VERMONT AGENCY OF TRANSPORTATION

2021 FACT BOOK and Annual Report

Published January 6, 2021

MIDDLEBURY. 2020 presented a whole host of challenges, but VTrans staff was quick to adapt, following COVID-19 protocols like wearing masks to help keep themselves and others safe on the job site.

GEORGIA. The replacement of a narrow bridge along VT-104A demonstrated how good planning can rapidly accelerate the construction process. Within the first day of closing the old bridge, the original deck was removed, preparations for the new foundation had begun, and new steel girders arrived on site. Working fast, the project team was able to open the new bridge to traffic within just 37 days.

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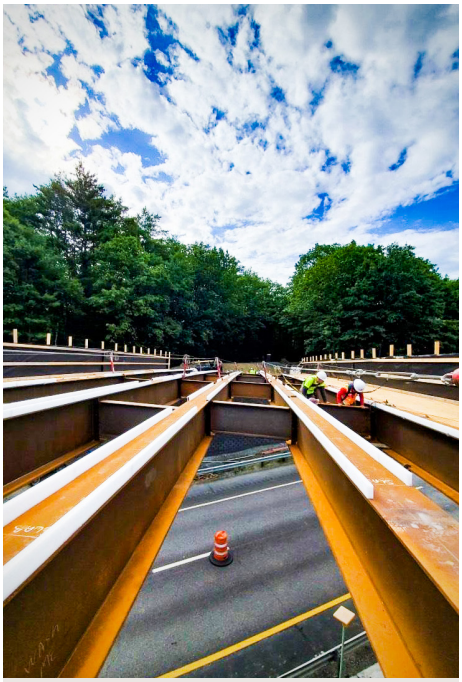


HARTLAND. For high-impact projects, like this bridge replacement over I-91 in Hartland, VTrans sends weekly communications to local stakeholders to keep them informed of the latest construction developments and what to expect on the roadway.

VTrans has been a proud proponent of the State's Infants in the Workplace policy ever since Gov. Phil Scott announced the initiative. AOT parents who took advantage of the program attest that it has been a huge help, making the transition to full-time day care all the easier.

COLCHESTER. VTrans' Intern Maintenance Worker program has been a big win for the State and students alike. Pictured is a seasoned VTrans Maintenance Worker using the day's weather as an opportunity to train a new intern in the art of snow plowing.

STATEWIDE. VTrans maintenance crews are out on the roadway almost every day of the year. From distracted driving to aggressive speeding, they witness it all. Next time you see work zone signage on the road, be sure to slow down, be patient, and expect the unexpected. Lives depend on it.

ROCKINGHAM. The multi-year bridge replacement project along I-91 continued in 2020, with the main focus on the building of the new bridge decks. These two new bridges will ultimately feature wider lanes, ensuring safer travel for all.

Agency of Transportation

With oversight from the Vermont Legislature, the Vermont Agency of Transportation (AOT) is responsible for planning, development, implementation, and maintenance of transportation infrastructure including roads, bridges, state-owned railroads, airports, park and ride facilities, bicycle facilities, pedestrian paths, public transportation facilities and services, and Department of Motor Vehicles operations and motor carrier enforcement. AOT serves the entire population of the State of Vermont.

Secretary

Joe Flynn

SFY 2021 Staff

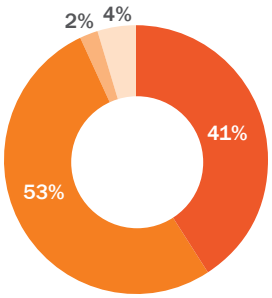
Total 1267

- 227 Department of Motor Vehicles
- 841 Highway Division
- 123 Finance and Administration
- 76 Policy, Planning, and Intermodal Development

SFY 2021 Funding

Total Appropriation: $656.5 M

- $265.6 M Transportation Fund
- $350.6 M Federal Funds
- $11.1 M TIB Funds
- $29.1 M Other Sources
  - $6.5 M Local/Other
  - $1.7 M Interdept. Transfers
  - $20.9 M Internal Service



DEPARTMENTS AND DIVISIONS

Dept. of Motor Vehicles

Oversees vehicle licensing, registration, tax, and titling; provides commercial licensing, permitting, and enforcement/inspection services; investigates fraud/violations; provides driver training programs; collects motor fuel revenue.

- $314M Revenue
- 1.05M Transactions
- 729K Registrations
- 207K Credentials Issued (Licenses & ID Cards)

Highway

Oversees the maintenance and operation of the interstate and state highway system; oversees construction/materials; supports municipal projects; inspects and maintains bridges, culverts, signs, and signals; provides road condition information.

- 47 Highway Fatalities, 2019
- 254 Major Crashes, 2019
- 150 Miles Paved, 2020
- 62 Projects Under Construction, 2020
- 1.9M Lane Miles Plowed Winter 19-20

Policy, Planning and Intermodal Development

Oversees state-owned rail lines and airports; supports public transit providers; provides statewide planning and policy support, including research, development review, and outreach.

- 45.4K Passenger Rail Ridership, Vermont-Stations, FFY20
- 4.2M Public Transit Ridership
- $5.2M Aviation Grant Awards FFY19 (Federal Share)
- 244 Municipalities Engaged in Regional Transportation Planning

Finance and Administration

Provides services in contract administration, accounting, budgeting, audit, records management, performance monitoring, hearings, civil rights, labor compliance, training, workforce development, recruitment, and facilities.

- 306 Public Records Requests, 2020
- $610M Value of Contracts and Amendments
- $246M Federal Funds Obligated
- 59 Number of Maintenance Complexes
- 233 Number of Hearings

Note: All data is from State Fiscal Year 2020 (SFY20), unless otherwise noted.
Definitions: FFY refers to Federal Fiscal Year
SFY refers to State Fiscal Year

Accomplishments

MISSION
Through excellent customer service, provide for the safe and efficient movement of people and goods.

VISION
A safe, reliable, and multimodal transportation system that grows the economy, is affordable to use and operate, and serves vulnerable populations.

STRATEGIC GOALS

GOAL ONE
Promote organizational excellence by attracting, developing, and retaining a talented, diverse, and engaged workforce.

GOAL TWO
Grow Vermont's economy by providing a safe, reliable, and efficient transportation system in a state of good repair.

GOAL THREE
Make Vermont more affordable and serve the vulnerable by providing accessible, convenient, and affordable travel choices.

GOAL FOUR
Transition to an energy efficient, advanced technology transportation system.

GOAL FIVE
Modernize and improve government efficiency through innovation, continuous improvement, and quality customer service.

STATEWIDE. When the State of Vermont suspended its leisure travel map in November and implemented a mandatory quarantine for anyone returning or traveling to Vermont, these signs were placed at border crossings and throughout the state to keep travelers informed.

AOT COVID-19 Emergency Response

On Friday, March 13, 2020, when Governor Phil Scott declared a state of emergency due to the coronavirus pandemic, AOT was ready. On March 16, AOT activated its Transportation Incident Command Center (TICC), and the TICC team met to discuss its mission, planning, and operations. Within a week, the new reality was distributed work (formerly termed teleworking), and the TICC was a structure rather than a physical place. Although little was known about COVID-19, a lot was already known by the expert TICC team about how to manage an emergency. AOT is one of Vermont's only agencies with an institutionalized Incident Command System (ICS) approach to responding to and recovering from a wide range of emergencies, including pandemic.

Using its ICS and relying on experience from the Agency's response to Tropical Storm Irene and other storms and incidents, the TICC set out on a totally different kind of mission: to maintain broad and deep awareness of the pandemic and AOT operations in order to provide superior decision-making support to the Secretary and Executive Staff. The main objectives of the TICC from day one and through the end of 2020 have been to mitigate employee absence, sustain mission essential functions, and assist State-level containment and mitigation.

The TICC led the Agency's unexpected transition to distributed work while the staff continued to deliver AOT's mission to maintain safe highways, inspect bridges, advertise and construct projects, and operate a statewide multimodal transportation system, providing structure to how the Agency continued to operate safely.

The TICC has supported numerous statewide operations in nine and a half months and completed more than 700 tasks in doing so: delivery of Personal Protective Equipment (PPE) to hospitals and other medical facilities, collection and analysis of traffic data at state borders to enable the governor's office and health department to understand the impact of movement on the infection rate, on-the-ground assistance with food distribution at AOT-managed State airports and other locations, setting up medical surge and pop-up testing sites, identifying and deploying employees to work in other areas of State government as needed (Labor, Health, etc.), and contributing resources to the vaccine planning effort.

Middlebury Bridge and Rail Project

In the summer of 2020, amidst the pandemic, AOT and its partners successfully completed the most demanding phase of the construction of a new rail tunnel in the center of Middlebury's downtown historic district—this despite losing seven weeks early in the construction season to a statewide shutdown.

Designed by VHB and built by Kubricky Construction Corp. with the support of several Vermont subcontractors, the five-year project exemplifies the value and benefit of partnerships between the Agency of Transportation and the Vermont communities it serves. One key to success was the Agency's investment in and commitment to a local Community Liaison to manage communication between the project management team and the community.

The new 350-foot-long rail tunnel—one of only three in Vermont—was designed to improve the safety and reliability of Vermont's Western Rail Corridor as it passes through downtown Middlebury. The tunnel replaced two deteriorating 1920s-era bridges on downtown Middlebury's main thoroughfares, Main Street/Route 30 and Merchants Row. The tunnel also restores Middlebury's Town Green, which was bisected by the Rutland Railroad's construction of a below-grade rail line through the center of town in the 1840s.

Construction occurred alongside historic Middlebury commercial buildings, arts centers, and churches, beginning in the summer of 2017 with the demolition of the two downtown bridges and continuing throughout 2018 and 2019 with construction of a new stormwater drainage system, replacement of downtown water and sewer lines, and extensive support of excavation work along the 3500-foot-long project.

The project proved a challenge for Middlebury, as Main Street and Merchants Row were closed to thru traffic for 10 weeks to allow for round-the-clock construction in the summer of 2020. The Agency worked closely and creatively with the Middlebury Selectboard and local organizations including the Better Middlebury Partnership and Neighbors Together, a grassroots action group representing community stakeholders, to manage the impacts of construction on the town.

The project is scheduled to finish in 2021 with construction of two new public parks in the center of downtown and, in a separate Vermont Rail Section project, construction of a new rail platform in town that will bring Amtrak service from New York's Penn Station to Middlebury. With its revitalized transportation and utility infrastructure, the shire town of Addison County is now well positioned to benefit from innovative ideas and new development as the community plans for the future of its downtown.

Vehicle Electrification in Vermont

AOT serves on an interagency team that is administering a $3.6 million grant program for electric vehicle charging stations. More than $2.8 million of this funding comes from Vermont's share of the nationwide settlement stemming from Volkswagen's sale of diesel vehicles containing fraudulent emissions defeat devices. Another $750,000 comes from State Capital Construction funds.

MIDDLEBURY. After many months of excavation and construction, the new rail tunnel in Middlebury officially opened on September 18, 2020. People gathered to witness the first passenger train pass through the tunnel and congregated on Main Street as roads through the downtown were officially reopened.

The first two funding rounds of the program granted approximately $1 million to support about 30 charging stations across the state. The third funding round will dedicate about $1.7 million to filling gaps in the state's highway corridor fast-charging network. Once constructed, these new charging stations will put a fast charger within about 30 miles from almost every address in Vermont. Round 4 will continue to build out fast charging stations. A fifth and probably final funding round will most likely emphasize level 2 charging at workplaces, multi-unit dwellings, downtowns, and destinations.

Using federal grants, AOT continues to purchase electric buses for the statewide transit system. Two electric buses are currently in service and an additional twelve have been ordered. The regional provider in Rutland, Marble Valley Reginal Transit District (MVRTD), has also been awarded VW settlement money to purchase two electric transit buses. The Public Transit Program will continue to apply for these competitive funds and is embarking on an "Electrification of Vermont Transit Fleet" study to ascertain the funding and operational requirements necessary to move to an all-electric fleet in the future.

AOT worked with the Legislature, the Public Utility Commission (PUC), and other agencies and stakeholders to remove PUC jurisdiction over public charging stations. This allows charging companies to construct and operate new stations without the need to obtain a certificate of public good and to price charging by the per-kilowatt hour. AOT and other agencies continue to work on price transparency and a system of weights and measures for charging stations. An interagency team will also continue work on establishing a system of highway user fees for electric vehicles that can take the place of motor vehicle fuel taxes. AOT and other agencies are exploring ways to address utility demand charges that

add to the costs of owning and operating fast charging stations and to the charging fees passed along to electric motorists.

With the assistance of the State's electric distribution utilities and Drive Electric Vermont, AOT continues to administer a point-of-sale or -lease incentive program for new plug-in electric vehicles. The incentives are now available to individuals and married couples with adjusted gross incomes of up to $125,000 (depending on tax filing status) for new electric vehicles with a base MSRP of $40,000 or less.

AOT and other agencies provide funding to Drive Electric Vermont for consumer education and outreach relating to electric vehicles, research and data tracking, and stakeholder coordination.

AOT has adopted a comprehensive Policy for the Installation of General Service and Directional Signs for Electric Vehicle Charging Stations. This policy applies to public charging stations and provides detailed guidance to the Agency and municipalities on the installation of charging station signs and directional (wayfinding) signs to the charging station. The policy is consistent with the Manual on Uniform Traffic Control Devices (MUTCD).

Department of Motor Vehicles.

After the COVID-19 State of Emergency declaration in March, the DMV temporarily closed to the public for in-person transactions. Staff continued to work on-site to process mailed and online transactions. Several new online systems were developed and launched to offer customers more and better solutions, and to address the backlog of transactions to process. These systems met the immediate need caused by the pandemic and expedited the DMV's plans for modernization and improved customer service.

ONLINE SCHEDULING FOR IN-PERSON APPOINTMENTS AND TRANSACTIONS

After the temporary closure to in-person transactions, DMV offices reopened to the public by appointment only using a new online scheduling system. Customers schedule appointments online and are asked to arrive ten minutes early so DMV staff can review and verify all required paperwork prior to the appointment. Wait times have been reduced and in many cases eliminated.

