

# Revamping VTrans' Project Selection & Prioritization Processes Update



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House Transportation Committee 05/09/19

# Agenda



- Review
- Overview of Current Processes / System
- VPSP2 - Why are we doing it and what is it?
- VPSP2 Goals
- Project Overview
  - ✓ What has been done to date
- Reflection
  - ✓ Issues we've heard
- Future Direction

# Why are we here?

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- Provide an update on Core Team activities.
- Develop your understanding of how the proposed processes will work.
- Receive feedback and comments, answer any questions.

# Start with the End in Mind



- Update Legislature – 2019
- Begin consideration of draft legislative language to support new processes, vet with stakeholders.
- Pilot the FY20 & FY21 Capital Program.
- Operational for FY22 Capital Program.

# Let's Take a Step Back - Current System

Pavement Programs		Bridge Programs		Roadway Program		Traffic and Safety Program	
<b>Regional Priority</b>	<b>20</b>	<b>Regional Priority</b>	<b>15</b>	<b>Regional Priority</b>	<b>20</b>	<b>Regional Priority</b>	<b>20</b>
Pavement Condition Index	20	Bridge Condition	30	Hwy Sufficiency Rating	40	Intersection Capacity (LOS)	40
Benefit-Cost	60	Remaining Life	10	Cost per Vehicle Mile	20	Crash Rate	20
		Functionality	5	Project Momentum	20	Cost per Intersection Traffic Volume (AADT)	20
		Load Capacity and Use	15			Project Momentum	10
		Waterway Adequacy & Scour Susceptibility	10				
		Project Momentum	5				
		Asset-Benefit Cost	10				
<b>Total</b>	<b>100</b>		<b>100</b>		<b>100</b>		<b>110</b>

# Why are we doing this?



- Asset-centric programs are using different criteria and different weights for similar criteria.
- Increasing demand for new projects with no defined project selection processes. FAQ – “How do we get a project on to the Capital Program?”
- 11 RPCs with 11 different methodologies.
- Focusing on selecting the right projects at the right time.

# VPSP2 – What is it?

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Performance based and data driven project selection and prioritization framework.

# VPSP2 – What is it?

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Review/Revamp/Revise the current processes to;

- Identify and define how ideas for transportation improvements can become transportation projects.
- Take advantage of “harmonization” opportunities to address transportation needs to deliver increased value through our transportation projects.



# VPSP2 – Goals



- Develop a fair, consistent, reliable and standardized project selection and prioritization framework.
- Ensure alignment with statewide vision, goals, and objectives and national performance goals.
- Communicate “transportation” value and provide “best value” to our taxpayers.
- Move toward holistic corridor management & planning.

# What have we been doing?



- Engaged a diverse group of stakeholders across the 5 modes.
- Developed set of 8 evaluation criteria based on current RPC focus areas, VTrans Strategic Plan, & Legislative direction.
- Weighted the 8 criteria in order of stakeholder importance.
- Transparent process to share project “scores”.

# Remember....



- 5 Modes: Highways, Walkways/Paths/Trails (WPT), Rail, Aviation, & Transit
- 8 Evaluation Criteria:
  - Safety**
  - Mobility / Connectivity**
  - Asset Condition**
  - Resiliency**
  - Community**
  - Environment**
  - Economic Access**
  - Health Access**

# VPSP2 Evaluation Criteria



Evaluation Criteria	Actual Weighting	Final Weighting
Safety	19.0%	20 %
Asset Condition	16.2%	20 %
Mobility & Connectivity	13.6%	15 %
Economic Access	12.3%	10 %
Resiliency	11.9%	10 %
Community	10.8%	10 %
Environment	9.1%	10 %
Health Access	7.2%	5 %



