VERMONT AGENCY OF TRANSPORTATION

2022 FACT BOOK and Annual Report

Published January 7, 2022

NORTH HERO - GRAND ISLE. The past year brought another busy season of construction on the US Route 2 Drawbridge replacement project. The structural concrete for the new bascule piers was completed as crews began erecting steel and preparing for the installation of the new drawbridge control house.

ST. ALBANS. The return of Amtrak services in mid-July 2021 was kicked off with a “Welcome Back” event at St. Albans Station. Officials from federal, state, and local government joined with excited rail enthusiasts to take the inaugural ride from St. Albans to Essex Junction.

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SWANTON. When a washout eroded part of VT Route 78 in late June, AOT crews acted fast and installed a new box culvert in just a few days, enabling this important route through the Champlain Islands to reopen for the Independence Day holiday weekend.

Winter maintenance is about more than just snow plowing. Despite the cold temperatures, VTrans crews spend a good portion of the winter months repairing and replacing damaged guardrails to keep the roadway safe for motorists.

HARTFORD. While touring different construction sites, Rep. Peter Welch (center right) met with Transportation Secretary Joe Flynn (right), AOT Deputy Chief Engineer Erin Parizo (center left), and AOT Construction Engineer Jeremy Reed (left) to see the progress on the US Route 4/ VT Route 14 repaving project.

BERLIN. 2021 brought the completion of the I-89 Berlin bridges project, fully replacing the bridge decks for southbound and northbound traffic over VT Route 62 and Crosstown Road. Crossover traffic patterns were used during construction to allow traffic to flow in both directions while different bridges were closed for work.

NEWBURY. The Boltonville Bridge over the Wells River connecting US Route 302 and Boltonville Road received a major face lift this past season as crews fully replaced the bridge deck and steel beams. New bridge joints were also installed, along with minor repair work to the concrete substructure. These improvements will increase the longevity of the bridge and will protect the structure from further deterioration due to chlorides.

In Summer 2021, AOT participated in the National Summer Transportation Institute, an intensive summer camp that gives students a hands-on exploration of our transportation systems. AOT professionals from across the agency volunteered their time to show students what they do and help them try their hand at a wide variety of VTrans activities. From sign printing and culvert inspection vehicles to backhoes and distracted-driving obstacle courses, it was a lot of fun for all involved.

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 2022 Staff

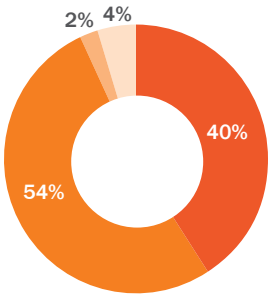
Total 1277

239 Department of Motor Vehicles
280 Highway Division
557 District Maintenance and Fleet
127 Finance and Administration
74 Policy, Planning, and Intermodal Development

SFY 2022 Funding

Total Appropriation: $675.8M

- $271.9M Transportation Fund
- $361.6M Federal Funds
- $11.4M TIB Funds
- $26.9M Other Sources
  - $1.8M Local/Other
  - $2.9M Interdept. Transfers
  - $22.7M Internal Service



DEPARTMENTS AND DIVISIONS

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; collects motor fuel revenue.

- $340M Revenue
- 1.07M Transactions
- 748K Registrations
- 203K Credentials Issued (Licenses & ID Cards)

Highway

Oversees prioritization, programming, design, engineering, and construction of projects on the interstate and state highway system; supports municipal projects; manages the safety and overall needs of the Agency's highway assets – bridges, culverts, signals, signs, pavement, and more – from budgeting and conceptualization through construction and ensuring effective operation.

- 61 Highway Fatalities, 2020
- 253 Major Crashes, 2020
- 247 Miles Paved, 2021
- 52 Construction Projects Completed, 2021

District Maintenance and Fleet

Oversees year-round maintenance of the state highway and interstate network, including bridges, signs, and culverts; provides technical assistance to municipalities; procures and maintains the fleet of trucks and equipment; provides technical services including Pollution Prevention and Compliance, and Bridge Maintenance.

- 1.6M Lane Miles Plowed Winter 20-21
- $16.9M Cost of Winter Maintenance
- 88 Stormwater Permits Inspected
- 68% Plowtruck Availability (Plow/Dump)

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.

- 19.3K Passenger Rail Ridership, Vermont-Stations, FFY21
- 2.44M Public Transit Ridership
- $2.2M Aviation Grant Awards FFY21 (Federal Share)
- 241 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, facilities management and logistics, emergency management, safety compliance, and recruitment.

- 345 Public Records Requests, 2021
- $1B Value of Contracts and Amendments
- $283M Federal Funds Obligated, FFY21
- 59 Number of Maintenance Complexes
- 170 Number of Hearings Held

Note: All data is from State Fiscal Year 2021 (SFY21), 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.

ROCKINGHAM. The new bridges along I-91 spanning the Williams River feature a unique construction method utilizing pre-cast concrete. These pre-cast concrete girders weighed almost 93 tons each.

Interstate 91 Rockingham Bridges

DESIGNING FOR RESILIENCE AND DURABILITY ON THE LONGEST SPLICED PRECAST GIRDER BRIDGE IN VERMONT

Interstate I-91 carries travelers north and south along the scenic banks of the Connecticut River through the Green Mountain State of Vermont from Massachusetts to the Canadian border. Amid the beautiful rolling hills in the southeast portion of the state, the interstate crosses a moderate ravine in the town of Rockingham that contains the Green Mountain Railroad and the Williams River.

Reed & Reed Inc. of Woolwich, Maine, teamed with HDR Inc. and various Vermont subcontractors to design and build two precast spliced girder bridges that exceeded the 100-year service life requirement of the bridges. These are the first bridges of this type in Vermont. The design provided an economical solution for this important transportation link: an all-concrete structure that incorporates pre-stressing, post-tensioning, and a blend of reinforcing materials, allowing local suppliers to provide the necessary materials and providing the required 100-year service life, in an aggressive de-icing environment.

Atop a challenging topography and more than 130 feet above an environmentally critical river, these longest-spliced precast girder bridges in Vermont were constructed in place of the existing 736-foot-long, nearly 35-foot-wide twin steel truss bridges. To match the existing interstate corridor, each bridge has two 12-foot-wide travel lanes, one 10-foot breakdown shoulder, and one 4-foot median shoulder. Each new bridge is more than 41 feet wide, 18% wider (more than 6 feet) than the previous bridges, and spans 860 feet from abutment to abutment, which is 110 feet longer than the previous bridges.

Each concrete precast segment had to be taken off delivery trucks from the existing bridge. The contractor deployed a rolling roadblock that slowed interstate traffic to create a 20-minute window in which to connect and install the segment. The northbound bridge opened to traffic in April 2019, and the southbound bridge fully opened in September 2021.

The public viewed the project with enthusiasm and wonder due to the size of the elements and the relatively low impact of the project on the daily lives of local residents and commuters. Many local dignitaries noted the positive economic benefit of a project this size in a small community. The infrastructure is improved, and the local economy is stimulated by the influx of people living and spending money in the community.

This project won the 2021 PCI Design Award for Best Bridge with a main span more than 150 feet and selected by Roads & Bridges Magazine as #6 of the top 10 Bridge Projects for 2021.

Waterbury Area Transportation Projects

In 2014, the Vermont Agency of Transportation initiated the Waterbury Area Transportation Projects (WATP), a group of independent transportation projects in and around the Town of Waterbury that served to improve transportation infrastructure and meet the immediate and long-range needs of the community and region. These projects included the rehabilitation and replacement of three Interstate 89 bridges in Waterbury, a reclaim project on VT Route 100 between Waterbury and Stowe, a reclaim project on US Route 2 between Bolton and Waterbury, and the construction of a roundabout at the US 2/VT 100 intersection, among others.

In 2021, the Agency completed construction of one of the most complex and significant projects: the reconstruction of US 2 (Main Street) in downtown Waterbury. This $25 million construction project rebuilt approximately one mile of Main Street and included the installation of engineered subbase material, replacement and upgrades to the drainage system, reconstruction of sidewalks, replacement and upgrades to buried utilities, street lighting, and signage, resulting in a roadway that integrates all users and fits within the context of the community.

With the completion of this project, as well as the projects identified under the WATP, the significant investment that was made will strengthen the region's transportation system and also contribute to the economic viability, livability, and sustainability of local communities.

DOWNTOWN WATERBURY. A ribbon cutting ceremony to mark the completion of downtown construction was held in late August 2021. The event coincided with the 10th anniversary of Tropical Storm Irene. Senator Patrick Leahy was in attendance to help celebrate this important milestone in Waterbury's decade of resilience and transformation.

Formation of the District Maintenance and Fleet Division

On April 25, 2021, the Agency formed the District Maintenance & Fleet Division to oversee all regional offices, districts, and garages statewide; central garage functions; and maintenance activities statewide. The formation of the new division also reestablished Maintenance District 6, headquartered at the Dill Building in Berlin and charged with overseeing garages in North Montpelier, Orange, Morrisville, Middlesex, Waitsfield, and Williamstown.

Fleet (Central Garage) is AOT's advocate, caretaker, and technical resource for the Agency's mid-size and heavy-duty highway and bridge maintenance fleet assets, including multi-use plow and dump trucks and specialized heavy and construction equipment. These assets include 275 dump trucks, 112 pickups with plows, 55 loaders, and eight graders. Additionally, Fleet supports equipment for Highway Maintenance, DMV Commercial Vehicle Enforcement Section, Aviation, and Bridge Inspection through intra-agency service agreements. Fleet also collaborates with BGS Fleet, municipal and regional technical projects, and various ad hoc engagements during major emergency events in and outside Vermont.

The Maintenance Districts and Central Garage were previously a part of the Highway Division, which was created in 2014 in large part due to lessons learned from Tropical Storm Irene. The Highway Division doubled in size as a result of combining the previous Project Development Division and Operations Division. At that time, the goal was to realign the Agency for better integration of workflow across divisions and to address assets throughout their life cycle. Seven years later, AOT determined that it was time to reintroduce the Districts and Central Garage with the clarity of focus and prominence that their key functions require. The Districts and Central Garage now account for $125.7 million of the Agency's FY22 As Recommended Budget.

Four bureaus now comprise the Highway Division: Construction & Materials Bureau, Project Delivery Bureau, Asset Management Bureau, and Operations & Safety Bureau.

Vehicle Electrification

AOT serves on an interagency team that is administering a $4.6 million grant program for constructing and operating electric vehicle charging stations through public-private partnerships. 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 $1.75 million comes from state funds. All projects require some level of matching funds from grantees.

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 dedicated about $1.7 million to filling gaps in the state's highway corridor fast-charging network. Once constructed, these eleven new charging stations will put a fast charger within about 30 miles from almost every address in Vermont. Round 4 applied $750,000 to continue building out Vermont's highway corridor fast-charging network by adding an additional six stations. The interagency workgroup also designed a fifth funding round to make $1 million available for Level 2 charging at affordable multiunit dwellings.

Using Federal Transit Administration grant opportunities, AOT continues to purchase electric buses for the state's 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 competitive federal funds and is embarking on a "Zero-Emission Transition Plan" study to ascertain the funding and operational requirements necessary to move to an all-electric transit 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 an adjusted gross income of up to $125,000 (depending on tax filing status) for new electric vehicles with a base MSRP of $40,000 or less. AOT also administers the MileageSmart incentive program for used fuel-efficient vehicles, including EVs, through a grant to Capstone Community Action. In addition, AOT is developing a Replace Your Ride Incentive Program that will pay Vermonters to retire old combustion vehicles and to drive electric or use alternative forms of transportation such as public transit. AOT is also developing an Incentive Program for Electric Bicycles.

AOT provides funding to Drive Electric Vermont for consumer education and outreach relating to electric vehicles, research and data tracking, and stakeholder coordination. AOT has played a leading role in drafting the transportation sections of Vermont's 2022 Comprehensive Energy Plan and Vermont's first Climate Action Plan.

Name a Plow Program & Vermont Plow Day

In October 2021, AOT invited Vermont school children to name the Agency's snow plows. The plow naming tradition began years ago in Scotland, and in recent years, AOT has received many inquiries about naming the State's fleet of plow trucks. A total of 163 schools sent in names, and the Agency made a sign with each plow name and school name. The Agency declared November 17th "Vermont Plow Day" and drove the plow trucks to schools around the state to visit the students that had named them. Students learned about the trucks and the work done by AOT snow plow operators. Throughout Vermont, young students posed for photos with the big orange trucks, AOT plow drivers, and the signs displaying the new snow plow names. The naming program and visits were a great success, generating fun for all involved and a chance for Vermont students to learn about winter highway maintenance. The complete list of participating schools and plow names is on the AOT website at https://vtrans.vermont.gov/name-a-plow.

Department of Motor Vehicles

ELECTRIC MOTORCYCLE

The Vermont DMV Enforcement and Safety Division was the first police agency in the country to employ an electric motorcycle. Harley Davidson reconfigured its LiveWire electric motorcycle to make it suitable for police use. The success of the LiveWire opens the possibility of moving the police vehicle fleet to the electric platform and makes Vermont a pioneer for the use of electric motorcycles for law enforcement officers.

