

Vermont Agency of Transportation

2021 Performance & Highlights

JOE FLYNN, SECRETARY

JANUARY 11, 2022

PRESENTATION TO HOUSE TRANSPORTATION





Agency of Transportation

VTrans Functional Chart

Joe Flynn
Secretary of Transportation
joe.flynn@vermont.gov

Leslie Welts
Legal Section
leslie.welts@vermont.gov

Harriet Johnson
Private Secretary
harriet.johnson@vermont.gov

John Zicconi
Transportation Board & New
Mtr Veh Arbitration Board
john.zicconi@vermont.gov

Wanda Minoli
Department of Motor Vehicles
wanda.minoli@vermont.gov

Ann Gammell
Highway Division
ann.gammell@vermont.gov

Wayne Gammell
Maintenance & Fleet Division
wayne.gammell@vermont.gov

Michele Boomhower
Policy, Planning and Intermodal
Development Division
michele.boomhower@vermont.gov

Jayna Morse
Finance & Administration
Division
jayna.guilford@vermont.gov

- Vehicle Registration / Titling
- Driver License Exams / Issue
- Tax Collection Services
- Oversize / Overweight Permits
- Driver Improvement
- Branch Offices / Mobile Vans
- Driver Training
- Motor Carrier Safety
- Dealer and Inspection Stations
- Criminal investigations
- Pupil Transport Oversight
- Commercial Vehicle Enforcement
- Vermont Rider Education Program (Motorcycle Training)
- IFTA/IRP/Motor Fuel Tax

- Engineering
- Roadway Program
- Structures Program
- Construction
- Pavement Program
- Highway Safety & Design
- Municipal Assistance
- Environmental Permitting & Hydraulics
- Materials Testing & Certification
- Traffic Research
- Geotechnical Engineering
- ROW / Utilities / Survey
- Asset Management
- Better Back Roads
- Governors Highway Safety Program

- Maintenance Districts
- Traffic Shop
- Fleet Management
- Technical Services
- Water Quality / Stormwater
- Hazardous Materials & Waste Management

- Policy, Planning, & Research Bureau
- Transportation Mapping
- Development Review & Permitting Services
- Public Outreach
- Public Transit Program
- Rail / Aviation Bureau

- Information Technology
- Contract Administration
- Audit
- Budget Operations
- Financial Operations
- Civil Rights & Labor Compliance
- Performance
- VT Transportation Training Center (VTTC)
- Safety
- Hearings
- Vermont Local Roads
- Facilities Management
- Emergency Management

Mission and Areas of Priority

Mission

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

Areas of Priority

- Growing the Vermont Economy
- Making Vermont More Affordable
- Protecting the Vulnerable
- Modernizing & Improving Efficiency of Government

2021 Agency Strategic Plan – New Focal Areas

- **Grow the Economy**

- Retain existing jobs and attract new jobs and workers by investing additional federal funds anticipated from the Infrastructure and Transportation Bills in projects that improve access and enhance community livability.
- Restore and increase public transit and rail ridership through marketing and outreach that emphasize efficiency and safety.
- Support access to jobs and reliable mobility for freight by maintaining the highway system in good condition.

- **Make Vermont More Affordable**

- Reduce household transportation costs for lower income Vermonters by providing incentives to purchase used, fuel efficient vehicles and to encourage owners of older, higher polluting vehicles to switch to cleaner, less expensive transportation options including public transit.

Agency Strategic Plan - Highlights

- **Build Safe and Healthy Communities**

- Reduce the number of fatalities that result from crashes on Vermont highways by improving the use of data to strategically allocate funds to implement safety initiatives.
- Provide a transportation system that is resilient to more frequent and severe flooding caused by Climate Change by proactively identifying and addressing highway and rail infrastructure that is vulnerable to damage.
- Reduce the impact of Vermont's transportation system on climate change by facilitating the transition to electric vehicles to reduce greenhouse gas emissions.

Agency Strategic Plan - Highlights

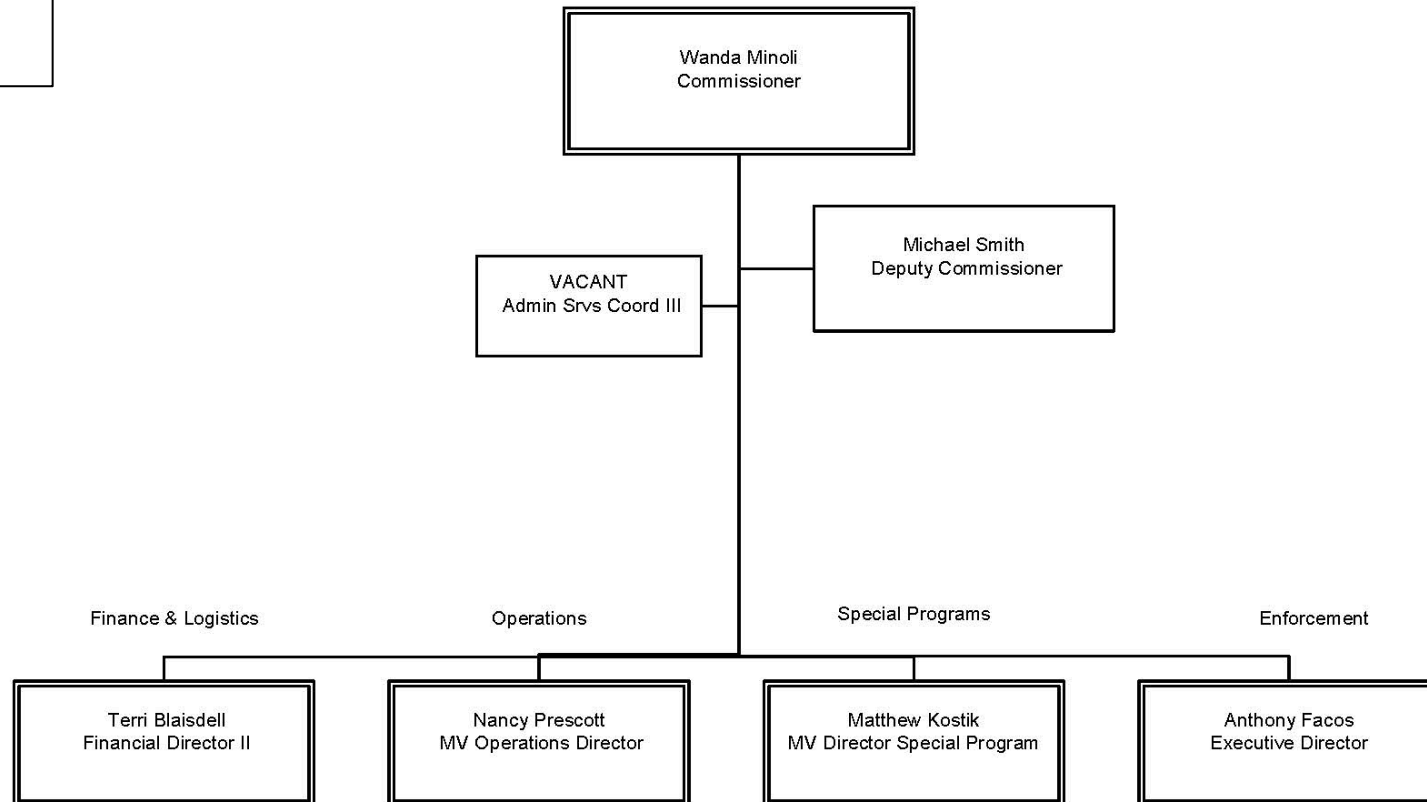
- **Modernize and Improve Government**

- Enhance Agency Integration of Equity Principles in the Planning, Programming, Development, Delivery and Maintenance of the Transportation System by preparing an equity framework and implementing its recommendations.
- Promote organizational excellence by attracting, developing, and retaining a talented, diverse, and engaged workforce.
- Improve service to DMV customers by replacing outdated DMV mainframe and ancillary databases with singular core system in two phases.

Department of Motor Vehicles

Department of Motor
Vehicles
Commissioner

Wanda Minoli, Commissioner
wanda.minoli@vermont.gov
(802) 828-2011



Department of Motor Vehicles

2021 Year in Review

- Vermont State Inspection Program - Design, development and implementation of the Sticker on Demand Program
- Electric motorcycle - Harley-Davidson Livewire now in active service; first state in the country to utilize electric motorcycle for law enforcement.
- Branch Offices reopened throughout the State with a new location in White River Junction
- COVID-19 related backlog
 - In 2021 we experienced an unprecedented number of online and mail-in transactions which created an 18-day processing backlog and by October 2021 we returned to our standard processing timeframe of 3-5 days
 - Telephone wait times decreased from over an hour to an average of 15 minutes due to in-person customer service
- Additional online services moved forward including Vehicle Tax Estimator (Go-live in 2022) and DMV Express Modernization which will expand the number of transactions available to the customer when using DMV Express during a single session

Department of Motor Vehicles

2022 Initiatives

- **Core System Upgrades: Vehicle Service Phase I** – Online registration and title; point-of-sale system
- **E-Permitting System** – A centralized, online permitting system for DMV and VTRANS
 - Launching in spring of 2022, the system will allow for application and receipt of permits online, 24/7
 - Access for users to create an account, register a business, and enter a fleet into the system
 - In the future, will allow municipalities to build an application for online permits to be issued in partnership with State permits

