

**STATEWIDE
TRANSPORTATION
IMPROVEMENT
PROGRAM
(STIP)**



**FOR
FEDERAL FISCAL YEARS
2020 - 2023**

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**U.S. Department
of Transportation**

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April 6, 2020

Mr. Joseph Flynn, Secretary
Vermont Agency of Transportation
One National Life Drive
Montpelier, Vermont 05633-5001

Re: FY 2020-2023 Statewide Transportation Improvement Program (STIP)

Dear Secretary Flynn:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the Federal Fiscal Year 2020-2023 STIP transmitted on February 12, 2020 and subsequent revisions, received March 25, 2020. We note that the STIP submission includes a copy of the FY 2020-2023 Transportation Improvement Program (TIP) for the Chittenden County Regional Planning Commission (CCRPC) which is incorporated into the STIP by reference. The TIP was adopted by the CCRPC on July 17, 2019 with six subsequent amendments.

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue a Federal Planning Finding in conjunction with the approval of the STIP. Additionally, under 23 CFR 450.330(a) FHWA and FTA are required to make a finding that the TIP is consistent with the metropolitan transportation plan and consistent with a continuous, cooperative, and comprehensive planning process, as required.

Based on the certifications of the statewide and metropolitan planning processes by the Vermont Agency of Transportation (VTrans) and the Chittenden County Regional Planning Commission (CCRPC), and our participation in those transportation planning processes, the FHWA and the FTA find that the projects in the FY 2020-2023 STIP are based on a transportation planning process that substantially meets, subject to the corrective action below, the requirements of Title 23, U.S.C. 135 and 134, Title 49 U.S.C. 5304 and 5303 and Subparts A, B, and C of 23 CFR 450. FHWA and FTA also find that the FY 2020-2023 TIP is consistent with the metropolitan transportation plan and is based upon a continuing, comprehensive transportation process carried on cooperatively by VTrans, the CCRPC and transit operators in accordance with the provision of 23 USC 134 and 49 USC 5303. Based upon the above findings the FY 2020-2023 STIP is approved subject to the following Corrective Action:

By May1, 2020 VTrans will provide a formal response addressing the questions that FHWA has asked regarding the use and prioritization of HSIP funded projects and how they are presented in the STIP. In addition, the next STIP submittal will reflect a revised format for HSIP funded projects which are based on a prioritized data driven process.

We also offer the following recommendations for your consideration:

We do not believe the format of the STIP has been revised for a significant time. In an effort to determine if improvements can be made, particularly to help the public better understand the document, we suggest a comprehensive review of the current format be undertaken. We would gladly assist in this effort. As part of this work, we encourage VTrans to look at other examples and potential best practices for meeting the requirements for the STIP to address the anticipated effect of the STIP toward achieving performance targets and linking investment priorities to those performance targets.

We suggest Vermont consider changing from an annual STIP to a two-year approval cycle. This would provide VTrans and the CCRPC a little breathing room. Any changes as you get into year two of the document could be handled with a planned major amendment at the beginning of year two.

We would like to see the gap closed between the adoption of the TIP by the CCRPC and the submission of the STIP for final approval. If the current STIP/TIP development process is maintained, then the STIP should be submitted shortly after TIP approval to assure an October 1 approval.

Please note that any amendments to the STIP or TIP must be developed according to the performance-based provisions of 23 CFR Part 450 and the performance measure requirements for transit and highway safety, transit asset management, pavement condition, bridge condition, performance of the NHS and freight movement on the Interstate.

Should you have any questions regarding this subject, please feel free to contact Christopher Jolly at 802-828-4572 or Leah Sirmin at 617-494-2459.

Sincerely,

Peter S. Butler

Peter Butler
Regional Administrator
Federal Transit Administration

Matthew R. Hake, P.E.
Division Administrator
Federal Highway Administrator

cc: Charlie Baker, CCRPC

CONTENTS

1. What is the Statewide Transportation Improvement Program? Page I – VI
2. VTrans Usage of FHWA Formula Funds (Non MPO) Pages 1 – 2
3. Usage of FTA Funds Summary Pages 3 - 4
4. Vermont Transportation Fund Projection for State fiscal years 2015/2018 Page 5
5. VTrans Budget for State Fiscal Years 2018, 2017, 2016 and 2015 Pages 6 - 9
6. FHWA Project Specific Details by Program Pages 10 - 39
7. Federal Transit Administration Usage of Funds Pages 39 – 45
8. Chittenden County Metropolitan Planning Organization Transportation Improvement Program.
9. Appendix A, Project Prioritization. Pages i – xiv
10. STIP Amendments

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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.

Vermont Agency of Transportation (VTrans) is implementing the Transportation Asset Management Plan (TAMP) approved by FHWA on August 30, 2019. Federal regulation 23 CFR §515(b)(2)(i) states the following;

FHWA considers the best evidence of plan implementation to be that, for the 12 months preceding the consistency determination, the State DOT funding allocations are reasonably consistent with the investment strategies in the State DOT's asset management plan. This demonstration takes into account the alignment between the actual and planned levels of investment for various work types (i.e., initial construction, maintenance, preservation, rehabilitation and reconstruction).

The following documents the investment levels that VTrans plans to make in NHS pavements and bridges.

NHS Pavements

Vermont's TAMP identified an annual expenditure target of \$46M for National Highway System (NHS) pavements. Funding at this level will achieve and sustain a state-of-good-repair over the life cycle of the assets and improve or preserve their condition. The target was determined from analyses of our mature pavement management system, which identifies an optimized program of maintenance, preservation, and reconstruction projects, and predicts the resulting performance conditions at various investment levels.

Currently, 0.5% of Vermont’s NHS-Interstate pavements and 9.3% of NHS-Non-Interstate pavements are in poor condition. Both measures are below the Federal target maximums of 5% and 10% respectively. Figure 1 and Table 1 both illustrate the amount of VTrans’ budget allocated to NHS pavements in State Fiscal Year (SFY) 2020, as well as those of the prior four fiscal years and the prior 5-year average. While slightly less than the target investment level, VTrans’ \$44.2M budget in SFY 2020 is adequate to ensure that conditions continue to meet the targets. The average of the prior 5-years, \$43.6M, represent 95% of the target. In the next few years, investments in NHS-Interstate pavements will likely increase as the projects associated with the 2009 American Recovery and Reinvestment Act reach the end of their service lives. Over the longer term, VTrans is committed to funding its NHS pavements at levels that will continue to sustain a state-of-good repair.

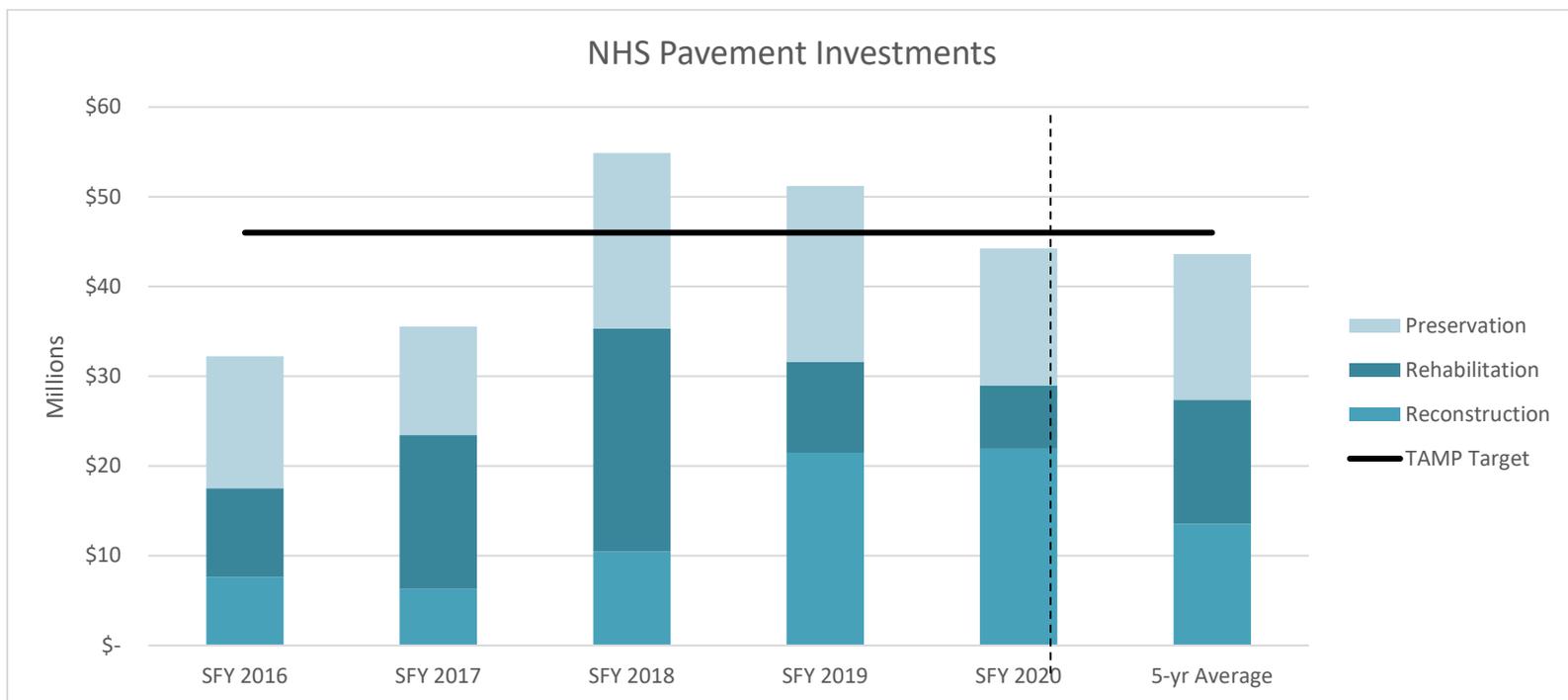


Figure 1, NHS Pavement Investments, 2016-2020, from VTrans’ capital programs

NHS Pavement Investments; TAMP Target = \$46M

	SFY 2016	SFY 2017	SFY 2018	SFY 2019	SFY 2020	5-yr Average
Paving Program						
<i>Total Budget</i>	\$84.6M	\$111.1M	\$112.8M	\$104.2M	\$100.7M	\$102.7M
NHS Pavement Preservation	\$14.7M	\$12.1M	\$19.6M	\$19.6M	\$15.3M	\$16.2M
NHS Pavement Rehabilitation	\$6.2M	\$11.7M	\$18.7M	\$9.5M	\$7.1M	\$10.7M
NHS Pavement Investments	\$20.9M	\$23.9M	\$38.3M	\$29.1M	\$22.3M	\$26.9M
Roadway Program						
<i>Total Budget</i>	\$43.4M	\$31.1M	\$39.6M	\$52M	\$48.8M	\$43M
NHS Pavement Rehabilitation	\$3.7M	\$5.4M	\$6.1M	\$0.7M	\$0M	\$3.2M
NHS Pavement Reconstruction	\$7.6M	\$6.3M	\$10.5M	\$21.5M	\$21.9M	\$13.6M
NHS Pavement Investments	\$11.3M	\$11.7M	\$16.6M	\$22.1M	\$21.9M	\$16.7M
Total NHS Pavement Investments	\$32.2M	\$35.5M	\$54.9M	\$51.2M	\$44.2M	\$43.6M

Table 1, NHS Pavement Investments, 2016-2020, from VTrans' capital programs

NHS Bridges

VTrans' TAMP identified an annual expenditure target of \$36M for NHS bridges. Funding at this level will achieve and sustain a state-of-good-repair over the life cycle of these assets and improve or preserve their condition. The target was determined from analyses of our maturing bridge management system, which, like our pavement management system, identifies an optimized program of maintenance, preservation, and reconstruction projects, and predicts the resulting performance conditions at various investment levels. Currently, 1.8% of Vermont's NHS bridge deck area is in poor condition; well below VTrans' target of 6% and the federal maximum of 10%.

Figure 2 and Table 2 illustrate VTrans' budget allocated to NHS bridges in State Fiscal Year (SFY) 2020, as well as those of the prior four fiscal years and the prior 5-year average. VTrans' \$35.3M budget in SFY 2020 is adequate to ensure that conditions continue to meet the target. The average of the prior 5-years, \$43.7M, exceeds the target. As with its NHS pavements, VTrans is committed to the ongoing funding of its NHS bridges at levels that will continue to sustain their state-of-good-repair.