ONLINE SERVICES

The DMV continued to increase the number of services available online to include enhancements to the scheduling system and development of an online tax estimator that is expected to launch in early 2022. Online services have opened many possibilities for customers who can obtain necessary documentation from home. Online services also expanded to allow third-party examiners and drivers' education instructors to use online classroom training in place of in-person.

COMMERCIAL VEHICLE INFORMATION EXCHANGE WINDOW

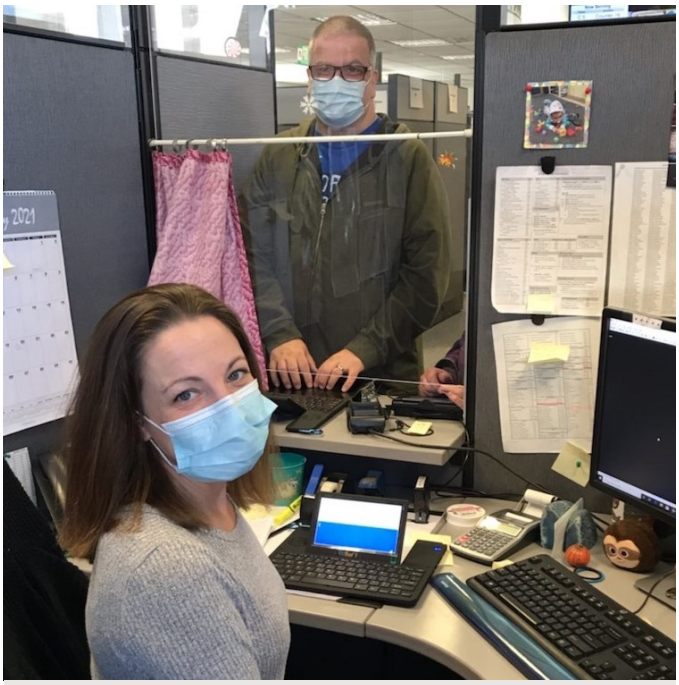
The Commercial Vehicle Information Exchange Window (CVIEW) helps DMV Enforcement inspect commercial vehicles. CVIEW makes the inspection of commercial vehicles much faster because it allows officers to access information through a single portal.

MODERNIZATION PROJECT

Funding for the vehicle services stage, the first stage of the DMV Core System Modernization project, was secured and work began on planning for implementation. The business lead for the project was identified, and a team is being assembled in anticipation of the system's launch. The first stage of the project will focus on vehicle services and provide a streamlined experience for DMV customers and staff.

UBI DUO DEVICE

The Ubi Duo device enables deaf people to communicate more effectively with DMV staff. It allows for text-to-speech functionality. The DMV acquired these devices to increase access to services for deaf and hard of hearing individuals as part of an ongoing effort to expand accessibility.



UBI DUO DEVICE. DMV customers who are deaf or hard of hearing can now communicate more effectively with DMV staff using the new Ubi Duo device.

MONTPELIER. DMV Enforcement continued the annual tradition of escorting the State House Christmas tree to its new home at the Capitol. This year's tree traveled all the way from Wallingford, Vermont.

Public Transportation

COVID RESPONSE

The Public Transit program, in partnership with seven regional providers, continues to implement service changes to address the pandemic. In addition to the safety protocols, which included going fare-free, erecting barriers, posting updated mask and distancing guidance, etc., AOT used its demand response services to offer rides to vaccination clinics for anyone needing a ride. To date, there have been no infections traced to the public transit service.

MICROTRANSIT

Green Mountain Transit (GMT) successfully launched the state's first "Microtransit" pilot in Montpelier. Microtransit is real-time, on-demand transit service, and GMT replaced three fixed routes with a "service region" encompassing roughly 8 square miles. Mobility services are now being provided through the "MyRide" branded service, and anyone can call a local number or use an app to schedule a trip. This transition to microtransit has led to increased ridership and reduced wait and on-bus times, and it is receiving an average of 4.8 out of 5 stars in the rating responses.

ELECTRIFICATION OF THE TRANSIT FLEET

To date, AOT has successfully applied for a total of 18 electric buses. When these buses have been delivered, six of the seven transit providers will have embarked on the electrification process. Furthermore, the recently published Vermont Public Transit Fleet Electrification Plan, due out in December 2021, outlines the infrastructure and capital needs to achieve full electrification. This plan is a critical next step as the State moves from initial testing of e-buses to replacing the entire fleet during the next several years.

RECOVERY AND JOB ACCESS PROGRAM

In FY22, the Agency awarded funds to all transit organizations to provide trips for those continuing their recovery and/or seeking access to a job opportunity. These competitively awarded funds have provided thousands of trips throughout the state for these purposes and are now incorporated into the current demand response programs (Medicaid, Vermont Elders and Persons with Disabilities programs). AOT and AHS are partnering to split the non-federal matching funds required, a meaningful interagency plan and partnership.

E-BUSES. In Summer 2021, members of the Governor's Cabinet were aboard GMT's Proterra Electric Bus. The 40-foot electric bus is one of two e-buses that have been in service since January 2020, traveling a combined 25K miles in that time.

GMT's e-buses are the first in the state, with 16 more now funded through federal grants. The new e-buses are expected to roll out for service during the next three years.

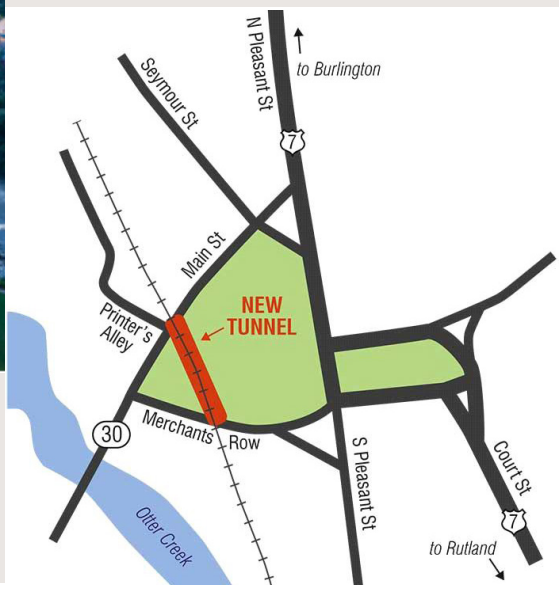
Structures and Hydraulics

In the Highway Division's Structures section, 24 projects were advertised in 2021, and four projects were delayed, representing an 86% success rate of advertising on time. Of the 24 projects advertised in 2021, 58% (14 projects) are state highway projects, 29% (seven projects) are town highway projects, and 13% (three projects) are interstate projects. Finally, nine projects were transferred from scoping to design in 2021.

The Hydraulics section completed 20 preliminary hydraulic reports, 18 final hydraulics reports for programmed projects, and 61 hydraulic reports for district and town culverts.

27 bridge replacement, rehabilitation, and preventative maintenance projects were under construction during 2021, totaling $90.8 million dollars. Five of the projects utilized Accelerated Bridge Construction (ABC).

Large Bridge Projects Update



MIDDLEBURY BRIDGE AND RAIL PROJECT. The Vermont Agency of Transportation (AOT), in collaboration with the Town of Middlebury, replaced two nearly 100-year old rail bridges in the center of Middlebury with a tunnel. The 360-foot tunnel that replaced the Main Street and Merchants Row bridges addresses several deficiencies. The tunnel provides vertical clearance for double-stack rail cars. By lowering the railbed approximately 4 feet, clearance was increased to 21 feet without affecting the grade of the road and sidewalks above.

The tunnel provides improved rail alignment, softening the rail curve to allow better horizontal clearance for trains. The project included drainage improvements that mitigated the risk of icing problems and ponding that occurred in the past. Replacing the rail bridges with a tunnel received broad support at public meetings and was endorsed by the Middlebury Town Selectboard. The tunnel changes the town landscape by overlaying the depressed, walled railbed with green space that links Triangle Park with the Village Green in the heart of downtown.

ROCKINGHAM I-91 BRIDGE REPLACEMENT This project included the replacement of the existing twin four span, two lane structures over the Green Mountain Railroad and Williams River that were constructed in 1960-1961 and rehabilitated in 1988. The existing bridges were 850-feet in length and in poor condition.

During construction, the bridges were built in two phases, with one bridge being built at a time. Highway crossovers were utilized to maintain one lane of traffic in each direction.

This project was contracted as a Design-Build project, a method of project delivery whereby a single entity is contractually responsible to perform design, construction, and related services. The new superstructure is comprised of five precast concrete bulb-tee girder lines. The new bridges are wider than the existing bridge with two 12-ft travel lanes, a 4-ft left side shoulder, and a 10-ft breakdown lane. Both Bridge 24N and 24S have abutments and pier substructures supported by footings on piles, with the exception of one pier on each bridge bearing on bedrock.

Transportation Operations

TRANSPORTATION MANAGEMENT CENTER (TMC)

The Transportation Management Center (TMC) is the operations hub for all transportation-related matters throughout Vermont 24 hours a day and 365 days a year. The TMC monitors and responds to traffic conditions, and communicates vital information about weather, storm alerts, and road conditions to AOT, State Police Dispatcher centers, Vermont Emergency Management, other agencies, the media, and the public.

In 2021, the TMC continued efforts with a software vendor to execute a new contract for New England Compass. The contract includes a new 511 Traveler Information website for the public that has new features and an improved user experience. The TMC supported and continues to support Digital Message Board requests for COVID vaccine clinics throughout the state, facilitating the deployment of message boards to clinic locations and activating digital messages. The TMC also has been participating in the development and implementation of the DMV's new ePermittng system as a Business Lead. This system modernizes the permitting system and makes it available online to DMV customers.

TRAFFIC SIGNALS

The number of traffic signals with remote communication capabilities increased from 74 to 104 (64% of the system). Six signals on US Route 7 were replaced. They were some of the oldest in the system with the highest traffic volumes in the state. AOT signal replacement and upgrade projects reduced the number of signals in poor condition from 36 to 28 during 2021.

MORRISVILLE-STOWE STATE AIRPORT. Morrisville-Stowe State Airport was busy in the summer of 2021 with improvements to the runway surface area and construction of a new parallel taxiway to create a safer aviation operating environment. These two projects also included earthwork, stormwater drainage, and new electrical infrastructure.

Aviation

The Agency finished work on the new taxiway at Morrisville-Stowe State Airport safety project. AOT will continue to finalize the design of the next phase of the project at Franklin County Airport, which will extend the runway by 1,000 feet, making the total runway length 4,001 feet. The Agency began the design phase for a runway reconstruction project at the Springfield Airport to improve the surface condition and safety areas. Tree clearing within aviation flight paths continued at many airports; this FAA requirement must be fulfilled in order to apply for federal grants. Master planning efforts commenced in Middlebury and Rutland, as well as an update of the Knapp Airport Master Plan.

Rail

The AOT Rail Bureau continues to advance projects associated with the federal BUILD grant that was received in 2019. A total of 31 bridge projects are associated with this $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. 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 second phase of construction is scheduled to begin in the 2022 season.

Performance

The Continuous Improvement Team worked collaboratively with Contract Administration (CA) to design and implement key business process improvements. The combined project team looked at Finance and Maintenance Agreements for federal-aid projects with the goal of improving efficiency. A few of the valuable improvements realized through this work include digitizing submissions, elimination of paper notarization, and automations for agreement status and notifications. As a result, CA now has defined accountability, higher quality deliverables, and process transparency for their new federal-aid project Finance and Maintenance Agreement requests.

The Performance Section completed an agencywide Customer Survey, with the goal of optimizing the design and placement of its service offerings for the Agency and received a greater than 20% response rate. The results will help the team to better communicate with and serve internal customers as well as develop strategies to support problem solving and change management activities.

VTrans Training Center (VTTC)

In 2021, VTTC contributed to the statewide COVID-19 response including involvement with the Agency's Transportation Incident Command Center (TICC), developing the Workforce Safety Plan, PPE distribution, and employee wellness check-ins throughout the pandemic.

VTTC also established spring and fall eLearning safety training curricula for Aviation, Highway Maintenance, Central Garage, Construction, and the Construction Materials lab, including the creation of 22 AOT-specific eLearnings determined by the training criteria established in the newly developed AOT Occupational Safety and Health Training Matrix.

This year, VTTC procured and developed a training process for respiratory protection fit-testing machine, to conduct fit testing of N-95 respirators as part of COVID-19 response, conducting 35 employee tests across all of DMV enforcement.

The training center also successfully ran its 2020-2021 Transportation Leadership Institute program through an entirely virtual session.

VERMONT LOCAL ROADS. VLR developed and released an eLearning version of its Work Zone Flagger Certification course. This enabled municipal workers to acquire the necessary certification with the flexibility of self-paced, interactive virtual training.