Department of Motor Vehicles 2022 Initiatives

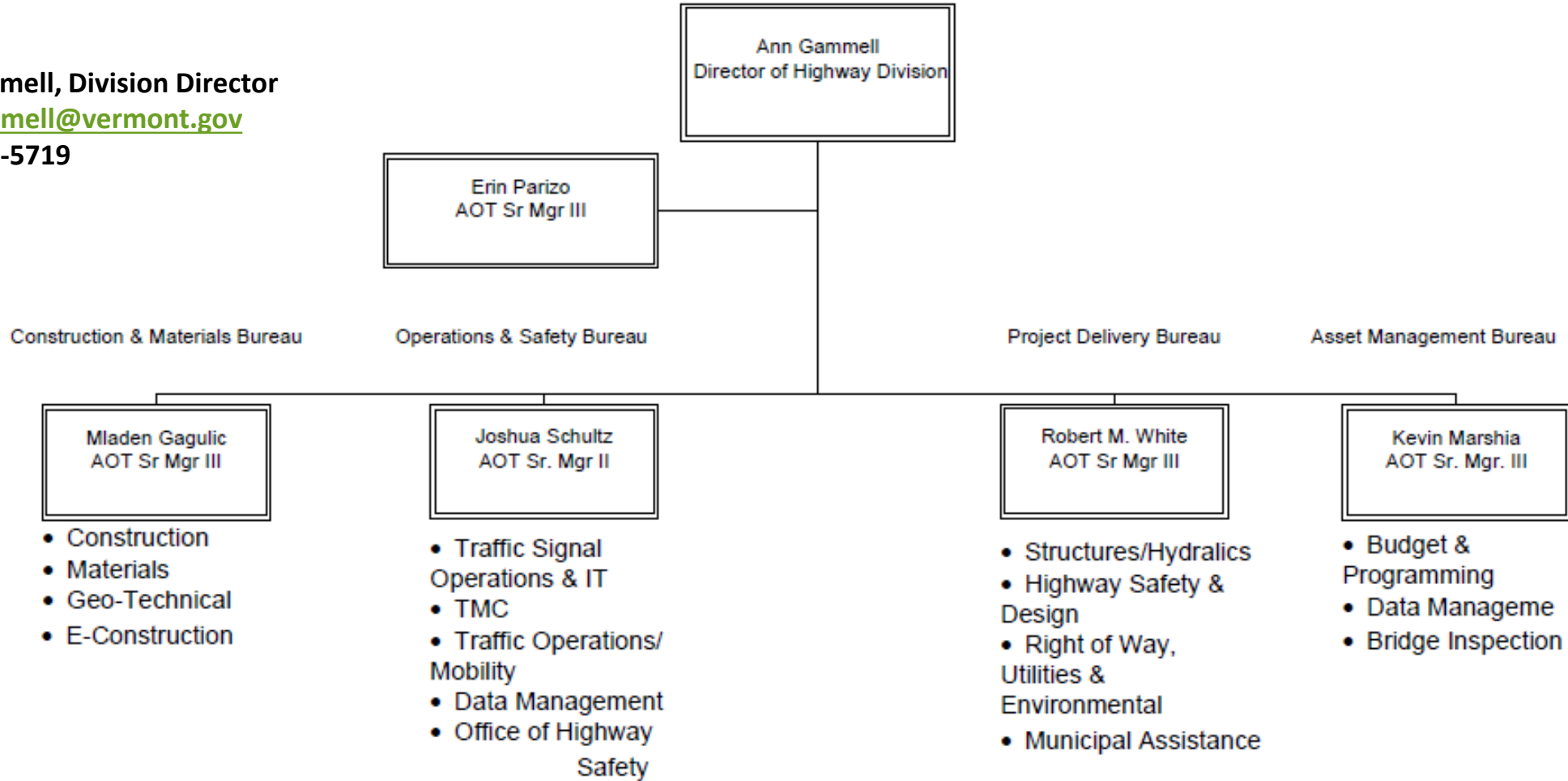
Inspection Stickers –

- On-demand printing by state inspection stations (Sticker on Demand)
 - Soft rollout for beta testing started in 2021
 - State inspection stations will be issuing Sticker on Demand by March of 2022
- New design and location –
 - Same color sticker each year, with expiration month and year printed at time of inspection
 - Location moving to driver's side lower corner of windshield
 - QR code that can be scanned by law enforcement to access vehicle inspection report (later in 2022)



Highway Division – Organizational Structure

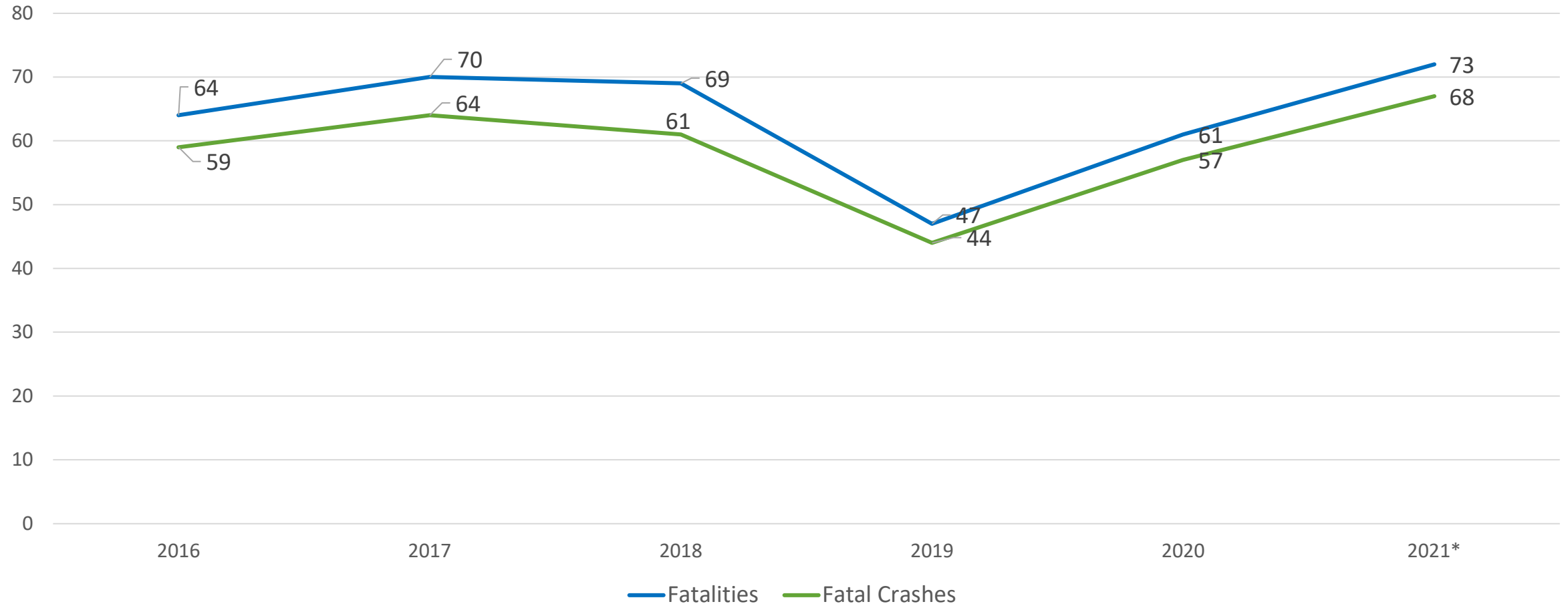
Ann Gammell, Division Director
Ann.Gammell@vermont.gov
(802) 522-5719



Program Highlights: Highway Safety

Fatalities and Fatal Crashes by Calendar Year

**Data Current Through 1/3/22*



Program Highlights: Highway Safety

Fatal Crash Data	2021*	2020	2019	2018	2017	2016	2015
Total Fatal Crashes	68	57	44	61	64	59	50
Total Fatalities (People)	73	61	47	69	70	64	57
Double Fatality Crashes	5	4	3	8	3	2	5
Triple Fatality Crashes	0	0	0	0	0	1	1
Quadruple Fatality Crashes	0	0	0	0	1	0	0
Operators Suspected as Driving under the Influence of Alcohol Only	9	11	5	5	6	14	4
Operators Suspected as Driving under the Influence of Drugs Only	17	14	15	13	18	10	11
Operators Suspected as Driving under the Influence of both Alcohol & Drugs	10	6	2	10	11	10	9
Active Cannabis - Delta 9 THC Confirmed**	18	12	13	14	16	19	11
Operators Suspected of Speeding	23	15	14	22	27	29	16
Operators with Suspended License/ No License	7	13	5	7	11	10	5
Junior License Operators involved in fatal crashes	3	2	1	4	2	0	1
"Older Drivers" involved in fatal Crashes (Older Driver is defined as any person age 65 or older. & "involved" does not imply "fault")	19	15	16	14	15	14	11
Crashes involving a Large Truck/Bus ("involving" does not imply "fault")	4	4	10	6	3	5	4
Motorcyclist Fatalities	16	10	8	7	13	11	11

2021 data is as of the date of this report. These numbers are subject to change.

**Active Cannabis - Delta-9 THC Confirmed is counted in the number of operators that had drugs only or alcohol & drugs.

Data Current Through 1/3/22

*Actual 2021 data will not become official until February 2022 and some crash investigations maybe ongoing or awaiting toxicology reports.

Fatalities by Vehicle Type and Restraint/Safety Equipment Used							
Road User Type	Restraint/Safety Equipment	2021	2020	2019	2018	2017	2016
Motor Vehicle Occupant	Unbelted	27	24	17	34	24	21
	- Driver	24	19	14	25	17	11
	- Passenger	3	5	2	9	6	10
	- UTV Driver				0	1	0
	Belted	18	17	18	21	22	23
	- Driver	13	12	14	15	15	20
	- Passenger	5	5	4	6	7	3
	Improper Belt Use/Child Restraint		0	0	0	1	1
Motorcyclist/ATV	Wearing Helmet	13	10	5	5	11	10
	Non-DOT Compliant Helmet/Improper	2	0	1	1	1	1
	No Helmet	2	2	2	1	2	1
Vulnerable Users	Pedestrians	8	7	3	6	9	5
	Bicyclists		1	0	0	0	1
Unknown	Unknown Belt/Helmet Use	3	0	1	1	1	2
% Unbelted*		60%	58%	49%	62%	52%	48%
Total Fatalities		73	61	47	69	70	64

*Of all fatalities: only occupants in vehicles equipped with seatbelts are used in the calculation for unbelted percentage. Excludes: motorcycles, ATVs, pedestrians, bicyclists and unknowns. (Sum of Belted" & "Unbelted", divided into "Unbelted")