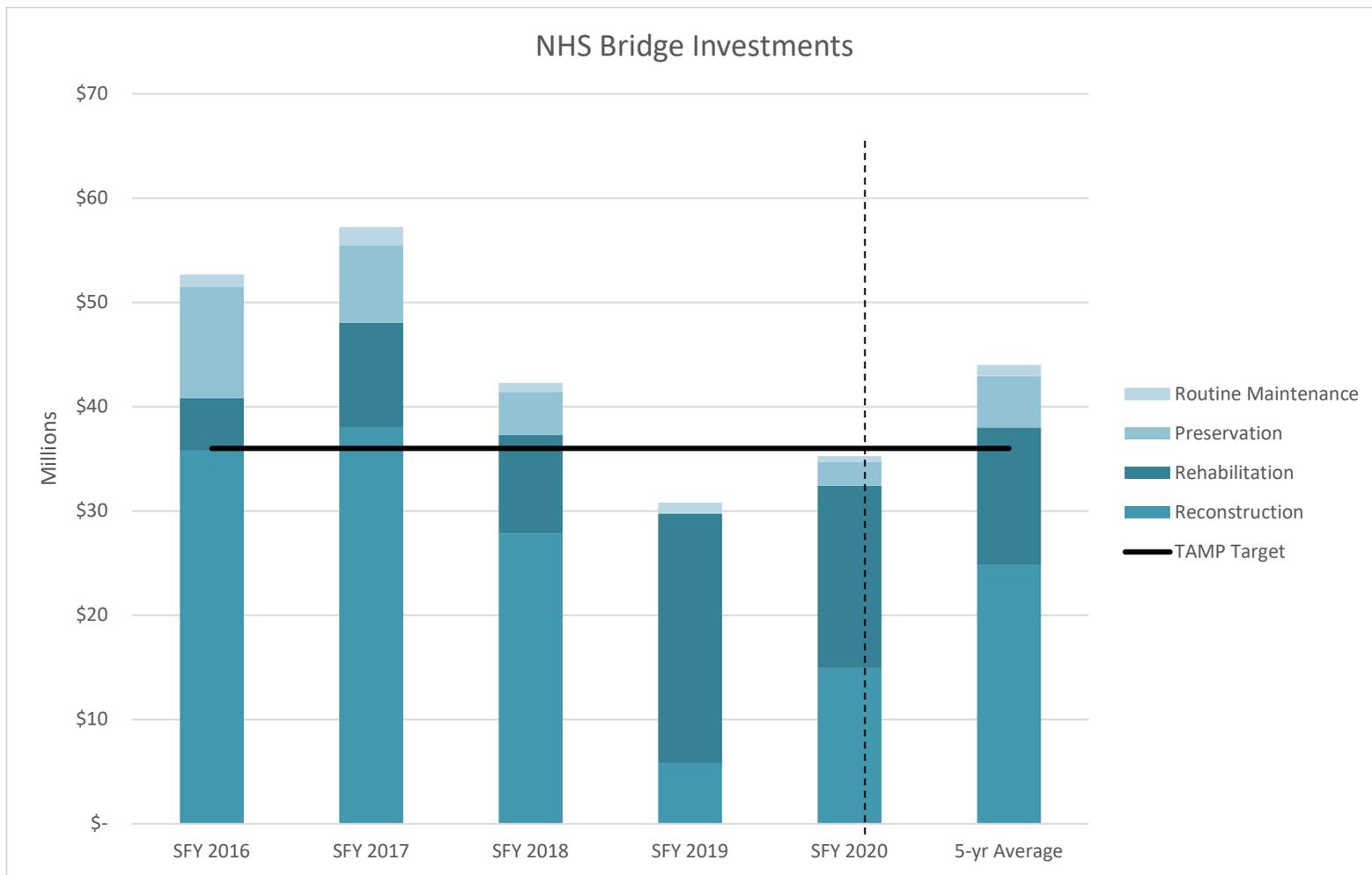


Figure 2, NHS Bridge Investments, 2016-2020, from capital programs

NHS Bridge Investments; TAMP Target = \$36M

	SFY 2016	SFY 2017	SFY 2018	SFY 2019	SFY 2020	5-yr Average
Interstate Bridge Program						
<i>Total Budget</i>	\$44M	\$52.8M	\$36.6M	\$24.5M	\$30.8M	\$37.8M
NHS Bridge Preservation	\$5.4M	\$6.5M	\$4.2M	\$0.1M	\$1.5M	\$3.5M
NHS Bridge Rehabilitation	\$4.8M	\$9.8M	\$9.2M	\$20.8M	\$16.6M	\$12.3M
NHS Bridge Reconstruction	\$33.8M	\$36.5M	\$23.2M	\$3.6M	\$13.3M	\$22.1M
NHS Bridge Investments	\$44M	\$52.8M	\$36.6M	\$24.5M	\$31.4M	\$37.9M
State Bridge Budget						
<i>Total Budget</i>	\$49.2M	\$32.3M	\$31.4M	\$57.6M	\$54.1M	\$44.9M
NHS Bridge Preservation	\$5.3M	\$0.9M	\$0M	\$0M	\$0.8M	\$1.4M
NHS Bridge Rehabilitation	\$0.1M	\$0.1M	\$0.1M	\$1.6M	\$0.9M	\$0.6M
NHS Bridge Reconstruction	\$1.7M	\$1.4M	\$0.5M	\$0.1M	\$1.7M	\$1.1M
NHS Bridge Investments	\$7.1M	\$2.4M	\$0.6M	\$1.7M	\$3.3M	\$3M
Town Highway Bridge						
<i>Total Budget</i>	\$23M	\$20M	\$16.5M	\$13.3M	\$13.8M	\$17.3M
NHS Bridge Preservation ¹						
NHS Bridge Rehabilitation	\$0.1M	\$0M	\$0.1M	\$1.5M	\$0M	\$0.3M
NHS Bridge Reconstruction	\$0.3M	\$0.2M	\$4.1M	\$2.1M	\$0M	\$1.7M
NHS Bridge Investments	\$0.4M	\$0.3M	\$4.2M	\$3.6M	\$0M	\$1.7M
Routine Bridge Maintenance						
<i>Total Budget</i>	\$6.7M	\$9.8M	\$4.7M	\$5.3M	\$3M	\$5.9M
NHS Bridge Maintenance Investments ²	\$1.2M	\$1.8M	\$0.8M	\$1M	\$0.5M	\$1.1M
Total NHS Bridge Investments	\$52.7M	\$57.2M	\$42.3M	\$30.8M	\$35.3M	\$43.7M

¹ - Preservation and maintenance type activities for Town Highway Bridges are performed and paid for by each Town.

² - Routine NHS Bridge Maintenance Investment is based on the assumption that the total budget was spent evenly across the entire bridge network.

Table 2, NHS Bridge Investments, 2016-2020, from capital programs

VTrans has long been focused on “taking care of what we have.” The bulk of available funding goes toward the proactive maintenance, preservation, rehabilitation, and reconstruction of existing assets. With a long-standing commitment and well-established practices in place, VTrans continues to be a leader in asset management. The proposed budget allocations for NHS pavements and bridges for the upcoming 12-month period demonstrate consistency with the goals and strategies described in our approved TAMP.

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 are 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.

Vermont has made significant progress towards meeting its 2018 safety targets. Four out of the five safety performance targets were met and the actual outcome for the other target was better than the baseline performance.

The table below compares the target and the baseline measures to the actual outcomes. Specifically:

- The number of fatalities target (58.0) was not met, but the actual performance in 2014-2018 (60.2) was better than the 2012-2016 baseline (62.0).
- The fatality rate target (0.830) was met. The actual performance in 2014-2018 (0.820) was also better than the 2012-2016 baseline (0.859).
- The number of serious injuries target (290) was met. The actual performance in 2014-2018 (283.2) was also better than the 2012-2016 baseline (305.4).
- The rate of serious injuries target (4.3) was met. The actual performance in 2014-2018 (3.901) was also better than the 2012-2016 baseline (4.230).
- The number of non-motorized fatalities and non-motorized serious injuries target (40.1) was met. The actual performance in 2014-2018 (38.2) was also better than the 2012-2016 baseline (42.2).

Performance Measure	5-year Rolling Averages			Target Achieved?	Better than Baseline?	Met or Made Significant Progress?
	TARGET	ACTUAL	BASELINE			
	2014 – 2018 ^A	2014– 2018 ^B	2012– 2016 ^C			
Number of Fatalities	58	60.2	62	no	yes	(5 targets met or made significant progress)
Fatality Rate	0.83	0.82	0.859	yes	yes	
Number of Serious Injuries	290.00	283.20	305.40	yes	yes	
Serious Injury Rate	4.3	3.901	4.23	yes	yes	
Number of Non-motorized Fatalities and Serious Injuries	40.1	38.2	42.2	yes	yes	

We note that mid cycle reporting for PM2 and PM3 is due October 1, 2020 and at that time if needed the STIP will be adjusted.

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, 2019 our rate was 30% in that category. We continue to work toward our target and have adequate funding available to replace vehicles to meet our target.

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.

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

<u>PROGRAM</u>	<u>FUNDING CATEGORY</u>	<u>PHASE</u>	<u>FFY 2020</u>	<u>FFY 2021</u>	<u>FFY 2022</u>	<u>FFY 2023</u>
FHWA LIMITATION			\$ 225,000,000	\$ 230,000,000	\$ 235,000,000	\$ 235,000,000
<u>VTrans Core Programs</u>						
<u>Finance and Administration</u>						
Administration work program	STP	Other	\$ 342,800	\$ 351,370	\$ 360,154	\$ 369,158
OJT & Affirmative Action	STP	Other	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
Statewide Education	STP	Other	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000
<u>Department of Motor Vehicles</u>						
Scales/Portable Scales	STP	Other	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
<u>Policy and Planning</u>						
Policy & Planning/SPR work program	STP/SPR	Other	\$ 4,646,091	\$ 4,762,243	\$ 4,881,299	\$ 5,003,332
Research Program	SPR	Other	\$ 1,120,000	\$ 1,120,000	\$ 1,120,000	\$ 1,120,000
Go Vermont	STP	Other	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000
Rail Operation Lifesaver	STP	Other	\$ 30,722	\$ 31,490	\$ 32,277	\$ 33,084
<u>Public Transit</u>						
Public Transit STP/CMAQ Transfer - Rural	STP/CMAQ	Other	\$ 13,915,045	\$ 13,044,996	\$ 13,436,346	\$ 13,839,437
Public Transit STP/CMAQ Transfer -Urban	STP/CMAQ	Other	\$ 3,000,000	\$ 3,090,000	\$ 3,182,700	\$ 3,278,181
Public Transit STP/CMAQ Transfer - Total	STP/CMAQ	Other	\$ 16,915,045	\$ 16,134,996	\$ 16,619,046	\$ 17,117,618
<u>Highway Division</u>						
Project Development Work Program	STP	Other	\$ 1,766,406	\$ 1,810,567	\$ 1,855,831	\$ 1,902,226
Rest Areas Maintenance	STP/CMAQ/NHPP	ALL	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
TAMP(3)	STP	Other	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000
Right of Way Mapping (RWMP 001)	STP	PE	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000
Transportation Enhancements/Alternatives	STP	ALL	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000
Park & Ride	STP/CMAQ	ALL	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Bridge Inventory/Inspection	NHPP/STP	PE	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000
LTAP	STP	ALL	\$ 155,000	\$ 155,000	\$ 155,000	\$ 155,000
Operations Work Program	STP	Other	\$ 1,661,067	\$ 1,702,594	\$ 1,745,159	\$ 1,788,788
CRASH Program	STP/SPR	Other	\$ 464,884	\$ 476,506	\$ 488,419	\$ 500,630
<u>Forests, Parks and Recreation</u>						
Recreational Trail Program	REC TRAIL	ALL	\$ 759,000	\$ 759,002	\$ 759,002	\$ 759,002
<u>Project Overruns & Modifications</u>						
			\$ 3,000,000	\$ 3,000,000	\$ 4,463,547	\$ 2,782,805
<u>TOTAL FROM ABOVE CORE ACTIVITIES</u>			\$ 36,306,016	\$ 35,748,768	\$ 37,924,734	\$ 36,976,642
<u>MPO Total Federal Funds</u>						
PL Program in MPO Area	MPO PL		\$ 2,218,102	\$ 2,284,645	\$ 2,353,184	\$ 2,423,780
Projects in MPO Area (TIP)	STP/NHPP		\$ 51,049,998	\$ 37,981,775	\$ 33,673,893	\$ 27,332,735
Section 164 Safety in MPO Area	Section 164		\$ 500,000	\$ 1,020,000	\$ 2,965,140	\$ 1,756,299
MPO Total Federal Funds			\$ 53,768,100	\$ 41,286,420	\$ 38,992,217	\$ 31,512,814
<u>Balance Remaining for Other Activities</u>						
			\$ 135,425,884	\$ 153,984,812	\$ 161,048,188	\$ 168,266,843

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

<u>PROGRAM</u>	<u>FUNDING CATEGORY</u>		<u>FFY 2020</u>	<u>FFY 2021</u>	<u>FFY 2022</u>	<u>FFY 2023</u>
<u>VTrans Program Totals (Other Than Above)</u>						
<u>Bike/Ped Program</u>						
Bicycle and Pedestrian Projects (non mpo)	STP	ALL	\$4,527,020 All	\$4,000,000 All	\$4,000,000 All	\$4,000,000
<u>Bridge</u>						
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	\$ 750,000	\$ 750,000	\$ 750,000
Statewide Bridge On System, R.O.W.	STP/NHPP	ROW	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Statewide Bridge Off System, P.E.	STP/NHPP	PE	\$ 500,000	\$ 750,000	\$ 750,000	\$ 750,000
Statewide Bridge Off System, R.O.W.	STP/NHPP	ROW	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Statewide Bridge Maintenance Program	STP/NHPP	ALL	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
Statewide Large Culvert Replac/Rehab	STP/NHPP	ALL	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 6,000,000
Interstate Bridge Projects (page 9)	STP/NHPP	ALL	\$ 7,610,000	\$ 9,479,252	\$ 18,247,515	\$ 27,294,920
State Bridge Projects (page 16-19)	STP/NHPP	ALL	\$ 34,741,343	\$ 44,438,654	\$ 42,029,720	\$ 18,854,465
Town Highway Bridge Projects (page 20-22)	STP/NHPP	ALL	\$ 3,963,058	\$ 5,058,695	\$ 10,665,800	\$ 10,677,600
<u>Roadway</u>						
Statewide Small Culvert	STP/NHPP	ALL	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
Statewide Small Culverts (Amendment 1)	STP/NHPP	ALL	\$ 2,432,400			
Statewide Slope/Ledge/Retaining	STP/NHPP	ALL	\$ 2,000,000	\$ 2,500,000	\$ 3,500,000	\$ 3,500,000
Municipal Mitigation	STP/NHPP	PE	\$ 1,428,000			
Projects for Scoping/Design	STP/NHPP	PE	\$ 1,000,000	\$ 1,000,000	\$ 750,000	\$ 750,000
Roadway-Projects (see page 14-15)	STP/NHPP	ALL	\$ 9,771,305	\$ 16,509,603	\$ 8,842,578	\$ 10,000,000
<u>Traffic & Safety</u>						
Safety Projects	STP/NH	ALL	\$ 9,119,092	\$ 5,573,605	\$ 5,712,356	\$ 9,990,000
HSIP Projects	HSIP	ALL	\$ 2,019,881	\$ 4,494,145	\$ 1,950,000	\$ 2,050,000
Section 164 Penalty Funds	Sec 164	ALL	\$ 2,315,000	\$ 599,935	\$ 4,947,584	\$ 4,167,328
<u>Paving</u>						
Statewide Preventive Maint. Crack/Rut Fill/Surf	NHPP/STP	PE/CON	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000
Statewide Pavement Management, ROW	NHPP/STP	ROW	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Statewide Pavement Management, P.E.	NHPP/STP	PE	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
Paving outside of MPO Area (page10-13)	NHPP/STP	ALL	\$ 38,879,949	\$ 44,860,762	\$ 47,611,276	\$ 61,471,358
<u>Rail</u>						
Rail/Highway Crossing Projects	Section 130	ALL	\$ 3,183,815	\$ 2,350,096	\$ 2,786,500	\$ 2,958,500
Western CorridorTIGER VII Grant		ALL	\$ 880,000			
Western Corridor allocated funds		ALL				
VTrans Program Totals			\$133,895,863	\$153,984,812	\$159,815,745	\$168,266,843