ONLINE VEHICLE REGISTRATION

The online vehicle registration system enables customers who purchase vehicles to acquire a temporary registration and temporary plate. The system allows for the issuance of a temporary in-transit plate and registration for all types of vehicles that are sold and transported to or within and registered in Vermont. The temporary plate and registration are printed by customers at their own computer and are valid for 60 days.

ONLINE LICENSE RENEWAL

All licenses are now renewable in a simple online fillable form. The option to renew online offers greater convenience and efficiency to customers. The DMV strongly encourages everyone to renew online.

Renewal notices continue to be mailed to all license holders when their license needs to be renewed. The notice includes the URL for online service and a unique PIN to enter in the online form.

ONLINE LEARNER'S PERMIT TESTS

In June, the DMV also added learner's permit tests to the list of online services. The online test is for standard learner's permits and motorcycles, not for commercial vehicles. COVID-19 required the DMV to cancel 900 permit exams, and after the online system launched, customers were able to take the test at their convenience online. The online learner's permit test has become a permanent part of the DMV's online services.

ONLINE COMMERCIAL VEHICLE OPERATIONS SYSTEM

The Department implemented a new online system for the commercial vehicle industry. This system allows for most applications and payments to be filed online, adding efficiency for all, convenience for the customer, and more timely revenue collection and distribution for the State. While this system was not planned in conjunction with the COVID-19 pandemic, it has enabled customers to receive needed DMV services.

NEW DRIVER SAFE PHOTO ZONE

The DMV held a statewide contest for high-school students to design a photo backdrop where new drivers can pose for a celebratory photo instead of taking a selfie with their driver's license or permit. An alarming number of teens take selfies with their new license and post them on social media, inadvertently sharing their identifying information online and exposing themselves to identity theft. The winning photo zone design was reproduced in large banners and displayed at all eleven DMV locations.

VISOR CARDS FOR THE DEAF AND HEARING-IMPAIRED

DMV partnered with the Department of Disabilities, Aging & Independent Living (DAIL) and Vermont State Police (VSP) to create visor cards to help people who are deaf or hard of hearing communicate with law enforcement officers if they are pulled over while driving. The effort was a continuation of DMV's work to modernize and to reach and accommodate all Vermonters.

Public Transportation

SERVICE CHANGES

While expanded services and improved route designs put the transit system on pace for an annual ridership increase, the pandemic-associated Emergency Declaration, physical distancing requirements, and workspace adaptations culminated in an 80% drop in ridership in March. Ridership was still down by 60% in June 2020. Service changes included a reduction in overall service hours and new screening protocols for the Dial-a-Ride (or demand response) trips. Several safety measures were incorporated, and barriers were erected to ensure physical distancing, daily deep-cleaning and regular disinfecting procedures were adopted, and constant communications to the riding public were added via driver announcements and on-vehicle materials.

GO! VERMONT TRIP PLANNER

Go! Vermont launched an updated trip planner tool on the www.connectingcommuters.org website. The primary advantage of this tool over the Google Trip Planner is that it includes more information about local transportation options, including bus flag downs, bus deviations from route, and access to Dial-A-Ride information if there are no relevant bus route options. This new version also reveals the carpools and vanpools that may be contacted to arrange for a trip or ongoing ridesharing arrangement. AOT will further develop this tool to include more modes and travel options.

GO! VERMONT MODE TRACKING RESULTS

Go! Vermont users have been recording the way they commute since the "Record your Ride" feature was launched in 2018. This feature records the types of modes they use, including carpooling, vanpooling, public transit, or even telecommuting. Since the end of March, the user base has grown by 5% (378 new members), and there was a 400% increase in users recording telecommuting trips over other modes. These trends will continue to be tracked and help inform current and future outreach and engagement.

GRANT AWARDS

AOT received several competitive grant awards: $793,420 was received through the FTA No or Low Emission electric buses grant program. These funds will be used to purchase four e-buses; two for RCT in the Northeast Kingdom and two for GMCN, located in Bennington. MVRTD in Rutland also received $2,031,000 from the VW settlement program for two large transit e-buses. VTrans was also awarded $836,355 for 14 cutaways and small size transit vehicles to replace existing vehicles with a poor condition rating.

Emergency Management

In 2020, AOT implemented its Incident Command Structure in service of COVID-19 response to manage myriad operations including enabling distributed work throughout the agency, publishing safety plans, car counting at Vermont borders, and assisting with food distribution, pop-up test site set-up, PPE delivery, sign placement, public messaging, and more. The COVID ICS work was done in an all-virtual environment from late-March to present.

The Agency's Emergency Management team also prepared the full agency-wide ICS architecture for what turned out to be the busiest hurricane season in history. Fortunately, the state did not experience powerful storms.

The Agency Continuity of Operations Plan (COOP) was used to guide and drive the ICS system during COVID response, and the alignment of the two plans allowed for efficient and successful operations on the ground.

As a result of lessons learned from the October 2019 statewide Catastrophic Exercise (CAT4) and the real-world 2019 Halloween storm, AOT Emergency Management created two Tiger Teams to look at two capabilities: Common Operational Picture, which is a GIS-based tool that uses a process to capture statewide road damage, closures, and outages, and allows decision makers to assess operational impact; and Resource Location and Management Tool, which is a comprehensive and searchable database that allowed AOT to locate resources that could be used to repair damages, and then be able to deconflict and allocate them effectively.

Early in the pandemic, VTrans was quick to pool resources and offer assistance wherever it was needed. Maintenance crews were glad to answer the call, delivering important Personal Protective Equipment to different medical facilities around Vermont.

Automated Vehicles

The Automated Vehicle Testing Act became law in June 2019 (24 VSA Chapter 41) and creates a permitting process to allow the testing of automated vehicles, or self-driving cars, on state and town highways. Testing permits are required from the Traffic Committee and issued for testing on the state highway system, class 1 town highways that are the continuation of U.S. and state numbered routes through municipalities, and class 2, 3, and 4 town highways in municipalities that have pre-approved testing on their roads. In 2020, AOT developed the Automated Vehicle Testing Permit Guidance and Application to describe the process and information required for entities seeking a permit to test automated vehicles and municipalities considering allowing testing on town highways. Agency staff met with several Regional Planning Commissions and towns to provide information on the AV Testing Act and the role of municipalities in the approval process.

Aviation

The Agency received approximately $3.1 million in federal funds to build a new taxiway at Morrisville-Stowe State Airport that will enhance safety by allowing new traffic patterns for private, commercial, and glider pilots at the busy airport. The new parallel taxiway will be added to runway 19, at the north end of the runway, and extend to the current apron location. The resulting traffic pattern will enable pilots to enter and exit the north end of the runway without having to back-taxi the runway, thus improving safety at the airport. The funding is part of the Federal Aviation Administration's (FAA) Airport Improvement Program (AIP) 2018-2020 Supplemental Appropriation. This taxiway project will be combined and constructed with the previously awarded runway safety area paving project and constructed in the summer of 2021.

Rail

AOT is continuing to advance 31 bridge projects associated with a $20 million 2019 federal grant from the U.S. Department of Transportation's Better Utilizing Investments to Leverage Development (BUILD) program. The projects include improvements for a freight capacity of 286,000 pounds along 53 miles of the Vermont Railway from Rutland to Bennington, and onto Hoosick, New York. The project is estimated to cost $31 million, with the State of Vermont and Vermont Rail Systems contributing $11 million. Funding will support several years of design and construction into 2025, and the improvements will reduce truck traffic along U.S. Route 7 and adjacent highways, enable the expansion of intercity passenger rail, and ensure a state of good repair for the rail bridges for the next 75-100 years. The first batch of construction is anticipated to begin in the 2021 season.

NORWICH. Pictured above is a railroad crossing reconstruction project along River Road in Norwich. The project saw the replacement of concrete surface panels, rail ties, rail ballasts, and the addition of a new active warning signal system with LED lights.

Structures and Hydraulics

In Structures, 14 projects were advertised in 2020, and 11 projects were delayed, representing a 56% success rate of advertising on time. Four of the delayed projects were on schedule to be advertised on time but were held back intentionally due to concerns with funding. If those projects had been advertised as planned, Structures would have seen a 72% success rate. Of the 14 projects advertised in 2020, 72% (10 projects) are state highway projects, 14% (two projects) are town highway projects, and 14% (two projects) are interstate projects. In 2020, Structures also delivered three unplanned projects that were programmed because of storm damage in late 2019. Finally, 19 projects were transferred from scoping into design in 2020.

The Hydraulics section completed 23 preliminary hydraulic reports, 14 final hydraulics reports for programed projects, and 103 hydraulic reports for district and town culverts.

26 bridge replacement, rehabilitation, and preventative maintenance projects were under construction during 2020, totaling $86.8 million dollars. Seven of the projects utilized Accelerated Bridge Construction (ABC).

Large Bridge Projects Update

HARTLAND. For the bridge replacement project along Town Highway 41 over I-91, VTrans is using a Geosynthetic Reinforced Slope - Integrated Bridge System (GRS-IBS) for the new bridge abutments. This will be the first use of this technology in Vermont for bridges. In this approach, the entire structure of the existing 6-span bridge is being replaced with two short, single-span bridges using the GRS-IBS structures in the median and for the abutments. Preliminary cost estimates indicate that using the GRS-IBS technology will reduce the overall cost of the project from the originally considered superstructure replacement, while also improving the life span of the bridge.

BETHEL BRIDGE REPLACEMENT. Following several seasons of construction, a new replacement bridge was completed along VT-12 over the Gilead Brook in Bethel. The new structure adds 11 additional feet of roadway width, making for much safer travel for vehicles big and small. The bridge also features an ornamental steel lattice treatment similar to that on the previous bridge to help maintain a classic look.

BETHEL BRIDGE REPLACEMENT (CONTINUED). While some bridges are replaced in the footprint of the old structure, that was not the case on this project. Instead, the original bridge was temporarily left in place in order to maintain a constant flow of traffic while the new bridge was constructed alongside it. This eliminated the need for any extended detours and limited the impact on the public. Once the new bridge was completed, the old bridge was demolished after serving its purpose for nearly 100 years.

#MASKSONVT. As the agency adapted to new pandemic protocols, it was important to show the public that VTrans was still at work and that our employees were staying safe. By sharing simple images of our folks wearing masks in the field on social media, VTrans was able to lead by example and help normalize mask wearing in everyday life.

WINDSOR. VTrans is committed to supporting STEM education and fostering student interest in engineering at a young age. In February, a group of VTrans engineers attended the Girl's Engineering Day at the American Precision Museum. Our engineers offered hands-on opportunities for girls to learn that they can excel at engineering. One student built a structure with gumdrops and toothpicks that withstood 3.5 pounds of weight.

MIDDLEBURY. The closure of any downtown is bound to have an impact on local business and travel, so when Middlebury underwent its ten-week closure in the summer of 2020, it was of critical importance for construction to stay on schedule. To help accelerate the process, 94 pre-cast concrete pieces were stored off-site and then delivered in sections to build the rail tunnel, greatly reducing construction time and overall impacts to the area.

Transportation Operations

TRANSPORTATION MANAGEMENT CENTER (TMC)

In 2020, the TMC faced the same challenges as many others in State government: maintaining and improving our level of service to State agencies and the public while working from home. AOT is taking strides and progressing toward an upgraded 511 Traveler Information System that will be more user-friendly than the current 511 website. The enhancements will include a more user-friendly mobile interface and a better understanding of how the website can provide emergent traveler information. In 2020, the TMC produced daily Road Conditions Reports to Vermont's media outlets and AOT to provide driving condition information for the morning and evening commuting hours. The TMC welcomed the additions of two new team members: a TMC Operator and an ADS liaison.

TRAFFIC SIGNALS

The number of Traffic Signals with remote communication capabilities increased from 64 to 74 (45% of the system.)

Project Prioritization

For several years, VTrans has been working in partnership with the Regional Planning Commissions to develop the new VTrans Project Selection and Project Prioritization system (VPSP2) that will replace the prioritization system that was established in 2005. VPSP2 will utilize a system of scoring the eight criteria; asset condition, safety, health access, environment, community, economic access, resilience, and mobility for capital program projects. This quantitative analysis will be arrived at through a series of questions for each criterion that will be answered for projects in the capital program.

During the past year, VTrans and RPC staff have worked together to finalize the process, the scoring and ranking methodologies associated with VPSP2. In February 2021, VTrans will send the first round of prioritization to the Regional Planning Commissions, which will begin the implementation phase of VPSP2.

WILLISTON. The steep drop in traffic volumes early in the pandemic created some unique opportunities for different parts of the agency. Slower roadways allowed the VTrans Traffic Signal Unit to safely perform preventative maintenance at some of our busiest intersections.

In 2020, a total of 1,262 employees completed several mandatory trainings, including COVID-19 Fall and Winter Safety Updates, DMV Confidentiality, and COVID-19 Designated Health Officer Training

THETFORD. As many students transitioned to online learning, VTrans Intern Maintenance Workers were getting valuable on-the-job experience. Interns from our Thetford garage learned how to repair a damaged guardrail, while social distancing and following safety protocols.

LYNDONVILLE. As part of the agency's support for pandemic response efforts, food distribution sites were set up at airport facilities around the state. On this May day at Caledonia County State Airport, VTrans crews helped the Vermont National Guard and Vermont Foodbank distribute meals to over 850 families.

BURLINGTON. AOT is a great place to work and can offer many different career paths for those who are willing to apply themselves. Our employees are always our greatest ambassadors in recruitment and often volunteer to attend career days to help spread the good word about the agency. Even in a pandemic world, our employees go above and beyond to make themselves available for virtual job fairs.

