



VERMONT
AGENCY OF TRANSPORTATION

FY2021 Restatement Budget

House and Senate Transportation and Appropriation
Committees

Joe Flynn, Secretary of Transportation

August, 2020

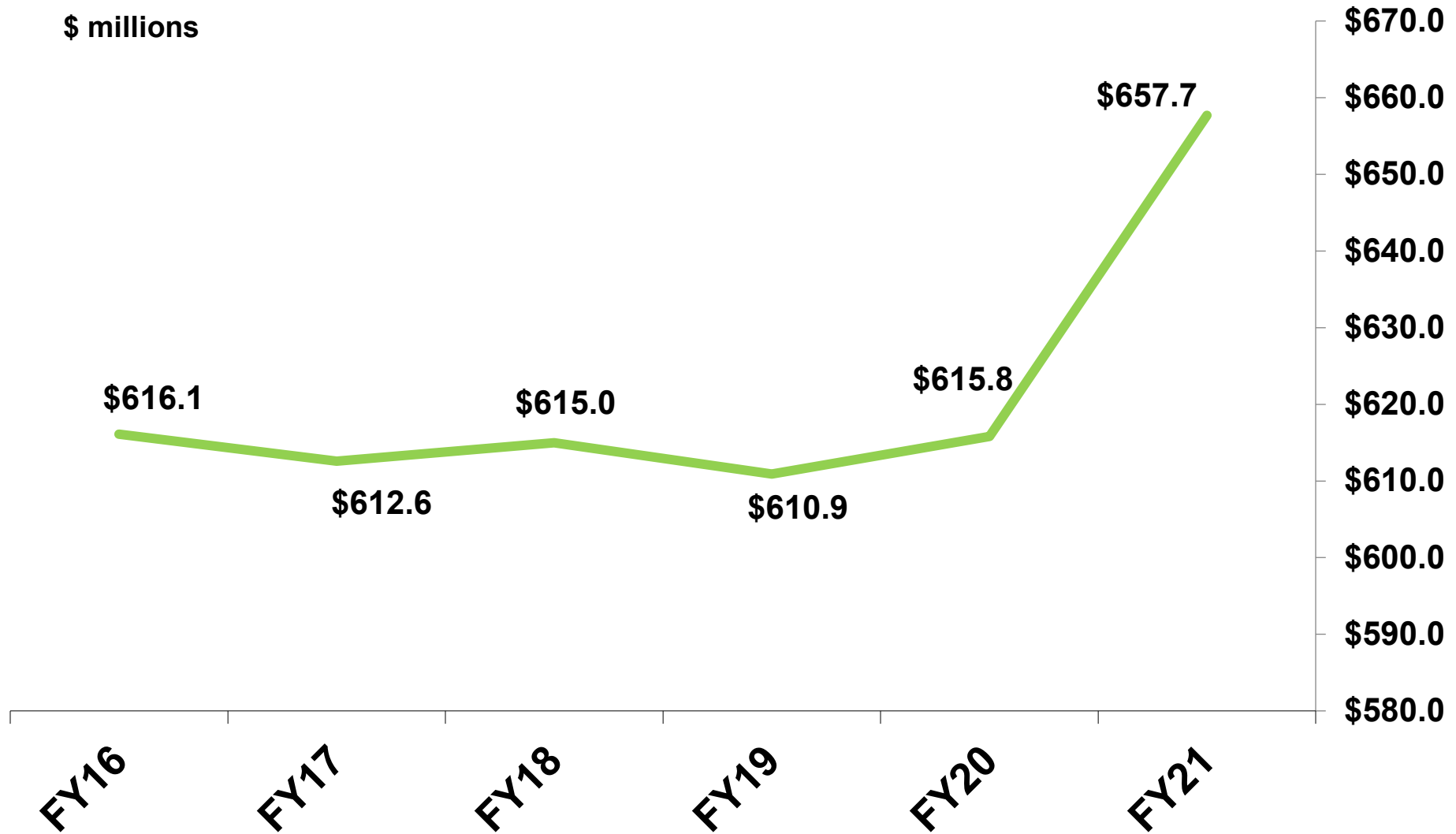


FY2021 Restated Budget Overview

Fund Source	FY 2021 GOV REC	FY 2021 RESTATED	Increase (Decrease)	Percent Change
STATE (TFund)	261,830,565	260,180,308	-1,650,257	-0.6%
FEDERAL	335,606,056	350,643,331	15,037,275	4.5%
LOCAL/OTHER	7,356,747	6,602,147	-754,600	-10.3%
TIB FUND	14,896,617	11,100,770	-3,795,847	-25.5%
GENERAL FUND	0	7,200,000	7,200,000	
CRF FUND	0	1,557,438	1,557,438	
CENTRAL GARAGE FUND	21,639,759	20,382,875	-1,256,884	-5.8%
TOTAL	641,329,744	657,666,869	16,337,125	2.5%



Six Year Budget History



TFund Funding Summary

- TFund down by \$1.65M (-0.6%) from GOVREC
 - Revised August forecast is down by \$29.3M from January forecast
 - Offset by \$24.2M of amounts reverted at year-end of FY2020
 - Offset by \$5M anticipated use of Coronavirus Relief Funds (CRF)
 - Increase to Pay Act of \$1.5M to \$3.9M
 - Proposed reduction to Central Garage equipment of \$1.2M
 - Retains increase of \$100K to Downtown Fund as passed in TBill
 - Increased vacancy savings by \$1M agency-wide
 - Reduction in statewide allocated costs of \$464,000
 - \$3.1M “savings” from shift of TF to Cares Act FTA in Public Transit
 - \$1M “savings” from use of \$167K toll credits and \$850K tapered match

Federal Funding Summary

- Federal Funds increase of \$15M (+4.5%)
 - Proposes \$4M use of tapered match and toll credits
 - Shifts several projects to 100% FHWA for FY21
 - Spreads impact out to FY22 – will require increased State share in FY22
 - Increases FHWA Leveling (FPAV) by \$3.8M – “stimulus” projects
 - Replaces \$3.1M State funds in Public Transit with Cares Act FTA
 - Adds \$800K FTA Public Transit discretionary grant
 - Increases FHWA in TH Bridge by \$1.6M for Brattleboro-Hinsdale

Funding Summary, Continued

- Local/Other down by \$755K
 - Clean Water Fund
- TIB Fund down by \$3.8M (-25.5%)
 - Revised August forecast is down by \$3.2M from January forecast
 - \$800K available from amounts reverted at year-end of FY2020
 - \$3.9M “savings” from use tapered match
 - Shifts several projects to 100% FHWA for FY21
 - Spreads impact out to FY22 – will require increased State share in FY22
 - \$400K added to TH Bridge for Brattleboro-Hinsdale
- Central Garage down by \$1.3M
 - Proposes \$1.2M reduction to equipment replacements
 - Also minor reductions to statewide allocated costs

General Fund Initiatives

- \$1M for Town Highway Aid Supplemental
 - Additional \$7M to be distributed by TH Aid formula to all towns
- \$1M for Highway Maintenance and Roadside mowing
- \$4M for Paving/Leveling
- \$1.2M for DMV IT Systems Modernization
- Much of this funding is intended to stimulate the economy by increasing work assigned to contractors and to towns.



Coronavirus Relief Fund (CRF) Summary

- \$1,557,438 Total CRF request
 - \$1.275M for various Agency-wide CRF eligible activities
 - \$125,000 for DMV costs for PPE outfitting for counters and other facility improvement needs
 - \$107,438 for Costs to implement an on-line scheduling system to serve DMV customers

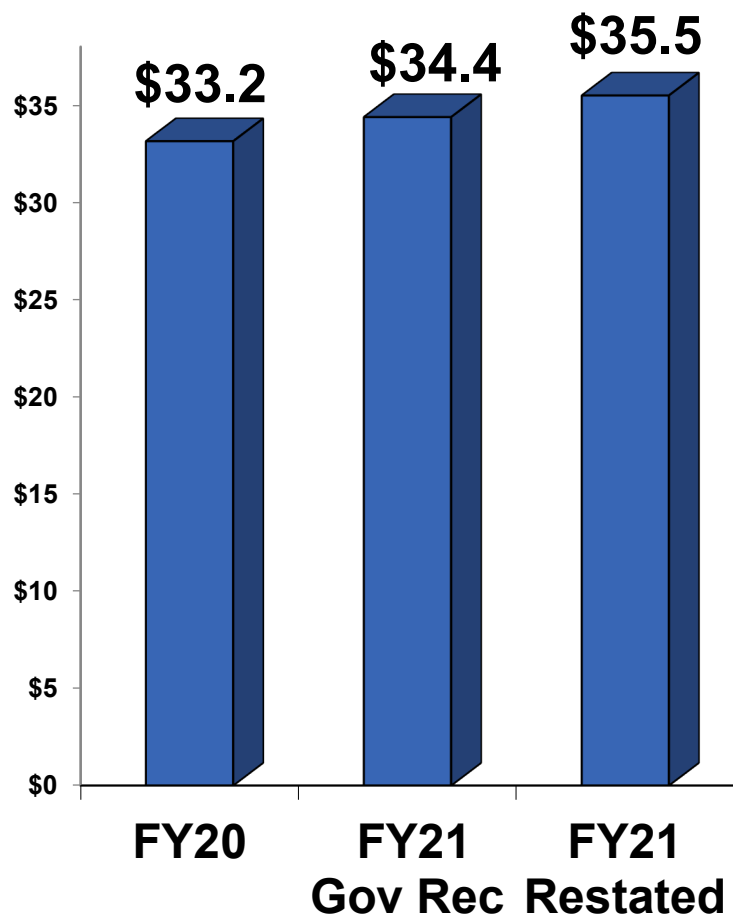
Overall Goals for Restated Budget

- Minimize adverse impacts to Town Programs
 - Total Town Program spending held essentially harmless at GOVREC level
 - One year pause in TH Structures and TH Class 2 grants – All prior grants are fully funded – Towns will maintain position in queue
 - \$6M added to a one-time appropriation to be distributed to all towns by the same formula as TH Aid – Increase from \$27M to \$33M
- Minimal impacts to project advertisements
- Increase spending on projects to stimulate the economy
 - Increase of \$5.75M to federal paving/leveling projects
 - Additional General Fund spending of \$7.2M
- Retain changes made by the TBill to the Governor's Recommended Budget to the extent possible

