

VT Agency of Transportation: Paving Program FY 2027 Budget Breakdown

Senate Transportation Committee – March 26th, 2026

Presented by: Matt Bogaczyk, P.E., Highway Safety & Design Program Manager

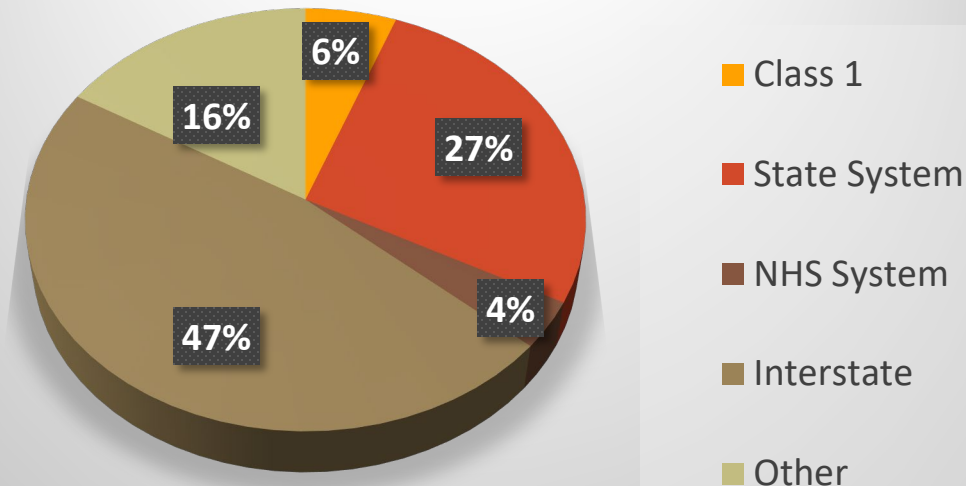


FY 2027 PAVING PROGRAM (TAB 5A)

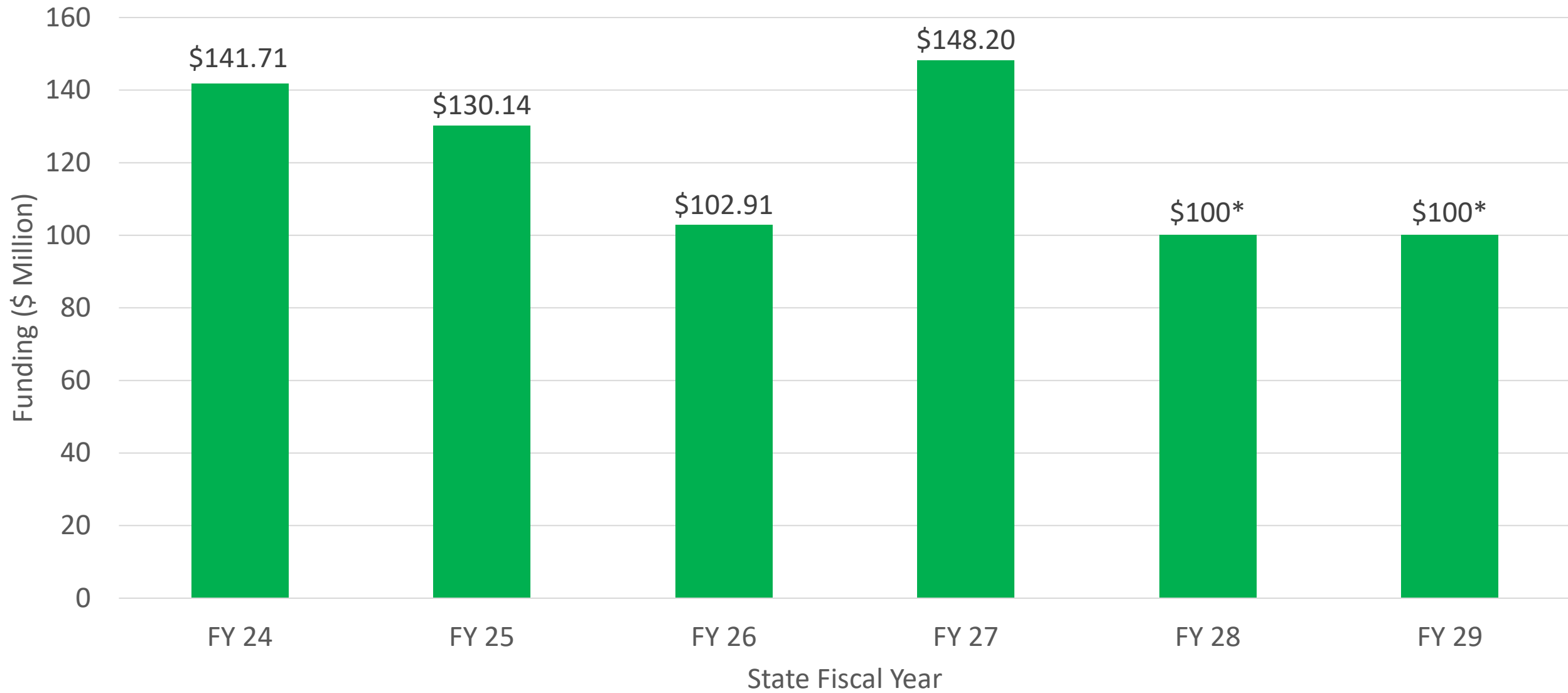
- Appropriation of \$148.20 million
- Increase of \$45.29 million compared to the FY 2026 Paving Program budget

