

**STATEWIDE  
TRANSPORTATION  
IMPROVEMENT  
PROGRAM  
(STIP)**



**FOR  
FEDERAL FISCAL YEARS  
2019 - 2022**

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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 2019</u>	<u>FFY 2020</u>	<u>FFY 2021</u>	<u>FFY2022</u>
<b><u>FHWA LIMITATION</u></b>			<b>\$ 220,000,000</b>	<b>\$ 225,000,000</b>	<b>\$ 230,000,000</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	\$ 334,439	\$ 342,800	\$ 351,370	\$ 360,154
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	\$ 4,532,772	\$ 4,646,091	\$ 4,762,243	\$ 4,881,299
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	\$ 29,972	\$ 30,722	\$ 31,490	\$ 32,277
<b><u>Public Transit</u></b>						
Public Transit STP/CMAQ Transfer - Rural	STP/CMAQ	Other	\$ 16,524,578	\$ 14,056,873	\$ 15,181,813	\$ 15,861,464
Public Transit STP/CMAQ Transfer -Urban	STP/CMAQ	Other	\$ 3,873,227	\$ 5,319,722	\$ 4,776,180	\$ 4,695,268
<b>Public Transit STP/CMAQ Transfer - Total</b>	<b>STP/CMAQ</b>	<b>Other</b>	<b>\$ 20,397,805</b>	<b>\$ 19,376,595</b>	<b>\$ 19,957,993</b>	<b>\$ 20,556,732</b>
Congressional Allocation Transfer to FTA	Demo ID VT035	Const	\$ 2,044,000			
<b><u>Highway Division</u></b>						
Project Development Work Program	STP	Other	\$ 1,723,323	\$ 1,766,406	\$ 1,810,567	\$ 1,855,831
Rest Areas Maintenance	STP/CMAQ/NHPP	ALL	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
TAMP(2)	STP	Other	\$ 500,000			
SHARP 2	STP/SPR	Other	\$ 154,000	\$ 154,000	\$ 154,000	\$ 154,000
Right of Way Mapping (RWMP 001)	STP	PE	\$ 1,500,000	\$ 300,000	\$ 300,000	\$ 300,000
Transportation Enhancements/Alternatives	STP	ALL	\$ 1,900,000	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000
BikePed Projects	STP	ALL	\$ 2,300,000	\$ 2,300,000	\$ 2,300,000	\$ 2,300,000
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	\$ 1,620,553	\$ 1,661,067	\$ 1,702,594	\$ 1,745,159
CRASH Program	STP/SPR	Other	\$ 453,546	\$ 464,884	\$ 476,506	\$ 488,419
<b><u>Forests, Parks and Recreation</u></b>						
Recreational Trail Program	REC TRAIL	ALL	\$ 759,000	\$ 759,000	\$ 759,002	\$ 759,002
<b><u>Project Overruns &amp; Modifications</u></b>						
			\$ 2,062,493	\$ 3,021,145	\$ 2,448,366	\$ 2,706,641
<b><u>TOTAL FROM ABOVE CORE ACTIVITIES</u></b>			<b>\$ 42,187,903</b>	<b>\$ 40,942,711</b>	<b>\$ 41,174,131</b>	<b>\$ 42,259,514</b>
PL Program in MPO Area	MPO PL		\$ 2,023,980	\$ 2,023,982	\$ 2,023,982	\$ 2,023,982
Projects in MPO Area (TIP)	STP/NHPP		\$ 47,084,810	\$ 44,177,414	\$ 31,419,922	\$ 33,197,944
<b>MPO Total Federal Funds</b>			<b>\$ 49,108,790</b>	<b>\$ 46,201,396</b>	<b>\$ 33,443,904</b>	<b>\$ 35,221,926</b>
<b><u>Balance Remaining for Other Activities</u></b>			<b>\$ 128,703,307</b>	<b>\$ 137,855,893</b>	<b>\$ 155,381,965</b>	<b>\$ 157,518,560</b>

**VERMONT AGENCY OF TRANSPORTATION  
USAGE OF FHWA FORMULA FUNDS**

<u>PROGRAM</u>	<u>FUNDING CATEGORY</u>		<u>FFY 2019</u>	<u>FFY 2020</u>	<u>FFY 2021</u>	<u>FFY 2022</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	\$ 500,000	\$ 500,000	\$ 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	\$ 450,000	\$ 500,000	\$ 750,000	\$ 750,000
Statewide Bridge Off System, R.O.W.	STP/NHPP	ROW	\$ 250,000	\$ 470,000	\$ 500,000	\$ 500,000
Statewide Bridge Maintenance Program	STP/NHPP	ALL	\$ 900,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
Statewide Culvert Replac/Rehab	STP/NHPP	ALL	\$ 2,000,000	\$ 2,500,000	\$ 3,000,000	\$ 3,500,000
Interstate Bridge Projects (page 9)	STP/NHPP	ALL	\$ 13,813,000	\$ 10,794,574	\$ 7,614,764	\$ 18,713,000
State Bridge Projects (page 16-19)	STP/NHPP	ALL	\$ 26,103,504	\$ 38,777,513	\$ 49,022,562	\$ 40,126,831
Town Highway Bridge Projects (page 20-22)	STP/NHPP	ALL	\$ 5,817,641	\$ 7,479,479	\$ 5,948,000	\$ 15,236,000
<b><u>Roadway</u></b>						
Statewide Small Culvert	STP/NHPP	ALL	\$ 1,300,000	\$ 1,500,000	\$ 3,000,000	\$ 3,000,000
Statewide Slope/Ledge/Retaining	STP/NHPP	ALL	\$ 1,500,000	\$ 2,000,000	\$ 3,000,000	\$ 3,000,000
Statewide	HSIP	ALL	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000
Municipal Mitigation	STP/NHPP	PE	\$ 5,250,000	\$ 1,428,000		
Projects for Scoping/Design	STP/NHPP	PE	\$ 500,000	\$ 500,000	\$ 750,000	\$ 750,000
Roadway-Projects (see page 14-15)	STP/NHPP	ALL	\$ 16,773,274	\$ 22,434,491	\$ 29,084,939	\$ 2,424,320
<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	\$ 930,771	\$ 5,354,139	\$ 3,664,580	\$ 2,148,978
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	\$ 1,900,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
Paving outside of MPO Area (page10-13)	NHPP/STP	ALL	\$ 38,270,117	\$ 29,292,697	\$ 34,852,120	\$ 53,174,431
<b><u>Rail</u></b>						
Rail/Highway Crossing Projects	RAILCROSSING	ALL	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
Western CorridorTIGER VII Grant		ALL	\$ 2,000,000	\$ 880,000		
Western Corridor allocated funds		ALL	\$ 2,344,000			
<b><u>VTrans Program Totals</u></b>			<b>\$ 128,703,307</b>	<b>\$ 137,855,893</b>	<b>\$ 155,381,965</b>	<b>\$ 157,518,560</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 FY18 and previous not put in a STIP*</u>	<u>FFY 2019 Apportionments</u>	<u>FFY 2019 Anticipated Available</u>	<u>FFY 2019 Programmed In STIP</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</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>											
	FFY18 FTA		\$ 457,913	\$ 457,913	\$ 457,913	\$ 471,650	\$ 471,650	\$ 485,800	\$ 485,800	\$499,950	489570
<b>Section 5304 Statewide Planning</b>											
	FFY18 FTA		\$ 119,564	\$ 119,564	\$ 119,564	\$ 123,151	\$ 123,151	\$ 126,845	\$ 126,845	\$130,539	\$127,838
	<b>Total Federal</b>				<b>\$ 119,564</b>	Does not include 5303 Urban Funds					
	<b>Total State</b>				\$ 14,641						
	<b>Total Local</b>				\$ 15,250						
	<b>Total TrAMS Application</b>				\$ 149,455						
<b>Section 5310 Elderly and Persons with Disability Program</b>											
	Previous years funding	<u>Available Funds remaining from previous years</u>	<u>FFY 2019 Apportionments</u>	<u>FFY 2019 Anticipated Available</u>	<u>FFY 2019 Programmed In STIP</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</u>	<u>FFY 2022 Anticipated Available</u>	<u>FFY 2022 Programmed In STIP</u>
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											
	Urban	\$ -	\$ 175,000	\$ 175,000	\$ 175,000	\$ 218,515	\$ 218,515	\$ 185,657	\$ 185,657	\$ 191,227	\$ 191,227
	Rural	\$ 42,869	\$ 320,000	\$ 362,869	\$ 220,565	\$ 471,904	\$ 406,485	\$ 415,091	\$ 415,091	\$ 360,162	\$ 360,162
	<b>Total Federal</b>	\$ 42,869		\$ 537,869	\$ 395,565						
	<b>Total State</b>	\$ -		\$ -	\$ 75,756						
	<b>Total Local</b>	\$ -		\$ -	\$ 115,191						
	<b>Total TrAMS Application</b>			\$ -	\$ 586,512						
<b>Federal Transit Administration</b>											
<b>Section 5311/5340 Non Urbanized Area Formula Program</b>											
	FTA program funds	<u>Available Funds remaining from previous years</u>	<u>FFY 2019 Apportionments</u>	<u>FFY 2019 Anticipated Available</u>	<u>FFY 2019 Programmed In STIP</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</u>	<u>FFY 2022 Anticipated Available</u>	<u>FFY 2022 Programmed In STIP</u>
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.											
		\$ 1,159,754	\$ 4,518,304	\$ 5,678,058	\$ 4,484,888	\$ 5,711,474	\$ 4,619,435	\$ 5,610,343	\$ 4,758,018	\$ 5,370,629	\$ 4,900,758
	operating				\$ 3,505,647		\$ 3,610,816		\$ 3,719,141		\$ 3,830,715
	administrative/pm	\$ -			\$ 250,000		\$ 257,500		\$ 265,225		\$ 273,182
	rtap - subrecipients				\$ 57,765		\$ 59,498		\$ 61,283		\$ 63,121
	rtap - statewide				\$ 51,476		\$ 53,020		\$ 54,611		\$ 56,249
	Intercity Bus				\$ 620,000		\$ 638,600		\$ 657,758		\$ 677,491
	<b>Total</b>	\$ -			\$ 4,484,888		\$ 4,619,435		\$ 4,758,018		\$ 4,900,758