Program Highlights: Highway Safety

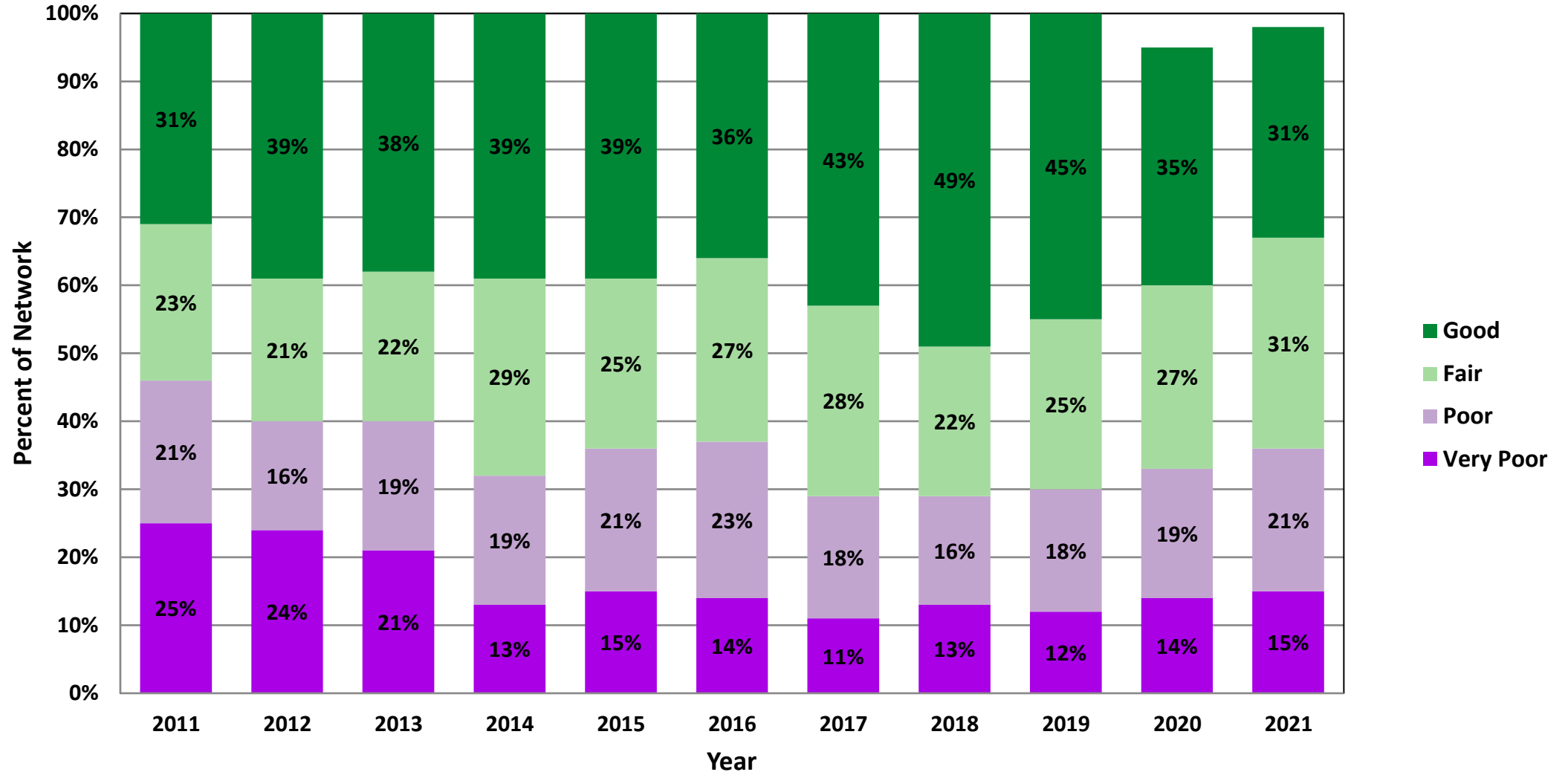
- Alcohol Related Fatal Crashes: 13%
- Drug Related Fatal Crashes: 25%
- Alcohol & Drug Related Fatal Crashes: 15%
- Cannabis Related Fatal Crashes: 26%
 - Overall Total Impaired Fatal Crashes: 53%
- Speed Related Fatal Crashes: 34%
- Fatal Crashes where at least one driver suspended/no license: 10%
- Fatalities Unbelted: 60%
- Fatal Motorcycle Crashes: 24%
- Fatal Pedestrian Crashes: 12%

Data Current Through 1/3/22

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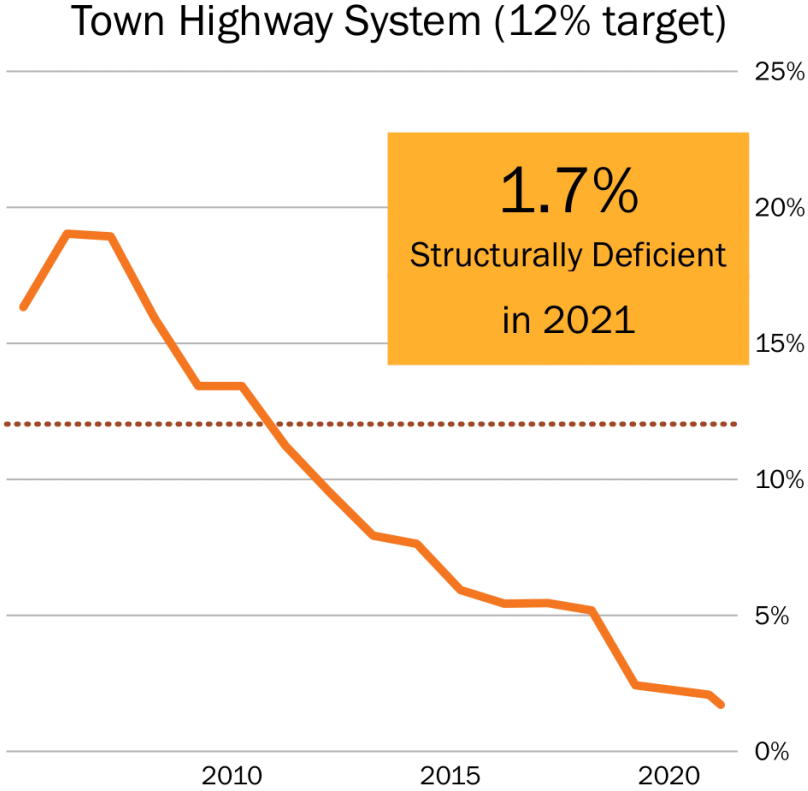
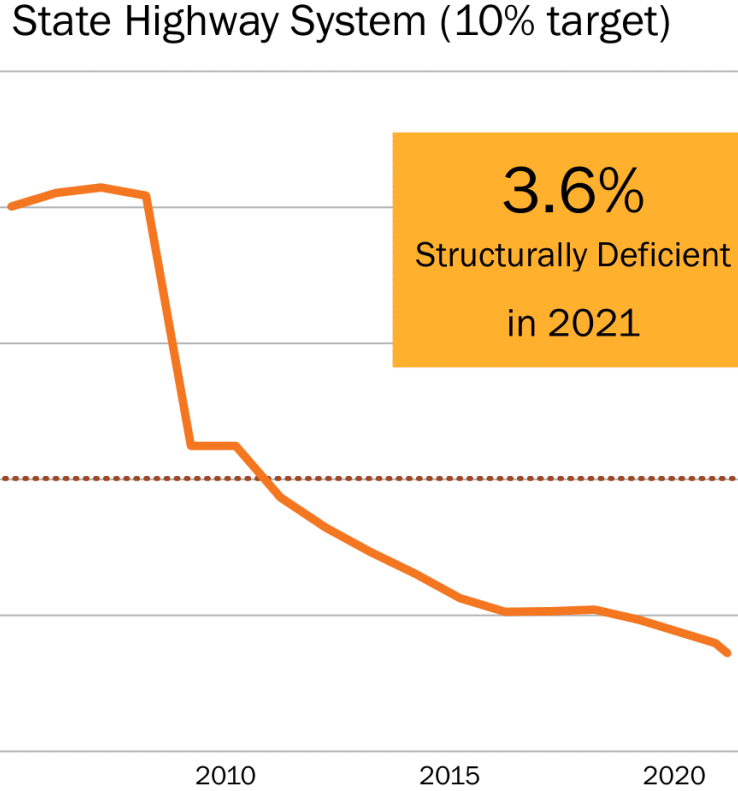
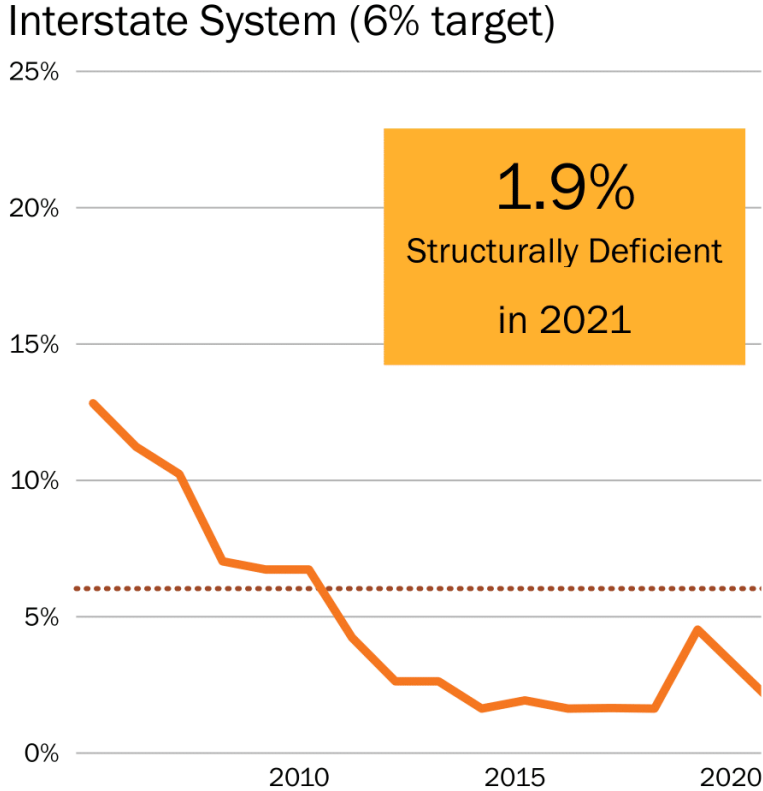
Project Delivery Performance: Pavements

Historic Pavement Condition Distribution - Unweighted



Project Delivery Performance: Structurally Deficient Bridges

Percent in Poor Condition Over Time by System



Asset Management

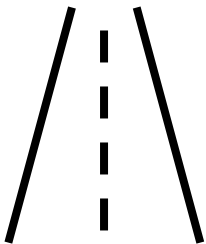
Right Treatment on the Right Asset at the Right Time



Culverts & Signs – VTrans maintains 48,957 culverts and 66,879 signs



Bridge Conditions – Continue to stay well within acceptable limits.
The Bridge Management System (BMS) is being piloted in production, and initial results are promising, Allowing conformity with Transportation Asset Management Plan (TAMP) requirements.