Status of TBill changes

- Retain changes made by the TBill to the Governor's Recommended Budget to the extent possible
- Legislative changes included in Restated Budget:
 - \$100,000 add to Downtown Transportation Program
 - \$50,000 add for Capstone to administer EV Incentive Program
 - \$100,000 add to Bike/Ped Municipal Sidewalk Program
 - \$500,000 to Public Transit for Transportation Demand Management (TDM)
- Legislative changes not included in Restated Budget:
 - \$500,000 general add to Public Transit
 - Does include recent award of discretionary grant for \$838,000 FTA and State match of \$50,000
 - \$700,000 to Electric Vehicle Incentives
 - This increase is not sustainable under current economic circumstances
 - \$200,000 to Drive Electric VT
 - These funds were not appropriated

Dept. of Motor Vehicles - \$35.5M – Increase of \$1.2M (+3.4%)

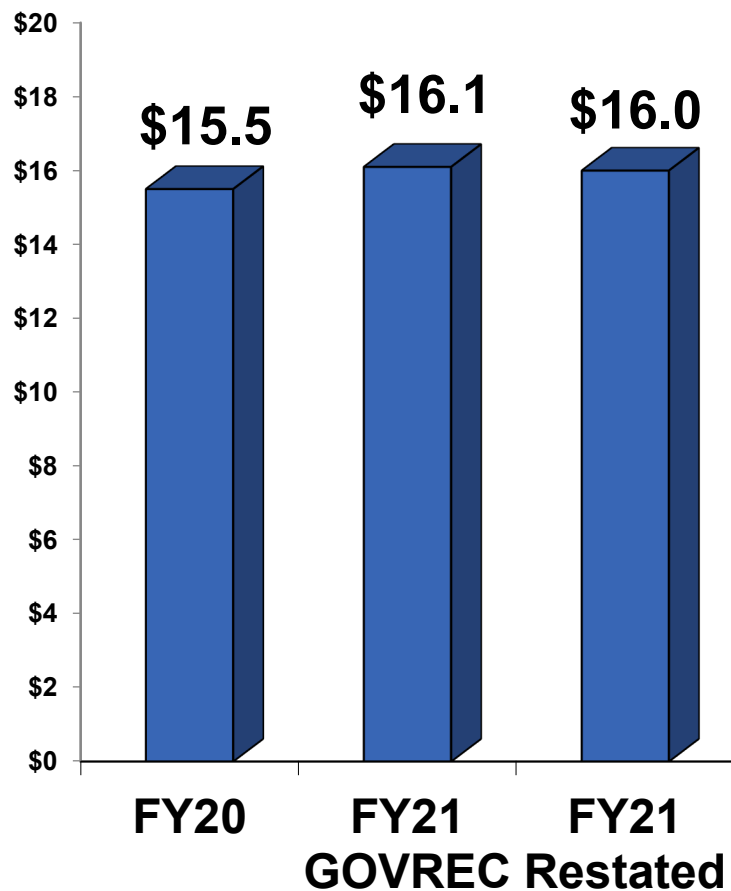


- \$1.2M General Fund for DMV IT Systems Modernization
- Decrease of \$118,305 in statewide allocated costs
- Increase of \$179,386 in vacancy savings
- \$250K increase for limited service staff
 - Needed to address COVID-related backlog
- \$282,438 of Coronavirus Relief Funds (CRF)
 - \$125,000 CRF for DMV costs for PPE outfitting for counters and other facility improvement needs
 - \$107,438 CRF for Costs to implement an on-line scheduling system to serve DMV customers

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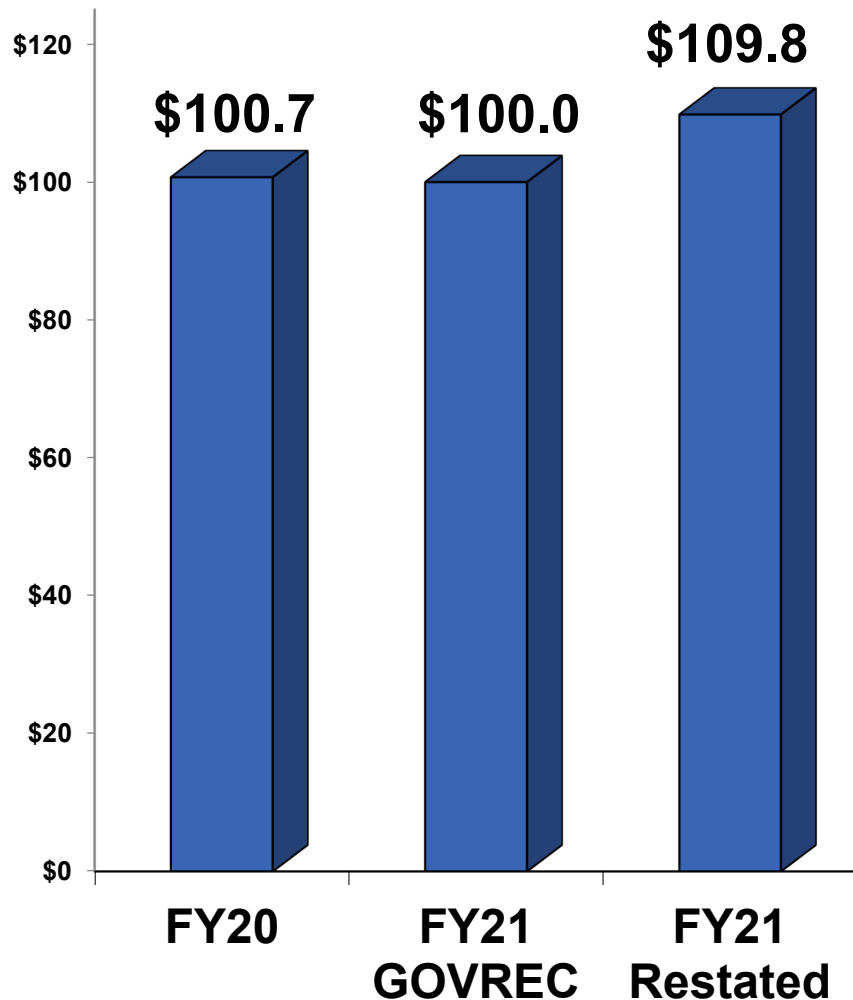


Finance & Administration - \$16.0M - Decrease of \$136,079 (-0.8%)



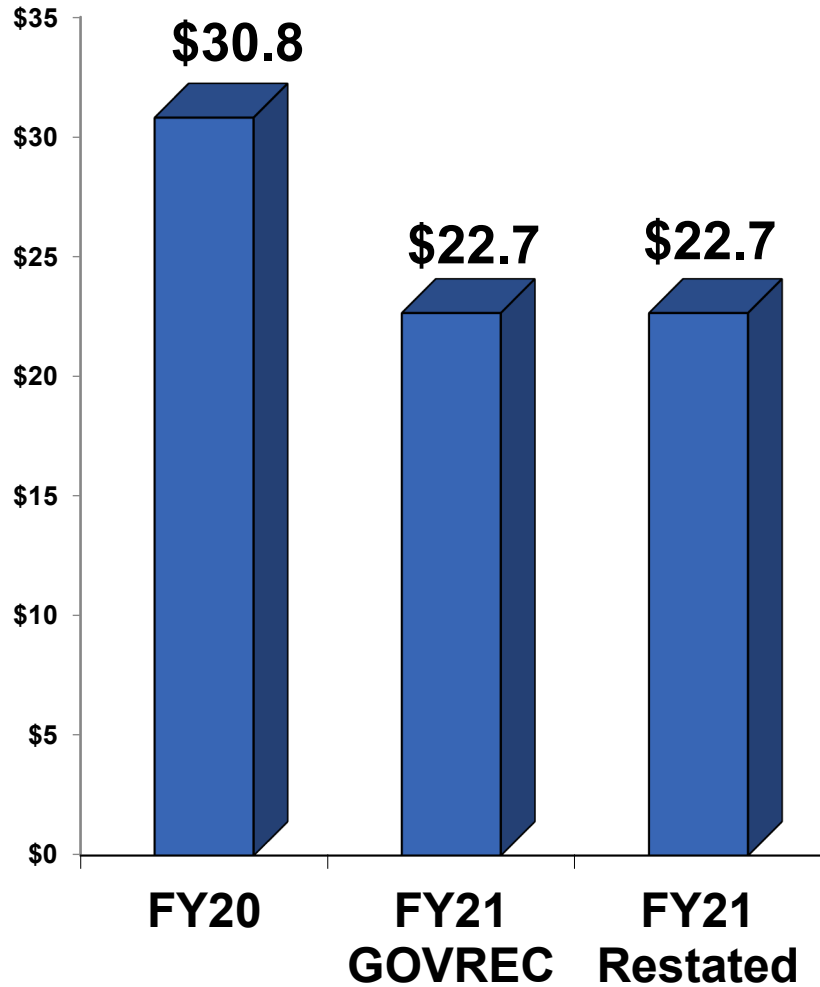
- Decrease of \$40,092 in statewide allocated costs
- Increase of \$95,987 in vacancy savings