AOT is lucky to have so many great employees that want to make a difference in their communities. It's even better when we see that same spirit passed on to the next generation. AOT kids Kennedy and Lance Perrigo raised $1200 for their local food shelf by selling 200 rubber ducks. The support was incredible, and they quickly surpassed their goal of $500. On May 24th, they held a rubber duck race, and the top three ducks won homemade Vermont-themed prizes.

Contract Administration

ELECTRONIC RFP SOLICITATION

Due to the COVID-19 pandemic, Contract Administration transitioned the Request for Proposal (RFP) solicitation process to be 100% electronic, including the submission of proposals, Consultant Selection Committee (CSC) meetings, and the award process. An FTP site was established for proposers to submit their electronic Technical Proposal, Cost Proposal, and Financial Information. All pertinent information regarding this revised process was drafted and included in the AOT RFP template. Guidance and training were provided to all Contract Administration staff involved in procurement. An internal SharePoint site was established for the CSC Members to review and evaluate proposals. Internal information has been provided to all CSC Members with each procurement defining the new process. The electronic process has reduced processing time and eliminated hard copies. This process has provided considerable cost savings to proposers in both printing and delivery costs.

WORK AUTHORIZATION REQUESTS (WAR)/WORK ORDER REQUESTS (WOR)

In 2017, in consultation with FHWA, AOT developed a second-tier selection process for primary contracts to be in accordance with the current Code of Federal Regulations and the Brooks Act. As of November 2020, AOT has 20 different types of services that have been utilizing the new process, resulting in more than 80 contracts. FHWA has commented that Vermont has one of the best second-tier selection processes in the country. In addition to the second-tier process, a robust work authorization and invoice review was put into place wherein many manual processes were transitioned to automated functions to ensure consistency and eliminate errors. Contract Administration continues to work closely with FHWA to implement additional guidelines for second-tier selection processes for work assignments and best value selection procedures.

SALESFORCE

In April 2019, Indefinite Delivery/Indefinite Quantity (IDIQ) for highway maintenance and repair contracting went live on Salesforce, a new CRM platform being used for management of the Task Bid process. Salesforce has introduced IDIQ contractors to a new online bidding platform, along with providing an open portal for contractor bid inquiries, document management for projects in the bid process, and automated bid reporting. In August 2020, the platform was upgraded and expanded to provide additional functionality to bidders as well as include Rail and Aviation maintenance and repair contracts, resulting in additional bid opportunities now available to a greater variety of contractors through the Salesforce platform. AOT hopes to continue expanding the use of Salesforce in 2021 to a broader audience of contractors and AOT project managers.

CONTRACT DIRECTORY DASHBOARD

A one-stop shop for all AOT staff, the Contract Directory Dashboard was created to enable expeditious and efficient location of AOT and BGS contracts. The dashboard is accessible by a link and has sort functions to locate contracts by item, region of the state, equipment needs, contractors, consultants, and other vendors that hold an AOT contract or BGS statewide contract. This tool is especially useful in times of emergency when a contract needs to be immediately located and utilized by staff throughout the state.

ICS EMERGENCY PLAN

The ICS Emergency Plan upgraded first response through the TICC by electronically tracking and communicating resource requests, accessing emergency documentation, and streamlining the contracting process to quickly mobilize contractors as needed. The FHWA Emergency Response Guidance is a management tool to guide AOT users after hand-off from the TICC with timelines, processes, and specifics on how to effectively navigate emergency projects to maximize reimbursement and close-out projects in a compliant and efficient manner. Additionally, standard project templates, trainings, and guidance were developed to align with the TICC and FHWA Emergency Response Guidance.

e-PROCUREMENT

The new e-procurement software is in development through the Office of Procurement and Contracting. AOT has been very involved in the design and development of the new software. Participation by AOT will ensure that the multiple federal funding sources that AOT relies upon will be properly represented within the software regarding provisions and contracting requirements. Although this project was delayed due to COVID-19, the process continues, and an increased coordinated effort will move forward in 2021.

e-Construction

The Agency vision is to initiate paperless plans within four years, in order to increase the quality, efficiency, and collaboration with the construction industry, while increasing transparency for all stakeholders. Current and upcoming immediate e-construction initiatives include e-ticketing, e-box, digital inspection, and model based design.

Construction Management System (CMS)

In July of 2018, the Agency signed a contract with ExeVision Inc. to replace its aging enterprise-wide Construction Management System (CMS), comprised of five modules: Estimation, eContracting, Materials, Construction, and Civil Rights. The Estimation and eContracting subsystems have been developed and will deploy through a phased implementation in Spring 2021. The Materials subsystem is currently in design and development. Construction and Civil Rights subsystems will be designed during the next four years, with full deployment of the new CMS expected in 2024.

Clean Water

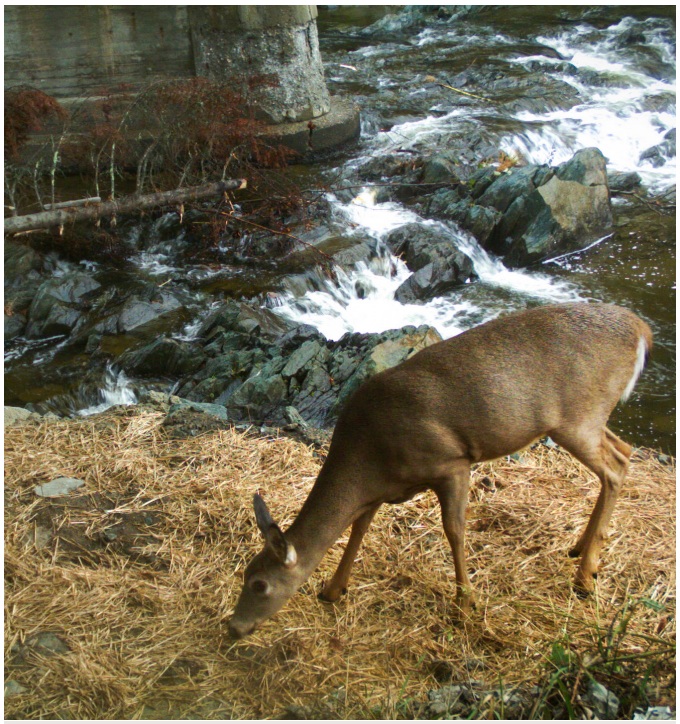
AOT continued its work as stewards of water quality across all projects and sections, with significant achievements during the past year:

- Six new projects went through the stormwater design and permitting process under the State Operational Program
- Ten new projects constructing new stormwater treatment practices
- 86 previously constructed projects with stormwater treatment practices were inspected and maintained
- 23 of the 69 active construction projects required Construction Stormwater Permit coverage and implemented erosion prevention and sediment controls, with a total of 58 compliance visits by agency staff
- 58 practices identified, 20 designed, and 17 constructed to meet the agency's Flow Restoration Reduction Targets across ten stormwater impaired watersheds.

AOT utilized a Ground Penetrating Radar (GPR) unit in conjunction with our Highway Maintenance District staff and Rail and Aviation Bureau for sinkhole detection as well as illicit discharge detection and elimination (IDDE). Our GPR unit can penetrate up to 15 feet underground to show the presence of various pipe materials and sizes as well as subsurface voids indicating roadside sinkholes that could compromise our roadways. The Stormwater section also uses GPR to confirm the presence of existing drainage shown on construction plan sets.

AOT also completed five new Stormwater Pollution Prevention Plans (SWPPPs) for its maintenance facilities. An existing 35 SWPPPs are already in place for other district facilities, airports, and gravel pits.

In 2020, the total expenditure on clean water program and compliance costs, including planning, design, construction, operation, maintenance, and staff time, was approximately $4.5 million.



WOLCOTT. As part of a larger collaborative project with VT Dept. of Fish and Wildlife and The Nature Conservancy, the VT Route 15 bridge in Wolcott was recently modified to provide a wildlife shelf. These simple and cost-effective adjustments are already yielding results: deer were using the wildlife shelf within 15 days of installation.

NEWPORT. The GPR being used at Northeast Kingdom International Airport to confirm the presence and precise location and depth of a floor-drain outlet pipe exiting a hangar and being used at a gas station to locate a drop inlet previously paved over.

MORETOWN. Built in the 1920s, the original concrete bridge spanning the Mad River along VT-100B was badly in need of replacement. A two-month closure period allowed the old bridge to be demolished quickly, with a new bridge built on a slightly modified alignment. The new structure now spans 100 feet and features wider lanes and shoulders for a safer traveling experience for all.

COLCHESTER. While the pandemic temporarily halted many routine agency functions, staff worked diligently to create and follow safety protocols to make in-person interactions a reality. By early June, Commercial Driver's License testing was back underway, allowing more truck drivers to be out on the road to help transport important goods and supplies around the state.

POWNAL. VTrans Survey field crew members use 3D Terrestrial LiDAR scanners to monitor movement in at-risk rock ledges along Vermont roadways. These static laser scanners record light pulses at a rate of one million points per second to create a 3D model of whatever feature or structure is being scanned. Those models are referenced into the Vermont State Plane coordinate system and are used in the design and planning process for transportation projects.

STATEWIDE. DMV Inspectors are kept busy year-round ensuring that large commercial vehicles are in compliance with all safety standards as they transport important cargo throughout the state.

MONTPELIER. DMV's "Safe Selfie Zone" contest invited students to design a backdrop for new drivers to pose for a photo instead of taking a selfie with their driver's license. DMV staff chose the winner (center).

MONTPELIER. As part of a new tradition, DMV Enforcement escorted the State House Christmas tree to the capitol. This year, the caravan was led by Buddy the Christmas Elf on his all-electric Harley.

SOUTH BURLINGTON. DMV staff quickly adapted to new COVID-19 safety measures and practices upon reopening in-person services to the general public.

Department of Motor Vehicles

The Department of Motor Vehicles oversees vehicle licensing, registration, tax, and titling; provides commercial licensing, permitting, and enforcement/inspection services; investigates fraud/violations; provides driver training programs; and collects motor fuel revenue.

Commissioner
Wanda Minoli

SFY 2021 Staff
Total: 227

SFY 2021 Funding
Total Appropriation: $34.3 M

Locations
Montpelier Bennington Dummerston Middlebury
Newport Rutland Saint Albans Saint Johnsbury
South Burlington Springfield White River Junction

MONTPELIER. With DMV appointments now scheduled online, customer service specialists have noted an improvement in customer satisfaction. A key factor is the significant reduction in wait times.

PERFORMANCE & ASSETS

Enforcement & Safety	8,837 Commercial Vehicle Violations	5,354 Commercial Safety Inspections	572 Dealers Licensed, 2020	1,118 Inspection Stations, 2020
Operations	207K Credentials Issued (Licenses & ID Cards)	729K Registrations	17K Online License Transactions	236K Walk-in Traffic
Finance & Logistics	$314M Total Revenue	$35.1M Revenue for Other Programs (i.e. Education,Wildlife)	197K Pieces of Mail Received	

Note: All data is from State Fiscal Year 2020 (SFY20), unless otherwise noted.

DEPARTMENT OF MOTOR VEHICLES: REVENUE AND TRANSACTIONS

Revenues FY2020, in millions
(including all Education Fund allocations and other out-transfers)

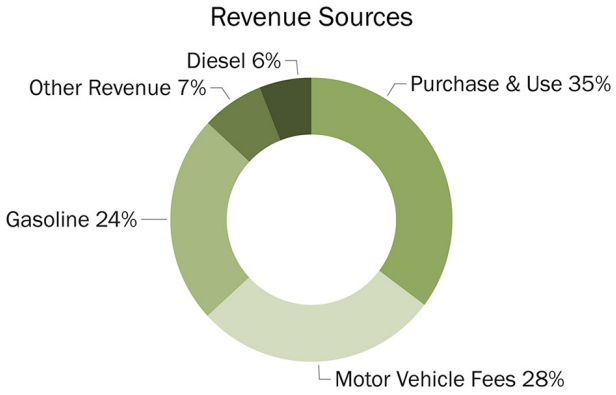
Motor Vehicle Fees (Licenses & Registrations)	$83.6
Gasoline	$71.0
Purchase & Use	$105.4
Diesel	$17.9
Other Revenue (Includes Title Certificates, Oversize Permits, State Civil Traffic Fines, Inspection Sticker Fees, and other sources)	$21.3
Total	$299.2

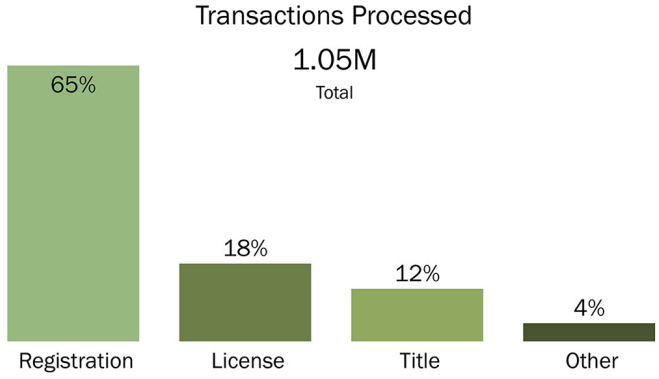
Other Revenues FY2020, in millions

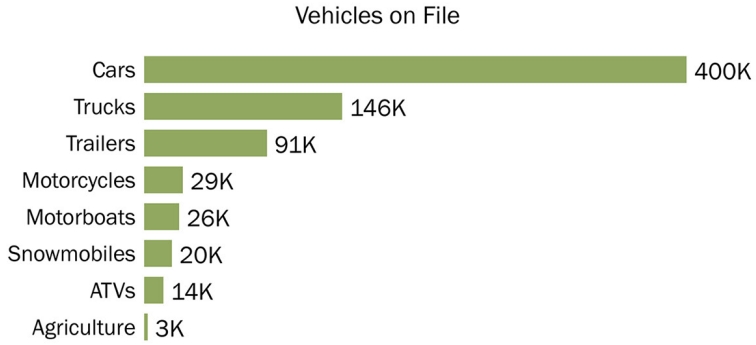
Transportation Infrastructure Bond Gasoline	$12.7
Transportation Infrastructure Bond Diesel and Other	$2.0
Total	$14.7