Summary of FTA Fund Usage

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

Summary of FTA Fund Usage

Federal Transit Administration Section 5311/5340 Non Urbanized Area Flex Program		<u>Available Funds remaining from previous years FY19 and previous not put in a STIP*</u>	<u>FFY 2020 Apportionments</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>Available Funds remaining from previous years FY20 and previous not put in a STIP*</u>	<u>FFY 2021 Apportionments</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</u>	<u>Available Funds remaining from previous years FY21 and previous not put in a STIP*</u>	<u>FFY 2022 Apportionments</u>	<u>FFY 2022 Anticipated Available</u>	<u>FFY 2022 Programmed In STIP</u>
Fund Source													
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.													
FHWA Flex													
Section 5311/5340 Rural Area - PA - STP/CMAQ Transfer	administrative			\$ 2,677,024	\$ 2,677,024			\$ 2,757,335	\$ 2,757,335			\$ 2,840,055	\$ 2,840,055
Section 5311/5340 Rural Area - PM - STP/CMAQ Transfer	preventive maintenance			\$ 2,538,437	\$ 2,538,437			\$ 2,614,590	\$ 2,614,590			\$ 2,693,028	\$ 2,693,028
Section 5311/5340 Rural Area - Special Services Admin - STP/CMAQ transfer	Special Services Admin			\$ 4,066,111	\$ 4,066,111			\$ 4,188,094	\$ 4,188,094			\$ 4,313,737	\$ 4,313,737
Section 5311/5340 - Capital Assistance - STP/CMAQ Transfer	capital			\$ 1,094,597	\$ 1,094,597			\$ 1,127,435	\$ 1,127,435			\$ 1,161,258	\$ 1,161,258
Section 5311/5340 - Rural New Services - STP/CMAQ Transfer	cmaq			\$ 1,452,560	\$ 1,452,560			\$ 1,496,137	\$ 1,496,137			\$ 1,541,021	\$ 1,541,021
Section 5311/5340 - State Admin STP/CMAQ Transfer	state administrative			\$ 836,316	\$ 836,316			\$ 861,405	\$ 861,405			\$ 887,248	\$ 887,248
Section 5311/5340 - Capital Assistance - STP Transfer Montpelier Transit Center	capital			\$ 1,250,000	\$ 1,250,000								
Total				\$ 13,915,045	\$ 13,915,045			\$ 13,044,996	\$ 13,044,996			\$ 13,436,346	\$ 13,436,346
Federal Transit Administration Section 5311/5340 Urbanized Area Flex Program													
Detail is shown in CCRPC TIP Document. All amounts are pending award of grant funds.													
Operator: GMT-Small Urban (MPO) (CCTA) transferred to GMT/CTAA***covered in													
Section 5307 Urban Area - PA - STP Transfer	FHWA Flex preventive maintenance			\$ 1,613,684	\$ 1,613,684			\$ 1,885,000	\$ 1,662,095			\$ 1,941,550	\$ 1,711,957
Section 5307 CMAQ transfer	CMAQ operating			\$ 1,002,122	\$ 1,002,122			\$ 1,402,133	\$ 1,032,186			\$ 1,220,000	\$ 1,063,151
Section 5307 - Capital Assistance - STP Transfer	capital			\$ 384,194	\$ 384,194			\$ 1,489,047	\$ 395,720			\$ 1,533,718	\$ 407,591
Flex fund total				\$ 3,000,000	\$ 3,000,000			\$ 4,776,180	\$ 3,090,000			\$ 4,695,268	\$ 3,182,700
state					\$ 375,000				\$ 386,250	\$ -			\$ 397,838
local					\$ 375,000				\$ 386,250	\$ -			\$ 397,838
total					\$ 3,750,000				\$ 3,862,500	\$ -			\$ 3,978,375
Section 5339 Bus and Bus Facilities-Rural/Urban Formula		<u>Available Funds remaining from previous years FY19 and previous not put in a STIP*</u>	<u>FFY 2020 Apportionments</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>Available Funds remaining from previous years FY20 and previous not put in a STIP*</u>	<u>FFY 2021 Apportionments</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</u>	<u>Available Funds remaining from previous years FY21 and previous not put in a STIP*</u>	<u>FFY 2022 Apportionments</u>	<u>FFY 2022 Anticipated Available</u>	<u>FFY 2022 Programmed In STIP</u>
Previous years funding													
rural FFY17													
rural FFY18		\$3,500,001	\$3,605,000	\$7,105,001	\$ 5,000,000	\$2,105,001	\$ 3,713,150	\$5,818,151	\$ 5,000,000	\$818,151	\$ 3,824,545	\$4,642,696	\$ 4,500,000
Section 5339 Bus and Bus Facilities-Rural/Urban Competitive-Bradford Bus Facility		<u>Available Funds remaining from previous years FY19 and previous not put in a STIP*</u>	<u>FFY 2020 Apportionments</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>Available Funds remaining from previous years FY20 and previous not put in a STIP*</u>	<u>FFY 2021 Apportionments</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</u>	<u>Available Funds remaining from previous years FY21 and previous not put in a STIP*</u>	<u>FFY 2022 Apportionments</u>	<u>FFY 2022 Anticipated Available</u>	<u>FFY 2022 Programmed In STIP</u>
Fund Source													
Operator: VTI													
Federal					\$ 1,000,000.00								
State					\$ 125,000.00								
Local					\$ 125,000.00								
Total					\$ 1,250,000.00								
Total Federal													
Total State*													
Total Local*													
* The total of State and Local match will total 20% but may not be equal shares as shown													
Total TRAMS Application													
Fund Source		<u>Available Funds remaining from previous years FY19 and previous not put in a STIP*</u>	<u>FFY 2020 Apportionments</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>Available Funds remaining from previous years FY20 and previous not put in a STIP*</u>	<u>FFY 2021 Apportionments</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</u>	<u>Available Funds remaining from previous years FY21 and previous not put in a STIP*</u>	<u>FFY 2022 Apportionments</u>	<u>FFY 2022 Anticipated Available</u>	<u>FFY 2022 Programmed In STIP</u>
Section 5312 Public Transportation Innovation													
Federal			\$ 170,000.00	\$ 170,000.00	\$ 170,000.00								
State			\$ 80,000.00	\$ 80,000.00	\$ 80,000.00								
Local			\$ 90,000.00	\$ 90,000.00	\$ 90,000.00								
Total			\$ 340,000.00	\$ 340,000.00	\$ 340,000.00								

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

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

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	A	B	C	D	E	G	I	J	K
1		AGENCY OF TRANSPORTATION							
2		FY2020 As Passed with contingent funding							
3					LOCAL/	INTERDEPT			INTERNAL
4		TOTAL	STATE	FEDERAL	OTHER	TRANSFERS	TIB FUNDS	TIB/GO BONDS	SERVICE
5									
8	DEPT. OF MOTOR VEHICLES	33,150,701	31,657,492	1,345,934		147,275			
9									
10	FINANCE & ADMINISTRATION	15,497,069	14,625,869	871,200					
11									
12	PROGRAM DEVELOPMENT								
13	Paving (assumes \$500,000 TF carryforward)	100,682,429	14,012,200	83,163,329			3,506,900		
14	Interstate Bridge	30,831,313	663,506	27,808,182			2,359,625		
15	State Highway Bridge	54,100,006	4,542,292	46,480,724			3,076,990		
16	Roadway (assumes \$500,000 TF carryforward)	48,779,614	2,040,621	43,644,507	202,429		2,892,057		
17	Traffic & Safety (assumes \$515,000 TF carryforward)	20,925,379	346,245	20,579,134					
18	Park & Ride	2,651,588	300,000	2,351,588					
19	Bike & Pedestrian Facilities	13,040,923	1,448,806	11,592,117					
20	Transportation Alternatives	3,268,618		3,268,618					
21	Multi-Modal Facilities	0							
22	Program Development Administration	24,117,481	17,695,893	6,229,798		191,790			
23									
24	Total Program Development	298,397,351	41,049,563	245,117,997	202,429	191,790	11,835,572	0	
25									
28	REST AREAS	679,706	99,280	580,426					
29									
30	POLICY & PLANNING	11,192,221	2,921,480	8,238,741		32,000			
31									
32	MAINTENANCE	94,013,939	91,136,152	2,777,787		100,000			
33									
34	PUBLIC TRANSIT PROGRAM	33,824,399	8,056,111	25,768,288					
35									
36	AVIATION	9,244,636	4,749,136	4,495,500					
37									
38	RAIL (assumes \$541,075 TF carryforward)	34,935,351	18,237,032	15,019,569		918,750	760,000		
39									
40	CENTRAL GARAGE	20,112,038							20,112,038
41									
42	TRANSPORTATION BUILDINGS	907,746	907,746						
43									
44	Total "VTrans" Programs	551,955,157	213,439,861	304,215,442	202,429	1,389,815	12,595,572	0	20,112,038
45									
46	TOWN HIGHWAY BRIDGES	13,833,851	1,304,648	10,887,721	939,667		701,815		
47									
48	TH STRUCTURES	6,333,500	6,333,500						
49									
50	TH CLASS 2 ROADWAY PROGRAM	7,648,750	7,648,750						
51									
52	TH - NONFEDERAL DISASTERS	1,150,000	1,150,000						
53									
54	TH - FEDERAL DISASTERS	180,000	20,000	160,000					
55									
56	TH AID PROGRAM	26,663,160	26,663,160						
57									
58	TH CLASS 1 SUPPLEMENTAL GRANTS	128,750	128,750						
59									
60	TH VERMONT LOCAL ROADS	406,307	106,307	300,000					
61									
62	MUNICIPAL MITIGATION ASSISTANCE PROGRAM	3,098,000	900,000	1,428,000	770,000				
63									
64	TH PUBLIC ASSISTANCE GRANTS	4,140,000	100,000	3,000,000	640,000	400,000			
65									
66	Total "Town Highway" Programs	63,582,318	44,355,115	15,775,721	2,349,667	400,000	701,815	0	
67									
68	TRANSPORTATION BOARD	282,191	282,191						
69									
70									
71	TOTAL PROGRAMS	615,819,666	258,077,167	319,991,163	2,552,096	1,789,815	13,297,387	0	20,112,038
72									
73									
80									
81									
82									

	A	B	C	D	E	G	I	J	K
1		AGENCY OF TRANSPORTATION							
2		FY19 AS PASSED H.917							
3									
4		TOTAL	STATE	FEDERAL	LOCAL/ OTHER	INTERDEPT TRANSFERS	TIB FUNDS	TIB/GO BONDS	INTERNAL SERVICE
5									
8	DEPT. OF MOTOR VEHICLES	31,360,732	29,760,414	1,458,768		141,550			
9									
10	FINANCE & ADMINISTRATION	14,655,914	13,637,714	1,018,200					
11									
12	PROGRAM DEVELOPMENT								
13	Paving	104,199,583	14,334,944	85,128,961			4,735,678		
14	Interstate Bridge	24,543,000	695,531	22,150,200			1,697,269		
15	State Highway Bridge	57,636,326	5,099,159	48,810,196	596,525		3,130,446		
16	Roadway	51,972,218	2,418,663	46,379,299	842,943		2,331,313		
17	Traffic & Safety	21,515,547	894,841	20,620,706					
18	Park & Ride	3,807,556	65,300	3,742,256					
19	Bike & Pedestrian Facilities	10,866,048	1,275,264	9,590,784					
20	Transportation Alternatives	3,600,875		3,600,875					
21	Multi-Modal Facilities	0							
22	Program Development Administration	22,748,320	17,766,180	4,742,795		239,345			
23									
24	Total Program Development	300,889,473	42,549,882	244,766,072	1,439,468	239,345	11,894,706	0	
25									
28	REST AREAS	744,802	76,242	668,560					
29									
30	POLICY & PLANNING	11,086,484	2,822,771	8,171,508		92,205			
31									
32	MAINTENANCE	87,896,279	85,018,492	2,777,787		100,000			
33									
34	PUBLIC TRANSIT PROGRAM	29,020,229	7,795,281	21,224,948					
35									
36	AVIATION	13,799,763	4,628,763	9,171,000					
37									
38	RAIL	29,599,051	18,675,520	10,163,531			760,000		
39									
40	CENTRAL GARAGE	20,684,524							20,684,524
41									
42	TRANSPORTATION BUILDINGS	1,578,050	1,578,050						
43									
44	Total "VTrans" Programs	541,315,301	206,543,129	299,420,374	1,439,468	573,100	12,654,706	0	20,684,524
45									
46	TOWN HIGHWAY BRIDGES	13,324,994	1,490,612	10,594,419	692,332		547,631		
47									
48	TH STRUCTURES	6,333,500	6,333,500						
49									
50	TH CLASS 2 ROADWAY PROGRAM	7,648,750	7,648,750						
51									
52	TH - NONFEDERAL DISASTERS	1,150,000	1,150,000						
53									
54	TH - FEDERAL DISASTERS	180,000	20,000	160,000					
55									
56	TH AID PROGRAM	25,982,744	25,982,744						
57									
58	TH CLASS 1 SUPPLEMENTAL GRANTS	128,750	128,750						
59									
60	TH VERMONT LOCAL ROADS	403,714	103,714	300,000					
61									
62	MUNICIPAL MITIGATION ASSISTANCE PROGRAM	9,082,342	1,240,000	5,442,342				2,400,000	
63									
64	TH PUBLIC ASSISTANCE GRANTS	5,059,457	160,000	3,000,000	1,419,457	480,000			
65									
66	Total "Town Highway" Programs	69,294,251	44,258,070	19,496,761	2,111,789	480,000	547,631	2,400,000	
67									
68	TRANSPORTATION BOARD	271,543	271,543						
69									
70									
71	TOTAL PROGRAMS	610,881,095	251,072,742	318,917,135	3,551,257	1,053,100	13,202,337	2,400,000	20,684,524
72									
73	Bridge Summary:								
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		AGENCY OF TRANSPORTATION							
2		FY18 As Passed							
3					LOCAL/ OTHER	INTERDEPT TRANSFERS	TIB FUNDS	TIB/GO BONDS	INTERNAL SERVICE
4		TOTAL	STATE	FEDERAL					
5									
8	DEPT. OF MOTOR VEHICLES	29,301,916	27,773,478	1,423,438		105,000			
9									
10	FINANCE & ADMINISTRATION	14,622,670	13,520,910	1,101,760					
11									
12	PROGRAM DEVELOPMENT								
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	REST AREAS	663,000	79,774	583,226					
29									
30	POLICY & PLANNING	10,596,432	2,706,491	7,755,912		134,029			
31									
32	MAINTENANCE	89,325,825	87,376,083	1,849,742		100,000			
33									
34	PUBLIC TRANSIT PROGRAM	32,132,157	7,955,199	24,176,958					
35									
36	AVIATION	17,736,095	4,929,552	12,806,543					
37									
38	RAIL (assumes \$1M TF carryforward)	37,081,250	18,935,869	15,269,507		35,625	2,840,249		
39									
40	CENTRAL GARAGE	20,054,911							20,054,911
41									
42	TRANSPORTATION BUILDINGS	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	TOWN HIGHWAY BRIDGES	16,524,009	1,111,449	13,488,269	767,364		1,156,927		
47									
48	TH STRUCTURES	6,333,500	6,333,500						
49									
50	TH CLASS 2 ROADWAY PROGRAM	7,848,750	7,848,750						
51									
52	TH - NONFEDERAL DISASTERS	1,150,000	1,150,000						
53									
54	TH - FEDERAL DISASTERS	180,000	20,000	160,000					
55									
56	TH AID PROGRAM	25,982,744	25,982,744						
57									
58	TH CLASS 1 SUPPLEMENTAL GRANTS	128,750	128,750						
59									
60	TH VERMONT LOCAL ROADS	400,693	100,693	300,000					
61									
62	MUNICIPAL MITIGATION ASSISTANCE PROGRAM	9,182,342	1,240,000	5,442,342	1,100,000			1,400,000	
63									
64	TH PUBLIC ASSISTANCE GRANTS	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	TRANSPORTATION BOARD	233,750	233,750						
69									
70									
71	TOTAL PROGRAMS	614,501,019	249,382,048	325,648,972	4,725,777	1,093,999	12,195,312	1,400,000	20,054,911

	A	B	C	D	E	G	I	K
1	AGENCY OF TRANSPORTATION							
2	FY17 As Passed							
3					LOCAL/ OTHER	INTERDEPT TRANSFERS	TIB FUNDS	INTERNAL SERVICE
4		TOTAL	STATE	FEDERAL				
8	DEPT. OF MOTOR VEHICLES	28,910,055	27,416,335	1,388,720		105,000		
10	FINANCE & ADMINISTRATION	14,206,799	13,262,499	944,300				
12	PROGRAM DEVELOPMENT							
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	
27	REST AREAS	550,000	60,000	490,000				
29	POLICY & PLANNING	9,987,158	2,576,853	7,396,305		14,000		
31	MAINTENANCE	91,556,769	86,728,962	4,727,807		100,000		
33	PUBLIC TRANSIT PROGRAM	31,173,698	7,928,915	23,244,783				
35	AVIATION	20,035,048	5,776,348	14,123,500	135,200			
37	RAIL	33,881,604	18,665,089	12,679,249		54,566	2,482,700	
39	CENTRAL GARAGE	19,731,787						19,731,787
41	TRANSPORTATION BUILDINGS	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
44	TOWN HIGHWAY BRIDGES	20,021,730	1,232,953	16,162,896	1,204,550		1,421,331	
46	TH STRUCTURES	6,333,500	6,333,500					
48	TH CLASS 2 ROADWAY PROGRAM	7,648,750	7,648,750					
50	TH - NONFEDERAL DISASTERS	1,150,000	1,150,000					
52	TH - FEDERAL DISASTERS	1,280,000		1,280,000				
54	TH AID PROGRAM	25,982,744	25,982,744					
56	TH CLASS 1 SUPPLEMENTAL GRANTS	128,750	128,750					
58	TH VERMONT LOCAL ROADS	394,700	239,700	155,000				
60	MUNICIPAL MITIGATION GRANT PROGRAM	2,905,000	1,240,000	200,000	1,465,000			
62	TH PUBLIC ASSISTANCE GRANTS	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	
65	TRANSPORTATION BOARD	229,245	229,245					
67	TOTAL PROGRAMS	612,574,418	249,073,779	326,665,494	4,080,416	753,566	12,269,376	19,731,787
69	Bridge Summary:							
70	State Highway Bridge	32,251,548	3,621,553	26,227,681	0	0	2,402,314	