COVID-19. AOT staff from across the Agency pitched in to help support the distribution of thousands of at-home rapid antigen COVID test kits at 51 AOT sites throughout Vermont during the 2021 Holiday Season.

In 2021, a total of 1,329 employees completed a variety of virtual and in-person training, including flagger training, temporary bridge, spring/fall safety and health training, cyber security, supervisory, and leadership training.

Contract Administration

Contract Administration collaboratively worked with the Policy and Planning section to revise the AOT Policy on meal reimbursement for consultants to align with Bulletin 3.5 and other State agencies. The updated policy was approved, and the revisions to the Attachment B Payment Provisions template is pending final review and approval.

Contract Administration coordinated a training on the Brooks Act and second tier selection with FHWA, which outlined the laws and guidance supporting the current process. The initial training was focused on internal personnel and another training is being scheduled for external consultants participation.

The Construction Management System (CMS) E-Contracting module went live this summer and the transition from the former software to this module has been successfully undertaken. All prequalification, proposals, bids, and contracts are effectuated within the system, which has eliminated the need for multiple software systems formerly being utilized.

The Finance and Maintenance Agreement standard template was updated to provide a digital request submission and formatting due to enhancements made in the VPins, MS Teams, SharePoint, and Power Automate applications. The process has created a more efficient process and transparency, eliminated all paper signatures, and automated agreement status, notifications, and archiving.

The Grants Section was created as a unit within Contract Administration this year with the vision of consolidating and standardizing all grant templates, processes, and procedures. The first Notice of Funding Opportunity (NOFO) was prepared and advertised. Additional efficiencies and consistencies are being built as the team expands.

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 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 were deployed in spring 2021, and projects are now being advertised, bid, and contracted through the new CMS. 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.

Project Prioritization

In 2021, AOT and its Regional Planning Commission partners implemented the first year of a two-year pilot of the VPSP2 project selection and prioritization process. This first phase addressed the paving, roadway, and traffic and safety programs. Potential projects were scored using eight criteria: asset condition, safety, health access, environment, community, economic access, resilience, and mobility. The timing of this process is allowing the Agency to better select capital projects for Infrastructure Investment and Jobs Act funding. In March 2022, AOT will begin the second implementation phase covering interstate, state, and town highway bridges.

Facilities

No. of Contracts Managed: 42

No. of Facilities with Renewable Energy: 29

State Funding Managed: $2.2M

TUNBRIDGE. As the Agency turns to green technologies, one maintenance garage has installed new solar panels and an electric heating system to transition the facilities towards self-sufficiency.

Clean Water

• 6 projects in the project development process were designed pursuant to, applied for, and obtained permit coverage under the State Operational (post-construction) Stormwater Program

• 13 new projects constructing new stormwater treatment practices

• 88 previously constructed projects with stormwater treatment practices were inspected and maintained

• 28 of the 80 active construction projects required Construction Stormwater Permit coverage and implemented erosion prevention and sediment controls, with a total of 233 compliance visits by agency staff

• 58 practices identified, 20 designed, and 17 constructed to meet the agency's Flow Restoration Reduction Targets across 10 stormwater impaired watersheds

DERBY. As part of TS4 requirements, AOT Stormwater Techs meet with Maintenance Staff to review Highway Maintenance garage facility grounds for water quality improvements as part of Stormwater Pollution Prevention Plans (SWPPPs) created for each facility. One of the projects under this program was updates to the Derby Garage.

Tech and Maintenance staff teamed up to increase the green space in front of the Derby Office. This summer, approximately 4,000 sq ft of broken pavement in front of the office was replaced with vegetation, a sidewalk, and shrubs.

BERLIN. The existing Park and Ride facility at the intersection of VT Route 62 and Paine Turnpike North underwent major improvements this past construction season. The facility was expanded to create more vehicle parking spaces and features all new paving, markings, and lighting systems.

SUDBURY. Closing a roadway for construction can be a challenge for the traveling public. When two culverts needed replacing along VT Route 30, crews used accelerated bridge construction methods to complete the project as quickly as possible. New pre-cast concrete box structures were installed, and the roadway was reopened in three weeks, far ahead of schedule.

ESSEX. During the summer, a failing metal pipe culvert along VT Route 117 was replaced with a new concrete buried structure and bridge over Alder Brook. The new structure is much wider, allowing for decreased flow velocities. Additional roadway work also improved the project site and promotes better drainage in the vicinity.

DONATE LIFE. In September 2021, the South Burlington DMV office was recognized by the New England Donor Service for its continued efforts in educating and asking about organ donation when issuing drivers licenses.

COLCHESTER. After a long break from face-to-face meetings, CDL Examiners were finally able to get together for in-person training in November 2021.

NATIONAL POLICE WEEK. In honor of National Police Week, DMV Inspectors went to the final resting place of Motor Vehicle Highway Patrol Inspector Robert D. Rossier and placed a rose on his gravestone in remembrance of his ultimate sacrifice for the State of Vermont.

ST. JOHNSBURY. An essential part of certification and safety, CDL Skills testing reopened in late October 2021.

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 2022 Staff
Total: 239

SFY 2022 Funding
Total Appropriation: $35.9M

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

MONTPELIER. 120 State Street located directly across from the Vermont State House has long served as DMV headquarters.

PERFORMANCE & ASSETS

Enforcement & Safety	8,684 Commercial Vehicle Violations, CY21	6,173 Commercial Safety Inspections, CY21	547 Dealers Licensed, CY21	1,114 Inspection Stations, CY21
Operations	203K Credentials Issued (Licenses & ID Cards)	748K Registrations	105K Online License Transactions	167K Walk-in Traffic
Finance & Logistics	$340M Total Revenue	$44.7M Revenue for Other Programs (i.e. Education,Wildlife)	216K Pieces of Mail Received	

Note: All data is from State Fiscal Year 2021 (SFY21), unless otherwise noted
Definitions: CY refers to Calendar Year.

DEPARTMENT OF MOTOR VEHICLES: REVENUE AND TRANSACTIONS

Revenues FY2021, in millions
(including all Education Fund allocations and other out-transfers)

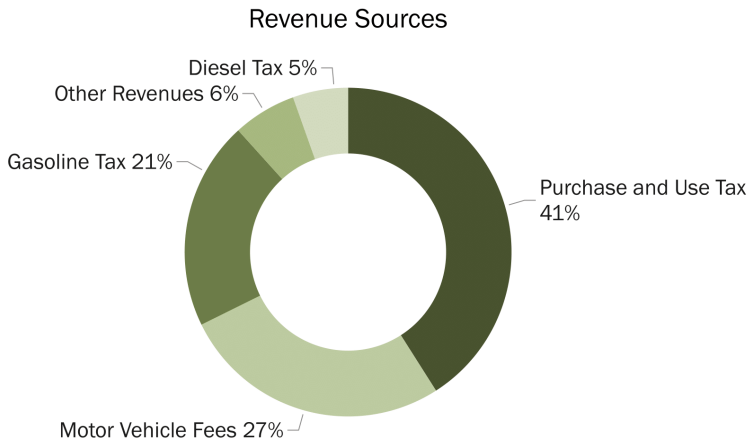
Motor Vehicle Fees (Licenses & Registrations)	$87.6
Gasoline	$67.3
Purchase & Use	$134.1
Diesel	$17.9
Other Revenue (Includes Title Certificates, Oversize Permits, State Civil Traffic Fines, Inspection Sticker Fees, and other sources)	$20.5
Total	$327.4

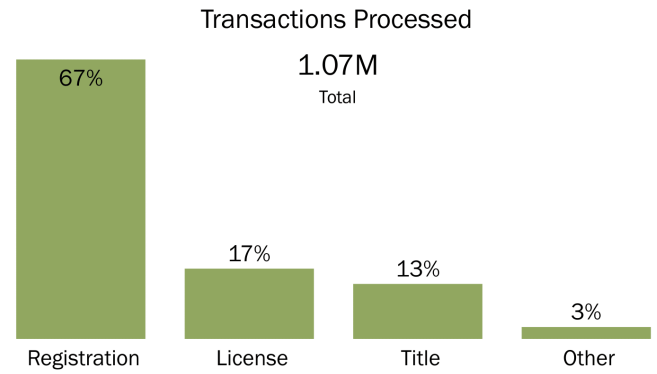
Other Revenues FY2021, in millions

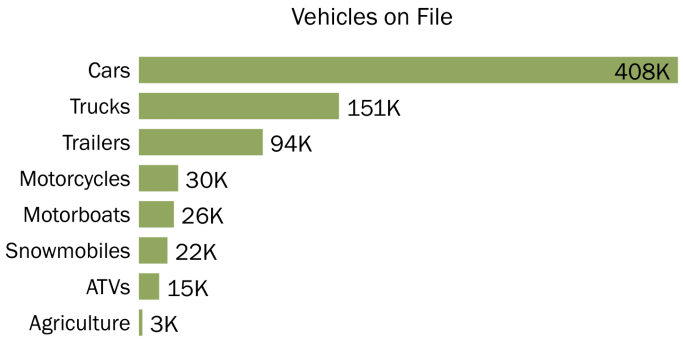
Transportation Infrastructure Bond Gasoline	$10.2
Transportation Infrastructure Bond Diesel and Other	$1.9
Total	$12.1

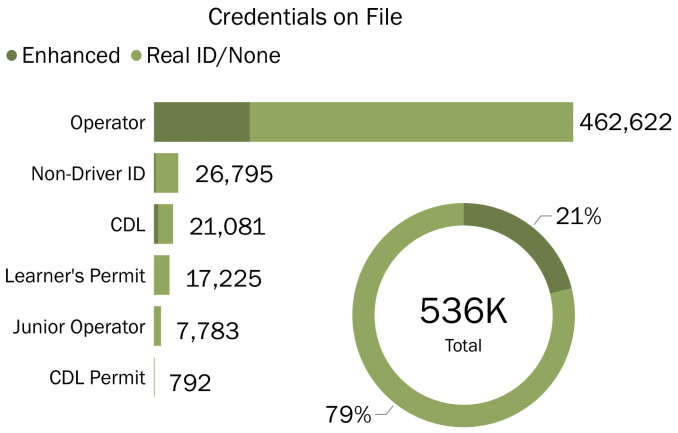
DMV Rates

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, continuous improvement, hearings, civil rights, labor compliance, training, workforce development, facilities management and logistics, emergency management, safety compliance, and recruitment.

Director
Jayna Morse

SFY 2022 Staff
Total: 127

SFY 2022 Funding
Total Appropriation: $16.2M

BERLIN. Bridge installation training was accomplished using a hybrid method of virtual classroom lessons and two days of hands-on in-person exercises at the VTrans Training Center.

PERFORMANCE & ASSETS

Financial Management, Business Support	$283M Federal Funds Obligated, FFY21	$324M Billing Revenue	88.8K Number of Payments Made	$487M Value of Payments Made
Contract Administration	508 Number of Contracts and Amendments	$1B Value of Contracts and Amendments	436 Number of Grants and Amendments	$81M Value of Grants and Amendments
Performance, Audit, Records Management, and Hearings	345 Public Records Requests, 2021	51 Number of Subrecipients Reviewed	16 Completed Performance Engagements	170 Number of Hearings Held
Training, Safety, and Civil Rights	353 State & Municipal Technical/Development Trainings	88 State & Municipal Safety Trainings	100 New Employees Hired & Onboarded	10.9K Cumulative On-the-Job Training Hours, FFY21
Facilities and Emergency Management	59 Number of Maintenance Complexes	28 Number of Facilities with Renewable Energy	64 Number of Mission Essential Functions Monitored & Supported	2 Number of FEMA Emergency Relief Projects

Training, Safety, and Civil Rights	9.1% Disadvantaged Business Enterprise Participation
Facilities and Emergency Management	42 Number of FHWA Emergency Relief Projects

Note: All data is from State Fiscal Year 2021 (SFY21), unless otherwise noted.

BRATTLEBORO. Just as AOT maintenance crews are divided into maintenance districts, regional bridge crews are assigned to areas of the state to keep bridge structures in good repair.

RANDOLPH. While the big orange trucks might be the most iconic VTrans vehicle, other smaller trucks are also equipped with plows and road treatment materials to assist with winter maintenance.

GREENSBORO. Highway maintenance often involves activities off the roadway itself. Our crews stay busy throughout the year cutting back vegetation to help with sight distances and improve safety in the area.

CAMBRIDGE. Scenic VT Route 108, "The Notch," is one of Vermont's most iconic roads. Closed during the winter, a contest is held each spring for the public to guess the date and time when the roadway wil reopen.

District Maintenance and Fleet

The District Maintenance and Fleet Division oversees year-round maintenance of the state highway and interstate network, including bridges, signs, and culverts; provides technical assistance to municipalities; procures and maintains the fleet of trucks and equipment; provides technical services including Pollution Prevention and Compliance, and Bridge Maintenance

Director
Wayne Gammell

SFY 2022 Staff
Total: 557

SFY 2022 Funding
Total Appropriation: $129.1M

JAY. AOT crews work year-round to keep our fleet of maintenance vehicles and equipment in good working order. When break downs do occur, our fleet technicians are on the scene to make repairs and get our big orange trucks back up and running.

