management principles with regional priorities. Local transportation priorities are an important factor that helps determine where a project falls on the Agency’s prioritization list. Each Regional Planning Commission (RPC) and the Metropolitan Planning Organization (MPO) rank all projects in their region in order of importance. These rankings are given “weight” within the Agency’s scoring process to reflect a region’s needs.

### **Prioritization factors by project type**

#### **Paving:**

The Paving Section is responsible for providing the traveling public with the best highway surface condition, with the funding available, using a variety of surface treatments. The Paving Section collects information about pavement surface condition with a specially equipped van that measures several factors including rutting, cracking, and pavement roughness. These data are analyzed for the entire State Highway network to determine the optimum treatment to maximize the pavement’s life expectancy. These

factors are combined with regional priorities to develop the annual paving program. Factors for paving are:

- Pavement Condition Index (20 points)
  - Weighted based on condition; more points are assigned for higher levels of deterioration.
- Benefit/Cost (60 points)
  - The B/C is provided by the Pavement Management System, a.k.a. dTIMS. Factors include optimal treatment, traffic volume, and type of traffic (trucks).
- Regional Priority (20 points)
  - Does the regional planning commission support the project from a local land-use and economic-development perspective?

The results from these analyses are summarized for the three program funding categories/functional classifications: Interstate (90% Federal/10% State), State Highways (80/20), and Class 1 Town Highways (80/20).

### **Bridge:**

The Asset Management and Performance Bureau inspects long bridges (greater than 20 feet) at least every two years as required by the Federal Highway Administration's National Bridge Inventory. Engineering factors from the inspection are combined with regional priorities, and other factors to produce a numeric score. Prioritization factors for bridges are:

- Bridge Condition (30 points)
  - Weighted based on condition of major inspected components (deck, superstructure, substructure, and culvert); more points assessed for higher levels of deterioration. The condition is determined at the most recent inspection.
- Remaining Life (10 points)
  - Correlates the accelerated decline in remaining life to condition.
- Functionality (5 points)
  - Compares roadway alignment and existing structure width, based on roadway classification, to accepted state standards. Too narrow or poorly aligned bridges are safety hazards and can impede traffic flow.
- Load Capacity and Use (15 points)
  - Is the structure posted or restricted? What is the inconvenience to the traveling public if the bridge is out of service? What is the average traffic use on the structure?
- Waterway Adequacy and Scour Susceptibility (10 points)

- Are there known scour issues or concerns? Is the structure restricting the natural channel? Are channel banks well protected or vegetated?
- Project Momentum (5 points)
  - Points are assigned if the project has a clear right of way, has all environmental permits, and the design is ready and waiting for funds to become available.
- Regional Input and Priority (15 points)
  - Does the regional planning commission support the project from a local land-use and economic-development perspective?
- Asset – Benefit Cost Factor (10 points)
  - This compares the benefit of keeping a bridge in service to the cost of construction. The “benefit” considers the traveling public by examining the traffic volume and the length of a detour if the bridge were posted. For example, a bridge with a high traffic count that does not have a good detour around it would get a higher benefit score.

Assigned points are summed together to yield a maximum point value of 100.

### **Roadway:**

Roadway projects include full depth highway reconstruction, realignment, increasing highway width, adding lanes, and more. Some of these projects take years to develop due to the time required to obtain permits and to purchase right of way. VTrans is currently working to reduce the backlog of large projects within this program. Factors in Roadway prioritization are:

- Highway System (40 points)
  - This factor looks at the Highway Sufficiency Rating and the network designation. Interstates are held to the highest standard, followed by non-Interstate primary and then off-primary roads. The Highway Sufficiency Rating considers traffic, safety, width, subsurface road structure, and more.
- Cost per vehicle mile (20 points)
  - This is the project cost divided by the estimated number of miles vehicles will travel on the project. This is a relatively easy method to get a benefit/cost ratio for comparing similar projects.
- Regional Priority (20 points)
  - The top RPC Roadway project is assigned 20 points. The score is reduced for lower RPC priorities. Projects listed as priority #10 and lower get two points.
- Project Momentum (20 points)

- This factor considers where the project is in the development process and anticipated problems such as right of way or environmental permitting. Some projects are so far along that they must be completed or the Agency would have to pay back federal funds.
- Designated Downtown project
  - Per 19 V.S.A. § 10g(1)(3), VTrans awards ten bonus points to the base score for projects within a designated downtown development district established pursuant to 24 V.S.A. § 2793.

