

Vermont Agency of Transportation

2022 Performance & Highlights

JOE FLYNN, SECRETARY

JANUARY 10, 2023

PRESENTATION TO THE HOUSE COMMITTEE ON TRANSPORTATION



Who We Are

SFY 2023 Staff

Total 1277

237 Department of Motor Vehicles

319 Highway Division

519 District Maintenance and Fleet

127 Finance and Administration

75 Policy, Planning, and Intermodal
Development

- Environmental and Climate Professionals
- Property & Facilities Managers
- Equity and Labor Compliance Specialists
- Procurement Specialists
- Technical Trainers
- Occupational Health & Safety Technicians
- Mapping & Geographic Information System Analysts

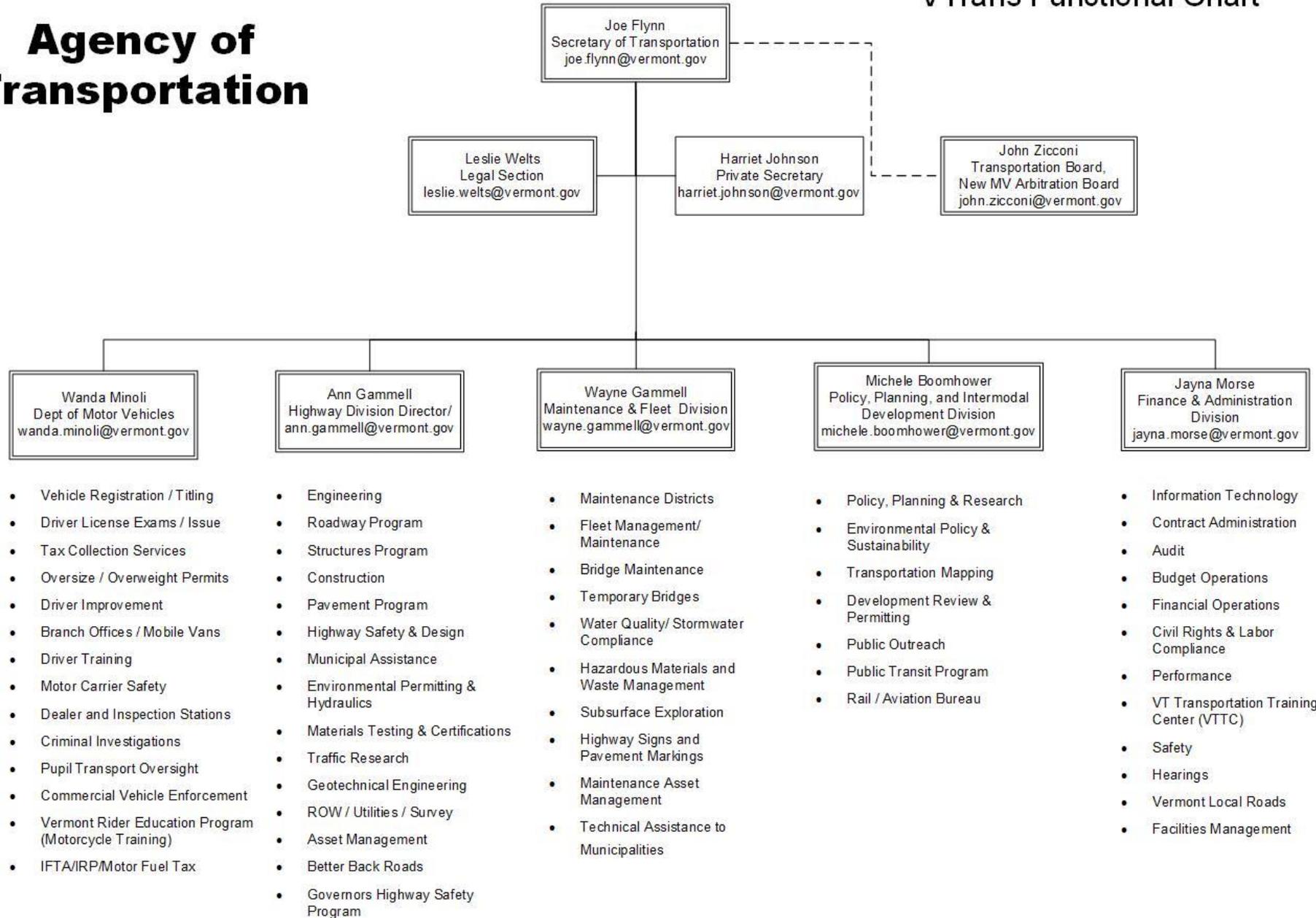
- Mechanics
- Pilots
- Engineers
- Planners
- Data Analysts
- Accountants
- Auditors
- Hearings Examiners
- Biologists
- Historic Preservationists
- Law Enforcement Officials
- Real Estate Agents
- Communications Professionals
- Researchers
- Safety Specialists
- Maintenance Specialists
- HazMat Specialist
- Fleet Mechanics / Technicians
- District Technicians / Technical Resource for Towns
- Safety Specialist
- Bridge Mechanics
- Sign specialists
- Drillers
- Clerks

What We Do

- Maintain 6,511 total lane miles of highways
- Maintain 4,073 short and long structures (bridges)
- Maintain 10 state-owned airports
- Maintain 305 miles of active rail
- Maintain rail 149 miles of rail trails
- Plow 1.7 million lanes miles (2021-2022)
- Manage 424 transportation facilities
- Support 3.4 million transit trips
- Support 90,943 Amtrak trips
- Carry out 5,878 commercial safety inspections (2022)
- Process 777,000 vehicle registrations
- Manage \$875 million in contracts and amendments
- Maintain a fleet of 256 snowplows, 112 light, medium trucks, and 106 graders, excavators, & loaders

Agency of Transportation

VTrans Functional Chart



Mission and Areas of Priority

Mission

Through excellent customer service, provide for the safe and efficient movement of people and goods in a socially, economically, and environmentally sustainable manner.

Areas of Priority

- Promote Organizational Excellence
- Grow the Vermont Economy
- Make Vermont More Affordable and Serve the Vulnerable
- Provide a Sustainable, Energy Efficient & Advanced Technology Transportation System
- Modernize & Improve the Efficiency of Government

Agency Strategic Plan – Focal Areas

- **Promote organizational excellence by attracting, developing, and retaining a talented, diverse, and engaged workforce.**
 - Provide employees with access to professional development opportunities.
 - Provide employees with ongoing inclusion / civility training.
 - Provide all new AOT employees with complete State of VT onboarding program and AOT New Employee Welcome orientation.
- **Grow Vermont's economy by providing a safe, reliable, and efficient transportation system in a state of good repair.**
 - Retain existing jobs and attract new jobs and workers by investing new federal transportation funding in projects that improve access and enhance community livability.
 - Support access to jobs and reliable mobility for freight by maintaining the highway system in good condition.

Agency Strategic Plan – Focal Areas

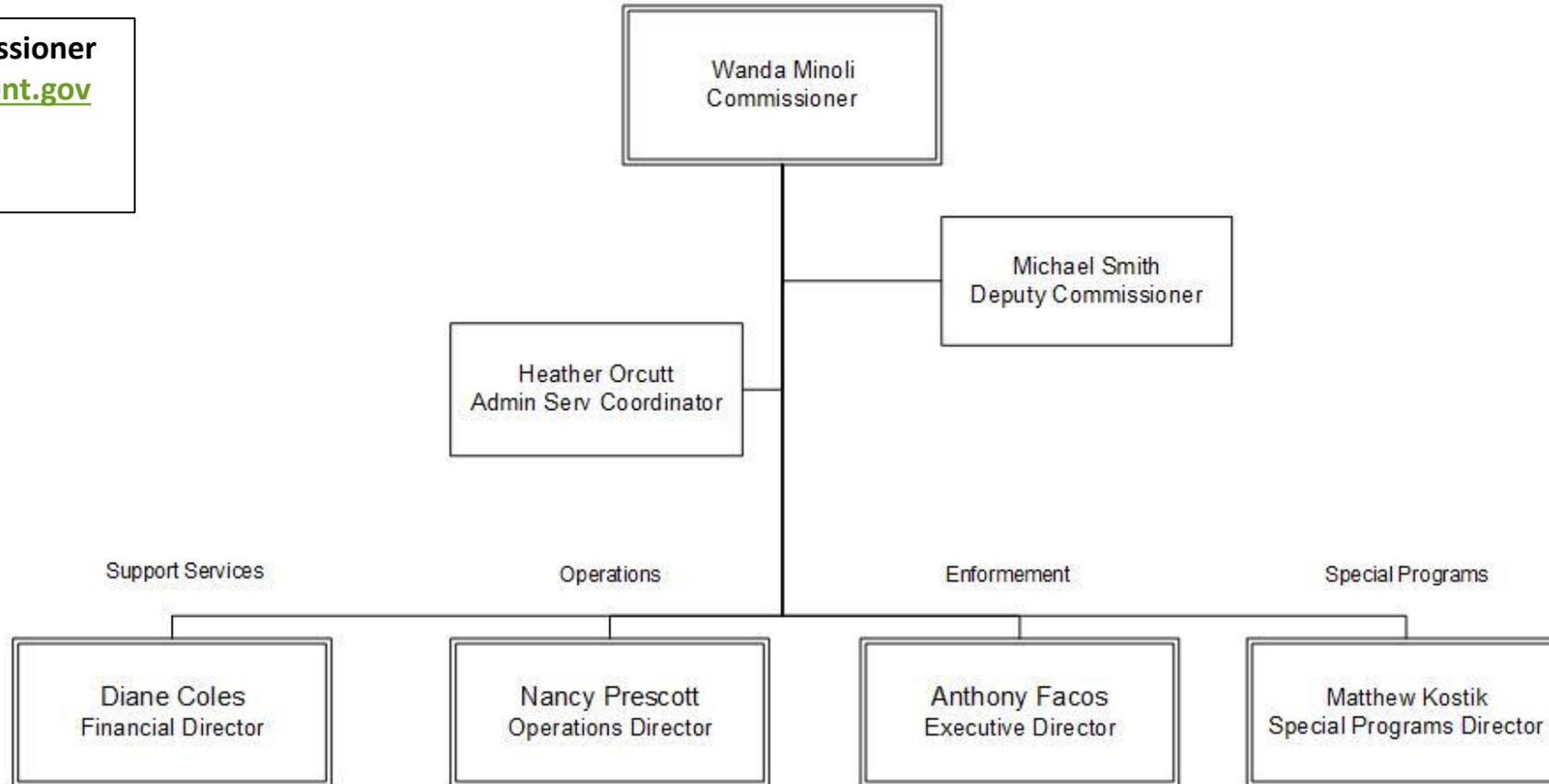
- **Make Vermont more affordable and serve the vulnerable by providing accessible, convenient, and affordable travel choices.**
 - Enhance Agency Integration of Equity Principles in the Planning, Programming, Development, Delivery and Maintenance of the Transportation System by preparing an equity framework and implementing its recommendations.
 - 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.
 - 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.

Agency Strategic Plan – Focal Areas

- **Provide a sustainable, energy efficient and advanced technology transportation system.**
 - Ensure there is an electric vehicle fast charge station within 1 mile of every Interstate interchange and every 25 miles along the State Highway network.
 - Facilitate deployment and demonstrate benefits of Connected and Automated Vehicles, Unmanned Aerial Systems.
- **Modernize and improve government efficiency through innovation, continuous improvement, and quality customer service.**
 - Continuously improve project development efficiency by reducing the time and cost for planning, engineering, permitting, right-of-way acquisition and construction management.
 - Complete the implementation of the modernized construction management system and DMV information technology systems.
 - Develop an on-line permit application system required for work in the state highway right-of-way (Section 1111 permits).