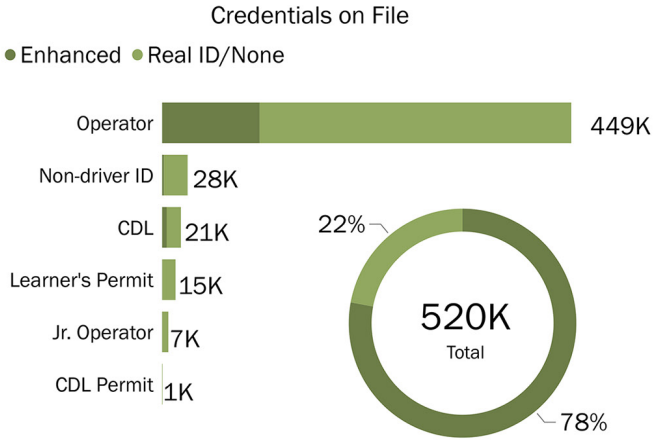
DMV Rates

Gas Tax, Assessments, and Clean Up Fee	$0.121, plus MFTIA, plus MFTA, plus $0.01 Clean Up Fee
Motor Fuel Transportation Infrastructure Assessment (MFTIA)	$0.0396 per gallon or 2% of the adjusted retail price upon each gallon of motor fuel sold by the distributor, whichever is greater
Motor Fuel Tax Assessment (MFTA)	$0.134 per gallon or 4% of the tax-adjusted retail price upon each gallon of motor fuel sold by the distributor not to exceed $0.18, whichever is greater
Diesel Tax, Clean Up Fee, and Infrastructure Fee	$0.28 and $0.01 and $0.03
Sales Tax, Purchase and Use Tax, Motor Homes, Trucks up to 10,099 lbs.	6%
Driver Training	$50 – $150
Clean Air Fund	$2/year
Conservation Plates	$26/pair, in addition to registration fee
Title Fees (Vehicle)	$35
Title Fees (ATV, Boats, Snowmobiles)	$22
Oversize Permits	$1 – $500
Survey Fee	$300 – $10,000









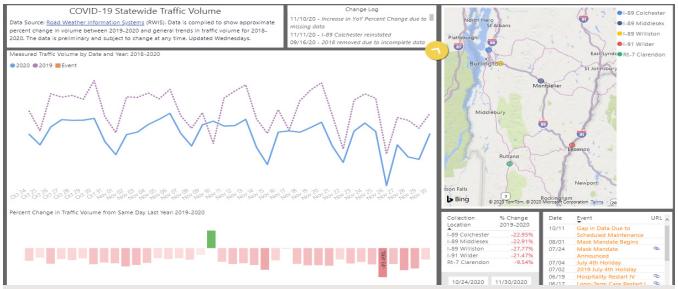
Finance and Administration

The Division of Finance and Administration provides services in contract administration, accounting, budgeting, audit, records management, performance monitoring, hearings, civil rights, labor compliance, training, workforce development, recruitment, and facilities.

Director
Wayne Gammell

SFY 2021 Staff
Total: 123

SFY 2021 Funding
Total Appropriation: $15.9 M



PERFORMANCE. 2020 saw the development of new online public tools to demonstrate changes in transportation data during the initial COVID-19 response period, including effects on traffic volumes, crashes, and border crossings.

PERFORMANCE & ASSETS

Financial Management, Business Support	$246M Federal Funds Obligated	$287M Billing Revenue	85.5K Number of Payments Made	$478M Value of Payments Made
Contract Administration	394 Number of Contracts and Amendments	$610M Value of Contracts and Amendments	408 Number of Grants and Amendments	$128M Value of Grants and Amendments
Performance, Audit, Records Management, and Hearings	306 Public Records Requests, 2020	65 Number of Subrecipients Reviewed	11 Completed Performance Engagements	233 Number of Hearings
Training, Safety, and Civil Rights	153 Technical and Development Trainings	160 Safety Trainings	43 Vermont Local Roads Trainings	127 Civil Rights Outreach Events
Facilities	59 Number of Maintenance Complexes	28 Number of Facilities with Renewable Energy	53 Number of Contracts Managed	$1.85M State Funding Managed

Note: All data is from State Fiscal Year 2020 (SFY20), unless otherwise noted.

ST. ALBANS. Some tasks require different parts of the Agency to join forces. When a large exit sign suffered wind damage along I-89, the local district garage teamed up with the sign crew to get the job done.

CAMBRIDGE. In 2020, VT-15 was resurfaced from the town of Underhill into Cambridge. This project used an asphalt recycling technique, saving on cost while providing a durable road surface.

SHELDON. While the cold can be challenging, VTrans crews do as many tasks as winter weather allows. A brief mid-season snow melt enabled crews to take care of badly damaged guardrail along VT-105.

STATEWIDE. While winter keeps our crews busy with snow and ice control, the spring sees VTrans maintenance crews transition from plowing to litter picking, guardrail repair, patching, and more.

Highway Division

The Highway Division oversees the maintenance and operation of the interstate and state highway system; oversees construction/materials; supports municipal projects; inspects and maintains bridges, culverts, signs, and signals; and provides road condition information.

Director
Wayne Symonds

SFY 2021 Staff
Total: 841

SFY 2021 Funding
Total Appropriation: $464 M

PUTNEY VTrans maintenance crews were involved early on in the pandemic, helping set up signage and messaging for testing sites and food distribution efforts.

PERFORMANCE & ASSETS

Highway Safety	47 Fatalities, 2019	254 Major Crashes, 2019	49% of Fatalities Unbelted, 2019	
Winter Maintenance	$36.3M Cost of Winter Maintenance*	140K Salt Used (Tons)*	2.2K Sand Used (Cubic Yards)*	1.9M Lane Miles Plowed*
Operations	391 Tons of Trash Collected	13.2K Acres Mowed	$4.5M Investment in Water Quality	73% Fleet Vehicles Less Than 8 Years Old
Asset Management, Project Delivery, Construction	781 Overweight Vehicle Permit Reviews, 2020	62 Construction Projects Completed, 2020	4,050 Total Structures Maintained	150 Miles Paved, 2020	6,511 Total Lane Miles Maintained

Note: All data is from State Fiscal Year 2020 (SFY20), unless otherwise noted.
** Data from 2019-2020 Winter Season*

2017-2021 Strategic Highway Safety Plan Critical Emphasis Areas

1. IMPROVE INFRASTRUCTURE

- a. Minimize Lane Departure
- b. Improve Design and Operation of Highway Intersection

2. REDUCE SPEEDING AND AGGRESSIVE DRIVING

3. INCREASE USE OF OCCUPANT PROTECTION

4. VULNERABLE USERS & MOTORCYCLISTS SAFETY

- a. Increase Pedestrian Safety
- b. Increase Bicyclist Safety
- c. Increase Motorcyclist Safety

5. AGE APPROPRIATE SOLUTIONS

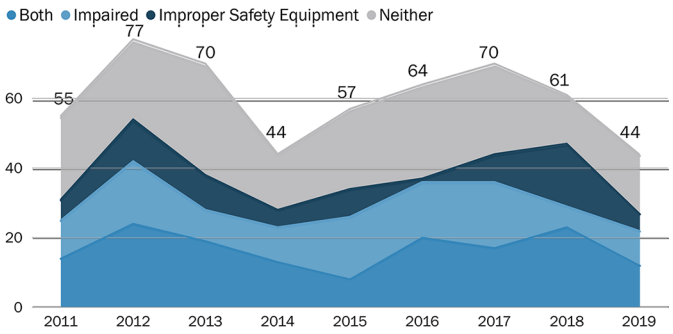
- a. Improve Younger Driver Safety (Under 25)
- b. Improve Older Driver Safety (65 and Over)

6. REDUCE IMPAIRED DRIVING

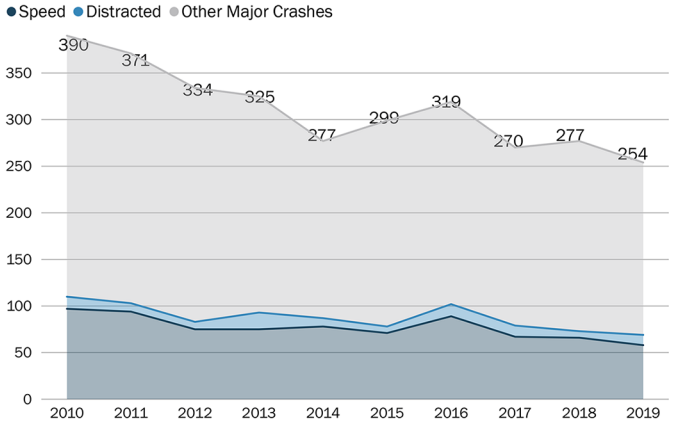
7. CURB DISTRACTED AND INATTENTIVE DRIVING

Additional crash information is available at app.vtrans.vermont.gov/CrashPublicQueryTool

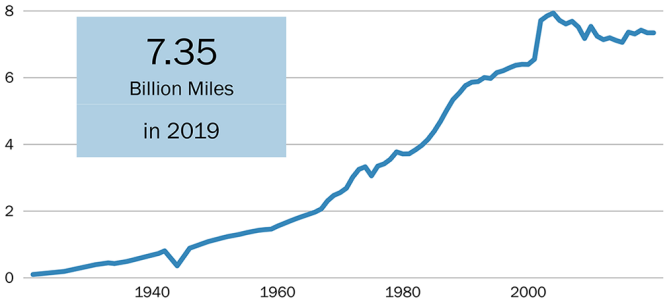
Fatal Crashes, by calendar year



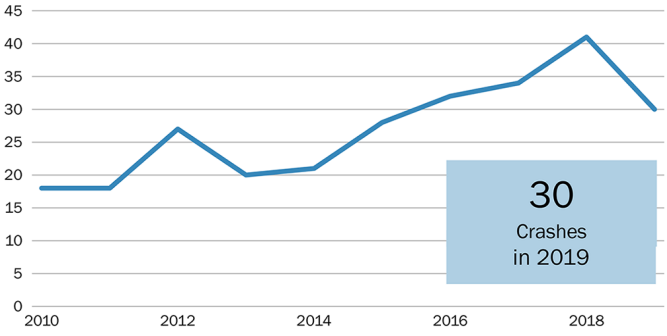
Major Crashes Reported, by calendar year



Annual Vehicle Miles of Travel (AVMT), Billions



Crashes where a Driver Tested Positive for Marijuana*



GO ORANGE DAY. As part of National Work Zone Awareness Week, staff across the Agency wore orange to help show support for the crews who spend their days on the frontlines out on the roadway.

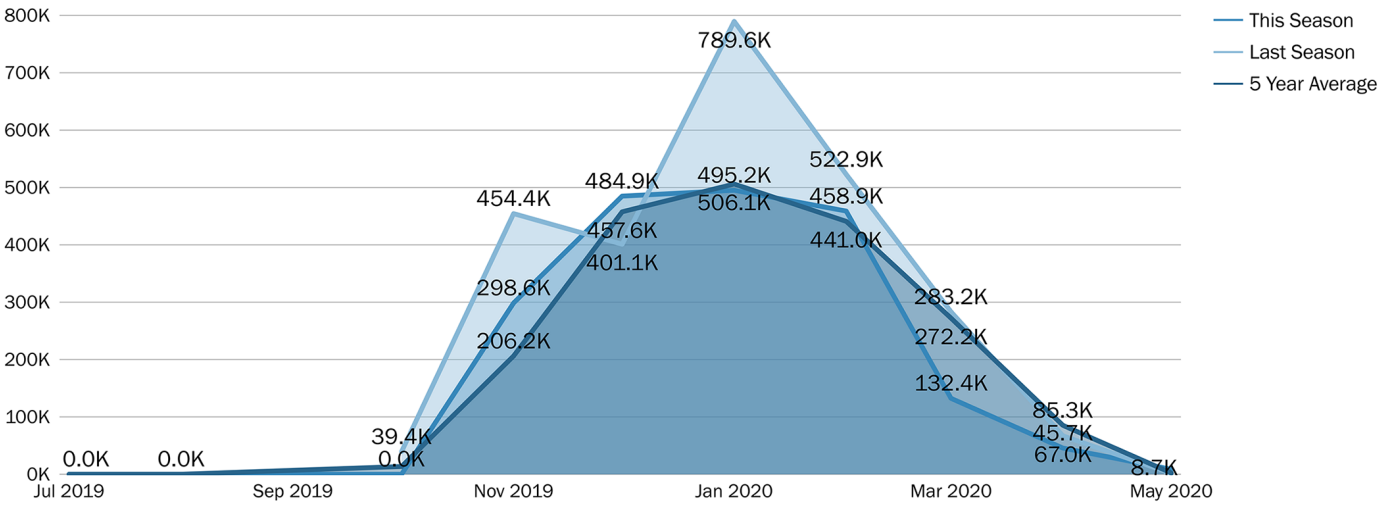
Weighing in at almost 60,000 lbs per vehicle, VTrans plow trucks need every safety advantage they can get. Chaining up plow tires is common practice to ensure drivers have the best traction possible when battling the winter elements.

With whipping winds, blinding snow, and the occassional ice storm, visibility is a key issue for plow drivers. VTrans dedicates resources throughout the winter months on safety communications to the public to give plows the space they need to do their jobs safely.