\$8,526,225	Class 1 Funding in FY27
\$40,054,187	State System, Non-NHS Funding in FY27
\$5,334,650	National Highway System (NHS), Non-Interstate Funding in FY27
\$69,992,671	Interstate Funding in FY27

FY27 Funding By Project Class



Paving Program Funding



* FY28 and FY29 are using an assumed target of \$100M, subject to change during FY28 and FY29 Budget Development

Interstates

- Programmed based on surface condition data
- Total Miles: 320 miles
 - Barrel Miles: 640 miles
- Funding Split: 90% Federal, 10% State
- Performance Requirement: <5% in “Very Poor” Condition
 - Federal Requirement

Year	Interstate			
	Cost (\$M)	% Prog	Miles	% Miles
2023	\$ 23.97	17%	56.260	9%
2024	\$ 25.71	20%	63.964	10%
2025	\$ 29.11	28%	35.088	5%
2026	\$ 69.99	47%	92.056	14%
2027	\$ 26.10	26%	38.000	6%
2028	\$ 26.55	27%	28.360	4%

State Highways

- Programmed based on surface condition data
- Total Miles: 2,700 miles
 - Includes both Non-Interstate National Highway System (NHS) and State System Non-NHS
- Funding Split: 81.08% Federal, 18.92% State
- Performance Requirement
 - NHS <5% in “Very Poor,” Federal Requirement
 - Non-NHS <25% in “Very Poor,” State Target
- DLEV Project data not included in table

Year	State System			
	Cost (\$M)	% Prog	Miles	% Miles
2023	\$ 51.48	36%	104.063	4%
2024	\$ 69.51	53%	117.477	4%
2025	\$ 35.77	35%	64.942	2%
2026	\$ 45.39	31%	55.795	2%
2027	\$ 41.70	42%	32.710	1%
2028	\$ 24.04	24%	33.370	1%

Class 1 Town Highways

- Time Based Programming
- Total Miles: 140 miles
- Funding Split: 81.08% Federal, 18.92% State
- Performance Requirement
 - Based on State Statute, VTrans is responsible for cyclical maintenance of Class 1 Town Highways
 - Projects take place on a ~15-year cycle

Year	Class 1			
	Cost (\$M)	% Prog	Miles	% Miles
2023	\$ 7.66	5%	5.286	4%
2024	\$ 13.05	10%	6.001	4%
2025	\$ 12.61	12%	8.943	6%
2026	\$ 8.53	6%	4.302	3%
2027	\$ 11.80	12%	7.470	5%
2028	\$ 28.20	28%	15.640	11%