Department of Motor Vehicles

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Department of Motor Vehicles

2022 Year in Review

- **Online Tax Estimator**—The tax estimator launched in September, and it allows for anyone to run their vehicle information to determine how much purchase and use tax will be owed at the time of registration.
- **Appointment Scheduler**—Average wait times for customers with an appointment was 15 minutes.
- **Inspection Stickers on Demand**—This business-friendly technology solution is in full use by all 1076 Vermont State Inspection Stations.
- **Entry Level Driver Training**—Implemented a new federal regulation mandating specific training for CDL holders. The purpose of this regulation is to assure that CDL holders have obtained the appropriate knowledge to safely operate a Commercial Motor Vehicle.
- **Translation**—DMV translated key documents into two new languages, Dari and Pashto, to bring the total number of language translated to 12.

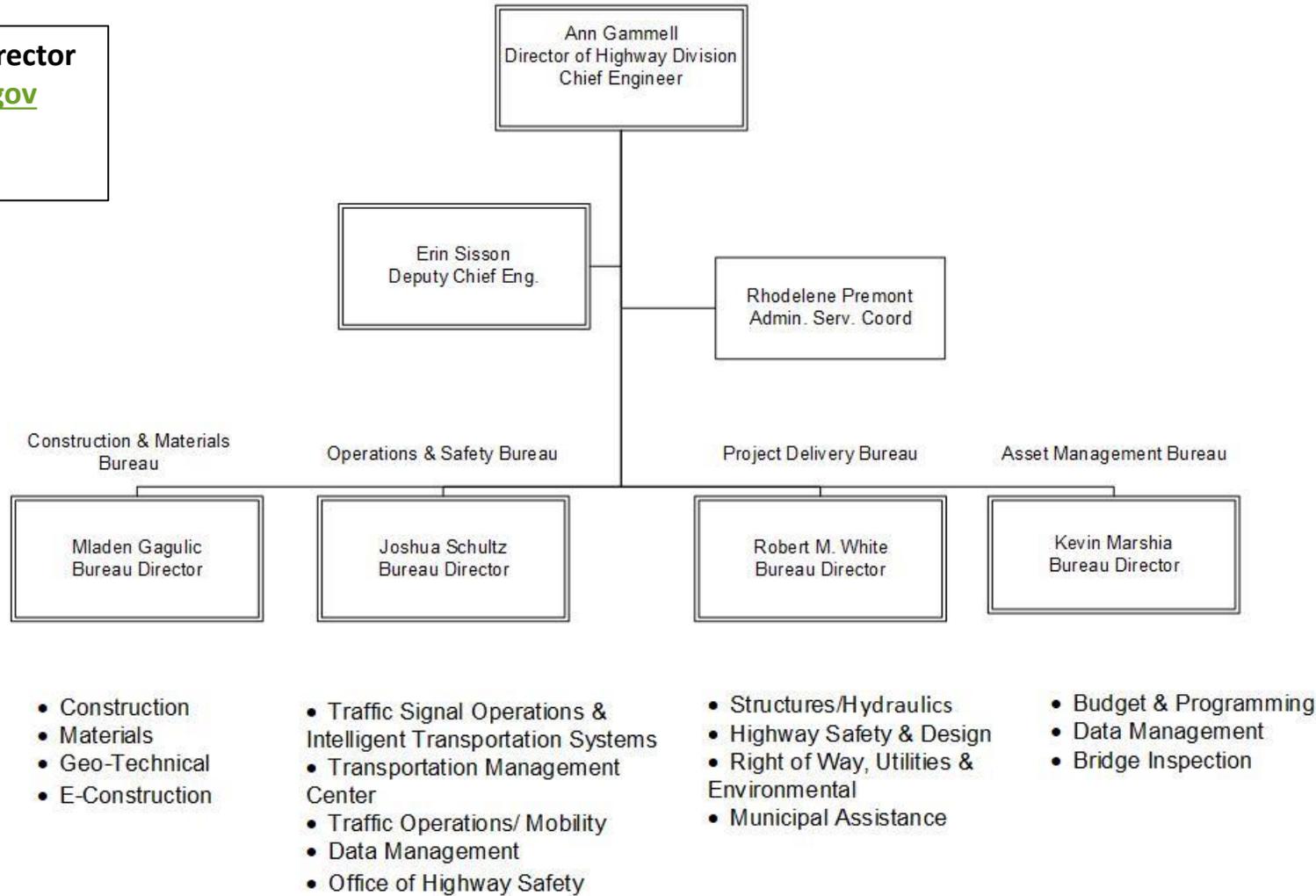
Department of Motor Vehicles

2023 Initiatives

- **Core System Upgrades: Vehicle Service Phase I**
 - Vehicle services phase of project kicked off in June 2022 and will go live in November 2023.
 - Will allow DMV to process beginning to end transactions in a timely and efficient manner at all locations.
 - Point of sale system for categorization of funds is eliminated and the new system will directly categorize revenue to the state's financial system.
 - E-services are being expanded and more transactions will be available online.
 - The VT Dealership program is being modernized to allow for full online application submission.
 - Replaces mainframe and other systems used in registration & titling of vehicles, and point-of-sale system.
 - Will allow customers to apply for and receive registration and title documents same day in all office locations.

Highway Division

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Program Highlights: Bicycle & Pedestrian Activities

Why Walking and Bicycling?

- Supports VTrans Mission – Affordable and Serves Vulnerable populations
- Contributes to GHG reduction
- Supports State health goals – more physical activity
- Provides economic development
- Supports key component of successful downtowns and village centers



Program Highlights: Bicycle & Pedestrian Activities

Ongoing Efforts to support Walking and Bicycling

- On-road Bicycle Plan – 2015 and 2016
- Bicycle and Pedestrian Strategic Plan – 2021
- Bicycle and Pedestrian Planning Integration (2021 VT Transportation Bill)
- Updated Complete Streets Guidance
- Revising the VT State Standards – SFY24-25
- Investments in Bike/Ped across all Agency programs



The needs of people walking and bicycling of all ages and abilities will be considered in all VTrans activities.

VTrans staff will continue to work collaboratively internally and with external partners to improve safety, connectivity, and access to promote walking and bicycling.

MISSION: Safety, health, economic, environmental, and quality of life benefits resulting from an increase in walking and bicycling will be achieved through education and training, innovative planning and design practices, the consideration of community needs, and effective communication. Clearly define expectations for VTrans staff of the importance of creating equitable and maintainable transportation networks.

Program Highlights: Bicycle & Pedestrian Activities

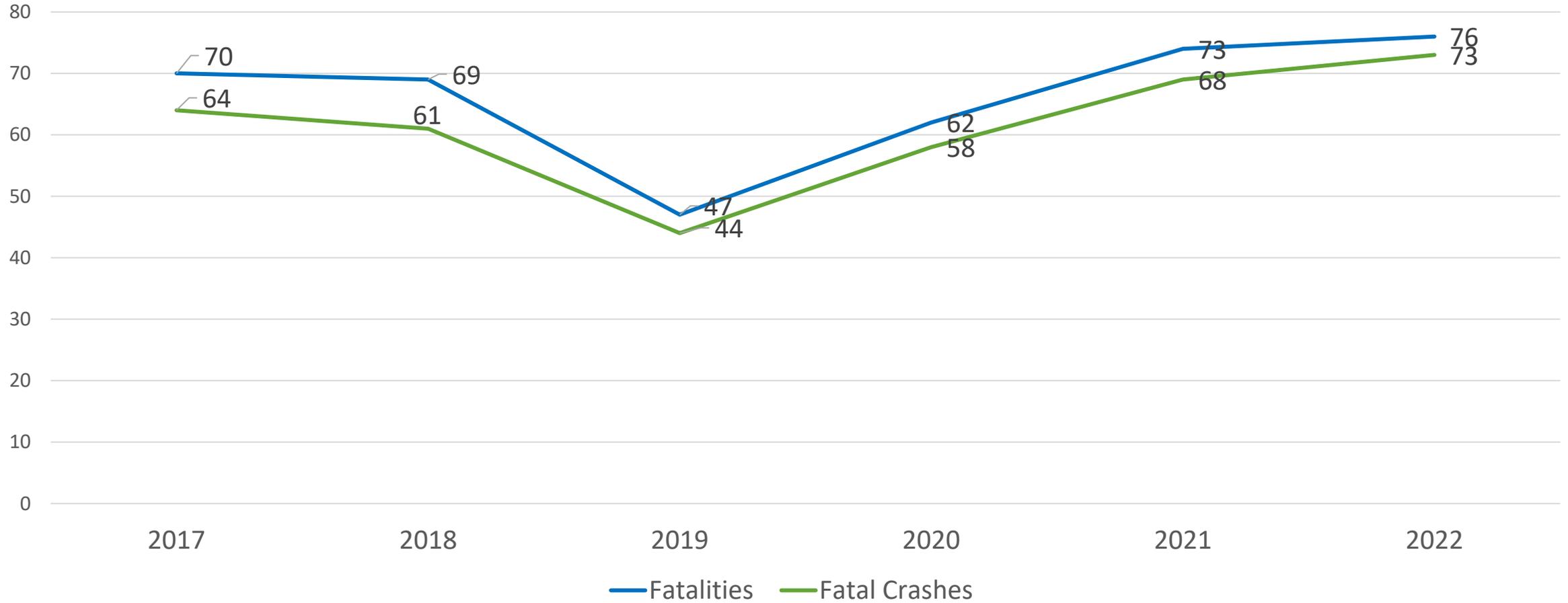
Future of Bike/Ped at VTrans

- Continue with existing grant opportunities for municipalities (VTrans bike & Ped grant program, federal Transportation Alternatives)
- Take advantage of federal Infrastructure Investment and Jobs Act funding
- Continue to incorporate in VTrans projects (paving, bridges, intersections, etc.)
- Continue safety education and outreach
- Integrate into training of VTrans staff and consultants

Program Highlights: Highway Safety

Fatalities and Fatal Crashes by Calendar Year

**Data Current Through 12/31/22*



Program Highlights: Highway Safety

Fatal Crash Data	2022*	2021	2020	2019	2018	2017
Total Fatal Crashes	73	69	58	44	61	64
Total Fatalities (People)	76	74	62	47	69	70
Double Fatality Crashes	3	5	4	3	8	3
Triple Fatality Crashes	0	0	0	0	0	0
Quadruple Fatality Crashes	0	0	0	0	0	1
Operators Suspected as Driving under the Influence of Alcohol Only	11	10	11	5	5	6
Operators Suspected as Driving under the Influence of Drugs Only	19	18	14	15	13	18
Operators Suspected as Driving under the Influence of both Alcohol & Drugs	12	12	6	2	10	11
Active Cannabis - Delta 9 THC Confirmed**	12	20	12	13	14	16
Operators Suspected of Speeding	15	33	15	14	22	27
Operators with Suspended License/ No License	4	7	13	5	7	11
Junior License Operators involved in fatal crashes	1	5	2	1	4	2
"Older Drivers" involved in fatal Crashes (Older Driver is defined as any person age 65 or older. & "involved" does not imply "fault")	24	19	15	16	14	15
Crashes involving a Large Truck/Bus ("involving" does not imply "fault")	11	4	3	10	7	5
Motorcyclist Fatalities	14	16	10	8	7	13