PERFORMANCE & ASSETS

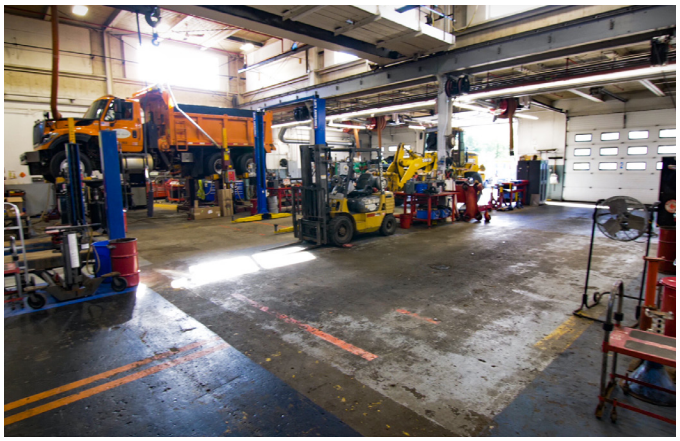
Summer Maintenance	492 Tons of Trash Collected	14.4K Acres Mowed	159.4K Linear Feet of Ditching	5,701 Linear Feet of Culverts Replaced	18.5K Linear Feet of Guardrail Repaired
Winter Maintenance	$16.9M Cost of Winter Maintenance*^	105.3K Salt Used (Tons)*	2,120 Sand Used (Cubic Yards)*	1.6M Lane Miles Plowed*	1.5M Gallons of Liquid Salt Used
Fleet Operations	363 PM's Accomplished	30 # Vehicles Converted to Hybrid/Electric	$10.8K Average Fleet Repair Costs	90% Fleet Vehicles Less Than 8 Years Old	68% Plowtruck Availability (Plow/Dump)
Water Quality/Hazardous Materials	23 Hazardous Material Spills Responded To	5.8% VTrans Lake Champlain Phosphorus TMDL implemented	88 Stormwater Permits Inspected	443 Impervious Acres Covered By Stormwater Permit	

Note: All data is from State Fiscal Year 2021 (SFY21), unless otherwise noted.
** Data from 2020-2021 Winter Season*
^Figure does not include equipment costs

VTrans Central Garage

The VTrans Central Garage purchases, maintains, and administers the Agency's fleet of vehicles and equipment using an internal service fund. Vehicles and equipment are rented to the maintenance districts, DMV, and other VTrans' divisions. Rental income from those customers covers depreciation, service, and overhead.

We continue to focus on returning our plow truck fleet to an 8 to 10-year replacement schedule. Timely replacements minimize costly repairs and breakdowns, and provide good service to Vermont's travelers.



SFY 2022 Staff

51

CENTRAL GARAGE PERFOMANCE & ASSETS

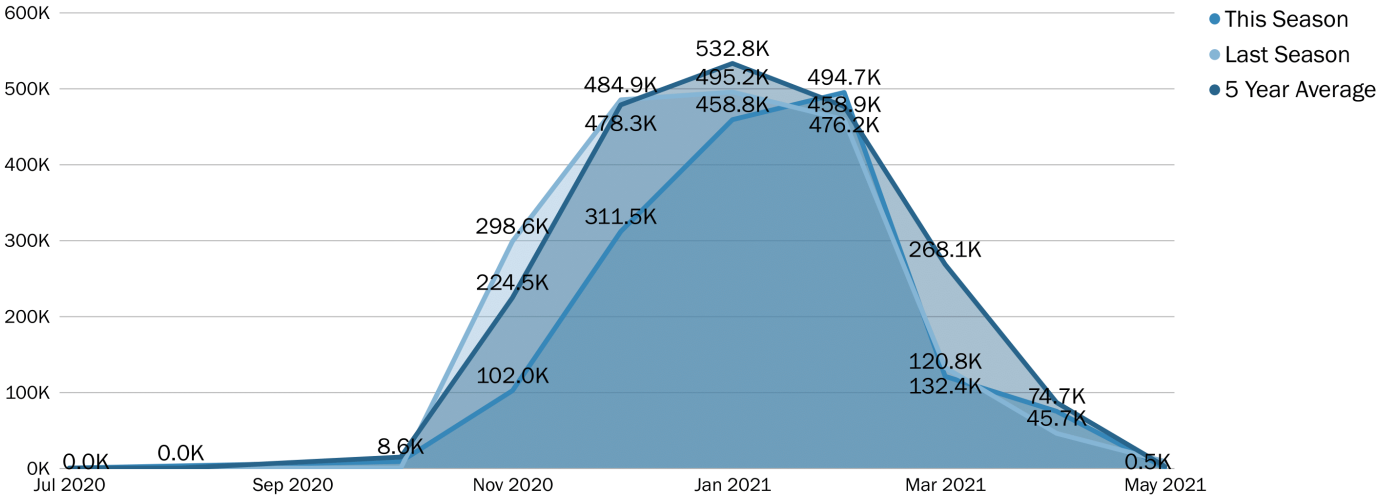
Assets	**275** Snowplows (Heavy Trucks)	**99** Large Equipment	
Overview of Work	**244** Warranty Jobs	**112** Light, Medium Trucks with Plows	
Budget	**2,281** Work Orders	**$595K** Auction	**$22.7M** Internal Services Funds
Internal Performance	**10%** Truck Age (Plow/Dump) <15% Older than 8 yrs	**68%** Plowtruck Availability (Plow/Dump)	**42.5%** Utilization Targets (Plow/Dump) >85% used more than 32 hrs/month

Note: All data is from State Fiscal Year 2021 (SFY21), unless otherwise noted.

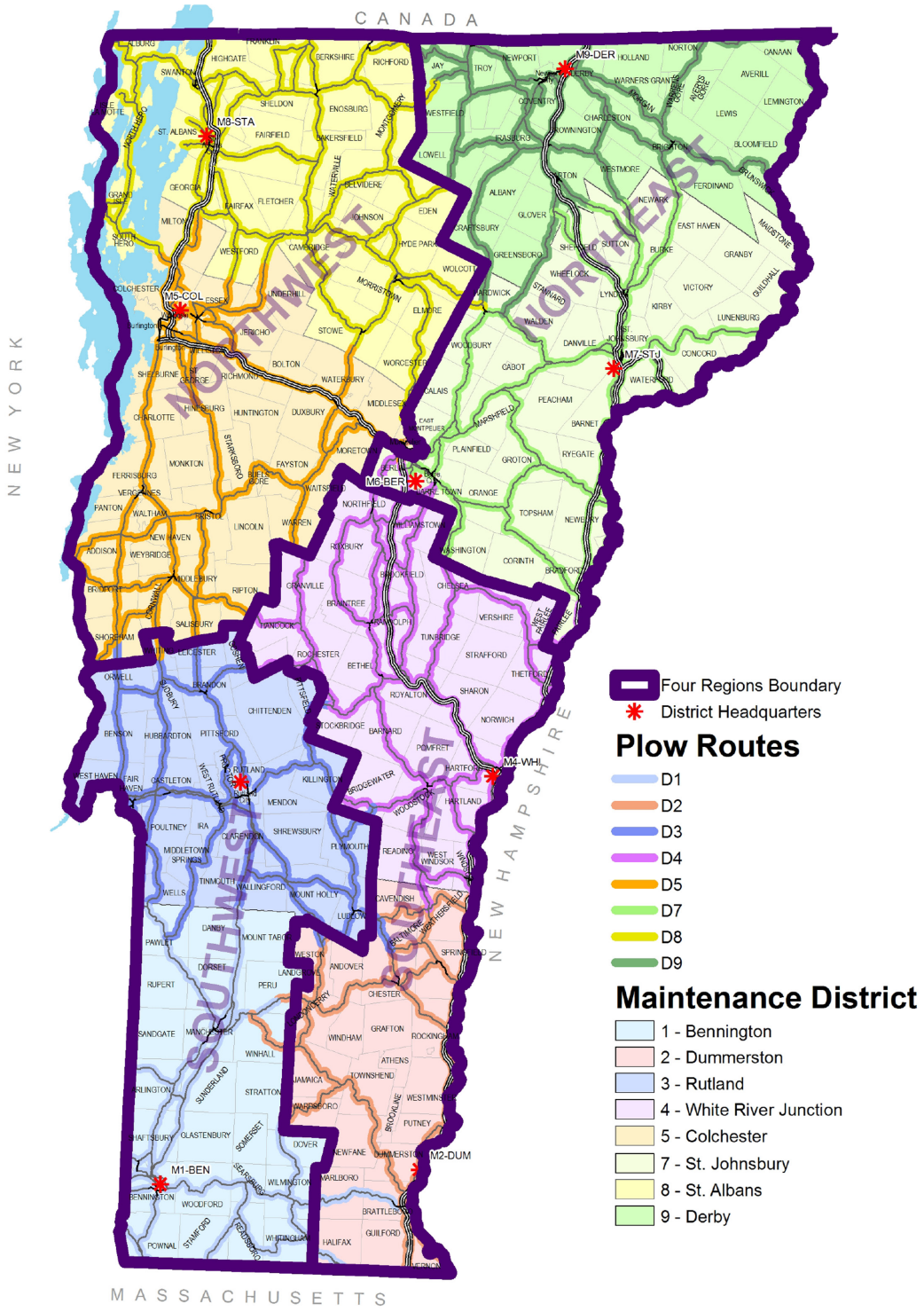
The current fleet supporting winter highway maintenance efforts consists of 275 dump trucks, 112 pickups with plows, 55 loaders, and 8 graders.

DISTRICT MAINTENANCE & FLEET: 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
155.5K Lane Miles Plowed	178.1K Lane Miles Plowed	113.0K Lane Miles Plowed	180.2K Lane Miles Plowed	216.3K Lane Miles Plowed	285.0K Lane Miles Plowed	211.0K Lane Miles Plowed	232.1K Lane Miles Plowed
$1.5M Cost of Winter Maintenance	$1.9M Cost of Winter Maintenance	$1.6M Cost of Winter Maintenance	$2.6M Cost of Winter Maintenance	$2.4M Cost of Winter Maintenance	$2.6M Cost of Winter Maintenance	$2.3M Cost of Winter Maintenance	$1.8M Cost of Winter Maintenance
10.9K Salt (tons)	14.0K Salt (tons)	12.2K Salt (tons)	16.7K Salt (tons)	14.9K Salt (tons)	14.1K Salt (tons)	14.0K Salt (tons)	8,692 Salt (tons)
286 Sand (cubic yards)	280 Sand (cubic yards)	12 Sand (cubic yards)	174 Sand (cubic yards)	295 Sand (cubic yards)	0 Sand (cubic yards)	947 Sand (cubic yards)	127 Sand (cubic yards)



Please Note: VTrans Maintenance District 6 (Capital Region) was created on April 25, 2021. The 2023 Fact Book will feature a new plow route map to reflect this change.

CAVENDISH-WEATHERSFIELD. 2021 marked the completion of a full depth reclaimation of VT Route 131, including improvements to areas along the route that had substantial damage from Hurricane Irene.

WOODFORD. A ledge stabilization project along VT Route 9 in 2021. Once completed, the current rockface will be 30 feet further from the road, improving sight distances and safety from potential rock falls.

CHELSEA-THETFORD. A 15-mile stretch of VT Route 113 is under a full depth reclaimation project. The original roadway was stripped to gravel and then rebuilt, along with ditching, guardrail, and alignment improvements. Paving of the final course is planned for 2022.

WOODSTOCK. Class 1 paving along US Route 4 and VT Routes 12 and 106 included milling the roadway, paving a new wearing surface, and installing sidewalk ramps, improving pedestrian crossings, and drainage.

Highway

The Highway Division oversees the prioritization, programming, design, engineering, and construction of projects on the interstate and state highway system, and supports municipal projects; manages the safety and overall needs of the Agency's highway assets – bridges, culverts, signals, signs, pavement, and many others – from budgeting and conceptualization through construction and ensuring effective operation.

Director
Ann Gammell

SFY 2022 Staff
Total: 280

SFY 2022 Funding
Total Appropriation: $314.5M

WILMINGTON - BRATTLEBORO. In 2021, a multi-year road reclamation project began along VT Route 9. By 2023, this 12.5 mile stretch of highway will feature new pavement, culverts, guardrail, and other safety improvements.

PERFORMANCE & ASSETS

Highway Safety	61 Fatalities, 2020	253 Major Crashes, 2020	58% # of Fatalities Unbelted, 2020
Asset Management	759 Overweight Vehicle Permit Reviews, 2021	1,817 Bridges Inspected, 2020	4,062 Total Structures Maintained
Project Delivery	76 # of Projects Advertised	85.3% % Projects Advertised on Time	45.7% % of Projects with Estimates Within 10%
Construction	52 Construction Projects Completed, 2021	247 Miles Paved, 2021	6,511 Total Lane Miles Maintained

Note: All data is from State Fiscal Year 2021 (SFY21), unless otherwise noted.