# What else have we been doing?

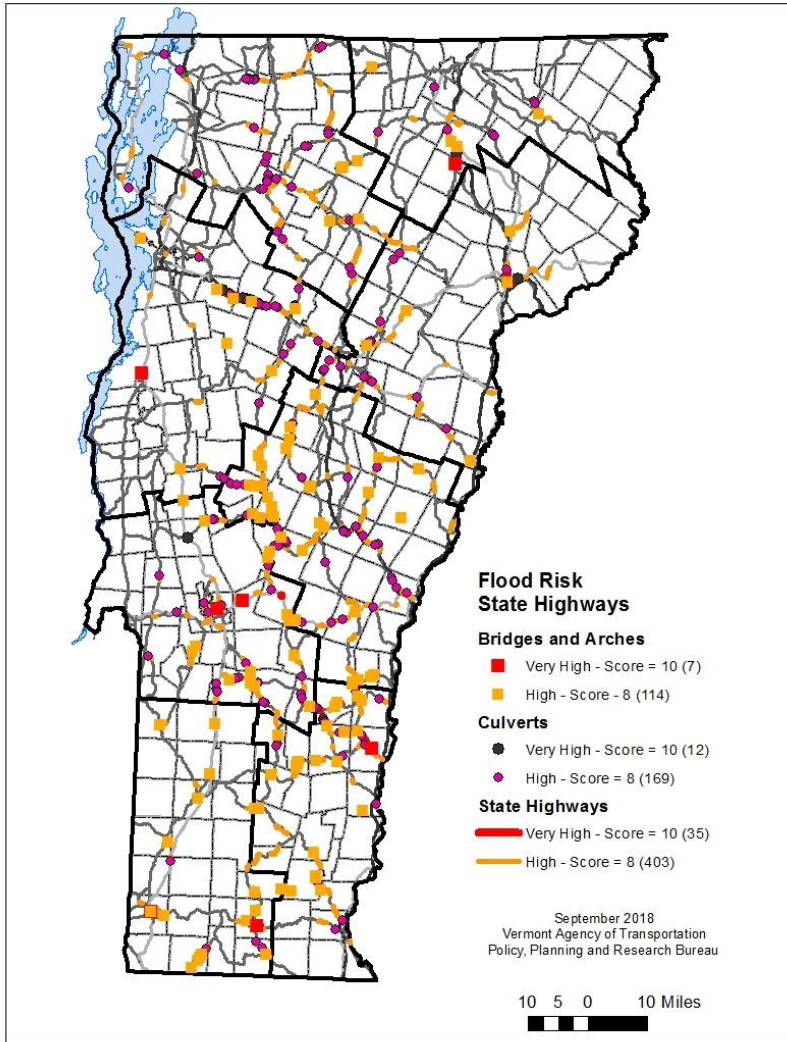


- **Developing performance measures** to support evaluation criteria for the 5 modes (Highways, Walkways, Paths & Trails, Transit, Rail, and Aviation).
- **Developing** rules and processes to provide guidance on how we will execute project selection and prioritization moving forward.
- **Considering** the use of effective terminology.

# Statewide Prioritization for Flood Resilience



## Transportation Project Prioritization & Selection Criteria



### Flood Resilience Scoring Framework

	Criticality High - 10 (Top 2.5%, >0.07)	Criticality Medium- 6 (.025 to 0.07)	Criticality Low - 2 (0.0007 to 0.0007)	Not Critical - 0 (< 0.0007)
Flood Vulnerability High - 10 (Maxscore 9 and 10)	10	8	6	5
Vulnerability Medium - 6 (Maxscore 5-8)	8	6	4	3
Vulnerability Low - 2 (Maxscore 1-4)	6	4	2	1
Not Vulnerable - 0	5	3	1	0

# 5 Paths to the Capital Program



- Asset Driven - 80% system driven, 20% Regional Input
- Safety Driven - Internally & Externally Driven and Short and Long-term Solutions.
- Grants Based - i.e., Bike/Ped, Transportation Alternatives
- Regionally Driven – Locally Driven (Ideas → Needs → Projects)
- Harmonization – Moving towards holistic corridor management

# How do you increase transportation value?

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## HARMONIZATION





# Harmonization








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- Harmonization is about looking around our project surroundings and understanding what other benefits can be returned back to the taxpayers for a minimum level of investment.
- Harmonization considers the type of work and the timing of the delivery of the work to the public.
- VTrans' won't be able to do "everything" and needs to be strategic in applying and implementing harmonization concepts.









# Harmonizing Process - Legend

## Asset Driven

-  Pvmt: Resurfacing
-  Pvmt: Level & Overlay
-  New Bridge
-  Bridge Rehab
-  Culvert Replacement
-  Culvert Lining
-  Resurface RR crossing