2022 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 12/31/22

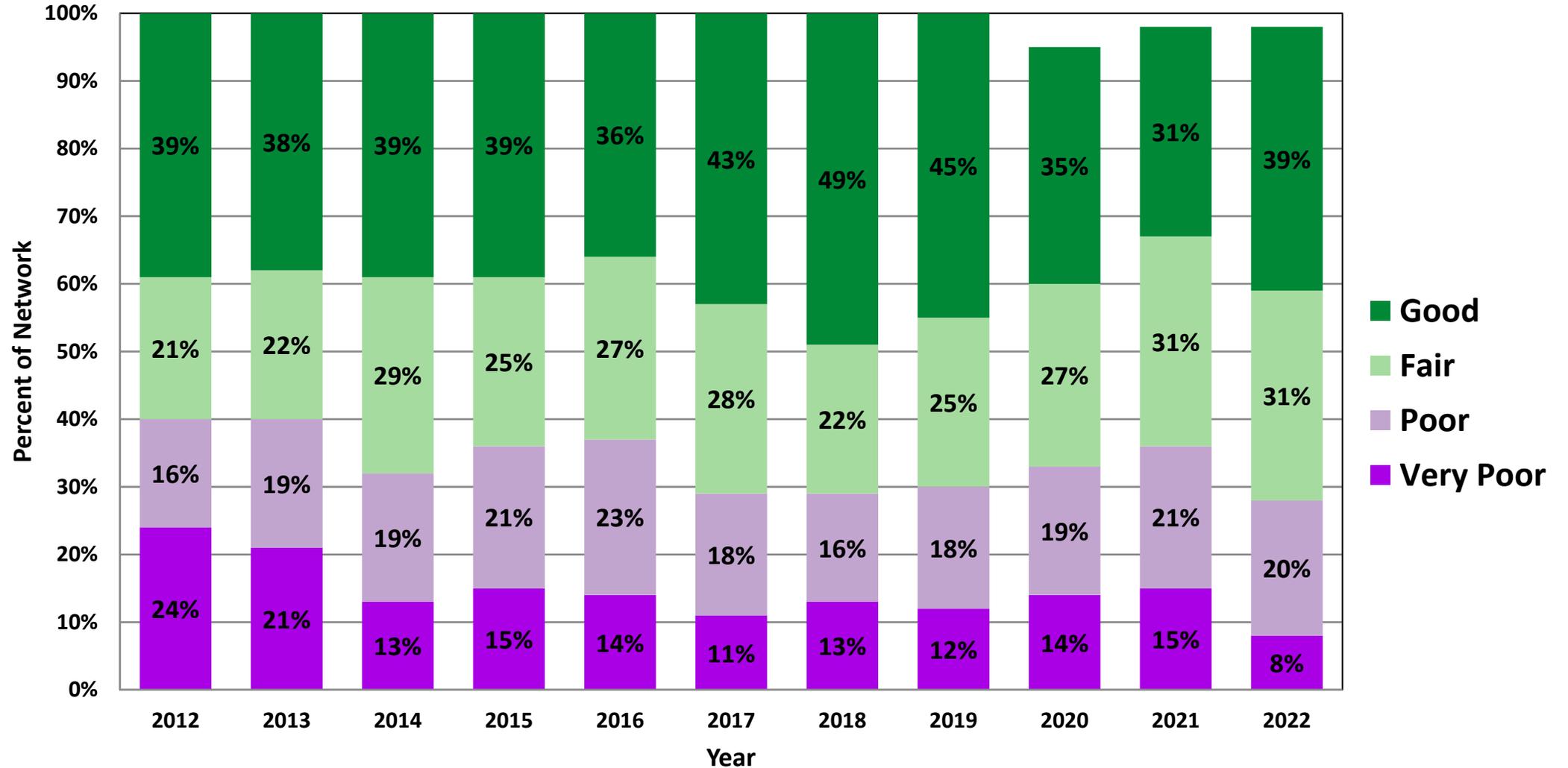
*Actual 2022 data will not become official until February 2023 and some crash investigations maybe ongoing or awaiting toxicology reports.

Fatalities by Vehicle Type and Restraint/Safety Equipment Used							
Road User Type	Restraint/Safety Equipment	2022	2021	2020	2019	2018	2017
Motor Vehicle Occupant	Unbelted	31	28	24	17	34	24
	- Driver	25	25	19	15	25	17
	- Passenger	6	3	5	2	9	6
	- UTV Driver					0	1
	Belted	18	18	17	18	21	22
	- Driver	17	13	12	14	15	15
	- Passenger	1	5	5	4	6	7
	Improper Belt Use/Child Restraint	1		0	0	0	1
Motorcyclist/ATV	Wearing Helmet	12	13	10	5	5	11
	Non-DOT Compliant Helmet/Improper		2	0	1	1	1
	No Helmet	1	2	2	2	1	2
Vulnerable Users	Pedestrians	6	8	8	3	6	9
	Bicyclists	1		1	0	0	0
Unknown	Unknown Belt/Helmet Use	6	3	0	1	1	1
% Unbelted*		63%	61%	58%	49%	62%	52%
Total Fatalities		76	74	62	47	69	70

*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 sum of "Unbelted" & "Improper Belt/Restraint")

Project Delivery Performance: Pavements

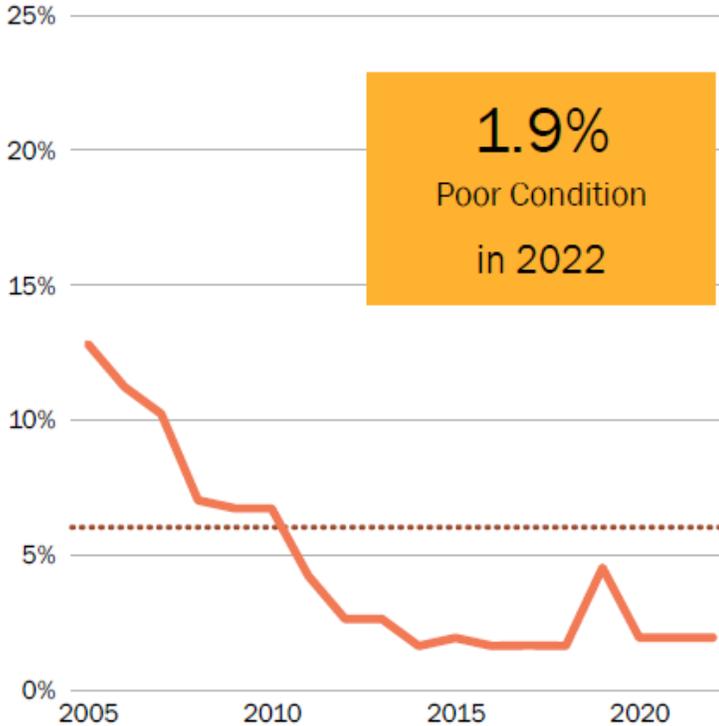
Historic Pavement Condition Distribution - Unweighted



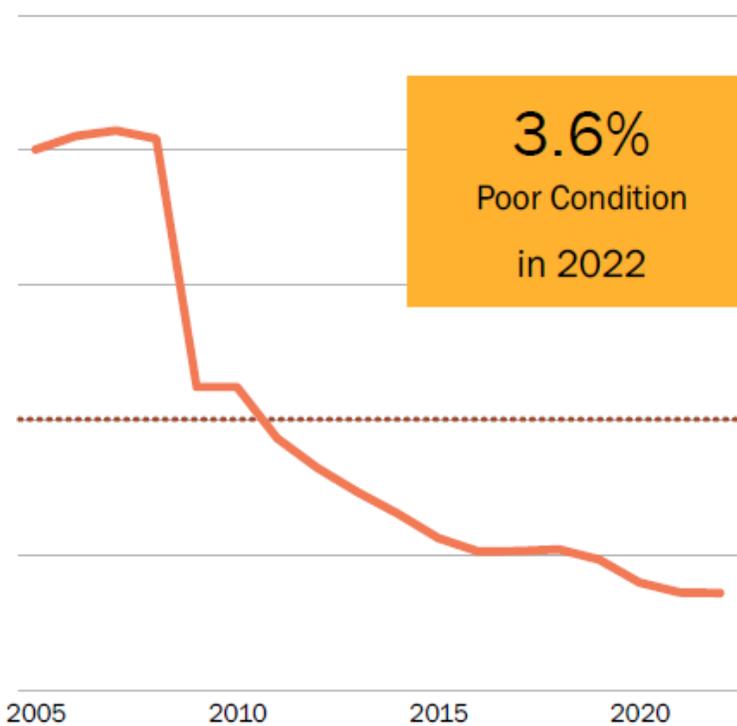
Project Delivery Performance: Structurally Deficient Bridges

Percent in Poor Condition Over Time by System

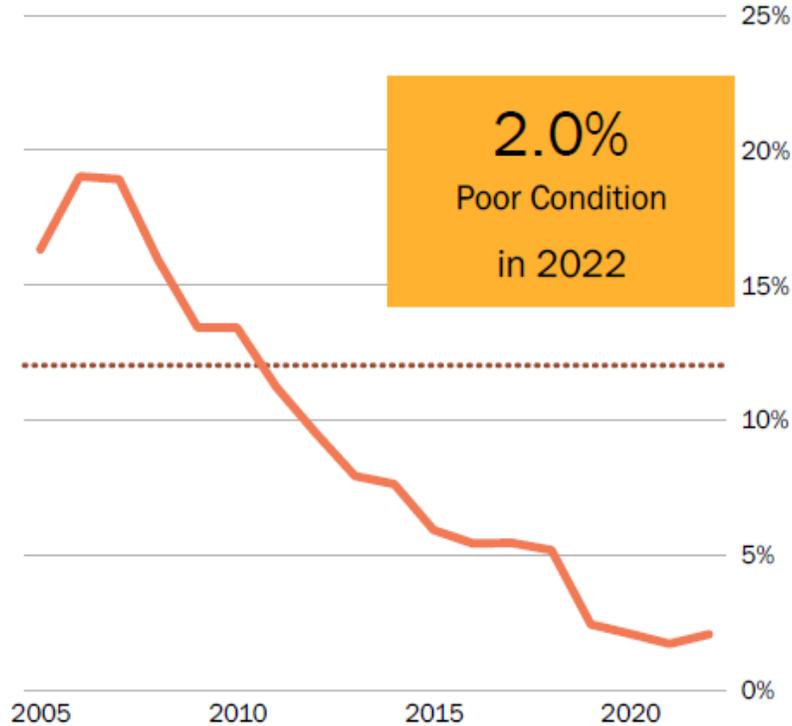
Interstate System (6% target)



State Highway System (10% target)



Town Highway System (12% target)



Asset Management

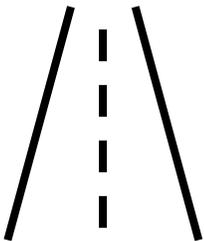
Right Treatment on the Right Asset at the Right Time



Culverts & Signs – VTrans maintains 48,975 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%).

Program Highlights: Transportation Operations & Safety

- **Vermont's Strategic Highway Safety Plan (SHSP)**
 - A new SHSP was created working with partners in the Vermont Highway Safety Alliance. The SHSP is developed every 5 years with goals and initiatives determined using up-to-date crash and traffic data.
- **Vermont's Highway Safety Improvement Program (HSIP)**
 - A new HSIP process was developed for VTrans focusing on a data driven, strategic approach to improving safety on all of Vermont's roads, with a focus on performance. This process was solidified with the creation of a Vermont Highway Safety Improvement Program Manual which clearly identifies internal agency processes and roles and responsibilities.
- **VT 108 Smuggler's Notch**
 - Stuckages are down 41% over the 5-year average. The apparent success is likely the result of the following efforts: local law enforcement patrols, improvements to signage, statutory language change, increased outreach to local news outlets, working with GPS companies, and conducting an engineering Scoping Study to identify potential long-term solutions.

Program Highlights: 2022 Major Traffic & Safety Projects

Burlington HES 5000(18) – US Route 7

This project installed a single lane modern roundabout at the intersection of Shelburne Street, South Willard Street, Locust Street, and Ledge Road. The project also included construction of sections of sidewalks and shared-use paths, shorter and more visible crosswalks, as well as pedestrian activated flashing beacons. Construction was substantially completed in fall of 2022, approximately seven months earlier than anticipated and the improvements implemented will serve to decrease vehicular speeds, reduce crashes and crash severity, improve pedestrian safety, and improve mobility.