Pavement Conditions – Maintaining 5yr average of Very Poor (13%) while achieving/maintaining the Amount of pavement in Good/Fair Condition (70%)

2021 Project Delivery Statistics

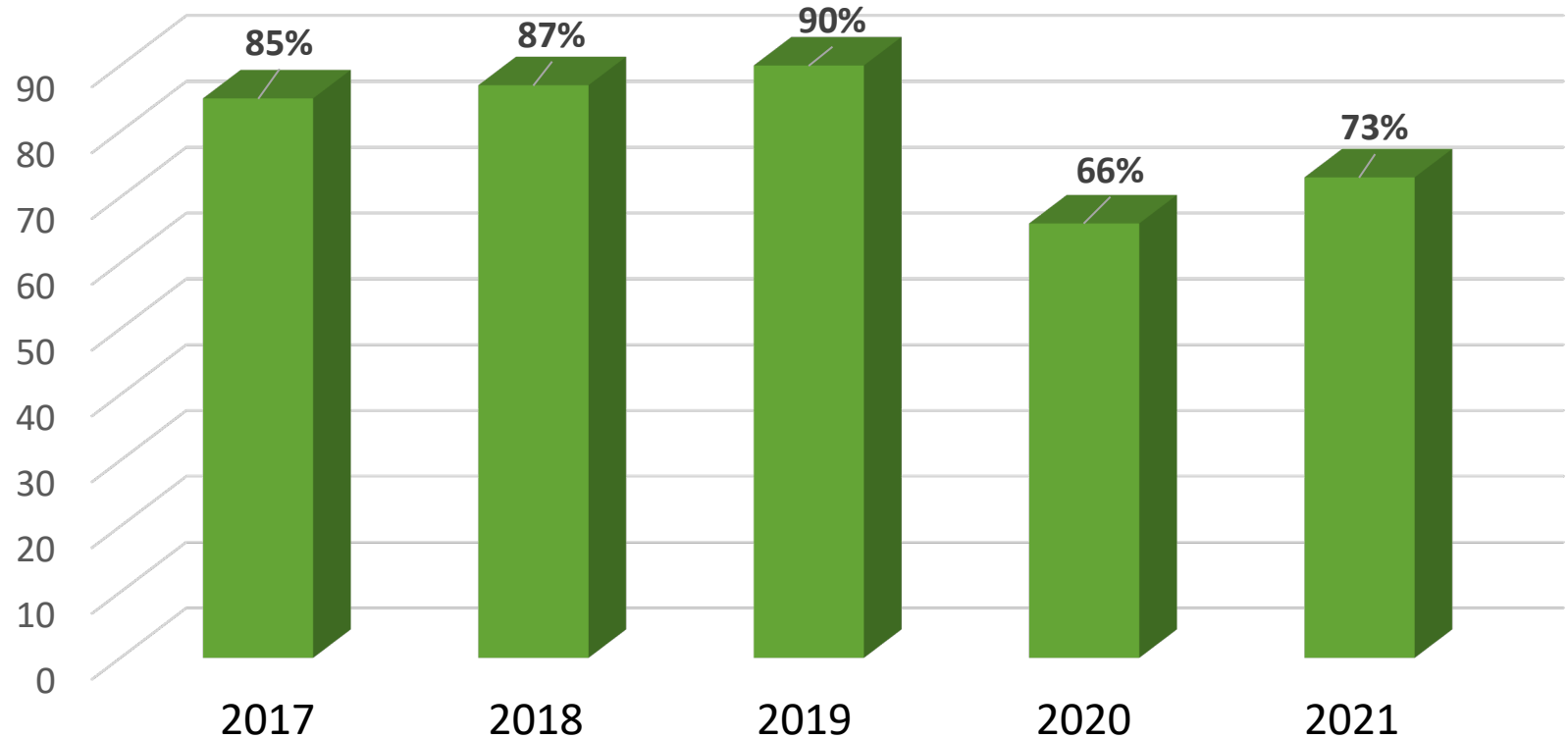
72 projects were advertised
73% advertised on time

56% advertised on schedule or ahead of schedule

17% advertised within 30 days of snapshot date

27% advertised late or delayed out of 2021

Projects Advertised within 30 Days of the January 1 Snapshot Date



10 Highway Projects Advertised Late or Delayed

Delays were due to utility relocations, railroad agreements, right of way and permitting.

17 Rail Projects Advertised Late or Delayed

Delays were due to funding constraints, FEMA/VEM coordination, railroad agreements

Program Highlights: 2021 Major Traffic & Safety Projects

Burlington HES 5000(18) – US Route 7

This project includes the construction of a single-lane roundabout at the intersection of US Route 7, US ALT Route 7, Ledge Road and Locust Street, utility relocation, and the installation of shared-use facilities. The total estimated construction cost for the project is \$10.1 million, construction began in 2021 and is expected to be completed in summer of 2023.



Program Highlights: 2021 Major Roadway Projects

Waterbury FEGC F 013-4(13) – US Route 2

This project included full depth reconstruction of US Route 2 (Main Street), including sidewalks, curbing, street lighting, traffic signals, drainage, and utility relocation. Construction on this \$25+ million project began in 2019 and was completed in 2021.



Program Highlights: 2021 Major Roadway Projects

Pittsford NH 019-3(491) – US Route 7

This project included full depth reconstruction and widening of 1.4 miles of US Route 7 in Pittsford and incorporated drainage and stormwater improvements, geometric improvements and the construction of two bridges. Construction on the \$10.6 million project began in 2020 and was completed in 2021.



Bridge Program Highlights: 2020 Large Bridge Projects

Rockingham I-91 bridges #24 N & S over Green MT Railroad and the Williams River

Replacement of two long structures along I-91 using Design Build alternative contracting. The project started in 2016 and was completed this summer. Final cost to construct for the two bridges was \$51M and there are no claims pending. Focus on I-91 continues with the rehabilitation of Bridges #30 N & S in Weathersfield and Bridges #21 N & S in Westminster. Both are funded for construction in FY2023.



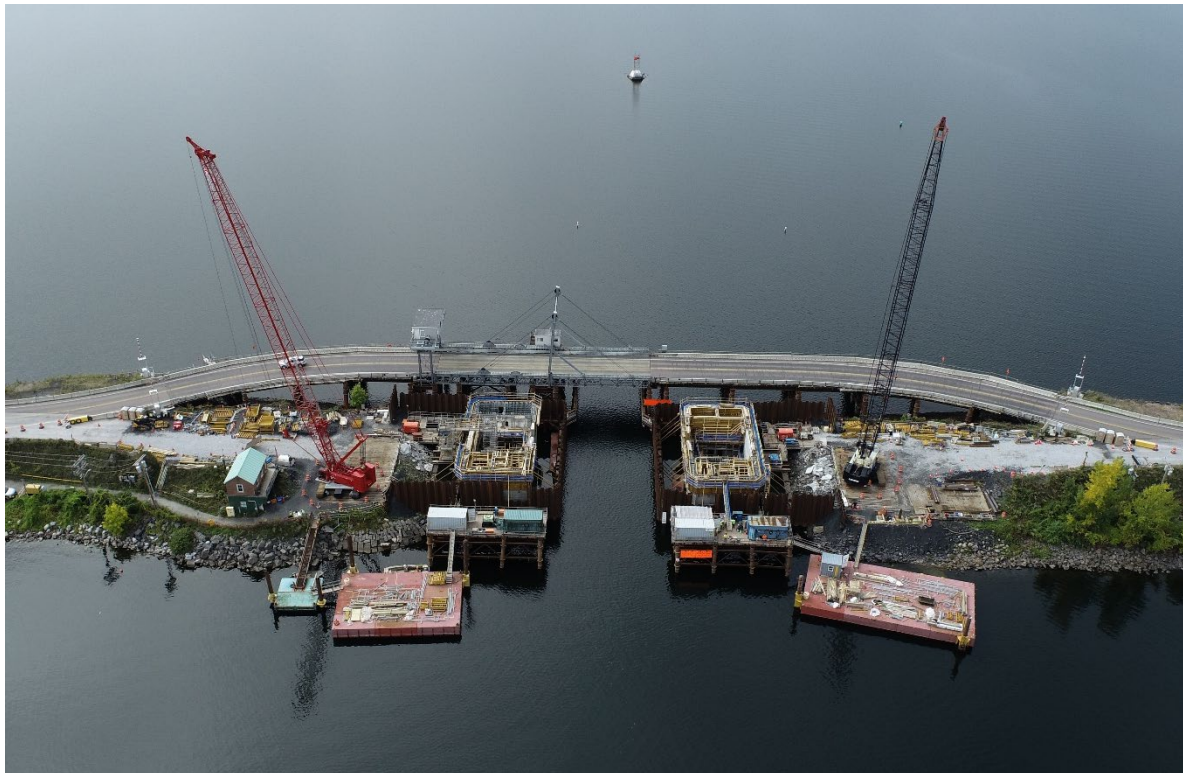
Bridge Program Highlights: 2021 Large Bridge Projects

Middlebury Tunnel - Construction is complete for seven capital projects in support of the installation of the precast tunnel through downtown Middlebury. The total cost for the project was \$91M which included \$72M for construction and \$15 M for Right of Way which included Rail upgrades along the train detour. The project was programmed in 1999 and was advanced once Accelerated Bridge Construction was introduced as an option to replace the two structures spanning the Vermont Rail System rail line.



Bridge Program Highlights: 2021 Large Bridge Projects

North Hero – Grand Isle Bridge US RT 2 Br #8 over Lake Champlain (\$84M drawbridge replacement)
Traffic continues to be maintained on temporary drawbridge. The existing drawbridge has been completely removed. Concrete work at both piers nearly complete. Steel erection and electrical work has begun in the new piers. Traffic is scheduled on new drawbridge during the summer of 2022.



