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RESOURCE SYSTEMS GROUP, INC.

■ Documentation for:
**VT LONG RANGE
TRANSPORTATION
BUSINESS PLAN**

Working Paper 5: Vision, Goals, and Plan
Objectives

■ Prepared for:
Vermont Agency of Transportation

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■ In Partnership with:
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VT LONG RANGE TRANSPORTATION BUSINESS PLAN

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INTRODUCTION

The Vermont Agency of Transportation (VTTrans) is currently updating its Long Range Transportation Business Plan (LRTBP). The LRTBP establishes the vision, goals, and objectives that guide how VTTrans maintains, operates, and builds the state's transportation system. The current plan was adopted in 2002. It built upon the findings and recommendations of modal policy plans (aviation, bike/pedestrian, highways, public transit and rail), transportation plans completed at the regional level, and public opinion surveys and outreach.

This working paper, one of many being prepared in support of the plan¹, recommends refinements to the following objectives of the 2002 Long Range Transportation Plan:

1. Manage the state's existing transportation system facilities to provide capacity, safety, and flexibility in the most effective and efficient manner.
2. Improve all modes of Vermont's transportation system to provide Vermonters with choices.
3. Strengthen the economy, protect and enhance the quality of the natural environment, and improve Vermonters' quality of life.

Revisions to these objectives are suggested based on an updated Agency Vision and Mission Statement drafted in 2006, results from a public opinion survey conducted in 2006, SAFETEA-LU planning factors, and goals presented in the aviation, bicycle/pedestrian, highway system, public transit, and rail modal policy plans.

The objectives will provide the framework for developing specific policies, programs, and planning strategies that will form the basis for the 2008 Long Range Transportation Business Plan. This planning process is different because it will identify policy options for each objective under several possible future scenarios. Please visit the VT Long Range Transportation Business Plan web site at <http://www.rsginc.com/vtplan/vermontplan/index.htm> for additional information on the scenario planning process.

VTRANS 2006 VISION, MISSION, AND GOALS

The 2002 Long Range Transportation Plan presents a vision and mission statement for VTTrans and establishes a set of supporting goals. Over the last couple of years, the VTTrans Executive Staff has undertaken a strategic planning process that has refined and focused the 2002 vision/mission statement and goals to further articulate a clear direction and set of priorities for the Agency. This effort resulted in the development of:

¹ Visit the VT Long Range Transportation Business Plan web site at <http://www.rsginc.com/vtplan/vermontplan/tasks.htm> for a complete list of all working papers to be produced and for an overview of the entire planning process.

- A vision statement, that establishes the overall performance (safe and integrated) and purpose (support quality of life and economic well being) of the transportation system that the Agency seeks to provide;
- A mission statement, that describes the Agency's role in achieving the vision statement and further defines a set of overall performance categories for the transportation system (safe, reliable, cost-effective, and environmentally responsible); and
- Goals, consistent with the mission, to guide the Agency's daily operations, delivery of projects and services, and planning.

VISION & MISSION STATEMENT (2006)

The Vermont Agency of Transportation's vision is a safe, efficient and fully integrated transportation system that promotes Vermont's quality of life and economic wellbeing.

VTrans' mission is to provide for the movement of people and commerce in a safe, reliable, cost-effective and environmentally responsible manner.

GOALS

1. **SAFETY:** Make safety a critical component in the development, implementation and maintenance of the transportation system.
2. **EXCELLENCE:** Cultivate and continually pursue excellence in financial stewardship, performance accountability, and customer service.
3. **PLANNING:** Optimize the future movement of people and goods with corridor and natural resource management, balanced modal alternatives, and sustainable financing.
4. **PRESERVATION:** Protect the state's investment in its transportation system.

The VTrans' Vision and Mission statements are established, the goals are still in draft form, and the Agency's strategic planning process is continuing (as of the drafting of this Working Paper). VTrans Executive Staff have solicited input from all VTrans personnel on the drafted goal statements, and have asked for ideas on the first set of objectives that will move the Agency towards attainment of the goals. Ultimately, specific tasks objectives will be identified by VTrans for each goal.

COMPARISON TO 2002 PLAN OBJECTIVES

The Agency's Vision, Mission Statement, and supporting goals focus on the organization. They describe how the Agency will carry out its mission. The objectives of the Long Range Transportation Business Plan should be guided by the Agency Vision and Mission Statement but are directed more towards the transportation system. The following discussion compares each 2002 Plan objective to



the Agency Vision, Mission Statement, and Goals. It points out areas of consistency, inconsistency, and gaps.

2002 Plan Objective 1: *Manage the state's existing transportation system facilities to provide capacity, safety, and flexibility in the most effective and efficient manner.*

- The overriding principle of objective 1, “system management”, is supported by the 2006 Agency goals for planning and preservation.
- The emphasis on the “existing” transportation system in objective 1 is consistent with the 2006 Agency goal for preservation. However, the concept of preserving the system’s condition should be strengthened within this objective.
- The principles of “effective and efficient” management included in this objective are clearly consistent with the 2006 Agency goals related to excellence, planning, and preservation.
- Safety is emphasized as a 2006 Agency goal. However, safety, as one component of objective 1, does not receive the same emphasis.
- The 2006 Agency mission statement includes the concept of reliability which does not appear in objectives 1, 2, or 3.