Program Highlights: 2022 Major Roadway Projects

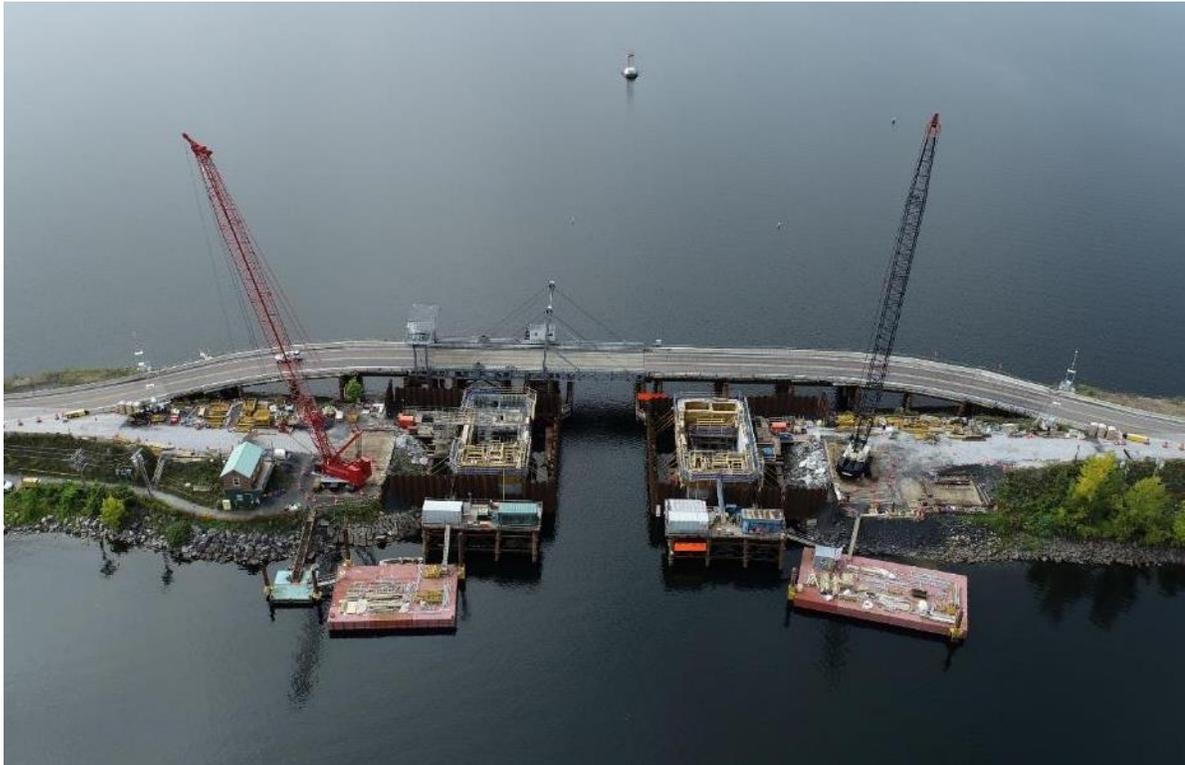
Addison STP 032-1(20) – VT Route 125

Heavy rains in October of 2021 contributed to the failure of over 200 feet of VT Route 125 in Addison. This failure made the roadway impassable and prompted closure of this section of VT Route 125. Design efforts were undertaken and focused on geotechnical modeling that would ensure a stable slope and address subsurface water. Construction of this complex project was completed, and the roadway was opened to traffic in June of 2022.



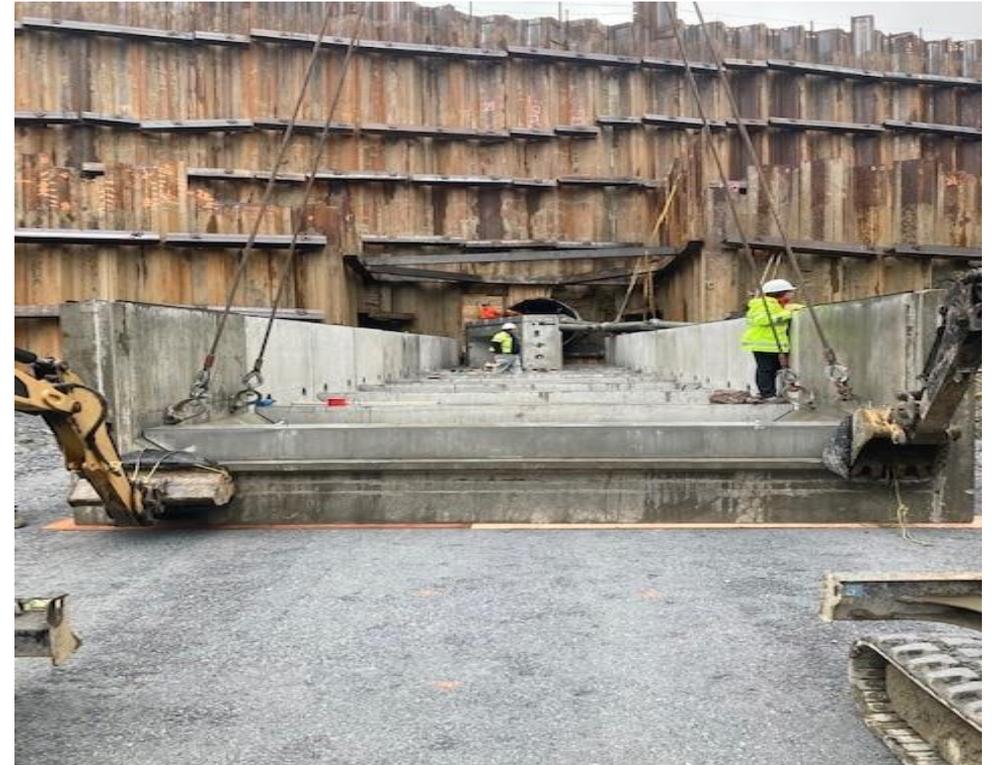
Bridge Program Highlights: 2022 Large Bridge Projects

North Hero – Grand Isle Bridge US RT 2 Br #8 over Lake Champlain (\$90M drawbridge replacement)
Traffic has been moved to the new structure and the structure is now fully operational both roadway and boating traffic. The Contractor is currently working on removing the temporary bridge and all site work is expected to be completed in the summer of 2023.



Bridge Program Highlights: 2022 Large Bridge Projects

Richmond IM089-1(57) (\$15M emergency culvert replacement). A culvert failure in May 2022 required traffic to be shifted from Interstate 89 southbound lanes through a crossover. The culvert located 50 ft below the interstate had to be accessed and replaced. The work to construct the crossover and culvert was completed in less than 6 months. Traffic was restored on the southbound lanes of Interstate 89 in Richmond on October 30th, 2022.



Program Highlights: Municipal Assistance

Local Projects Completed in 2022 (locally managed, with VTrans assistance)

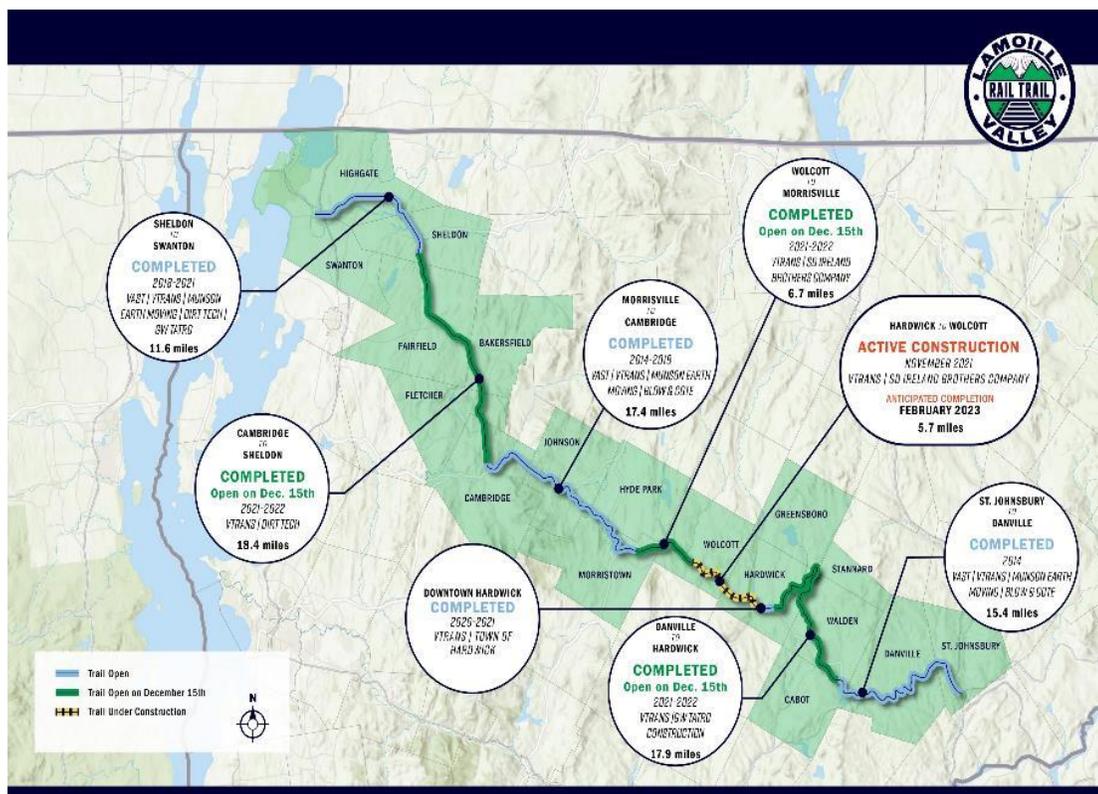
- 26 locally-managed construction projects
- 12 locally managed scoping projects
- 100 Better Roads projects
- 22 road erosion inventories
- 72 Grants-in-Aid projects

Major Projects to begin or continue in 2023

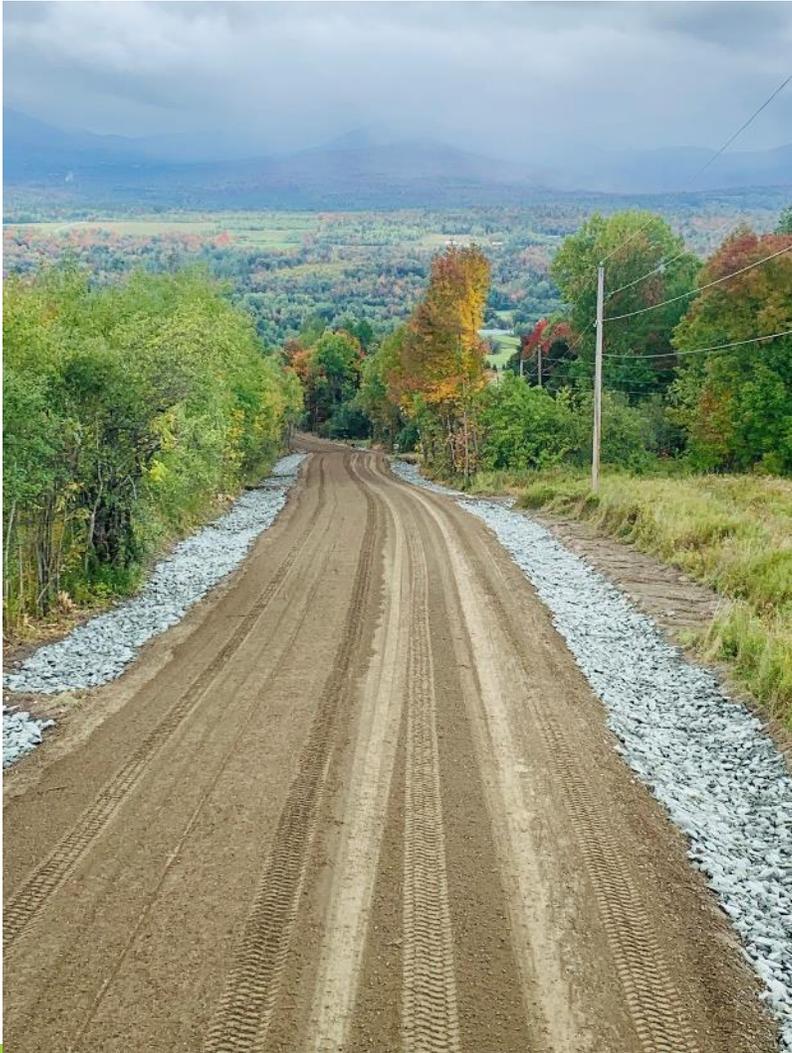
- Burlington Champlain Parkway
- Essex Junction Crescent Connector
- Williston Park and Ride (VTrans managed)

