

Agency of Transportation
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DATE: August 6, 2026
TO: Land Use Review Board
FROM: Vermont Agency of Transportation
RE: CVRPC Regional Plan and Future Land Use Maps

Section 2 – Part A – 11. Goal 4: To provide for safe, convenient, economic, and energy efficient transportation systems that respect the integrity of the natural environment, including public transit options and paths for pedestrians and bicyclers. (A) Highways, air, rail, and other means of transportation should be mutually supportive, balanced, and integrated. 24 V.S.A. § 4302(c)(4)

The Vermont Agency of Transportation (Agency) has reviewed the Central Vermont Regional Planning Commission Regional Plan and Future Land Use Map. The Transportation Element of the Regional Plan outlines a series of goals and policies that address the required elements of 24 V.S.A. § 4302(c)(4). These goals and policies call for maintaining the region's transportation infrastructure, and to make improvements for safety and efficiency. The goals and policies highlight transportation demand management strategies to decrease the number of single-occupant vehicle trips including the promotion of public transit, ride sharing, and support for alternative modes of travel. The plan appropriately links the transportation network to regional economic development and quality of life.

Section 4 – Part C – 27. A transportation element consisting of a statement of present and prospective transportation and circulation facilities, and a map showing existing and proposed highways, including limited access highways, and streets by type and character of improvement, and where pertinent, anticipated points of congestion, parking facilities, transit routes, terminals, bicycle paths and trails, scenic roads, airports, railroads and port facilities, and other similar facilities or uses, and recommendations to meet future needs for such facilities, with indications of priorities of need, costs, and method of financing.

The Transportation Element of the Regional Plan includes general statements of present and prospective transportation and circulation facilities. The introduction identifies some



demographic trends impacting transportation use, such as how residents commute to work. Appendix 3 presents a map titled *Central Vermont Transportation* (Transportation Map) which shows the region's state-owned and private airports and its existing and future park and ride lots. Each of these elements is also described in the plan's narrative. The Agency understands the region does not have port facilities and the plan does not propose any new highways.

The Transportation Map, together with Figure 5 in the plan and other maps in Appendix 3, shows the region's roadways by type and character of improvement (i.e., road classification, AADT). Limited access highways are included as state and U.S. highways on several maps, but they are not labeled specifically as limited access. The Agency recommends that the Transportation Map be amended to label limited access highways to facilitate precise location of these facilities. The Agency notes that it maintains a data layer of limited access highways¹ on its website.

The Transportation Element includes a discussion of current congestion levels in the region. Figure 6, a map of the average percent of free flow speed by segment for average weekday road travel, depicts current levels of congestion by showing where travelers are typically not moving at free flow speeds. To connect this information to planned growth in the region, and to show where anticipated points of congestion may be in the future, CVRPC could include further reflections on roadway and intersection safety issues, particularly with respect to future growth areas (e.g., seasonal congestion, high crash locations, truck turning constraints, multimodal concerns). The Agency appreciates the transportation element's nuanced discussion of roadway congestion as both a result of successful, dense community development and as a potential hazard, depending on location and context.

The plan's transit and transportation demand management (TDM) sections include a discussion of existing public transit services. The Transportation Map shows general bus service areas and helpfully includes seasonal bus service areas. The Agency notes an opportunity for CVRPC to include additional detail in both the mapping and discussion of public transit, including more detailed maps of transit routes (e.g., local public transit circulation routes; link routes to and from the region; regular private bus service out of state) and a more detailed discussion of regional public transit issues and ridership patterns. This would bolster several of the plan's goals and policies related to promoting public transit and transportation demand management.

¹ <https://geodata.vermont.gov/datasets/VTrans::vt-limited-access-highways/explore?location=43.723687%2C-72.855787%2C8>



The bicycle and pedestrian section of plan narrative connects biking and walking to the community development and public health goals of the plan, and helpfully outlines some of the known issues related to bicycle and pedestrian transportation infrastructure in the region. The plan is missing a map of bike and pedestrian facilities. The Agency recommends CVRPC use data collected via the Agency's Bicycle and Pedestrian Planning Integration Program and annual bike and pedestrian counts to develop a detailed map of current and planned infrastructure. Additionally, we recommend adding a brief description of notable bike and pedestrian transportation facilities already existing and planned in the region, including the Cross Vermont Trail and Mad River Path.

The Agency recommends amending the Transportation Map (or including a standalone map) to depict designated scenic roads. The narrative portion of the plan on Scenic Byways (p. 158) could also connect to the earlier discussion about points of congestion and safety by including a discussion of the transportation challenges posed by heavy seasonal traffic on some of the region's scenic byways.

Regarding the region's railroads, the Transportation Element includes acknowledgement of both regional passenger (Amtrak) and freight movement by rail. The Transportation Map includes the Amtrak rail line and stations, but the freight rail line between Montpelier and Barre is missing from the map. The Agency recommends this line be added and noted as a freight-specific line.

Finally, some general recommendations to meet future transportation infrastructure needs are identified in the Transportation Element and in the implementation section of the Regional Plan, but specific projects, project locations, and anticipated costs are not identified. The transportation element includes *Table 25: Transportation Funding Programs*, which outlines funding available for bridges, culverts, and other transportation projects. This is a helpful resource for municipalities as it also includes municipal cost share information. If CVRPC develops a list of more specific, prioritized transportation project needs, Table 25 could be cross-referenced to help municipalities connect their project needs with appropriate funding opportunities. Additionally, the Agency recommends that any cost estimates in such a list indicate the relative *high, medium, or low* cost to implement, if dollar figures are unknown.

Future Land Use Map Comments:

The Agency agrees with the classification of the Edward F. Knapp State Airport and the Sugarbush Airport as part of the enterprise land use category. We notice a few



inconsistencies in the Future Land Use map regarding categorization of state highways and Interstate 89. Some of I-89 and state highways are categorized as special use, while other roads and trails have no categorization or are categorized to match the adjacent land use category. The Agency recommends a consistent approach across the region. Finally, the Agency recommends that railyards and rail sidings in the region be included in the enterprise land use category. Rail sidings, even if not currently used, can in the future be developed into rail-related enterprise land use functions.

