

State of Vermont
Highway Division
219 North Main Street
Barre, VT 05641
vtrans.vermont.gov

[phone] 802-522-4901
[ttd] 802-253-0191

Agency of Transportation

DATE: July 2, 2026
TO: Land Use Review Board
FROM: Vermont Agency of Transportation
RE: TRORC 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)

AOT finds that the Regional Plan is well reasoned with transportation planning, policies, and goals threaded throughout to emphasize transportation's role in connectivity of the regional planning goal's required elements. The plan includes descriptions of current conditions and recommendations for prospective transportation facilities. The Transportation Plan's policies and goals address almost all of the required elements of 24 V.S.A. § 4302(c)(4). The submittal articulates, in both the transportation chapter and the entire plan, policies and recommendations to meet statewide plan goals. Statements promoting traffic calming in core settlements, encouraging strategies to reduce VMT, and promoting winter maintenance of pedestrian facilities for safe year-round use by residents are evidence of that. While the region does not contain a publicly owned airport, the agency would request that it includes reference to the Post Mills Airport; while privately owned this would be in keeping with other regional plans submitted to the LURB. This would satisfy the required elements of 24 V.S.A. § 4302(c)(4). The agency appreciates the lens through which TRORC developed their regional plan, endeavoring to examine both individual planning elements and how they are mutually supported to the benefit of their region.

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 agency would recommend that TRORC revisit the statement regarding rarity of congestion to incorporate reference to recent planning work regarding traffic congestion in the region, such as the Route 4 corridor. The plan presents an overview of present and prospective transportation facilities within the region, their ties to health, greenhouse gas emissions and the trends impacting roadway networks such as population, housing & storm events. Inter-regional access is expounded upon within the context of transit and rail through reference connections into Boston and New York City from the region. The agency would recommend that reference be made to the Lebanon Municipal Airport in keeping with that context. While the Lebanon airport does not exist within the region's boundaries, its proximity would put it on par with the reference to regional impact of the Dartmouth Coach service in Lebanon.

AOT finds that there are a few items that will need to be addressed in the regional plan map to meet 24 V.S.A. § 4348a(a)(4). The plan includes a linked Map 8 "Current and Proposed Regional Transportation Facilities" that meets some of the requirements outlined but will need some revisions. Acknowledging the size of the region, it may be beneficial to break out the different elements into individual maps for inclusion within the plan as opposed to an appendix if needed. While the linked Map 8 includes existing and proposed highways but does not include Class 3 or Class 4 town highways, however reference is made in the regional plan to a map depicting these. The map does include depictions of parking facilities, transit routes, public transit options, and railroad facilities and a segment of bicycle infrastructure. However, the map does not include all segments of bicycle infrastructure within the region, pedestrian paths, scenic roads, or the private airport. The agency recommends incorporating mapping completed by TRORC during the VTrans Bicycle and Pedestrian Planning Integration Program. The agency appreciates the significant amount of work that was conducted by TRORC staff in seeking designations for scenic roads within the region and looks forward to seeing their inclusion in the final map.

Future Land Use Areas:

Rail sidings, spurs, and stations should be categorized with the "Enterprise" Future Land Use designation if not included within a Downtown or Growth Area designations. The Agency would recommend that TRORC amend the FLUA map to reflect this and would be happy to coordinate with Two-Rivers to ensure areas are mapped accordingly.