	A	B	C	D	E	G	I	K
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

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

Project Location		FY20		FY21		FY22		FY23	Total Cost Fed+State+Local
Bike & Pedestrian Facilities	Phase								
SWANTON-ST. JOHNSBURY STP LVRT(8) VTrans # 20F117	Const	\$527,020							Total: \$650,000 Const: \$650,000
		Description: Trail construction from intersection with Gore Road in Highgate to Robin Hood Drive in Swanton							
STATEWIDE Bicycle & Pedestrian Projects	All	\$4,000,000		\$4,000,000		\$4,000,000		\$4,000,000	Total: \$20,000,000
		Description: Trail construction from intersection with Gore Road in Highgate to Robin Hood Drive in Swanton							
Totals for Bike & Pedestrian Facilities	All	\$4,527,020	All	\$4,000,000	All	\$4,000,000	All	\$4,000,000	Total: \$20,650,000

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

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
Interstate Bridges					
BERLIN IM DECK(42) VTrans # 15A112 I-89N	Const: \$250,000	Const: \$725,357			Total: \$1,083,730 Const: \$1,083,730
Description: REPLACEMENT OF DECK AND MINOR RELATED WORK ON BRIDGE 37N ON I 89 IN BERLIN OVER TH 40					
BERLIN IM DECK(43) VTrans # 15A113 I-89S		Const: \$200,000	Const: \$783,250		Total: \$1,092,500 Const: \$1,092,500
Description: REPLACEMENT OF DECK AND MINOR RELATED WORK ON BRIDGE 37S ON I 89 IN BERLIN OVER TH 40					
BERLIN IM DECK(44) VTrans # 15A114 I-89N	Const: \$200,000	Const: \$938,500			Total: \$1,265,000 Const: \$1,265,000
Description: REPLACEMENT OF DECK AND MINOR RELATED WORK ON BRIDGE 38N ON I 89 IN BERLIN OVER VT 62					
BERLIN IM DECK(45) VTrans # 15A115 I-89S		Const: \$100,000	Const: \$935,000		Total: \$1,150,000 Const: \$1,150,000
Description: REPLACEMENT OF DECK AND MINOR RELATED WORK ON BRIDGE 38S ON I 89 IN BERLIN OVER VT 62					
BRATTLEBORO IM 091-1(82) VTrans # 19A220 I-91N		Const: \$393,750			Total: \$437,500 Const: \$437,500
Description: Scoping to evaluate fascia / deck alternatives for bridges 4N&S located on I-91 at exit #1 in Brattleboro crossing US-5 (Canal street).					
HARTLAND IM 091-1(68) VTrans # 13A094 I-91N	Const: \$300,000	Const: \$3,115,155			Total: \$3,594,900 Const: \$3,594,900
Description: REHABILITATION OF BR37 ON I-91 IN HARTLAND, TH41 OVER I-91.					
LEBANON-HARTFORD IM A001(154) VTrans # 11A224 I-89N	Const: \$500,000	Const: \$1,000,000	Const: \$1,179,265	Const: \$9,000,000	Total: \$12,976,961 Const: \$12,976,961
Description: REHABILITATION AND WIDENING OF I-89 BRIDGES SHARED WITH NEW HAMPSHIRE, OVER THE CONNECTICUT RIVER. NH BRIDGE NUMBERS 044/103 AND 044/104.					
MIDDLESEX IM 089-2(50) VTrans # 12A566 I-89N		Const: \$738,000			Total: \$820,000 Const: \$820,000
Description: INSTALL LINING TO EXISTING CULVERT (CGMPPA), BRIDGE NO. 45-1 (SHORT) ON I-89 IN MIDDLESEX.					
ROCKINGHAM IM 091-1(66) VTrans # 12A130 I-91N	Const: \$6,000,000	Const: \$1,369,999			Total: \$8,188,888 Const: \$8,188,887
Description: REPLACEMENT OF BRIDGE NOS. 24 N&S ON I-91 IN ROCKINGHAM, OVER THE GREEN MOUNTAIN RAILROAD AND THE WILLIAMS RIVER.					

Vermont Agency of Transportation

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
Interstate Bridges					
ROYALTON IM 089-1(63) VTrans # 13A248 I-89N		Const: \$100,000	Const: \$7,000,000	Const: \$7,000,000	Total: \$15,666,667 Const: \$15,666,666
Description: REHAB BR26 N&S ON I-89, OVER VT107, NECR AND THE WHITE RIVER.					
SHARON IM 089-1(64) VTrans # 13A250 I-89N		Const: \$100,000	Const: \$3,000,000	Const: \$2,300,000	Total: \$6,000,000 Const: \$6,000,000
Description: REHABILITATE BRIDGE NO. 17N&S ON I-89 IN SHARON, OVER VT14 AND THE WHITE RIVER.					
SHEFFIELD BM19702 VTrans # 17A173 I-91N	Const: \$360,000				Total: \$400,000 Const: \$400,000
Description: Bridge maintenance project to line existing culvert (br. 101-2N) located on I-91 in Sheffield carrying unnamed brook.					
WEATHERSFIELD IM 091-1(69) VTrans # 13A096 I-91S		Const: \$198,490	Const: \$2,500,000	Const: \$2,500,000	Total: \$5,776,100 Const: \$5,776,100
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: \$2,850,000	Const: \$6,494,920	Total: \$10,938,800 Const: \$10,938,800
Description: REPLACE DECK AND BEARINGS ON BR21 N&S ON I-91 IN WESTMINSTER, OVER TH1 ("VT121").					
					Total: \$69,391,046
Totals for Interstate Bridges	Const: \$7,610,000	Const: \$9,479,251	Const: \$18,247,515	Const: \$27,294,920	Const: \$69,391,046

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

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
Paving					
BARRE CITY STP 2961(3) VTrans # 16V185 VT-14			Const: \$630,000		Total: \$700,000 Const: \$700,000
Description: Install Active Signal Warning System for Rail Crossing # DOT 837-353C located at MM 0.95 on VT 14 in Barre City, and MP 8.11 on the Washington County Railroad.					
BRANDON STP PC19(7) VTrans # 16V134 VT-73	Const: \$418,507				Total: \$516,166 Const: \$516,165
Description: Class 1 paving in Brandon along VT 73 from MM 2.792 to MM 3.65.					
BRATTLEBORO-NEWFANE STP 2940(1) VTrans # 11B322 VT-30			Const: \$538,445	Const: \$4,099,331	Total: \$5,720,000 Const: \$5,719,999
Description: RESURFACE VT30 IN BRATTLEBORO, DUMMERSTON AND NEWFANE, BEGINNING 0.326 MILE NORTH OF THE US5 INTERSECTION AND EXTENDING NORTHERLY 9.948 MILES.					
BRISTOL STP PC20(2) VTrans # 18V187 VT-116	Const: \$1,133,494				Total: \$1,397,996 Const: \$1,397,995
Description: Class 1 paving in the town of Bristol on VT 116.					
BURKE-NEWARK STP FPAV(17) VTrans # 17V319 VT-5A	Const: \$1,011,101				Total: \$1,247,042 Const: \$1,247,042
Description: Paving on VT 5A from Burke etemm 0 to Newark etemm 4.6					
CAMBRIDGE-JOHNSON STP 2925(1) VTrans # 10B256 VT-15				Const: \$8,935,015	Total: \$11,019,999 Const: \$11,019,998
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.					
CAVENDISH-WEATHERSFIELD ER STP 0146(14) VTrans # 12C226 VT-131	Const: \$3,000,000	Const: \$6,000,000	Const: \$5,717,071		Total: \$18,151,296 Const: \$18,151,295
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-THETFORD STP 2955(1) VTrans # 14V234 VT-113		Const: \$486,400	Const: \$2,000,000	Const: \$4,000,000	Total: \$8,000,000 Const: \$8,000,000
Description: RESURFACE VT113 IN CHELSEA, VERSHIRE, WEST FAIRLEE AND THETFORD, BEGINNING AT THE VT110/VT113 INTERSECTION AND EXTENDING EASTERLY 14.824 MILES TO THE INTERSECTION OF VT113/VT244.					

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

Project Location					Total Cost
	FY20	FY21	FY22	FY23	Fed+State+Local
CHESTER-SPRINGFIELD STP 2942(1) VTrans # 11B336 VT-10	Const: \$1,410,921				Total: \$1,740,159 Const: \$1,740,159
Description: RESURFACE VT10 IN CHESTER AND SPRINGFIELD, BEGINNING AT THE VT103 INTERSECTION AND EXTENDING EASTERLY 4.373 MILES TO THE VT106 INTERSECTION.					
CHESTER-SPRINGFIELD STP PS19(4) VTrans # 16V116 VT-11	Const: \$2,701,515				Total: \$3,331,913 Const: \$3,331,913
Description: Resurfacing of VT 11 beginning in Chester at MM 5.206 and continuing until Springfield MM 3.528.					
CRAFTSBURY-IRASBURG STP FPAV(32) VTrans # 19V036 VT-14	Const: \$1,956,754				Total: \$2,413,363 Const: \$2,413,362
Description: Paving along VT 14 from Craftsbury 7.47 to Irasburg mm 0.032.					
EDEN STP FPAV(29) VTrans # 19V033 VT-118	Const: \$1,418,469				Total: \$1,749,469 Const: \$1,749,469
Description: Paving along VT 118 in Eden from mm 0.0 to mm 4.6.					
FAIR HAVEN STP PC19(2) VTrans # 16V123 VT-22A	Const: \$1,574,585				Total: \$1,942,015 Const: \$1,942,014
Description: Class 1 paving along VT 22A in Fair Haven from MM 1.098 to MM 2.217.					
FAIR HAVEN-RUTLAND TOWN NH SURF(64) VTrans # 18V222 US-4E	Const: \$74,720	Const: \$7,025,000	Const: \$975,000		Total: \$9,958,954 Const: \$9,958,954
Description: Paving from Fair Haven to Rutland Town along US 4 EB and WB including ramps from mm 0.0 to mm 18.829.					
FAYSTON STP FPAV(33) VTrans # 19V037 VT-17	Const: \$1,471,717				Total: \$1,815,143 Const: \$1,815,142
Description: Paving along VT 17 in Fayston from mm 0 to mm 4.5.					
GROTON-NEWBURY STP PS19(2) VTrans # 16V114 US-302		Const: \$250,000	Const: \$5,352,790		Total: \$6,910,200 Const: \$6,910,199
Description: This project is to resurface US 302 in Groton, Ryegate and Newbury, starting at MM 4.714 in Groton and extending easterly to Newbury MM 4.629.					
GROTON-PEACHAM STP FPAV(35) VTrans # 19V039 VT-232	Const: \$1,420,180				Total: \$1,751,579 Const: \$1,751,578
Description: Paving along VT 232 from Groton mm 0.0 to Peacham mm 0.2					

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

Project Location					Total Cost
	FY20	FY21	FY22	FY23	Fed+State+Local
HARTFORD STP PC21(4) VTrans # 18V190 US-4	Const: \$100,000		Const: \$1,365,926		Total: \$1,808,000 Const: \$1,807,999
Description: Class 1 paving in Hartford on US 4 and VT 14					
JOHNSON-MORRISTOWN STP 2919(1) VTrans # 10B240 VT-15		Const: \$1,000,000	Const: \$6,697,752	Const: \$1,626,447	Total: \$11,499,999 Const: \$11,499,998
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	Const: \$1,618,821	Total: \$13,304,075 Const: \$13,304,074
Description: REHABILITATION OF VT100 IN KILLINGTON, PITTSFIELD AND STOCKBRIDGE, BEGINNING AT THE US4 INTERSECTION AND EXTENDING NORTHERLY 10.713 MILES TO THE VT107 INTERSECTION, INCLUDING IMPROVEMENTS TO AREAS DAMAGED AS A RESULT OF					
LONDONDERRY-CHESTER STP PS19(10) VTrans # 16V121 VT-11	Const: \$5,388,719	Const: \$7,975,000			Total: \$16,482,140 Const: \$16,482,139
Description: Reclamation of VT 11 starting in Londonderry at MM 1.952 and continuing to Chester MM 4.373.					
MANCHESTER-DORSET STP PS19(9) VTrans # 16V120 VT-30	Const: \$100,000	Const: \$2,957,441			Total: \$3,770,894 Const: \$3,770,894
Description: Resurfacing of VT 30 starting in Manchester at MM 0.305 and continuing to Dorset MM 5.225.					
MIDDLEBURY STP PC20(3) VTrans # 18V188 VT-30	Const: \$153,996		Const: \$2,000,000		Total: \$2,656,630 Const: \$2,656,630
Description: Class 1 paving in Middlebury along VT 30 and VT 125.					
MIDDLEBURY NH PC20(4) VTrans # 18V220 US-7	Const: \$472,339		Const: \$1,000,000		Total: \$1,815,909 Const: \$1,815,908
Description: Class 1 paving in Middlebury along US 7 from MM 4.264 to 5.712.					
MORETOWN STP PS20(1) VTrans # 18V143 VT-100B	Const: \$200,000	Const: \$1,651,351			Total: \$2,283,363 Const: \$2,283,363
Description: Project is for resurfacing of VT100B in Moretown from mm 0.0 to mm 4.295.					
MORRISTOWN STP 2920(1) VTrans # 10C242 VT-15A		Const: \$100,000	Const: \$581,072		Total: \$840,000 Const: \$839,999
Description: RESURFACE VT15A IN MORRISTOWN, BEGINNING 0.36 MILE EAST OF THE VT12 INTERSECTION AND EXTENDING EASTERLY 1.464 MILES TO THE VT15 INTERSECTION.					