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)

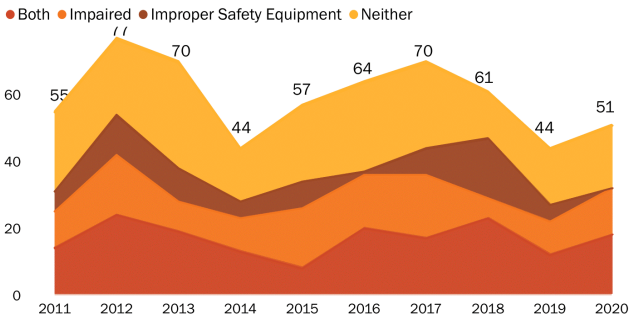
b. Improve Older Driver Safety (65 and Over)

6. REDUCE IMPAIRED DRIVING

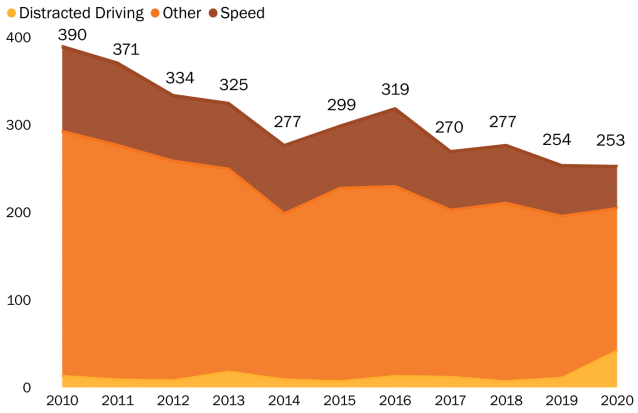
7. CURB DISTRACTED AND INATTENTIVE DRIVING

Additional crash information is available at http://apps.vtrans.vermont.gov/CrashPublicQueryTool/

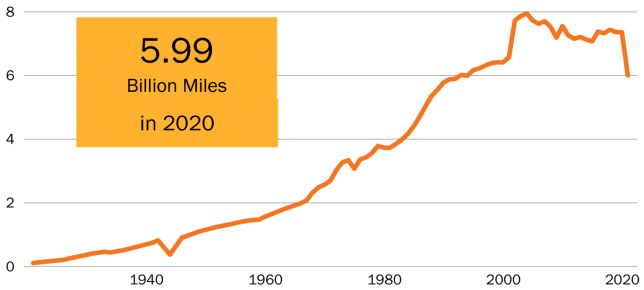
Fatal Crashes, by calendar year



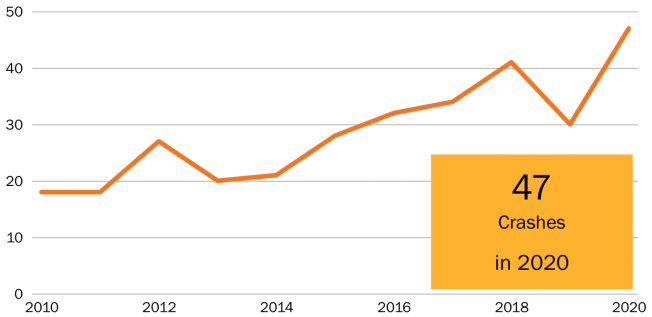
Major Crashes Reported, by calendar year



Annual Vehicle Miles of Travel (AVMT), Billions



Crashes where a Driver Tested Positive for Marijuana*



LAKE CHAMPLAIN. To kick off the 2021 "Click It or Ticket" campaign, Highway Safety Professionals from Vermont and New York met on the Charlotte, VT/Essex, NY ferry to promote a simple but important message for motorists: buckle up, every trip, every time.

HIGHWAY SAFETY AWARDS. This year, the AOT State Highway Safety Office and the Vermont Highway Safety Alliance were able to hold their annual Highway Safety Awards ceremony in person. From education and prevention, to enforcement and emergency response, these awards recognize highway safety professionals around the state for their exceptional work and commitment to keeping Vermont's roadways safe for all users.

Travelers encountered a new safety technology on the roadway this construction season: Automated Flagger Assistance Devices, or AFADs, are mechanically controlled flagging devices that allow human flaggers to stay out of the roadway while managing the flow of traffic, improving safety for workers and motorists alike.

HINESBURG. An intersection improvement project was completed along VT Route 116. Improvements include a widened roadway, new turn lanes, and a new traffic light system to make the flow of traffic safer and more efficient.

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 applies to all long structures located on public roads; VTrans has elected to include short structures in our inventory, as well. Short and long structures are defined below.

"Highway" Structure Population (as submitted to FHWA in March 2021)

Structure Type	Interstate	State Highway	Town Highway	Other	Total
Long Structures	314	811	1667	7	2799
Short Structures	204	1059	*	*	1263
Total	518	1870	1667	7	4062

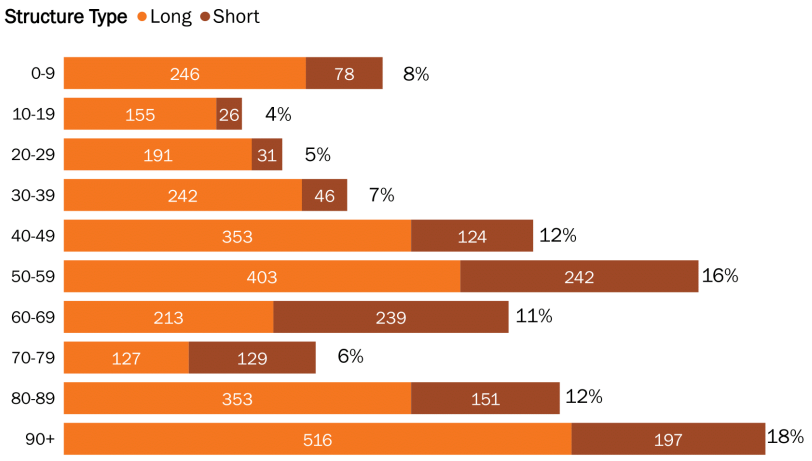
DEFINITIONS

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.

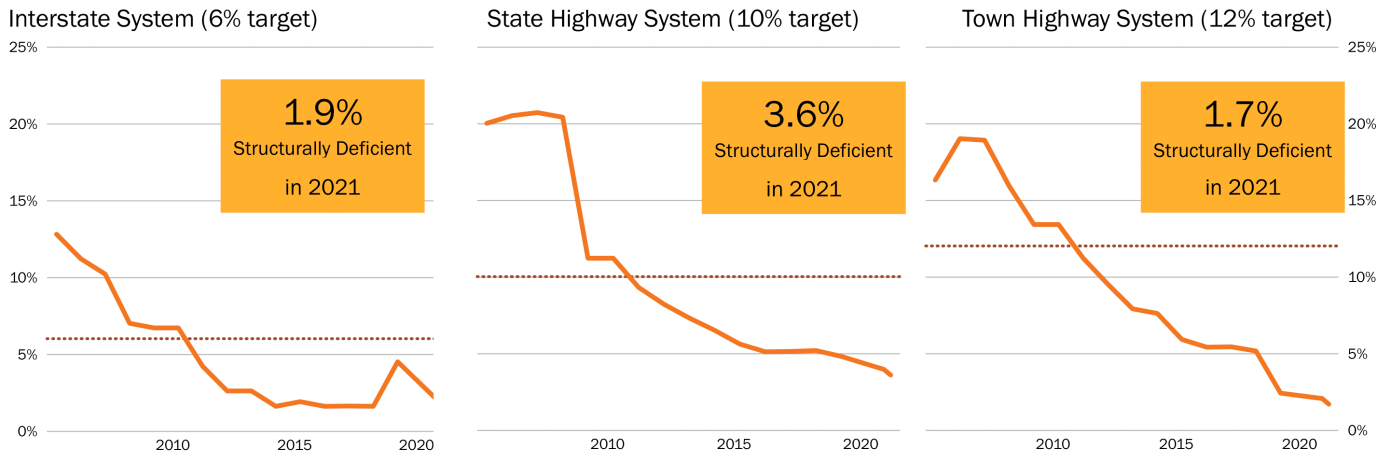
* VTrans does not maintain an inventory of or inspect town highway or other short structures.

Structure Count by Age (in years)



STATEWIDE. Bridge Inspection Crews are busy throughout the year, getting to those hard-to-reach places to accurately assess structure conditions.

Percent in Poor Condition 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

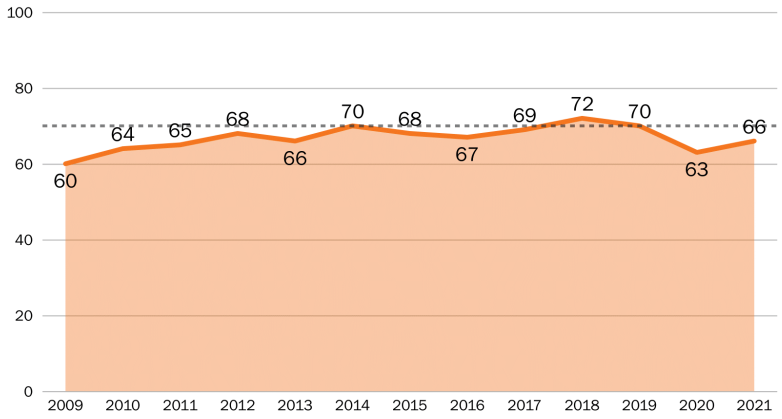
Poor
Multiple cracks are apparent, and/or rutting may pull at the wheel, and/or roughness causes drivers to make minor corrections
Composite Pavement Condition Index 40-64

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

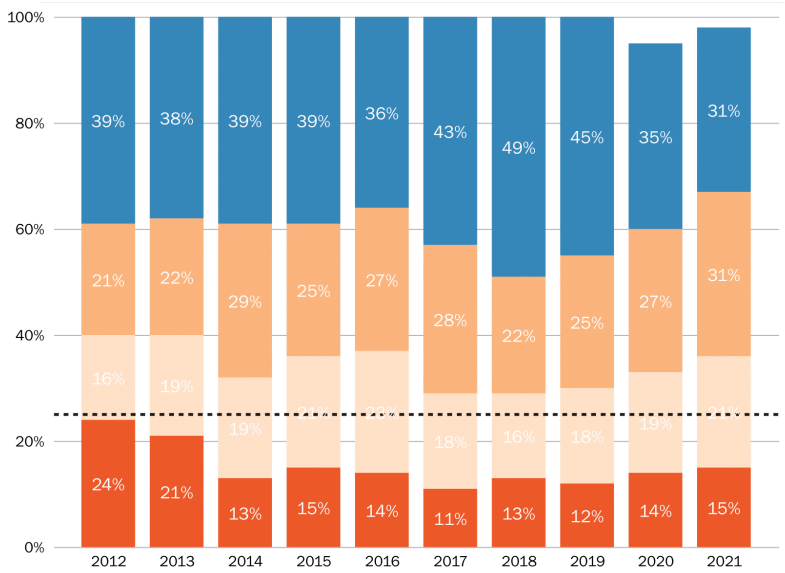
Paving Mileage Maps

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

Travel Weighted Average Network Condition

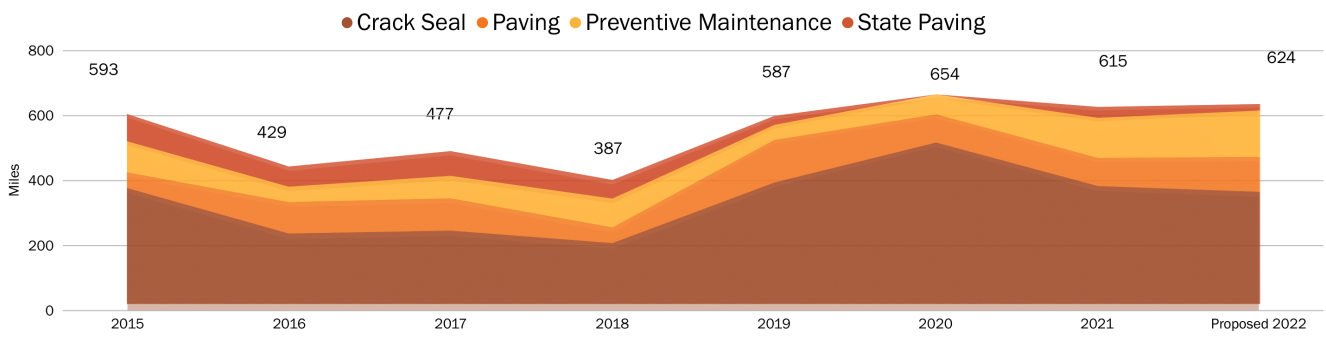


Conditions Over Time, Unweighted*



*Data is not available at time of publication.

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



MONTPELIER. Affectionately known as the "Rock Train," this freight train regularly travels on VTrans maintained tracks to haul granite from the quarries in Barre as it makes its way to all different corners of the country.