Program Highlights: Municipal Assistance

Lamoille Valley Rail Trail – Four separate phases of this project including a priority bridge project and 47 miles of new trail were under construction this year. With very few exceptions, the entire 93-mile corridor was open in time for VAST season in December of 2022, and all trail work is set to be complete by February of 2023. Website with more specifics at: <https://vtrans.vermont.gov/highway/local-projects/lvrt>



Program Highlights: Municipal Assistance Municipal Mitigation Program



A record number of participating municipalities and \$'s awarded in **Grants-in-Aid program**

- Municipal Roads General Permit (MRGP) compliance
- 237 municipalities, total award of \$5.8M+

100% award rate on **Better Roads** Category B projects

- Projects assisting with municipal compliance of the Municipal Roads General Permit
- All awards = 109 projects, total award of \$2.1M+

Program Highlights: Municipal Assistance Municipal Mitigation Program



Town of Pittsfield, completed sand/salt shed

- 30' x 100' shed
- Cost: approx. \$450K including all design and permitting costs

Program Highlights: Municipal Assistance



Construction continues at the new Williston Park and Ride Facility

- Completion scheduled: 8/29/23
- 142 new parking spaces will be added

DISTRICT MAINTENANCE AND FLEET LEADERSHIP TEAM

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 Director
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Todd Law
 Deputy Director
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Northwest Region, Districts 5 & 8
 Ernie Patnoe
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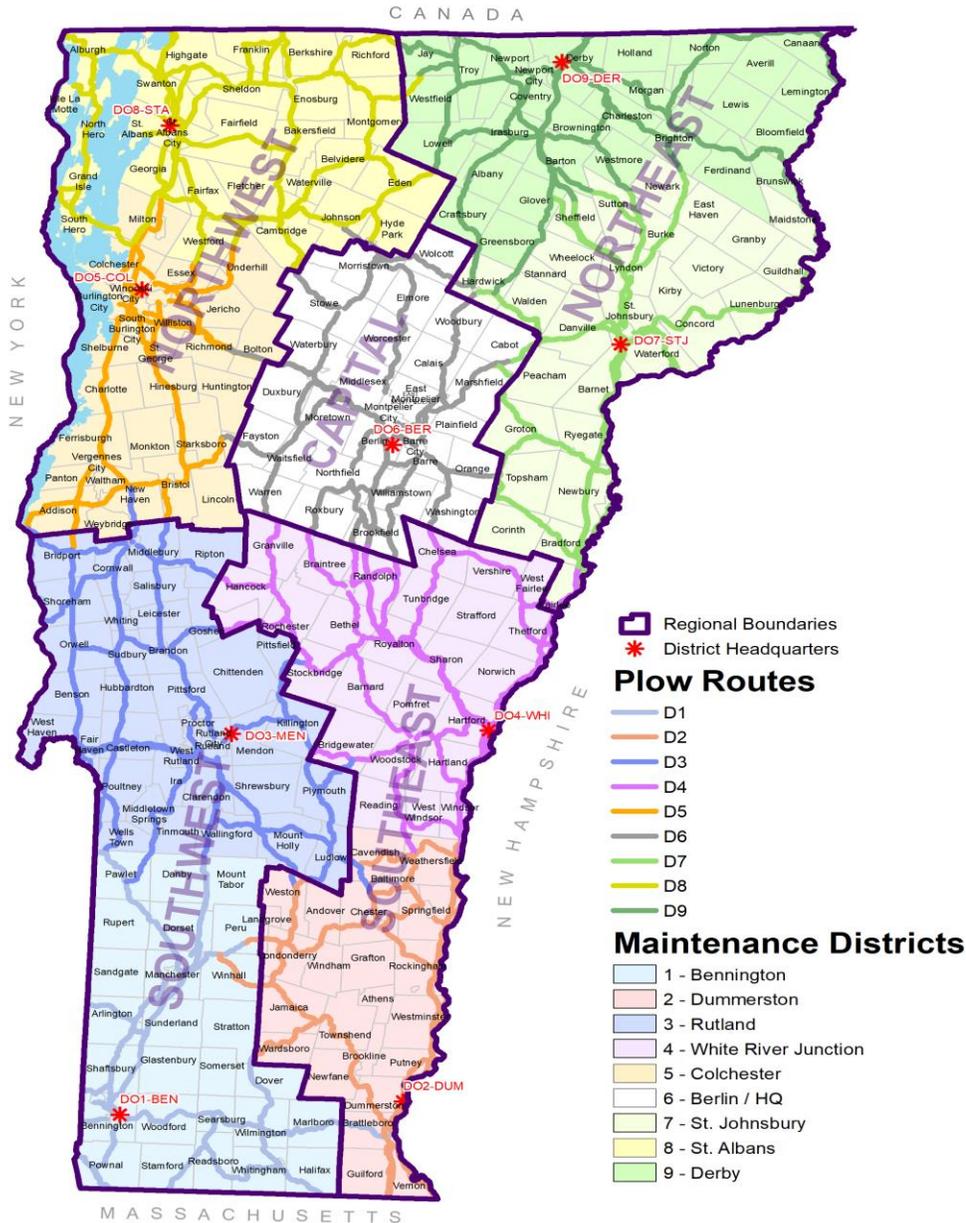
Northeast Region, Districts 7 & 9
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Fleet Management
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 Fleet Superintendent
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Capital Region, District 6 and Interim District 4
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Southwest Region, Districts 1 & 3 and Interim District 2
 Robert Faley
 District Transportation Administrator
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 E-mail: Robert.Faley@vermont.gov

Southeast Region, Districts 2 & 4
 Joe Ruzzo- long term leave
 District Transportation Administrator



Regional Boundaries
 District Headquarters

Plow Routes

- D1
- D2
- D3
- D4
- D5
- D6
- D7
- D8
- D9

Maintenance Districts

- 1 - Bennington
- 2 - Dummerston
- 3 - Rutland
- 4 - White River Junction
- 5 - Colchester
- 6 - Berlin / HQ
- 7 - St. Johnsbury
- 8 - St. Albans
- 9 - Derby

2022 ACTIVITIES

- Winter Maintenance
- Emergency Response/ Mitigation
- Picking Litter
- Sweeping
- Mowing
- Pothole Patching
- Ditching
- Sign Installation And Repairs
- Bridge Washing, Repairs & Rehab Projects
- Temporary Bridges
- 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
- Subsurface Exploration (Drill Crew)



Program Highlights: Bridge Maintenance

Williston BM23502

Description of Work: Urgent culvert replacement.
Contractor: Dirt Tech
Contact Amount: \$197,555.00



Before



After

Barton BM22902

Description of Work: Removal of existing bridge pavement, concrete repair to the deck, installing membrane and re-paving of the deck with associated approach work.
Contractor: Winterset, Inc.
Contact Amount: \$262,000.00



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, Inc.
Contact Amount: \$315,235.00



Before



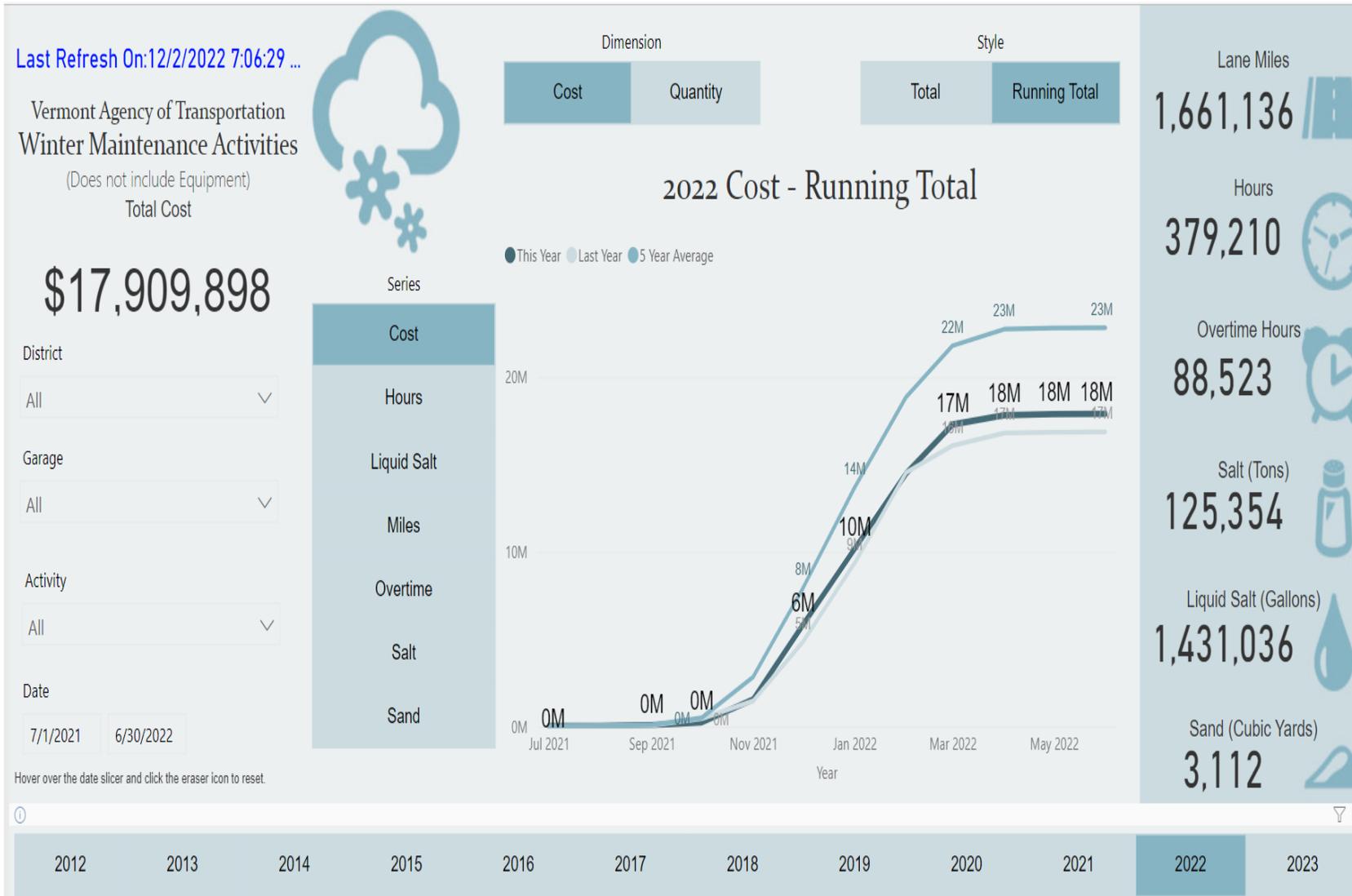
After

Temporary Bridge

Currently there are 13 temporary bridges in service totaling 1180 lineal feet. Many of those have been in service for five or more years and will require repair or replacement of parts. These bridges are critical to the traveling public as they are used to replace failing bridges or bridges that are damaged through storms or other natural disasters.