Paving - \$109.8M - \$9.8M increase (+9.7%)



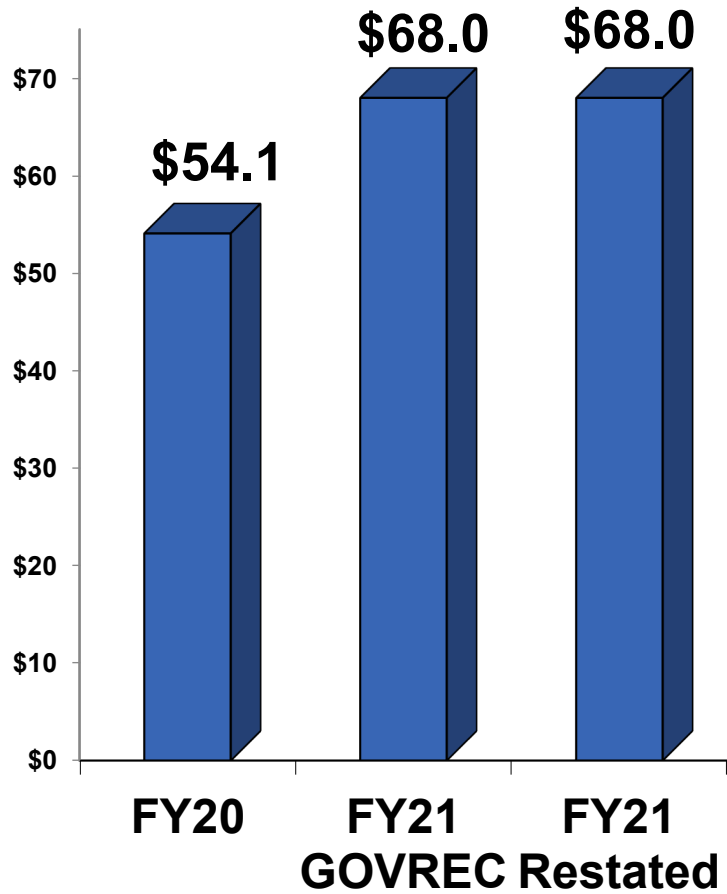
- Add \$5.75M in federal leveling projects to provide economic stimulus
- \$4M General Fund added for Paving/Leveling
- Holds harmless the \$1.25M for district leveling and all planned projects
- Approx. 63 miles of total leveling

Interstate Bridge - \$22.7M – No change

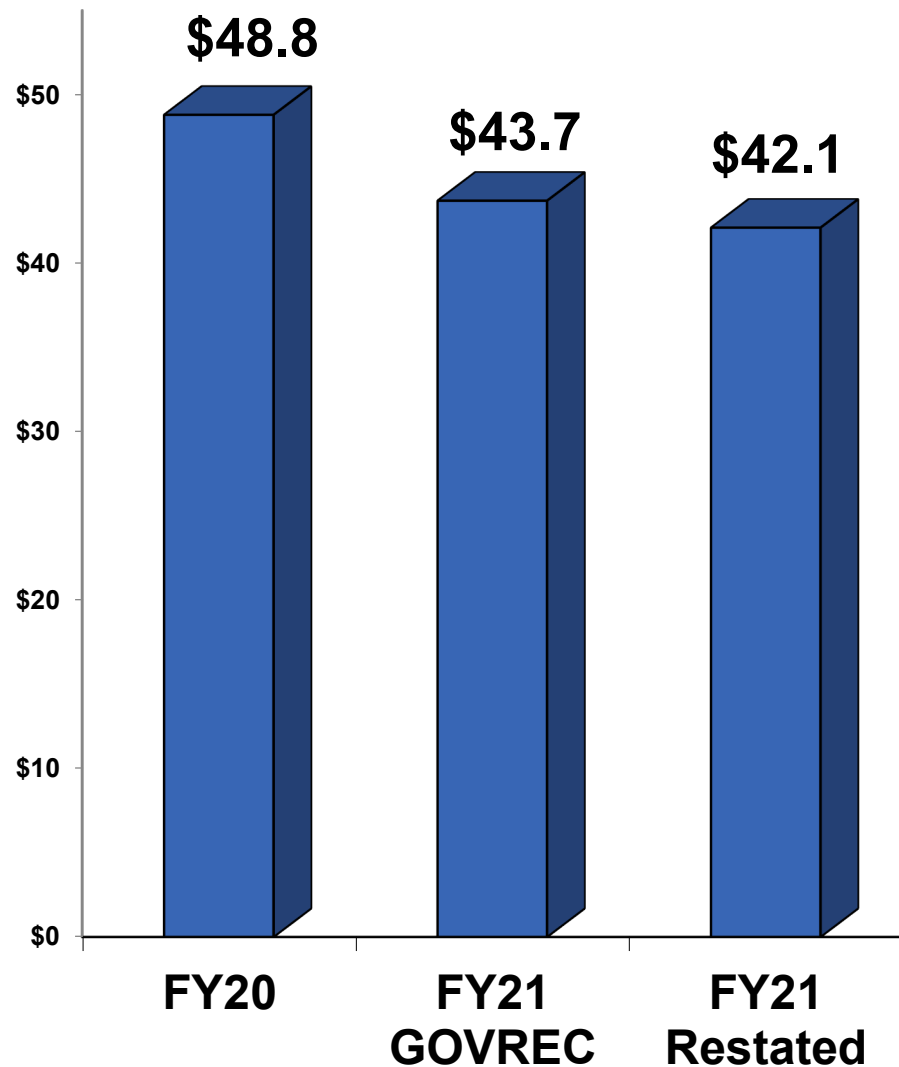




State Bridge - \$68M – No change



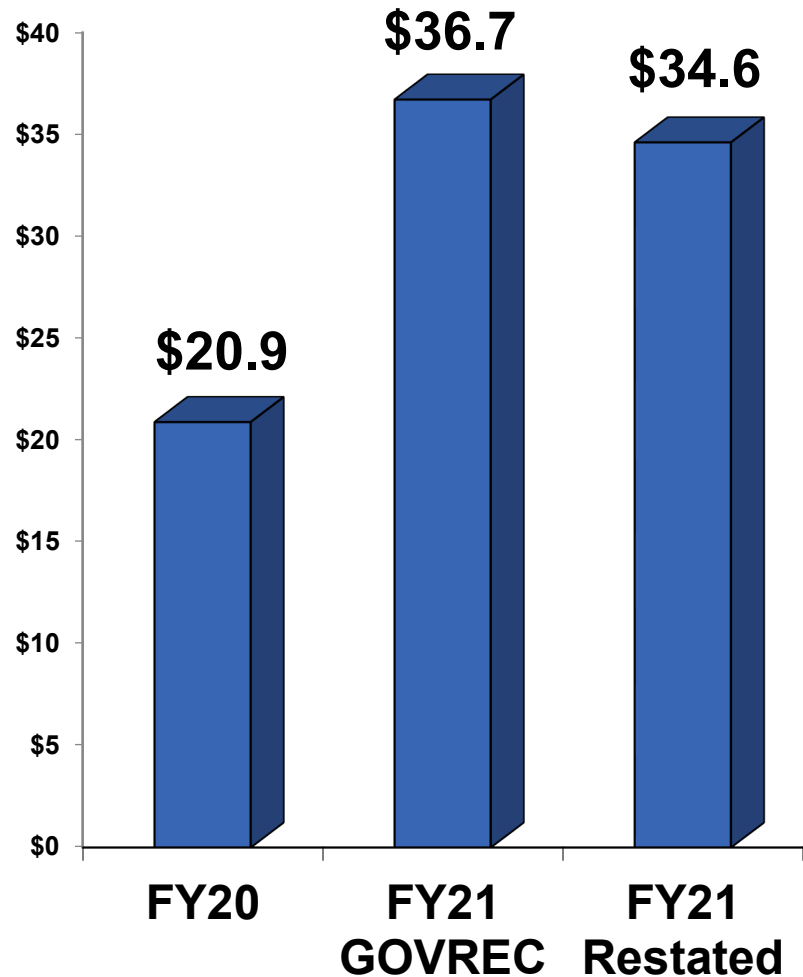
Roadway – \$42.1M - \$1.6M decrease (-3.6%)



- Decrease reflects delays associated with Champlain Parkway project
 - As-passed in TBill
 - Funds are redirected to LVRT