STATE AIRPORTS. Roads and bridges are not the only infrastructure that require significant winter maintenance. Crews throughout our state airport system stay busy all winter to ensure that runways and taxiways are cleared and safe for landing and take-off.

UNMANNED AERIAL SYSTEMS. AOT's UAS program continues to grow and improve. The newest drone connects to as many as 27 different satellites at one time for extremely accurate mapping imagery, which can be used to create 3D models of terrain, obstructions, and structures.

MONTPELIER. When Amtrak resumed service in July, the Vermonter was greeted at each of its stops, including in Montpelier where an enthusiastic crowd gathered to cheer and celebrate the arrival of the train.

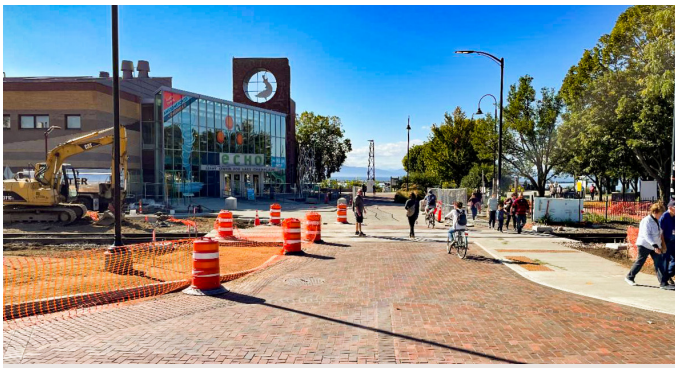
Policy, Planning, and Intermodal Development (PPAID)

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 2022 Staff
Total: 74

SFY 2022 Funding
Total Appropriation: $101.1M



BURLINGTON. Crews were busy throughout 2021 preparing the Burlington Waterfront for the 2022 arrival of AMTRAK services.

PERFORMANCE & ASSETS

Rail	32 Rail Projects Completed in 2021	2022 Year targeted to complete Amtrak to Burlington service	19.3K Passenger Rail Ridership, Vermont Stations, FFY21	
Aviation	$2.2M Grant Awards FFY21 (Federal Share)	9 Aviation Projects Completed in 2021	7,273 Cape Air Rutland Passenger Service Ridership	2,085 FAA Enplanements, 2020
Public Transit	2.44M Public Transit Ridership	12.8% Local Funding Share Statewide	$0 Total Fare Revenue Collected Statewide **SFY21 Fare Free due to COVID-19*	
Policy, Planning, and Research	7 Research Projects Completed	529 Section 1111 Permits Issued	241 Municipalities Engaged in Regional Transportation Planning	52 Town Highway Maps Updated and Published

Note: All data is from State Fiscal Year 2021 (SFY21), 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: 3,175
Vermonter: 16,172
Total: 19,347

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

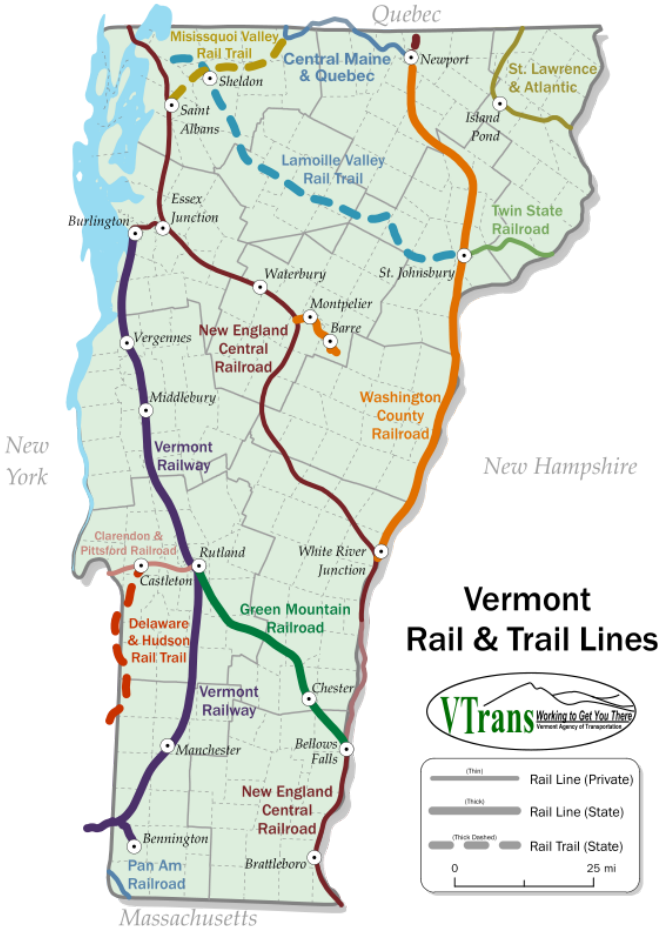
Amtrak Ethan Allen Express: runs on the Clarendon and Pittsford Railroad (CLP) from Rutland to Whitehall, New York, and continues south to Albany and on to New York City.
www.amtrak.com/ethan-allen-express-train

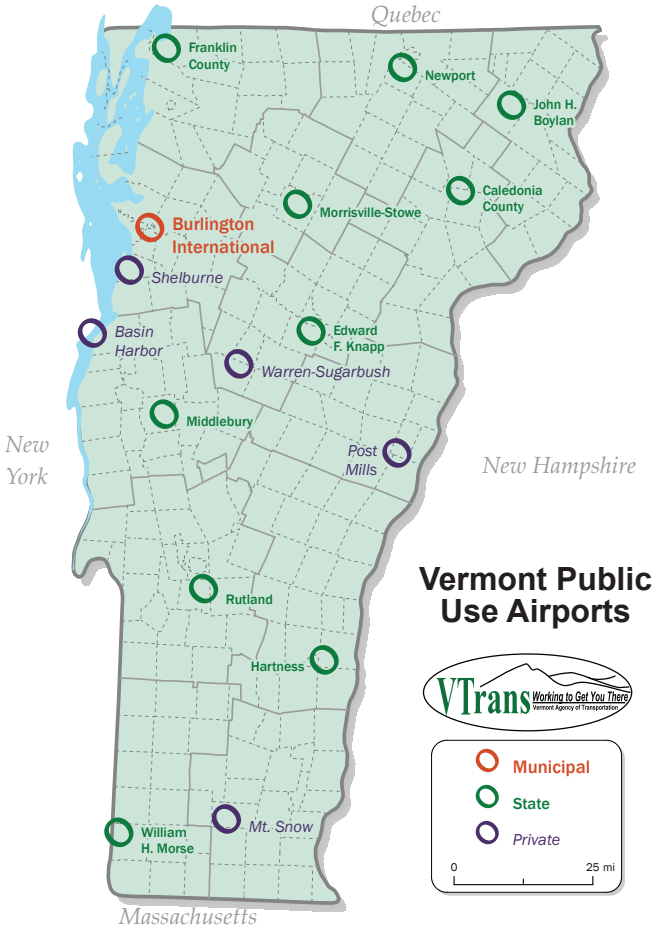
FY2021 Amtrak Ridership and Revenue

Lines	Ridership	% Change	Revenue	% Change
Vermonter	18,591	-35.12	$889,337	-35.5
Ethan Allen Express	11,409	+23.2	$440,265	+11.75

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.

Planning Projects Highlights

State Rail Plan
A short- and long-range plan to improve Vermont's state rail network for freight and passenger rail. The Plan is required to ensure that Vermont continues to remain eligible for various Federal Railroad Administration passenger rail grants.

State Freight Plan
A short- and long-range plan to maintain and improve Vermont's highway, airport and railway freight infrastructure and operating conditions. The Plan is required in order to obligate approximately $32 million in federal highway freight dollars.

State Airport System Plan
A 10-year policy plan to guide the development of Vermont's public use airports. The Plan is required by the Federal Aviation Administration, which serves as the policy basis for federal airport grants.

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.

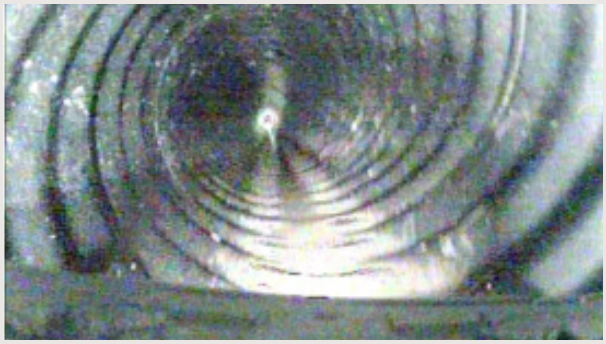
More information at https://vtrans.vermont.gov/planning/policy-planning/regional.

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
241 Municipalities actively engaged in regional transportation planning	37 # of Coordination Activities in Support of Public Transit	49% TPI budget spent on municipal technical assistance.	745 Data collection activities conducted for Agency	97 Municipalities assisted with transportation related grants

RESEARCH

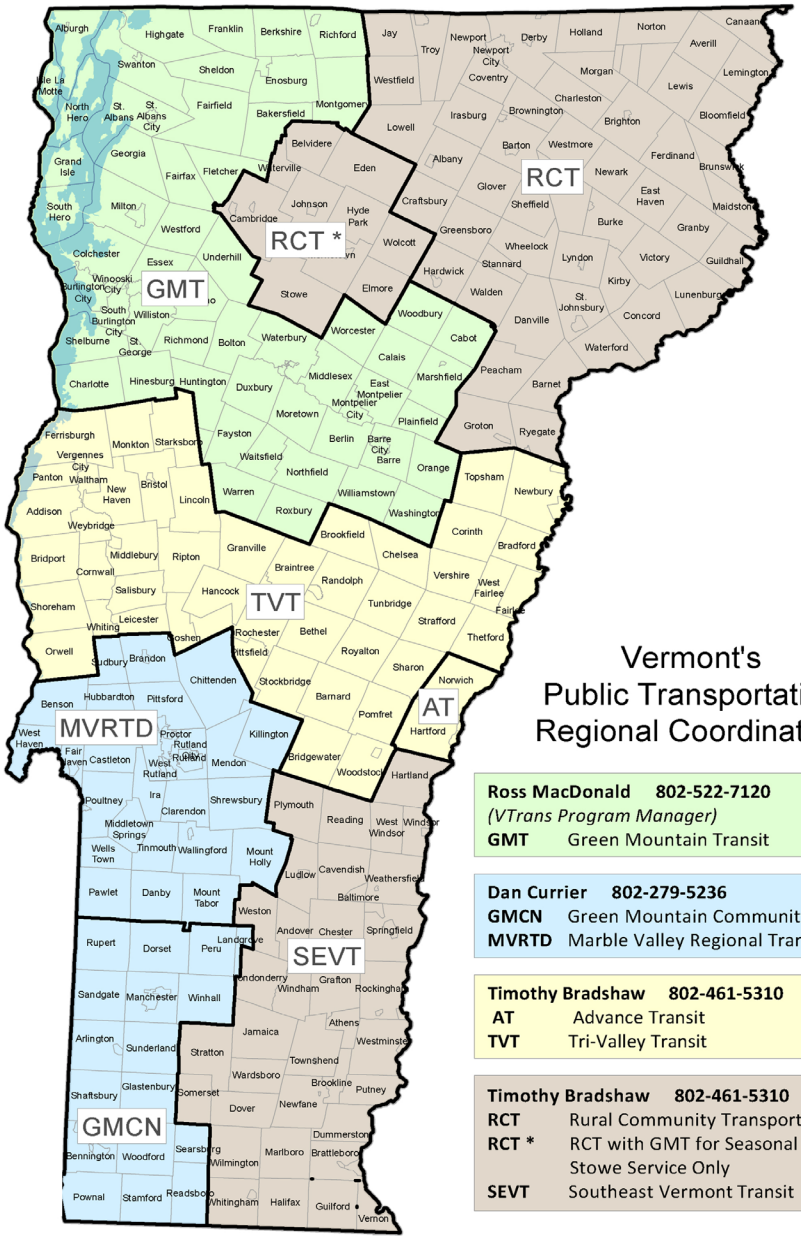
The Research section assures completion of the agency research program, represents the state on regional and national research efforts, and fulfills the federal mandate to provide required transportation research. In 2021, Research held a virtual poster symposium featuring 26 transportation and innovation research projects covering everything from Asset Management and Maintenance to Planning, Public Transportation, Materials, Structures, and Construction. More information is available at https://vtrans.vermont.gov/planning/research.



HYDRAULIC INSPECTION VEHICLE EXPLORER (HIVE) CULVERT UPGRADE
In this project, the research team modified a culvert inspection vehicle originally developed by MnDOT according to VTrans maintenance staff specifications. A video was generated when this was selected as one of 16 High Value Research projects nationally.

EROSION REMEDIATION ON VERMONT'S ROADS
Guided by ANR DEC, CCRPC, LCPC, and staff from four AOT Bureaus, this project quantified the nutrient pollution reductions achieved by installations of gully stabilization projects on four classes of roadways.

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.