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

Project Location					Total Cost
	FY20	FY21	FY22	FY23	Fed+State+Local
NEW HAVEN-BRISTOL STP PS19(8) VTrans # 16V119 VT-17	Const: \$100,000	Const: \$1,679,326			Total: \$2,194,531 Const: \$2,194,531
Description: Resurface VT 17 starting in New Haven at MM 3.455 and continuing to Bristol MM 0.599.					
NORWICH-THETFORD STP FPAV(30) VTrans # 19V034 US-5	Const: \$2,551,545				Total: \$3,146,947 Const: \$3,146,947
Description: Paving along US 5 from Norwich mm 2.4 to Thetford mm 3.4.					
PLAINFIELD-DANVILLE NH PS19(1) VTrans # 16V113 US-2			Const: \$1,500,000	Const: \$10,697,675	Total: \$15,044,000 Const: \$15,043,999
Description: Resurfacing along US 2 from Marshfield MM 0.047 to Danville MM 1.755.					
POULTNEY STP PC19(4) VTrans # 16V125 VT-30	Const: \$992,592				Total: \$1,224,213 Const: \$1,224,213
Description: Class 1 paving in Poultney along VT 30 from MM 4.193 to MM 4.885 and along VT 31 from MM 3.201 to MM 3.779.					
RICHFORD-JAY STP 2914(1) VTrans # 10B230 VT-105		Const: \$1,000,000	Const: \$3,488,386		Total: \$5,535,750 Const: \$5,535,749
Description: RESURFACE VT105 IN RICHFORD AND JAY, BEGINNING 2.529 MILES EAST OF THE BERKSHIRE-RICHFORD TOWN LINE AND EXTENDING EASTERLY 7.381 MILES.					
SHARON-BETHEL IM 089-1(66) VTrans # 18V192 I-89S			Const: \$271,955	Const: \$7,195,599	Total: \$8,297,282 Const: \$8,297,282
Description: Paving along I89 from ETE MM 12.245 to 25.405 in both the NB and SB directions including ramps.					
SPRINGFIELD STP PS19(5) VTrans # 16V117 VT-106	Const: \$200,000	Const: \$879,598			Total: \$1,331,522 Const: \$1,331,521
Description: Resurfacing on VT 106 in Springfield from MM 0.058 to MM 3.283.					
ST. ALBANS-SHELDON STP 2941(1) VTrans # 11B324 VT-105			Const: \$100,000	Const: \$2,575,640	Total: \$3,300,000 Const: \$3,299,999
Description: RESURFACE VT105 IN ST. ALBANS, SWANTON AND SHELDON, BEGINNING 0.023 MILE EAST OF THE ST. ALBANS CITY LINE AND EXTENDING EASTERLY 7.833 MILES.					
STAMFORD STP FPAV(23) VTrans # 17V326 VT-100	Const: \$467,726				Total: \$576,870 Const: \$576,869
Description: Paving along VT 100 in Stamford from tmm 0 to tmm 4.150.					

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

Project Location					Total Cost
	FY20	FY21	FY22	FY23	Fed+State+Local
STATEWIDE				Const:\$10,000,000	Total: \$12,500,000 Const:\$12,500,000
Description: Paving to be identified					
STOWE STP PC19(5) VTrans # 16V126 VT-100	Const: \$100,000	Const: \$960,368			Total: \$1,307,805 Const: \$1,307,804
Description: Class 1 paving in Stowe on VT 100 from MM 2.945 to MM 3.987 and on VT 108 from MM 0.00 to MM 0.507.					
STOWE-MORRISTOWN STP PS19(3) VTrans # 16V115 VT-100		Const: \$5,066,885	Const: \$4,651,446		Total: \$11,986,101 Const: \$11,986,101
Description: Reclamation of VT 100 from Stowe MM 3.987 to Morristown MM 4.872.					
VERGENNES STP PC20(1) VTrans # 18V191 VT-22A	Const: \$250,000	Const: \$1,661,020			Total: \$2,356,956 Const: \$2,356,956
Description: Class 1 paving in Vergennes on VT 22A and Ferrisburgh State Highway					
WATERBURY-STOWE STP 2945(1) VTrans # 11B342 VT-100	Const: \$1,384,000				Total: \$1,706,956 Const: \$1,706,956
Description: RESURFACE VT100 IN WATERBURY AND STOWE, BEGINNING AT THE US2 INTERSECTION AND EXTENDING NORTHERLY 9.688 MILES.					
WATERFORD-ST. JOHNSBURY STP FPAV(15) VTrans # 17V318 VT-18	Const: \$1,000,000	Const: \$1,089,221			Total: \$2,576,740 Const: \$2,576,740
Description: Paving on VT 18 in Waterford and St. Johnsbury, beginning at mm 0.00 (New Hampshire state line) and extending northerly 7.887 miles to the US2 jct.					
WEST RUTLAND STP PC19(6) VTrans # 16V127 VT-133	Const: \$817,045	Const: \$1,000,000			Total: \$2,241,052 Const: \$2,241,052
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: \$1,000,000	Const: \$2,088,599			Total: \$3,809,323 Const: \$3,809,322
Description: Paving on Business Route US 4 from West Rutland ETEMM 0 to Rutland ETEMM 2.429.					
WHEELOCK-SHEFFIELD STP FPAV(21) VTrans # 17V324 VT-122	Const: \$884,050				Total: \$1,090,343 Const: \$1,090,342
Description: Paving along VT 122 in Wheelock from tmm 0.8 to Sheffield tmm 5.05.					

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

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
WHITINGHAM STP FPAV(34) VTrans # 19V038 VT-100 <small>Description: Paving along VT 100 in Whitingham from mm 2.6 to mm 8.1</small>	Const: \$1,913,082				Total: \$2,359,499 Const: \$2,359,499
WILMINGTON-BRATTLEBORO NH 2971(1) VTrans # 16V105 VT-9 <small>Description: Resurfacing along VT 9 from Wilmington MM 7.077 to Brattleboro MM 4.178.</small>				Const: \$10,722,830	Total: \$13,225,000 Const: \$13,225,000
WILMINGTON-STRATTON STP PS19(7) VTrans # 16V096 VT-100 <small>Description: Resurfacing VT 100 beginning in Wilmington at MM 2.469 through Dover, ending in Stratton at MM 1.337.</small>	Const: \$2,237,887				Total: \$2,760,097 Const: \$2,760,097
WOODSTOCK STP PC21(3) VTrans # 18V189 VT-12 <small>Description: Class 1 paving in Woodstock along US 4, VT 12 and VT 106</small>		Const: \$273,524	Const: \$1,000,000		Total: \$1,570,701 Const: \$1,570,700
WOODSTOCK NH PC21(5) VTrans # 18V221 US-4 <small>Description: Class 1 paving in Woodstock along US 4 from mm 5.645 to mm 6.960</small>		Const: \$212,146	Const: \$1,000,000		Total: \$1,495,000 Const: \$1,495,000
Totals for Paving	Const: \$37,904,949	Const: \$44,355,879	Const: \$47,149,720	Const: \$61,471,358	Total: \$234,462,991 Const: \$234,462,991

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

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
Roadway Projects					
BARRE CITY-BARRE TOWN MEGC M 6000(11) VTrans # 83D106 Min-6024		Const: \$2,000,000	Const: \$2,353,776		Total: \$4,582,922 Const: \$4,582,922
Description: RECONSTRUCTION OR RELOCATION OF THE VT14/QUARRY ST. INTERSECTION AND QUARRY HILL RD.					
BRANDON NH 019-3(496) VTrans # 02B232 US-7	Const: \$3,917,359				Total: \$4,831,474 Const: \$4,831,473
Description: RECONSTRUCTION OF THE CLASS I SECTION OF US7 IN BRANDON, BEGINNING AT THE CLASS I LIMIT AND EXTENDING NORTHERLY 1.853 KILOMETERS. WORK INCLUDES: FULL- DEPTH RECONSTRUCTION OF US7, RECONSTRUCT SIDEROADS, SIDEWALKS, PARKING AREAS,					
BRATTLEBORO STP 2000(23) VTrans # 84D030 US-5	ROW: \$50,000	ROW: \$50,000	ROW: \$994,580		Total: \$1,350,000 ROW: \$1,349,999
Description: RECONSTRUCTION OF US5 (PUTNEY RD.) IN BRATTLEBORO, BEGINNING 0.83 MILE NORTH OF THE VT30 JCT. AND EXTENDING NORTHERLY 1.25 MILES TO THE INTERSECTION OF VT9 EAST (KEENE TURN).					
CABOT-DANVILLE FEGC F 028-3(26)C/3 VTrans # 78D348 US-2			Const: \$35,779	Const: \$4,000,000	Total: \$4,248,188 Const: \$4,248,188
Description: RECONSTRUCTION OF US2 IN CABOT AND DANVILLE, BEGINNING 5.29 MILES EAST OF THE MARSHFIELD-CABOT T/L AND EXTENDING EASTERLY 1.29 MILES.					
FAIRHAVEN-ORWELL 017-1(14) #15D201	STP VTrans VT22A			ROW: \$324,320	Total: \$400,000 ROW: \$400,000
Description: PROJECT IS FOR WIDENING OF VT-22A FROM FAIR HAVEN TO ORWELL					
LYNDON STP 0113(65) VTrans # 10C176 US-5	ROW: \$810,800				Total: \$1,000,000 ROW: \$999,999
Description: RECONSTRUCTION OF US5 IN LYNDON, BEGINNING 1.87 MILES NORTH OF THE ST. JOHNSBURY TOWN LINE AND EXTENDING NORTHERLY 0.77 MILE.					
NEWPORT CITY STP 134-3(22) VTrans # 07B156 VT-191		Const: \$1,948,094			Total: \$2,402,681 Const: \$2,402,681
Description: STABILIZATION OF A LARGE SIDESLOPE ALONG VT191 IN NEWPORT CITY, BEGINNING 0.25 MILE EAST OF THE DERBY-NEWPORT TOWN LINE AND EXTENDING EASTERLY 0.30 MILE.					
PITTSFORD NH 019-3(491) VTrans # 02B192 US-7	Const: \$1,000,000	Const: \$6,000,000	Const: \$2,028,354		Total: \$11,135,118 Const: \$11,135,118
Description: RECONSTRUCTION OF US7 IN PITTSFORD, SEGMENT 1: BEGINNING 2.203 KM NORTH OF THE RUTLAND PITTSFORD TOWN LINE AND EXTENDING NORTHERLY 2.205 KM. WORK INCLUDES GRADING AND DRAINAGE.					

Vermont Agency of Transportation

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
Roadway Projects					
PITTSFORD NH 019-3(493) VTrans # 02B196 US-7			ROW: \$562,800		Total: \$703,500 ROW: \$703,500 Const: \$0
	Description: RECONSTRUCTION OF US7 IN PITTSFORD, SEGMENT 3: BEGINNING APPROX. 2.395 KM NORTH OF THE VT3 INTERSECTION AND EXTENDING NORTHERLY 3.694 KM. WORK INCLUDES WIDENING, FULL SUBBASE RECONSTRUCTION, DRAINAGE, ETC.				
PITTSFORD-BRANDON NH 019-3(494) VTrans # 02B198 US-7			ROW: \$775,680	Const: \$1,000,000	Total: \$2,190,034 ROW: \$956,684 Const: \$1,233,349
	Description: RECONSTRUCTION OF US7 IN PITTSFORD AND BRANDON, SEGMENT 4: BEGINNING 1.623 KM SOUTH OF THE PITTSFORD-BRANDON TOWN LINE AND EXTENDING NORTHERLY 2.681 KM. WORK INCLUDES WIDENING, FULL SUBBASE RECONSTRUCTION, DRAINAGE, ETC.				
RIPTON ER STP 0174(19) VTrans # 12C414 VT-125		Const: \$1,000,000	Const: \$1,546,129		Total: \$2,829,032 Const: \$2,829,032
	Description: GUARDRAIL SLOPE AND ASSOCIATED ROADWAY REMEDIATION ON VT125 IN RIPTON, BEGINNING AT THE MIDDLEBURY-RIPTON TOWN LINE AND EXTENDING EASTERLY 5.71 MILES. DDIR #D5-07 & NEW-DDIR-013.				
ST. ALBANS IM SWFR(2) VTrans # 17D067 I-89N	Const: \$100,000	Const: \$350,000			Total: \$500,000 Const: \$500,000
	Description: Project is for the design and construction of stormwater retrofit best management practices to implement the VTrans Flow Restoration Plans in the Rugg and Stevens Brook Watersheds. The project will be located in St. Albans City and St Albans Town in the state highway ROW along routes 189 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 VT-108	ROW: \$4,000		Const: \$53,600		Total: \$72,000 ROW: \$5,000 Const: \$67,000
	Description: IMPROVEMENTS TO PARKING AND PICNIC AREAS IN THE SMUGGLERS NOTCH AREA. AREAS TO BE IMPROVED INCLUDE THE NOTCH PROPER SOUTH PARKING AREA, PICNIC AREA, AND THE BIG SPRING AREA.				
SWANTON NH 036-1(9) VTrans # 96B032 VT-78	ROW: \$100,000			Const: \$5,000,000	Total: \$6,290,084 ROW: \$123,334 Const: \$6,166,748
	Description: PROJECT IS FOR RECONSTRUCTION OF VT78 IN SWANTON, BEGINNING 729 METERS EAST OF THE ALBURGH-SWANTON TOWN LINE AND EXTENDING EASTERLY 9.482 KM (5.892 MILES) TO THE SWANTON VILLAGE LINE.				

Vermont Agency of Transportation

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
Roadway Projects					
VERGENNES 017-1(15) 19D453 STP VTrans #	SCOPING: \$200,000	SCOPING: \$200,000	SCOPING: \$491,880		SCOPING: \$1,100,000
Planning and environmental linkage study of alternate routes around downtown Vergennes.					
WATERBURY FEGC F 013-4(13) VTrans # 85B006 US-2	Const: \$3,461,445	Const: \$4,961,509			Total: \$8,866,267 Const: \$8,866,267
Description: RECONSTRUCTION OF MAIN ST IN VILLAGE OF WATERBURY BEGINNING 0.04 MILE EAST OF VT100 NO. INTERSECTION EXTENDING EASTERLY 0.98 MILE.					
WINDSOR TCSP TCSE(008)C/3 VTrans # 16D143	Const: \$127,701				Total: \$157,500 Const: \$157,500
Description: Streetscape improvements on River Street, including new sidewalks, curbing, lighting and cross walks.					
					Total: \$52,258,801
Totals for Roadway Projects	SCOPING: \$200,000 ROW: \$964,800 Const: \$8,606,505	SCOPING: \$200,000 ROW: \$50,000 Const: \$16,259,603	SCOPING: \$491,880 ROW: \$2,333,060 Const: \$6,017,638	Const: \$10,000,000	SCOPING: \$1,100,000 ROW: \$4,138,520 Const: \$47,020,282

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

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
State Highway Bridges					
ADDISON BF 0172(9) VTrans # 15B092 VT-125		Const: \$100,000	Const: \$468,000		Total: \$710,000 Const: \$710,000
Description: Replace Bridge No. 1 (short) on VT-125 in Addison over Timber Creek.					
BARRE TOWN BF 0169(12) VTrans # 12C576 VT-110	PE: \$164,000				Total: \$205,000 PE: \$205,000
Description: REPLACEMENT OF BRIDGE NO. 21 ON VT110 IN BARRE TOWN, OVER JAIL BROOK.					
BERLIN BF 026-1(43) VTrans # 13B254 US-302			Const: \$244,800	Const: \$2,000,000	Total: \$2,806,000 Const: \$2,806,000
Description: REPLACE BRIDGE NO. 3 ON US302 IN BERLIN, OVER THE STEVENS BRANCH.					
BETHEL BHF 0241(38) VTrans # 10C216 VT-12	Const: \$1,000,000	Const: \$581,758			Total: \$1,977,198 Const: \$1,977,197
Description: REPLACEMENT OF BRIDGE NO. 38 ON VT12 IN BETHEL, OVER GILEAD BROOK.					
BRAINTREE BF 0241(51) VTrans # 12C578 VT-12		Const: \$504,000			Total: \$630,000 Const: \$630,000
Description: SUPERSTRUCTURE REPLACEMENT OF BRIDGE NO. 47 WITH RELATED APPROACH WORK.					
BRISTOL BF 021-1(33) VTrans # 13B256 VT-116	Const: \$206,582				Total: \$258,228 Const: \$258,227
Description: REHABILITATION OF BRIDGE NO. 12 ON VT116 IN BRISTOL OVER BALDWIN CREEK, INCLUDING REPLACEMENT OF THE EXISTING SUPERSTRUCTURE.					
CALAIS BHF 037-2(10) VTrans # 12B144 VT-14		Const: \$400,000	Const: \$1,454,400		Total: \$2,318,000 Const: \$2,318,000
Description: REPLACEMENT OF BRIDGE NO. 74 ON VT14 IN CALAIS, OVER PEKIN BROOK.					
CALAIS BHF 037-2(11) VTrans # 12B146 VT-14		Const: \$300,000	Const: \$1,398,240		Total: \$2,122,800 Const: \$2,122,800
Description: REPLACEMENT OF BRIDGE NO. 82 ON VT14 IN CALAIS, OVER KINGSBURY BRANCH.					
CALAIS BHF 037-2(12) VTrans # 12B148 VT-14		Const: \$100,000	Const: \$847,696		Total: \$1,184,620 Const: \$1,184,620
Description: REHABILITATION OF BRIDGE NO. 77 ON VT14 IN CALAIS, OVER KINGSBURY BRANCH.					

