

TRORC VPSP2 2021

**paving, roadway &
traffic & safety projects**

RITA SETO, SENIOR PLANNER

VPSP2 Vision

Develop a performance-based, data driven project selection & prioritization framework that maximizes the “*transportation value*” delivered to Vermont taxpayers.

VPSP2 OBJECTIVES

- ❑ Identify and utilize criteria that provide “transportation value” within potential and planned VTrans projects.
- ❑ Develop a mechanism for RPC and communities to provide input in the selection and prioritization of transportation projects.
- ❑ Provide a defined, consistent, and transparent process for selecting and prioritizing the projects that ultimately make up VTrans’ Capital Program

Project Development Phases

VTRANS CAPITAL PROGRAM PROJECT STATUS

In order for VTrans to spend funds on a project it must be listed in the Transportation Capital Program. VTrans submits a Capital Program to the Legislature each year and the Legislature must approve the list in order for projects to advance. The Capital Program categorizes projects according to the following status:

Candidate – A project gets on the Candidate list after it has completed the planning process, has been proposed by TAC and has been accepted by VTrans.

Development & Evaluation (D&E) – A project moves from the Candidate list to the Development & Evaluation list if preliminary plans are expected within 12 to 24 months. Undergoes project definition.

Front-of-the-Book (FOB) – Front-of-the-Book projects are part of VTrans four-year program. A project moves from the Development & Evaluation list to Front-of-the-Book when it has completed preliminary plan development.



Quick Glance at Capital Projects

REFER TO EXISTING PROJECTS ATTACHMENT

TAC DOES NOT HAVE TO RANK/PRIORITIZE THESE
PROJECTS

POTENTIAL
PROJECTS
150% LIST



List of
Capital
Projects

VPSP2 Focus

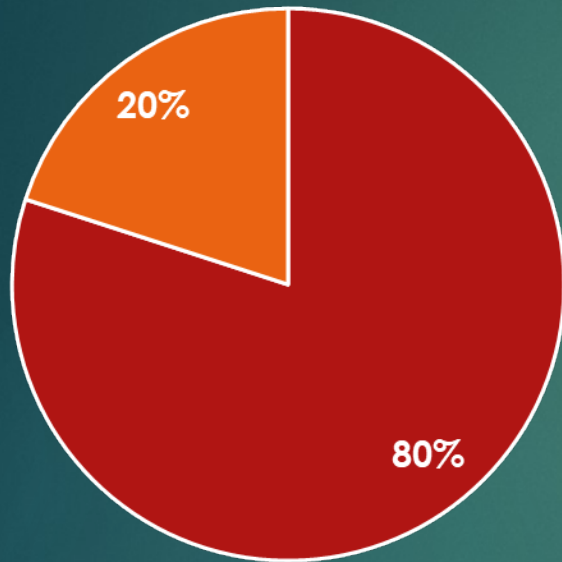
project delivery
schedule



Evaluation Criteria

Previous Prioritization

■ VTrans (Engineering) ■ RPC (Community)



System Preservation, Safety, Energy/Multi-modalism, Economic Development, Social/Cultural Importance, Alternate Routes, Flood Vulnerability, Miscellanea

VPSP2



Transportation Value 100

Regional Criteria

R1. Is the project, or the driving need for the project identified in a regional plan (corridor study, town/city plan) or does project support goals identified in regional plan?

R2. Has town been involved in planning (scoping, traffic, feasibility) study or public planning process related to this need/project? Has town demonstrated support in other ways?

R3. Will project improve town's sense of community (e.g. public space)? Does project provide opportunities for residents to connect to community resources?

R4. Are there key community buildings located within limits of the project (schools, senior centers, parks, churches, libraries, municipal buildings)?



REGIONAL PLANS / TOWN PLANS CAN BE MORE STRATEGIC ON POLICIES



**POTENTIAL
PROJECTS
150% LIST**

List generated from
VTrans Asset
Management System –
hence Asset Driven
projects

RPCs and TACs are tasked to review this list, evaluate the 3 criteria scores and update preliminary transportation value



Potential Paving Projects Asset Driven

ALPHABETICALLY LISTED

1. Bradford-Orange VT25

- ▶ **11.2 miles starting 6.51 mm in Bradford, Corinth, Topsham and ends 0.31 mm in Orange**
- ▶ **Weighted AADT – 2,216**