2002 Plan Objective 2: *Improve all modes of Vermont's transportation system to provide Vermonters with choices.*

- This objective is consistent with the 2006 Agency planning goal which calls for balanced modal alternatives and is focused on moving people and goods rather than simply moving trucks and cars.

2002 Plan Objective 3: *Strengthen the economy, protect and enhance the quality of the natural environment, and improve Vermonters' quality of life.*

- This objective is consistent with the 2006 Agency Vision which states that the transportation system should promote Vermont’s quality of life and economic well-being.
- This objective is consistent with the 2006 Agency Mission to “provide for the movement of people and commerce in... (an) environmentally responsible manner”

FINDINGS AND RECOMMENDATIONS

Overall, the three long range plan objectives are strongly connected and consistent with the Agency’s 2006 Vision, Mission Statement, and goals. Potential modifications include:

- Include specific language on system preservation in objective 1.
- Include the concept of reliability in objective 1.
- Develop an objective that focuses on safety.



2006 PUBLIC OPINION SURVEY

In preparation for the 2008 Long Range Transportation Business Plan, VTTrans commissioned a public opinion survey in 2006 of Vermont residents regarding transportation issues. The summary report of the survey is available on line¹. The questions were designed to ascertain the preferences and priorities for transportation programs, projects, and services. In many cases, responses are compared to results from a similar survey conducted in 2000 to provide documentation on changing attitudes.

This section of the working paper compares the objectives of the 2002 plan to survey question responses and the analysis contained in the report. Many of the responses support the concepts contained in the three 2002 plan objectives, but some refinements are also suggested.

2002 Plan Objective 1: *Manage the state's existing transportation system facilities to provide capacity, safety, and flexibility in the most effective and efficient manner.*

- Respondents were provided with a list of 14 transportation issues and the share of funds that each received in 2005. Respondents were asked whether each issue should receive a greater share, lesser share, or the same share of funds. Based on the responses to this question, bridge repair/replacement and summer highway road repair/repaving are the top issues that Vermonters feel should receive more funding. As noted above, objective 1 is consistent with the emphasis on maintaining the existing transportation system. The response to this question further supports a need to clarify system preservation within this objective.
- In addition, respondents favored an emphasis on maintaining existing highways rather than building new ones as the preferred means to prevent sprawl. Although this question, and its response, is less direct (it doesn't ask if system maintenance is a top priority relative to all other transportation strategies), it does suggest support for maintaining the existing system.
- Respondents were asked to rank eight issues generally considered important when thinking about the State's transportation system. Safety and security is identified as the most important issue. Because safety is grouped in this objective 1 with the concepts of capacity, flexibility, effectiveness, and efficiency, it does not receive the same emphasis suggested by the response to this survey question. The concept of security is not identified in any of the 2002 objectives.

¹ "Vermont Long Range Transportation Plan Survey Summary Report 2006"; Prepared by Wilbur Smith Associates for the Vermont Agency of Transportation
<http://www.aot.state.vt.us/Documents/VLRTPReport.pdf>



- The budget allocation suggested by respondents indicates support of greater funding for safety and security. This response further supports a stand alone objective for safety and inclusion of security.
- Objective 1 calls for managing capacity. Although capacity is a concept that applies to all modes, it is most often associated with the highway system (roadways and intersections). Traffic congestion is the most common measure used to assess highway capacity. The percentage of respondents statewide that reported experiencing congestion while traveling to work increased from 43% in 2000 to 50% in 2006. In the Burlington-centered region, 71% of respondents noted that they had experienced congestion¹. These responses suggest that capacity is a concept that should remain part of this objective.
- The idea that capacity should be managed is also consistent with survey responses. Management implies getting more from the existing system rather than building new capacity. More respondents suggested that the State concentrate on maintaining existing roadways rather than building new ones.
- None of the questions or responses suggests that flexibility should be included or removed. Nor is the concept of providing projects and services in an effective and efficient manner addressed by the survey (it is safe to assume that everyone agrees with the concepts of effectiveness and efficiency).

2002 Plan Objective 2: *Improve all modes of Vermont's transportation system to provide Vermonters with choices.*

The survey clearly indicates that the private automobile remains the dominant mode of travel for Vermonters. However, there are many responses to the 2006 survey that support the concept of providing multi-modal choices.

Responses to the survey indicate that 95% of Vermonters had traveled some distance in a vehicle on the previous day. The average distance traveled per day in a motor vehicle has increased 46% from 36 miles in 2000 to 52.5 in 2006. Local experience and observation also lead to the conclusion that the private automobile is the primary mode of transportation for most trip purposes in Vermont.

However, responses to the 2006 survey indicate significant portions of Vermonters use non-auto modes to some extent and that demand has increased since 2000. Of the non-auto modes in the State, use of air, bicycle and pedestrian facilities, ferries, and park and ride lots are the most significant. The 2006 survey indicates that:

¹ The Burlington-centered region includes all of Chittenden County, Grand Isle County, and Addison County.



