



AGENCY OF
TRANSPORTATION
PROGRAMMING
AND SEQUENCING

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VPSP2- HOW A PROJECT GETS PROGRAMMED

- VPSP2's vision is to develop a performance-based, data driven project selection & prioritization framework that maximizes the “transportation value” delivered to Vermont taxpayers
 - Providing a defined, consistent, and transparent process for selecting and prioritizing the projects that ultimately make up VTrans' Capital Program
 - Providing a mechanism for input from the RPCs and communities in the selection and prioritization of transportation projects.
 - Utilizing criteria that delineate the “transportation value” that potential and planned VTrans' projects will provide to the statewide transportation network

VPSP2 SCORING CRITERIA

- Safety – 20 points
- Asset condition – 20 points
- Mobility and connectivity – 15 points
- Economic access – 10 points
- Resiliency – 10 points
- Environment – 10 points
- Community – 10 points
- Health access – 5 points

TIER I: IMMEDIATE ELIGIBILITY CHECKS

- Continuation of Ongoing Construction: If construction is underway or a contract is signed, the project must remain funded to avoid breach of contract and delay penalties.
- Project Awarded: Contractors are preparing bids on a project, and an award will be made in the near future.
- Safety-Critical Needs: Documented crash risk, roadside hazards, imminent failure or systemic safety improvements justify immediate programming.
- Grant/Time-Limited Funding Projects funded by grants or similar programs must move forward within defined windows.

TIER 2:ASSET AND COST CONSIDERATIONS

- Managed by Neighboring State: project would include cost implications to VTrans and scheduling is outside of AOT's control.
- Critical Asset Condition: Deterioration has reached thresholds requiring immediate treatment to preserve all or some portion of level of service and avoid failure.
- Deferral Cost Risk: Delay would trigger higher long-term costs (e.g., pavement deterioration requiring full-depth reconstruction instead of resurfacing).

TIER 3: PROGRAMMATIC AND FUNDING DRIVERS

- Dependency Projects: If subsequent phases (e.g., bridge replacement contingent on adjacent roadway improvements) rely on completion, sequencing favors advancement.
- Network Wide Performance: Projects that contribute to federal or state performance measure success.
- Federal Match Maximization: Projects leveraging high federal participation or bundled opportunities with other projects are sequenced into the budget year.



TIER 4: STRATEGIC READINESS AND MOMENTUM

- Readiness to Proceed: Projects with completed design, environmental clearance, and ROW can be advanced into the current year.
- Regional Prioritization: RPC/MPO top-ranked projects may gain weight in current year sequencing to ensure alignment with local priorities.

TIER 5: BALANCING AND OUT-YEAR PROGRAMMING

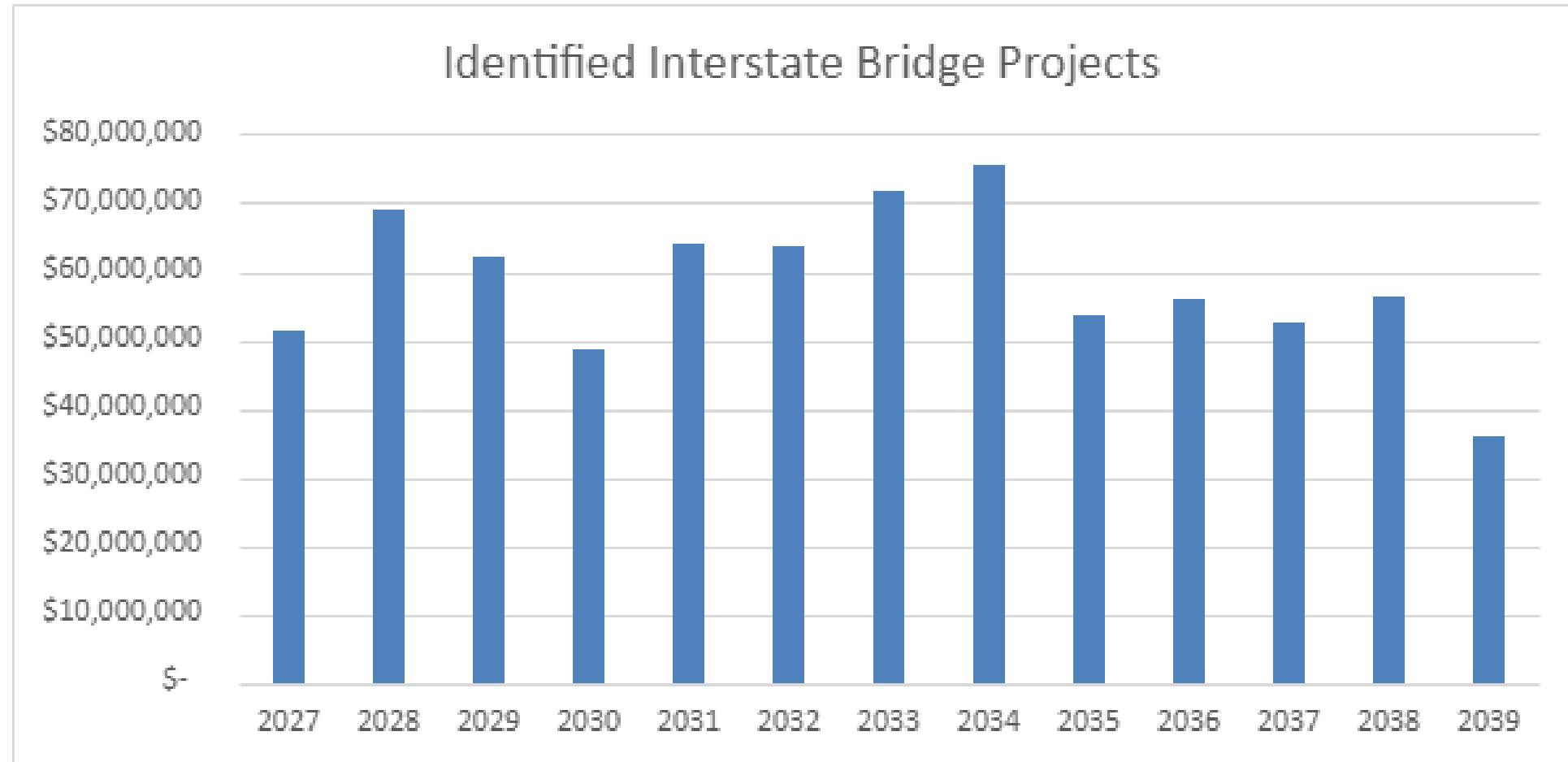
- Capacity Limits: Avoiding overloading any given construction season beyond Agency and industry delivery and funding capacity.
- Long-Term Strategic Goals: Reserving space for climate resilience, multimodal connectivity, and future innovation corridors.
- Geographic Equity: Ensuring proportional distribution of investments across regions.

