

VTrans - Town Highway Grant programs

- Structures
- Class II Roadway
- Non-Federal Disasters
- Federal Disasters

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Town Highway Structures Program

Program Description:

State grants for bridges, culverts (36-inch diameter or larger), and retaining walls that are part of the municipalities' highway (Class 1, 2, or 3) infrastructure are made by the Secretary of Transportation from annual appropriations for that purpose (19 V.S.A. § 306). State funds are required to be matched by at least:

1. 20 percent of total project cost with municipal funds, **or**
2. 10 percent of total project cost with municipal funds providing that municipalities have:
 - adopted town road and bridge standards that meet or exceed the minimum requirements of the June 5, 2019 State-approved template, **and**
 - completed and kept up to date a highway infrastructure study which identifies all town culverts, bridges, and identified road problems. The inventory should include location, size, deficiency/condition, and estimated cost of repair – where the condition is less than acceptable.

State grant amounts are limited to \$200,000 for any one project. Projects are selected by the District Transportation Administrator (DTA) from applications submitted by municipalities on a once-per-year basis. The DTA will attempt to provide equitable distribution of funds allotted to the district, so that if an application cannot be satisfied in one instance, it may be accepted at a later date. Applications may need to be updated before being resubmitted. The number and extent of the projects is dependent upon the annual appropriation allocated by the General Assembly.

Projects may address the maintenance (including actions to extend the life expectancy) and construction of bridges, culverts, and other structures including causeways and retaining walls. In general, the improvement must materially preserve the integrity of the *eligible structure* of Class 1, 2, or 3 town highways. Administration work associated with these projects, are not eligible costs, however, engineering or design costs incurred by a municipality are eligible.

No funds may be used on Class 4 town highways.

Town Highway Structures

\$7,200,000



- No funding SFY21, doubled for SFY22, back to historical levels in SFY23
- State grants for bridges, culverts (36" diameter or larger), retaining walls on Class 1, 2, & 3 Town Highways
- Max award = \$200,000 (increased in SFY22)
- Local match = 20% of the total cost or 10% if town adopts codes and standards
- Town application and selection process is coordinated with VTrans District Personnel

Structures	Funded (\$)	Application Total (\$)	% Funded
FY2025	\$7,485,502.74	\$21,371,949.36	35%
FY2024	\$7,432,440.69	\$22,353,701.06	33%
FY2023	\$6,694,650.23	\$19,919,190.00	34%
FY2022	\$11,230,616.71	\$27,225,371.06	41%
FY2021	\$0	\$17,688,522.64	0%
FY2020	\$6,235,386.07	\$16,473,925.33	38%
FY2019	\$7,489,653.10	\$16,234,456.95	46%

Town Highway Class 2 Roadway Program

Program Description:

State grants for the preservation of any Class 2 highways for resurfacing or reconstruction are made by the Secretary of Transportation or his/her designee from annual appropriations for that purpose (19 V.S.A. § 306). State funds are required to be matched by at least:

1. 30% of total project cost with municipal funds, **or**
2. 20% of total project cost with municipal funds providing that:
 - adopted town road and bridge standards that meet or exceed the minimum requirements of the June 5, 2019 State-approved template, **and**
 - completed and kept up to date a highway infrastructure study which identifies all town culverts, bridges, and identified road problems. The inventory should include location, size, deficiency/condition, and estimated cost of repair – where the condition is less than acceptable.

State grant amounts are limited to \$200,000 for any one project. The DTA will attempt to provide equitable distribution of funds allotted to the district, so that if an application cannot be satisfied in one instance, it may be accepted at a later date. Applications may need to be updated before being resubmitted.

Projects shall include detailed work for the preservation of any Class 2 town highway for resurfacing (to include both paving and gravel surfacing or re-surfacing) and re-construction based on identified needs. Eligible activities include preliminary engineering, construction, and construction inspection/management.

Notes:

- 1) Culvert replacement for culverts equal to or greater than 36 inches in diameter shall be part of the Town Highway Structures Program. Culverts less than 36 inches in diameter are considered part of drainage work in the Town Highway Class 2 Roadway Program.
- 2) Guardrail work is only considered eligible if it is an essential part of the roadway project.
- 3) Curbing is an eligible item if it is an essential part of the roadway cross section (e.g., curbing in conjunction with a closed drainage system or associated with a raised median or other traffic control barrier).
- 4) Sidewalks are not eligible under the Class 2 Roadway grants.
- 5) Bicycle and pedestrian use should be considered when choosing shoulder widths and materials. In general, any existing shoulder should not be reduced in width. (This means that pavement overlays should include the full width of the road, including existing shoulders.) Towns should refer to the Vermont State Design Standards, Local Roads and Streets, Section 6:13, Bicycle and Pedestrian Considerations for further guidance on this subject: <https://vtrans.vermont.gov/highway/local-projects/bike-ped>.
- 6) Administration associated with these projects is not an eligible cost.