Program Highlights: Municipal Assistance

Local Projects Completed in 2021 (locally managed, with VTrans assistance)

- 44 locally-managed construction projects
- 11 locally managed scoping projects
- 94 Better Roads projects
- 40 road erosion inventories
- 184 Grants-in-Aid projects

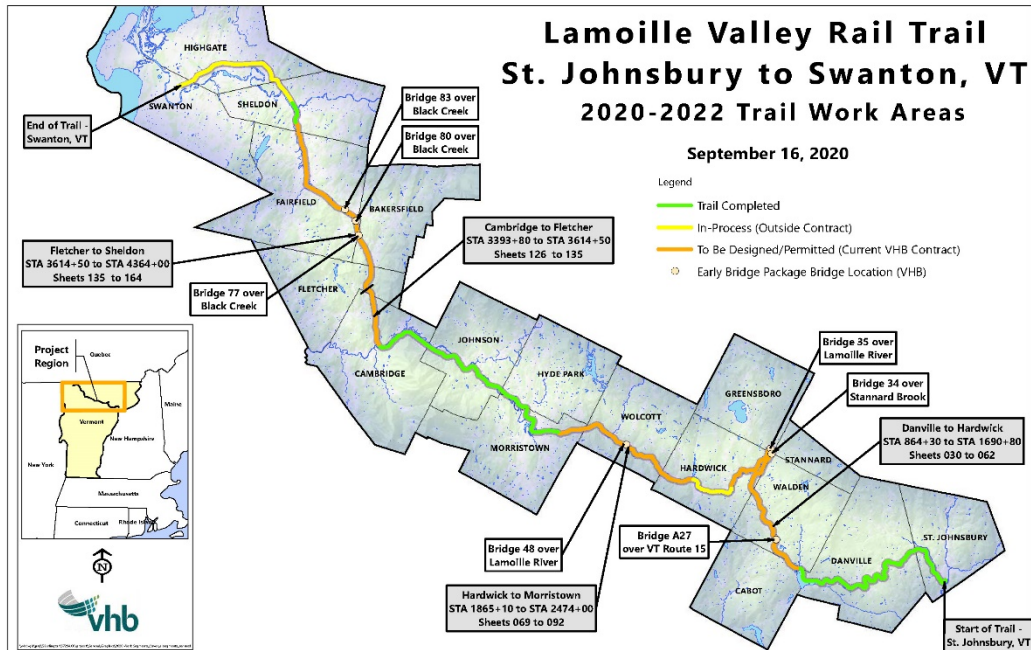
To Be Advertised / Underway in 2022

- 32 locally-managed construction projects (including Burlington Champlain Parkway, Essex Junction Crescent Connector, and several stormwater projects)
- Williston Park and Ride (VTrans managed)
- Awarded grants for 68 Better Roads projects, \$1.5M
- Awarded grants for 16 road erosion inventories, \$48K
- Awarded grants for 230 Grant-in-Aid projects, \$3.15M (Clean Water Funds)

Program Highlights: Municipal Assistance

Lamoille Valley Rail Trail – Four separate phases currently under contract. All contracts include a completion date of November 2022, or earlier. Currently, minor work occurring in the segment between Hardwick and Danville. Bridge work will ramp-up and continue through winter 21-22. Other phases will begin spring of 2022.

Website with more specifics at: <https://vtrans.vermont.gov/highway/local-projects/lvrt>



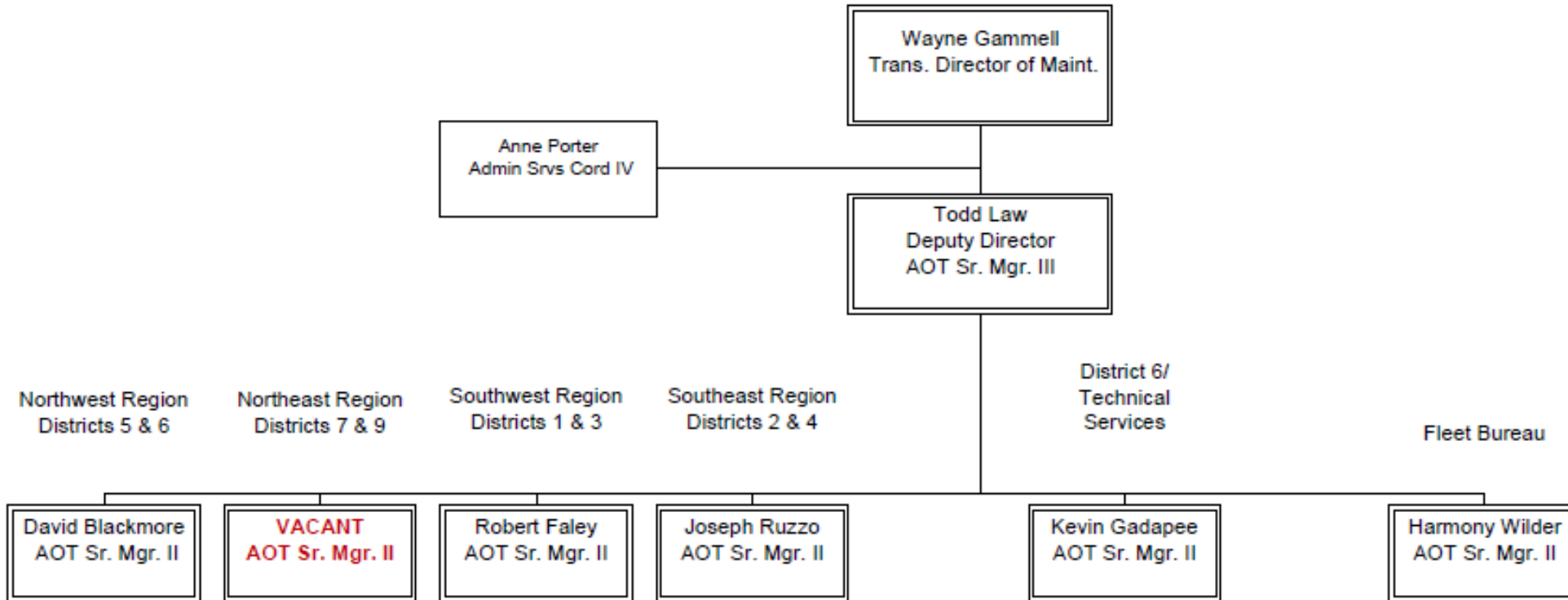
Program Highlights: Municipal Assistance

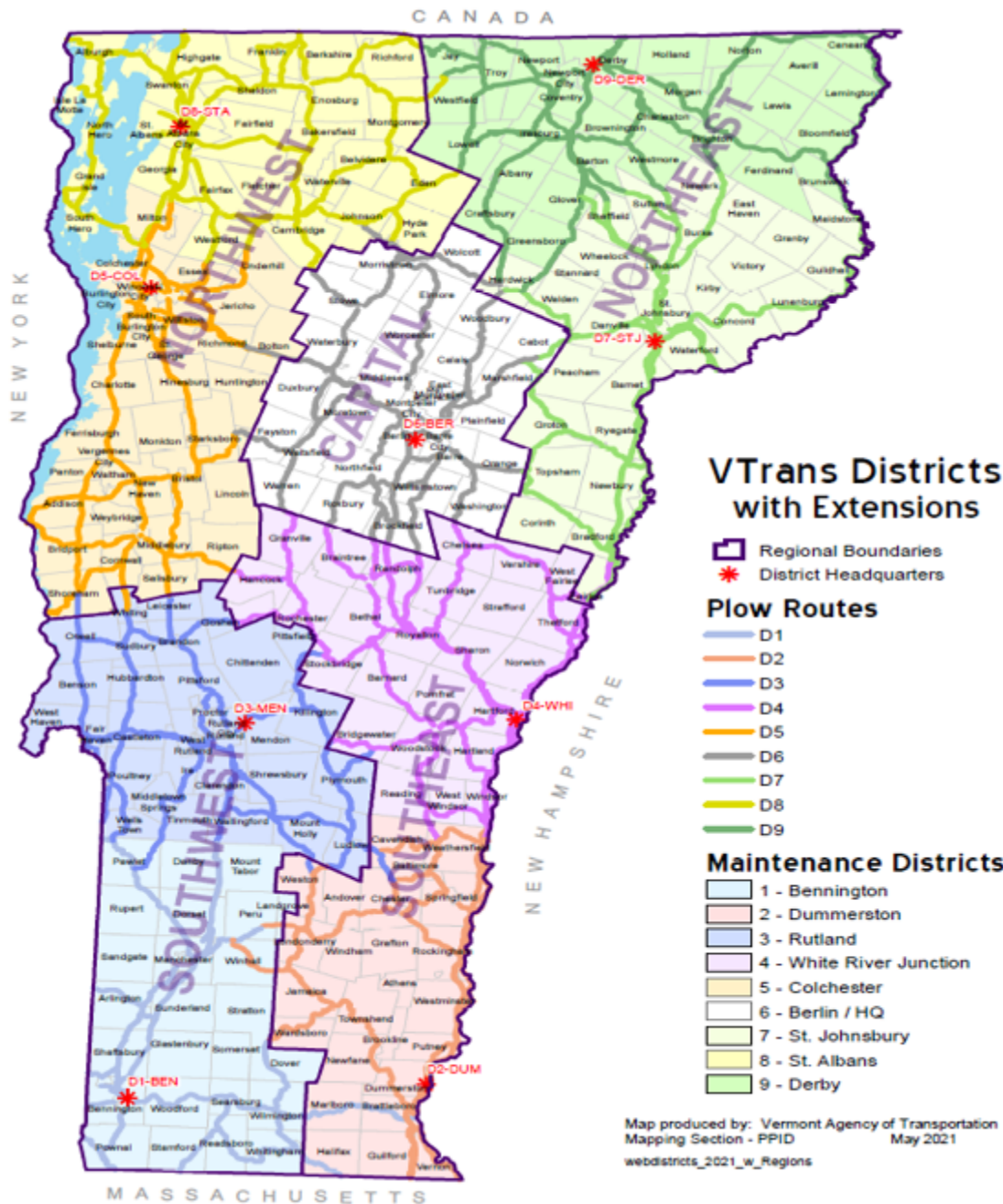
- New park and ride facility built in Northfield/Williamstown and enlargement of the Berlin park and ride at Exit #7, I89. 84 spaces added.
- Anticipated to go to construction in 2022 – new facility in Williston - adding 142 spaces to the system.



Wayne Gammell, Division Director
Wayne.Gammell@vermont.gov
(802) 461-7291

District Maintenance & Fleet Division Maintenance Bureau





DISTRICT MAINTENANCE AND FLEET LEADERSHIP TEAM

Wayne Gammell

Director

Tel: [\(802\)461-7291](tel:(802)461-7291)

Email: wayne.gammell@vermont.gov

Todd Law

Deputy Director

Tel: [\(802\)839-0274](tel:(802)839-0274)

Email: todd.law@vermont.gov

Northwest Region

David Blackmore

District Transportation Administrator

Phone: [\(802\) 655-1580](tel:(802)655-1580)

Email: David.Blackmore@vermont.gov

Northeast Region

Vacant

District Transportation Administrator

Phone: [\(802\) 748-6670](tel:(802)748-6670)

E-mail: Kevin.Gadapee@vermont.gov

Fleet Management

Harmony Wilder,

Fleet Superintendent

Phone: [\(802\) 881-8604](tel:(802)881-8604)

Email: Harmony.Wilder@vermont.gov

Capital Region

Kevin Gadapee,

District Transportation Administrator

Phone: [\(802\) 748-6671](tel:(802)748-6671)

Email: Kevin.Gadapee@vermont.gov

Southwest Region

Robert Faley

District Transportation Administrator

Phone: [\(802\) 447-2790](tel:(802)447-2790)

E-mail: Robert.Faley@vermont.gov

Southeast Region

Joe Ruzzo

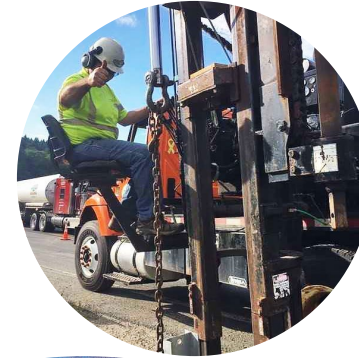
District Transportation Administrator

Phone: [\(802\) 254-5011](tel:(802)254-5011)

E-mail to: Joseph.Ruzzo@vermont.gov

WHAT DO WE DO?

