

Town Highway Grants (FY15)

TH Structures

State grants for bridges, culverts, and retaining walls on Class 1, 2, or 3 town highways. Maximum state grant is \$175,000 per project, to be matched by at least 20% of total cost with municipal funds or 10% municipal funds if town has adopted codes and standards and conducted highway infrastructure inventory. VTrans district personnel work with towns to assist in the application process and to select projects.

FY 2014 appropriation: \$6,333,500
FY 2015 recommended: \$6,333,500

The following is a summary of demand versus actual money awarded to towns for this program for the past five years. The following table summarizes the information that we have in that regard. Please note that “demand” represents total project costs (not just State funds sought). For example, if a town had a project whose total cost estimate was for \$500,000, the maximum State funds they could receive would be \$175,000. So the “demand” for this one project would be \$500,000 and the “funded” would be \$175,000.

Structures	Funded	Demand	% Funded
FY10	\$3,082,999	\$15,013,363	21%
FY11	\$6,246,231	\$15,633,029	40%
FY12	\$5,574,116	\$12,369,237	45%
FY13	\$6,182,623	\$19,794,901	31%
FY14	\$7,356,931	\$14,975,864	49%

TH Class 2 Roadway

State grants for preservation of Class 2 town highways (resurfacing and reconstruction). Maximum state grant is \$175,000 per project, to be matched by at least 30% of total cost with municipal funds or 20% municipal funds if town has adopted codes and standards and conducted highway infrastructure inventory. VTrans district personnel work with towns to assist in the application process and to select projects.

FY 2014 appropriation: \$7,248,750
FY 2015 recommended: \$7,248,750

The following is a summary of demand versus actual money awarded to towns for this program for the past five years. The following table summarizes the information that we have in that regard. Please note that “demand” represents total project costs (not just State funds sought). For example, if a town had a project whose total cost estimate was for \$500,000, the maximum State funds they could receive would be \$175,000. So the “demand” for this one project would be \$500,000 and the “funded” would be \$175,000.

Class 2	Funded	Demand	% Funded
FY10	\$5,782,113	\$26,260,880	22%
FY11	\$7,432,971	\$27,683,137	27%
FY12	\$7,200,008	\$26,017,150	28%
FY13	\$7,657,433	\$26,133,117	29%
FY14	\$7,322,691	\$23,767,839	31%

TH State Aid Non-Federal Disasters

Annual appropriation for emergency aid in repairing, building, or rebuilding Class 1, 2, or 3 town highways and bridges damaged by natural or man-made disasters. Sec. of Transportation shall determine that disaster is of such magnitude that state aid is both reasonable and necessary to preserve the public good. Disaster shall not qualify for assistance from FEMA or from FHWA ER programs.

Towns eligible for the greater of either:

90% of repair/replacement costs

or

The eligible repair/replacement costs, minus an amount equal to 10% of the overall total highway budget minus the town's winter maintenance budget.

FY 2014 appropriation: \$1,150,000

FY 2015 recommended: \$1,150,000

TH State Aid Federal Disasters

Towns receiving assistance under the Federal Highway Administration's emergency relief program for federal-aid highways shall be eligible for state aid when a nonfederal match is required. Eligibility for aid under this subsection shall be subject to the following criteria:

- Towns shall be responsible for up to 10 percent of the total eligible project costs.
- For towns that have adopted road and bridge standards, eligibility for reimbursement for repair or replacement of infrastructure shall be to those standards. For towns that have not adopted these standards, eligibility for reimbursement for repair or replacement of infrastructure shall be limited to the specifications of the infrastructure that preexisted the emergency event; however, the repair or replacement shall be to standards approved by the agency.

FY 2014 appropriation: \$3,600,000 (\$3,200,000 federal / \$400,000 State)

FY 2015 recommended: \$1,440,000 (\$1,280,000 federal / \$160,000 State)

TH Aid

General state aid to town highways. Annual appropriation to Class 1, 2, and 3 town highways. Distribution is made quarterly, with no application required. No requirement for local match, other than a requirement that municipalities expend no less than \$300 per mile of local tax revenues on their highways. Planned use of funds must be detailed to State in an annual town plan.

6% of appropriation: Class 1 town highways

44% of appropriation: Class 2 town highways

50% of appropriation: Class 3 town highways

FY 2014 appropriation: \$25,982,744

FY 2015 recommended: \$25,982,744

TH Class 1 Supplemental

Annual appropriation for supplemental aid to municipalities having Class 1 town highways with more than two lanes. Distribution based on the measurement of the additional Class 1 town highways with more than two lanes.

FY 2014 appropriation: \$128,750
 FY 2015 recommended: \$128,750

TH Public Assistance Grants

Annual appropriation for emergency relief and assistance funds (ERAF) to be used as a partial match to federal (FEMA) grants for federally declared disasters. The ERAF fund is administered by the Secretary of Administration. VTrans processes the expenditure (grants) from these funds as part of the Public Assistance Program. The amounts of spending authority (FEMA / ERAF) are determined based on FEMA approved damage estimates.

FY 2014 appropriation: \$29,235,250 (\$27,000,000 FEMA Fund / \$2,235,250 ERAF Fund)
 FY 2015 recommended: \$48,630,222 (\$45,000,000 FEMA Fund / \$3,630,222 ERAF Fund)

We currently have eight open FEMA Public Assistance disaster declarations as follows:

Declaration	Approved Estimate	Federal Share	Federal Paid	Federal Balance	State Share	State Paid	State Balance
1951 (Dec 1-5, 2010)	\$2,047,783	\$1,538,845	\$1,526,814	\$12,031	\$55,144	\$55,144	\$0
1995 (Apr 23 – May 9, 2011)	\$14,354,966	\$10,849,412	\$6,593,710	\$4,255,702	\$1,331,070	\$829,131	\$501,939
4001 (May 26-27, 2011)	\$14,014,369	\$10,583,742	\$9,500,455	\$1,083,286	\$1,794,229	\$1,420,241	\$373,988
4022 (Aug 27 – Sep 2, 2011)	\$229,609,345	\$207,414,681	\$136,700,873	\$70,713,809	\$6,122,342	\$4,073,534	\$2,048,808
4043 (May 20, 2011)	\$1,288,758	\$974,792	\$929,840	\$44,952	\$176,961	\$173,838	\$3,123
4066 (May 29, 2012)	\$1,293,433	\$976,894	\$596,251	\$380,643	\$171,004	\$36,546	\$134,458
4120 (May 22-26, 2013)	\$2,387,797	\$1,799,070	\$980,017	\$819,053	\$327,112	\$17,742	\$309,370
4140 (Jun 25 – Jul 11, 2013)	\$4,025,165	\$3,025,063	\$2,031,779	\$993,284	\$452,538	\$13,955	\$438,583
Totals	\$269,021,615	\$237,162,499	\$158,859,739	\$78,302,760	\$10,430,400	\$6,620,131	\$3,810,269