**Traffic Operations (Intersection Design):**

- Intersection Capacity (40 points maximum)
  - This factor is based on Level of Service (LOS) for the intersection and the number of intersections that are in the coordinated system. Projects with a lower LOS and that are part of a larger coordinated system receive higher scores for this category.
- Accident Rate (20 points maximum)
  - This factor is based on the critical-accident ratio for the intersection. Projects with higher critical-accident ratios receive higher scores for this category.
- Cost per Intersection Volume (20 points maximum)
  - This factor uses the estimated construction cost and average-annual-daily traffic through the intersection. VTrans calculates the construction cost of the project for each anticipated user through the intersection. Projects with lower costs per intersection volume receive higher scores for this category.
- Regional Input and Priority (20 points maximum)
  - This factor is based on the ranking of projects from the RPCs/MPO. The RPCs/MPO rank the projects based on criteria they develop. Projects with higher regional rankings receive higher scores for this factor.
- Project Momentum (10 points maximum)
  - This factor considers:
    - Where the project is in the development process
    - Anticipated problems such as right of way or environmental permitting
    - Funding

**Transportation Alternatives Project Selection Process:**

Applications are received and are then reviewed by VTrans' Local Transportation Facilities (LTF) Section to ensure that the proposed projects meet eligibility requirements. Staff also offers comments related to the overall feasibility of the proposed project and the budget.

The applications and staff comments are then provided to the Transportation Alternatives Grant Committee for scoring. The scoring is based on the following criteria. The first five criteria are used for all proposed projects. The sixth criteria varies depending on whether or not the project is considered to be a bicycle/ pedestrian activity, a community improvement activity or an environmental mitigation activity.

- 1. Please give a brief description of the project (200 words or less, be sure to indicate the primary facility type being applied for).** In this section you should describe the project as concisely as possible. The application reviewer should be able to determine exactly what it is you are proposing in the first three sentences. Example #1: Construct 500 ft of 5 ft wide concrete sidewalk on the east side of Main Street beginning at Center Street and extending to Shady Lane. Example #2: Scoping/feasibility study for 400 ft of 10 ft wide bituminous shared use path on the east side of Main Street from 111 Main Street to the intersection of Center Street. The nature of a proposed project’s relationship to surface transportation should be discussed.

Score	Guidance
5	The description was concise and did not exceed the 200 word limit. The scope of the project was clear. The description included the type of project (scoping vs. construction), length and width of the project (if linear), as well as the primary surface material (if linear). The project has a strong relationship to surface transportation.
3	One of elements described above was missing
0	The project scope was not readily apparent and required further review of application material to determine the basic scope of what was proposed.

- 2. What is the feasibility of this project? Describe the extent of project development completed to date. Applications for scoping/feasibility studies will not be scored on this criterion.** Address any issues, including environmental concerns, property ownership issues, or design challenges. Discuss whether or not the municipality will be willing to proceed to condemnation should property acquisitions be needed. Include any pertinent excerpts from completed feasibility documentation for the project. Discuss the long-term maintenance responsibilities and costs.

Score	Guidance
10	Some project design beyond scoping has already been completed (e.g. conceptual or preliminary plans)
6	A detailed scoping study has been completed for the proposed project which did not indicate any significant project development issues.



0	A scoping study was undertaken, but either lacked detail or identified significant project development challenges that may threaten the ability of the sponsor to complete the project.
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**3. Will this project address a need identified in a local or regional planning document?**

Score	Guidance
5	Project is specifically called out in a municipal planning document such as Town Plan, Capital Program, or Bicycle/Pedestrian Plan
2	Project is consistent with the municipal or regional plan.
0	No planning documentation provided to support project.