## Safety Driven

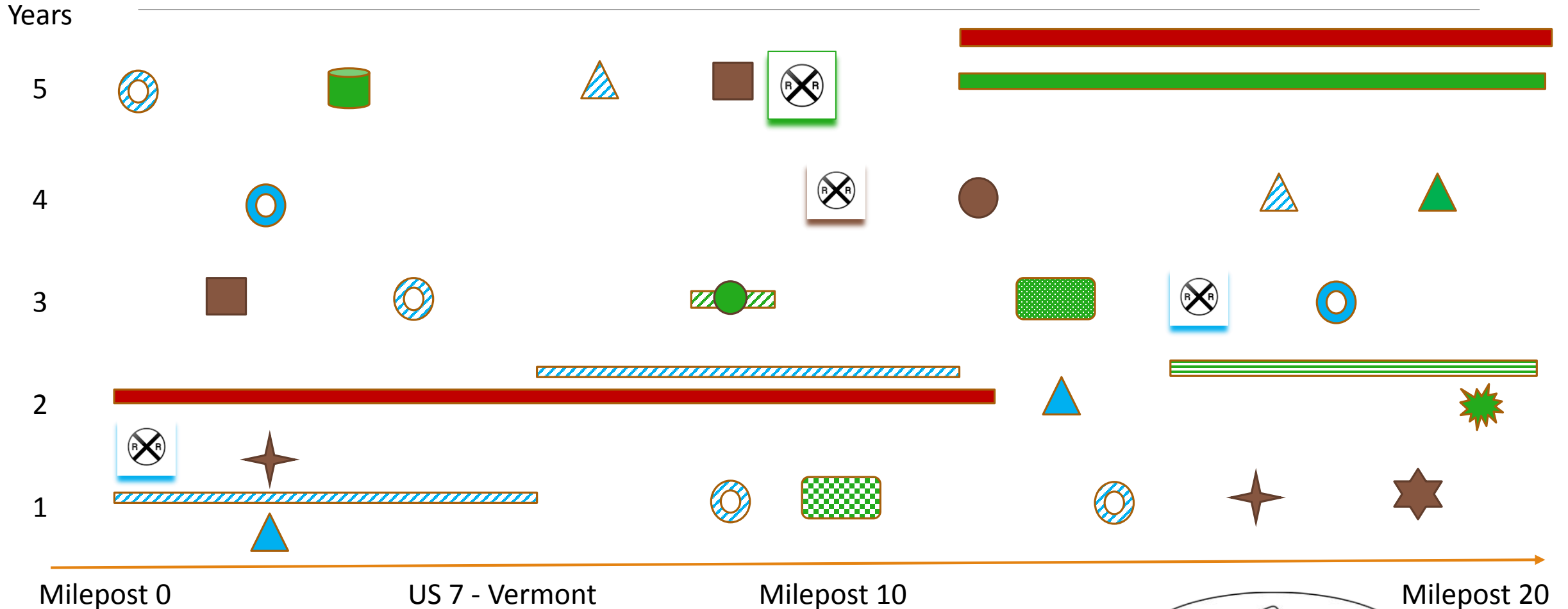
-  Guard Rail, Line Striping, Signs
-  Signal Upgrades
-  Intersection Improvements
-  Improve School Crossings
-  Pedestrian Improvements
-  Upgrade RR crossings

## Modernization & Expansion

-  Pvmt: Reclaim
-  New Pedestrian Bridge
-  New Sidewalk
-  New Turn Lanes & Signals
-  Construct Gravel Wetland
-  New Stormwater Det. Pond
-  Park/Ride Facility Upgrades
-  New Multimodal Facility
-  Lower RR tracks