BUDGET DISTRIBUTION – 325 MILLION TARGET

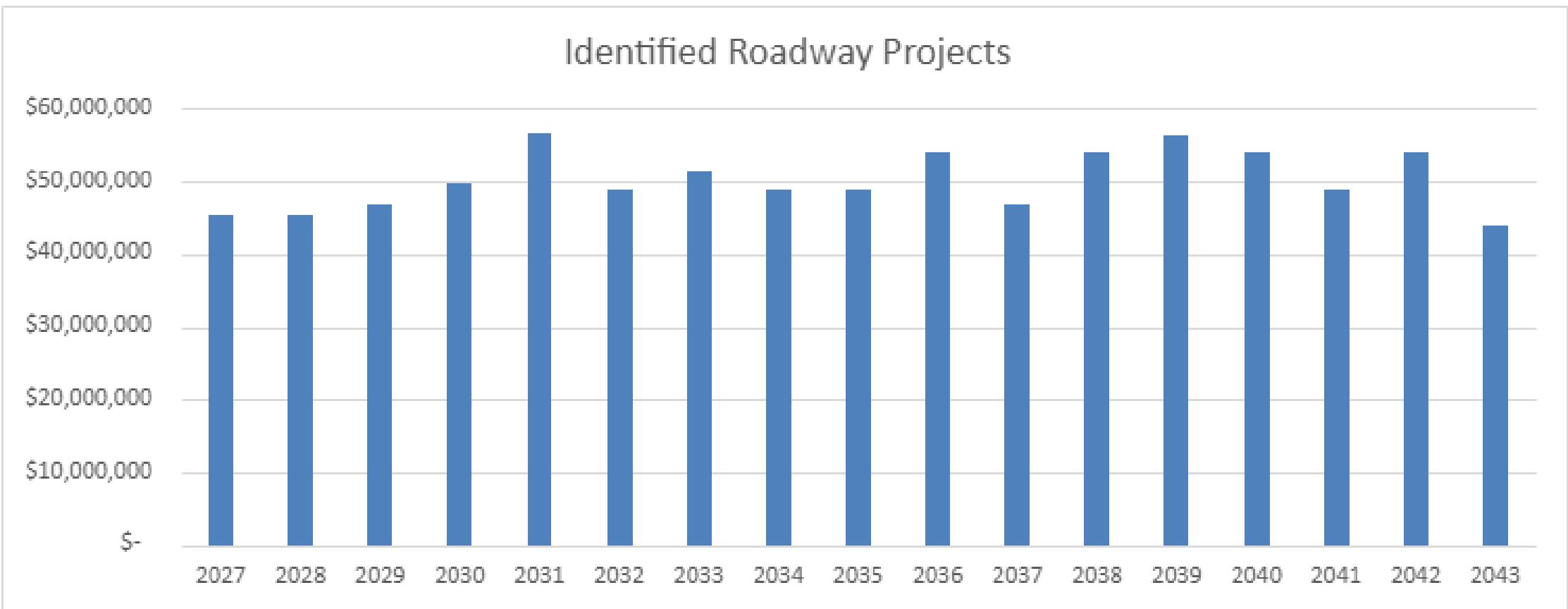
- 100 Million in Paving
- 100 Million in Bridges
 - 55 Million Interstate
 - 25 Million State
 - 20 Million Town Highway
- 40 Million in Roadway
- 40 Million in Traffic and Safety
- 30 Million in Emerging Needs/Preservation Projects



INTERSTATE BRIDGE – \$ 55 MILLION TARGET



ROADWAY – \$40 MILLION TARGET



PAVING - \$100 MILLION TARGET