**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</u>	<u>FFY 2019 Apportionments</u>	<u>FFY 2019 Anticipated Available</u>	<u>FFY 2019 Programmed In STIP</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</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			\$ 3,038,910	\$ 3,038,910	\$ 2,913,777	\$ 2,913,777	\$ 3,001,190	\$ 3,001,190	\$ 3,091,226	\$ 3,091,226
Section 5311/5340 Rural Area - PM - STP/CMAQ Transfer	preventive maintenance			\$ 2,485,206	\$ 2,485,206	\$ 2,032,500	\$ 2,032,500	\$ 2,093,375	\$ 2,093,475	\$ 2,156,176	\$ 2,156,279
Section 5311/5340 Rural Area - Special Services Admin - STP/CMAQ transfer	Special Services Admin			\$ 3,659,668	\$ 3,659,668	\$ 3,769,458	\$ 3,769,458	\$ 3,882,542	\$ 3,882,542	\$ 3,999,018	\$ 3,999,018
Section 5311/5340 - Capital Assistance - STP/CMAQ Transfer	capital			\$ 2,437,676	\$ 2,437,676	\$ 2,735,852	\$ 2,735,852	\$ 3,520,961	\$ 3,520,961	\$ 3,850,787	\$ 3,850,787
Section 5311/5340 - Rural New Services - STP/CMAQ Transfer	cmaq	\$ 305,418		\$ 2,457,536	\$ 2,152,118	\$ 1,368,256	\$ 1,368,256	\$ 1,409,504	\$ 1,409,504	\$ 1,451,789	\$ 1,451,789
Section 5311/5340 - State Admin STP/CMAQ Transfer	state administrative			\$ 601,000	\$ 601,000	\$ 619,030	\$ 619,030	\$ 637,601	\$ 637,601	\$ 656,729	\$ 656,729
Section 5311/5340 - new Intercity - STP/CMAQ Transfer	Intercity Bus cmaq			\$ 600,000	\$ 600,000	\$ 618,000	\$ 618,000	\$ 636,540	\$ 636,540	\$ 655,636	\$ 655,636
Section 5311/5340 - Capital Assistance - STP Transfer Montpelier Transit Center	capital			\$ 1,250,000	\$ 1,250,000						
Section 5311/5340 - Capital Assistance - STP Enhancements Montpelier Transit Center	capital			\$ 300,000	\$ 300,000						
Section 5311/5340 - Capital Assistance - Congressional Allocation Transfer, Montpelier Transit Center	capital			\$ 2,044,000	\$ 2,044,000						
	<b>Total</b>	\$ 305,418		\$ 16,829,996	\$ 16,524,578	\$ 14,056,873	\$ 14,056,873	\$ 15,181,713	\$ 15,181,813	\$ 15,861,361	\$ 15,861,464
<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.											
<b>Operator: GMT-Small Urban (MPO) (CCTA) transferred to GMT/CTAA***covered in TIP</b>											
Section 5311/5340 Urban Area - PA - STP Transfer	administrative	\$ -									
Section 5311/5340 Rural Area - PM - STP Transfer	preventive maintenance			\$ 1,777,000	\$ 1,777,000	\$ 1,830,000	\$ 1,830,000	\$ 1,885,000	\$ 1,885,000	\$ 1,941,550	\$ 1,941,550
Section 5311/5340 Rural Area - Special Services Admin - STP transfer	Special Services Admin										
Section 5311/5340 - Capital Assistance - STP Transfer	capital	\$ -		\$ 986,800	\$ 986,800	\$ 2,043,851	\$ 2,043,851	\$ 1,402,133	\$ 1,402,133	\$ 1,220,000	\$ 1,220,000
Section 5311/5340 - Rural New Services - STP Transfer	cmaq	\$ -		\$ 1,109,427	\$ 1,109,427	\$ 1,445,871	\$ 1,445,871	\$ 1,489,047	\$ 1,489,047	\$ 1,533,718	\$ 1,533,718
	<b>Flex fund total</b>			\$ 3,873,227	\$ 3,873,227	\$ 5,319,722	\$ 5,319,722	\$ 4,776,180	\$ 4,776,180	\$ 4,695,268	\$ 4,695,268
	state	\$ -			\$ 187,500						
	local	\$ -			\$ 984,955						
	<b>total</b>	\$ -			\$ 5,045,682						
<b>Section 5339 Bus and Bus Facilities-Rural/Urban Formula</b>											
Previous years funding											
	rural FFY17	\$ 1,513,443									
	rural FFY18	\$ 3,500,000	\$ 3,500,000	\$ 8,513,443	\$ 5,013,442	\$ 7,000,000	\$ 5,000,000	\$ 5,500,000	\$ 5,000,000	\$ 4,000,000	\$ 4,000,000
	<b>Total Federal</b>				\$ 5,013,442						
	<b>Total State</b>				\$ 346,330						
	<b>Total Local</b>				\$ 639,530						
P1	<b>Total TrAMS Application</b>				\$ 5,999,302						

Summary of FTA Fund Usage

<b>Section 5339 Bus and Bus Facilities-Rural/Urban Competitive LowNo Electric Buses (also uses 5339 formula funds)</b>			<u>Available Funds remaining from previous years</u>		<u>FFY 2019 Anticipated Available</u>	<u>FFY 2019 Programmed In STIP</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</u>	<u>FFY 2022 Anticipated Available</u>	<u>FFY 2022 Programmed In STIP</u>
	Fund Source											
	<b>Total Federal</b>				<b>\$2,550,000</b>	<b>\$ 2,550,000</b>						
	<b>Total State</b>				\$12,500	\$ 12,500						
	<b>Total Local</b>				\$437,500	\$ 437,500						
	<b>Total TrAMS Application</b>				\$3,000,000	\$ 3,000,000						
<b>Section 5339 Bus and Bus Facilities-Rural/Urban Competitive Buses</b>			<u>Available Funds remaining from previous years</u>		<u>FFY 2019 Anticipated Available</u>	<u>FFY 2019 Programmed In STIP</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</u>	<u>FFY 2022 Anticipated Available</u>	<u>FFY 2022 Programmed In STIP</u>
	Fund Source											
	<b>Total Federal</b>				<b>\$2,600,000</b>	\$2,600,000						
	<b>Total State</b>				\$105,882	\$105,882						
	<b>Total Local</b>				\$411,765	\$411,765						
	<b>Total TrAMS Application</b>				\$3,117,647	\$3,117,647						
<b>Section 5339 Bus and Bus Facilities-Rural/Urban Competitive-Bradford Bus Facility</b>			<u>Available Funds remaining from previous years</u>		<u>FFY 2019 Anticipated Available</u>	<u>FFY 2019 Programmed In STIP</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</u>	<u>FFY 2022 Anticipated Available</u>	<u>FFY 2022 Programmed In STIP</u>
Operator: TVTI	Fund Source											
	Federal		0		\$2,080,000	\$2,080,000						
	State		0		\$0							
	Local		0		\$0							
	Total		0		\$2,080,000							
	<b>Total Federal</b>				<b>\$2,080,000</b>							
	<b>Total State*</b>				\$260,000							
	<b>Total Local*</b>				\$260,000							
* The total of State and Local match will total 20% but may not be equal shares as shown	<b>Total TrAMS Application</b>				\$2,600,000							

Transportation Fund Revenue FY 2015-2018 (State Fiscal Year/State Dollars)

	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>
Total Transportation Fund (Revenues from Gas Tax, Diesel Tax, Motor vehicle fees, purchase and use tax and other revenue).	\$298.0 million	\$305.8 million	\$315.4 million	\$321.6 million
Transportation Fund after Legislative out-transfers (Transfers including education fund and other out transfers)	\$264.6 million	\$271.4 million	\$279.0 million	\$283.2 million
Funding available to VTrans (after JTOC* funding is removed). Detail of funding appropriations can be seen on the next page.	\$235.4 million	\$249.1 million	\$248.7 million	\$251.1 million
* JTOC - Joint Transportation Oversight Committee				
Transportation Infrastructure Bond Fund	\$15.0 million	\$14.5 million	\$14.9 million	\$17.1 million

	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>
8	<b>DEPT. OF MOTOR VEHICLES</b>	31,360,732	29,760,414	1,458,768		141,550			
10	<b>FINANCE &amp; ADMINISTRATION</b>	14,655,914	13,637,714	1,018,200					
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			
24	Total Program Development	300,889,473	42,549,882	244,766,072	1,439,468	239,345	11,894,706	0	
28	<b>REST AREAS</b>	744,802	76,242	668,560					
30	<b>POLICY &amp; PLANNING</b>	11,086,484	2,822,771	8,171,508		92,205			
32	<b>MAINTENANCE</b>	87,896,279	85,018,492	2,777,787		100,000			
34	<b>PUBLIC TRANSIT PROGRAM</b>	29,020,229	7,795,281	21,224,948					
36	<b>AVIATION</b>	13,799,763	4,628,763	9,171,000					
38	<b>RAIL</b>	29,599,051	18,675,520	10,163,531			760,000		
40	<b>CENTRAL GARAGE</b>	20,684,524							20,684,524
42	<b>TRANSPORTATION BUILDINGS</b>	1,578,050	1,578,050						
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
46	<b>TOWN HIGHWAY BRIDGES</b>	13,324,994	1,490,612	10,594,419	692,332		547,631		
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>	25,982,744	25,982,744						
58	<b>TH CLASS 1 SUPPLEMENTAL GRANTS</b>	128,750	128,750						
60	<b>TH VERMONT LOCAL ROADS</b>	403,714	103,714	300,000					
62	<b>MUNICIPAL MITIGATION ASSISTANCE PROGRAM</b>	9,082,342	1,240,000	5,442,342				2,400,000	
64	<b>TH PUBLIC ASSISTANCE GRANTS</b>	5,059,457	160,000	3,000,000	1,419,457	480,000			
66	Total "Town Highway" Programs	69,294,251	44,258,070	19,496,761	2,111,789	480,000	547,631	2,400,000	
68	<b>TRANSPORTATION BOARD</b>	271,543	271,543						
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>
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

	A	B	C	D	E	F	G	I	J	K
1		<b>AGENCY OF TRANSPORTATION</b>								
2		<b>FY16 As Passed (H.488/H.490)</b>								
3										
4		<b>TOTAL</b>	<b>STATE</b>	<b>FEDERAL</b>	<b>LOCAL/ OTHER</b>	<b>NHTSA</b>	<b>INTERDEPT TRANSFERS</b>	<b>TIB FUNDS</b>	<b>TIB BONDS</b>	<b>INTERNAL SERVICE</b>
5										
8	<b>DEPT. OF MOTOR VEHICLES</b>	26,992,907	25,303,741	1,689,166						
9										
10	<b>FINANCE &amp; ADMINISTRATION</b>	13,730,429	12,690,489	1,039,940						
11										
12	<b>PROGRAM DEVELOPMENT</b>									
13	Paving	84,592,201	15,534,731	67,843,951				1,213,519		
14	Interstate Bridge	44,010,852	1,017,550	40,073,602				2,919,700		
15	State Highway Bridge	49,164,341	4,403,327	40,026,732	200,000			4,534,282		
16	Roadway	43,407,714	2,619,074	37,483,733	939,406			2,365,501		
17	Highway Safety and Traffic Operations	17,989,271	286,012	17,019,388		683,871				
18	Park & Ride	2,673,394	250,000	2,423,394						
19	Bike & Pedestrian Facilities	6,135,622	505,464	5,630,158						
20	Transportation Alternatives	4,768,081		4,768,081						
21	Multi-Modal Facilities	1,848,980		1,848,980						
22	Program Development Administration	21,751,789	13,744,907	3,874,120		4,132,762				
23										
24	Total Program Development (adjusted for TBD project savings)	276,342,245	38,361,065	220,992,139	1,139,406	4,816,633	0	11,033,002	0	
25										
28	<b>REST AREAS</b>	625,000	62,500	562,500						
29										
30	<b>POLICY &amp; PLANNING</b>	10,007,648	2,065,384	7,942,264						
31										
32	<b>MAINTENANCE</b>	87,069,584	82,469,447	4,500,137			100,000			
33										
34	<b>PUBLIC TRANSIT PROGRAM</b>	27,122,035	7,669,114	19,452,921						
35										
36	<b>AVIATION</b>	14,756,868	4,667,668	9,954,000	135,200					
37										
38	<b>RAIL</b>	35,148,831	15,414,997	19,169,470				564,364		
39										
40	<b>CENTRAL GARAGE</b>	20,309,560								20,309,560
41										
42	<b>TRANSPORTATION BUILDINGS</b>	2,000,000	2,000,000							
43										
44	Total "VTrans" Programs	514,105,107	190,704,405	285,302,537	1,274,606	4,816,633	100,000	11,597,366	0	20,309,560
45										
46	<b>TOWN HIGHWAY BRIDGES</b>	22,956,001	1,058,925	18,671,176	1,324,679			1,901,221		
47										
48	<b>TH STRUCTURES</b>	9,483,500	9,483,500							
49										
50	<b>TH CLASS 2 ROADWAY PROGRAM</b>	7,248,750	7,248,750							
51										
52	<b>TH - NONFEDERAL DISASTERS</b>	1,150,000	1,150,000							
53										
54	<b>TH - FEDERAL DISASTERS</b>	1,440,000	160,000	1,280,000						
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>	394,700	239,700	155,000						
61										
62	<b>MUNICIPAL MITIGATION GRANT PROGRAM</b>	650,000	440,000	180,000			30,000			
63										
64	<b>TH PUBLIC ASSISTANCE GRANTS</b>	33,865,000		31,900,000	1,965,000					
65										
66	Total "Town Highway" Programs	103,299,445	45,892,369	52,186,176	3,289,679	0	30,000	1,901,221	0	
67										
68	<b>TRANSPORTATION BOARD</b>	224,434	224,434							
69										
70										
71	<b>TOTAL PROGRAMS</b>	<b>616,128,986</b>	<b>235,321,208</b>	<b>337,488,713</b>	<b>4,564,285</b>	<b>4,816,633</b>	<b>130,000</b>	<b>13,498,587</b>	<b>0</b>	<b>20,309,560</b>
72	(total adjusted to include \$1.5M in Tfund labor savings)									
73										
74	<b>Bridge Summary:</b>									
75	State Highway Bridge	49,164,341	4,403,327	40,026,732	200,000	0	0	4,534,282	0	0
76	Interstate Bridge	44,010,852	1,017,550	40,073,602	0	0	0	2,919,700	0	0
77	Town Highway Bridge	22,956,001	1,058,925	18,671,176	1,324,679	0	0	1,901,221	0	0
78	Bridge Total	116,131,194	6,479,802	98,771,510	1,524,679	0	0	9,355,203	0	0
79										
80										
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83										
84										
85										