Town Highway Class 2 Roadway

\$8,600,000

- No funding SFY21, doubled for SFY22, back to historical levels in SFY23
- State grants preservation of Class 2 Town Highways (resurfacing and reconstruction)
- Max award = \$200,000 (increased in SFY22)
- Local match = 30% of the total cost or 20% if town adopts local codes and standards
- Town application and selection process is coordinated with VTrans District Personnel

Class 2	Funded (\$)	Application Total (\$)	% Funded
FY2025	\$8,498,746.57	\$35,633,744.68	24%
FY2024	\$8,742,347.78	\$37,340,908.16	23%
FY2023	\$8,824,226.87	\$32,356,724.97	27%
FY2022	\$14,668,525.23	\$33,073,423.01	44%
FY2021	\$175,000.00	\$25,636,447.16	1%
FY2020	\$7,900,822.30	\$25,486,062.64	31%
FY2019	\$7,709,998.73	\$26,733,130.67	29%

Municipal Highway Grants Demand vs Funded Summary

FY2025 District	Structures					Class2				
	Funded (\$)	Funded (#)	Demand (\$)	Demand (#)	%	Funded (\$)	Funded (#)	Demand (\$)	Demand (#)	%
1	\$591,873.61	7	\$1,392,119.24	8	43%	\$784,898.69	5	\$4,941,838.59	24	16%
2	\$1,457,400.00	11	\$3,639,500.00	18	40%	\$970,000.00	6	\$2,655,020.00	12	37%
3	\$882,652.82	5	\$4,346,560.00	12	20%	\$1,050,122.04	8	\$8,085,739.50	32	13%
4	\$1,156,986.42	11	\$2,036,893.80	15	57%	\$761,742.76	5	\$3,096,858.70	16	25%
5	\$662,758.89	4	\$3,773,192.35	11	18%	\$1,472,683.16	9	\$5,265,632.52	15	28%
6	\$786,775.00	8	\$2,486,517.32	11	32%	\$892,800.00	5	\$3,191,150.89	10	28%
7	\$859,256.00	7	\$1,065,599.00	7	81%	\$937,202.08	5	\$2,306,861.21	11	41%
8	\$519,500.00	7	\$1,769,567.65	13	29%	\$962,665.32	7	\$4,913,923.42	24	20%
9	\$568,300.00	7	\$862,000.00	8	66%	\$666,632.52	5	\$1,176,719.85	5	57%
Total	\$7,485,502.74	67	\$21,371,949.36	103	35%	\$8,498,746.57	55	\$35,633,744.68	149	24%

Municipal Highway Grants Demand vs Funded Summary

FY2024 District	Structures					Class2				
	Funded (\$)	Funded (#)	Demand (\$)	Demand (#)	%	Funded (\$)	Funded (#)	Demand (\$)	Demand (#)	%
1	\$958,435.79	7	\$2,692,112.00	11	36%	\$768,000.00	4	\$3,722,605.85	14	21%
2	\$912,680.00	9	\$2,058,000.00	13	44%	\$825,425.87	5	\$3,334,000.00	11	25%
3	\$741,994.25	7	\$3,722,000.00	13	20%	\$1,286,705.83	7	\$9,058,565.28	35	14%
4	\$1,325,097.77	7	\$3,948,396.00	15	34%	\$926,600.00	6	\$4,960,639.88	20	19%
5	\$604,795.00	6	\$2,617,759.00	13	23%	\$1,294,232.34	8	\$3,970,241.93	13	33%
6	\$867,888.35	9	\$2,730,457.06	18	32%	\$982,056.00	7	\$4,075,320.78	17	24%
7	\$836,017.28	7	\$1,261,117.00	8	66%	\$1,019,739.56	7	\$2,763,529.00	14	37%
8	\$738,932.25	5	\$2,804,860.00	13	26%	\$941,588.18	7	\$4,217,622.86	21	22%
9	\$446,600.00	9	\$519,000.00	10	86%	\$698,000.00	5	\$1,238,382.58	5	56%
Total	\$7,432,440.69	66	\$22,353,701.06	114	33%	\$8,742,347.78	56	\$37,340,908.16	150	23%