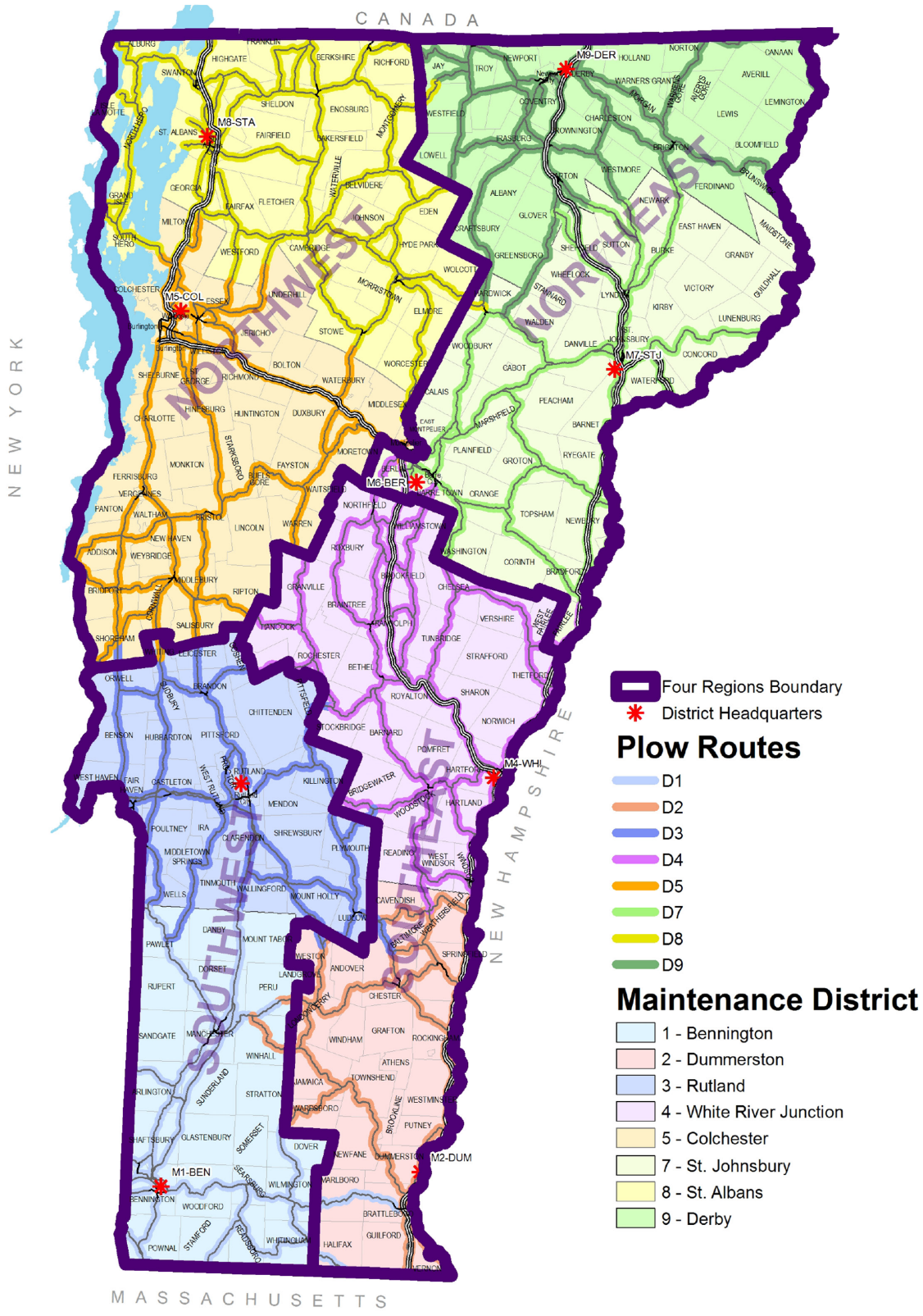
The current fleet supporting winter highway maintenance efforts consists of 275 dump trucks, 96 pickups with plows, 55 loaders, and 7 graders.

HIGHWAY: WINTER MAINTENANCE STATISTICS

Total Lane Miles Plowed compared with Recent Seasons



SOUTHWEST		SOUTHEAST		NORTHWEST		NORTHEAST	
District 1	**District 3**	**District 2**	**District 4**	**District 5**	**District 8**	**District 7**	**District 9**
Bennington East Dorset Readsboro Wilmington Marlboro	Brandon Castleton Clarendon Ludlow Mendon Rutland Sudbury	Ascutney Chester Dummerston Jamaica Londonderry Rockingham Springfield	Randolph Rochester Royalton Thetford Tunbridge White River Jct Windsor Williamstown Woodstock	Chimney Corners Colchester Middlebury New Haven Waitsfield Middlesex	Cambridge Eden Enosburg Georgia N. Hero Highgate Montgomery Morrisville St. Albans	Bradford W. Danville Lunenburg Lyndon Newbury North Montpelier Orange St. Johnsbury	Barton Bloomfield Canaan Derby Irasburg Island Pond Westfield
164.5K Lane Miles Plowed	249.3K Lane Miles Plowed	147.2K Lane Miles Plowed	243.5K Lane Miles Plowed	268.7K Lane Miles Plowed	322.3K Lane Miles Plowed	273.3K Lane Miles Plowed	255.4K Lane Miles Plowed
$2.8M Cost of Winter Maintenance	$4.3M Cost of Winter Maintenance	$3.2M Cost of Winter Maintenance	$5.8M Cost of Winter Maintenance	$5.3M Cost of Winter Maintenance	$5.5M Cost of Winter Maintenance	$5.2M Cost of Winter Maintenance	$3.9M Cost of Winter Maintenance
10.6K Salt (tons)	20.4K Salt (tons)	15.3K Salt (tons)	25.8K Salt (tons)	18.9K Salt (tons)	19.8K Salt (tons)	18.0K Salt (tons)	11.8K Salt (tons)
370 Sand (cubic yards)	143 Sand (cubic yards)	52 Sand (cubic yards)	215 Sand (cubic yards)	396 Sand (cubic yards)	16 Sand (cubic yards)	807 Sand (cubic yards)	178 Sand (cubic yards)


CANADA
NEW YORK
MASSACHUSETTS
NEW HAMPSHIRE
NORTHWEST
NORTHEAST
SOUTHWEST
SOUTHEAST
M1-BEN
M2-DUM
M4-WHI
M5-COL
M6-BER
M7-STJ
M8-STA
M9-DER
Four Regions Boundary
District Headquarters
Plow Routes
D1
D2
D3
D4
D5
D7
D8
D9
Maintenance District
1 - Bennington
2 - Dummerston
3 - Rutland
4 - White River Junction
5 - Colchester
7 - St. Johnsbury
8 - St. Albans
9 - Derby

HIGHWAY: STRUCTURE POPULATION AND CONDITION

In conformance with the National Bridge Inventory, Vermont maintains a historical record of all bridges subject to the National Bridge Inspection Standards (NBIS). These standards establish requirements for inspection procedures, frequency of inspections, qualifications of personnel, inspection reports, and the preparation and maintenance of a state bridge inventory. The NBIS apply to all short and long structures located on public roads. Short and long structures are defined below.

"Highway" Structure Population (as submitted to FHWA in April 2020)

Structure Type	Interstate	State Highway	Town Highway	Other	Total
Long Structures	314	810	1659	7	2790
Short Structures	204	1056	*	*	1260
Total	518	1866	1659	7	4050

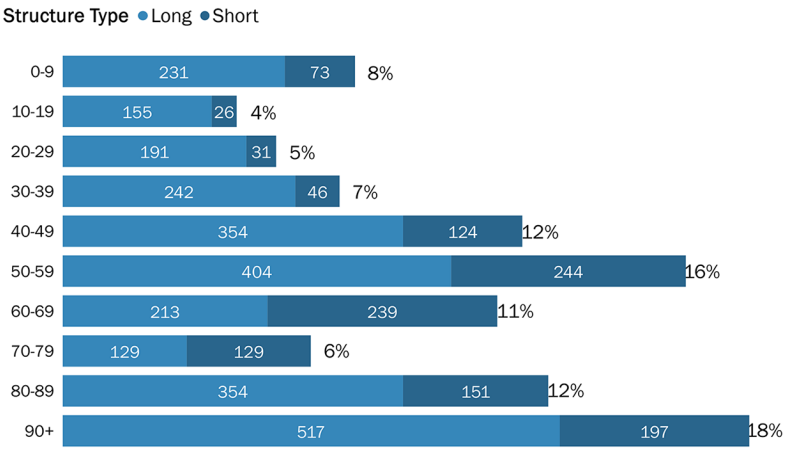
DEFINITIONS

Long Structure
Bridges with a span length greater than 20 feet in length and located on public roads.

Short Structure
Bridges with a span length of greater than six feet up to or equal to 20 feet and located on public roads.

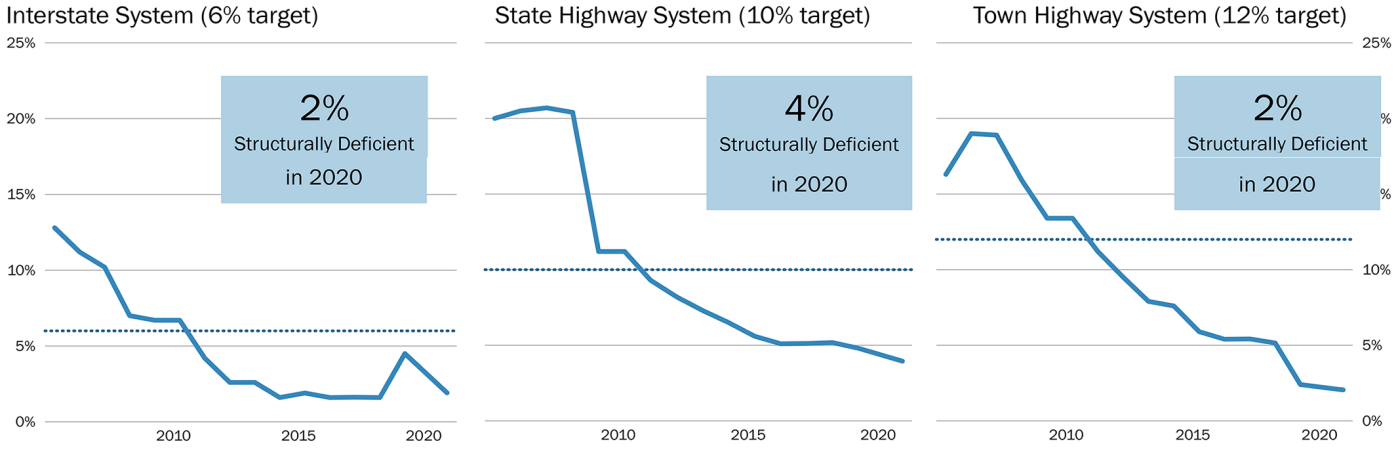
* VTrans does not maintain an inventory of or inspect town highway or other short structures.

Structure Count by Age (in years)



STATEWIDE. VTrans bridge crews are kept busy all summer long, cleaning and maintaining structures throughout our transportation system.

Percent Structural Deficiency Over Time by System



Performance Measures

Automated surveys are conducted annually to determine pavement conditions across the state. Each segment of road is rated on a scale of 0 to 100 based on rutting, cracking, and roughness. These are then weighted by their respective traffic volumes. The VTrans goal for performance is 70.

Conditions Over Time

While the "Travel Weighted Average Network Condition" graph measures VTrans performance for the majority of road users, the "Unweighted Condition Distribution" graph measures the Agency's performance for all users, including those on low volume roads. The VTrans goal for the percentage of roads in very poor condition is no more than 25%.

Good
Like new pavement with few defects perceived by drivers
Composite Pavement Condition Index 80-100

Fair
Slight rutting, and/or cracking, and/or roughness become noticeable to drivers
Composite Pavement Condition Index 65-79

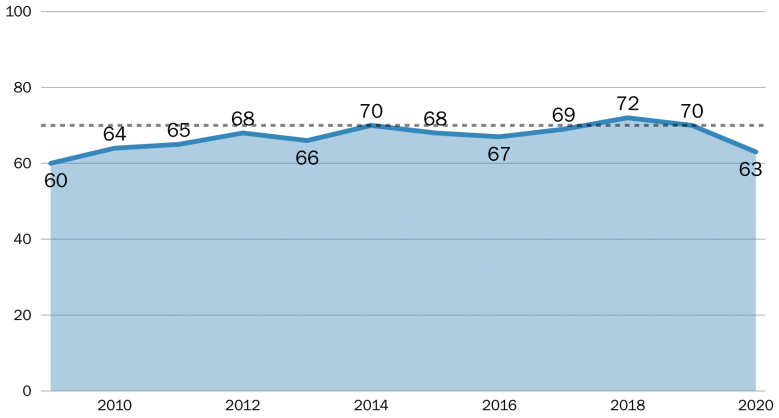
Poor
Multiple cracks are apparent, and/or rutting may pull at the wheel, and/or roughness causes drivers to make minor corrections
Composite Pavement Condition Index 40-64

Very Poor
Significant cracks may cause potholes, and/or rutting pulls at the vehicle, and/or roughness is uncomfortable to occupants. Drivers may need to correct to avoid defects.
Composite Pavement Condition Index 0-39

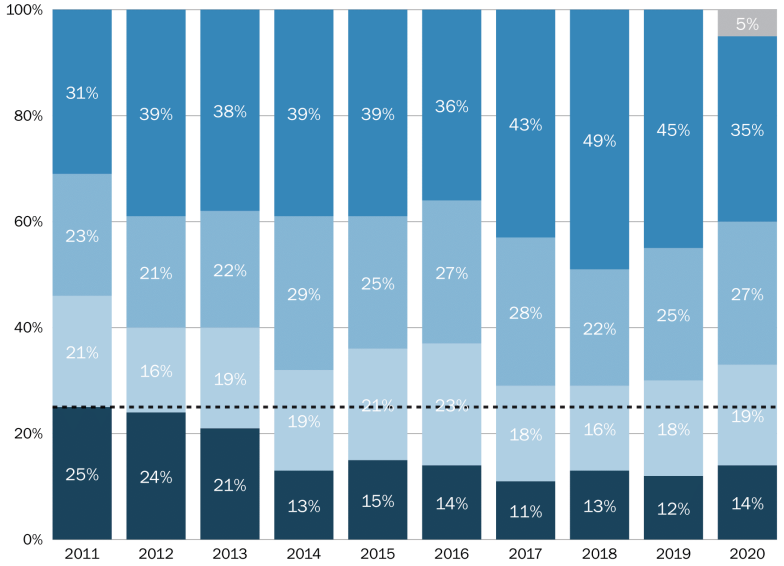
Paving Mileage Maps

Paving mileage maps are available through VTransparency, the Agency's public information website, at vtrans.vermont.gov/vtransparency.