**Vermont Agency of Transportation**

**2019 - 2022 Statewide Transportation Improvement Program (STIP)**

Project Location	FY19	FY20	FY21	FY22	Total Cost Fed+State+Local
<b>Interstate Bridges</b>					
HARTLAND IM 091-1(68) VTrans # 13A094 I-91N	PE: \$217,500 ROW: \$360,000 Const: \$430,000	Const: \$2,000,000			Total: \$3,341,667 PE: \$241,666 ROW: \$400,000 Const: \$2,700,000
Description: SCOPING TO EVALUATE ALTERNATIVES FOR BR37 ON I-91 IN HARTLAND, TH41 OVER I-91.					
LEBANON-HARTFORD IM A001(154) VTrans # 11A224 I-89N		Const: \$2,000,000	Const: \$4,000,000	Const: \$1,713,000	Total: \$8,570,000 Const: \$8,570,000
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.					
ROCKINGHAM IM 091-1(66) VTrans # 12A130 I-91N	Const: \$12,000,000	Const: \$6,794,574	Const: \$2,000,000		Total: \$23,105,082 Const: \$23,105,082
Description: REPLACEMENT OF BRIDGE NOS. 24 N&S ON I-91 IN ROCKINGHAM, OVER THE GREEN MOUNTAIN RAILROAD AND THE WILLIAMS RIVER.					
ROYALTON IM 089-1(63) VTrans # 13A248 I-89N	PE: \$308,000		Const: \$100,000	Const: \$5,000,000	Total: \$6,008,889 PE: \$342,222 Const: \$5,666,666
Description: REHAB BR26 N&S ON I-89, OVER VT107, NECR AND THE WHITE RIVER.					
SHARON IM 089-1(64) VTrans # 13A250 I-89N	PE: \$322,500		Const: \$100,000	Const: \$3,000,000	Total: \$3,802,778 PE: \$358,333 Const: \$3,444,444
Description: REHABILITATE BRIDGE NO. 17N&S ON I-89 IN SHARON, OVER VT14 AND THE WHITE RIVER.					

### Vermont Agency of Transportation

Project Location	FY19	FY20	FY21	FY22	Total Cost Fed+State+Local
WEATHERSFIELD IM 091-1(69) VTrans # 13A096 I-91S	PE: \$175,000		Const: \$176,764	Const: \$5,000,000	Total: \$5,946,404 PE: \$194,444 Const: \$5,751,960
Description: REPLACE BRIDGE DECKS FOR BR30 N&S ON I-91 IN WEATHERSFIELD, OVER VT131.					
WESTMINSTER IM 091-1(70) VTrans # 13A098 I-91N			Const: \$500,000	Const: \$4,000,000	Total: \$5,000,000 Const: \$5,000,000
Description: REPLACE DECK AND BEARINGS ON BR21 N&S ON I-91 IN WESTMINSTER, OVER TH1 ("VT121").					
<b>Totals for Interstate Bridges</b>	<b>PE: \$1,023,000                      ROW: \$360,000                      Const: \$12,430,000</b>	<b>Const: \$10,794,574</b>	<b>Const: \$7,614,764</b>	<b>Const: \$18,713,000</b>	<b>Total: \$56,594,820                      PE: \$1,136,667                      ROW: \$400,000                      Const: \$55,058,153</b>

**Vermont Agency of Transportation**

**2019 - 2022 Statewide Transportation Improvement Program (STIP)**

<b>Project Location</b>	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>FY22</b>	<b>Total Cost Fed+State+Local</b>
<b>Paving</b>					
BETHEL-ROYALTON STP 2964(1) VTrans # 16V100 VT-107	Const: \$300,000	Const: \$1,392,360			Total: \$2,087,272 Const: \$2,087,271
Description: Resurfacing of VT 107 from Bethel MM 3.355 to Royalton MM 2.530 (3.448 miles). Also includes VT12 in Bethel, MM 1.383 to 1.453 (0.070 mile), and the VT107 Approach, 0.071mile).					
BRANDON STP PC19(7) VTrans # 16V134 VT-73		Const: \$100,000	Const: \$872,960		Total: \$1,200,000 Const: \$1,200,000
Description: Class 1 paving in Brandon along VT 73 from MM 2.792 to MM 3.65.					
BRANDON-GOSHEN ER STP 0162(22) VTrans # 14C048 VT-73	Const: \$7,382,168	Const: \$2,000,000			Total: \$10,899,359 Const: \$10,899,358
Description: REHABILITATION/IMPROVEMENTS TO VT73 IN BRANDON AND GOSHEN, BEGINNING 0.669 MILE EAST OF US7 EXTENDING EASTERLY 7.477 MILES TO THE GOSHEN-ROCHESTER TOWN LINE, AS A RESULT OF DAMAGE SUSTAINED DURING TROPICAL STORM					
BRATTLEBORO-NEWFANE STP 2940( ) VTrans # 11B322 VT-30				Const: \$1,000,000	Total: \$1,233,350 Const: \$1,233,349
Description: RESURFACE VT30 IN BRATTLEBORO, DUMMERSTON AND NEWFANE, BEGINNING 0.326 MILE NORTH OF THE US5 INTERSECTION AND EXTENDING NORTHERLY 9.948 MILES.					
BRIGHTON STP PC19(1) VTrans # 16V122 VT-105		Const: \$1,254,617	Const: \$588,140		Total: \$2,272,764 Const: \$2,272,763
Description: Class 1 resurfacing in Brighton (Island Pond) on VT 105 from MM 3.205 to 4.494, and on VT 114 beginning at MM 4.472 and continuing to					
BRISTOL-STARKSBORO STP FPAV(19) VTrans # 17V322 VT-17		Const: \$304,860			Total: \$375,999 Const: \$375,999
Description: Paving on VT 17 from Bristol tmm 0.6 to Starksboro tmm 2.05					
BURKE-NEWARK STP FPAV(17) VTrans # 17V319 VT-5A		Const: \$944,582			Total: \$1,165,000 Const: \$1,165,000
Description: Paving on VT 5A from Burke etemm 0 to Newark etemm 4.6					
CAMBRIDGE-JOHNSON STP 2925(1) VTrans # 10B256 VT-15				Const: \$2,000,000	Total: \$2,466,700 Const: \$2,466,699
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.					

**Project Location**

	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>FY22</b>	<b>Total Cost Fed+State+Local</b>
CAVENDISH-WEATHERSFIELD ER STP 0146(14) VTrans # 12C226 VT-131			Const: \$1,600,000	Const: \$7,085,002	Total: \$10,711,645 Const: \$10,711,645
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					
CHELSEA-VERSHIRE STP 2955(1) VTrans # 14V234 VT-113				Const: \$6,486,400	Total: \$8,000,000 Const: \$8,000,000
Description: RESURFACE VT113 IN CHELSEA AND VERSHIRE, BEGINNING AT THE VT110/VT113 INTERSECTION AND EXTENDING EASTERLY 7.000 MILES.					
CHESTER-SPRINGFIELD STP 2942(1) VTrans # 11B336 VT-10		Const: \$500,000	Const: \$2,354,016		Total: \$3,520,000 Const: \$3,519,999
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: \$500,000	Const: \$2,199,153		Total: \$3,329,000 Const: \$3,328,999
Description: Resurfacing of VT 11 beginning in Chester at MM 5.206 and continuing until Springfield MM 3.528.					
CRAFTSBURY STP FPAV(24) VTrans # 17V327 VT-14	Const: \$1,489,125				Total: \$1,836,613 Const: \$1,836,612
Description: Paving along VT 14 in Craftsbury from TWMM .995 to TWMM 7.47					
ENOSBURG-RICHFORD STP 2969(1) VTrans # 16V104 VT-105	Const: \$737,788				Total: \$909,951 Const: \$909,950
Description: Resurfacing along Route 105 starting in Enosburg from MM 1.501 and continuing to Richford MM 1.546.					
FAIR HAVEN STP PC19(2) VTrans # 16V123 VT-22A	Const: \$1,404,431				Total: \$1,732,155 Const: \$1,732,155
Description: Class 1 paving along VT 22A in Fair Haven from MM 1.098 to MM 2.217.					
GROTON-NEWBURY STP PS19(2) VTrans # 16V114 US-302			Const: \$1,000,000	Const: \$4,602,790	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: \$1,465,926	Total: \$1,808,000 Const: \$1,807,999
Description: Class 1 paving in Hartford on US 4 and VT 14					

Project Location					Total Cost
	FY19	FY20	FY21	FY22	Fed+State+Local
JAMAICA-WINHALL STP 2904(1) VTrans # 09B360 VT-30	Const: \$11,128,446				Total: \$12,928,029 Const: \$12,928,028
Description: RESURFACE VT30 IN JAMAICA AND WINHALL, BEGINNING AT THE VT100 INTERSECTION AND EXTENDING NORTHERLY 8.988 MILES TO THE VT11 INTERSECTION.					
JOHNSON-MORRISTOWN STP 2919(1) VTrans # 10B240 VT-15			Const: \$1,000,000	Const: \$8,324,200	Total: \$11,500,000 Const: \$11,499,999
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).					
KILLINGTON-STOCKBRIDGE ER STP 022-1(25) VTrans # 12B234 VT-100			Const: \$1,000,000	Const: \$8,279,877	Total: \$11,327,975 Const: \$11,327,974
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: \$4,000,000	Const: \$6,000,000	Total: \$12,333,498 Const: \$12,333,497
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: \$500,000	Const: \$2,155,066		Total: \$3,274,625 Const: \$3,274,625
Description: Resurfacing of VT 30 starting in Manchester at MM 0.305 and continuing to Dorset MM 5.225.					
MANCHESTER-PERU STP 2708(1) VTrans # 07B170 VT-11	Const: \$2,000,000	Const: \$3,000,000	Const: \$961,333		Total: \$7,352,409 Const: \$7,352,408
Description: RESURFACE VT11 IN MANCHESTER, WINHALL AND PERU, BEGINNING 1.259 MILES EAST OF THE VT7A INTERSECTION AND EXTENDING EASTERLY 9.531 MILES.					
MIDDLEBURY STP PC20(3) VTrans # 18V188 VT-30				Const: \$2,153,995	Total: \$2,656,629 Const: \$2,656,629
Description: Class 1 paving in Middlebury along VT 30 and VT 125.					
MIDDLEBURY NH PC20(4) VTrans # 18V220 US-7				Const: \$1,472,339	Total: \$1,815,909 Const: \$1,815,908
Description: Class 1 paving in Middlebury along US 7 from MM 4.264 to 5.712.					