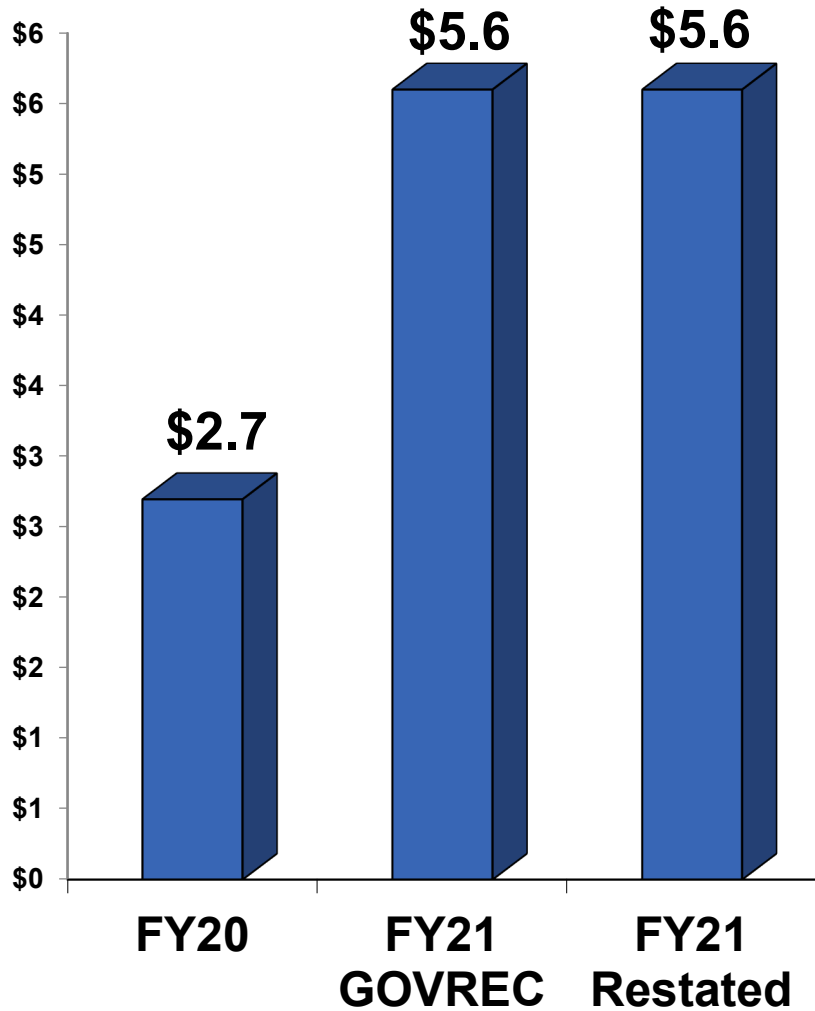
Traffic & Safety - \$34.6M - \$2.1M decrease (-5.7%)



- Decrease reflects delays associated with Colchester Exit 16 project
 - As-passed in TBill
 - Funds are redirected to LVRT

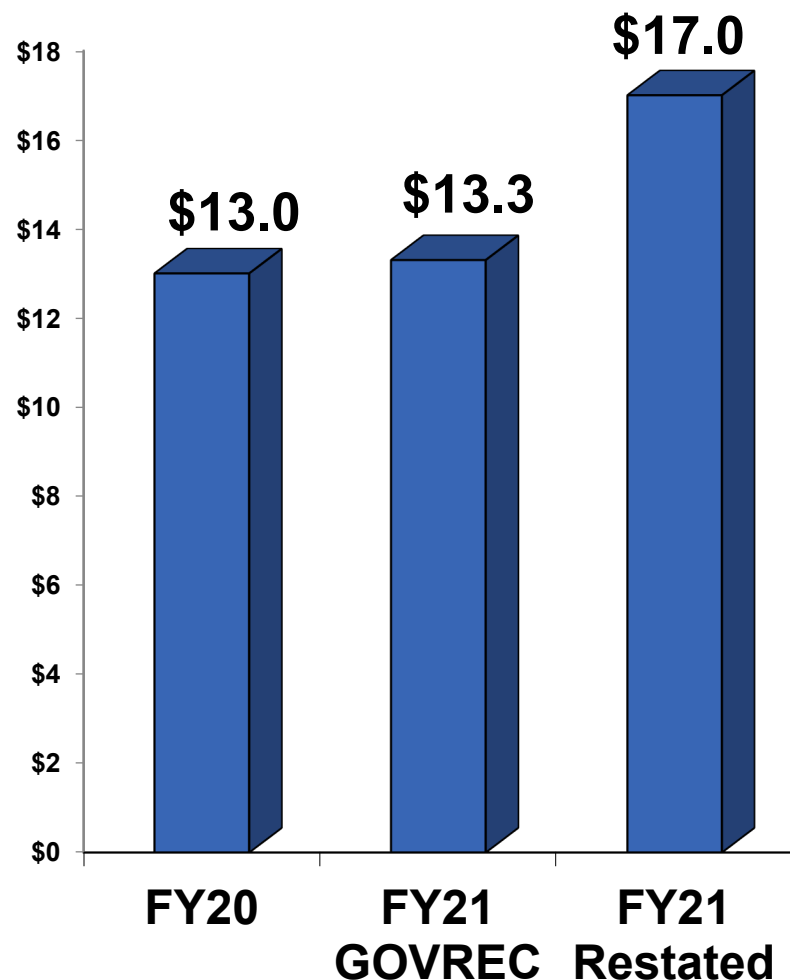


Park & Ride Facilities - \$5.6M - No change





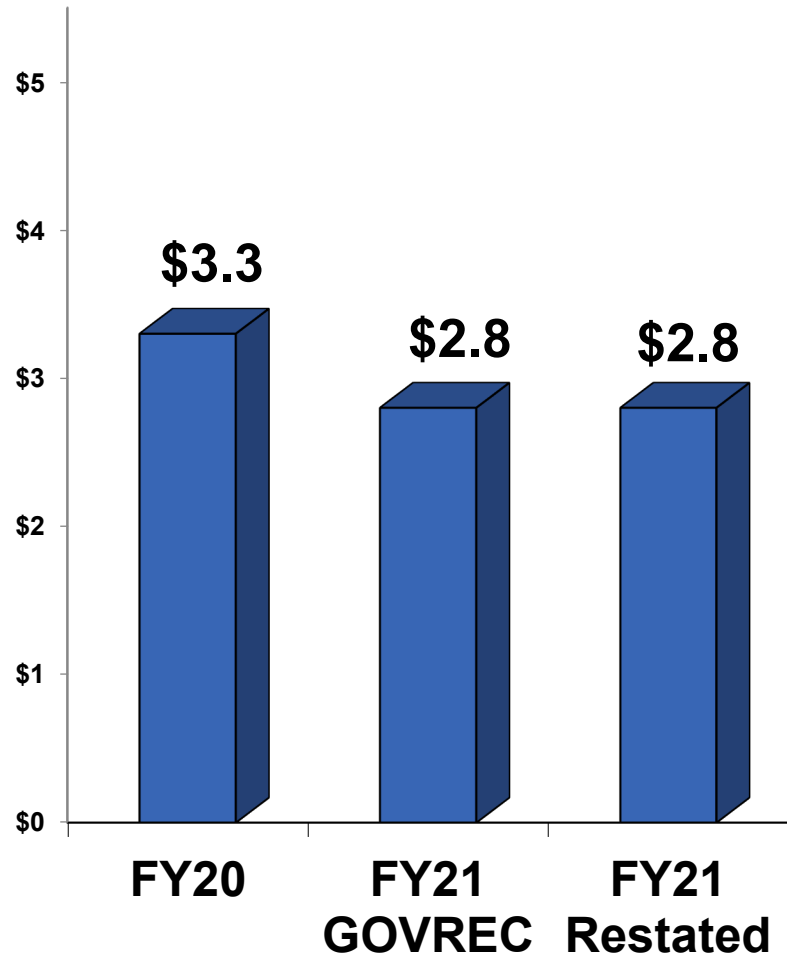
Bike & Ped Facilities - \$17M - \$3.7M increase (+27.8%)



- Adds \$3.6M FHWA funds for Lamoille Valley Rail Trail
 - As passed in TBill
- Adds \$100,000 TF to municipal sidewalk program
 - As passed in TBill
 - To be matched with \$100,000 Local funds

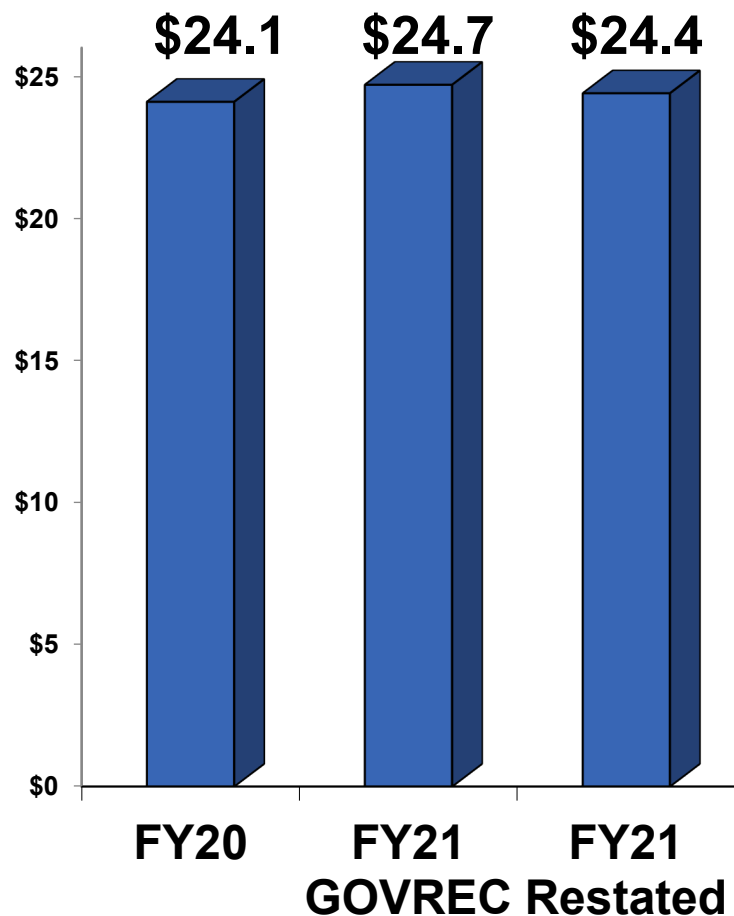


Transportation Alternatives - \$2.8M - No change





PD Admin. - \$24.4M - Decrease of \$270,112 (-1.1%)



