



**DATE:** April 3, 2026  
**TO:** Land Use Review Board  
**FROM:** Vermont Agency of Transportation  
**RE:** MARC 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 has reviewed the Mount Ascutney Regional Commission (MARC) Regional Plan and Regional Transportation Plan. The plans are thorough, with clearly stated policies and goals followed by descriptions of current conditions and opportunities for improved connectivity. The Transportation Plan’s policies and goals address the required elements of 24 V.S.A. § 4302(c)(4). The plan also articulates how the region will approach future growth and infrastructure development, including by prioritizing safety for all modes and asset management principles to ensure the right maintenance treatment is applied at the right time. The plan organizes this discussion by outlining a future transportation-land use network that pairs land use categories with mutually supportive roadway types, traffic volumes, access management, and multimodal roadway characteristics. The agency appreciates the inclusion of the Transportation Impact Study Guidelines document, as well as the references to MARC’s supporting transportation plans including the Active Transportation Plan, the VT-103 Corridor Management Plan, and others.

**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 Regional Transportation Plan includes statements of present and prospective transportation and circulation facilities, along with infrastructure connectivity and

improvement needs. The plan presents a variety of helpful maps showing existing highways, transit routes and bus stops, an Amtrak station, park and ride facilities, and the regional airport. The Agency understands the region does not have limited access highways or port facilities and does not propose any new highways.

Several maps together show the region's roadways by type and character of improvement (i.e., road classification, surface condition, scenic highways and by-ways, and recent projects both paving/resurfacing and asset replacement/improvement). The Agency requests the plan include a definition or description for the *Invalid* road classification category on map *T-3: MARC Pavement Surface Condition*. Additionally, the plan currently directs readers to a MARC website where the Transportation Plan maps (T-1 through T-6) are listed and linked. We recommend these maps also be included as appendices in the plan.

The plan includes a narrative discussion of the passenger and freight rail networks in the region (Section 3.6). The Agency requests the plan also includes a map of the region's railroads, or that they be added to an existing map.

Additionally, we appreciate the plan's acknowledgement of MARC's work on recreational cycling maps for the region and the discussion of regional bicycle and pedestrian facilities, including the table showing sidewalks and multi-use paths (Section 3.5). The Agency recommends the plan include maps of bicycle and pedestrian infrastructure, including the Toonerville Trail in Springfield, which the plan describes as the region's only dedicated bicycle infrastructure.

The plan's narrative discusses points of congestion with respect to winter ski resort traffic on routes VT-11 and VT-103. And the table of outstanding transportation needs (beginning on page 52) includes projects to improve traffic flow during peak hours. The Agency recommends mapping these areas of congestion (with notes where congestion may be seasonal), perhaps onto the existing map *T-4: Average Daily Traffic Volumes*. The Agency also requests the plan be updated to include regional context for map T-4. Average daily traffic volumes are an important consideration in asset management and future development, but to be most useful for future planners, a clearer description of the data's implications is necessary.

Relatedly, the Agency recommends the plan include a narrative of roadway and intersection safety issues and mitigation recommendations. The plan articulates safety as a priority, and the table of outstanding transportation needs highlights a few safety projects. A section of narrative in *Chapter 2: Regional Trends and Issues* describing safety issues observed in the region (e.g., high crash locations, truck turning constraints, multimodal concerns) would provide additional support and context for the stated priorities, goals, and funding opportunities for safety projects already identified in the plan.

The plan clearly describes recommendations to meet future needs for transportation facilities and connectivity both throughout the narrative and in a table of projects (beginning on page 52). The Agency appreciates that this table includes the party responsible, but recommends the table be completed to include known or estimated cost. Where exact cost is unknown, it is

appropriate to follow the format used in the MARC Regional Plan *Table 12.1 Implementation Matrix* and estimate the relative *high, medium, or low* cost to implement.

Finally, the Agency requests more direct links to the MARC plans, studies, and data incorporated by reference into the Regional Transportation Plan (Major References, page 69).

**Future Land Use Map Comments:**

The Agency agrees with the classification of Springfield Airport as *enterprise*, and recommends that railyards, rail stations, and rail sidings in the region also 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.