Travel Weighted Average Network Condition

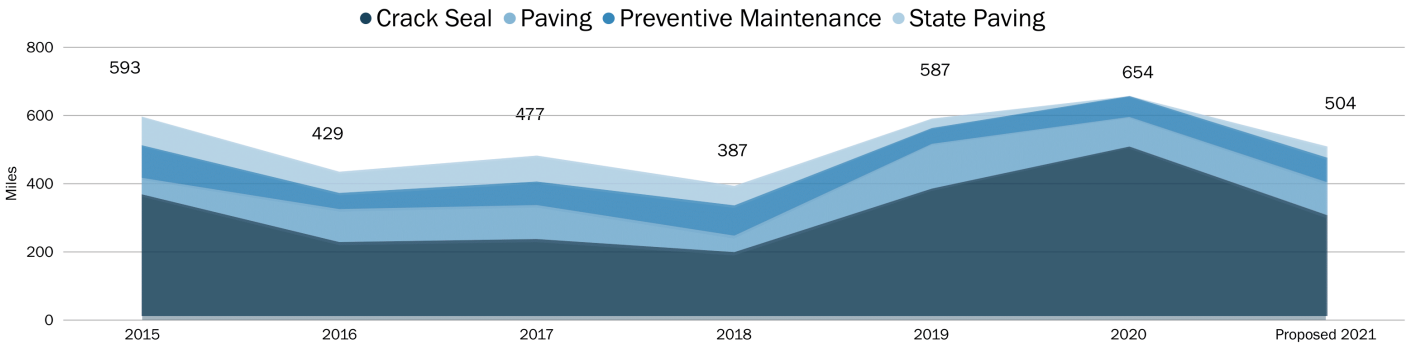


Conditions Over Time, Unweighted*



*Data is not available at time of publication.

Paving Mileage Summary (Two-lane miles, rounded to the nearest mile)



STATEWIDE. VTrans worked closely with local public transit providers to display “Masks On VT” messages on buses and bus shelters to help reinforce important COVID-19 safety guidelines.

RUTLAND SOUTHERN VERMONT STATE AIRPORT. Local Fire & Rescue visit our airports annually to ensure that crews are familiar with the facility and the unique challenges and demands of airport safety.

STOWE/CAMBRIDGE. Following a rock slide along Scenic VT-108 “The Notch,” the AOT drone team was deployed to survey the damage and help crews make informed decisions for clearing the area.

CUTTINGSVILLE. As part of Gov. Scott’s “Vermont Lights the Way” campaign, Vermont Rail System created the “Holiday Express,” bringing much-needed festive cheer to Vermonters this past season.

Policy, Planning, and Intermodal Development (PPAID)

The Division of Policy, Planning, and Intermodal Development oversees state-owned rail lines and airports; supports public transit providers; and provides statewide planning and policy support, including research, development review, mapping, and outreach.

Director
Michele Boomhower

SFY 2021 Staff
Total: 76

SFY 2021 Funding
Total Appropriation: $90.8 M

BURLINGTON. Green Mountain Transit unveiled their first two E-buses, which will inform AOT's statewide bus replacement plans.

PERFORMANCE & ASSETS

Rail	44 Rail Projects Completed in 2020	2021 Year targeted to complete Amtrak to Burlington service	45.4K Passenger Rail Ridership, Vermont Stations, FFY20	
Aviation	$5.2M Grant Awards FFY19 (Federal Share)	7 Aviation Projects Completed in 2020	4,082 Cape Air Rutland Passenger Service Ridership	3,047 FAA Enplanements, 2019
Public Transit	4.15M Public Transit Ridership	21% Local Funding Share Statewide	$2.2M Total Fare Revenue Collected Statewide FFY20	
Policy, Planning, and Research	6 Research Projects Completed	622 Section 1111 Permits Issued	244 Municipalities Engaged in Regional Transportation Planning	80 Town Highway Maps Updated and Published

Note: All data is from State Fiscal Year 2020 (SFY20), unless otherwise noted.
Definitions: FFY refers to Federal Fiscal Year
SFY refers to State Fiscal Year

Amtrak ridership from Vermont-based stations only:
Ethan Allen Express: 8,635
Vermonter: 36,798
Total: 45,433 * NOTE: Due to the COVID-19 State of Emergency in the State of Vermont, Amtrak passenger service was suspended on March 26, 2020.

Passenger Rail Service

The State of Vermont partners with Amtrak to provide rail service.

Amtrak Vermonter: runs on the New England Central Railroad (NECR/GWI) from Saint Albans to Brattleboro, continues through Massachusetts and Connecticut, and then down the Northeast Corridor to New York City and Washington, DC.
www.amtrak.com/vermonter-train

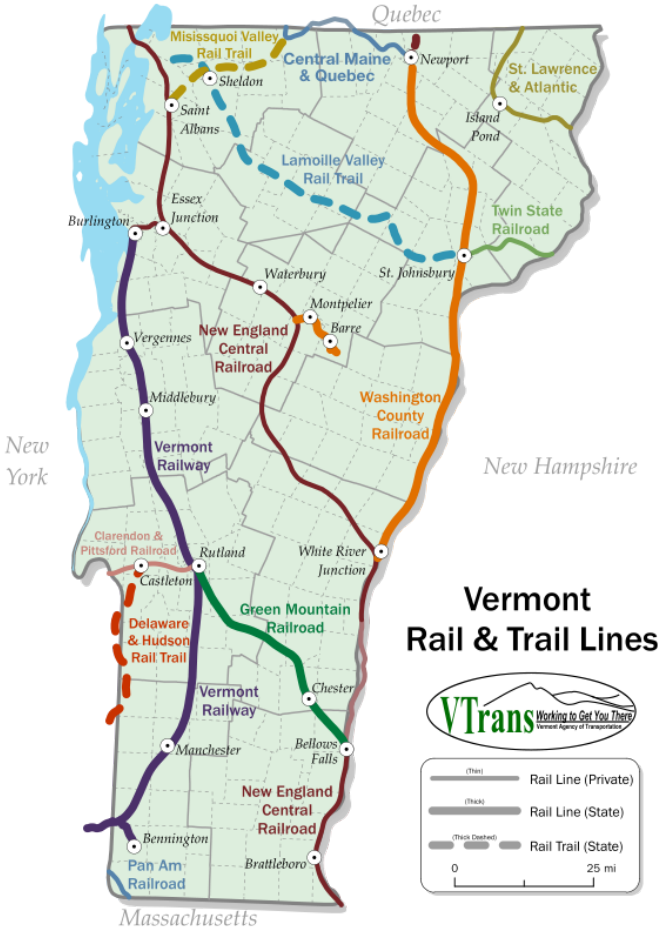
Amtrak Ethan Allen Express: runs on the Clarendon and Pittsford Railroad (CLP) from Rutland to Whitehall, New York, and continues south to Albany and on to New York City.
www.amtrak.com/ethan-allen-express-train

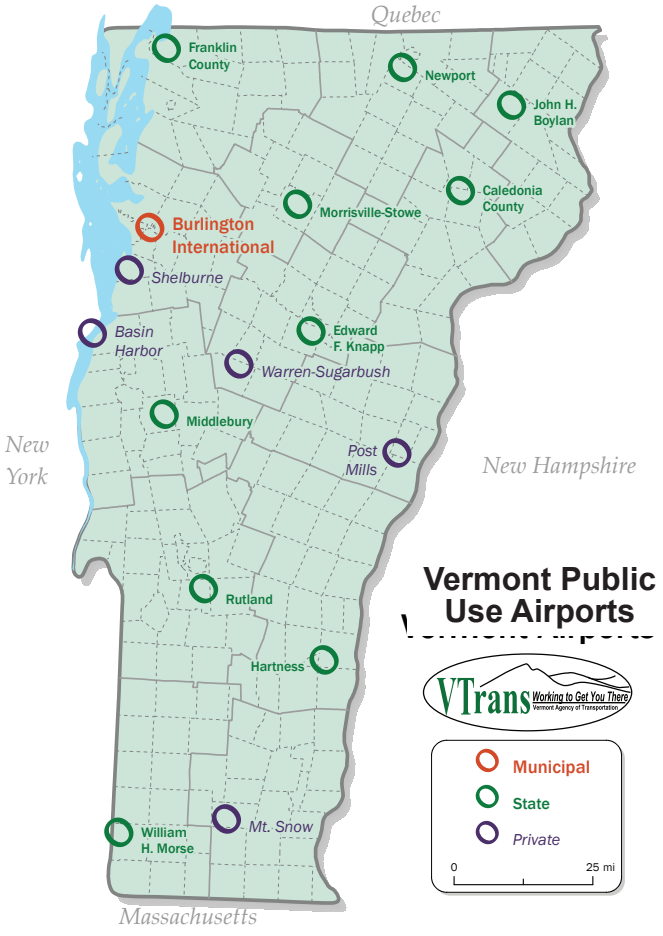
FY2020 Amtrak Ridership and Revenue

Lines	Ridership	% Change	Revenue	% Change
Vermonter	47,344	-52.3	$3,396,016	-50.3
Ethan Allen Express	23,275	-53.9	$1,495,278	-33.5

Aviation

The Aviation Program manages 90 runway lane miles at 10 state-owned airports in Vermont, providing a safe environment for users of the system, preserving the publicly-owned infrastructure, promoting aviation-related activities, and expanding travel opportunities.





The Policy, Planning, and Research Bureau is responsible for state transportation planning, policy analysis, mapping, research and development, and permitting services.

Discretionary Grants Submitted & Funding Awarded

FTA No or Low Emission Electric Buses Grant Program
$793,420 to purchase four electric buses: two for RCT in the Northeast Kingdom and two for GMCN in Bennington

VW Settlement Program
$2,031,000 to purchase two large transit electric buses for MVRTD in Rutland

FTA's 5339 Bus and Bus Facilities Competitive Grant Program
$836,355 for 14 cutaways and small size transit vehicles to replace existing vehicles with a poor condition rating

Regional Planning

Through the Transportation Planning Initiative (TPI), the Agency provides grants to Vermont's 11 Regional Planning Commissions (RPCs) for transportation planning and to facilitate collaboration between municipalities and the Agency.

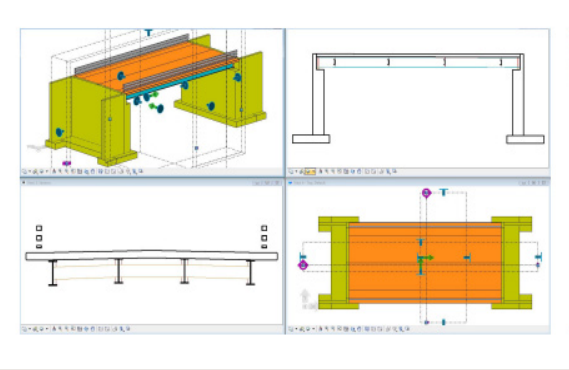
More information at vtrans.vermont.gov/planning/policy-planning/regional

TRANSPORTATION PLANNING INITIATIVE ACCOMPLISHMENTS

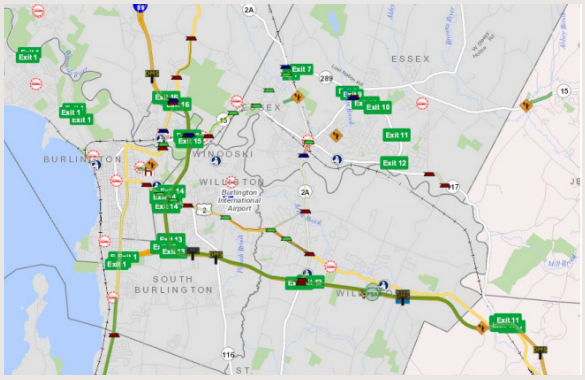
Enhance cooperation and coordination between Agency, RPCs, and municipalities	Better connect Federal, regional, and statewide transportation planning	Provide technical assistance to municipalities	Advance Agency Strategic and Long-Range Transportation Plans	Provide a mechanism for improved public outreach and education
244 Municipalities actively engaged in regional transportation planning	63 # of Coordination Activities in Support of Public Transit	49.5% TPI budget spent on municipal technical assistance.	599 Data collection activities conducted for Agency	123 Municipalities assisted with transportation related grants

RESEARCH

The Research section assures completion of the agency research program, represents the state on regional and national research efforts, and fulfills the federal mandate to provide required transportation research. In 2020, Research held a virtual poster symposium featuring more than 30 transportation research projects covering everything from Asset Management and Maintenance to Workforce Adaptation and Environmental Planning. More information is available at vtrans.vermont.gov/planning/research

