VERMONT

Current Condition:
- ASCE road grade of C-  
  - 25% of state’s major urban roads are in poor condition
  - A total of 346 people died on highways from 2009 through 2013
- $251M a year in cost to motorists from driving on roads in need of repair- $474 per year for motorists
- Vermont’s population grew by 11% between 1990 and 2013
- Vehicle travel on Vermont’s highways increased by 22% during the same period

Commerce:
- 80% of the $18 billion worth of commodities delivered annually from sites in Vermont is transported by trucks on the state’s highways.

Need for Federal Investment:
- 86% Federal Share of VT’s Highway Capital Program
- National Interstate Backlog of $185.24b on 47,575 miles of interstate.
  - National Highway System (NHS) backlog of $424.5b on 227,224 miles of the NHS.

FAST Act → What this does for Vermont

Prioritize Bridge Reconstruction and Safety:
- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - VT’s 206 structurally deficient bridges
  - 32% of the Vermont’s bridges are structurally deficient or functionally obsolete
  - Current ASCE bridge grade of C

Improving Commerce:
- Over the life of the bill (FY2016-FY2020), VT will receive $32,310,882 in addition to growth of the existing programs for freight.

1 ASCE  
2 TRIP  
3 FHWA  
4 TRIP  
5 US Census  
6 TRIP  
7 Ibid.  
8 ARTBA  
9 AASHTO and FHWA  
10 FHWA  
11 FHWA  
12 ASCE
• This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest.
• In addition to the National Freight Program, WV through the Nationally Significant Freight and Highway Projects (NSFHP), a $4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

**Long-term 5 year Certainty:**
• Total share over 5 years of the FAST Act: $1,122,219,621 that the state would not get otherwise.
• 90 projects at risk without the certainty of federal investment.\(^1^3\)
• Major State Projects that can benefit from the FAST Act:
  o The I-91 Battleboro Bridge: includes the replacement of four bridges with two new bridges which will transport I-90 users over Upper Dummerston road and also allow transport for pedestrians and other visitors.\(^1^4\)

• FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on VT’s ability to properly plan and budget for transportation projects.
• Building off NEPA reforms accomplished in MAP-21, FAST is cutting red tape and accelerating project delivery to increase VT’s ability to efficiently finish projects.
• FAST gives VT the ability to prepare for the next 50 years. With a focus on innovation, VT can better deploy technology to improve the state transportation network.

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\(^{13}\) AASHTO

\(^{14}\) [http://www.i91brattleborobridge.com/](http://www.i91brattleborobridge.com/)