Program Highlights: Maintenance



FY 22 Salt Tons:	125,354
FY 21 Salt Tons:	105,343
FY 20 Salt Tons:	140,463
5 Year Average Salt Tons:	152,378

Maintenance by the Numbers

- Total acres of mowing: 17,812
- Total lane miles plowed: 1,661,136
- Total linear feet of guardrails repair: 21,699
- Total tons of litter picked up: 436
- Total miles of ditching: 23.49
- Total bridges washed: 332
- Total linear feet of culvert installed: 4,777

Salt Price Averages:

- FY21 - \$53.07
- FY22 - \$60.74
- FY23 - \$84.50

Program Highlights: Agency Electric Vehicle Fleet



AOT's light-duty fleet, which consists primarily of trucks, sedans and utility vehicles, includes 14 fully electric, 1 plug-in hybrid, and 25 hybrid electric vehicles with 6 fully electric trucks on order, 6 to be ordered when available and 12 hybrid electric vehicles on order. In addition, we have purchased 1 fully electric mini-excavator and intend to add another fully electric mini-excavator and a fully electric loader in the coming months.

Additional Agency Fleet Vehicles and Equipment Being Considered for Electric Replacement

- DMV Enforcement Vehicles
- Specialty Equipment
 - Forklifts
- Heavy-Duty Trucks/Equipment
 - Bucket Trucks
 - Tractor Trucks (long-haul delivery of water, etc.)
 - Flatbed Trucks
 - Plow Trucks
 - Loaders
- Cargo vans
- Small equipment and hand tools



Agency Electric Vehicle Supply Equipment Infrastructure

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

- Barre City Place
- Bennington
- Berlin (2-Dill Building and Central Garage)
- Colchester (Fort and Chimney Corners)
- Derby
- Dummerston
- Mendon
- St. Albans
- St. Johnsbury
- White River Junction



Innovative Multipurpose AOT Fleet Vehicles and Equipment

- Loader with over the rail mower attachment.
- Maintenance pick up truck with interchangeable bed and equipment for different needs.
- This equipment does not require a commercial operators license, which allows us to use more employees to perform our critical duties.

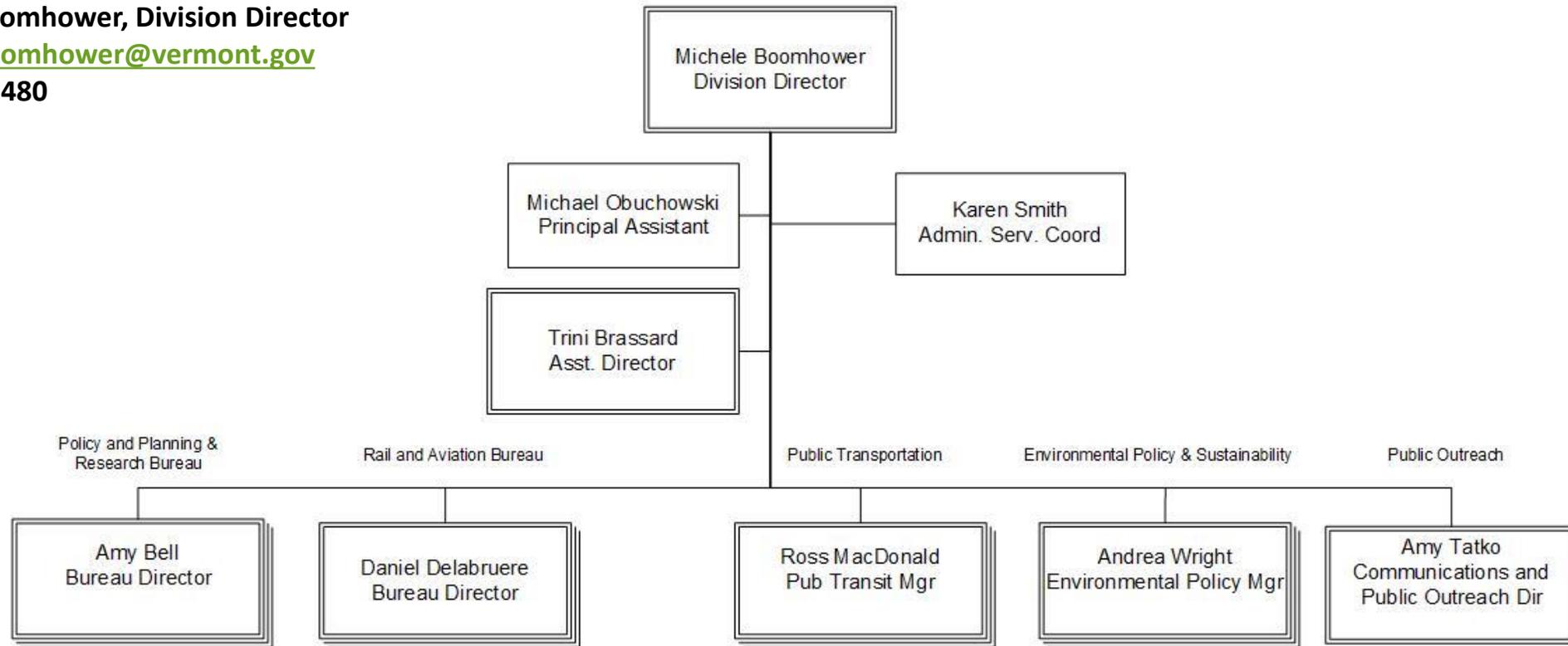


Policy, Planning & Intermodal Development Division

Michele Boomhower, Division Director

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Program Highlights: Policy, Planning & Research

- Completed stakeholder engagement and public outreach phase of the **Transportation Equity Framework Report** (Section 41, Act 55 of 2021).
- **Bike Ped Planning Integration Program** - Began development of the Bicycle and Pedestrian Planning Integration Program (Section 25, Act 184, 2022).
- **Statewide Park and Ride Facilities Plan** - Initiated update of the Plan.
- Celebrated the 30th Anniversary of **Transportation Planning Initiative** (VTrans Collaborative Relationship with RPCs)
- **Stowe Mountain Road Traffic Management** - Facilitated a diverse working group of Stowe area stakeholders to understand the transportation and traffic challenges along Rte. 108 and develop a range of strategies to mitigate.
- Published five **research reports** on a range of topics such as snow and ice control performance and analyses of field-collected data and testing procedures.
- Hosted hybrid **Research and Innovation Symposium** with 160 participants featuring 27 research projects, and a **Research Virtual Peer Exchange** with 7 other state DOT's discussing interactions with materials staff, quantitative and qualitative research evaluation, and interactions with leadership.
- Processed **288 permits** for driveways, utilities and other work in the state highway Right-of-Way.

Program Highlights: Environmental Policy & Sustainability

Vehicle Electrification – Carbon Reduction – Resilience

As of July 2022

Vehicle Incentives

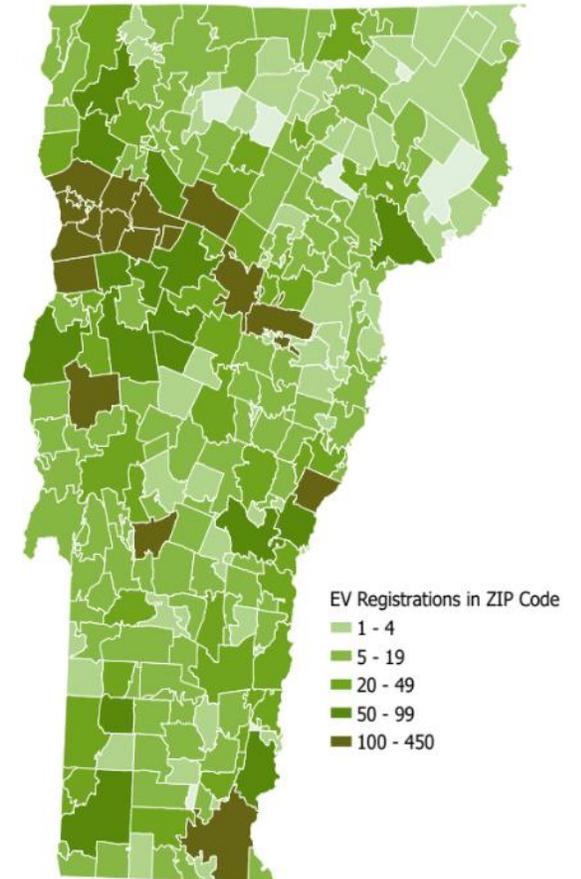
- Continued to implement MileageSmart; streamlined administration of the New Plug-In Electric Vehicle Program; launched the Replace Your Ride and eBike Incentive Programs.

Electric Vehicle Charging on Highways in Vermont

- National Electric Vehicle Infrastructure (NEVI) Plan approved by FHWA.
- 100 Fast Charging Stations to be implemented with 5 years of NEVI and ARPA funding.

Road Usage Charge

- Completed a study of road-usage charges for electric vehicles and contracted services to develop policy for a mileage-based user fee.



Program Highlights: Environmental Policy & Sustainability

EV Incentive Programs (Expenditures from Program Inception)

Program	Incentive Spending	Incentives Issued	Funds Remaining
New PEV	\$4,915,800	1675	\$10,043,200
MileageSmart	\$1,716,113	403	\$3,110,671
eBikes	\$92,018	279	\$482
Replace Your Ride	\$24,000	8	\$2,526,000

Program Highlights: Environmental Policy & Sustainability

Vehicle Electrification – Carbon Reduction – Resilience

Infrastructure Investment and Jobs Act (IIJA) - Carbon Reduction Program - \$32.8 million

Carbon Reduction Strategy

Phase I

Develop a greenhouse gas (GHG) accounting methodology for the capital program.

Phase II

Develop a strategy for the implementation of projects, programs, and policies that most cost-effectively reduce GHG emissions.

Phase I – Accounting Methodology - 2022

Phase II – Strategy Development - 2023

May
IIJA Guidance

June / July
Scope of Work
Consultant
Contract

September
Technical
Committee

December
Capital Program
Accounting
Methodology

January
Advisory
Committee

Spring
Stakeholder and
Public
Engagement

September /
October
Strategy

Program Highlights: Environmental Policy & Sustainability

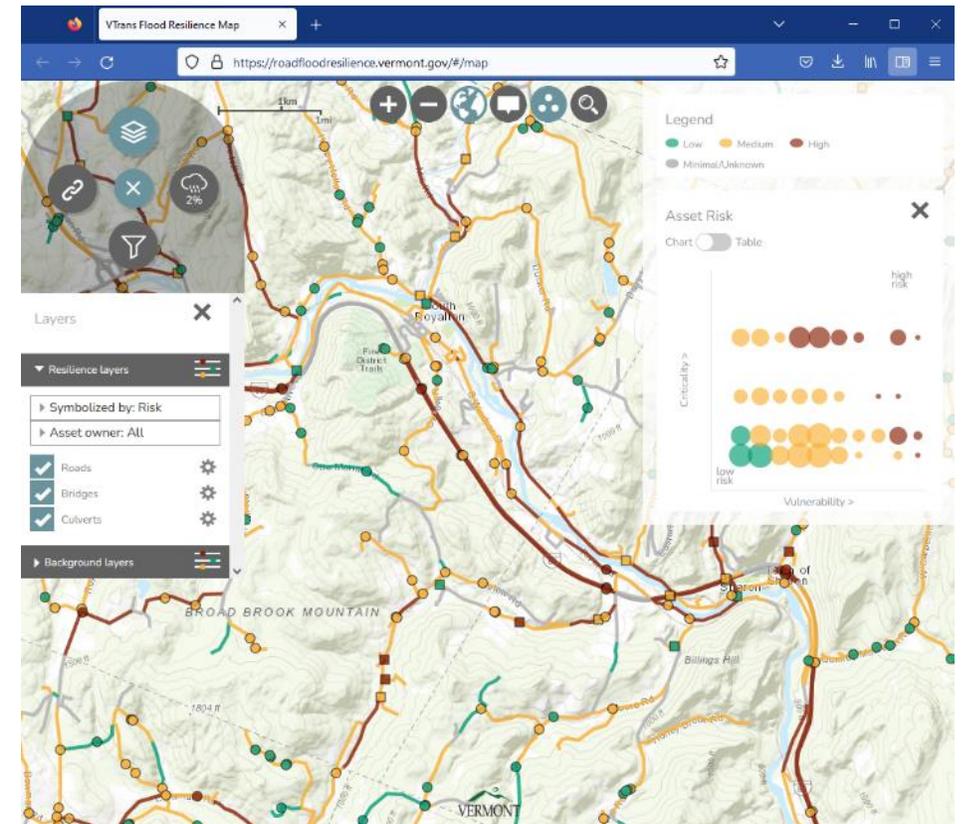
Vehicle Electrification – Carbon Reduction – Resilience