**Project Location**

	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>FY22</b>	<b>Total Cost Fed+State+Local</b>
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.					
MORRISTOWN STP PC19(3) VTrans # 16V124 VT-100	Const: \$400,000	Const: \$1,293,569			Total: \$2,088,763 Const: \$2,088,762
Description: Class 1 paving in Morristown along VT 100 from MM 4.851 to MM 6.188, VT 12 from MM 2.181 to MM 3.307 and along VT 15A from MM 0.0 to MM 0.36					
MORRISTOWN-WOLCOTT STP FPAV(22) VTrans # 17V325 VT-15		Const: \$1,070,256			Total: \$1,320,000 Const: \$1,320,000
Description: Paving along VT 15 from Morristown TWNMM 4.182 to Wolcott 4.55.					
NEW HAVEN-BRISTOL STP PS19(8) VTrans # 16V119 VT-17		Const: \$495,521	Const: \$1,000,000		Total: \$1,844,500 Const: \$1,844,500
Description: Resurface VT 17 starting in New Haven at MM 3.455 and continuing to Bristol MM 0.599.					
PITTSFORD STP 2968(1) VTrans # 16V103 VT-3	Const: \$200,000	Const: \$960,663			Total: \$1,431,503 Const: \$1,431,503
Description: Resurfacing of VT 3 in Pittsford from MM 0.00 to MM 2.850 (US7 jct.).					
PLAINFIELD-DANVILLE NH PS19(1) VTrans # 16V113 US-2				Const: \$1,500,000	Total: \$1,850,025 Const: \$1,850,024
Description: Resurfacing along US 2 from Plainfield MM 0.987 to Danville MM 1.755.					
POULTNEY STP PC19(4) VTrans # 16V125 VT-30	Const: \$100,000	Const: \$925,662			Total: \$1,265,000 Const: \$1,265,000
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.					
POULTNEY-CASTLETON STP FPAV(25) VTrans # 17V328 VT-30		Const: \$749,990			Total: \$925,000 Const: \$925,000
Description: Paving along VT 30 from Poultney tmm 6.843 to Castleton tmm 1.509.					
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.					



**Project Location**

	FY19	FY20	FY21	FY22	Total Cost
					Fed+State+Local
ROYALTON-TUNBRIDGE STP 2967(1) VTrans # 16V102 VT-110	Const: \$1,202,689				Total: \$1,483,337 Const: \$1,483,336
Description: Resurfacing of VT 110 from MM 0.00 (VT14 jct.) in Royalton to MM 0.260 in Tunbridge.					
RUTLAND-PITTSFORD NH 2963(1) VTrans # 16V099 US-7	Const: \$500,000	Const: \$1,380,218			Total: \$2,318,966 Const: \$2,318,966
Description: Resurfacing of US 7 from Rutland Town MM 1.177 to Pittsford MM 1.369.					
SPRINGFIELD STP PS19(5) VTrans # 16V117 VT-106		Const: \$200,000	Const: \$911,303		Total: \$1,370,625 Const: \$1,370,625
Description: Resurfacing on VT 106 in Springfield from MM 0.058 to MM 3.283.					
SPRINGFIELD-HARTLAND IM SURF(62) VTrans # 16V112 I-91N	Const: \$3,429,531				Total: \$3,810,591 Const: \$3,810,591
Description: Resurfacing I-91 NB from MM 44.9 to MM 66.0.					
ST. ALBANS-SHELDON STP 2941() VTrans # 11B324 VT-105				Const: \$500,000	Total: \$616,675 Const: \$616,674
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.					
STAMFORD STP FPAV(23) VTrans # 17V326 VT-100		Const: \$670,855			Total: \$827,399 Const: \$827,398
Description: Paving along VT 100 in Stamford from tmm 0 to tmm 4.150.					
STOWE-MORRISTOWN STP PS19(3) VTrans # 16V115 VT-100		Const: \$1,000,000	Const: \$4,621,763		Total: \$6,933,600 Const: \$6,933,600
Description: Reclamation of VT 100 from Stowe MM 3.987 to Morrystown MM 4.872.					
WATERBURY-STOWE STP 2945(1) VTrans # 11B342 VT-100	Const: \$4,025,696				Total: \$4,965,091 Const: \$4,965,091
Description: RESURFACE VT100 IN WATERBURY AND STOWE, BEGINNING AT THE US2 INTERSECTION AND EXTENDING NORTHERLY 9.688					
WATERFORD-ST. JOHNSBURY STP FPAV(15) VTrans # 17V318 VT-18		Const: \$1,151,336			Total: \$1,420,000 Const: \$1,420,000
Description: Paving on VT 18 in Waterford and St. Johnsbury, beginning at mm 0.00 (New Hampshire stale line) and extending northerly 7.887 miles to					
WEATHERSFIELD-READING STP FPAV(12) VTrans # 17V029 VT-106	Const: \$2,270,240				Total: \$2,800,000 Const: \$2,800,000
Description: Paving on VT106 in Weathersfield, Cavendish and Reading.					

**Project Location**

Project Location					<b>Total Cost</b>
	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>FY22</b>	<b>Fed+State+Local</b>
WEST RUTLAND STP PC19(6) VTrans # 16V127 VT-133	Const: \$200,000	Const: \$1,385,114			Total: \$1,955,000 Const: \$1,955,000
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.					
WEST RUTLAND-RUTLAND STP FPAV(18) VTrans # 18V034 BUS-4W		Const: \$1,975,534			Total: \$2,436,524 Const: \$2,436,524
Description: Paving on Business Route US 4 from West Rutland ETEMM 0 to Rutland ETEMM 2.429.					
WILMINGTON-BRATTLEBORO NH 2971(1) VTrans # 16V105 VT-9		Const: \$2,000,000	Const: \$7,000,000	Const: \$1,722,830	Total: \$13,225,000 Const: \$13,225,000
Description: Resurfacing along VT 9 from Wilmington MM 7.077 to Brattleboro MM 4.178.					
WILMINGTON-STRATTON STP PS19(7) VTrans # 16V096 VT-100	Const: \$1,500,000	Const: \$2,537,560			Total: \$4,979,724 Const: \$4,979,723
Description: Resurfacing VT 100 beginning in Wilmington at MM 2.469 through Dover, ending in Stratton at MM 1.337.					
<b>Totals for Paving</b>	<b>Const: \$38,270,117</b>	<b>Const: \$29,292,697</b>	<b>Const: \$34,852,120</b>	<b>Const: \$53,174,431</b>	<b>Total: \$189,890,152</b> <b>Const: \$189,890,152</b>

**Vermont Agency of Transportation**  
**2019 - 2022 Statewide Transportation Improvement Program (STIP)**

Project Location	FY19	FY20	FY21	FY22	Total Cost Fed+State+Local
<b>Roadway Projects</b>					
BARRE CITY-BARRE TOWN MEGC M 6000(11) VTrans # 83D106 Min-6024			Const: \$2,850,000		Total: \$3,000,000 Const: \$3,000,000
Description: RECONSTRUCTION OR RELOCATION OF THE VT14/QUARRY ST. INTERSECTION AND QUARRY HILL RD.					
BRANDON NH 019-3(496) VTrans # 02B232 US-7	Const: \$8,000,000	Const: \$4,789,310			Total: \$15,773,692 Const: \$15,773,692
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, PARKING AREAS, GRADING, DRAINAGE, UTILITIES RELOCATION, TRAFFIC SIGNAL, SIGNS, ETC.					
BRATTLEBORO STP 2000(23) VTrans # 84D030 US-5		ROW: \$94,580	ROW: \$1,000,000		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	ROW: \$332,500			Const: \$500,000	Total: \$876,316 ROW: \$350,000 Const: \$526,315
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.					
FAIR HAVEN-ORWELL STP 017-1(14) VTrans # 15D201 VT-22A		PE: \$445,940		ROW: \$324,320	Total: \$950,000 PE: \$550,000 ROW: \$400,000
Description: PROJECT IS FOR WIDENING OF VT-22A FROM FAIR HAVEN TO ORWELL					
LYNDON STP 0113(65) VTrans # 10C176 US-5	PE: \$586,078	ROW: \$810,800			Total: \$1,722,839 PE: \$722,839 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.					
MT. HOLLY ER STP 0133(8) VTrans # 12C406 VT-155	Const: \$1,000,000				Total: \$1,111,111 Const: \$1,111,111
Description: SLOPE REMEDIATION AND ASSOCIATED ROADWAY REPAIR ON VT155 IN MT. HOLLY, APPROX. 5.57 MILES NORTH OF THE WESTON-MT. HOLLY TOWN LINE. DDIR #SM-D3-97.					

## Vermont Agency of Transportation

Project Location	FY19	FY20	FY21	FY22	Total Cost Fed+State+Local
NEWPORT CITY STP 134-3(22) VTrans # 07B156 VT-191	ROW: \$16,216 Const: \$1,000,000		Const: \$1,948,094		Total: \$3,656,031 ROW: \$20,000 Const: \$3,636,031
	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: \$5,180,963		Total: \$7,623,289 Const: \$7,623,289
	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.				
PITTSFORD NH 019-3(493) VTrans # 02B196 US-7	ROW: \$562,800	Const: \$5,000,000	Const: \$6,098,968		Total: \$14,392,409 ROW: \$703,500 Const: \$13,688,909
	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.				
PITTSFORD-BRANDON NH 019-3(494) VTrans # 02B198 US-7	ROW: \$775,680			Const: \$1,600,000	Total: \$2,930,044 ROW: \$956,684 Const: \$1,973,359
	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,				
RIPTON ER STP 0174(19) VTrans # 12C414 VT-125			Const: \$2,546,129		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.				
ST. ALBANS IM SWFR(2) VTrans # 17D067 I-89N	Const: \$500,000				Total: \$555,556 Const: \$555,555
	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.				
STOWE STP 0235(14) VTrans # 09C388		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.				

**Vermont Agency of Transportation**

Project Location	FY19	FY20	FY21	FY22	Total Cost Fed+State+Local
SWANTON NH 036-1(9) VTrans # 96B032 VT-78		ROW: \$162,160			Total: \$200,000 ROW: \$200,000 Const: \$0
	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.				
WATERBURY FEGC F 013-4(13) VTrans # 85B006 US-2	Const: \$4,000,000	Const: \$10,000,000	Const: \$9,407,185		Total: \$24,639,142 Const: \$24,639,142
	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 TSCE(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>PE: \$586,078 ROW: \$1,687,196 Const: \$14,500,000</b>	<b>PE: \$445,940 ROW: \$1,071,540 Const: \$20,917,011</b>	<b>ROW: \$1,000,000 Const: \$28,084,939</b>	<b>ROW: \$324,320 Const: \$2,100,000</b>	<b>Total: \$81,838,962  PE: \$1,272,839 ROW: \$4,985,185 Const: \$75,580,938</b>

**Vermont Agency of Transportation**

**2019 - 2022 Statewide Transportation Improvement Program (STIP)**

Project Location	FY19	FY20	FY21	FY22	Total Cost Fed+State+Local
<b>State Highway Bridges</b>					
ADDISON BF 0172(9) VTrans # 15B092 VT-125	ROW: \$12,000		Const: \$568,000		Total: \$725,000 ROW: \$15,000 Const: \$710,000
Description: Scoping to evaluate alternatives for 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	ROW: \$20,000			Const: \$248,000	Total: \$335,000 ROW: \$25,000 Const: \$310,000
Description: SCOPING TO EVALUATE ALTERNATIVES FOR BRIDGE NO. 3 ON US302 IN BERLIN, OVER THE STEVENS BRANCH.					
BETHEL BHF 0241(38) VTrans # 10C216 VT-12	Const: \$399,788	Const: \$2,500,000	Const: \$2,500,000		Total: \$6,749,735 Const: \$6,749,735
Description: REPLACEMENT OF BRIDGE NO. 38 ON VT12 IN BETHEL, OVER GILEAD BROOK.					
BRAINTREE BF 0241(51) VTrans # 12C578 VT-12	PE: \$96,000		Const: \$504,000		Total: \$750,000 PE: \$120,000 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: \$200,000	Const: \$440,000			Total: \$800,000 Const: \$800,000
Description: REHABILITATION OF BRIDGE NO. 12 ON VT116 IN BRISTOL OVER BALDWIN CREEK, INCLUDING REPLACEMENT OF THE EXISTING SUPERSTRUCTURE.					
BRUNSWICK BF 0271(23) VTrans # 13C056 VT-102	Const: \$200,000	Const: \$1,000,000	Const: \$856,962		Total: \$2,571,203 Const: \$2,571,202
Description: REPLACEMENT OF BRIDGE NO. 6 ON VT102 IN BRUNSWICK, OVER PAUL STREAM.					
CALAIS BHF 037-2(10) VTrans # 12B144 VT-14			Const: \$400,000	Const: \$1,220,864	Total: \$2,026,080 Const: \$2,026,080
Description: REPLACEMENT OF BRIDGE NO. 74 ON VT14 IN CALAIS, OVER PEKIN BROOK.					