- Decrease of \$94,306 in statewide allocated costs
- Increase of \$225,806 in vacancy savings
- Includes \$50,000 TF for Capstone EV administration as passed in TBill

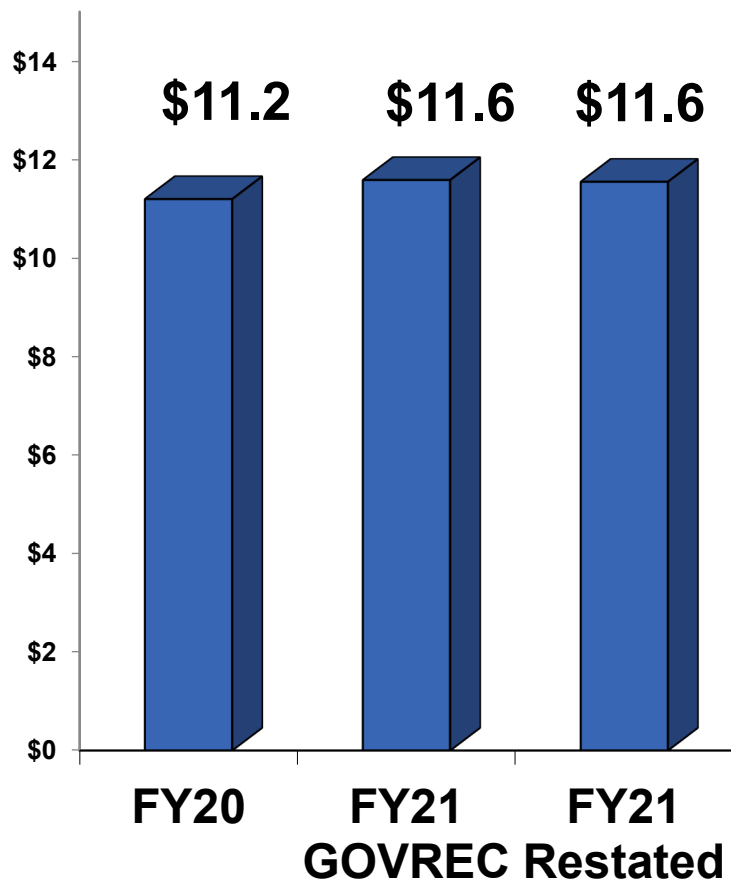


Rest Areas - \$1.0M - No change



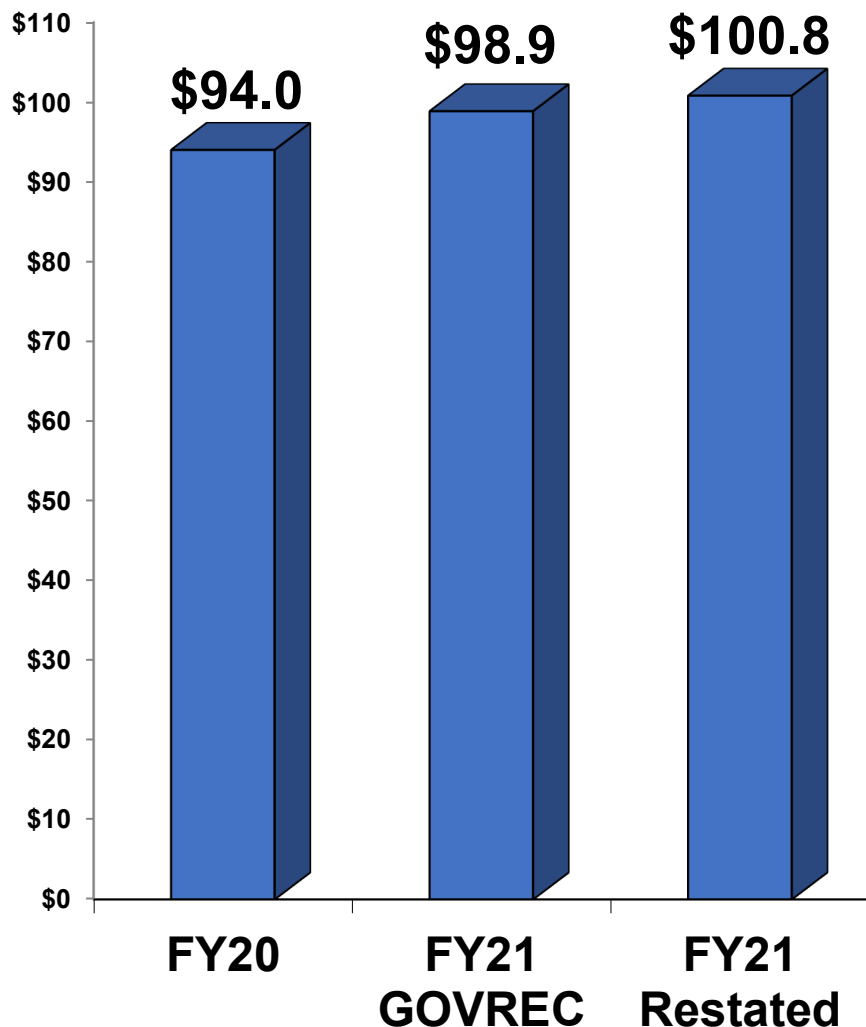


Policy and Planning - \$11.6M - Decrease of \$35,691 (-0.3%)



- Decrease of \$10,514 in statewide allocated costs
- Increase of \$25,177 in vacancy savings

Maintenance - \$100.8M - \$1.9M increase (+2.0%)



- Decrease of nearly \$2M in TF for general maintenance activities
 - \$1.4M greater cut than \$600K Legislative cut
- \$1M General Fund added to offset impacts of above TF cut and to restore mowing activities
- Decrease of \$170,181 in statewide allocated costs
- Increase of \$402,046 in vacancy savings
- \$3.5M added to pay Central Garage invoices
 - \$3.5M of FY20 invoices that were not paid to potentially assist with balancing TFund at year end
 - These will be paid in FY21 to eliminate the cash shortfall that resulted in the Central Garage Fund

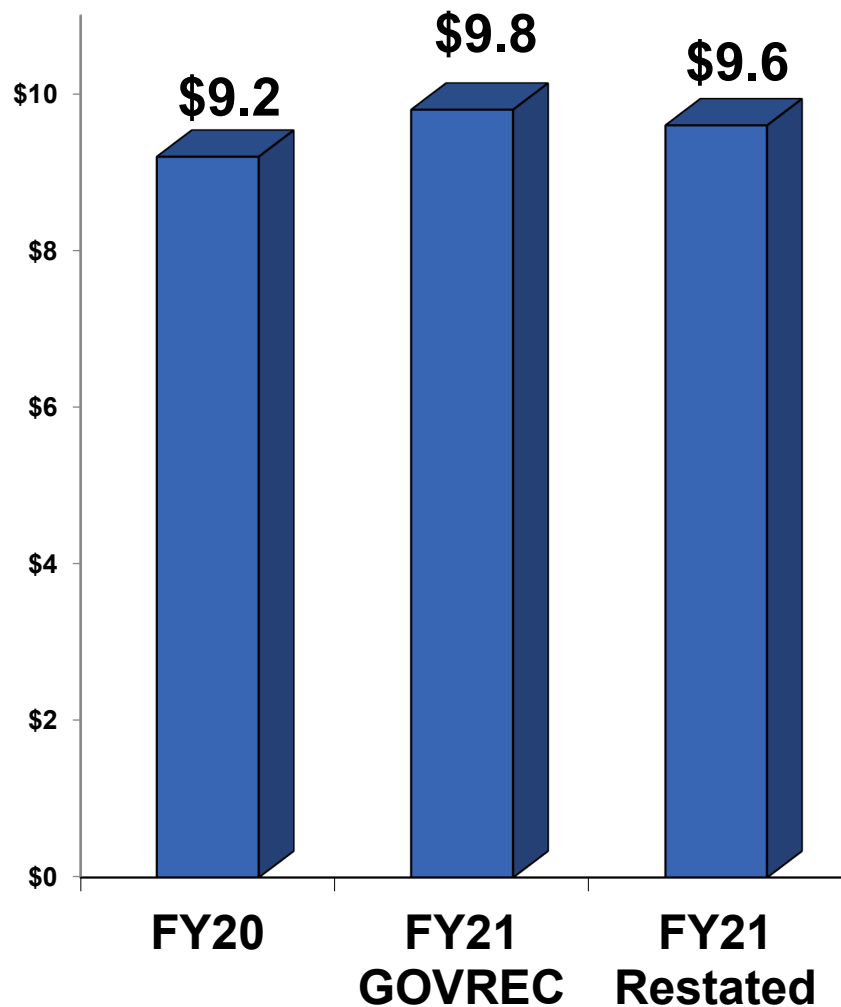


Public Transit - \$38.2M - \$1.4M increase (+3.7%)