- Winter Maintenance
- Emergency Response/ Mitigation
- Picking Litter
- Sweeping
- Mowing
- Pothole Patching
- Ditching
- Sign Installation And Repairs
- Bridge Washing, Repairs And Projects
- Guardrail Repairs
- Tree And Brush Cutting
- Culvert Maintenance, Repair And Rehabilitation
- Technical Assistance To Towns
- Fleet Management And Maintenance
- Stormwater Compliance
- Hazardous Materials Management & Cleanup



Bridge Maintenance

Brattleboro IM 091-1(82) C/1

Description of Work: Installation of Fascia Catch System
Contractor: Daniels Construction
Contact Amount: \$123,375



Before



After

Hartford BM20405

Description of Work: Installation of new bridge rail and fencing
Contractor: Cold River Bridges, LLC
Contact Amount: \$483,536



Before



After

Description of Work: Removal of existing bridge pavement, concrete repairs to deck, installation of membrane, re-paving with associated approach work
Contractor: Engineers Construction, Inc.
Contact Amount: \$218,409



Before



After

Newport BM19902

Description of Work: Lining of the existing culvert with an encased headwall at the inlet, backwatering weirs at the outlet and associated channel work
Contractor: J.P. Sicard
Contact Amount: \$315,235



Before

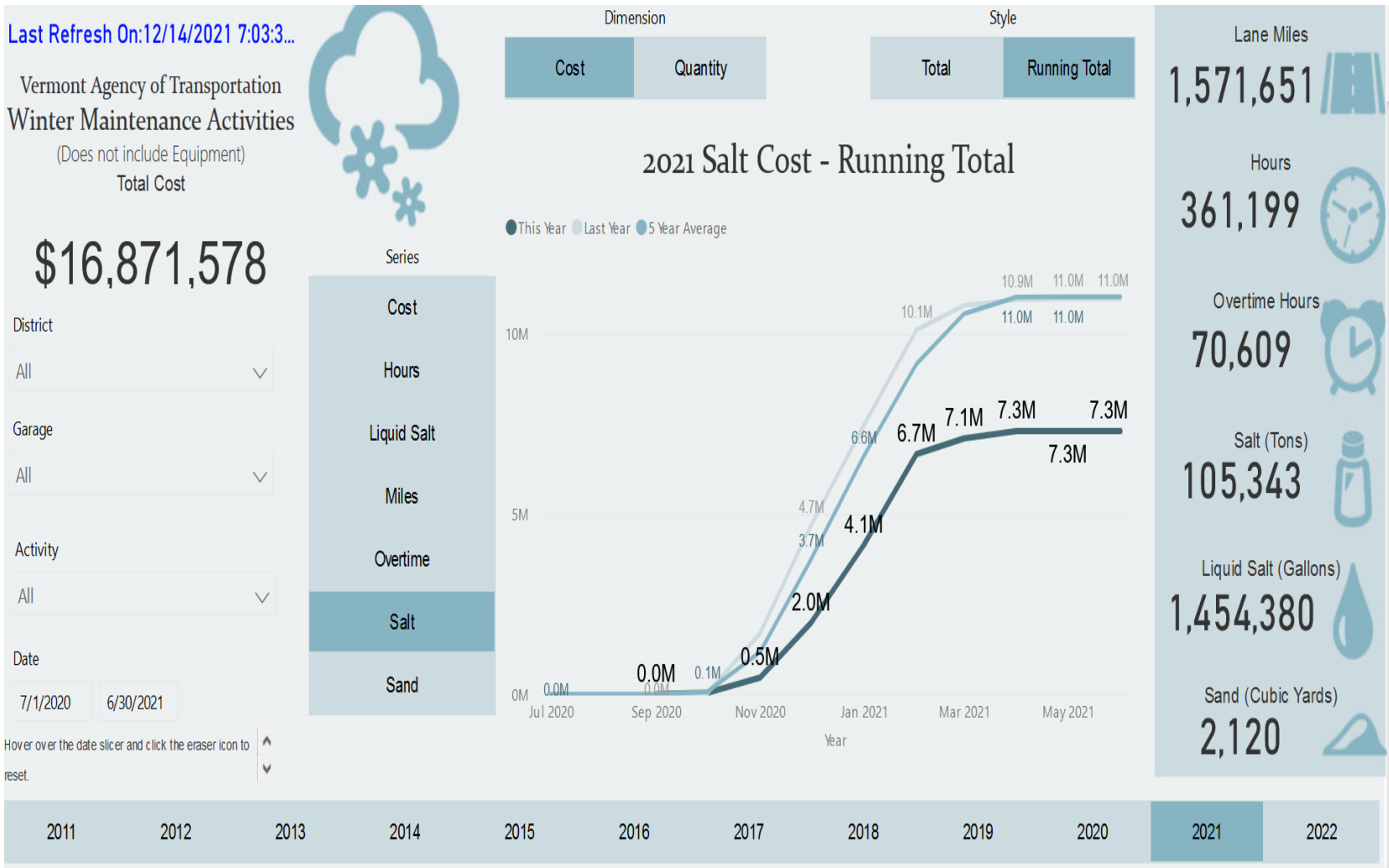
Note: Project is still in construction and will be completed in the spring



Program Highlights: Maintenance

FY 21 Salt Tons: 105,343
FY 20 Salt Tons: 140,463

35,120 salt tons less in FY21



Maintenance by the Numbers

- Total acres of mowing: 14,375
- Total lane miles plowed: 1,571,651
- Total linear feet of guardrails repair: 18,109
- Total tons of litter picked up: 492
- Total miles of ditching: 30.19
- Total bridges washed: 661 of 1,008

Salt Price Averages:

- FY21 - \$53.25
- FY22 - \$62.40

AOT EV Fleet



- AOT's light-duty vehicles are primarily leased through the state's centralized fleet program.
- In 2005 the Agency added its first hybrid electric vehicle, a Honda Civic hybrid (HEV). The Agency's first plug-in hybrid (PHEV) a Chevy Volt, arrived in 2013. In 2017, AOT received the State's first fully electric (BEV) fleet vehicle and, more recently, introduced an electric motorcycle to the DMV Enforcement fleet.
- Today, the Agency's light-duty passenger fleet, which consists primarily of sedans and utility vehicles, is 46% electric with 5 fully electric, 1 plug-in hybrid, and 24 hybrid electric vehicles.

AOT Fleet Electrification Roadmap

Continue transitioning light-duty fleet to electric vehicles during the replacement process with the goal of phasing out internal combustion engine (ICE) passenger and light-duty vehicles.

Start the process of converting heavy-duty fleet by assessing available EV technologies and identifying the electric vehicles which best align with highway maintenance operations.

- Vehicle must be able to perform the required function(s), operate within the battery range, and have sufficient periods of low- or no-usage to recharge.
- Charging infrastructure must be accessible at needed locations .
- Repair technicians must be trained; manufacturer warranty locations must be within reasonable proximity and/or able to respond promptly to minimize downtime.

Identify reasonable timelines based on replacement plans and available funding to achieve electrification of the Agency's fleet.

- CG Equipment fund must be able to absorb higher upfront cost of EV replacement vehicles.

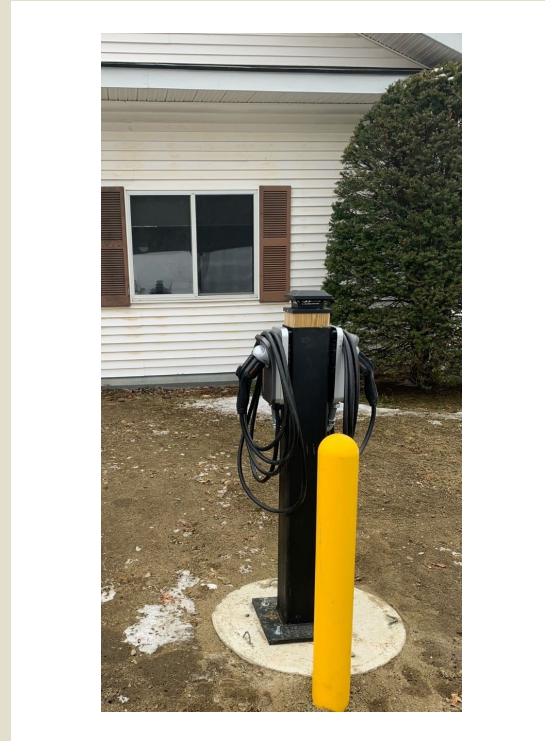
Collect data about current EV and non-EV fleet use, performance, charging, carbon reduction, and total cost of ownership to help inform decisions and identify opportunities to meet the State's clean energy goals.