**4. Does this project benefit a Designated Downtown, Designated Village, or Designated Growth Center recognized by the Vermont Department of Economic, Housing and Community Development?** A map showing the relationship between the project and the designated downtown, village or growth center should have been included as per the Project General Location section on page 1 of the Application Form. Important resource: Designated Downtown, Village and Growth Centers -

[http://acd.vermont.gov/strong\\_communities/opportunities/revitalization/downtown/list](http://acd.vermont.gov/strong_communities/opportunities/revitalization/downtown/list)

Score	Guidance
10	All or part of proposed project is within the boundary of a designated downtown or village center
4	Proposed project leads up to, but is not within, a designated downtown or village center
0	Proposed project is not connected to a designated downtown or village center

**5. Is the project budget reasonable for the size of the project?** Project awards are capped at the initial amount awarded. For that reason, we recommend including a reasonable contingency in the estimate. Provide a detailed estimate of project costs according to the outline furnished in the application. Provide an explanation on how the estimate was developed such as an engineer's construction estimate, based on the VTrans Report on Share-Use Path and Sidewalk Unit Costs 2010, or other method. Discuss the project budget including the commitment of local matching funds.

Score	Guidance
10	Budget addresses all elements of project development and costs are consistent with VTrans Unit Cost Report or based on an engineer's estimate. Backup for construction costs is provided
5	Budget is incomplete or moderately high or low compared to typical project costs

0	Budget is missing major elements, contains ineligible costs and/or does not provide any backup data
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**6. Select the eligibility category (A, B, or C) that best fits your project and answer the corresponding questions for that category (choose only one category).**

**A. Bicycle and Pedestrian Facilities**

**(10 Bonus points will be awarded for projects that are primarily bicycle and pedestrian facilities)**

**i. Will the project contribute to a system of pedestrian and/or bicycle facilities?**

Score	Guidance
10	Proposed project fills in an important missing gap in an existing network of pedestrian and/or bicycle facilities.
8	Proposed project is the first of its kind in the community
5	Proposed project extends the limits of an existing network of pedestrian and/or bicycle facilities.
1	Proposed project primarily reconstructs existing facilities

**ii. Will the project provide access to likely generators of pedestrian and/or bicyclist activity?**

Score	Guidance
10	Project provides direct access to one or more of the following: school, densely developed neighborhood, large employer, downtown or village center. Include approximate number students, employees, etc. for major generators. Address how the project will affect the transportation needs of young children, older adults, and persons with disabilities.
5	Project provides access to an outlying area
0	Project is in an isolated area with little or no development

**iii. Will the project address a known, documented safety concern?**

Score	Guidance
10	Supporting documentation of pedestrian and/or bicycle safety problems provided: VTrans bike/ped crash data, police reports, school reports, a road safety audit report, etc.
4	General documentation of safety concerns provided
0	Anecdotal evidence or no documentation of safety concerns provided.

**B. Community Improvement Activities**

**(i) Explain how the project improves the economic wellbeing of the community and/or provide a benefit to State tourism? Describe how the**

project will enhance the economic vitality of the community, surrounding region or the State in general.

Score	Guidance
0-10	Projects will be scored based on the potential for economic benefit to the community and/or benefit to State tourism.

**(ii) Describe the anticipated impact to the public; degree of visibility, public exposure and/or public use.**

Score	Guidance
0-10	Projects will be scored based on the potential for a significant impact / benefit to the public as well as the number of people that will benefit.

**(iii) Answer one of the following (a, b, c, or d), based on the type of project:**

**a) Construction of turnouts, overlooks, and viewing areas as related to scenic or historic sites.** *To what extent will the project provide a view of a highly unique and scenic area?*

Score	Guidance
0-10	Projects will be scored based on the effectiveness of the overlook; importance and permanence of the site to be viewed. Photo documentation of the view should be included in the application.

**b) Preservation or rehabilitation of historic transportation facilities.**

*Describe the historic significance of the historic transportation facility and the importance of the facility to the State.*

Score	Guidance
0-10	Projects will be scored based on the strength of the relationship to a mode of transportation, historic significance of the site and the threat to the site if the project is not funded (urgency of the project). Please state whether the site is eligible for the National Register of Historic Places.

**c) Archeological planning and research related to impacts from a transportation project.** *Describe the associated transportation project and benefit of the proposed activities.*

Score	Guidance
0-10	Projects will be scored based on the need/urgency of the research (no existing data available in the project area). Projects must show that the research plan is well thought out and meets federal standards. The project must be related to an impact from a transportation project eligible under United States Code of Federal Regulations Title 23 – Highways (includes road, bridge and bikeway transportation projects).

**d) Vegetation management in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control.** *Describe the extent of the current problem; impact on the site and surrounding area.*

Score	Guidance
0-10	Projects will be scored based on the severity of the existing problem and the degree to which it has negatively impacted the surrounding area; Provide documentation of the existing problem.