Transportation Resilience Planning Tool (TRPT)

- Web-based tool that identifies bridges, culverts, and road embankments that are vulnerable to damage from floods, estimates risk and identifies potential mitigation measures based on the factors driving the vulnerability.
- 100% Statewide - Training underway

PROTECT

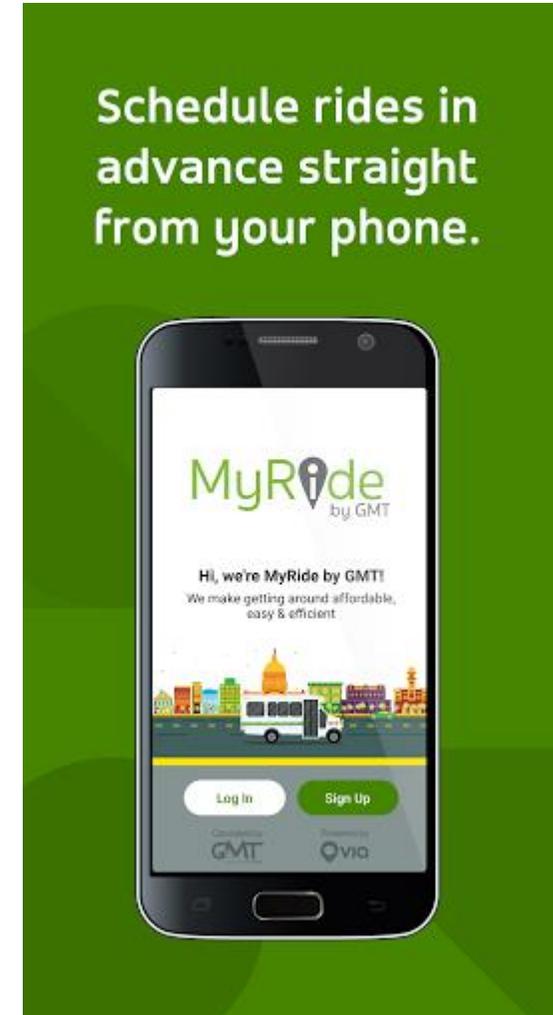
- IIJA Formula Program (\$37.3 million).
- Resilience Improvement Plan development underway.



Program Highlights: Public Transit

Microtransit – Initial Pilot (MyRide in Montpelier) entering its 3rd year. New microtransit pilots funded in FY23 for Rutland, Manchester, Morrisville, Windsor, and Barre. Communities chosen to reflect a wide range of population and existing service to help ascertain best use for this real-time on-demand transit mode.

Recovery and Job Access Rides Pilot Program – A demand response program for those in recovery. Expanded throughout the state in FY 22 and FY 23; we are assessing regional needs for future considerations.



Program Highlights: Public Transit

Electric Transit Buses

State awarded \$9,151,125 through a federal competitive grant to purchase 9 e-buses and related charging and utility infrastructure for Green Mountain Transit and Marble Valley Regional Transit District. To date, AOT and its partners have procured 27 e-buses through these grants (and another 2 through the VW settlement funds).

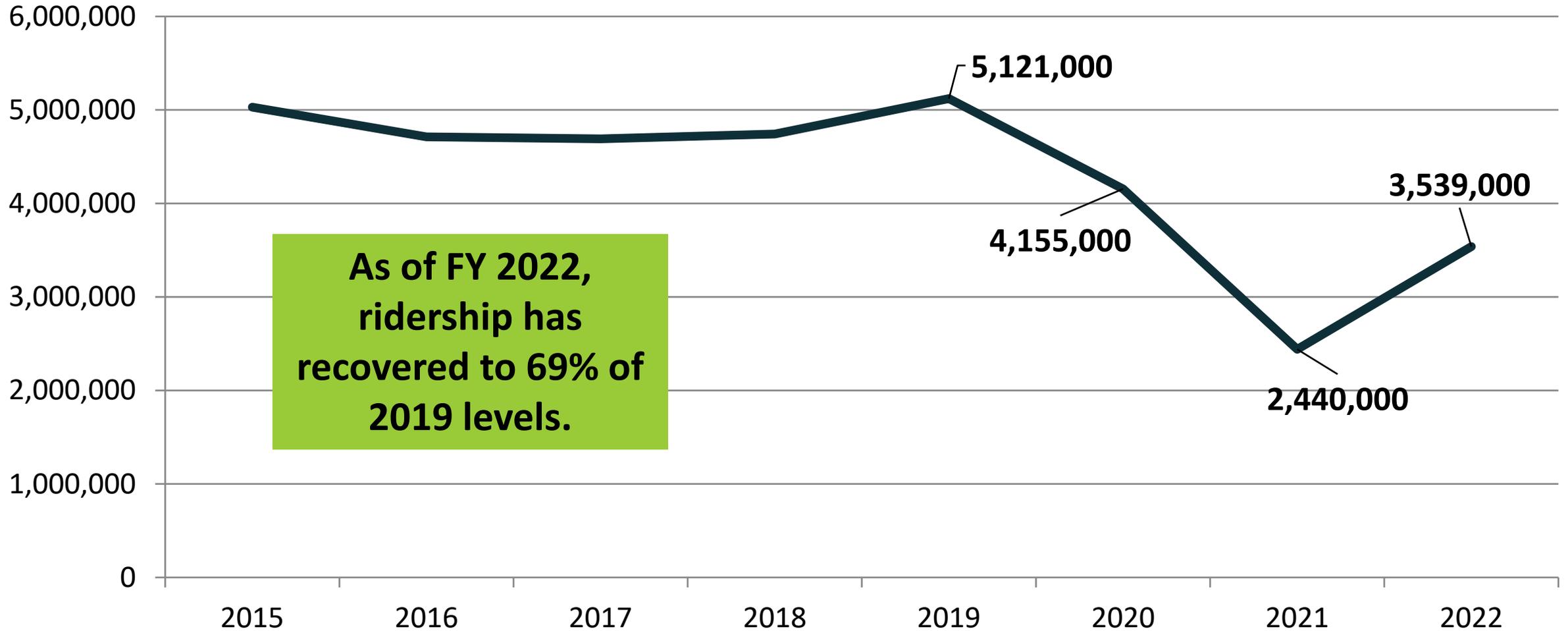
Ridership

In FY22, Routes oriented toward shopping have recovered more quickly than those oriented toward commuting. Tourism routes made a healthy comeback in FY22 and are projected to do well in FY23. Overall, ridership was 69% of pre-pandemic levels and are projected to keep rising throughout SFY23 to over 80%.



Program Highlights: Public Transit

Public Transit Ridership by State Fiscal Year



Program Highlights: Public Transit

Mobility and Transportation Innovation (MTI) Grant Program Status



\$1,658,159 in funding with 33 Awards 2020 - 2022

- Microtransit Pilots 9
- Bike Share/E Bike Programs 7
- Public Transit Rider Support 7
- Telework Resources 1
- Carshare/Mobility Support 9

New this year:

Launched new e-Bike Share program (Upper Valley through Vital Communities)

Expanded 2 existing e-bike lending programs (Montpelier, and through the Local Motion Program – Location TBD)

Start the operations of 5 new Microtransit services – Manchester, Barre, Morrisville, Windsor, Middlebury

Expand CarShare to Winooski

Campaign to improve bus ridership and the mobility of older adults

Program Highlights: Aviation

- **Morrisville-Stowe State Airport** – a new state of the art fuel farm will be completed in 2023 offering both 100LL and Jet A fuel.
- **Franklin County State Airport** – FAA grants have been awarded for the construction of the current 3,000-foot runway. This project will widen the runway to 75 feet and add all new lighting. FAA grants are now in place for phase II of the project that will extend the runway to 4,001 feet in 2024.
- **Hartness State Airport** – Design underway for rehabilitation of runway safety surface.
- **Unmanned Aerial Systems** – AOT 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** – Service started 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 \$45 million over 5 years. 5 bridges are complete, 8 more are scheduled to be awarded in the spring of 2023 with the remaining 18 projects in design/permitting stage.
- **Rail Crossing Program** – AOT worked with FHWA to revamp the rail crossing prioritization process. All 425 public crossings are inspected and evaluated annually.



Program Highlights: Amtrak Services

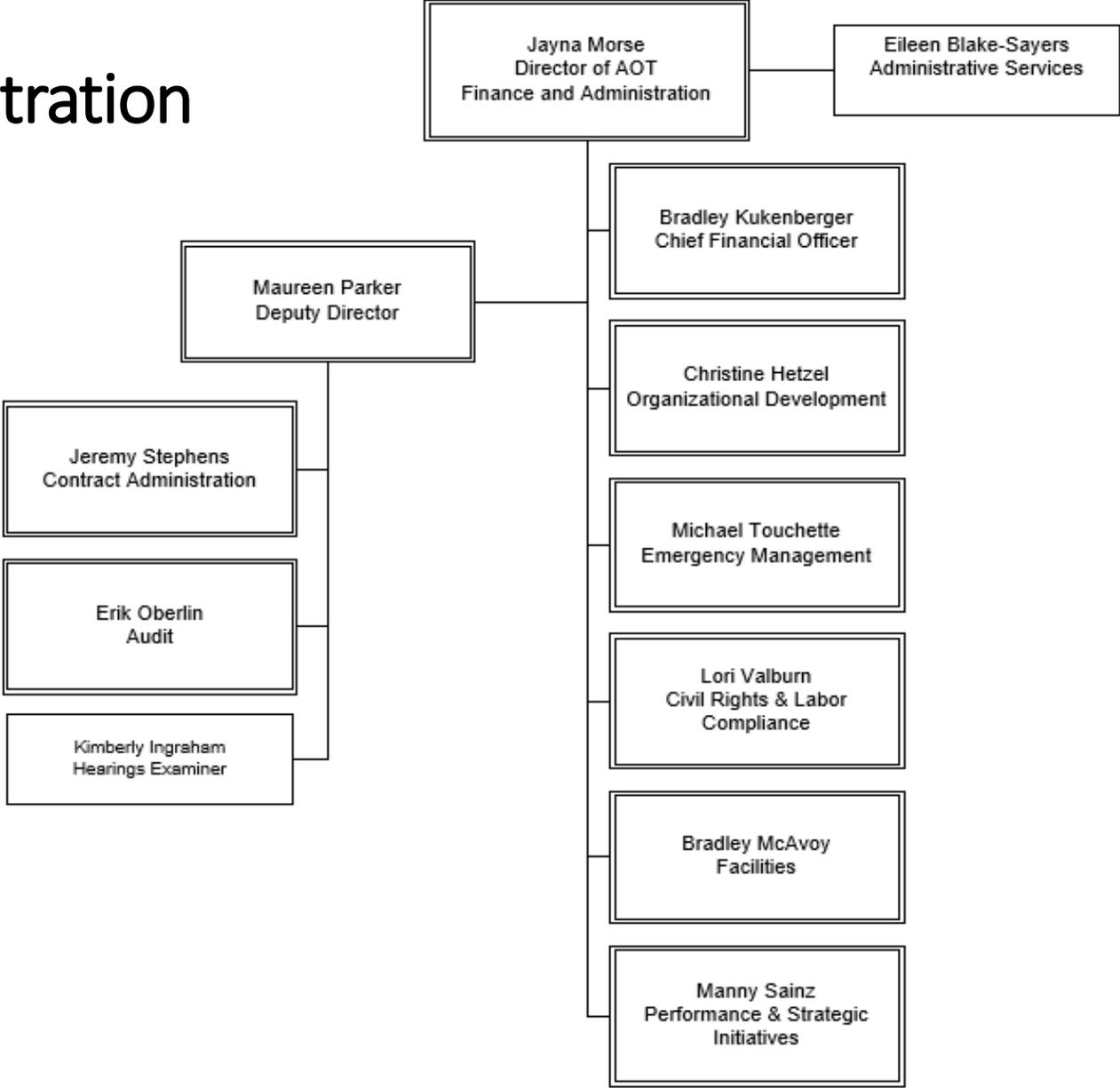
- On July 29, 2022, VTrans, along with Governor Scott, Vermont's Congressional Delegation, the City of Burlington, and other state, federal, and rail officials, celebrated the start of the expanded Amtrak Ethan Allen Express passenger rail service in Burlington, Ferrisburgh-Vergennes, and Middlebury.
- Amtrak service in Vermont is exceeding expectations, with the Ethan Allen Express exceeding its FY19 ridership by over 25% . The Vermonter is almost back to 2019 ridership levels, closing FY22 only 12% off FY19 ridership.
- Vermont's ridership performance continues to rank among the top tier of Amtrak's state supported routes.
- Work continues with a newly formed Amtrak Network Development team to assist efforts to deliver Vermonter service to the Montreal Central Station Pre-clearance facility.
- New Amtrak Airo trainset design is being finalized (will debut in Vermont in 2026).