Safety: 5

Resiliency: 8

Asset: 12

Environmental: 10

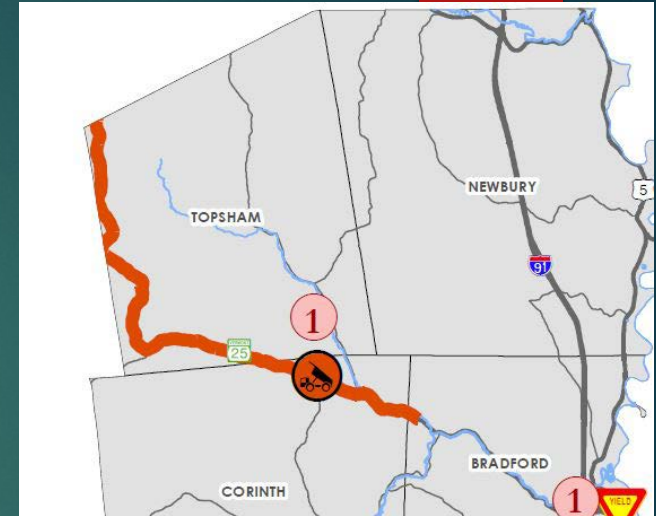
Mobility/Accessibility: 2

Regional: 0

Economic Access: 1

Health Access: 5

PRELIMINARY TRANSPORTATION VALUE: 43



2. Chelsea-Williamstown VT110

- ▶ 9 miles starting 2.75 mm in Chelsea and ends 4.79 mm in Williamstown
- ▶ Weighted AADT – 957

Safety: 3

Resiliency: 10

Asset: 12

Environmental: 7

Mobility/Accessibility: 2 Regional: 0

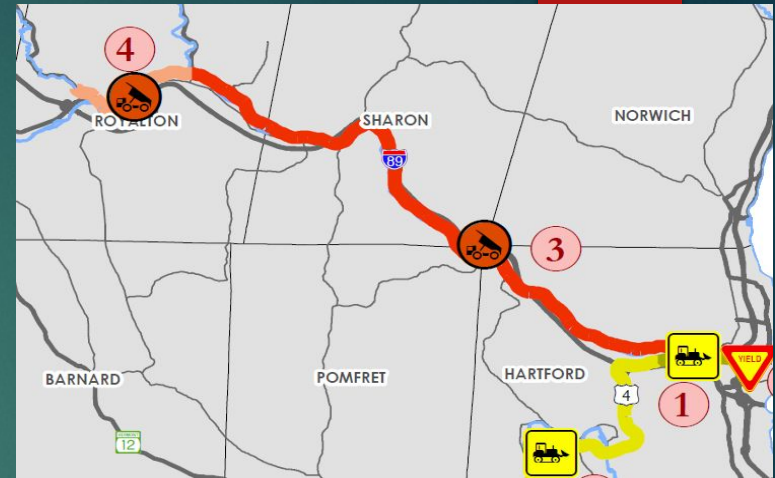
Economic Access: 8 Health Access: 0

PRELIMINARY TRANSPORTATION VALUE: 45



3. Hartford-Royalton VT14

- ▶ **16.21 miles starting 1.48 mm in Hartford and ends 2.27 mm in Royalton**
- ▶ **Weighted AADT – 2,417**



Safety: 3

Resiliency: 8

Asset: 15

Environmental: 7

Mobility/Accessibility: 4 Regional: 0

Economic Access: 10 Health Access: 0

PRELIMINARY TRANSPORTATION VALUE: 47

4. Royalton VT14

- ▶ 4.32 miles starting 2.27 mm and ends 6.58 mm in Royalton
- ▶ Weighted AADT – 3,099