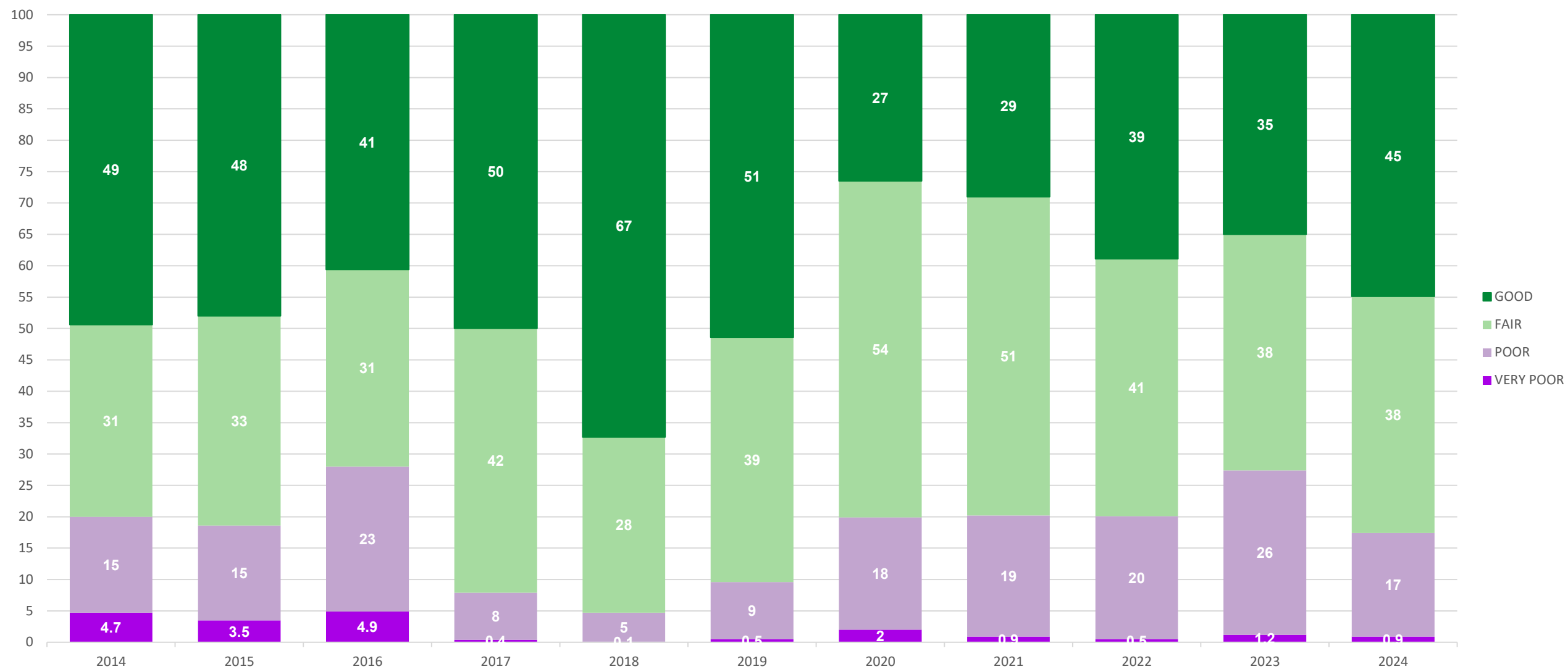
“Ready” Projects

- Projects using Federal Funds need to follow clearance process
 - ROW Clearance
 - Environmental Review and Clearance
 - Utility Clearance
- Typical Development Timelines range from 12 months to 36 months depending on the scope of work
- Design phase includes treatment selection, various levels of plan design, estimating and contract preparation
- Projects eligible to be expedited
 - Clearances obtained, or nearly
 - Estimate ready
 - Plans accurate and detailed

Pavement Management Strategy

- Identify projects two to five years in advance using the Pavement Management System
- Condition data is obtained at least every two years for use in the programming strategy
- Cracking, rutting, and ride quality are the data measures
- All viable treatment options are evaluated to get the best network benefit within the fiscal constraint
- During design, construction years are refined as needed based on progress and near-term funding
- Strive for a balance of low-cost preservation and rehabilitation of poor roads

Interstate Historic Condition Data



State System Historic Condition Data