**C. Environmental Mitigation Activity**

**(i) Does the project involve implementation of an eligible environmental mitigation project under a river corridor plan that has been adopted by ANR as part of a basin plan, under a municipal plan adopted pursuant to 24 V.S.A. §4385, or under a mitigation plan adopted by the municipality and approved by the Federal Emergency Management Agency? (bonus point question)**

Score	Guidance
10	Documentation was provided that the project qualifies for these bonus points
0	No documentation was submitted to support award of these bonus points.

**(ii) Describe the environmental threat to the site or threat to wildlife that would occur if the project is not funded; severity of the current problem.**

Score	Guidance
0-15	Projects will be scored based on the significance of the environmental threat and the severity of the current problem (urgency).

**(iii) Describe how the project will mitigate the environmental impact from our transportation system described in question C. (ii) above.**

Score	Guidance
0-15	Projects will be scored based on the projects link to transportation and how well the proposed mitigation measure is anticipated to address the environmental impact described in questions C.(ii) above.

The Transportation Alternatives Grant Committee members provide their scores which are then averaged. The committee meets to discuss the projects and then makes a recommendation to the VTrans Secretary for project awards.

**Public Transit** – The general purpose of the transit program and its funding solicitations is to continue to offer and expand public transit availability according to the current goals of VTrans and the statutory commitments from the Legislature and the Federal government. As VTrans operates public transit on a regional, coordinated basis, applications, with the exception of inter-city solicitations, are only accepted from the regional provider. All others must apply as part of their regional provider process.

**General Services and Capital Requests:**

Public Transit Route applications are solicited biennially through an open competitive process from all transit providers as funding is available. They are advertised statewide and on the VTrans website for solicitation. Applications are accepted from all in coordination with regional providers. Technical assistance is provided as requested. Funding match is 50% non-federal for operating, 20% non-federal for administrative and capital. No match is required for 5311f intercity services.

Applications must meet the requirements in the VTrans application packet which requires documentation of services, of ability to comply with all federal, state and local regulations, and capacity both financial, compliance and operational to successfully operate service.

**New Services:**

The primary purpose of the Transit New Start program is to fund transportation projects in nonattainment and maintenance areas which reduce transportation-related emissions. The Vermont Agency of Transportation (VTrans) accomplishes this through our Congestion Mitigation and Air Quality Improvement (CMAQ) program administered by the Federal Highway Administration.

Funding match is 80/20, federal and local and operations are limited to 3 years from date of service. Those services operating in 2012 are exempt from the 3 year limitation by virtue of the MAP-21 legislation.

New Public Transit Route applications are solicited yearly or as funding is available through an open competitive process from all transit providers and their affiliates.

The Program Goals are to:

- Support cost-effective investments to preserve and maintain public transportation infrastructure.

- Invest in connectivity to other regions and to other alternative modes of transportation to improve accessibility and increase ridership in Vermont.
- Support the goals and objectives of the current Public Transportation Policy Plan.
- Maintain air quality attainment in Vermont.

Applications must document the purpose of the service, the intended market and how it will relate to the program goals. Feasibility studies provide this information as well as projected ridership and budget.

Applications must meet the requirements in the VTrans application packet which requires documentation of services, of ability to comply with all federal, state and local regulations, and capacity both financial, compliance and operational to successfully operate service.

**Intercity Service:** Intercity applications are accepted from all potential providers every three years or as needs and funding are available and documented. They follow the same process as the General Services.

**Awards:** All proposals are rated based on the following measures: mobility improvements; operating efficiencies; project coordination; regional connectivity; local financial commitment; and sustainability of funding continuation. New service applications are additionally rated on environmental benefits. All applications are reviewed by a team comprised of the Regional Coordinators and the Public Transit Administrator. Regional Coordinators make recommendations to the Public Transit Administrator who makes the final decision. Final recommendations are presented to the Division Director of PPAID.

### **Aviation:**

The Aviation Program prioritizes projects by scoring 14 airport and project factors. Safety is paramount. To maintain safety, the Federal Aviation Administration (FAA) has stringent regulations that trigger airport improvements and projects. Projects are also initiated by the aviation community and by the Agency to meet our own standards.