Safety: 5

Resiliency: 8

Asset: 12

Environmental: 7

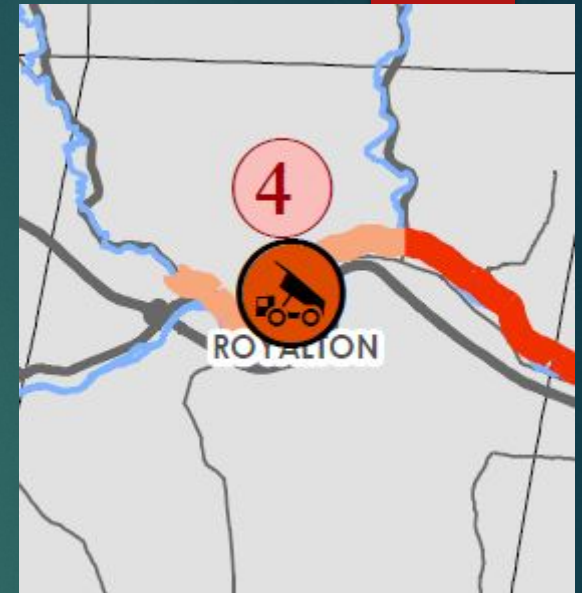
Mobility/Accessibility: 4

Regional: 0

Economic Access: 8

Health Access: 5

PRELIMINARY TRANSPORTATION VALUE: 52



5. Thetford-Fairlee US5

- ▶ 7.9 miles starting 3.4 mm in Thetford and ends 3.64 mm in Fairlee
- ▶ Weighted on AADT – 1,820

Safety: 3

Resiliency: 4

Asset: 12

Environmental: 7

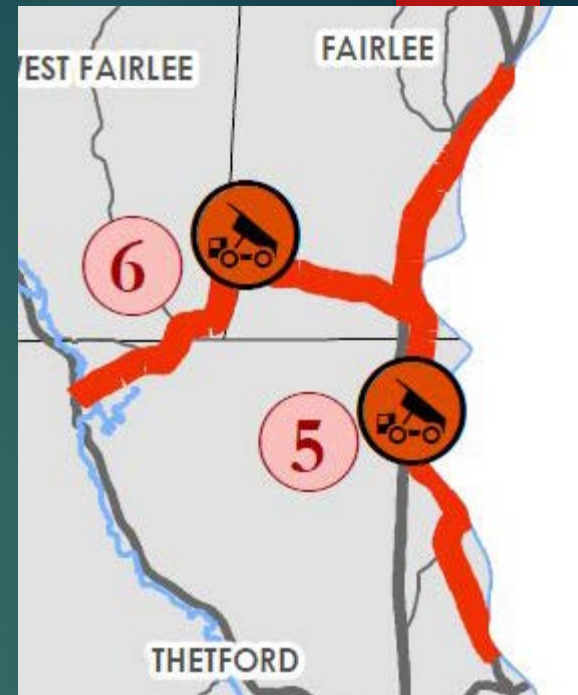
Mobility/Accessibility: 4

Regional: 0

Economic Access: 8

Health Access: 0

PRELIMINARY TRANSPORTATION VALUE: 38



6. Thetford-Fairlee VT244

- ▶ 5.64 miles starting 0.0 mm in Thetford and ends 5.64 mm in Fairlee
- ▶ Weighted AADT – 1,294



Safety: 3

Resiliency: 6

Asset: 12

Environmental: 10

Mobility/Accessibility: 4 Regional: 0

Economic Access: 1 Health Access: 5

PRELIMINARY TRANSPORTATION VALUE: 41

7. Tunbridge-Chelsea VT110

- ▶ 6 miles starting 4.68 mm in Tunbridge and ends 2.75 mm in Chelsea
- ▶ Weighted AADT – 3,858