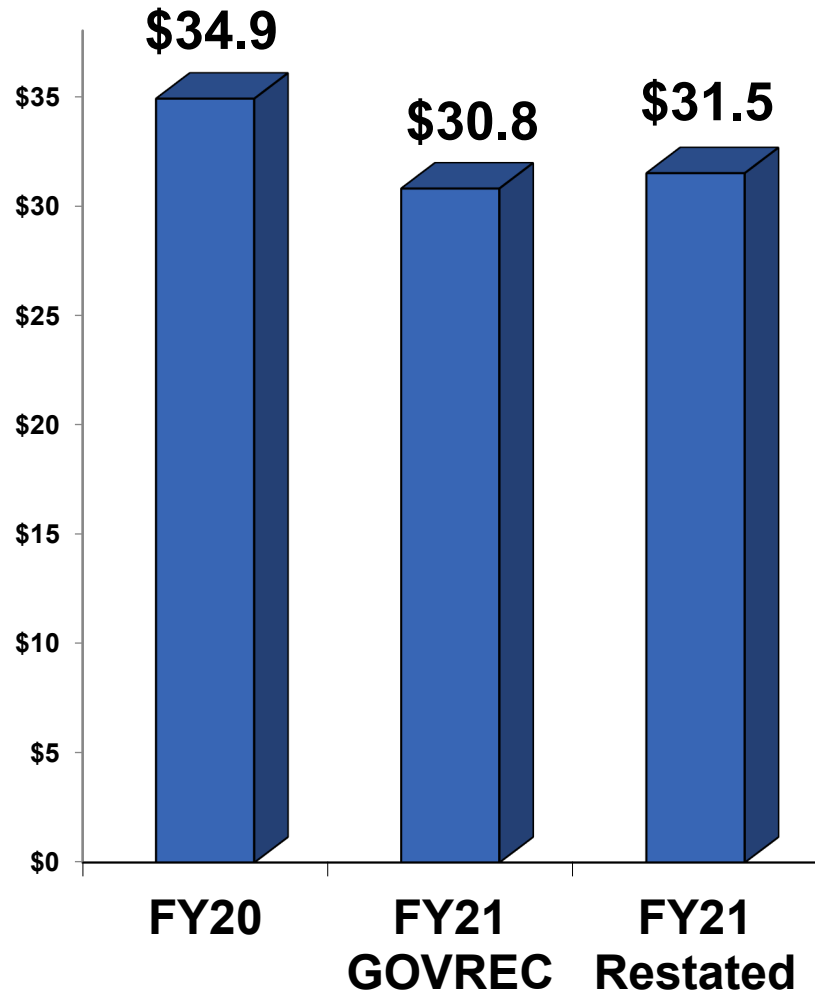
- Increase is partially due to federal discretionary grant award for buses:
 - \$838,355 FTA
 - \$49,197 State match
- Saves \$3.1M in State funds – shifts to FTA COVID Cares Act Funds
- Includes \$500,000 TF for Transportation Demand Management (TDM) as passed
- Decrease of \$1,643 in statewide allocated costs
- Increase of \$3,934 in vacancy savings

Aviation - \$9.6M - \$291,426 decrease (-3.0%)



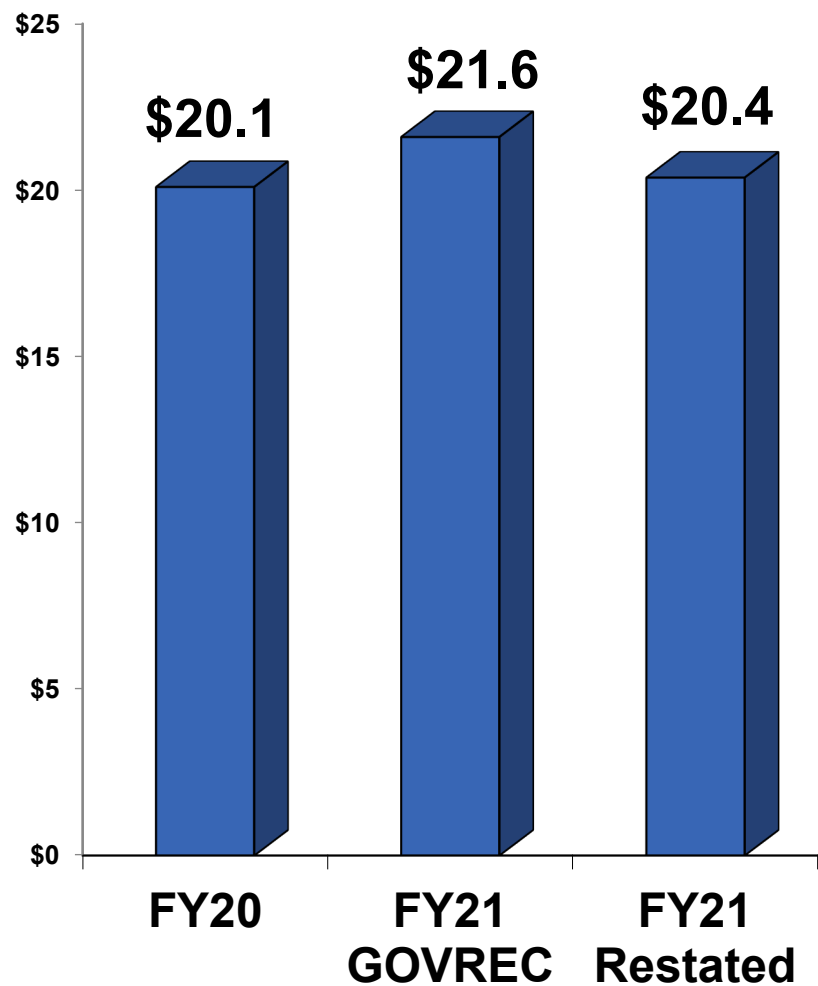
- Maintains Legislative changes to Clarendon Snow Removal Equipment building (-\$595K) and Morristown Fuel Farm (+\$195K) as passed in TBill
- Decrease of \$5,257 in statewide allocated costs
- Increase of \$12,589 in vacancy savings
- Small increase in Cares Act FAA of \$26,420

Rail - \$31.5M - \$678,808 increase (+2.2%)



- Adds \$700,000 for Burlington Railyard overnight train parking project
- Decrease of \$6,243 in statewide allocated costs
- Increase of \$14,949 in vacancy savings

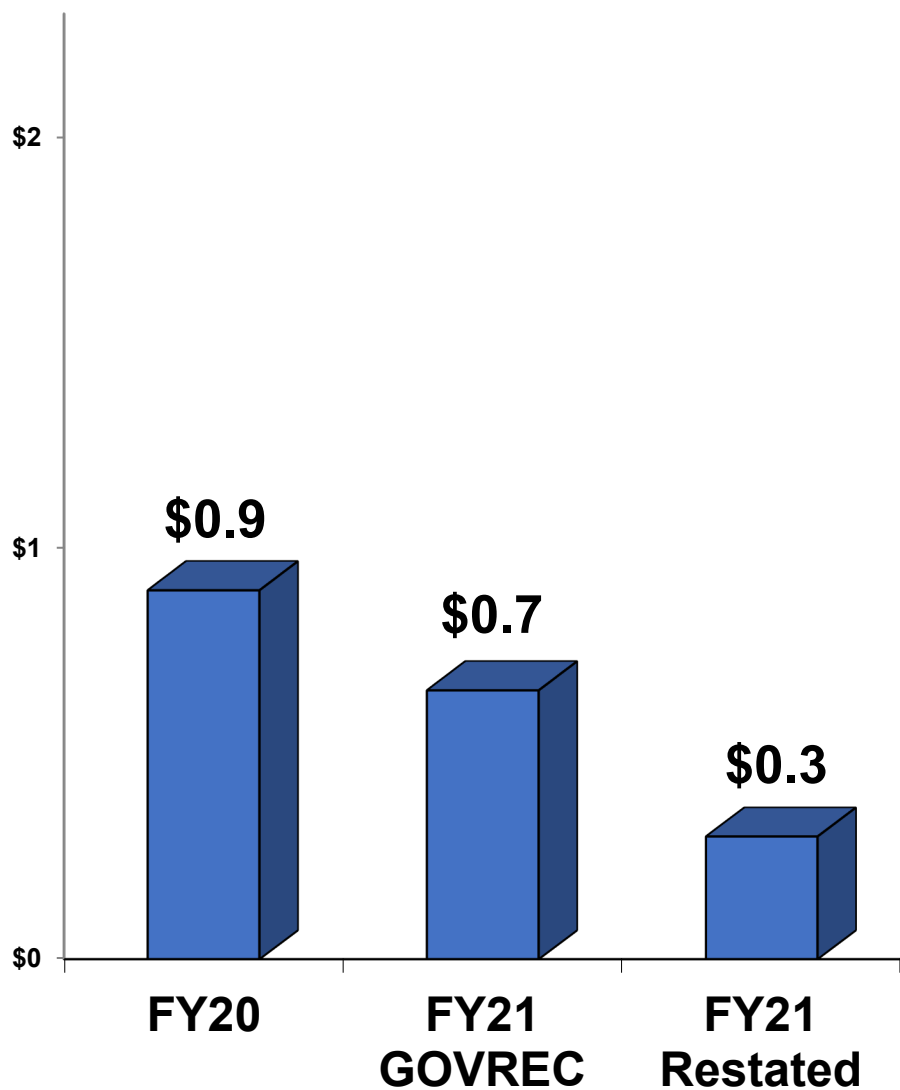
Central Garage - \$20.4M - \$1.3M decrease (-5.8%)