AOT Fleet Vehicles Being Considered for Electric Replacement

- DMV Enforcement Vehicles
- ½ Ton Trucks
- Specialty Equipment
 - Forklifts
- Heavy-Duty Trucks/Equipment
 - Bucket Trucks
 - Tractor Trucks (long-haul delivery of water, etc.)
 - Flatbed Trucks
- Cargo vans





AOT EVSE Fleet Infrastructure

10 AOT District and Administrative Office Buildings are equipped to concurrently charge 2 fleet vehicles

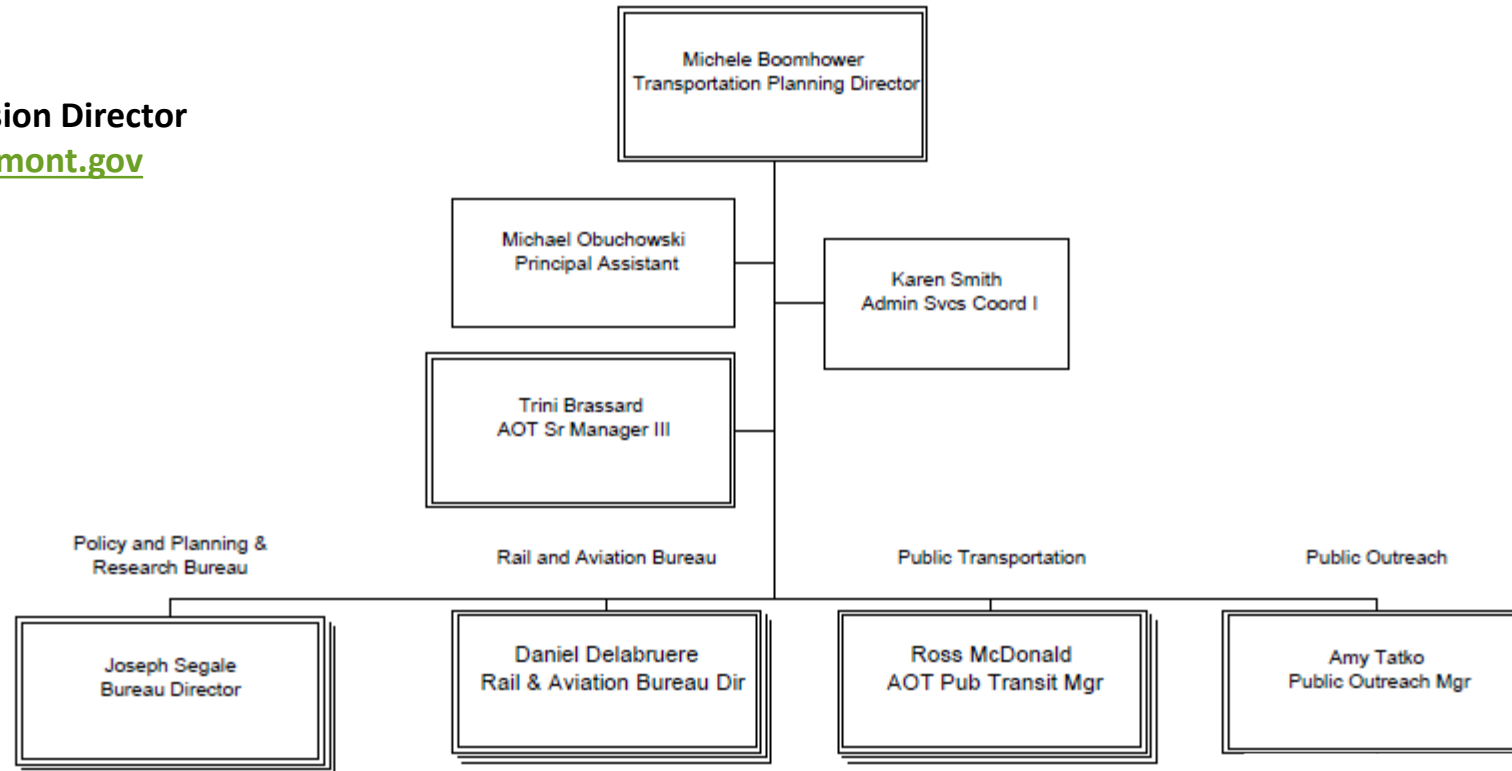
- Bennington
- Berlin (Dill Building)
- Colchester
- Derby
- Dummerston
- Mendon
- St. Albans
- St. Johnsbury
- White River Junction

Policy, Planning & Intermodal Development Division

Michele Boomhower, Division Director

michele.boomhower@vermont.gov

(802) 505-3480



Program Highlights: Policy, Planning & Research

- Continued to Implement the Plug-In Electric Vehicle and MileageSmart Programs and launching the Replace Your Ride and eBike Incentive Programs
- Developed the EV Chargers Grant Program for Multi-Unit Housing with ACCD, PSD and DEC
- Have nearly completed a study of road-usage charges for electric vehicles
- Completed the statewide Rail and Freight Plans
- Created a policy and permitting process to allow art in the state highway right-of-way
- Coordinated planning and implementing a new project prioritization system with 11 Regional Planning Commissions
- Expanded the Transportation Resilience Planning Tool statewide to support the resilience program in the IJJA.
- Published five research reports on a range of topics such as prioritizing wildlife crossings and roadway construction methods and held a virtual symposium with 30 research and innovation projects.
- Processed approximately 500 permits for driveways, utilities and other work in the state highway ROW

Program Highlights: Public Transit

- **COVID-19 Response**

- In partnership with 7 regional providers, continued 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, we used our demand response services to offer rides to vaccination clinics for anyone needing a ride. To date, there have been no infections traced to public transit services

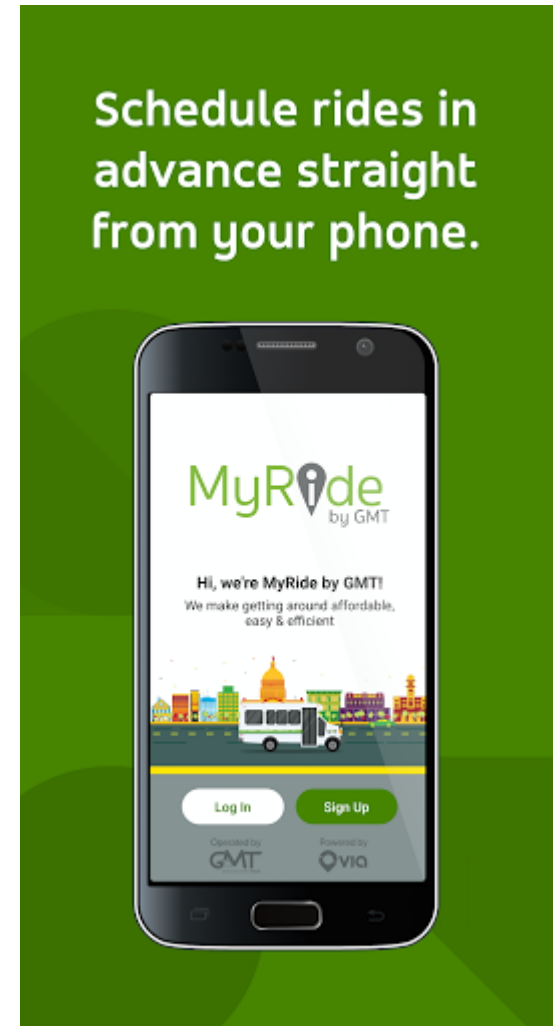
- **Electric Transit Buses**

- State awarded \$1,123,128 through a federal competitive grant to purchase 4 e-buses for Tri-Valley Transit. To date, VTrans and its partners have procured 16 e-buses through these grants (and another 2 through the VW settlement funds) and are completing a comprehensive “Vermont Transit Fleet Electrification Plan”



Program Highlights: Public Transit

- **Microtransit Pilot launched in Jan. 2021** - This demand response (or Dial-a-ride) service replaced 3 existing routes and serves an 8 square-mile area region in the Montpelier region. “MyRide” will be operated by GMT.
 - 12 Microtransit Feasibility studies funded in FY 21
- **Recovery and Job Access Rides Pilot Program** – A demand response program for those in recovery. Expanded on a limited-service basis throughout the state in FY 22; we are assessing regional needs for future considerations.
- **New Bradford Transit Facility** – Tri-Valley Transit completed construction on the new bus storage and maintenance facility.



Program Highlights: Public Transit

Mobility and Transportation Innovation (MTI) Grant Program Status



\$740,000 in funding with 25 Awards in 2020 and 2021

- Microtransit Pilots 3
- Bike Share/E Bike Programs 8
- Public Transit Rider Support 4
- Telework Resources 2
- Carshare/Mobility Support 8

New this year:

Launched new e-Bike Share programs

Launched three new e-bike lending locations

Identified 10 school for new bike racks

Started engagement with older adults about MyRide Microtransit

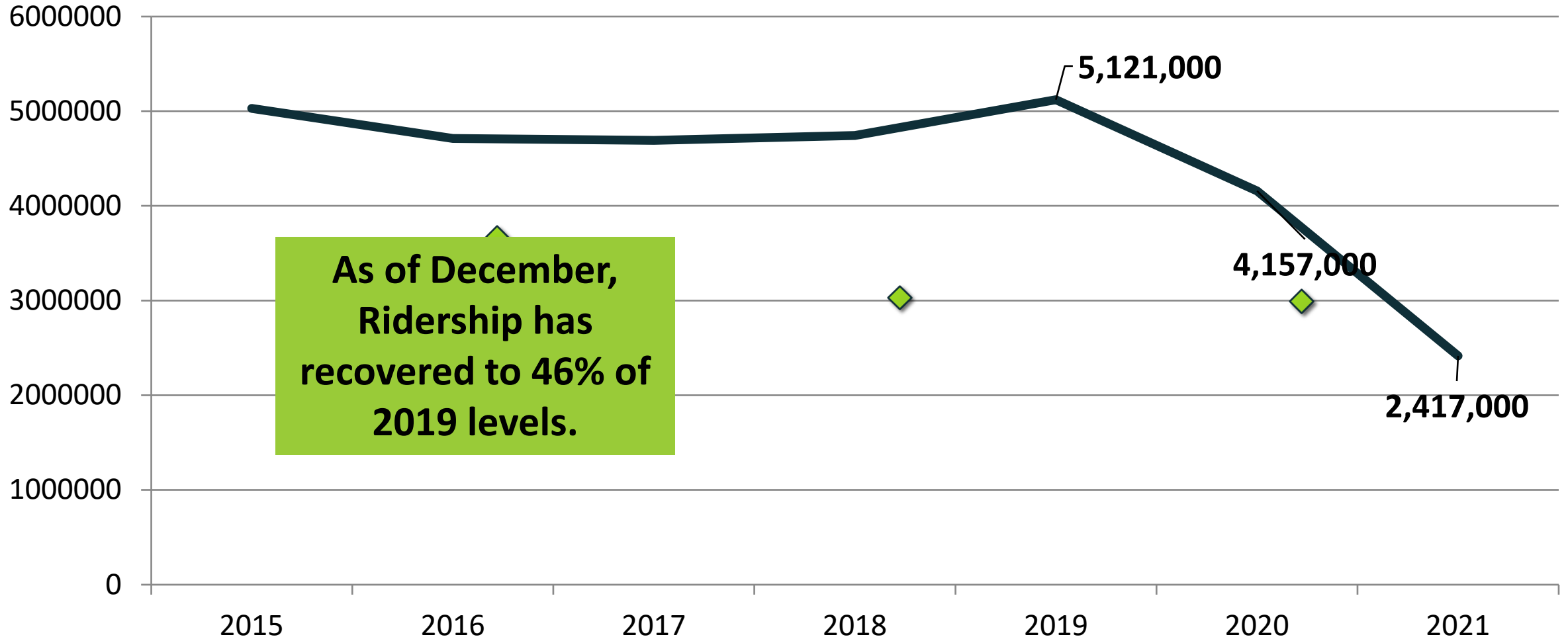
Started the planning of new public transit/school bus routes

Received over 40 applications for e bike subsidy

Released new telework resources

Program Highlights: Public Transit

Public Transit Ridership by State Fiscal Year



Program Highlights: Aviation

- **Morrisville-Stowe State Airport** – \$3.1 million Federal grant to construct a parallel taxiway, and a \$1.4 million grant to add 500 ft of runway safety area is complete with the new fuel farm to be constructed in 2022.
- **Franklin County State Airport** – \$650, 000 FAA grant has been received for the design of the current runway area. Design is also underway of 1,000 ft runway extension.
- **Hartness State Airport** – Design underway for rehabilitation of runway safety surface.
- **Unmanned Aerial Systems** – VTrans continues to be a leader in UAS missions across the state by assisting other state agencies with property inspections, rescue activities and damage assessments.