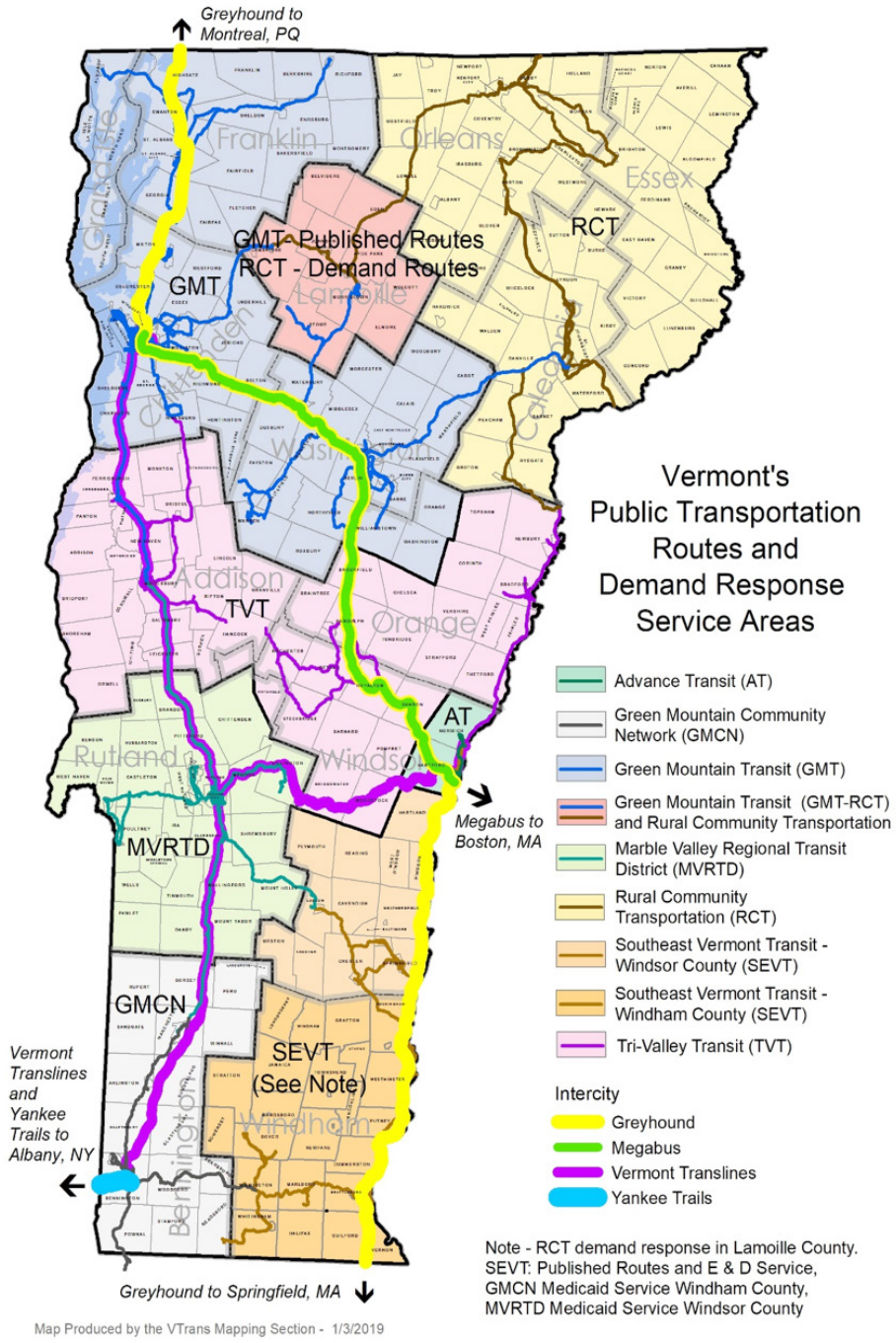


BUILDING INFORMATION MODELS
These digital 3D models contain accurate physical geometry as well as analytical data and can be used to design the bridge, construct the bridge, and help manage the bridge over its life span. These models can even be updated over time, allowing for an exact digital twin of the physical structure.



ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS)
ATMS integrates message boards, road weather information stations, travel times, traffic flows, road weather condition reporting, social media, WAZE, event creation, alert messaging, CCTV, and more. The new platform reduces time of incident detection and response, and increases data collection and analysis for workforce management plans.

The Public Transit Section is responsible for the planning, administration, funding, and oversight of the statewide network of public transit providers. Transit providers operate multiple types of service including fixed-route, fixed-deviated route, commuter, demand response, health care and shopping shuttles, winter seasonal routes, ADA complementary transportation, special services for the state's older adults and people with disabilities, and intercity bus services. Transit services provide vital access to communities, local businesses, educational institutions, employment, national bus connections, adult day services, medical services, and tourism destinations. For a list of all public transit providers, visit www.connectingcommuters.org/bus-info.



Farebox Revenue & Local Share

AOT has an established statewide goal of 20% local share participation for public transportation adopted as part of the Public Transit Policy Plan. Local share includes fare revenue, private contributions, contracts from outside agencies, payments from cities and towns, and in-kind contributions.

The local share analysis found that 21% of statewide transit funding comes from local sources including fares. This share is lower than in past years, because the transit funding from the CARES Act, which helped sustain transit agencies during the pandemic, had no local match requirement, unlike most federal funding, which has a 20% or 50% match requirement. Also, most agencies eliminated fares during the pandemic, while two agencies are fare free all the time, and many agencies have some fare free services. Total fare revenue statewide in SFY2020 was $2.15 million, the majority of which was collected in Chittenden County. Fare revenue comprised 13% of the operating budget for GMT-Urban, lower than normal because of the fare elimination starting in March.

Elders & Persons with Disabilities "E&D" Transportation Program

In SFY20, the total amount spent on the E&D program in Vermont was $4.72 million, 80% ($3.8 million) of which was federal money. Overall, E&D ridership was down from last year due to the pandemic, with about 148,000 trips carried compared to 200,000 in SFY 19. Green Mountain Transit (GMT), with its partners Special Services Transportation Agency in Chittenden County and CIDER in Grand Isle County, accounted for the largest share at about 29% of the total. Tri-Valley Transit (TVT), with its partner Elderly Services, Inc., accounted for the second largest share at 23%.

The cost per passenger trip ranged from about $24 at Marble Valley in Rutland, to about $41 at Southeast Vermont Transit and Rural Community Transportation.

E&D Trips by Mode

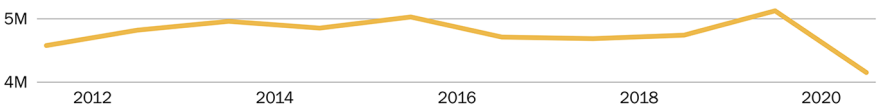
As in prior years, van and volunteer driver trips accounted for the majority of E&D trips in SFY 20, combining to account for 89% of all trips. Bus, sedan, and taxi trips accounted for 7%, 3%, and 1%, respectively. Volunteer driver trips continue to increase in share, accounting for nearly half of all E&D trips in SFY 20. Vermont's community-minded volunteer drivers help vulnerable passengers to get where they need to go, as well as helping to stretch the available resources as far as possible.

Ridership Trends

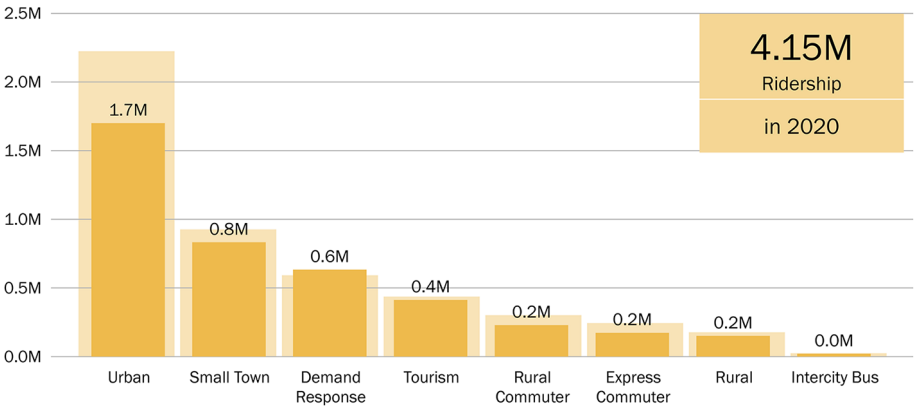
In SFY 2020, Vermont's public transit systems provided nearly 4.2 million trips. Of course, it is impossible to talk about 2020 without recognizing the impact of the COVID-19 pandemic. The pandemic likely reduced ridership by nearly a million from what it would have been otherwise. The period of July 2019 through February 2020 indicated that the annual total would have come close to the total from FY19, but then in March, ridership dropped steeply on all transit services, with some losing 70% or more of their riders. Patronage began to recover during the summer, but no system, even at the end of calendar year 2020, had yet to return to pre-pandemic ridership levels.

As is the case every year, a little less than half of Vermont's transit trips in the past year occured in the Chittenden County region. With the effect of the pandemic, it is difficult to analyze year-over-year changes by type of transit service, though it appeared that Small Town and Rural routes were trending toward exceeding the FY19 figures, while Demand Response and Tourism services were likely to serve fewer passengers.

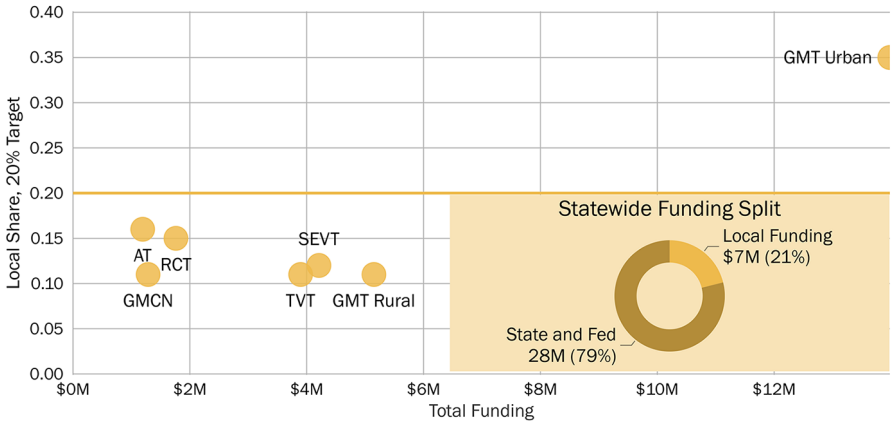
Ridership Trend



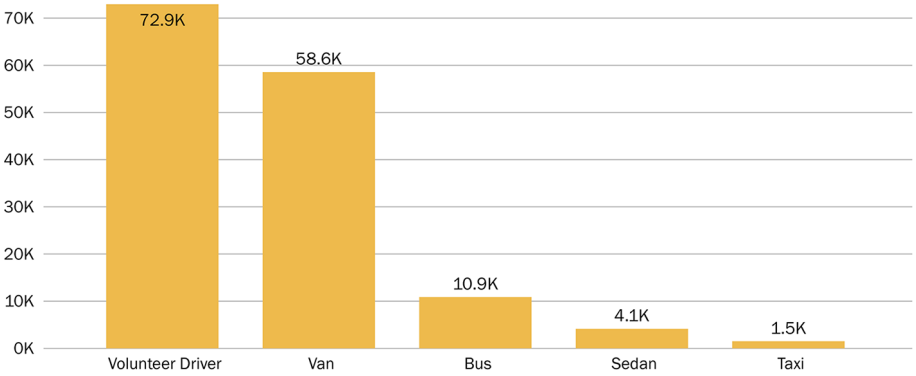
Ridership by Service Category vs 5 Year Average



Total Funding and Local Share



Elders & Persons with Disabilities Ride Modes



Boards and Councils

Transportation Board

John Zicconi
Executive Secretary

David Coen
Chair

Richard Bailey
Wendy Harrison
Pam Loranger
Philip Zalinger

Motor Vehicle Arbitration Board

John Zicconi
Lemon Law Administrator
(802) 828-2943
LemonLaw@vermont.gov

David Baker, Chair
Technician Member

Michael Loschiavo
New Car Dealer Member

Gina Germond
Citizen Member

Peter Hood, Vice Chair
Citizen Member

Vacant
Citizen Member

Alternates
Vacant
Technician Member

Jeffrey Handy
New Car Dealer Member

Public Transit Advisory Council

Joe Flynn
Secretary, Agency of Transportation
Michele Boomhower is designee

Elaine Haytko
Vermont Public Transit Association

Nick D'Agostino
Rural Community Transportation

Jim Moulton
Addison County Transit Resources

Brian Maroney
Green Mountain Community Network

Jon Moore
Green Mountain Transit

Mike Smith
Secretary, Agency of Human Services
Kelly Dougherty and Angela Smith-Dieng are his designee

Michael Harrington
Acting Commissioner, Department of Labor

Lindsay Kurrle
Secretary, Agency of Commerce and Community Development
Richard Amore is designee

Peter Johnke
Vermont Center for Independent Living

Brenda Siegle
Council of Vermont Elders (COVE)

John Sharrow
Mountain Transit

Chip Desautels
Premier Coach

Bonnie Waninger,
Central Vermont RPC

Meredith Birkett
Village Manager, Town of Johnson

Lucas Herring
Mayor, Barre City

Senator Jane Kitchel, Caledonia

Rep. Mollie Burke, Windham

2020 Aviation Council

Joe Flynn
Secretary, Agency of Transportation, Chair

Chris Carrigan
Paul Carroccio
Kelly Colling
George Coy
Steven Dolgin
Robert Flint
Bob McEwing
Barbara Murphy
Janice Peaslee
Michael Schirling, Commissioner, Dept, of Public Safety
Douglas White

2020 Rail Council

Joe Flynn
Secretary, Agency of Transportation, Chair

David Allaire
Christopher Andreasson
Charles Baker
Joann Erenhouse
Carl Fowler
Charles Hunter
Charlie Moore
Rick Moulton
Jeff Munger
Rep. Brian Savage
Arthur Whitman
David Wulfson