## Vermont Agency of Transportation

Project Location	FY19	FY20	FY21	FY22	Total Cost Fed+State+Local
CALAIS BHF 037-2(11) VTrans # 12B146 VT-14			Const: \$300,000	Const: \$1,309,920	Total: \$2,012,400 Const: \$2,012,400
Description: REPLACEMENT OF BRIDGE NO. 82 ON VT14 IN CALAIS, OVER KINGSBURY BRANCH.					
CALAIS BHF 037-2(12) VTrans # 12B148 VT-14			Const: \$100,000	Const: \$732,320	Total: \$1,040,400 Const: \$1,040,400
Description: REHABILITATION OF BRIDGE NO. 77 ON VT14 IN CALAIS, OVER KINGSBURY BRANCH.					
CHESTER BF 025-1(45) VTrans # 12B580 VT-103		PE: \$560,000	ROW: \$80,000		Total: \$800,000 PE: \$700,000 ROW: \$100,000 Const: \$0
Description: SCOPING TO EVALUATE ALTERNATIVES FOR 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: Scoping to evaluate alternatives for bridge no. 16 on VT-103 in Chester over Williams River					
CHESTER BF 0134(50) VTrans # 16B069 VT-11			Const: \$100,000	Const: \$644,000	Total: \$930,000 Const: \$930,000
Description: REPLACEMENT OF BRIDGE NO. 51 ON VT-11 IN CHESTER.					
DOVER BF 013-1(20) VTrans # 13B058 VT-100	Const: \$400,000	Const: \$1,192,774			Total: \$1,990,968 Const: \$1,990,967
Description: REPLACEMENT OF BRIDGE NO. 59 ON VT100 IN DOVER, OVER THE NORTH BRANCH OF THE DEERFIELD RIVER.					
ENOSBURG BF 0283(42) VTrans # 12C584 VT-118	PE: \$100,000	ROW: \$48,000	Const: \$200,000	Const: \$800,800	Total: \$1,436,000 PE: \$125,000 ROW: \$60,000 Const: \$1,251,000
Description: SCOPING TO EVALUATE ALTERNATIVES FOR BRIDGE NO. 24 (SHORT) ON VT118 IN ENOSBURG.					
FERRISBURGH BM19502 VTrans # 17B169 US-7	Const: \$320,000				Total: \$400,000 Const: \$400,000
Description: Bridge maintenance project to line existing culvert (br. 138A) located on US-7 in Ferrisburgh carrying unnamed brook.					

## Vermont Agency of Transportation

Project Location	FY19	FY20	FY21	FY22	Total Cost Fed+State+Local
HARTFORD (QUECHEE) NH 020-2(45) VTrans # 17B082 US-4	PE: \$400,000		Const: \$1,000,000	Const: \$3,000,000	Total: \$5,500,000 PE: \$500,000 Const: \$5,000,000
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: \$2,224,087	Total: \$2,905,109 Const: \$2,905,108
Description: REPLACEMENT OF BRIDGE NO. 33 ON US4 IN KILLINGTON, OVER THE OTTAUQUECHEE RIVER.					
LANCASTER-GUILDHALL BHF A001(159) VTrans # 12B466 US-2	Const: \$100,000	Const: \$1,032,840	Const: \$500,000		Total: \$2,041,050 Const: \$2,041,050
Description: REHABILITATION AND PAINTING OF BR127 ON US2, 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: \$160,000		Const: \$464,000	Total: \$780,000 PE: \$200,000 Const: \$580,000
Description: SCOPING TO EVALUATE ALTERNATIVES FOR BRIDGE NO. 234 ON VT100 IN LOWELL, OVER EAST BRANCH.					
LYME-THETFORD BF A000(394) VTrans # 12C468 VT-113		ROW: \$16,216	Const: \$100,000	Const: \$305,000	Total: \$519,507 ROW: \$20,000 Const: \$499,506
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	Const: \$2,599,999	Const: \$14,000,000	Const: \$14,000,000	Const: \$5,975,000	Total: \$38,499,999 Const: \$38,499,998
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.					
MIDDLEBURY EWP3(2) VTrans # 16B046 VT-30	Const: \$5,000,000				Total: \$5,263,158 Const: \$5,263,157
Description: Early work package for the Middlebury tunnel project. Work includes construction of Battel Block access road, horizontal directional drilling of drainage outfall and erection of prefabricated temporary parking structure					
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	FY19	FY20	FY21	FY22	Total Cost Fed+State+Local
MONTGOMERY STP DECK(47) VTrans # 16B090 VT-118		Const: \$400,000	Const: \$1,078,400		Total: \$1,848,000 Const: \$1,848,000
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	ROW: \$40,000	Const: \$240,000	Const: \$2,000,000		Total: \$2,850,000 ROW: \$50,000 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	ROW: \$22,400	Const: \$1,016,000			Total: \$1,298,000 ROW: \$28,000 Const: \$1,270,000
Description: REMOVE AND REPLACE EXISTING CULVERT WITH A NEW METAL ARCH, BR7 ON VT155 IN MT. HOLLY OVER THE MILL RIVER.					
NORTH HERO BF 028-1(30) VTrans # 13B264 US-2	PE: \$550,000	ROW: \$16,000		Const: \$4,000,000	Total: \$5,707,500 PE: \$687,500 ROW: \$20,000 Const: \$5,000,000
Description: REPLACE SUPERSTRUCTURE 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: \$12,000,000	Const: \$12,000,000	Const: \$19,000,000	Const: \$8,068,760	Total: \$60,080,894 Const: \$60,080,894
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.					
PITTSFIELD BHF 022-1(24) VTrans # 10B416 VT-100	Const: \$385,414	Const: \$1,000,000			Total: \$1,731,768 Const: \$1,731,767
Description: REPLACEMENT OF BRIDGE NO. 126 ON VT100 IN PITTSFIELD, OVER THE WEST BRANCH OF THE TWEED RIVER.					
PITTSFORD BF 019-3(59) VTrans # 13B266 US-7	ROW: \$128,000		Const: \$100,000	Const: \$2,000,000	Total: \$2,785,000 ROW: \$160,000 Const: \$2,625,000
Description: REPLACE BRIDGE NO. 108 ON US7 IN PITTSFORD, OVER FURNACE BROOK.					

## Vermont Agency of Transportation

Project Location	FY19	FY20	FY21	FY22	Total Cost Fed+State+Local
PLYMOUTH BF 013-3(13) VTrans # 12B596 VT-100	PE: \$100,000	Const: \$712,000			Total: \$1,015,000 PE: \$125,000 Const: \$890,000
	Description: REMOVE AND REPLACE EXISTING CULVERT WITH A NEW METAL ARCH, BR115 ON VT100 IN PLYMOUTH, OVER RESERVOIR BROOK.				
PROCTOR BO 1443(54) VTrans # 16B003	PE: \$120,000		Const: \$2,016,000		Total: \$2,670,000 PE: \$150,000 Const: \$2,520,000
	Description: Replacement of Bridge no. 3 on TH-11 in Proctor over Vermont Railway.				
PUTNEY STP DECK(38) VTrans # 15B105 US-5		Const: \$832,000			Total: \$1,040,000 Const: \$1,040,000
	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	ROW: \$240,000		Const: \$200,000	Const: \$4,000,000	Total: \$5,550,000 ROW: \$300,000 Const: \$5,250,000
	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: \$1,500,000	Const: \$514,083			Total: \$3,166,797 Const: \$3,166,797
	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	PE: \$60,000			Const: \$1,270,080	Total: \$1,662,600 PE: \$75,000 Const: \$1,587,600
	Description: REPLACEMENT OF BRIDGE NO. 20 ON VT9 IN SEARSBURG, OVER AN UNNAMED TRIBUTARY.				
SHAFTSBURY STP 014-1(6) VTrans # 16B083 VT-67	PE: \$40,000	ROW: \$52,000			Total: \$115,000 PE: \$50,000 ROW: \$65,000 Const: \$0
	Description: REPLACEMENT OF BRIDGE NO. 1 ON VT-67 IN SHAFTSBURY.				

**Vermont Agency of Transportation**

Project Location	FY19	FY20	FY21	FY22	Total Cost Fed+State+Local
SPRINGFIELD BF 0134(43) VTrans # 13C334 VT-11	PE: \$44,000	ROW: \$13,600	Const: \$251,200	Const: \$1,000,000	Total: \$1,636,000 PE: \$55,000 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	PE: \$50,000	ROW: \$11,200	Const: \$192,000	Const: \$1,000,000	Total: \$1,566,500 PE: \$62,500 ROW: \$14,000 Const: \$1,490,000
Description: REPLACEMENT OF BRIDGE NO. 60 ON VT11 IN SPRINGFIELD.					
SPRINGFIELD BF 0134(49) VTrans # 16B068 VT-11	PE: \$70,000	ROW: \$12,800	Const: \$376,000	Const: \$1,000,000	Total: \$1,823,500 PE: \$87,500 ROW: \$16,000 Const: \$1,720,000
Description: REPLACEMENT OF BRIDGE NO. 61 ON VT-11 IN SPRINGFIELD.					

## Vermont Agency of Transportation

Project Location	FY19	FY20	FY21	FY22	Total Cost Fed+State+Local
WATERBURY BF 0284(33) VTrans # 12C602 US-2		PE: \$144,000		Const: \$864,000	Total: \$1,260,000 PE: \$180,000 Const: \$1,080,000
Description: SCOPING TO EVALUATE ALTERNATIVES FOR BRIDGE NO. 44 ON US2 IN WATERBURY, OVER THE LITTLE RIVER.					
WATERFORD BF 0225(5) VTrans # 15B051 VT-18	Const: \$187,159				Total: \$233,949 Const: \$233,948
Description: REPLACEMENT OF BRIDGE NO. 2 ON VT-18 IN WATERFORD.					
WEATHERSFIELD STP 0146(16) VTrans # 00C266 VT-131	Const: \$336,090				Total: \$420,114 Const: \$420,113
Description: LINE CULVERT, BRIDGE NO. 15 ON VT131 IN WEATHERSFIELD, OVER MILL BROOK.					
WOODFORD BF 010-1(52) VTrans # 13B270 VT-9	Const: \$342,652				Total: \$428,316 Const: \$428,316
Description: LINE CULVERT, BRIDGE NO. 18 ON VT9 IN WOODFORD.					
WOODSTOCK BF 0241(44) VTrans # 13C272 VT-12	PE: \$40,000	Const: \$200,000			Total: \$300,000 PE: \$50,000 Const: \$250,000
Description: SCOPING TO EVALUATE ALTERNATIVES FOR BRIDGE NO. 19 ON VT12 IN WOODSTOCK, OVER NORTH BRIDGEWATER BROOK.					
<b>Totals for State Highway Bridges</b>	<b>PE: \$1,670,000</b> <b>ROW: \$462,400</b> <b>Const: \$23,971,104</b>	<b>PE: \$1,028,000</b> <b>ROW: \$169,816</b> <b>Const: \$37,579,697</b>	<b>ROW: \$80,000</b> <b>Const: \$48,942,562</b>	<b>Const: \$40,126,831</b>	<b>Total: \$181,219,545</b>  <b>PE: \$3,372,500</b> <b>ROW: \$890,000</b> <b>Const: \$176,957,045</b>