- Decrease of \$1.2M to equipment replacement
 - Reduced from \$8.7M to \$7.5M
- Decrease of \$16,758 in statewide allocated costs
- Increase of \$40,126 in vacancy savings

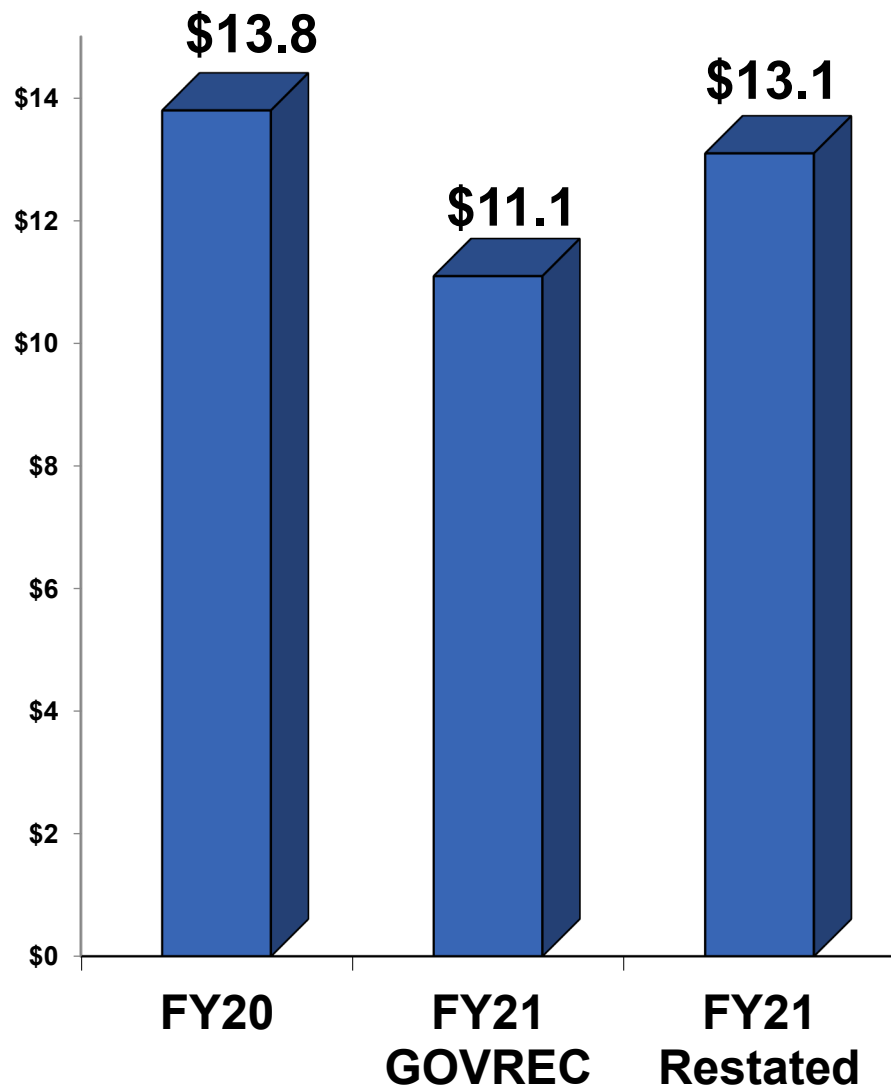


Transportation Buildings - \$307K - \$350,000 decrease (-53.3%)



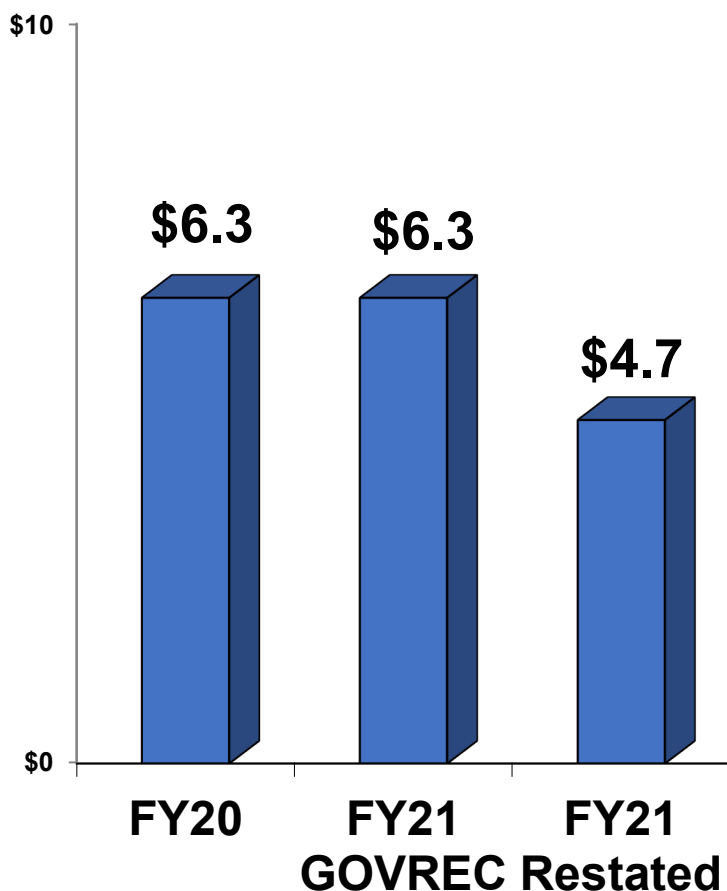
- Maintains Legislative cut of \$350,000 to Lunenburg Garage construction as passed in TBill

Town Highway Bridge - \$13.1M - \$2M increase (+18.1%)



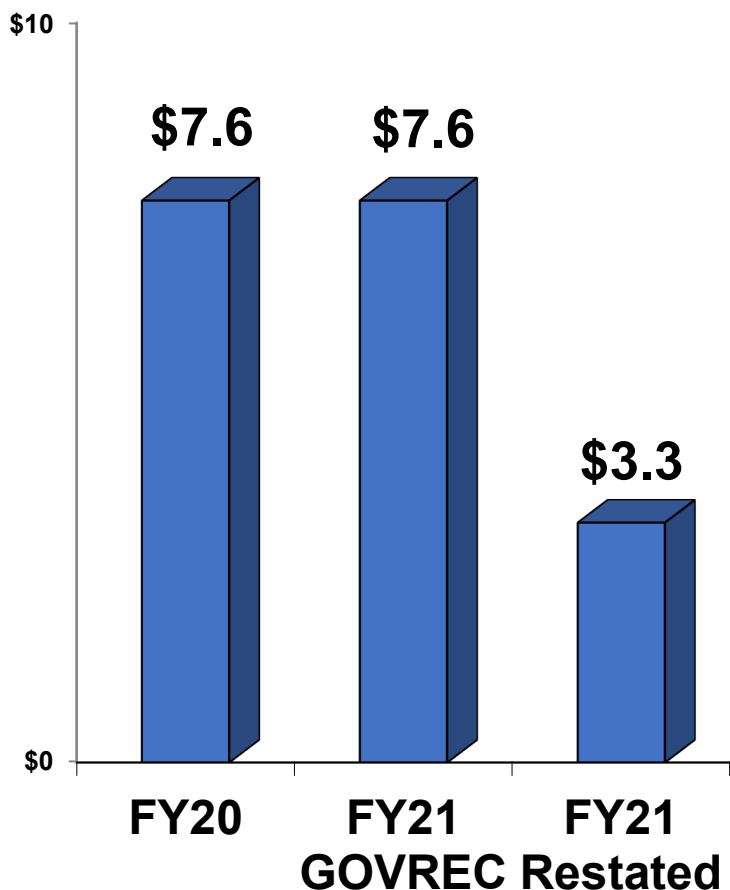
- Adds \$2M (\$1.6M FHWA and \$400K TIB) to Brattleboro-Hinsdale NH for ROW costs
 - Also Shifts \$1M from construction to ROW
 - No construction anticipated during FY21

TH Structures - \$4.65M - \$1.68M decrease (-26.6%)