Vermont Agency of Transportation

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
State Highway Bridges					
CHESTER BF 025-1(45) VTrans # 12B580 VT-103	PE: \$300,000	PE: \$548,000 ROW: \$80,000		Const: \$2,000,000	Total: \$3,660,000 PE: \$1,060,000 ROW: \$100,000 Const: \$2,500,000
Description: REPLACEMENT OF BRIDGE NO. 14 ON VT103 IN CHESTER, OVER THE WILLIAMS RIVER AND THE GREEN MOUNTAIN RAILROAD.					
CHESTER BF 025-1(46) VTrans # 16B002 VT-103		Const: \$1,064,000			Total: \$1,330,000 Const: \$1,330,000
Description: Replace deck and rails on Bridge No. 16 on VT-103 in Chester over Williams River.					
CHESTER BF 0134(50) VTrans # 16B069 VT-11	ROW: \$4,000	Const: \$100,000	Const: \$644,000		Total: \$935,000 ROW: \$5,000 Const: \$930,000
Description: REPLACEMENT OF BRIDGE NO. 51 ON VT-11 IN CHESTER.					
DOVER BF 013-1(20) VTrans # 13B058 VT-100	Const: \$381,679				Total: \$477,099 Const: \$477,098
Description: REPLACEMENT OF BRIDGE NO. 59 ON VT100 IN DOVER, OVER THE NORTH BRANCH OF THE DEERFIELD RIVER.					
ENOSBURGH BF 0283(42) VTrans # 12C584 VT-118	ROW: \$48,000	Const: \$200,000	Const: \$856,000		Total: \$1,380,000 ROW: \$60,000 Const: \$1,320,000
Description: SCOPING TO EVALUATE ALTERNATIVES FOR BRIDGE NO. 24 (SHORT) ON VT118 IN ENOSBURG.					
GEORGIA BF 023-1(7) VTrans # 18B265 VT-104A	Const: \$1,357,262				Total: \$1,696,578 Const: \$1,696,578
Description: Replacement of Bridge No. 1 on VT 104A.					
HARDWICK BF 037-3(8) VTrans # 19B077 VT-16	Const: \$620,000				Total: \$775,001 Const: \$775,001
Description: Application of a metalize coating to the steel beams, on VT16 Bridge No. 1.					
HARTFORD (QUECHEE) NH 020-2(45) VTrans # 17B082 US-4		Const: \$1,000,000	Const: \$3,000,000	Const: \$2,507,842	Total: \$8,134,803 Const: \$8,134,802
Description: Rehabilitation of Bridge 61 (Quechee Gorge) on US-4 in the town of Hartford over the Ottauquechee River.					

Vermont Agency of Transportation

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
State Highway Bridges					
KILLINGTON BF 020-2(42) VTrans # 13B260 US-4		Const: \$100,000	Const: \$1,724,000		Total: \$2,280,000 Const: \$2,280,000
Description: REPLACEMENT OF BRIDGE NO. 33 ON US4 IN KILLINGTON, OVER THE OTTAUQUECHEE RIVER.					
LANCASTER-GUILDHALL BHF A001(159) VTrans # 12B466 US-2	Const: \$2,000,000	Const: \$540,000			Total: \$3,175,000 Const: \$3,175,000
Description: REPLACE EXISTING BR127 ON US2 ON NEW ALIGNMENT, OVER THE CONNECTICUT RIVER BETWEEN LANCASTER, NH AND GUILDHALL, VT. NH BRIDGE NUMBER 111/129.					
LOWELL BF 029-2(14) VTrans # 12B592 VT-100	PE: \$130,000 ROW: \$40,000		Const: \$344,000	Const: \$1,000,000	Total: \$1,892,500 PE: \$162,500 ROW: \$50,000 Const: \$1,680,000
Description: REPLACEMENT OF BRIDGE NO. 234 ON VT100 IN LOWELL, OVER EAST BRANCH.					
LYME-THETFORD BF A000(394) VTrans # 12C468 VT-113	ROW: \$16,216	Const: \$135,000	Const: \$1,000,000		Total: \$1,419,852 ROW: \$20,000 Const: \$1,399,851
Description: REHABILITATION OF THE EXISTING BRIDGE CARRYING EAST THETFORD ROAD (VT113) OVER THE CONNECTICUT RIVER (NH BRIDGE NO. 053/112; CONNECTICUT RIVER BRIDGE NO. 14). NEW HAMPSHIRE PROJECT NUMBER 14460.					
MIDDLEBURY WCRS(23) VTrans # 13G542 VT-30	ROW: \$10,000,000 Const: \$9,174,096	ROW: \$4,210,936 Const: \$15,000,000	Const: \$10,000,000		Total: \$50,931,613 ROW: \$14,958,880 Const: \$35,972,732
Description: LOWER GRADE OF THE VERMONT RAILWAY IN MIDDLEBURY TO ACCOMMODATE 21-FT. VERTICAL CLEARANCE, AND REPLACEMENT OF THE VT30 AND MERCHANTS ROW BRIDGES AT THEIR LOCATIONS.					
MONTGOMERY STP DECK(40) VTrans # 15B107 VT-118	Const: \$100,000	Const: \$1,436,000			Total: \$1,920,000 Const: \$1,920,000
Description: REPLACEMENT OF DECK AND MINOR RELATED WORK ON BRIDGE 19 ON VT 118 IN MONTGOMERY OVER TROUT RIVER					
MONTGOMERY STP DECK(47) VTrans # 16B090 VT-118	Const: \$100,000	Const: \$1,669,040			Total: \$2,211,300 Const: \$2,211,300
Description: REPLACEMENT OF DECK AND MINOR RELATED WORK ON BRIDGE 20 ON VT 118 IN MONTGOMERY OVER WEST HILL BROOK					
MORETOWN BF 0167(16) VTrans # 16B010 VT-100B	Const: \$240,000	Const: \$2,000,000			Total: \$2,800,000 Const: \$2,800,000
Description: Replace Bridge no. 2 on VT-100B in Moretown over the Mad River.					

Vermont Agency of Transportation

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
State Highway Bridges					
MT. HOLLY BF 0133(12) VTrans # 12C594 VT-155	Const: \$100,000	Const: \$958,784			Total: \$1,323,480 Const: \$1,323,480
Description: REMOVE AND REPLACE EXISTING CULVERT WITH A NEW METAL ARCH, BR7 ON VT155 IN MT. HOLLY OVER THE MILL RIVER.					
NEWPORT BM19902 VTrans # 17B172 VT-100	Const: \$400,000				Total: \$500,000 Const: \$500,000
Description: Bridge maintenance project to line existing culvert (br. 256) located on VT-100 in Newport carrying Stoney brook.					
NORTH HERO BF 028-1(30) VTrans # 13B264 US-2	ROW: \$16,000		Const: \$2,000,000	Const: \$4,197,774	Total: \$7,767,218 ROW: \$20,000 Const: \$7,747,217
Description: REPLACE CONCRETE DECK OF BRIDGE NO. 5 ON US2 IN NORTH HERO, OVER ALBURGH PASSAGE.					
NORTH HERO-GRAND ISLE BHF 028-1(26) VTrans # 12B142 US-2	Const: \$7,573,613	Const: \$10,000,000	Const: \$5,000,000		Total: \$26,557,192 Const: \$26,557,191
Description: REPLACEMENT OF BRIDGE NO. 8 ON US2 BETWEEN NORTH HERO AND GRAND ISLE, OVER LAKE CHAMPLAIN.					
ORANGE BF 026-1(45) VTrans # 15B093 US-302		Const: \$400,000			Total: \$500,000 Const: \$500,000
Description: Rehabilitation of bridge no. 18 (short) on US-302 in Orange over Brook.					
PITTSFORD BF 019-3(59) VTrans # 13B266 US-7		Const: \$100,000	Const: \$2,000,000	Const: \$2,845,649	Total: \$6,182,061 Const: \$6,182,061
Description: REPLACE BRIDGE NO. 108 ON US7 IN PITTSFORD, OVER FURNACE BROOK.					
PLYMOUTH BF 013-3(13) VTrans # 12B596 VT-100	Const: \$140,374	Const: \$800,000			Total: \$1,175,468 Const: \$1,175,467
Description: REMOVE AND REPLACE EXISTING CULVERT WITH A NEW METAL ARCH, BR115 ON VT100 IN PLYMOUTH, OVER RESERVOIR BROOK.					
PROCTOR BO 1443(54) VTrans # 16B003		Const: \$200,000	Const: \$1,681,600		Total: \$2,352,000 Const: \$2,352,000
Description: Replacement of Bridge no. 3 on TH-11 in Proctor over Vermont Railway.					
PUTNEY STP DECK(38) VTrans # 15B105 US-5	Const: \$100,000	Const: \$739,936			Total: \$1,049,920 Const: \$1,049,920
Description: REPLACEMENT OF DECK AND MINOR RELATED WORK ON BRIDGE 15 ON US 5 IN PUTNEY OVER SACKETTS BROOK					

Vermont Agency of Transportation

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
State Highway Bridges					
READSBORO BF 0102(16) VTrans # 13C068 VT-100		Const: \$200,000	Const: \$4,000,000	Const: \$3,303,200	Total: \$9,379,000 Const: \$9,379,000
Description: REPLACEMENT OF BRIDGE NO. 25 ON VT100 IN READSBORO, OVER THE WEST BRANCH OF THE DEERFIELD RIVER.					
RICHFORD-SUTTON, PQ BHF 0814(1) VTrans # 10C222 VT-105A	Const: \$140,000				Total: \$220,126 Const: \$220,125
Description: REHABILITATION OF BRIDGE NO. 3 ON VT105A, OVER THE MISSISQUOI RIVER BETWEEN RICHFORD, VT AND SUTTON, QUEBEC.					
SEARSBURG BF 010-1(50) VTrans # 13B332 VT-9		Const: \$100,000	Const: \$1,502,984		Total: \$2,003,730 Const: \$2,003,730
Description: REPLACEMENT OF BRIDGE NO. 20 ON VT9 IN SEARSBURG, OVER AN UNNAMED TRIBUTARY.					
SHAFTSBURY STP 014-1(6) VTrans # 16B083 VT-67		ROW: \$52,000			Total: \$65,000 ROW: \$65,000 Const: \$0
Description: REPLACEMENT OF BRIDGE NO. 1 ON VT-67 IN SHAFTSBURY.					
SPRINGFIELD BF 0134(43) VTrans # 13C334 VT-11	ROW: \$13,600	Const: \$251,200	Const: \$1,000,000		Total: \$1,581,000 ROW: \$17,000 Const: \$1,564,000
Description: REPLACEMENT OF BRIDGE NO. 57 ON VT11 IN SPRINGFIELD, OVER CHESTER BROOK.					
SPRINGFIELD BF 0134(45) VTrans # 13D336 VT-11	ROW: \$11,200	Const: \$192,000	Const: \$1,000,000		Total: \$1,504,000 ROW: \$14,000 Const: \$1,490,000
Description: REPLACEMENT OF BRIDGE NO. 60 ON VT11 IN SPRINGFIELD.					
SPRINGFIELD BF 0134(49) VTrans # 16B068 VT-11	ROW: \$12,800	Const: \$376,000	Const: \$1,000,000		Total: \$1,736,000 ROW: \$16,000 Const: \$1,720,000
Description: REPLACEMENT OF BRIDGE NO. 61 ON VT-11 IN SPRINGFIELD.					
WATERBURY BF 0284(33) VTrans # 12C602 US-2	PE: \$144,000		Const: \$864,000	Const: \$1,000,000	Total: \$2,510,000 PE: \$180,000 Const: \$2,330,000
Description: SCOPING TO EVALUATE ALTERNATIVES FOR BRIDGE NO. 44 ON US2 IN WATERBURY, OVER THE LITTLE RIVER.					

Vermont Agency of Transportation

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
State Highway Bridges					
WOODSTOCK BF 0241(44) VTrans # 13C272 VT-12	Const: \$207,920				Total: \$259,900 Const: \$259,900
Description: REHABILITATION OF BRIDGE NO. 19 ON VT12 IN WOODSTOCK, OVER NORTH BRIDGEWATER BROOK.					
Totals for State Highway Bridges	PE: \$738,000 ROW: \$10,161,816 Const: \$23,841,527	PE: \$548,000 ROW: \$4,342,936 Const: \$39,547,718	Const: \$42,029,720	Const: \$18,854,465	Total: \$163,896,684 PE: \$1,607,500 ROW: \$15,325,880 Const: \$146,963,304

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

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

Vermont Agency of Transportation

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

Vermont Agency of Transportation

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

2020 - 2023 Statewide Transportation Improvement Program (STIP)

Project Location		FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
Traffic & Safety (STPG&NHPP)	Phase					
HARTFORD	PE					PE \$0
STP 0113(59)S	ROW					ROW \$0
VTrans # 98C026	Const	\$5,768,395	Const \$683,605			Const \$6,452,000
US-5		Description: PROJECT IS FOR INSTALLING ROUNDABOUTS AT THE INTERSECTIONS OF US5 AND SYKES AVE., AND SYKES AVE. AND RALPH LEHMAN DRIVE.				Total \$6,452,000
PLAINFIELD	PE					PE \$0
NH 028-3(41)	ROW	\$40,000				ROW \$40,000
VTrans # 14T184	ROW			Const	\$100,000	Const \$100,000
US-2		Description: Project is for improvements to the intersection of US Route 2 and Town Highway 1 (Main Street) in the Town of Plainfield.				Total \$140,000
Middlebury	PE	\$250,000				PE \$250,000
NH 019-3(62)	ROW					ROW \$0
VTrans # 00B140	Const					Const \$0
US-7		Description: Statewide program for installation of centerline rumble stripes and new centerline pavement markings.				Total \$250,000
STATEWIDE	PE		PE \$60,000	PE \$60,000	PE \$60,000	PE \$180,000
STP MARK()	ROW					ROW \$0
VTrans # 15T044	Const		Const	Const \$2,622,356	Const \$5,000,000	Const \$7,622,356
		Description: Installation of new pavement markings, centerlines and edge lines on the national highway system, state system and class 1 town highways to be determined.				Total \$7,802,356
STATEWIDE - Northeast Region	PE					PE \$0
STPG MARK(314)	ROW					ROW \$0
VTrans #19T234	Const	\$1,500,000	Const \$1,700,000	Const \$850,000		Const \$4,050,000
		Description:Work to be done within Districts 4,7 and 9, to include the installation of new pavement markings, centerlines and edgelines on NHS, State routes, and centerlines on Class 1 and 2 roads.				Total \$4,050,000
STATEWIDE - Northwest Region	PE					PE \$0
STPG MARK(315)	ROW					ROW \$0
VTrans # 19T235	Const	\$1,500,000	Const \$1,700,000	Const \$453,679		Const \$3,653,679
		Description:Work to be done in districts 5 and 8 will include installation of pavement markings, centerlines and edge lines on NHS and State routes, and centerlines on Class 1 and 2 roads				Total \$3,653,679
STATEWIDE - South Region	PE					PE \$0
STPG MARK(316)	ROW					ROW \$0
VTrans #19T236	Const	\$1,500,000	Const \$1,500,000	Const \$473,965		Const \$3,473,965
		Description: Project is for the installation of new pavement markings, centerlines and edge lines, on the National Highway System, State roads, and Class I Town Highways within Addison, Bennington, Rutland, Windham, and Windsor Counties. Includes Districts 1, 2 and 3.				Total \$3,473,965
STATEWIDE	PE					PE \$0
NH/STP RMBL	ROW					ROW \$0
VTrans # 17T336	Const	\$100,000	Const \$100,000	Const \$100,000	Const \$100,000	Const \$400,000
		Description: Statewide program for installation of centerline rumble stripes and new centerline pavement markings.				Total \$400,000
STATEWIDE	PE		\$30,000	\$30,000	\$30,000	PE \$90,000
IMG MARK ()	ROW					ROW \$0
VTrans # 18T354	Const		Const	Const \$1,500,000	Const \$3,300,000	Const \$4,800,000
		Description: Interstate marking projects to be determined.				Total \$4,890,000
STATEWIDE	PE					PE \$0
IMG MARK (117)	ROW					ROW \$0
VTrans # 18T354	Const	\$1,530,697	\$1,800,000			Const \$3,330,697
		Description:Installation of new pavement markings, centerline and edge lines on interstate highways and ramps				Total \$3,330,697