Municipal Highway Grants Demand vs Funded Summary

FY2023 District	Structures					Class2				
	Funded (\$)	Funded (#)	Demand (\$)	Demand (#)	%	Funded (\$)	Funded (#)	Demand (\$)	Demand (#)	%
1	\$368,763.29	3	\$2,868,591.90	8	13%	\$691,278.42	6	\$3,258,905.96	15	21%
2	\$989,779.82	6	\$2,986,550.00	19	33%	\$945,000.00	5	\$3,452,000.00	10	27%
3	\$918,800.00	5	\$2,387,050.00	8	38%	\$900,311.92	6	\$5,019,501.70	24	18%
4	\$854,488.05	8	\$2,359,762.00	17	36%	\$908,182.28	6	\$2,592,438.85	9	35%
5	\$596,193.94	6	\$3,013,055.00	13	20%	\$1,688,399.60	10	\$6,284,922.68	20	27%
6	\$870,365.20	11	\$2,465,621.18	16	35%	\$909,424.72	6	\$4,211,630.77	15	22%
7	\$743,654.14	10	\$1,521,009.34	12	49%	\$1,090,900.76	9	\$2,573,298.44	17	42%
8	\$733,455.29	6	\$1,698,036.28	10	43%	\$1,048,580.97	7	\$4,093,284.82	18	26%
9	\$619,150.50	6	\$619,515.00	6	100%	\$642,148.20	4	\$870,741.75	4	74%
Total	\$6,694,650.23	61	\$19,919,190.70	109	34%	\$8,824,226.87	59	\$32,356,724.97	132	27%

Municipal Highway Grants Demand vs Funded Summary

FY2022 District	Structures					Class2				
	Funded (\$)	Funded (#)	Demand (\$)	Demand (#)	%	Funded (\$)	Funded (#)	Demand (\$)	Demand (#)	%
1	\$986,580.32	8	\$2,665,576.77	18	37%	\$1,259,801.53	9	\$3,076,425.29	17	41%
2	\$1,694,407.47	18	\$3,730,000.00	25	45%	\$1,629,520.56	10	\$2,993,509.00	11	54%
3	\$1,157,884.87	11	\$3,453,100.00	17	34%	\$1,710,397.62	15	\$5,223,000.00	34	33%
4	\$1,842,641.84	15	\$3,106,520.50	20	59%	\$1,543,325.69	13	\$2,582,425.64	16	60%
5	\$1,899,630.00	13	\$8,269,471.00	22	23%	\$2,981,164.68	20	\$7,760,500.76	32	38%
7	\$1,609,139.54	14	\$2,833,144.00	22	57%	\$2,452,898.14	21	\$4,880,893.65	31	50%
8	\$1,162,105.37	12	\$2,174,208.79	15	53%	\$1,912,245.01	15	\$4,801,389.96	24	40%
9	\$878,227.30	12	\$993,350.00	12	88%	\$1,179,172.00	8	\$1,755,278.71	8	67%
Total	\$11,230,616.71	103	\$27,225,371.06	151	41%	\$14,668,525.23	111	\$33,073,423.01	173	44%

Municipal Highway Grants Demand vs Funded Summary

FY2021 District	Structures					Class2				
	Funded (\$)	Funded (#)	Demand (\$)	Demand (#)	%	Funded (\$)	Funded (#)	Demand (\$)	Demand (#)	%
1	\$0.00		\$1,566,532.00	11	0%	\$0.00		\$2,610,327.48	16	0%
2	\$0.00		\$2,332,000.00	14	0%	\$0.00		\$1,609,972.00	6	0%
3	\$0.00		\$2,777,000.00	13	0%	\$0.00		\$4,350,210.00	24	0%
4	\$0.00		\$1,988,646.75	13	0%	\$175,000.00	1	\$3,770,549.88	14	5%
5	\$0.00		\$6,039,412.75	15	0%	\$0.00		\$5,012,321.61	19	0%
7	\$0.00		\$1,462,235.00	13	0%	\$0.00		\$3,856,261.17	22	0%
8	\$0.00		\$1,052,886.14	8	0%	\$0.00		\$3,382,906.96	19	0%
9	\$0.00		\$449,810.00	6	0%	\$0.00		\$1,043,898.06	4	0%
Total	\$0.00		\$17,668,522.64	93	0%	\$175,000.00	1	\$25,636,447.16	124	1%



Town Highway Non-Federal Disasters

\$1,150,000

- Annual appropriation for emergency aid in repairing, building, or reconstructing Class 1, 2, or 3 town highways and for repairing or replacing drainage structures including bridges on Class 1, 2, 3, and 4 town highways damaged by natural or man-made disasters.
- Secretary of Transportation shall determine that disaster is of such magnitude that state aid is both reasonable and necessary to preserve the public good.
- Disaster shall not qualify for assistance from FEMA or FHWA ER programs.
- Towns eligible for the greater of either:
 - 90% of repair/replacement costs
 - or
 - The eligible repair/replacement costs, minus an amount equal to 10% of the overall total highway budget minus the town's winter maintenance budget.
- FY 2024 appropriation: \$1,150,000
- FY 2025 appropriation: \$1,150,000

Town Highway Federal Disasters

\$4,000,000

-Grants for the repair or reconstruction of town highways eligible for funding under the Federal Highway Administration's Emergency Relief program.

-To be eligible, the town highway must be either:

- Functionally classified as a rural major collector or higher or
- Functionally classified as an urban collector or higher, within a designated federal-aid urban area

-Emergency Work: 100% federal funds (if done within first 270 days). Any emergency work done after the 270-day mark will be at the permanent work funding split.

-Permanent Work: 81.08% federal, 8.92% State, 10% local