Safety: 5

Resiliency: 8

Asset: 12

Environmental: 10

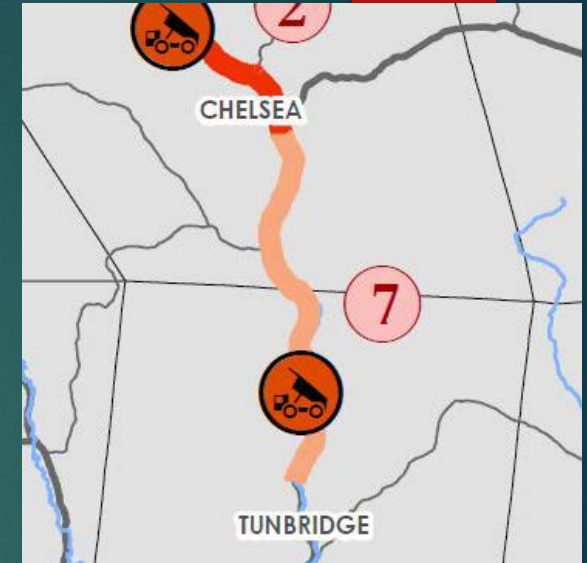
Mobility/Accessibility: 2

Regional: 0

Economic Access: 8

Health Access: 5

PRELIMINARY TRANSPORTATION VALUE: 50



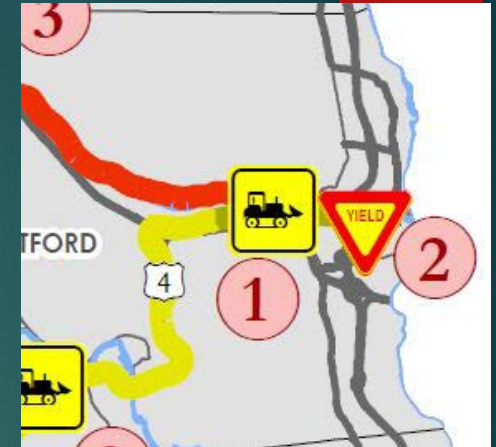


Potential Roadway Projects Asset Driven

ALPHABETICALLY LISTED

1. Hartford US4

- ▶ 3 miles – drainage/culvert work
- ▶ Weighted AADT – 4,181



Safety: 20

Resiliency: 8

Asset: 17

Environmental: 7

Mobility/Accessibility: 4

Regional: 0

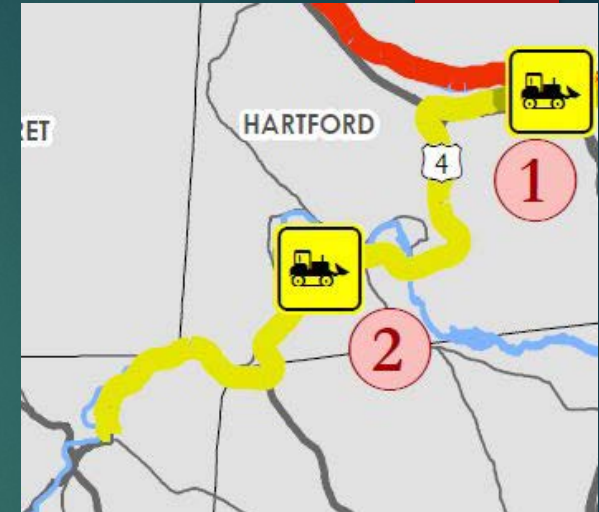
Economic Access: 10

Health Access: 5

PRELIMINARY TRANSPORTATION VALUE: 71

2. Hartford-Woodstock US4

- ▶ 10 miles starting 3.4 mm in Woodstock and ends 3.64 mm in Hartford – drainage/culvert work
- ▶ Weighted AADT – 7,582



Safety: 5

Resiliency: 8

Asset: 17

Environmental: 7

Mobility/Accessibility: 4

Regional: 0

Economic Access: 9

Health Access: 5

PRELIMINARY TRANSPORTATION VALUE: 55



Potential Traffic & Safety Projects Asset Driven

ALPHABETICALLY LISTED

1. Bradford US5/VT25

- ▶ Traffic Signal Equipment replacement
- ▶ Weighted AADT – 4,700

Safety: 6

Resiliency: 0

Asset: 12

Environmental: 10

Mobility/Accessibility: 0

Regional: 0

Economic Access: 8

Health Access: 5

PRELIMINARY TRANSPORTATION VALUE: 41

2. Hartford US4/US5

- ▶ 0.1 mile - roundabout
- ▶ Weighted AADT – 7,072

Safety: 20

Resiliency: 4

Asset: 15

Environmental: 10

Mobility/Accessibility: 4

Regional: 0

Economic Access: 10

Health Access: 0

PRELIMINARY TRANSPORTATION VALUE: 63

Regionally Driven Potential Projects

- ❑ New avenue of intaking potential projects/community needs that could become a capital project
- ❑ Community needs/ideas will be run through the **Qualifications Sheet** to review the preliminary Transportation Value. Same 8 criteria parallel to the workbook
- ❑ TAC may not have any this round, but opportunity to start discussion of the region's needs (are there challenging intersections onto a State route that could be assessed during upcoming paving project? E.g. VT107/VT100 intersection)

NEXT STEPS

- Rita will finalize draft transportation value scores (incorporate the 3 criteria – mobility / connectivity, economic access and health access) – mail hardcopies to TAC and Selectboard for review by next week
- Rita will gather town comments for May 13 TAC meeting – will review projects/comments and final approval of potential project list
- Rita will present to TRORC Board on May 26 final approval and submission to VTrans May 31.
- Please reach out with any questions/clarifications

QUESTIONS?