Traffic & Safety (STPG&NHPP)		Phase								
STATEWIDE	PE	\$30,000						PE	\$30,000	
IMG MARK (118)	ROW							ROW	\$0	
VTrans # 20T098	Const		Const	\$1,500,000		\$1,800,000		Const	\$3,300,000	
		Description: Installation of new pavement markings, centerline and edge lines on interstate highways and ramps						Total	\$3,330,000	
STATEWIDE	PE							PE		
STP HRRR()	ROW							ROW		
VTrans # 18T357	Const	\$500,000	Const	\$500,000	Const	\$500,000	Const	\$500,000	Const	\$2,000,000
		Description: Statewide High Risk Rural Road Projects to be determined.						Total	\$2,000,000	
STATEWIDE	PE							PE		
STP SGNL()	ROW							ROW		
VTrans # 87C070	Const	\$625,580	Const	\$900,000	Const	\$900,000	Const	\$900,000	Const	\$3,325,580
		Description: Signal Equipment upgrades to be determined.						Total	\$3,325,580	
WEST RUTLAND	PE							PE		
STPG SGNL(50)	ROW							ROW		
VTrans # 17T026	Const	\$274,420						Const	\$274,420	
BUS-4		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.						Total	\$274,420	
Totals for Traffic & Safety (STPG&NHPP)	PE	\$280,000	PE	\$90,000	PE	\$90,000	PE	\$90,000	PE	\$550,000
	ROW	\$40,000	ROW	\$0	ROW	\$0	ROW	\$0	ROW	\$40,000
	Const	\$8,799,092	Const	\$5,483,605	Const	\$5,622,356	Const	\$9,900,000	Const	\$42,782,697
	Other									
	Total	\$9,119,092		\$5,573,605		\$5,712,356		\$9,990,000	Total	\$43,372,697

2020 - 2023 Statewide Transportation Improvement Program (STIP)

Project Location	Phase	2020 - 2023 Statewide Transportation Improvement Program (STIP)				Total Cost		
		FY20	FY21	FY22	FY23	Fed+State+Local		
Traffic & Safety (HSIP)								
Brattleboro	PE						PE \$0	
STP 2000(29)	ROW						ROW \$0	
VTrans # 20T095	Const	\$150,000	Const	Const	Const	Const	Const \$150,000	
							Total \$150,000	
PLAINFIELD	PE						PE	
NH 028-3(41)	ROW	\$40,000					ROW \$40,000	
VTrans # 14T184	Const				Const	\$100,000	Const \$100,000	
US-2		Description: Project is for improvements to the intersection of US Route 2 and Town Highway 1 (Main Street) in the Town of Plainfield.						Total \$140,000
Ferrisburgh	PE						PE	
NH 019-4(32)	ROW						ROW	
VTrans # 18T328	Const	\$100,000	Const	\$475,000	Const	Const	Const \$575,000	
		Description: Intersection Improvements at US7/Old Hollow Road/Stage Road, to add a new traffic signal and other highway related items.						Total \$575,000
STATEWIDE	PE		PE	\$100,000	PE	\$100,000	PE \$300,000	
STP SIGN()	ROW						ROW \$0	
VTrans # 02K188	Const		Const	\$1,000,000	Const	\$1,000,000	Const \$3,000,000	
		Description: Replace the signing and delineation along state highways not on the interstate or national highway systems - projects to be identified						Total \$3,300,000
STATEWIDE	PE						PE	
HES SHSP()	ROW						ROW	
VTrans # 06K234	Other	\$350,000	Other	\$350,000	Other	\$350,000	Other \$1,400,000	
		Description: Strategic Highway safety plan.						Total \$1,400,000
STATEWIDE	PE						PE	
STP HRRR()	ROW						ROW	
VTrans # 18T357	Const	\$500,000	Const	\$500,000	Const	\$500,000	Const \$2,000,000	
		Description: Statewide High Risk Rural Road Projects to be determined.						Total \$2,000,000
STATEWIDE	PE						PE \$0	
IMG SIGN(61)	ROW						ROW \$0	
Vtrans #16T079	Const	\$298,350					Const \$298,350	
		Description: Install supplemental signage on guide signs on all interchanges of Interstate 89, 91 and 93 and the limited access portions of US 7 and US 4.						Total \$298,350
STATEWIDE - Southwest	PE						PE \$0	
STPG SIGN(64)	ROW						ROW \$0	
VTrans # 17T002	Const	\$101,714					Const \$101,714	
		Description: Installation of signs on US 7 from Pittsford to Leicester, on VT 149 in Pawlet, on VT 3 from Rutland Town to Pittsford, On VT 67 from Shaftsbury, Bennington, Shaftsbury, VT 67A in Bennington, VT 7A from Bennington to Manchester and along VT 313 from Arlington to Sunderland. Gaps exist where signs have or will be replaced via other projects.						Total \$101,714

Traffic & Safety (HSIP)		Phase								
STATEWIDE	PE							PE	\$0	
IMG SIGN(69)	ROW							ROW	\$0	
Vtrans # 18T262	Const	\$105,397						Const	\$105,397	
		Description: Project is for the installation of wrong way signage on interstates I-89, I-91, I-93 and I-189.						Total	\$105,397	
STOWE	PE							PE		
STPG SGNL(52)	ROW							ROW		
VTrans # 17T308	Const		Const	\$429,580				Const	\$429,580	
VT-100		Description: Installation of a new traffic signal at the VT100/West Hill Road (TH 6) intersection in Stowe.						Total	\$429,580	
WALLINGFORD-RUTLAND	PE							PE		
NHG SIGN(68)	ROW							ROW		
VTrans # 17T334	Const	\$100,000	Const	\$1,639,565				Const	\$1,739,565	
US-7		Description: Sign replacement of Type B signs for statewide line item 02K188. Located on US 7 in Wallingford-Rutland Town.						Total	\$1,739,565	
WEST RUTLAND	PE							PE		
STPG SGNL(50)	ROW							ROW		
VTrans # 17T026	Const	\$274,420						Const	\$274,420	
BUS-4		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.						Total	\$274,420	
Totals for Traffic & Safety (HSIP)	PE	\$0	PE	\$100,000	PE	\$100,000	PE	\$100,000	PE	\$300,000
	ROW	\$40,000	ROW	\$0	ROW	\$0	ROW	\$0	ROW	\$40,000
	Const	\$1,629,881	\$0	\$4,044,145	\$0	\$1,500,000	\$0	\$1,600,000	Const	\$10,174,026
	Other	\$350,000	Other	\$350,000	Other	\$350,000	Other	\$350,000	Other	\$1,400,000
	Total	\$2,019,881		\$4,494,145		\$1,950,000		\$2,050,000	Total	\$11,914,026

2020 - 2023 Statewide Transportation Improvement Program (STIP)

Project Location	Phase	2020 - 2023 Statewide Transportation Improvement Program (STIP)				Total Cost		
		FY20	FY21	FY22	FY23	Fed+State+Local		
Traffic & Safety (Sec. 164)								
Barre City	PE						PE \$0	
HES 037-1(8)	ROW						ROW \$0	
VTrans #04D196	Const		Const \$200,000	Const \$1,417,486			Const \$1,617,486	
US-2		Description: Improvements to the VT14 (Maple Ave./Merchant St) intersection in Barre City, including realignment of Merchant Street.					Total	\$1,617,486
Barre Town	PE						PE \$0	
HES STPG 6100(6)	ROW						ROW \$0	
VTrans # 99D128	Const			Const \$100,000	Const \$2,548,298		Const \$2,648,298	
VT-14		Description: Project is for improvements to the VT14/Bridge St./Sterling Hill road intersection in South Barre.					Total	\$2,648,298
Bridport-Middlebury	PE						PE	
HES RMBL(5)	ROW						ROW	
Vtrans # 19T268	Const		Const \$69,935				Const \$69,935	
VT 125		Installation of centerline rumble stripes and new centerline pavement markings at various locations on VT Route 125 beginning in Bridport at TWN MM 5.2 and ending at Middlebury TWN MM 0.1.					Total	\$69,935
Clarendon-Rutland	PE	\$75,000					PE \$75,000	
NHG SGNL(56)	ROW						ROW \$0	
VTrans #20T118	Const	\$1,315,000					Const \$1,315,000	
US-7		Description: Replacement of 4 signals on US-7. MS 303, MS 305, MS306 and MS 313.					Total	\$1,390,000
Fair Haven - Rutland Town	PE						PE	
NHG SIGN(70)	ROW						ROW	
VTrans # 19T229	Const		Const \$100,000	Const \$1,400,000			Const \$1,500,000	
US-4W		Description: Project is for the replacement of Traffic signs on US 4 from Fair Haven twm mm0.0 to Rutland Town twm mm 18.829					Total	\$1,500,000
New Haven	PE						PE \$0	
HES 032-1(8)	ROW						ROW \$0	
VTrans # 04B210	Const			Const \$700,000	Const \$1,519,030		Other \$2,219,030	
VT-17		Description: Re-alignment of the VT17/East Street (TH22 & TH18) intersection in New Haven and elimination of the VT17/TH19 intersection.					Total	\$2,219,030
Norwich	PE	\$75,000					PE \$75,000	
STPG SGNL(57)	ROW						ROW \$0	
VTrans # 20T119	Const	\$850,000					Const \$850,000	
US-5		Description: Replacement of signals MS 408, MS 410 and MS 411.					Total	\$925,000
South Hero	PE						PE \$0	
STP HES 028-1(22)	ROW						ROW \$0	
VTrans # 12B016	Const		Const \$200,000	Const \$1,230,098			Const \$1,430,098	
US-2		Description: Installation of a left turn lane on US2 westbound, at the US2/VT314 Intersection in South Hero. Includes other general safety improvements					Total	\$1,430,098
STATEWIDE	PE						PE	
NH/STP RMBL	ROW						ROW	
VTrans # 17T336	Const		Const \$30,000	Const \$100,000	Const \$100,000		Const \$230,000	
		Description: Installation of centerline rumble stripes and new centerline pavement markings locations to be determined.					Total	\$230,000
Totals for Traffic & Safety (Sec 164)	PE	\$150,000	PE \$0	PE \$0	PE \$0	PE \$0	PE \$150,000	
	ROW	\$0	ROW \$0	ROW \$0	ROW \$0	ROW \$0	ROW \$0	
	Const	\$2,165,000	Const \$599,935	Const \$4,947,584	Const \$4,167,328	Const \$4,167,328	Const \$11,879,847	
	Total	\$2,315,000	\$599,935	\$4,947,584	\$4,167,328	Total	\$12,029,847	

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

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
Rail Section 130 Funds					
ALBURGH NH 036-1(15) VTrans # 17G100 VT-78	Const: \$99,296				Total: \$110,330 Const: \$110,329
Description: Safety improvements at RT 78/NECR. MP 15.8.					
ALBURGH STP 2038(19) VTrans # 17G122			PE: \$90,000	Const: \$100,000	Total: \$211,111 PE: \$100,000 Const: \$111,111
Description: Crossing improvement upgrade at E. Alburgh Rd. (TH13) in Alburgh. MP 15.9					
BARRE CITY STP 6000(30) VTrans # 18G267 Min-6006	PE: \$60,000	Const: \$315,000			Total: \$416,667 PE: \$66,666 Const: \$350,000
Description: Crossing Improvements at Berlin St. in Barre City.					
BRANDON STP 2033(31) VTrans # 16G038	Const: \$100,000	Const: \$304,768			Total: \$449,742 Const: \$449,742
Description: Safety improvements to the RR crossing at Union St. in Brandon on the VTR North. DOT #851-328D. MP 70.66.					
BURKE STP 2037() VTrans # 15G153			PE: \$67,500 Const: \$198,000		Total: \$295,000 PE: \$75,000 Const: \$220,000
Description: HAYDEN CROSSING (TH31) RESURFACING, CONN RIVER MAIN LINE, CROSSING #: 850-914U, MP 27.85					
CASTLETON STP 2033(34) VTrans # 18G269				PE: \$90,000 Const: \$100,000	Total: \$211,111 PE: \$100,000 Const: \$111,111
Description: Crossing improvements to Mill St. in Castleton.					
CAVENDISH STP 2032() VTrans # 15G154			PE: \$67,500 Const: \$100,000	Const: \$192,500	Total: \$400,000 PE: \$75,000 Const: \$325,000
Description: DENSMORE RD (TH39) RESURFACING, GREEN MTN RR CORP, CROSSING #: 859-839R, MP 20.69					

Vermont Agency of Transportation

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
Rail Section 130 Funds					
CHESTER STP 2032() VTrans # 15G158				PE: \$90,000 Const: \$100,000	Total: \$211,111 PE: \$100,000 Const: \$111,111
Description: FIRST AVENUE (TH87) CROSSING RESURFACING, GREEN MTN RR CORP, CROSSING #: 859-814V, MP: 13.65					
DORSET NH 019-2(24) VTrans # 18G270 US-7	PE: \$127,500	Const: \$621,679	Const: \$1,000,000		Total: \$1,943,532 PE: \$141,666 Const: \$1,801,865
Description: Crossing improvements to US Route 7.					
FAIRLEE STP 2034() VTrans # 15G163			PE: \$130,500	Const: \$769,500	Total: \$1,000,000 PE: \$145,000 Const: \$855,000
Description: MALLARY RD (TH6) CROSSING RESURFACING, CONN RIVER MAIN LINE, CROSSING #: 053-576A, MP: 15.43					
FERRISBURGH STP 2035(25) VTrans # 16G040	Const: \$368,399				Total: \$409,333 Const: \$409,332
Description: Safety improvements to the RR crossing at Little Chicago Rd. on the VTR North. DOT #851-382W. MP 102.36.					
FERRISBURGH STP 2035(24) VTrans # 17G297	Const: \$348,343				Total: \$387,048 Const: \$387,048
Description: Crossing safety upgrades at Long Point Rd. in Ferrisburgh on the VTR.					
FERRISBURGH STP 2035(26) VTrans # 17G300	Const: \$352,602				Total: \$391,780 Const: \$391,780
Description: Crossing safety upgrades to Monkton Rd in Ferrisburgh on the VTR.					
MIDDLESEX STP 2036(11) VTrans # 17G117			PE: \$135,000	Const: \$100,000	Total: \$261,111 PE: \$150,000 Const: \$111,111
Description: Crossing improvement at Cross Rd. (TH40) in Middlesex. MP 77.56					
MONTPELIER STP 6400(30) VTrans # 02G022				PE: \$346,500	Total: \$385,000 PE: \$385,000 Const: \$0
Description: PROJECT IS FOR CONSTRUCTION OF ACTIVE AND PASSIVE WARNING DEVICES AT THE PIONEER ST./WASHINGTON COUNTY RR GRADE CROSSING IN MONTPELIER.					