Vermont Traffic Committee

Joe Flynn
Secretary, Agency of Transportation

Wanda Minoli
Commissioner, Department of Motor Vehicles

Michael Schirling
Commissioner, Department of Public Safety

Projects Completed in 2020

Rail Maintenance Projects Completed

Project Name & Number	Line	DOT Crossing #	Project Type	Asset
Alburgh, VT 78	NECR	171-041A	Maintenance	Crossing
Arlington, Warm Brook Rd	VTR B&R	851-180Y	Maintenance	Crossing
Barre, Prospect St	WACR M&B	837-352V	Maintenance	Crossing
Burlington, Flynn Ave	VTR North	851-419J	Maintenance	Crossing
Castleton, Main St	CLP	248-953D	Maintenance	Crossing
Castleton, Mill St	CLP	248-955S	Maintenance	Crossing
Essex, Maple St	NECR	247-705B	Maintenance	Crossing
Fair Haven, Prospect St	CLP	248-940C	Maintenance	Crossing
Hartford, Nutt Ln	WACR Conn	247-814E	Maintenance	Crossing
Lyndon, Broad St	WACR Conn	850-919D	Maintenance	Crossing
Lyndon, E Burke Rd (RT 114)	WACR Conn	850-916H	Maintenance	Crossing
Milton, McMullen Rd	NECR	247-328P	Maintenance	Crossing
Montpelier, Bailey Ave	WACR M&B	837-321W	Maintenance	Crossing
Montpelier, Green Mountain Dr	WACR M&B	837-320P	Maintenance	Crossing
Montpelier, Pioneer St	WACR M&B	837327M	Maintenance	Crossing
Newport, Cross Rd	CMQX	847-896V	Maintenance	Crossing
Newport, Lake Rd	CMQX	847-908M	Maintenance	Crossing
Pittsford, Fire Hill Rd	CLP	837-141Y	Maintenance	Crossing
Rutland, Curtis Ave	GMRC	851-284F	Maintenance	Crossing
Rutland, Ripley Rd	VTR North	851-295T	Maintenance	Crossing
Shaftsbury, Church St	VTR B&R	851-170T	Maintenance	Crossing
Shelburne, Pine Haven Shores Rd	VTR North	851-413T	Maintenance	Crossing
St. Johnsbury, Memorial Dr	WACR Conn	850-935M	Maintenance	Crossing

Rail Standard and Emergency Projects Completed

Project Name & Number	Line	DOT Crossing #	Project Type	Asset
Brandon STP 2033(31)	VTR	851-328D	Programmed Project	Crossing
Burlington STP 2035(15) C/1 - Utilities	VTR		Programmed Project	Crossing
Cavendish STRB18(3)	GMRC		Emergency - Bridge Repair	Bridge
Charlotte STP 2035(23)	VTR	851-391V	Programmed Project	Crossing
Ferrisburgh STP 2035(24)	VTR	851-388M	Programmed Project	Crossing
Ferrisburgh STP 2035(25)	VTR	851-382W	Programmed Project	Crossing
Ferrisburgh STP 2035(26)	VTR	851-373X	Programmed Project	Crossing
Montpelier WACR(10)	WACR		Programmed Project	Track
Montpelier WACR(14)	WACR		Programmed Project	Crossing
Norwich STP 2034(18)	WACR	053-543M	Programmed Project	Crossing
Pittsford STP 2033(32)	VTR	851-317R	Programmed Project	Crossing
Pittsford STP 2033(33)	VTR	851-320Y	Programmed Project	Crossing
Rutland Town 0163(5)	VTR	851-298N	Programmed Project	Crossing
Rutland VTRY(49)	VTR		Programmed Project	Track
Shaftsbury VTRY(16)	VTR		Programmed Project	Bridge
Statewide RREW004 C/1 - 2 sites	LVRT/MVRT		Emergency - FEMA	Slope/Culvert
Statewide RREW004 C/2 - 14 sites	LVRT		Emergency - FEMA	Slope/Culvert
Statewide RREW004 C/3 - 8 sites	LVRT		Emergency - FEMA	Slope/Culvert
Statewide RREW004 C/4 - 32 sites	LVRT/MVRT		Emergency - FEMA	Slope/Culvert
Vergennes PLAT(1)	VTR		Programmed Project	Platform
Vergennes VRRD(1)	VTR		Programmed Project	Station

Aviation Projects Completed

Airport	Project Name	Project Type	Asset
Caledonia County, Lyndon	Airport Layout Plan Update	FAA Airport Improvement Program	Airport
Franklin County, Highgate	Perimeter Fencing	FAA Airport Improvement Program	Airport Safety
Northeast Kingdom International, Coventry	Vegetation Management - Phase 1	FAA Airport Improvement Program	Runway
Northeast Kingdom International, Coventry	Utility Relocation	FAA Airport Improvement Program	Airport
Rutland-Southern Regional, Clarendon	Airport Fire Fighting Equip (ARFF)	FAA Airport Improvement Program	Airport
Middlebury	Obstruction Removal Phase 1	FAA Airport Improvement Program	Airport Safety
Statewide	Pavement Maintenance - 2020	FAA Airport Improvement Program	Runway/Taxiway

Highway Projects Substantially Completed

Project Name & Number	Route Number	Description of Work
BARRE TOWN STP HES 0169 (8)	VT-10	Roadway reconstruction
BOLTON IM 089-2(45)(RE-AD)	TH 4	Bridge Rehab
BURLINGTON STP 2035 (15) C/1	VTR	Advanced drainage work
CAMBRIDGE STP 0235 (21)	VT-108	Slope Stabilization
CASTLETON STP 0161 (35)	VT-30	Ledge Stabilization
CAVENDISH BO 1442 (38)	TH 1	Bridge Replacement
CHARLOTTE STP 2035 (23) FERRISBURGH STP 2035 (24)(25)(26)	TH 1, 2, 4, 5	Rail Crossing
DOVER BF 013-1 (20)	VT-100, VT-9	Bridge Replacement
EDEN BO 1448 (44)	VT-13	Bridge Replacement
FAIR HAVEN STP PC19(2) & POULTNEY STP PC19(4) & W RUTLAND PC	VARIOUS	Pavement Resurfacing
FAIRLEE IM 091-2 (86) (RE-ADV)	I 91	Ledge Stabilization
GEORGIA BF 023-1 (7)	VT-104A	Bridge Replacement
MANCHESTER VTRY (7)	RR	Rail Bridge Rehab
MANCHESTER-DORSET STP PS19 (9)	VT-30	Pavement Resurfacing
MANCHESTER-PERU STP 2708 (1) & WINHALL ST 2974 (1)	VT-11	Pavement Resurfacing
MONTPELIER BO 1446 (36)	TH 130	Bridge Replacement
MONTPELIER WACR (7)	NA	Rail Bridge Rehab
MORETOWN BF 0167 (16)	VT-100B	Bridge Replacement
MORETOWN STP PS20 (1)	VT-100B	Pavement Resurfacing
MT. HOLLY BF 0133 (12)	VT-155	Bridge Replacement
NEW HAVEN-BRISTOL PS19 (8)	VT-17	Pavement Resurfacing
NORWICH STP 2034 (18)	WACR	Rail Crossing
ORLEANS VILLAGE BF 0310 (7)	VT-58	Bridge Replacement
PITTSFORD STP 2033 (33)(32)BRANDON STP 2033(31)RUTLAND STP	NA	Rail Crossing
PUTNEY STP DECK (38)	US 5	Bridge Rehab
ROYALTON CMG PARK (27)	VT-107	Park and Ride
RUTLAND WCRS (23) C/3 RUTLAND WCRS (23) C/4 RUTLAND VTRY (49	RR	Rehab track and turnouts
SHAFTSBURY VTRY (16)	VTR	Culvert Rehab
ST. JOHNSBURY CMG PARK (30)	US 2	Park and Ride
STATEWIDE IMG MARK (117)	STATEWIDE	Pavement Markings
STATEWIDE IMG SIGN (61)	I 93	New Signs
STATEWIDE SE STPG SIGN (67)	VT 44, 44A, 103, 106, 5	New Signs
STATEWIDE STP CRAK (37)	MISC	Pavement preservation

Highway Projects Substantially Completed (continued)

Project Name & Number	Route Number	Description of Work
STATEWIDE STP CRAK (38)	VARIOUS	Pavement preservation
STATEWIDE STP CRAK (39)	MISC	Pavement preservation
STATEWIDE STP CRAK (40)	MISC	Pavement preservation
STOWE STP PC19(5) & WATERBURY STP PC20(5)	VT-100 & US 2	Pavement Resurfacing
THETFORD CMG PARK (43)	I 91	Park and Ride
THETFORD IM SCRP (22)	I 91	Culvert Rehab
VERGENNES STP PC20 (1) & BRISTOL STP PC20 (2)	VT-22A, VT-116	Pavement Resurfacing
W.RUTLAND-RUTLAND STP FPAV(18) & W.RUTLAND STPG SGNL (50)	US 4	Intersection signal replacement
WASHINGTON-BARRE TOWN STP FPAV (37)	VT-110	Pavement Resurfacing
WATERBURY-RICHMOND IM SURF (58)	1-89	Pavement Resurfacing
WATERFRD-ST J, BURKE-NEWARK, WHEELOCK-SHEF STPFPAV 15,17,21	VT-18, VT-5A, VT-122	Pavement Resurfacing
WILLISTON IM 089-2 (54)	I 89	Culvert Rehab
WILLISTON STP HES 5500 (12)	VT-2A	Pavement Resurfacing
WILMINGTON-STRATTON STP PS19 (7)	VT-100	Pavement Resurfacing

Municipally Managed Construction Projects Substantially Completed

Project Location	Project Number	Description of Work
Bennington	STP SDWK(12) and STP BP18(14)	Construction of a shared-use path along Kocher Drive, from Northside Drive to Performance Drive.
Brandon	NH 019-3(496)	Reconstruction of the Class I section of US 7, from the Class I highway limit extending north, including full depth pavement, sideroads, sidewalks, parking areas, drainage, utilities, traffic signals, signs, etc.
Brandon	STP EH05(4)	Construction of sidewalk along Union Street.
Brandon	STP MM18(5)	Construction of eight bio-swales and upgrade of the associated stormwater infrastructure on VT 73, Park Street.
Bristol	ST BP19(20)	Sidewalk improvement on Main Street, east of South Street.
Burlington	STP SDWK(19), STP SDWK(23) and STP BP15(7)	Construction of shared use path along Colchester Avenue, from East Avenue to North Prospect Street.
Burlington	STP BP13(6)	Pedestrian improvements to Birchcliff Parkway and Locust Street,including new sidewalks, crosswalks and drainage.
Colchester	STP 5600(21)	Improvements to the VT 127 Blakely Road/Laker Lane Intersection.
East Montpelier	STP BIKE(63)	Construction of sidewalks and lane widening along US 2, from VT 14 South Intersection to VT 14 North Intersection.
Essex Junction	TAP TA16(7)	Construction of a gravel wetland near Brickyard Road and Mansfield Avenue.
Essex Town	TAP TA16(5)	Construction of detention pond retrofit near Sydney Drive.
Fairfield	STP BP18(12)	Construction of sidewalk and pedestrian improvements along South Road, Soule Drive and VT 36.
Hardwick	STP LVHT(1) C/2	Construction of trailhead parking and trail resurfacing at Lamoille Valley Rail Trail.
Jericho	STP BP15(10)	Construction of shared use path along Browns Trace Road, from Pratt Road to Lee River Road.
Lyndonville	ST BP18(24)	Replacement of sidewalk on the north side of Center Street, from Park Avenue to Main Street.
Lyndonville	ST BP19(21)	Construction of sidewalk on the north side of Center Street, from Main Street to Elm Street.
Manchester	STP BP19(22)	Sidewalk reconstruction on Union Street, including replacement of pavers with stamped concrete.
Milton	STP BP16(10)	Construction of sidewalk gaps along US 7 South, from Nancy Drive to Haydenberry Drive.
Moretown	STP BP13(8) and STP MM18(12)	Construction of sidewalk and replacement of existing drainage system along VT 100B, from Moretown Mountain Road to Hurdle Road.
Old Bennington	ST BP19(26)	Sidewalk replacement on Monument Avenue, including a new crosswalk.
Proctor	ST BP19(28)	Sidewalk replacement along Main Street at the Town Green.
St. Albans Town	STP MM19(1)	Construction of new salt shed on town property near Brigham Road.
St. George	ST BP18(28)	Construction of sidewalk along VT 2A, from Hemlock Street to Barber Road, and new crosswalk with RRFBs.
Statewide Better Roads - Construction		93 Municipal Mitigation projects at various locations statewide.
Sunderland	ST BP18(29)	Shoulder widening on Sunderland Hill Road.

Municipally Managed Construction Projects Substantially Completed (continued)

Project Location	Project Number	Description of Work
Swanton Village	ST BP18(30)	Construction of sidewalk along the north side of VT 78, First Street, from King Street to Brown Avenue.
Swanton-St. Johnsbury	STP LVRT(8)	Trail construction on the Lamoille Valley Rail Trail, from Gore Road in Highgate to Robin Hood Drive in Swanton.
Thetford	STP EH09(10)	Pedestrian Improvements and traffic calming along VT 113 in Thetford Hill Village.
West Rutland	STP BP15(1)	Construction of sidewalk along Campbell Avenue, Thrall Avenue, Clarendon Avenue, Ross Street and Fairview Street.

Municipally Managed Scoping Projects Substantially Completed

Project Name	Project Number	Description of Work
Fair Haven	STP BP18(11)	Scoping study to improve the walkability of downtown Fair Haven by improving three crosswalks, improve control point for traffic flow by installing pedestrian islands, curbing and sidewalk to improve pedestrian safety, review traffic flow and need for center turn lane to improve bike and pedestrian traffic.
Manchester	STP BP18(12)	Study to determine how the old Manchester Dorset and Granville (MDG) Railroad bed can be used to create a safe way for pedestrians and cyclists to access schools and recreation facilities in the town.
Middletown Springs	TAP TA19(7)	Study to determine if a town owned parcel on VT 140 is a viable location for a new town garage, salt shed and transfer station.
Statewide Better Roads - Road Erosion Inventories		43 Road Erosion Inventory projects at various locations statewide.
Woodstock	STP BP18(9)	Scoping study to extend sidewalk along east side of US 4 from Pizza Chef in the Village to Gallery Place Plaza in Town.

Our story doesn't end here. Follow us on social media to stay current on our latest developments.
There's always something new happening at VTrans.

VTransOntheRoad

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We hope you've enjoyed this year's edition of the Fact Book. To access additional reports, statistics, maps, contact information, and more visit vtrans.vermont.gov

VERMONT
AGENCY OF TRANSPORTATION
219 North Main Street, Barre, VT 05641
(802) 917-2458