Map Produced by the Vermont Agency of Transportation Mapping Section - 6/29/2020
Updated by Public Transit Section - 7/1/2021

Vermont's Public Transportation Regional Coordinators

Ross MacDonald 802-522-7120
(VTrans Program Manager)
GMT Green Mountain Transit

Dan Currier 802-279-5236
GMCN Green Mountain Community Network
MVRTD Marble Valley Regional Transit District

Timothy Bradshaw 802-461-5310
AT Advance Transit
TVT Tri-Valley Transit

Timothy Bradshaw 802-461-5310
RCT Rural Community Transportation
RCT * RCT with GMT for Seasonal Stowe Service Only
SEVT Southeast Vermont Transit

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.

For Fiscal Year 2021, only 13% of statewide transit funding came from local sources, down from 21% in the previous year. The local share dropped for two main reasons: no passenger fares were charged on any bus routes in Vermont during the fiscal year as part of the state's response to the COVID-19 pandemic and emergency federal aid related to the pandemic did not require any non-federal matching funds. The federal aid sustained the transit agencies during the crisis and allowed state and local funds that would normally be spent on public transit to be used for other urgent needs. All transit systems in Vermont remain fare free until at least July 2022.

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

In SFY21, the total amount spent on the E&D program in Vermont was $4.5 million, 80% ($3.6 million) of which was federal money. Overall, E&D ridership continued to be negatively affected by the pandemic, with about 90,200 trips carried compared to 148,000 in SFY 20 and 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 25% of the total. Rural Community Transportation accounted for the second largest share at 18%. The cost per passenger trip ranged from about $27 at Marble Valley in Rutland, to about $60 at Southeast Vermont Transit, Tri-Valley Transit and Rural Community Transportation.

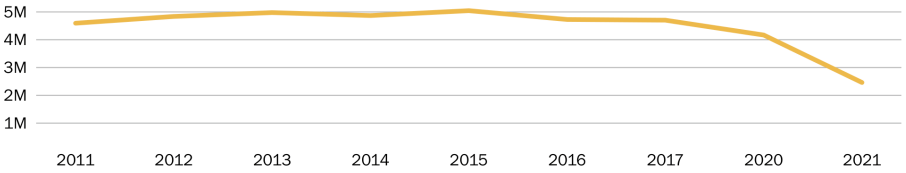
E&D Trips By Mode

As in prior years, van and volunteer driver trips accounted for the majority of E&D trips in SFY 21, combining to account for 92% of all trips. Bus and sedan accounted for 6% and 2%, respectively, with very few riders using taxis. Volunteer driver trips continue to increase in share, accounting for more than two thirds of all E&D trips in SFY 21. 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.

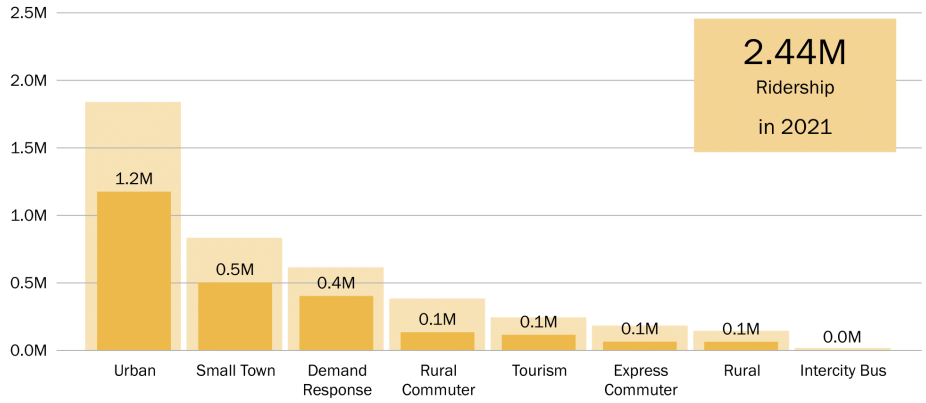
Ridership Trends

In SFY 2021, Vermont's public transit systems provided just over 2.4 million trips. As is the case every year, about half (53%) of Vermont's transit trips in the past year occurred in the Chittenden County region. Of course, it is impossible to talk about 2021 without recognizing the impact of the COVID-19 pandemic. The pandemic likely reduced ridership by more than 50% of what it would have been otherwise. Patronage began to recover during the summer, but the emergence of the COVID Delta variant almost immediately began to negatively affect ridership.

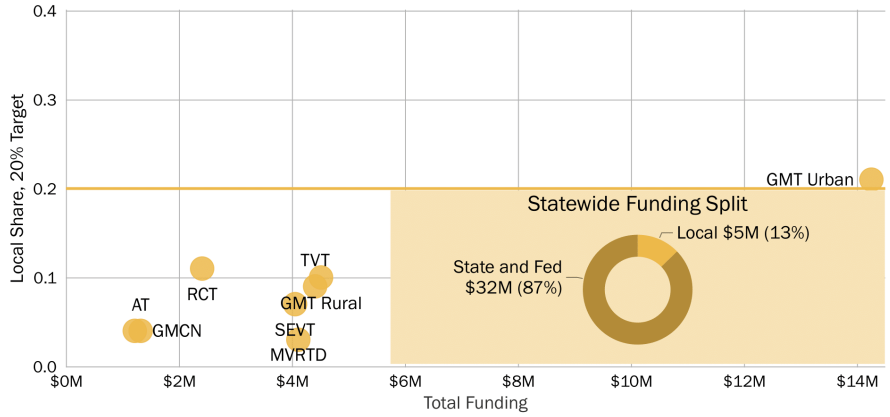
Ridership Trend



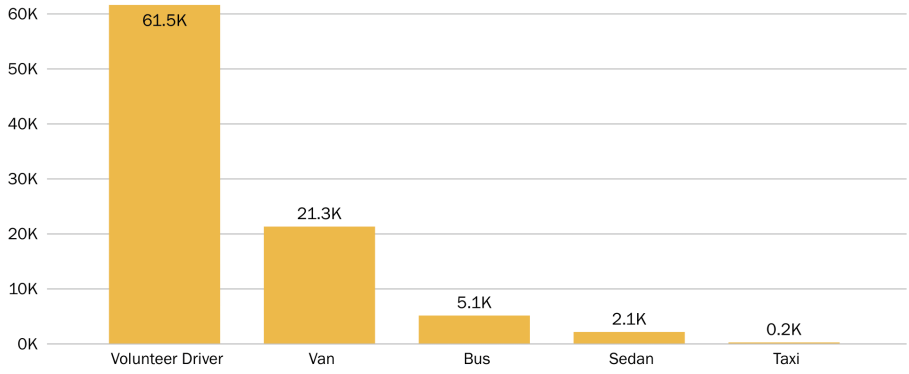
Ridership by Service Category vs 5 Year Average



Total Funding and Local Share



Elders & Persons with Disabilities Ride Modes



Boards and Councils

2021 Boards and Councils

Transportation Board

John Zicconi
Executive Secretary

David Coen
Chair

Richard Bailey
Wendy Harrison
Timothy Hayward
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

Fred Saar, Acting ED
Rural Community Transportation

Jim Moulton
Addison County Transit Resources

Terence White
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
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 Regional Planning Comm.

Meredith Birkett
Village Manager, Town of Johnson

Lucas Herring
Mayor, Barre City

Senator Jane Kitchel, Caledonia

Rep. Mollie Burke, Windham

Aviation Council

Joe Flynn
Secretary, Agency of Transportation, Chair

Paul Carroccio
Douglas White
Janice Peaslee
Robert Flint
Robert McEwing
Barbara Murphy
Bill Hanf
Chris Carrigan
Cliff Coy
David Howe
Kyle Clark
Shelby Losier
Stacy Leveille
Steven Dolgin

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 2021

Rail Maintenance Projects Completed

Project Name & Number	Line	DOT Crossing #	Project Type	Asset
Arlington, Warm Brook Rd	VTR B&R	851-180Y	Maintenance	Crossing
Barnet, Bridge St	WACR Conn	850-950P	Maintenance	Crossing
Barnet, Comerford Dam Rd	WACR Conn	857-596J	Maintenance	Crossing
Barre City, Blackwell St	WACR M&B	837-344D	Maintenance	Crossing
Barre City, Circle St	WACR M&B	837-358L	Maintenance	Crossing
Barre City, Granite St	WACR M&B	837-348F	Maintenance	Crossing
Barre City, Hill St	WACR M&B	837-354J	Maintenance	Crossing
Barre Town, Pitman Rd	WACR M&B	900-589P	Maintenance	Crossing
Barre Town, Quarry Hill Rd	WACR M&B	837-360M	Maintenance	Crossing
Bennington, Rice Ln	VTR B&R	851-158L	Maintenance	Crossing
Clarendon, N Shrewsbury Rd	GMRC	859-898T	Maintenance	Crossing
Dorset, Gulf Rd	VTR B&R	851-225D	Maintenance	Crossing
Lyndon, E Burke Rd	WACR Conn	850-916H	Maintenance	Crossing
Manchester, Barnumville Rd	VTR B&R	851-208M	Maintenance	Crossing
Richmond, Bridge St	NECR	247-685S	Maintenance	Crossing
Rutland City, Allen St	GMRC	851-285M	Maintenance	Crossing
Rutland City, Curtis Ave	GMRC	851-284F	Maintenance	Crossing
Rutland Town, Cold River Rd	GMRC	851-283Y	Maintenance	Crossing
Rutland, S Main St	VTR North	851-286U	Maintenance	Crossing
Rutland, West St	VTR North	851-294L	Maintenance	Crossing
Shaftsbury, Church St	VTR B&R	851-170T	Maintenance	Crossing
Wallingford, Hartsboro Rd	VTR B&R	851-241M	Maintenance	Crossing

Rail Standard and Emergency Projects Completed

Project Name & Number	Line	DOT Crossing #	Project Type	Asset
Arlington VTRY(23)	VTR		Programmed Project	Bridge
Bradford WCRL(21)	WACR		Programmed Project	Bridge
Coventry WCRL(22)	WACR		Programmed Project	Bridge
Dorset NH 019-2(24)	VTR	900-613N	Programmed Project	Crossing
Fairlee REW4330D	WACR		Emergency - FEMA	Slope/Culvert
Manchester VTRY(28)	VTR		Programmed Project	Bridge
Middlebury PLAT(2)	VTR		Programmed Project	Platform
Newbury WCRL(23)	WACR		Programmed Project	Bridge
Rockingham GMRC(28)	GMRR		Emergency - FEMA	Slope/Culvert
Sunderland-Dorset VTRY(56)	VTR		Emergency - FEMA	Slope/Culvert

Aviation Projects Completed

Airport	Project Name	Project Type	Asset
Morrisville-Stowe, Morristown	Partial Parallel Taxiway - North	FAA Supplemental Grant	Taxiway
Morrisville-Stowe, Morristown	Runway Safety Area Paving	FAA Airport Improvement Program	Runway
Northeast Kingdom International, Coventry	Vegetation Management - Phase 2	FAA Airport Improvement Program	Airport
Northeast Kingdom International, Coventry	Vegetation Monitoring - Runway 18-36	FAA Airport Improvement Program	Airport
Northeast Kingdom International, Coventry	Obstruction Study	FAA Airport Improvement Program	Airport Safety
Rutland-Southern Regional, Clarendon	Taxiway signs & markings	FAA Airport Improvement Program	Airport
Statewide	Pavement Maintenance - 2021	FAA Airport Improvement Program	Runway/Taxiway
Statewide	Airport System Plan Update	FAA Airport Improvement Program	Airport
WH Morse, Bennington	Obstruction Removal - Whipstock Hill	Capital Program	Airport Safety

Aviation Projects Underway

Airport	Project Name	Project Type	Asset
EF Knapp, Berlin	Obstruction Study	FAA Airport Improvement Program	Airport Safety
EF Knapp, Berlin	Master Plan Update	FAA Airport Improvement Program	Airport
EF Knapp, Berlin	Obstruction Removal	FAA Airport Improvement Program	Airport Safety
EF Knapp, Berlin	Environmental Assessment	FAA Airport Improvement Program	Airport
Franklin County, Highgate	Avigation Easements	FAA Airport Improvement Program	Airport Safety
Franklin County, Highgate	Runway Ext. TWY Expansion 600' - Design	FAA Airport Improvement Program	Runway
Franklin County, Highgate	Runway Ext. TWY Expansion 401' - Design	FAA Airport Improvement Program	Runway
Franklin County, Highgate	Runway Reconstruction - Design	FAA Supplemental Grant	Runway
Franklin County, Highgate	Obstruction Removal - North	FAA Airport Improvement Program	Runway
Hartness, Springfield	Avigation Easements	FAA Airport Improvement Program	Airport Safety
Hartness, Springfield	Runway Reconstruction Design	FAA Airport Improvement Program	Runway
Middlebury	Master Plan Update	FAA Airport Improvement Program	Airport
Middlebury	Obstruction Removal Phase 2	FAA Airport Improvement Program	Airport Safety
Morrisville-Stowe, Morristown	Fuel Farm	Capital Program	Airport
Morrisville-Stowe, Morristown	Partial Parallel Taxiway/apron - Phase 2	FAA Airport Improvement Program	Taxiway
Northeast Kingdom International, Coventry	Terminal	Northern Borders	Airport
Rutland-Southern Regional, Clarendon	Master Plan Update	FAA Airport Improvement Program	Airport
Rutland-Southern Regional, Clarendon	Aircraft Rescue Fire Fighting - Suits	FAA Airport Improvement Program	Airport
Rutland-Southern Regional, Clarendon	Runway Rehabilitation	FAA Supplemental Grant	Airport
Statewide	Pavement Maintenance - 2022	FAA Airport Improvement Program	Runway/Taxiway
Statewide	Hangar Master Permitting	Capital Program	Airport