Vermont Agency of Transportation

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
Rail Section 130 Funds					
MONTPELIER STP 6400(44) VTrans # 18G274			PE: \$108,000 Const: \$100,000	Const: \$170,000	Total: \$420,000 PE: \$120,000 Const: \$300,000
Description: Improve crossing at Green Mountain Drive in Montpelier.					
MONTPELIER NH 6400(45) VTrans # 19G261	PE: \$90,000 Const: \$1,017,000				Total: \$1,230,000 PE: \$100,000 Const: \$1,130,000
Description: Crossing Improvements at US Route 2 and the WACR M&B to accommodate a new runaround track. MP 3.23					
PITTSFORD STP 2033(33) VTrans # 11G240	Const: \$50,000	Const: \$646,986			Total: \$774,429 Const: \$774,428
Description: RECONSTRUCTION OF THE VERMONT RWY/TH2 (KENDALL HILL RD.) GRADE CROSSING IN PITTSFORD. DOT #851-320Y.					
PITTSFORD STP 2033(32) VTrans # 16G039	Const: \$218,274				Total: \$242,527 Const: \$242,526
Description: Safety improvements to the RR crossing at Depot Hill Rd. (TH23) in Pittsford on the VTR North. DOT #851-317R. MP 64.08.					
RUTLAND CITY STP 3000(22) VTrans # 18G275 Urb-3064	PE: \$105,000	Const: \$100,000	Const: \$350,000		Total: \$616,667 PE: \$116,666 Const: \$500,000
Description: Crossing improvements to West St. in Rutland City.					
RUTLAND CITY STP 3000(23) VTrans # 18G276	PE: \$45,000	Const: \$100,000	Const: \$170,000		Total: \$350,000 PE: \$50,000 Const: \$300,000
Description: Crossing improvements to Forest Street in Rutland City.					
RUTLAND TOWN STP 0163(5) VTrans # 15G187 VT-3	Const: \$100,000	Const: \$261,663			Total: \$401,848 Const: \$401,847
Description: VT Route 3 crossing upgrade (signals), VT Railway Inc., MP 56.62. In conjunction with the Tiger VII grant but funded separately.					
ST. ALBANS TOWN STP 2038(20) VTrans # 17G101	Const: \$102,398				Total: \$113,777 Const: \$113,776
Description: Crossing improvement at Industrial Park Rd on the NECR at MP 130.95.					

Vermont Agency of Transportation

Project Location	FY20	FY21	FY22	FY23	Total Cost Fed+State+Local
Rail Section 130 Funds					
SWANTON STP 2038(17) VTrans # 17G119			PE: \$135,000	Const: \$450,000	Total: \$650,000 PE: \$150,000 Const: \$500,000
Description: Crossing improvement upgrade at Tabor Rd. (TH13) in Swanton. MP 14.17					
SWANTON STP 2038(18) VTrans # 17G120			PE: \$135,000	Const: \$450,000	Total: \$650,000 PE: \$150,000 Const: \$500,000
Description: Crossing improvement upgrades at Lakewood Dr. (TH11) in Swanton. MP 14.79					
Totals for Rail	PE: \$427,500		PE: \$868,500	PE: \$526,500	Total: \$12,532,124
	Const: \$2,756,315	Const: \$2,350,096	Const: \$1,918,000	Const: \$2,432,000	PE: \$2,025,000 Const: \$10,507,124

Summary of FTA Fund Usage

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

Summary of FTA Fund Usage

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

Summary of FTA Fund Usage

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

Summary of FTA Fund Usage

Federal Transit Administration		<u>Available Funds remaining from previous years FY19 and previous not put in a STIP*</u>	<u>FFY 2020 Apportionments</u>	<u>FFY 2020 Anticipated Available</u>	<u>FFY 2020 Programmed In STIP</u>	<u>Available Funds remaining from previous years FY20 and previous not put in a STIP*</u>	<u>FFY 2021 Apportionments</u>	<u>FFY 2021 Anticipated Available</u>	<u>FFY 2021 Programmed In STIP</u>	<u>Available Funds remaining from previous years FY21 and previous not put in a STIP*</u>	<u>FFY 2022 Apportionments</u>	<u>FFY 2022 Anticipated Available</u>	<u>FFY 2022 Programmed In STIP</u>	<u>Available Funds remaining from previous years FY22 and previous not put in a STIP*</u>	<u>FFY 2023 Apportionments</u>	<u>FFY 2023 Anticipated Available</u>	<u>FFY 2023 Programmed In STIP</u>
Section 5311/5340 Non Urbanized Area Flex Program		<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.																	
FHWA Flex																	
Section 5311/5340 Rural Area - PA - STP/CMAQ Transfer	administrative			\$ 2,677,024	\$ 2,677,024			\$ 2,757,335	\$ 2,757,335			\$ 2,840,055	\$ 2,840,055			\$ 2,925,256	\$ 2,925,256
Section 5311/5340 Rural Area - PM - STP/CMAQ Transfer	preventive maintenance			\$ 2,538,437	\$ 2,538,437			\$ 2,614,590	\$ 2,614,590			\$ 2,693,028	\$ 2,693,028			\$ 2,773,819	\$ 2,773,819
Section 5311/5340 Rural Area - Special Services Admin - STP/CMAQ transfer	Special Services Admin			\$ 4,066,111	\$ 4,066,111			\$ 4,188,094	\$ 4,188,094			\$ 4,313,737	\$ 4,313,737			\$ 4,443,149	\$ 4,443,149
Section 5311/5340 - Capital Assistance - STP/CMAQ Transfer	capital			\$ 1,094,597	\$ 1,094,597			\$ 1,127,435	\$ 1,127,435			\$ 1,161,258	\$ 1,161,258			\$ 1,196,096	\$ 1,196,096
Section 5311/5340 - Rural New Services - STP/CMAQ Transfer	cmaq			\$ 1,452,560	\$ 1,452,560			\$ 1,496,137	\$ 1,496,137			\$ 1,541,021	\$ 1,541,021			\$ 1,587,252	\$ 1,587,252
Section 5311/5340 - State Admin STP/CMAQ Transfer	state administrative			\$ 836,316	\$ 836,316			\$ 861,405	\$ 861,405			\$ 887,248	\$ 887,248			\$ 913,865	\$ 913,865
Section 5311/5340 - Capital Assistance - STP Transfer Montpelier Transit Center	capital			\$ 1,250,000	\$ 1,250,000												
	Total			\$ 13,915,045	\$ 13,915,045			\$ 13,044,996	\$ 13,044,996			\$ 13,436,346	\$ 13,436,346			\$ 13,839,437	\$ 13,839,437
All funds are distributed through the transit agencies listed below:																	
Operator: SEVT																	
Section 5311/5340 Rural Area - PA - STP Transfer	administrative				\$ 510,000												
Section 5311/5340 Rural Area - PM - STP Transfer	preventive maintenance				\$ 670,000												
Section 5311/5340 Rural Area - Special Services Admin - STP transfer	Special Services Admin				\$ 540,000												
Section 5311/5340 - Capital Assistance - STP Transfer	capital				\$ 149,600												
Section 5311/5340 - Rural New Services - STP Transfer	cmaq				\$ 130,000												
	state																
	local				\$ 499,900												
	total				\$ 2,499,500												
Operator: GMT-Rural (GMTA)																	
Section 5311/5340 Rural Area - PA - STP Transfer	administrative				\$ 414,000												
Section 5311/5340 Rural Area - PM - STP Transfer	preventive maintenance				\$ 741,437												
Section 5311/5340 Rural Area - Special Services Admin - STP transfer	Special Services Admin				\$ 1,205,602												
Section 5311/5340 - Capital Assistance - STP Transfer	capital				\$ 40,000												
Section 5311/5340 - Rural New Services - STP Transfer	cmaq				\$ 258,000												
	state																
	local				\$ 664,760												
	total				\$ 3,323,799												
Operator: AT																	
Section 5311/5340 Rural Area - AD - STP Transfer	administrative				\$ 172,500												
Section 5311/5340 Rural Area - PA - STP Transfer	preventive maintenance				\$ 110,000												
Section 5311/5340 Rural Area - CMAQ operating	CMAQ operating				\$ 162,560												
Section 5311/5340 Rural Area - Cap - STP Transfer	capital				\$ 62,400												
	state																
	local				\$ 126,865												
	total				\$ -	\$ 634,325											
Operator: GMCNI																	
Section 5311/5340 Rural Area - PA - STP Transfer	administrative				\$ 190,000												
Section 5311/5340 Rural Area - PM - STP Transfer	preventive maintenance				\$ 87,000												
Section 5311/5340 Rural Area - Special Services Admin - STP transfer	Special Services Admin				\$ 263,000												
Section 5311/5340 - Capital Assistance - STP Transfer	capital				\$ 328,120												
Section 5311/5340 - Rural New Services - STP Transfer	cmaq				\$ 55,000												
	state																
	local				\$ 230,780												
	total				\$ 1,153,900												

Summary of FTA Fund Usage

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

Summary of FTA Fund Usage

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

Summary of FTA Fund Usage

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

Summary of FTA Fund Usage

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

Summary of FTA Fund Usage

Section 5339 Bus and Bus Facilities-Rural/Urban Competitive-Bradford Bus Facility		Available Funds remaining from previous years FY19 and previous not put in a STIP*	FFY 2020 Apportionments	FFY 2020 Anticipated Available	FFY 2020 Programmed In STIP	Available Funds remaining from previous years FY20 and previous not put in a STIP*	FFY 2021 Apportionments	FFY 2021 Anticipated Available	FFY 2021 Programmed In STIP	Available Funds remaining from previous years FY21 and previous not put in a STIP*	FFY 2022 Apportionments	FFY 2022 Anticipated Available	FFY 2022 Programmed In STIP	Available Funds remaining from previous years FY22 and previous not put in a STIP*	FFY 2023 Apportionments	FFY 2023 Anticipated Available	FFY 2023 Programmed In STIP
Operator: TVTI	Fund Source																
	Federal				\$ 1,000,000.00												
	State				\$ 125,000.00												
	Local				\$ 125,000.00												
	Total				\$ 1,250,000.00												
	Total Federal																
	Total State*																
	Total Local*																
* The total of State and Local match will total 20% but may not be equal shares as shown		Total TRAMS Application															
Section 5312 Public Transportation Innovation		Available Funds remaining from previous years FY19 and previous not put in a STIP*	FFY 2020 Apportionments	FFY 2020 Anticipated Available	FFY 2020 Programmed In STIP	Available Funds remaining from previous years FY20 and previous not put in a STIP*	FFY 2021 Apportionments	FFY 2021 Anticipated Available	FFY 2021 Programmed In STIP	Available Funds remaining from previous years FY21 and previous not put in a STIP*	FFY 2022 Apportionments	FFY 2022 Anticipated Available	FFY 2022 Programmed In STIP	Available Funds remaining from previous years FY22 and previous not put in a STIP*	FFY 2023 Apportionments	FFY 2023 Anticipated Available	FFY 2023 Programmed In STIP
	Fund Source																
	Federal		\$ 170,000.00	\$ 170,000.00	\$ 170,000.00												
	State		\$ 80,000.00	\$ 80,000.00	\$ 80,000.00												
	Local		\$ 90,000.00	\$ 90,000.00	\$ 90,000.00												
	Total		\$ 340,000.00	\$ 340,000.00	\$ 340,000.00												

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

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

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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

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

STIP Amendments

PUBLIC NOTICE

STIP

Amendment Number 1

The Vermont Agency of Transportation (VTrans) will hold a public hearing on May 14th at 2:00pm to receive comments regarding the proposed change to its Statewide Transportation Improvement Plan (STIP). This will be a virtual meeting. For more information please contact Matthew Langham at matthew.langham@vermont.gov or call 802 279 5557.

The Vermont Agency of Transportation is proposing to adjust its Statewide Transportation Improvement Program (STIP) to include the following in federal fiscal years 2020;

<u>Project</u>	<u>Project #</u>	<u>Phase</u>	<u>FY2020</u>
<u>Paving</u>			
Craftsbury-Irasburg	FPAV(32)	Construction	\$2,413,362
Eden	FPAV(29)	Construction	\$1,748,469
Fayston	FPAV(33)	Construction	\$ 815,142
Groton-Peacham	FPAV(35)	Construction	\$1,815,142
Norwich-Thetford	FPAV(30)	Construction	\$3,116,946
Whitingham	FPAV(34)	Construction	\$2,431,930
<u>Culverts</u>			
Small Culverts	Various	Construction	\$2,432,400
<u>Signals</u>			
Clarendon-Rutland	NHG SGNL(56)	PE	\$75,000
Clarendon-Rutland	NHG SGNL(56)	Construction	\$1,315,000
Norwich	STPG SGNL(57)	PE	\$75,000
Norwich	STPG SGNL(57)	Construction	\$ 850,000
<u>Bike/Ped</u>			
Lamoille Valley Rail Trail STP LVRT(8)		Construction	\$ 527,000

The Following projects will have funds moved from FY2020 to FY2022;

<u>Project</u>	<u>Project#</u>	<u>Phase</u>	<u>Fund Amount</u>
Middlebury	WCRS(23)	Construction	\$10,000,000
North-Hero/Grand Isle	BHF 028-1(26)	Construction	\$ 5,000,000
Stowe-Morristown	PS19(3)	Construction	\$ 4,000,000

The following projects will have funds moved from FY2022 to FY2023;

<u>Project</u>	<u>Project #</u>	<u>Phase</u>	<u>Fund Amount</u>
Wilmington-Brattleboro	NH 2971(1)	Construction	\$8,500,000
Sharon-Bethel	IM 091-1(66)	Construction	\$2,500,000
Cambridge-Johnson	STP 2925(1)	Construction	\$2,000,000
Chelsea-Thetford	STP 2955(1)	Construction	\$4,000,000
Westminster	IM 091-1(70)	Construction	\$2,150,000

The line item in FY2023 for State Bridge projects to be identified will be reduced from \$15,000,000 to \$0 (zero). The line item in FY2023 for Traffic & Safety projects to be identified will be reduced from \$5,000,000 to \$0 (zero).

Send written comments to:

STIP Coordinator, Policy & Planning Division
Vermont Agency of Transportation
219 N. Main Street, Suite 401
Barre, Vermont 05641

Or via e-mail to:

STIPcoordinator@vermont.gov

These comments will be specifically addressed prior to considering the above action. Written comments must be received by May 19th, 2020. Any persons requiring specific accommodation or additional information should contact the Policy & Planning Division Offices of VTrans at (802)-279-5557.