Airport project descriptions, costs and scoring factors are maintained in the Airport Information Management System (AIMS) data base. AIMS is updated annually when the Capital Improvement Program is negotiated with the FAA for federal funding. Projects that are accepted by the FAA are presented to the Legislature in the Aviation Program's annual budget request for the state's 10 percent matching funds.

Burlington International Airport (BTV) projects are prioritized by BTV. The state provides an amount of transportation funds equivalent to 6% of the federal eligible project costs, which are 90% federally funded. These funds do not pass through VTrans, but go directly from the Federal Aviation Administration to BTV. The 6% state match is continued in this budget.

Scoring weights for state-owned airports are:

- Airport Activity (number of operations and based aircraft) (0 to 100 points)

- Population served & local government support (0 to 24 points)
- Economic Development (0 to 40 points)
- Project Type (runway type, paving, navigation, etc.) (0 to 120 points)
- FAA Priority & Standards ranking (0 to 120 points)
- Previous Federal/State Funding (0 to 200 points)
- Cost/Benefit for Projects less than \$75,000 (100 points)
- Resource Impacts (0 to 40 points)
- Local Interest/Support (0 to 20 points)

The scores are totaled, ranked by priority, and made available to the public. The VTrans Aviation Section selects vendors to complete the projects that are funded.

### **Rail:**

VTrans owns 305 miles of active rail line that is leased to private operators. The rail operator is responsible for maintaining the track and bed. VTrans, however, is responsible for the bridges over water and sometimes contributes towards track upgrades. To remain viable and provide increased support for Vermont's economy, most of the lines require substantial work to support higher weight limits, double-stack containers, and higher-speed passenger service. As with other assets, the needs are greater than the available funds. This necessitates hard choices among competing projects.

The Agency collaborates with the Rail Advisory Council to identify broad priorities. Prior to initiating new projects, it is necessary to assure that the current system is preserved. Preservation of the current system represents a significant challenge due to the age of the infrastructure and it is the Agency's number one rail priority. The second priority is to improve the infrastructure to a modern standard that supports the efficient movement of people and goods. Once identified, new projects are subjected to the following evaluation system for prioritization:

The following criteria are used to evaluate each project:

- General safety: Safety of the rail system is critical to evaluating projects. Safety can involve bridge condition based on inspection, rail crossings, ROW, security, etc.
- Railroad freight operations: This measures the increase in ton-miles or car-miles and economic impact.
- Railroad passenger operation: Does the project increase the efficiency of the passenger rail service or expand passenger rail service and will the improvement have the potential to increase ridership.
- Line conditions: Consideration is given if the project increases the Federal Rail Administration track condition. Does the proposed project address clearance and/or weight limitations
- Priority Route: Consideration is given if the project is on one of the rail priority routes based on the State Wide Rail Plan.
- Vermont-based activity: Consideration is given for carloads and passengers in Vermont and/or rail jobs created in Vermont.

- Economic Development : Consideration is given to projects that fit into regional economic development plans
- Documented non-state funding opportunities: Does the project have a source of funding that doesn't require a state match.
- Resource Impacts: Does the project require environmental mitigation or mitigate environmental issues.
- Regional scope: Consideration is given if the project increases competition, partners with other states, or improves intermodal connections.
- Utilization of resources: Consideration is given if the project schedule is one year or less.

### **Safety:**

VTrans runs a Highway Safety Improvement Program (HSIP) to enhance safety on all Vermont roads. The prioritization process starts with determining high-crash locations from reported crashes, crash severity, road geometry, and anecdotal information.

The Agency scores each location and sorts the list. Agency staff closely reviews the top 50 crash locations, and determines possible improvements. A cost/benefit analysis is conducted to determine the maximum safety improvement for limited dollars. Most high-crash sites get a low-cost improvement such as signs/lines, but a few are targeted for more expensive geometric improvements based on the severity and types of crashes.

The crash analysis is for both state- and town-owned roads. HSIP projects are considered on all public highways.

Safety performance targets have been established by VTrans and were reported to FHWA in the summer of 2017. The statewide safety targets for 2019 are listed below;

- 5 – year average fatalities – 57.0
- 5 – year fatality rate 0.830 per 100 million vehicle miles travelled
- 5 – year average serious injuries – 280.0 per 100 million miles travelled
- 5 – year average serious injury rate – 4.0
- 5 – year average non – motorized fatalities and non - motorized serious injuries – 39.4