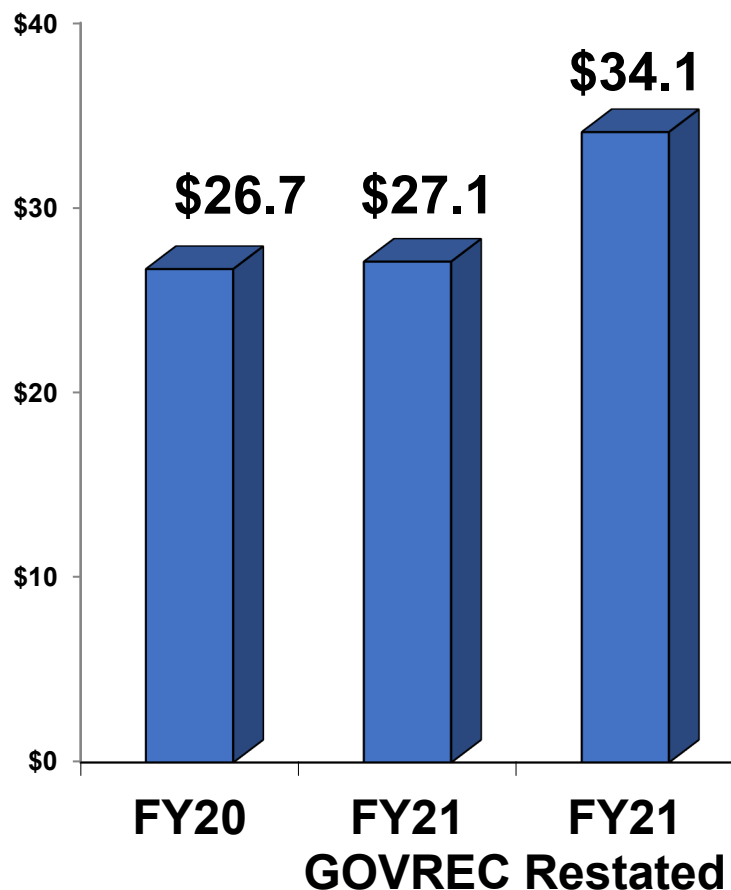
- Budget funds all outstanding grant commitments estimated to be paid in FY21
- This program is paused for FY21 – no new grants will be awarded
- Will resume in FY22 – all towns will maintain their position in queue
- \$6M is added to a one-time appropriation to be distributed to all municipalities by the TH Aid formula
 - Increased from \$27M to \$33M

TH Class 2 Roadway - \$3.25M - \$4.4M decrease (-57.5%)



- Budget funds all outstanding grant commitments estimated to be paid in FY21
- This program is paused for FY21 – no new grants will be awarded
- Will resume in FY22 - all towns will maintain their position in queue
- \$6M is added to a one-time appropriation to be distributed to all municipalities by the TH Aid formula
 - Increased from \$27M to \$33M

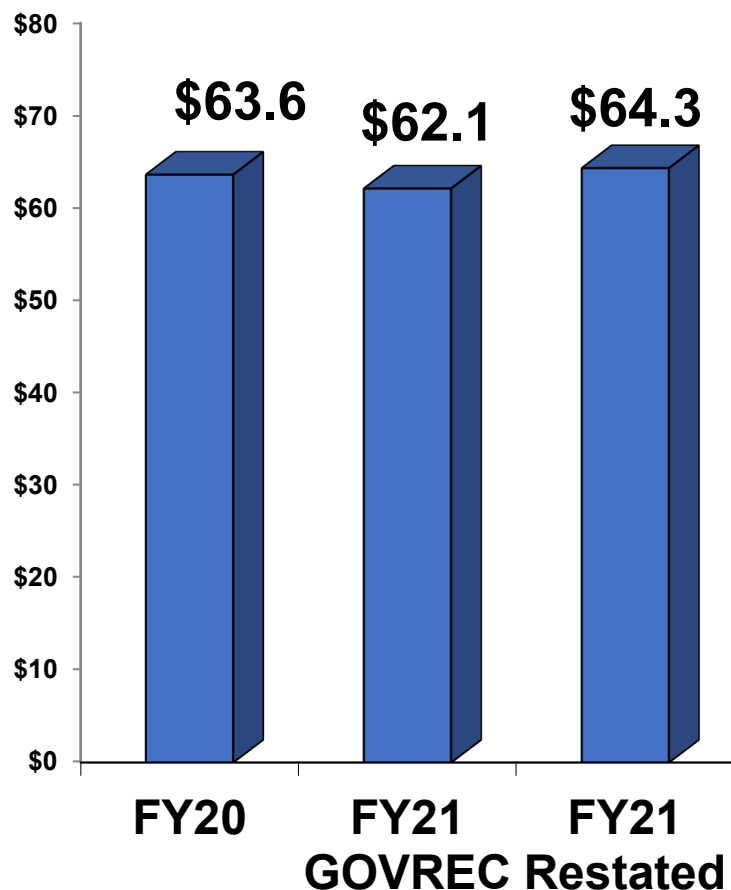
Town Highway Aid - \$34.1M - \$7M increase (+25.8%)



- \$7M will be added as a one-time appropriation to be distributed to all municipalities by the TH Aid formula
 - Increased from \$27M to \$34M
 - \$6M TF plus \$1M GF
 - All towns will benefit from this increase
- This helps offset the reductions to TH Structures and TH Class 2 Roadway Programs
- Total Town Program funding essentially held harmless at GOVREC level
 - Excluding \$2M increase to TH Bridge Program



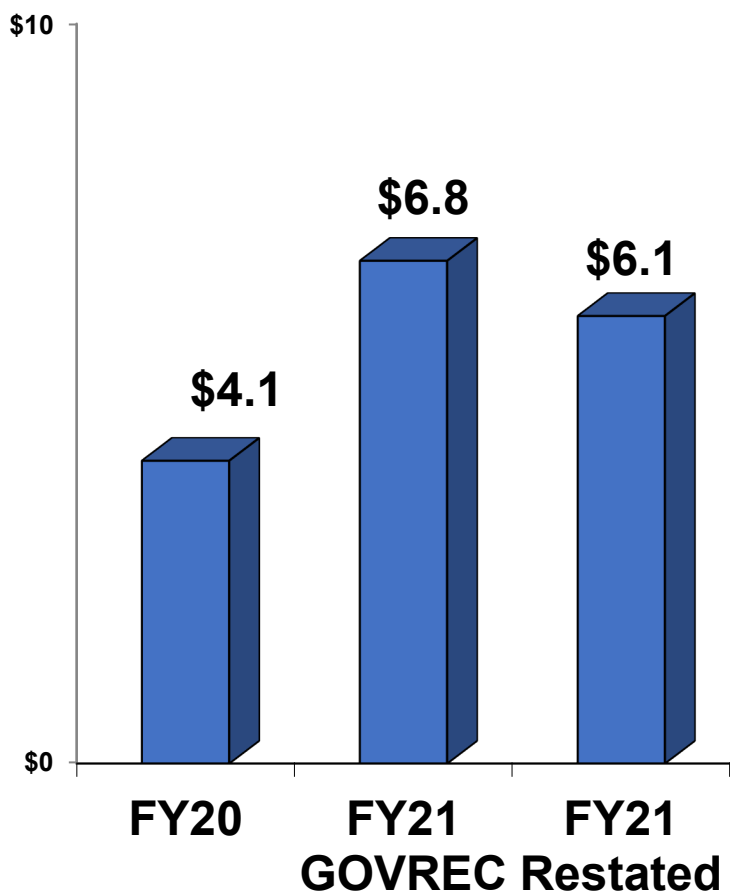
Town Highway Programs - \$64.3M - \$2.2M increase (+3.5%)



- Increase of \$2M to TH Bridge
- One-time increase in special TH Aid formula funds of \$7M: \$6M TF and \$1M GF
- Decrease of Clean Water Fund of \$723,000 in Municipal Mitigation
- The following Town Highway Programs are funded with no change at the GOVREC level:
 - TH – Nonfederal Disasters
 - TH – Federal Disasters
 - TH – Class 1 Supplemental
 - TH – VT Local Roads
 - TH – Public Assistance Grants



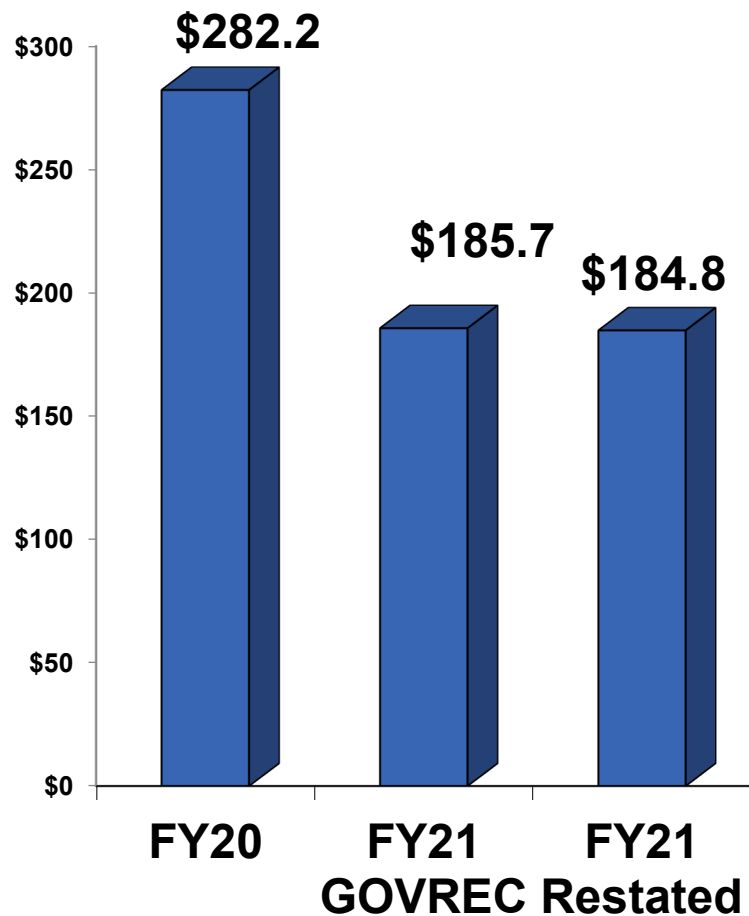
Municipal Mitigation Assistance - \$6.1M – Decrease of \$723K



- Reduction in Clean Water Fund of \$723,000 due to revenue forecast



Transportation Board - \$184,774 - Decrease of \$976 (-0.5%)



- Decrease of \$976 in statewide allocated costs

Questions?