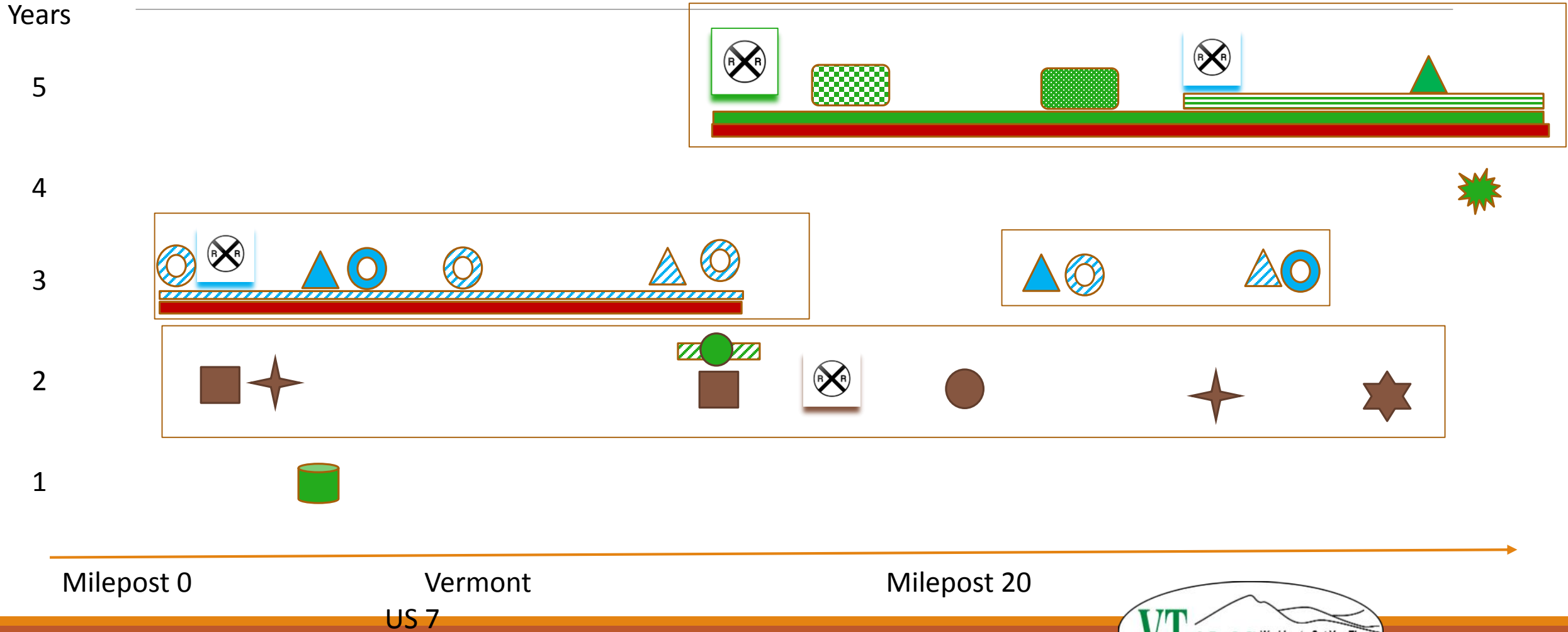
# Harmonizing Process

# Before Harmony



# Harmonizing Process

# After Harmony



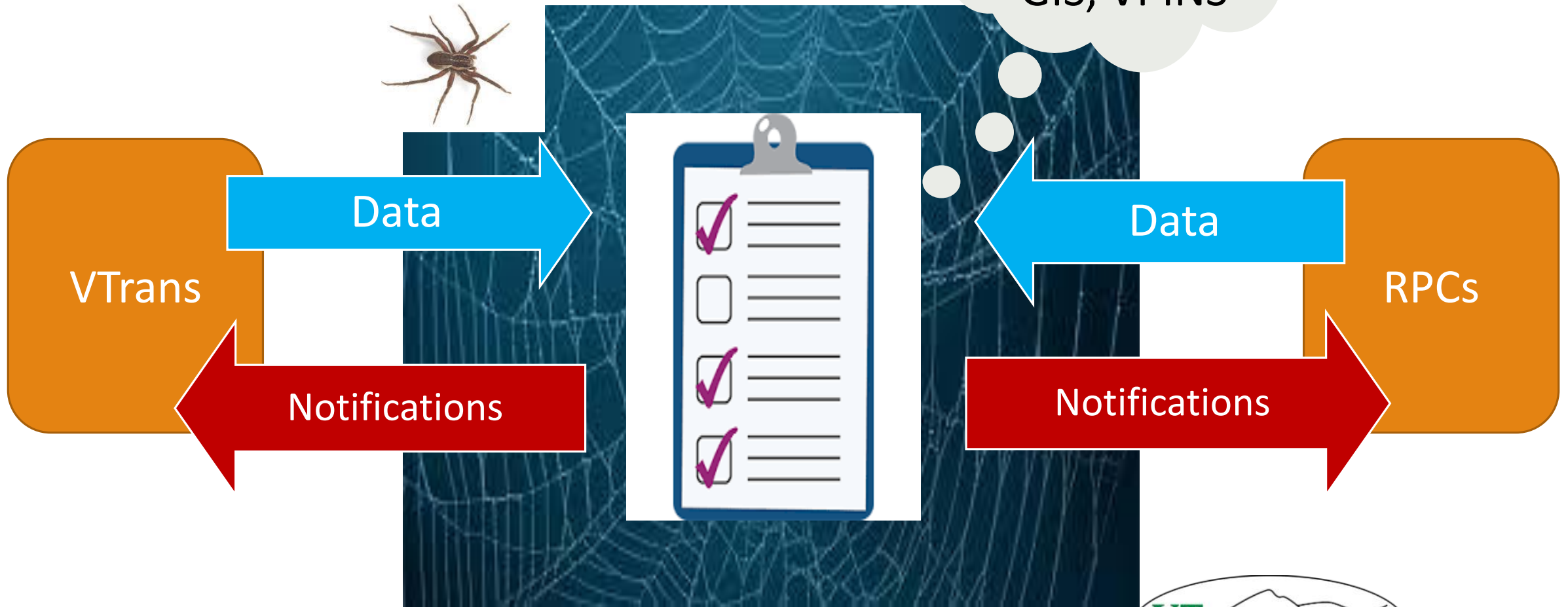
# What else have we been doing?



- **Examining** ways to communicate and ensure Regional Balance (geographic equity).
- **Developing** an on-line tool to assist and guide VTrans & RPC personnel to assess each project's transportation value.
- **Working** with internal teams to develop modal specific workbooks.
- **Providing** communication and updates

# How will this work?

Automatic  
Data  
Imports  
GIS, VPINS



# Work Left To Do

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- Communication & Outreach (Training & Support)
  - Stakeholder updates
- Finalize and document new processes and process changes
- Pilot the new processes and compare to existing
- Achieve concurrence from RPCs
- Draft legislative language

# Questions?

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