Highway Projects Substantially Completed

Project Name & Number	Route Number	Description of Work
BAKERSFIELD STP SCRP (11)	VT 108	Roadway Reconstruction
BERLIN CMG PARK (45)	N/A	Park and Ride
BRADFORD WCRL (21)	WACR	Railroad Bridge Rehabilitation
BRIDPORT-CORNWALL STP FPAV(45) & BRIDPRT-MIDLBRY HES RMBL(5)	VT 125	Pavement Resurfacing
BROWNINGTON STP SCRP (25)	VT 58	Culvert Replacement
BURKE BO 1447 (31)	TH 31	Bridge Replacement
BURLINGTON NH PC21(1) BURL-SO.BURL IM189-3(77) WINOOSKI NH P	189	Concrete Surgace Repairs
CAVENDISH-WEATHERSFIELD ER STP 0146 (14)	VT 131	Roadway Reconstruction
CHESTER BF 0134 (50)	VT 11	Bridge Replacement
DORSET NH 019-2 (24)	US 7	Railroad Crossing
EDEN STP FPAV (29) & CRAFTSBURY-IRASBURG STP FPAV (32)	VT 118	Pavement Resurfacing
ENOSBURGH BF 0283(42) & BERKSHIRE STP SCRP(23)	VT 118	Culvert & Bridge Replacement
ENOSBURGH BO 1448 (45)	TH 4E	Bridge Replacement
FAIR HAVEN NH CULV (62)	US 4	Culvert Rehabilitation
FAIR HAVEN-RUTLAND TOWN NH SURF (64)	US 4	Pavement Resurfacing
FAYSTON STP FPAV (33)	VT 17	Pavement Resurfacing
GEORGIA-ST. ALBANS TOWN STP FPAV (40)	US 7	Pavement Resurfacing
HARTFORD-SHARON IM SURF (65) & HARTFORD SHARON IM SURF (66)	I-89	Pavement Resurfacing
HARTLAND BF 0153(1)	VT 12	Bridge Rehabilitation
HARTLAND IM 091-1 (68)	TH 41	Bridge Replacement
HINESBURG HES 021-1 (19)	VT 116	Roadway Reconstruction
LONDONDERRY-CHESTER STP PS19 (10)	VT 11	Pavement Resurfacing
MANCHESTER VTRY (28) & MANCHESTER VTRY (29)	VTR	Bridge Removal
MIDDLEBURY PLAT (2)	N/A	Railroad Platform
MIDDLEBURY STP PC20 (3) & MIDDLEBURY NH PC20 (4)	VT 30	Pavement Resurfacing
MIDDLEBURY WCRS (23)	VT 30	Bridge Replacement
NEWBURY BO 1447 (32)	TH 3	Bridge Rehabilitation
NORWICH-THETFORD STP FPAV (30)	US 5	Pavement Resurfacing
RICHFORD-JAY STP 2914 (1)	VT 105	Roadway Reconstruction
ROCKINGHAM IM 091-1(66)(DESIGN BUILD)	I-91	Bridge Replacement
SHARON-BETHEL IM 089-1 (66)	I-89	Pavement Resurfacing
STATEWIDE - NORTHERN REGION STP CRAK(41)		Pavement Preservation

Highway Projects Substantially Completed (continued)

Project Name & Number	Route Number	Description of Work
STATEWIDE - SOUTHERN REGION STP CRAK(42)		Pavement Preservation
STOWE-MORRISTOWN STP PS19 (3)	VT 100	Roadway Reconstruction
SUDBURY STP SCRP (19)	VT 30	Culvert Replacement
SWANTON-ST. JOHNSBURY STP LVRT (9)	N/A	Trail Reconstruction
TROY-NEWPORT TOWN STP FPAV(43)	VT 100	Pavement Resurfacing
WALLINGFORD-RUTLAND NHG SIGN (68)	US 7	Sign Upgrades
WATERBURY FEGC F 013-4 (13)	US 2	Roadway Reconstruction
WATERFORD-ST.JOHNSBURY IM 091-3(52) BARNET IM 091-2(82)	I-91	Ledge Stabilization
WHITINGHAM STP FPAV (34)	VT 100	Pavement Resurfacing
WILLIAMSTOWN-NORTHFIELD CMG PARK (49)	VT 64	Park and Ride
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 Rehabilitation
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
Alburgh	NH REST(17)	Emergency replacement of the roof of the existing Welcome Center on US 2.
Bennington	STP BP14(10) & TAP TA17(10)	Construction of a boardwalk and gravel multi-use path linking the Applegate Apartments with the Willowbrook Apartments.
Bethel	ER 0176(12)	Storm damage repairs on Camp Brook Road, between MM 0.82 and MM 5.80.
Bridport	STP MM18(6) & TAP TA19(13)	Culvert replacement on Basin Harbor Road, along the West Branch of the Dead Creek.
Burlington	STP BP18(21)	Construction of raised intersection at North Avenue and Berry Street.
Burlington	STP SDWK(19), SDWK(23) & BP15(7))	Construction of shared use path along Colchester Avenue from East Avenue to South Prospect Street.
Castleton	STP EH10(4)	Construction of sidewalks and croswalks along Main Street (VT 4A) and VT 30.
Derby	Derby FLAP(6)	Replacement of failing culverts at Halls Creek Crossing and Johns River Crossing.
East Montpelier	STP EH10(17)	Construction of approximately 658 feet of shared-use path parallel to US 2, as part of the Cross Vermont Trail.
Essex	TAP TA15(4) & STP BP20(3)	Construction of new sidewalk along Pinecrest Drive, between Suffolk Lane and VT Route 2A.
Granby	ER 0277(8)	Culvert repair/cleaning, ditching, and road grading on Granby Road, between MM 0.52 and MM 0.61.
Greensboro	ST BP21(2)	Construction of sidewalk along East Street and Cemetery Ridge.
Hartford	EH09(15), BP13(2) & TA17(12)	Construction of sidewalk along the south side of Sykes Mountain Avenue, from Ralph Leman Drive to Lily Pond Road.

Municipally Managed Construction Projects Substantially Completed (continued)

Project Location	Project Number	Description of Work
Hartford	ER 0168(2)	Slope repair on Quechee Main Street, between MM 0.49 to MM 0.61.
Hartford	STP 0113(59)S	Construction of roundabouts at the intersections of US-5 and Sykes Avenue, and Sykes Avenue and Ralph Lehman Drive.
Hinesburg	ER E20-1(521)	Slope repair, armor bank with stone fill, and shoulder reconstruction on Hollow Road, between MM 0.33 and MM 0.36.
Johnson	ST BP18(23)	Reconstruction of sidewalks along Pearl Street, north of the Pearl Street bridge.
Landgrove	ER 0120(2)	Roadway reconstruction, ditch installation and culvert replacement on Landgrove Road, between MM 1.00 and MM 1.50.
Landgrove	ER 0120(3)	Reconstruction of roadway and ditch installation on Hapgood Pond Road, between MM 0.05 and MM 0.40.
Lunenburg	ER 0218(6)	Bank stabilization on River Road, between MM 6.18 to MM 6.25.
Manchester Village	STP BP19(22)	Replacement of paver sidewalks with stamped concrete on Union Street.
Milton	STP SDWK(18)	Construction of sidewalk at Cherry Street, from Turner Avenue to Railroad Street.
Montpelier	ST BP19(24)	Construction of new sidewalk on the north side of Granite Street, from the bridge over the Winooski River to Barre Street.
Montpelier-Berlin	CVRT(2)	Construction of a portion of the Cross Vermont Trail, including a bridge over the Winooski River, beginning at Gallison Hill rd. in Montpelier, and extending easterly approximately 1 mile to the Berlin-Barre town line.
Morristown	ER E20-1(847)	Roadway washout repairs on Stagecoach Road, between MM 2.60 and MM 2.70.
New Haven	ER E20-1(517)	Roadway repair and reconstruction of two roadside pull offs on River Road, between MM 0.90 and MM 1.0.
Northfield	ST BP19(25)	Replacement of the existing asphalt sidewalk with concrete, on South Main Street from the Downtown Common (Wall Street) to Washington Street.
Pittsford	MM18(13), MM19(6) & TA19(10)	Construction of salt shed at Depot Hill Road.
Rochester	ER 0176(11)	Repair of storm damage on Bethel Mountain Road, between MM 0.15 and MM 3.70.
Roxbury	ER 0188(11)	Slope repair at Warren Mountain Road, at approximately 650 feet west of Webster Road.
Sharon	IM REST(13)	Modernization of the HVAC system controls at the Rest Area on I-89 NB.
South Burlington	TAP TA18(6)	Construction of subsurface stormwater infiltration and detention system at the intersection of Deane Street and Woodcrest Drive.
St. Johnsbury	ER 7000(21)	Repair of slope failure on Severance Hill Road, between MM 1.41 and MM 1.46.
Statewide Better Roads - Construction		306 Municipal Mitigation projects at various locations statewide.
Stowe	ER E20-1(849)	Slope and roadway repairs on Barrows Road, between MM 1.85 and MM 2.18.
Stowe	STP MM20(4) & ER P20-1(818)	Replacement of two culverts with a single span bridge on Stagecoach Road.
Thetford	ER 0177(11)	Repair of multiple slope failures, culvert washouts/failures on VT 132, between MM 1.65 and MM 5.16.
Underhill	STP BP13(5)	Construction of sidewalk along VT 15, from Park Street to Dumas Road.
Waitsfield	STP BP13(4) & BP16(5)	Construction of sidewalk along the western side of VT 100, from Bridge Street extending approximately 750FT north.

Municipally Managed Construction Projects Substantially Completed (continued)

Project Location	Project Number	Description of Work
Warren	ER E20-1(518)	Road and slope repairs on Brook Road, between MM 6.28 and MM 6.32.
West Rutland	ER 3400(12)	Washout repairs, culvert replacement and paving on Whipple Hollow Road, between MM 0.072 and MM 0.112.
Williston	STP BP17(12)	Construction of two sections of new sidewalk in Blair Park.
Winooski	ST BP21(6)	Construction of sidewalk on Hickok Street, from Pine Street to end of Hickok Street south of West Lane.
Wolcott	ER E20-1(848)	Slope repairs on Elmore Pond Road, between MM 2.10 and MM 2.20.

Municipally Managed Scoping Projects Substantially Completed

Project Name	Project Number	Description of Work
Bennington-Pownal	STP BP18(10)	Scoping study to determine the feasibility of converting a former trolley line between Bennington and Williamstown, MA into a bike path.
Bradford	BP19(9)	Oxbow Unified Union School District scoping study for a safe walking route between the Bradford Elementary School and the Low St. John Forest, to provide outdoor learning opportunities.
Brattleboro	STP BP19(10)	Scoping study for a bicycle lane on VT 9, from Main Street to the I 91 Exit 2 interchange.
Chester	BP18(6)	Scoping Study for a potential sidewalk/walking path to connect the Main Street sidewalk in the Village Center with the North Street sidewalk in the Stone Village.
Enosburg Falls	STP BP19(11)	Vital Village Project scoping study to consider pedestrian safety improvements, pedestrian wayfinding signage, lighting and place-making improvements at Lincoln Park and the Missisquoi Valley Rail Trail intersection.
Essex Junction	STP MM18(2)	Study for a phosphorus control plan including land within the Town of Essex and the Village of Essex Junction.
Lincoln	STP BP19(12)	Study of potential sidewalk on East River Road, from the Village to the Community School.
Norwich	STP BP19(13)	Scoping study for a sidewalk expansion on Beaver Meadow Road, from Huntley Street to Moore Lane.
St. Albans Town	STP BP19(14)	Scoping study for a bike and pedestrian crossing of the St. Albans State Highway (SASH) and a connecting shared use path between the Town Educational Center, town residential areas and the Collins Perley Recreation Center on Route 104.
Statewide Better Roads - Road Erosion Inventories		146 Road Erosion Inventory projects at various locations statewide.
Swanton	STP BP19(15)	Scoping study to determine the feasibility of installing a shared used path or sidewalk along Lake Street and Maquam Shore Road.
Swanton	STP BP19(16)	Scoping study to evaluate improvements to traffic patterns in Swanton Village.

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