Program Highlights: Rail

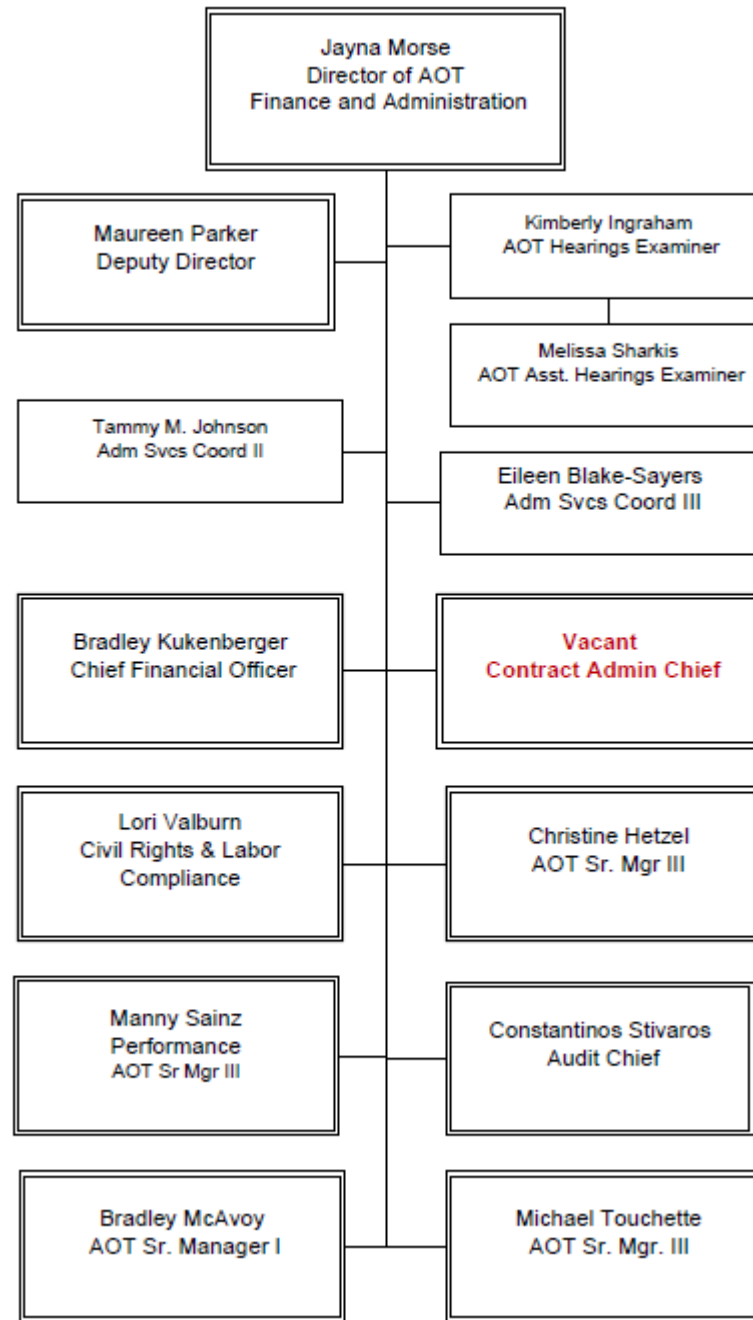
- **Amtrak Service to Burlington** – Vergennes and Middlebury stations are complete; Burlington platforms is in its final stages of construction. The Burlington Bike path and the Levalley Lane have been moved to allow for the overnight track for the Amtrak train. Final track construction is anticipated in July 2022.
- **Rail Bridge Load Ratings** - All 170 rail bridges under state control have a current load rating which is required by the Federal Rail Administration (FRA): 153 (90%) have the capacity to carry 286,000lb rail cars; 17 (10%) do not.
- **Western Corridor Bridges (BUILD Grant)** –Rehabilitate / upgrade 31 rail bridges between Rutland and Hoosick, NY to the 286,000lbs standard. Project cost is \$31.8 million over 5 years. 4 bridges are complete, 9 more are scheduled to be awarded in the spring of 2022 with the remaining 18 projects in design/permitting stage.



Program Highlights: Passenger Rail

- Amtrak service in Vermont experienced 79% decline in ridership across the Vermonter and the Ethan Allen compared to 2019 ridership.
- Ridership recovery as of October 2021
 - Vermonter is at 85% of 2019 levels
 - Ethan Allen is at 100% of 2019 levels
- Vermont's ridership performance is well ahead of virtually all other state supported routes, which are still hovering in the 65-70% range of post-Covid recovery.
- The extension of the Amtrak Ethan Allen service is still on schedule to commence in July of 2022.
- Work continues on the agreement for Customs and Border Protection at the Montreal rail station, a key milestone in the return of Amtrak service to Montreal.

Program Highlights: Finance and Administration



Jayna Morse, Division Director
Jayna.morse@vermont.gov
(802) 917-3828

Program Highlights: Vermont Transportation Training Center

Learning and Development – 2021

- In 2021, 100% of AOT employees completed at least one professional learning opportunity.
- Municipalities were served through Vermont Local Roads (387 participants)
- To ensure employee safety, hybrid learning opportunities were provided to employees through online/on-demand, and instructor lead virtual and in-person training to maximize employee development, growth opportunities, and retention; including 8,802 online/on demand trainings deployed.

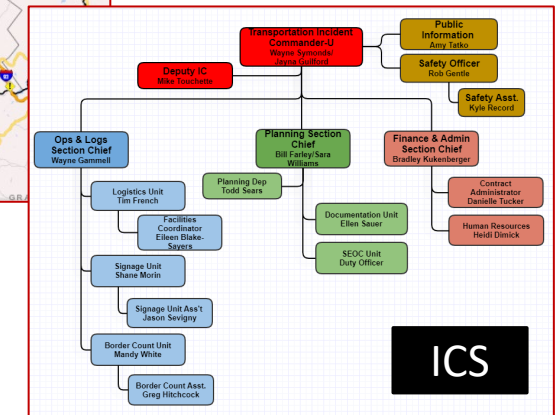
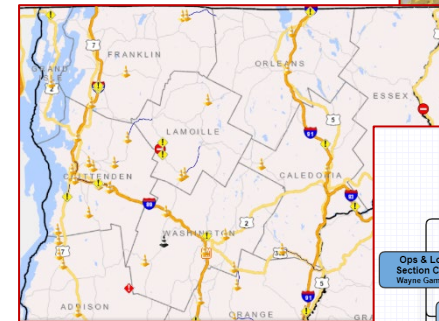
Program Highlights: Office of Civil Rights

Employment Diversity in Highway Construction (EDHC)

- Workforce training and support provided to 96 women, minorities, and disadvantaged individuals who entered or advanced careers in Highway Construction (CDL training, On-the-Job Training, & other skills).
- 73 women & minorities participated in CDL training obtaining 39 permits and 29 licenses.
- Program participants were born in 12 different countries and more than 20% indicated that English is not their first language.
- 12% of all new hires were Black, Indigenous, and other People of Color (BIPOC).
- AOT's 2021 contractor workforce consisted of 1,243 employees working on FHWA-funded construction projects, including 75 females (6%) and 93 BIPOC (7.5%).

Program Highlights: Emergency Management

- Transportation Incident Command Center (TICC) continues to be partially activated in support of COVID response.
- Successfully Operated ICS System virtually
- COOP planning in the event of a Cyber attack is in development and will be refined in light of the recent tabletop exercise.



AOT COVID-19 Emergency Response

Friday, March 13, 2020: Gov. Phil Scott declared a State of Emergency due to the COVID pandemic.

September 17, 2021: AOT partially reactivated its Transportation Incident Command Center (TICC) to centralize and coordinate ongoing supports internal, and external to AOT.

May, 2021 – AOT publishes a report that details the efforts by AOT in supporting the pandemic response.

Incident Command System (ICS): AOT is one of Vermont's only agencies with an institutionalized approach to emergencies (ICS), including pandemics.

Mission: Maintain broad and deep awareness of the pandemic and AOT operations in order to provide superior decision-making support to the Secretary and Executive Staff.

Main Objectives:

- Mitigate employee absence
- Sustain mission essential functions
 - Built employee asset tracker and employee accountability app to monitor worksite presence.
 - Analyzed and continue to facilitate opportunities to adapt to a distributed work environment.
- Assist State-level containment and mitigation.

AOT COVID-19 Emergency Response

Support of statewide operations:

- Identifying and deploying employees to work in other areas of State government as needed.
- Statewide vaccine delivery; ex. 12/29, 312,647 doses were driven 128,806 miles to 2,237 sites.
- Peak AOT employee mission deployment numbers (December

Entity	AOT Staff
ACCD Contracts and Grants MOA	1
TICC	4
VDH PPE Deliveries	15
VDH Vaccine Depot Distribution	14
VDH Vaccine Depot Dispatcher	1
AHS Contract Tracers	5
Vaccine Booster Planner - AHS	1
VDH COVID Vaccine Points of Distribution Support	35
Antigen Test Kit Delivery/Distribution-includes 47 temporary volunteers for week of 12/27	402
Total:	478

AOT COVID-19 Emergency Response

Support of statewide operations:

- Collection and analysis of traffic data at state borders to enable the Governor's Office and Health Department to understand the impact of movement on the infection rate.
- Providing variable message boards throughout Vermont in support of critical information related to COVID safety, vaccinations and help information.
- AOT staff routinely volunteer to assist at vaccination clinics throughout Vermont.
- In 4 days during the last 2 weeks of December 34,500 COVID Tests were handed out to the public as well as 87,480 Tests for school children on December 30th & 31st by AOT staff at District Garages.