**Vermont Agency of Transportation**

**2019 - 2022 Statewide Transportation Improvement Program (STIP)**

Project Location	FY19	FY20	FY21	FY22	Total Cost Fed+State+Local
<b>Town Highway Bridges</b>					
ANDOVER BF 0132(14) VTrans # 16J175 Maj-0132	PE: \$181,600				Total: \$227,000 PE: \$227,000 Const: \$0
Description: Scoping to evaluate alternatives for 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: \$1,736,000	ROW: \$1,000,000 Const: \$100,000	ROW: \$2,000,000 Const: \$1,000,000	Const: \$8,000,000	Total: \$17,295,000 ROW: \$5,920,000 Const: \$11,375,000
Description: THIS PROJECT REPRESENTS VERMONT'S SHARE OF THE VERMONT-NEW HAMPSHIRE PROJECT. NEW HAMPSHIRE IS LEAD.					
BURKE BO 1447(31) VTrans # 12J610	PE: \$160,000		Const: \$1,040,000		Total: \$1,500,000 PE: \$200,000 Const: \$1,300,000
Description: SCOPING TO EVALUATE ALTERNATIVES FOR BRIDGE NO. 35 ON TH31 IN BURKE, OVER THE WEST BRANCH OF THE PASSUMPSIC RIVER.					
CAVENDISH BO 1442(38) VTrans # 13J302	Const: \$300,000	Const: \$1,355,000			Total: \$2,068,750 Const: \$2,068,750
Description: REPLACEMENT OF BRIDGE NO. 58 ON TH1 IN CAVENDISH, OVER THE BLACK RIVER.					
CHESTER BO 1442(39) VTrans # 12J616			Const: \$500,000	Const: \$1,020,000	Total: \$1,900,000 Const: \$1,900,000
Description: SCOPING TO EVALUATE ALTERNATIVES FOR BRIDGE NO. 62 ON TH18 IN CHESTER, OVER THE WILLIAMS RIVER.					
CORNISH-WINDSOR BF A003(035) VTrans # 15J182	ROW: \$4,000	Const: \$237,600			Total: \$302,000 ROW: \$5,000 Const: \$297,000
Description: PROVIDE SCOUR PROTECTION FOR THE CORNISH, NH-WINDSOR, VT COVERED BRIDGE OVER CONNECTICUT RIVER					

## Vermont Agency of Transportation

Project Location	FY19	FY20	FY21	FY22	Total Cost Fed+State+Local
DERBY EFLAP(1) VTrans # 17K061	Const: \$598,370				Total: \$738,000 Const: \$737,999
	Description: Replacement of failing culverts at Halls Creek Crossing & Johns River Crossing. Funding will come from Eastern Federal Lands Access Program (EFLAP), while stewardship and oversight will be provided by VTrans MAB.				
EDEN BO 1448(44) VTrans # 16J176			Const: \$936,000		Total: \$1,170,000 Const: \$1,170,000
	Description: Scoping to evaluate alternatives for bridge no. 23 on TH-13 in Eden over the White Branch Gihon River.				
GRAFTON BF 0125(6) VTrans # 16J177 Maj-0125	PE: \$168,000			Const: \$384,000	Total: \$690,000 PE: \$210,000 Const: \$480,000
	Description: Scoping to evaluate alternatives for bridge no. 20 on FAS-0125 in Grafton over the Saxtons River.				
HARTFORD BO 1444(60) VTrans # 16J178	PE: \$220,000				Total: \$275,000 PE: \$275,000
	Description: Scoping to evaluate alternatives for bridge no. 7 on TH-6 in Hartford over the White River and TH-98.				
LEICESTER BO 1445(37) VTrans # 12J636	PE: \$216,000				Total: \$270,000 PE: \$270,000
	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: \$200,000			Const: \$1,960,000	Total: \$2,700,000 PE: \$250,000 Const: \$2,450,000
	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	PE: \$48,000	Const: \$920,000			Total: \$1,210,000 PE: \$60,000 Const: \$1,150,000
	Description: DECK REPLACEMENT OF BRIDGE NO. 26 OVER JEWELL BROOK ON VT-103 IN LUDLOW VILLAGE.				

### Vermont Agency of Transportation

Project Location	FY19	FY20	FY21	FY22	Total Cost Fed+State+Local
MONTPELIER NH DECK(48) VTrans # 18J008 US-2	PE: \$144,000	Const: \$1,248,000			Total: \$1,740,000 PE: \$180,000 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: \$200,000	Const: \$368,000	Const: \$1,000,000	Total: \$1,960,000 PE: \$250,000 Const: \$1,710,000
	Description: Scoping to evaluate alternatives for bridge no. 15 on TH-3 in Newbury over the Wells River.				
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.				
ORLEANS VILLAGE BF 0310(7) VTrans # 13J084 VT-58	Const: \$400,000	Const: \$1,424,241			Total: \$2,280,301 Const: \$2,280,301
	Description: REPLACE BR10 ON VT58 (BARTON ST.) IN ORLEANS VILLAGE, OVER THE BARTON RIVER.				
POULTNEY BF 0138(12) VTrans # 13J276 Maj-0138	Const: \$200,000	Const: \$702,638			Total: \$1,128,298 Const: \$1,128,297
	Description: REPLACEMENT OF BRIDGE NO. 2 ON FAS 0138 IN POULTNEY, OVER FINEL HOLLOW BROOK.				
POULTNEY BO 1443(53) VTrans # 16J180	PE: \$192,000				Total: \$240,000 PE: \$240,000
	Description: Scoping to evaluate alternatives for bridge no. 7 on TH-6 in Poultney over the Poultney River.				
ROCKINGHAM (BELLOWS FALLS) BO 1442(41) VTrans # 16J181	PE: \$236,000	ROW: \$96,000			Total: \$415,000 PE: \$295,000 ROW: \$120,000
	Description: Scoping to evaluate alternatives for bridge no. 53 on TH-448 in Rockingham (Bellows Falls) over the Power Dam Canal.				

**Vermont Agency of Transportation**

Project Location	FY19	FY20	FY21	FY22	Total Cost Fed+State+Local
STOWE BO 1446(37) VTrans # 12J660	PE: \$132,000		ROW: \$88,000	Const: \$288,000	Total: \$635,000 PE: \$165,000 ROW: \$110,000 Const: \$360,000
Description: REPLACE BRIDGE NO. 51 ON TH43 IN STOWE, OVER MILLER BROOK.					
WEST HAVEN-WHITEHALL, NY BO 1443(51) VTrans # 13J198	Const: \$329,671				Total: \$824,178 Const: \$824,177
Description: REPLACEMENT OF BRIDGE NO. 10 ON TH3 IN WEST HAVEN, AND CR10 IN WHITEHALL, NY, OVER THE POULTNEY RIVER.					
WESTMINSTER BF 0126(13) VTrans # 12J668 Maj-0126	PE: \$352,000			Const: \$584,000	Total: \$1,170,000 PE: \$440,000 Const: \$730,000
Description: SCOPING TO EVALUATE ALTERNATIVES FOR BRIDGE NO. 5 ON FAS 0126 IN WESTMINSTER, OVER THE SAXTONS RIVER.					
<b>Totals for Town Highway Bridges</b>	<b>PE: \$2,249,600 ROW: \$1,740,000 Const: \$1,828,041</b>	<b>PE: \$396,000 ROW: \$1,096,000 Const: \$5,987,479</b>	<b>ROW: \$2,088,000 Const: \$3,860,000</b>	<b>Const: \$15,236,000</b>	<b>Total: \$43,503,526 PE: \$3,307,000 ROW: \$6,155,000 Const: \$34,041,526</b>



**Vermont Agency of Transportation**  
**2019 - 2022 Statewide Transportation Improvement Program (STIP)**

Project Location	FY19	FY20	FY21	FY22	Total Cost Fed+State+Local
<b>Traffic &amp; Safety</b>					
BARRE CITY HES 037-1(8) VTrans # 04D196 VT-14		Const: \$173,000	Const: \$1,000,000		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 STP HES 0169(8) VTrans # 10C388 VT-110		Const: \$335,475			Total: \$372,750 Const: \$372,750
Description: GEOMETRIC IMPROVEMENTS TO THE VY110/BIANCHI ST. (TH84)/OLD US302 (TH125) IN BARRE TOWN.					
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: \$100,000	Const: \$2,518,576			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.					
MORRISTOWN STP HES 030-2(28) VTrans # 12B014 VT-15	Const: \$370,314				Total: \$411,460 Const: \$411,460
Description: SAFETY IMPROVEMENTS AT THE VT15/VT15A INTERSECTION IN MORRISTOWN.					
NEW HAVEN HES 032-1(8) VTrans # 04B210 VT-17				Const: \$1,000,000	Total: \$1,000,000 Const: \$1,000,000
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: \$287,088	Const: \$1,000,000		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.					

### Vermont Agency of Transportation

Project Location	FY19	FY20	FY21	FY22	Total Cost Fed+State+Local
SPRINGFIELD STP 016-2(23) VTrans # 14T189 US-5	Const: \$360,457				Total: \$360,457 Const: \$360,457
Description: Project is for improvements to the intersection of US Route 5 & VT Route 11 and US Route 5 & Interstate 89 SB off ramp in the Town of Springfield.					
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: \$1,048,978	Total: \$1,148,978 Const: \$1,148,978
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: \$475,000		Total: \$475,000 Const: \$475,000
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>Const: \$930,771</b>	<b>ROW: \$40,000 Const: \$5,314,139</b>	<b>Const: \$3,664,580</b>	<b>Const: \$2,148,978</b>	<b>Total: \$12,319,899</b>  <b>ROW: \$40,000 Const: \$12,279,899</b>

**Summary of FTA Fund Usage**

	<u>Fund Source</u>	<u>Available Funds remaining from previous years FY18 and previous not put in a STIP*</u>	<u>FFY 2019 Apportionments</u>	<u>FFY 2019 Anticipated Available</u>	<u>FFY 2019 Programmed In STIP</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</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>											
	FFY18 FTA		\$ 457,913	\$ 457,913	\$ 457,913	\$ 471,650	\$ 471,650	\$ 485,800	\$ 485,800	\$499,950	489570
<b>Section 5304 Statewide Planning</b>											
	FFY18 FTA		\$ 119,564	\$ 119,564	\$ 119,564	\$ 123,151	\$ 123,151	\$ 126,845	\$ 126,845	\$130,539	\$127,838
Operator: <b>Statewide</b>	Federal	\$ -			\$ 58,564						
	State	\$ -			\$ 14,641						
	Local	\$ -									
	Total	\$ -			\$ 73,205						
Operator: <b>AT</b>	Federal	\$ -			\$ 6,000						
	State	\$ -									
	Local	\$ -			\$ 1,500						
	Total	\$ -			\$ 7,500						
Operator: <b>GMT-Rural (GMTA)</b>	Federal	\$ -			\$ 25,000						
	State	\$ -									
	Local	\$ -			\$ 6,250						
	Total	\$ -			\$ 31,250						
Operator: <b>TVTI (STSI)</b>	Federal	\$ -			\$ 30,000						
	State	\$ -									
	Local	\$ -			\$ 7,500						
	Total	\$ -			\$ 37,500						
	<b>Total Federal</b>				<b>\$ 119,564</b>	Does not include 5303 Urban Funds					
	<b>Total State</b>				\$ 14,641						
	<b>Total Local</b>				\$ 15,250						
	<b>Total TrAMS Application</b>				\$ 149,455						
<b>Section 5310 Elderly and Persons with Disability Program</b>											
	Previous years funding										
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											
		\$ -	\$ 175,000	\$ 175,000	\$ 175,000	\$ 218,515	\$ 218,515	\$ 185,657	\$ 185,657	\$ 191,227	\$ 191,227
<b>Available Funds</b>		\$ 42,869	\$ 320,000	\$ 362,869	\$ 220,565	\$ 471,904	\$ 406,485	\$ 415,091	\$ 415,091	\$ 360,162	\$ 360,162
<b>All funds are distributed through the transit agencies listed below:</b>											
Operator: <b>GMT-Rural (CCTA) Chittenden County Transit A</b>	Federal				\$ 50,000						
	State				\$ 6,250						
	Local				\$ 6,250						
	Total	\$ -			\$ 62,500						
Operator: <b>GMCNI</b>	Federal				\$ 16,192						
	State				\$ 2,024						
	Local				\$ 2,024						
	Total	\$ -			\$ 20,240						
Operator: <b>SEVT</b>	Federal				\$ 68,688						
	State				\$ 8,586						
	Local				\$ 8,586						
	Total	\$ -			\$ 85,860						
Operator: <b>RCT</b>	Federal				\$ 85,685						
	State				\$ 10,711						
	Local				\$ 10,711						
	Total	\$ -			\$ 107,107						
Operator: <b>GMT-Urban (CCTA) Chittenden County Transit A</b>	Federal	\$ -			\$ 175,000						
	State	\$ -			\$ 48,185						
	Local	\$ -			\$ 87,620						
	Total	\$ -			\$ 310,805						
	<b>Total Federal</b>	\$ 42,869		\$ -	\$ 395,565						
	<b>Total State</b>	\$ -		\$ -	\$ 75,756						
	<b>Total Local</b>	\$ -		\$ -	\$ 115,191						
	<b>Total TrAMS Application</b>			\$ -	\$ 586,512						