Program Highlights: Amtrak Airo Trains



Finance and Administration Division

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Program Highlights: Contract Administration and Audit

Contract Administration

- Developed a new online platform for sourcing competitive solicitations, contracting, supplier management, and other procurement activities that will be launched in 2023.
- AOT's Services Contracts, Job Order Contracts (JOC), and Indefinite Delivery Indefinite Quantities (IDIQ) contracts will be incorporated into the new system.

Audit

- The Audit section assisted with facilitating the FY22 Statewide Agency Single Audit for the Highway Division.
- The Audit team completed FY 22 Consultant financial reviews with the added challenge of incorporating the federal Paycheck Protection Program loan data into the calculations.

Program Highlights: Finance and Hearings

Finance

- Obligated \$283M of FHWA funds in FY2022.
- Completes Annual Financial Reporting Vermont State ACFR, Transportation Fund accounting, FHWA Statistical Reports, and Single Audit.
- Processed 43,916 contractor and vendor payments.

Hearings

- Received 284 requests for administrative hearings and held 123 hearings.
- Reduced the number of junior operator hearing requests that proceeded to hearing by 12% from previous year by taking a more proactive customer-oriented approach.

Program Highlights: Civil Rights

Civil Rights Initiatives

- **Recruitment, Hiring, and Onboarding** - coordinated the Agency's participation in more than one hundred outreach and recruitment events, including a return to many in-person career fairs. Hired and onboarded 178 new hires, including 11% of all new hires are individuals who identify as Black, Indigenous, and People of Color (BIPOC).
- **Youth Outreach** - 33 students participated in the AOT National Summer Transportation Institute - program designed to encourage middle and high school students to pursue careers in transportation.
- **Partnerships** - AOT partnership projects included work with the Vermont Office of Racial Equity on the Statewide Language Access Project, the Transportation Equity Framework Project, work across the State of Vermont Enterprise on the successful resettlement of New Americans, and work with Vermont Works for Women on gender and racial equity in the infrastructure workforce.

Program Highlights: Civil Rights

- **Training** - more than 100 participants in the Agency's Employment Diversity in Highway Construction (EDHC) Program entered and/or advanced in the transportation industry with subsidized training and certification. Program successes included 46 Commercial Drivers License (CDL) permits, 37 CDL licenses, and 11 On-the-Job Training graduations. Almost 30% of EDHC participants were New Americans from 22 different countries of origin.
- **Economic Opportunity** – Added 73 newly certified Disadvantaged Business Enterprises (DBEs) to the program (250 total), an increase of almost 30%. In 2022, certified DBEs were awarded 5.54% of all AOT federally-funded contracts.



Program Highlights: VTrans Training Center

- 2,304 Technical/Development and 527 Safety trainings completed by AOT/Municipal employees while implementing hybrid learning opportunities.
- Entry Level Driver Training was created in AOT Learning Management System to include registration of all training sites, instructors, over 1,500 “voice over” slides of theory training, behind the wheel and range training templates, testing and assessment, saving approximately \$5,600 per trained employee, or \$196,000 YTD.
- Instituted District Safety Task Forces in all Maintenance Districts to support behavior-based safety and improve safety outcomes.
- Conducted safety site visits to 88 construction projects and performed annual safety inspections of 100% of AOT Aviation, Lab and Garage facilities.
- increased the number of Vermont Local Roads equipment training topics to Municipal customers to address workforce pressures and turnover.

Program Highlights: Performance

Performance & Strategic Initiatives

- Developed the ***Agency Performance System*** - a project supporting the collection of information and data illustrating progress towards critical goals across AOT and displaying them with detailed, dynamic data visualizations or dashboards.
- Developed ***AOT Innovates!*** an initiative collecting, sharing and rewarding employee ideas, innovations, and problem-solving efforts, of all sizes and impacts.
- Undertook various individual projects to realize business process efficiencies, increase transparency and understanding of data, and drive performance management of AOT programs.

Program Highlights: Emergency Management

- Demobilized the Transportation Incident Command Center, which had supported the AOT and state response to the COVID pandemic.
- 9 AOT staff were certified to serve as Partners to the State Emergency Operations Center Missions and Resources Section.
- 27 staff were trained and licensed by the FCC to operate HAM radios, bolstering AOT and the State's communications resiliency team.
- Developed 6 new Emergency Preparedness Plans for AOT facilities.
- Hybrid FEMA ICS-100 training developed to support bi-annual staff refreshers.
- Entered into MOUs with Vermont Emergency Management (VEM) for 4 active FEMA-declared disasters. This MOU will allow VTrans to leverage FEMA funding, as a subrecipient to VEM, for work completed to restore infrastructure, including administrative costs.
- Closed out 3 projects FHWA- Emergency Recovery (ER). 39 projects are active, including 17 which are in the close-out process. AOT leveraged \$3,170,000 in FHWA-ER funding this year and anticipates utilizing \$4,166,000 in FHWA-ER funding in CY23.

Program Highlights: Facilities Management

- Undertook and completed 507 planned and unplanned projects.
- Completed the Tunbridge Green Facility – the first fully green facility that does not require fossil fuels. This garage was the first to be retrofit with heat pumps and has a 32 -panel solar array.
- Completed a project with coordination of contracted vendor and District forces to install 13 Level 2 dual-head charging stations. All District offices and Central Garage now have the ability to charge their electric vehicle fleets.
- Procured a future site for the new garage complex in St. Albans that has easier access to the interstate corridor and will alleviate traffic congestion in the downtown area.

Names in RED = policy staff likely to be at the State House

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1 Department
4 Divisions
1261 Staff Members



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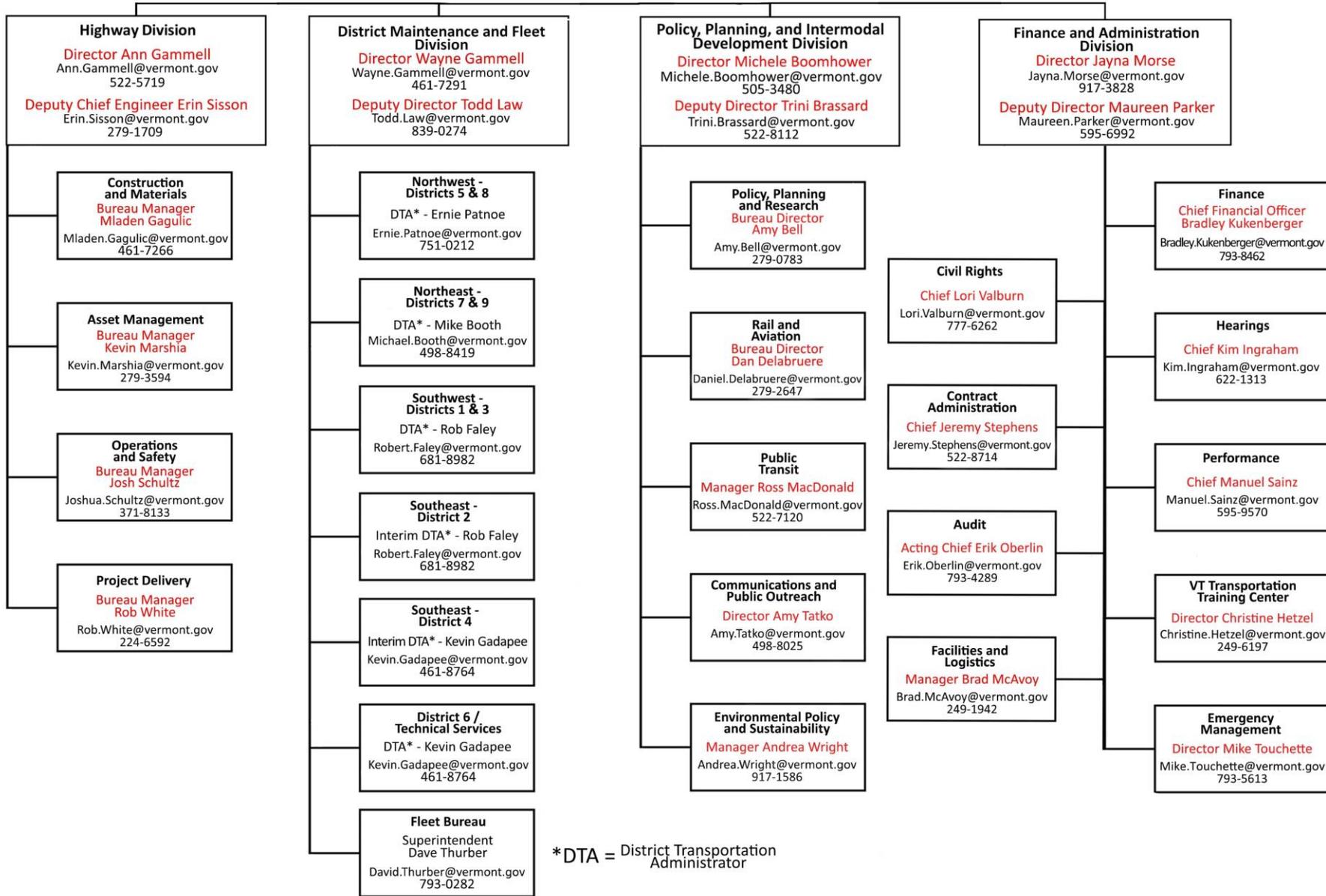
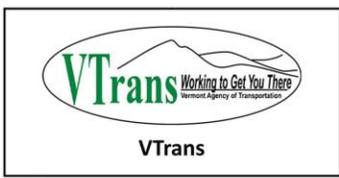
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We Mostly Work With
H. & S. Transportation
H. & S. Appropriations
H. & S. Judiciary
H. Energy & Technology
H. Natural Resources, Fish & Wildlife
S. Natural Resources & Energy
H. Commerce & Economic Development
S. Finance





*DTA = District Transportation Administrator