**Summary of FTA Fund Usage**

<b>Federal Transit Administration Section 5311/5340 Non Urbanized Area Formula Program</b>		<u>Available Funds remaining from previous years</u>	<u>FFY 2019 Apportionments</u>	<u>FFY 2019 Anticipated Available</u>	<u>FFY 2019 Programmed In STIP</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</u>	<u>FFY 2022 Anticipated Available</u>	<u>FFY 2022 Programmed In STIP</u>
<u>Fund Source</u>											
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.		\$ 1,159,754	\$ 4,518,304	\$ 5,678,058	\$ 4,484,888	\$ 5,711,474	\$ 4,619,435	\$ 5,610,343	\$ 4,758,018	\$ 5,370,629	\$ 4,900,758
<b>FTA program funds</b>											
Section 5311/5340 Rural Area Formula	operating				\$ 3,505,647		\$ 3,610,816		\$ 3,719,141		\$ 3,830,715
Section 5311/5340 Rural Area Formula	administrative/pm	\$ -			\$ 250,000		\$ 257,500		\$ 265,225		\$ 273,182
Section 5311/5340 Rural Technical Assistance Program	rtap - subrecipients				\$ 57,765		\$ 59,498		\$ 61,283		\$ 63,121
Section 5311/5340 Rural Technical Assistance Program	rtap - statewide				\$ 51,476		\$ 53,020		\$ 54,611		\$ 56,249
Section 5311/5340 Intercity Bus	Intercity Bus				\$ 620,000		\$ 638,600		\$ 657,758		\$ 677,491
	<b>Total</b>	\$ -			\$ 4,484,888		\$ 4,619,435		\$ 4,758,018		\$ 4,900,758
<b>All funds are distributed through the transit agencies listed below:</b>											
<b>Operator: SEVT</b>											
<b>FTA program funds</b>											
Section 5311/5340 Rural Area Formula	Federal operating				\$ 633,230						
Section 5311/5340 Rural Area Formula	Federal Admin/PM/E&D	\$ -			\$ 10,000						
Section 5311/5340 Rural Technical Assistance Program	Federal rtap				\$ 6,000						
	Local				\$ 645,730						
	<b>Total</b>	\$ -			\$ 1,294,960						
<b>Operator: GMT-Rural (GMTA)</b>											
<b>FTA program funds</b>											
Section 5311/5340 Rural Area Formula	Federal operating				\$ 600,000						
Section 5311/5340 Rural Area Formula	Federal Admin/PM/E&D	\$ -			\$ 100,000						
Section 5311/5340 Rural Technical Assistance Program	Federal rtap				\$ 18,000						
	Local				\$ 625,000						
	<b>Total</b>	\$ -			\$ 1,343,000						
<b>Operator: AT</b>											
<b>FTA program funds</b>											
Section 5311/5340 Rural Area Formula	Federal operating	\$ -			\$ 245,000						
Section 5311/5340 Rural Area Formula	Federal Admin/PM/E&D	\$ -			\$ 30,000						
Section 5311/5340 Rural Technical Assistance Program	Federal rtap	\$ -			\$ 7,500						
	Local	\$ -			\$ 252,500						
	<b>Total</b>	\$ -			\$ 535,000						
<b>Operator: GMCNI</b>											
<b>FTA program funds</b>											
Section 5311/5340 Rural Area Formula	Federal operating	\$ -			\$ 255,000						
Section 5311/5340 Rural Area Formula	Federal Admin/PM/E&D	\$ -			\$ 20,000						
Section 5311/5340 Rural Technical Assistance Program	Federal rtap	\$ -			\$ 3,000						
	Local	\$ -			\$ 260,000						
	<b>Total</b>	\$ -			\$ 538,000						
<b>Operator: RCT</b>											
<b>FTA program funds</b>											
Section 5311/5340 Rural Area Formula	Federal operating	\$ -			\$ 90,000						
Section 5311/5340 Rural Area Formula	Federal Admin/PM/E&D	\$ -			\$ 40,000						
Section 5311/5340 Rural Technical Assistance Program	Federal rtap	\$ -			\$ 3,000						
	Local	\$ -			\$ 100,000						
	<b>Total</b>	\$ -			\$ 233,000						
<b>Operator: MVRTD</b>											
<b>FTA program funds</b>											
Section 5311/5340 Rural Area Formula	Federal operating				\$ 651,417						
Section 5311/5340 Rural Area Formula	Federal Admin/PM/E&D	\$ -			\$ 50,000						
Section 5311/5340 Rural Technical Assistance Program	Federal rtap	\$ -			\$ 5,000						
	Local	\$ -			\$ 842,500						
	<b>Total</b>	\$ -			\$ 1,548,917						
<b>Operator: TVTI (STSI and ACTR) *TVTI only as of FY19</b>											
<b>FTA program funds</b>											
Section 5311/5340 Rural Area Formula	Federal operating	\$ -			\$ 411,000						
Section 5311/5340 Rural Area Formula	Federal Admin/PM/E&D	\$ -									
Section 5311/5340 Rural Technical Assistance Program	Federal rtap	\$ -			\$ 15,265						
	Local	\$ -			\$ 411,000						
	<b>Total</b>	\$ -			\$ 837,265						

**Summary of FTA Fund Usage**

	<u>Fund Source</u>	<u>Available Funds remaining from previous years</u>	<u>FFY 2019 Apportionments</u>	<u>FFY 2019 Anticipated Available</u>	<u>FFY 2019 Programmed In STIP</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</u>	<u>FFY 2022 Anticipated Available</u>	<u>FFY 2022 Programmed In STIP</u>
Operator: <b>Greyhound Intercity Bus</b> (Springfield to White River Junction)	<b>FTA program funds</b>										
Section 5311/5340 Rural Area Formula	Federal operating	\$ -			\$ 120,000						
Section 5311/5340 Rural Area Formula	Federal oper/admin	\$ -									
Section 5311/5340 Rural Technical Assistance Program	Federal rtap	\$ -									
	Local	\$ -			\$ 120,000						
	Total	\$ -			\$ 240,000						
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	\$ -			\$ 51,476						
	Total										
	<b>Total FTA Program funds</b>										
	Federal operating				\$ 3,505,647						
	Federal oper/admin				\$ 250,000						
	Federal RTAP - Providers				\$ 57,765						
	Statewide RTAP				\$ 51,476						
	FTA Total				\$ 3,864,888						
	Local				\$ 3,756,730						
	Total Trams application				\$ 7,621,618						

**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</u>	<u>FFY 2019 Apportionments</u>	<u>FFY 2019 Anticipated Available</u>	<u>FFY 2019 Programmed In STIP</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</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			\$ 3,038,910	\$ 3,038,910	\$ 2,913,777	\$ 2,913,777	\$ 3,001,190	\$ 3,001,190	\$ 3,091,226	\$ 3,091,226
Section 5311/5340 Rural Area - PM - STP/CMAQ Transfer	preventive maintenance			\$ 2,485,206	\$ 2,485,206	\$ 2,032,500	\$ 2,032,500	\$ 2,093,375	\$ 2,093,475	\$ 2,156,176	\$ 2,156,279
Section 5311/5340 Rural Area - Special Services Admin - STP/CMAQ transfer	Special Services Admin			\$ 3,659,668	\$ 3,659,668	\$ 3,769,458	\$ 3,769,458	\$ 3,882,542	\$ 3,882,542	\$ 3,999,018	\$ 3,999,018
Section 5311/5340 - Capital Assistance - STP/CMAQ Transfer	capital			\$ 2,437,676	\$ 2,437,676	\$ 2,735,852	\$ 2,735,852	\$ 3,520,961	\$ 3,520,961	\$ 3,850,787	\$ 3,850,787
Section 5311/5340 - Rural New Services - STP/CMAQ Transfer	cmaq	\$ 305,418		\$ 2,457,536	\$ 2,152,118	\$ 1,368,256	\$ 1,368,256	\$ 1,409,504	\$ 1,409,504	\$ 1,451,789	\$ 1,451,789
Section 5311/5340 - State Admin STP/CMAQ Transfer	state administrative			\$ 601,000	\$ 601,000	\$ 619,030	\$ 619,030	\$ 637,601	\$ 637,601	\$ 656,729	\$ 656,729
Section 5311/5340 - new Intercity - STP/CMAQ Transfer	Intercity Bus cmaq			\$ 600,000	\$ 600,000	\$ 618,000	\$ 618,000	\$ 636,540	\$ 636,540	\$ 655,636	\$ 655,636
Section 5311/5340 - Capital Assistance - STP Transfer Montpelier Transit Center	capital			\$ 1,250,000	\$ 1,250,000						
Section 5311/5340 - Capital Assistance - STP Enhancements Montpelier Transit Center	capital			\$ 300,000	\$ 300,000						
Section 5311/5340 - Capital Assistance - Congressional Allocation Transfer, Montpelier Transit Center	capital			\$ 2,044,000	\$ 2,044,000						
	<b>Total</b>	\$ 305,418		\$ 16,829,996	\$ 16,524,578	\$ 14,056,873	\$ 14,056,873	\$ 15,181,713	\$ 15,181,813	\$ 15,861,361	\$ 15,861,464
<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	\$ -			\$ 495,000						
Section 5311/5340 Rural Area - PM - STP Transfer	preventive maintenance				\$ 650,000						
Section 5311/5340 Rural Area - Special Services Admin - STP transfer	Special Services Admin				\$ 700,000						
Section 5311/5340 - Capital Assistance - STP Transfer	capital	\$ -			\$ -						
Section 5311/5340 - Rural New Services - STP Transfer	cmaq				\$ 115,000						
	state				\$ -						
	local				\$ 577,500						
	<b>total</b>	\$ -			\$ 2,537,500						
<b>Operator: GMT-Rural (GMTA)</b>											
Section 5311/5340 Rural Area - PA - STP Transfer	administrative	\$ -			\$ 580,000						
Section 5311/5340 Rural Area - PM - STP Transfer	preventive maintenance				\$ 550,000						
Section 5311/5340 Rural Area - Special Services Admin - STP transfer	Special Services Admin				\$ 750,000						
Section 5311/5340 - Capital Assistance - STP Transfer	capital	\$ -									
Section 5311/5340 - Rural New Services - STP Transfer	cmaq	\$ -			\$ 300,000						
	state	\$ -			\$ -						
	local	\$ -			\$ 523,500						
	<b>total</b>	\$ -			\$ 2,703,500						
<b>Operator: AT</b>											
Section 5311/5340 Rural Area - AD - STP Transfer	administrative	\$ -			\$ 200,000						
Section 5311/5340 Rural Area - PA - STP Transfer	preventive maintenance	\$ -			\$ 36,206						
Section 5311/5340 Rural Area - Special Services Admin - STP transfer	Special Services Admin	\$ -			\$ 59,052						
	<b>total</b>	\$ -			\$ 295,258	\$ -					
<b>Operator: GMCNI</b>											
Section 5311/5340 Rural Area - PA - STP Transfer	administrative	\$ -			\$ 175,000						
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				\$ 215,616						
Section 5311/5340 - Capital Assistance - STP Transfer	capital	\$ -			\$ -						
Section 5311/5340 - Rural New Services - STP Transfer	cmaq	\$ -			\$ 58,000						
	state	\$ -			\$ -						
	local	\$ -			\$ 133,904						
	<b>total</b>	\$ -			\$ 669,520						

**Summary of FTA Fund Usage**

	<b>Fund Source</b>	<u>Available Funds remaining from previous years</u>	<u>FFY 2019 Apportionments</u>	<u>FFY 2019 Anticipated Available</u>	<u>FFY 2019 Programmed In STIP</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</u>	<u>FFY 2022 Anticipated Available</u>	<u>FFY 2022 Programmed In STIP</u>
<b>Operator: RCT</b>											
	<b>FHWA Flex</b>										
Section 5311/5340 Rural Area - PA - STP Transfer	administrative	\$ -			\$ 77,910						
Section 5311/5340 Rural Area - PM - STP Transfer	preventive maintenance				\$ 410,000						
Section 5311/5340 Rural Area - Special Services Admin - STP transfer	Special Services Admin				\$ 710,000						
Section 5311/5340 - Capital Assistance - STP Transfer	capital	\$ -			\$ -						
Section 5311/5340 - Rural New Services - STP Transfer	cmaq	\$ -			\$ 189,118						
	state	\$ -			\$ -						
	local	\$ -			\$ 204,507						
	total	\$ -			\$ 1,591,535						
<b>Operator: MVRTD</b>											
	<b>FHWA Flex</b>										
Section 5311/5340 Rural Area - PA - STP Transfer	administrative				\$ 645,000						
Section 5311/5340 Rural Area - PM - STP Transfer	preventive maintenance				\$ 650,000						
Section 5311/5340 Rural Area - Special Services Admin - STP transfer	Special Services Admin				\$ 410,000						
Section 5311/5340 - Capital Assistance - STP Transfer	capital	\$ -			\$ -						
Section 5311/5340 - Rural New Services - STP Transfer	cmaq	\$ -			\$ 260,000						
	state	\$ -			\$ -						
	local	\$ -			\$ 491,250						
	total	\$ -			\$ 2,456,250						
<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	\$ -			\$ 656,000						
Section 5311/5340 Rural Area - PM - STP Transfer	preventive maintenance				\$ 102,000						
Section 5311/5340 Rural Area - Special Services Admin - STP transfer	Special Services Admin				\$ 665,000						
Section 5311/5340 - Capital Assistance - STP Transfer	capital	\$ -			\$ -						
Section 5311/5340 - Rural New Services - STP Transfer	cmaq	\$ -			\$ 630,000						
	state	\$ -			\$ -						
	local	\$ -			\$ 513,250						
	total	\$ -			\$ 2,566,250						
<b>Operator: Greyhound (Intercity Bus)</b>											
	<b>FHWA Flex</b>										
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										
Section 5311/5340 - Capital Assistance - STP Transfer	capital	\$ -			\$ -						
Section 5311/5340 - Rural New Services - STP Transfer	cmaq	\$ -			\$ -						
	state	\$ -			\$ -						
	local	\$ -			\$ -						
	total	\$ -			\$ -						

**Summary of FTA Fund Usage**

	<u>Fund Source</u>	<u>Available Funds remaining from previous years</u>	<u>FFY 2019 Anticipated Available</u>	<u>FFY 2019 Programmed In STIP</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</u>	<u>FFY 2022 Anticipated Available</u>	<u>FFY 2022 Programmed In STIP</u>
<b>Operator: VT Translines (VT Shires Connector)</b>										
	<b>FHWA Flex</b>									
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									
Section 5311/5340 - Capital Assistance - STP Transfer	capital	\$ -		\$ -						
Section 5311/5340 - Rural New Services - STP Transfer	cmaq			\$ 600,000						
	state	\$ -		\$ 150,000						
	local									
	total	\$ -		\$ 750,000						
<b>Operator: VABVI</b>										
	<b>FHWA Flex</b>									
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						
<b>Operator: Project Admin. (Drug &amp; Alcohol)</b>										
	<b>FHWA Flex</b>									
Section 5311/5340 Rural Area - PA - STP Transfer	administrative and preventive maintenance	\$ -		\$ 60,000						
Section 5311/5340 - Capital Assistance - STP Transfer	capital	\$ -								
Section 5311/5340 - Rural New Services - STP Transfer	cmaq	\$ -								
	state	\$ -		\$ 15,000						
	local	\$ -								
	total	\$ -		\$ 75,000						
<b>Operator: VTrans Program Admin</b>										
	<b>FHWA Flex</b>									
Section 5311/5340 Rural Area - PA/PM/ED - STP Transfer	administrative	\$ -		\$ 601,000						
	state	\$ -		\$ -						
	local	\$ -		\$ -						
	total	\$ -		\$ 601,000						
	<b>Total FHWA Flex funds</b>									
Section 5311/5340 Rural Area - Administrative - STP Transfer	Administrative - STP Transfer			\$ 3,038,910						
Section 5311/5340 Rural Area - PM - STP Transfer	PM - STP Transfer			\$ 2,485,206						
Section 5311/5340 Rural Area - ED - STP Transfer	ED - STP Transfer			\$ 3,659,668						
Section 5311/5340 - Rural New Services - STP Transfer/cmaq	cmaq			\$ 2,152,118						
Section 5311/5340 - cmaq intercity - STP Transfer	intercity cmaq			\$ 600,000						
Section 5311/5340 - Capital Assistance - STP Transfer	capital			\$ 2,437,676						
Section 5311/5340 - State Administration - STP Transfer	state administration			\$ 601,000						
	Total STP Transfer			\$ 14,974,578						
	state			\$ 352,500						
	local			\$ 4,374,201						
	Total TEAM application			\$ 19,701,279						
	total									
	<b>Total Flex funds</b>									



**Summary of FTA Fund Usage**

<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: <b>GMT-Small Urban (MPO) (CCTA)</b> transferred to GMT/CTAA***covered in TIP												
Section 5311/5340 Urban Area - PA - STP Transfer	FHWA Flex	administrative	\$ -									
Section 5311/5340 Rural Area - PM - STP Transfer		preventive maintenance		\$ 1,777,000	\$ 1,777,000	\$ 1,830,000	\$ 1,830,000	\$ 1,885,000	\$ 1,885,000	\$ 1,941,550	\$ 1,941,550	
Section 5311/5340 Rural Area - Special Services Admin - STP transfer		Special Services Admin										
Section 5311/5340 - Capital Assistance - STP Transfer		capital	\$ -	\$ 986,800	\$ 986,800	\$ 2,043,851	\$ 2,043,851	\$ 1,402,133	\$ 1,402,133	\$ 1,220,000	\$ 1,220,000	
Section 5311/5340 - Rural New Services - STP Transfer		cmaq	\$ -	\$ 1,109,427	\$ 1,109,427	\$ 1,445,871	\$ 1,445,871	\$ 1,489,047	\$ 1,489,047	\$ 1,533,718	\$ 1,533,718	
		Flex fund total		\$ 3,873,227	\$ 3,873,227	\$ 5,319,722	\$ 5,319,722	\$ 4,776,180	\$ 4,776,180	\$ 4,695,268	\$ 4,695,268	
		state	\$ -		\$ 187,500							
		local	\$ -		\$ 984,955							
		total	\$ -		\$ 5,045,682							
<b>Section 5339 Bus and Bus Facilities-Rural/Urban Formula</b>												
			<u>Available Funds remaining from previous years</u>	<u>FFY 2019 Apportionments</u>	<u>FFY 2019 Anticipated Available</u>	<u>FFY 2019 Programmed In STIP</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</u>	<u>FFY 2022 Anticipated Available</u>	<u>FFY 2022 Programmed In STIP</u>
		Previous years funding										
		rural FFY17	\$ 1,513,443									
		rural FFY18	\$ 3,500,000	\$ 3,500,000	\$ 8,513,443	\$ 5,013,442	\$ 7,000,000	\$ 5,000,000	\$ 5,500,000	\$ 5,000,000	\$ 4,000,000	\$ 4,000,000
Operator: <b>GMT-Rural (GMTA)</b>												
		Federal				\$40,000						
		State				\$5,000						
		Local				\$5,000						
		Total				\$50,000						
Operator: <b>TVTI</b>												
		Federal				\$464,950						
		State				\$27,350						
		Local				\$54,700						
		Total				\$547,000						
Operator: <b>AT</b>												
		Federal				\$1,489,043						
		State				\$145,285						
		Local				\$183,370						
		Total				\$1,817,698						
Operator: <b>GMCNI</b>												
		Federal				\$408,300						
		State				\$25,669						
		Local				\$48,219						
		Total				\$482,188						
Operator: <b>GMT-Urban (CCTA) Chittenden County Transit A</b>												
		Federal				\$380,898						
		State				\$9,612						
		Local				\$85,612						
		Total				\$476,122						
Operator: <b>RCT</b>												
		Federal				\$594,228						
		State				\$34,954						
		Local				\$69,909						
		Total				\$699,091						
Operator: <b>MVRTD</b>												
		Federal				\$1,466,023						
		State				\$88,460						
		Local				\$172,720						
		Total				\$1,727,203						
Operator: <b>SEVT</b>												
		Federal				\$170,000						
		State				\$10,000						
		Local				\$20,000						
		Total				\$200,000						
		<b>Total Federal</b>				<b>\$5,013,442</b>						
		<b>Total State</b>				<b>\$346,330</b>						
		<b>Total Local</b>				<b>\$639,530</b>						
P1		<b>Total TrAMS Application</b>				<b>\$5,999,302</b>						

Summary of FTA Fund Usage

<b>Section 5339 Bus and Bus Facilities-Rural/Urban Competitive Buses</b>		<u>Available Funds remaining from previous years</u>	<u>FFY 2019 Anticipated Available</u>	<u>FFY 2019 Programmed In STIP</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</u>	<u>FFY 2022 Anticipated Available</u>	<u>FFY 2022 Programmed In STIP</u>
Fund Source										
Operator: GMT-Rural (GMTA)	Federal		\$800,000	\$800,000						
	State		\$0	\$0						
	Local		\$200,000	\$200,000						
	Total		\$1,000,000	\$1,000,000						
Operator: GMT-Rural (GMTA)	Federal		\$896,835	\$896,835						
	State		\$52,755	\$52,755						
	Local		\$105,510	\$105,510						
	Total		\$1,055,100	\$1,055,100						
Operator: TVTI	Federal		\$80,750	\$80,750						
	State		\$4,750	\$4,750						
	Local		\$9,500	\$9,500						
	Total		\$95,000	\$95,000						
Operator: MVRTD	Federal		\$80,750	\$80,750						
	State		\$4,750	\$4,750						
	Local		\$9,500	\$9,500						
	Total		\$95,000	\$95,000						
Operator: GMCNI	Federal		\$132,600	\$132,600						
	State		\$7,800	\$7,800						
	Local		\$15,600	\$15,600						
	Total		\$156,000	\$156,000						
Funds to be allocated to Transit Providers based on need:	Federal		\$609,065	\$609,065						
	State		\$35,827	\$35,827						
	Local		\$71,655	\$71,655						
	Total		\$716,547	\$716,547						
	<b>Total Federal</b>		<b>\$2,600,000</b>	<b>\$2,600,000</b>						
	<b>Total State</b>		<b>\$105,882</b>	<b>\$105,882</b>						
	<b>Total Local</b>		<b>\$411,765</b>	<b>\$411,765</b>						
	<b>Total TrAMS Application</b>		<b>\$3,117,647</b>	<b>\$3,117,647</b>						
<b>Section 5339 Bus and Bus Facilities-Rural/Urban Competitive-Bradford Bus Facility</b>		<u>Available Funds remaining from previous years</u>	<u>FFY 2019 Anticipated Available</u>	<u>FFY 2019 Programmed In STIP</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</u>	<u>FFY 2022 Anticipated Available</u>	<u>FFY 2022 Programmed In STIP</u>
Operator: TVTI	Fund Source									
	Federal	0	\$2,080,000	\$2,080,000						
	State	0	\$0	\$0						
	Local	0	\$0	\$0						
	Total	0	\$2,080,000	\$2,080,000						
	<b>Total Federal</b>		<b>\$2,080,000</b>	<b>\$2,080,000</b>						
	<b>Total State*</b>		<b>\$260,000</b>	<b>\$260,000</b>						
	<b>Total Local*</b>		<b>\$260,000</b>	<b>\$260,000</b>						
* The total of State and Local match will total 20% but may not be equal shares as shown	<b>Total TrAMS Application</b>		<b>\$2,600,000</b>	<b>\$2,600,000</b>						

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

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

# **APPENDIX A**

## **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