- Vermonters spend as much time walking as they do driving. 80% of survey respondents reported spending time walking (61.9 minutes per day) and driving (70.4 minutes per day) on the previous day.
- 46% of all Vermont residents surveyed traveled round trip by air in the last year, compared to 37% in 2000.
- 28% had used bike lanes or road shoulders in the past year, compared to 15% in 2000. Vermonters are also using these facilities more frequently from an average of 19 times per year in 2000 to 43.8 times per year in 2006.
- 22% used park and ride lots at least once in the last year, compared to 15% in 2000; and
- 28% used the ferry service to cross Lake Champlain in the past year; although this share did not change significantly since 2000 (30%).

Smaller proportions of respondents used the remaining modes, and used them less frequently than those listed above. The other modes (and their proportional use by respondents) include taxis (14%), public transit bus service (12%), passenger train service (11%), intercity bus lines (11%), and special transportation services for senior citizens and the disabled (4%).

Public transit currently captures a small percentage of travel demand in the State. However, responses to the survey indicate that improvements to public transit service, both bus and rail, offer the greatest potential to reduce use of the personal automobile. The proposed budget allocation based on responses suggest that public transportation is the third priority for allocation of funds (tied with safety and security and following bridge maintenance and summer maintenance)

2002 Plan Objective 3: *Strengthen the economy, protect and enhance the quality of the natural environment, and improve Vermonters' quality of life.*

- Responses to the survey support the concept of protecting and enhancing the quality of the natural environment. Respondents were asked to rank eight issues generally considered important when thinking about the State's transportation system. Environmental protection is the second most important issue (following safety/security as noted above). At the same time, 40% of survey respondents agreed that the natural environment in the state has deteriorated in recent years.
- There are questions in the survey related to quality of life. For example, only 4 percent of respondents felt that traffic congestion has a strong negative effect of their quality of life. The condition of roads and bridges may affect one's quality of life and some may feel urban sprawl affects quality of life. Regardless, none of these questions suggest more or less emphasis on quality of life.
- There are no specific questions related to using the transportation system to strengthen the economy.



FINDINGS AND RECOMMENDATIONS

In general, responses to the survey questions indicate support by Vermonters for the three plan objectives. The two concepts that stand out from the survey are preserving the existing system (objective 1) and improvement to all modes (objective 2). Survey responses do not suggest any changes to objectives 2 or 3.

The following modifications are suggested for objective 1:

- Include specific language on system preservation.
- Separate safety from objective 1 and include a separate objective for safety and security.

SAFETEA-LU PLANNING FACTORS

SAFETEA-LU¹ was passed in 2002 and states that: "...each State shall carry out a statewide transportation planning process that provides for consideration and implementation of projects, strategies, and services that will..." help achieve eight planning factors². The planning factors are listed in Table 1 (page 9).

SAFETEA-LU does not require that the planning factors be specifically articulated within the objectives, goals, or vision of a statewide long range transportation plan. Furthermore, failure to consider the planning factors is not reviewable by court "...in any matter affecting a statewide transportation plan, the transportation improvement program, a project or strategy, or the certification of a planning process."³

Despite these caveats, the SAFETEA-LU planning factors provide a check list of national issues that are reasonable to consider as part of updated plan objectives. Table 1 (page 9) compares each of the three 2002 plan objectives to the eight planning factors.

FINDINGS AND RECOMMENDATIONS

With the exception of security (Planning Factor C), the 2002 plan objectives address to some extent all of the planning factors. The following modifications are suggested:

- Provide a specific objective for safety and security
- Objective 2: Include the concept of connecting modes

¹ Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy of Users was passed in July 2005.

² Section 5304(d)(1) Scope of the Planning Process

³ Section 5304 (d)(2) Scope of the Planning Process



- Objective 3: Add the concepts of global competitiveness, productivity, and efficiency as they relate to transportation's role in strengthening the economy.
- Objective 3: Include energy conservation.



Table 1: Comparison of 2002 Long Range Plan Objectives to SAFETEA-LU Planning Factors

SAFETEA-LU Planning factor	Does VTrans 2002 Long Range Plan Objective Address the Planning Factor?		
	<i>Manage the state's existing transportation system facilities to provide capacity, safety, and flexibility in the most effective and efficient manner.</i>	<i>Improve all modes of Vermont's transportation system to provide Vermonters with choices.</i>	<i>Strengthen the economy, protect and enhance the quality of the natural environment, and improve Vermonters' quality of life</i>
<i>(A) support the economic vitality of the United States, the States, non-metropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency</i>	Not applicable.	Not applicable.	Partially addressed. Consider adding the concepts of global competitiveness, productivity, and efficiency.
<i>(B) increase the safety of the transportation system for motorized and non-motorized users</i>	Partially addressed. Safety is included in this objective. As noted previously, safety should be a stand alone objective.	Not applicable.	Not applicable.
<i>(C) increase the security of the transportation system for motorized and non-motorized users</i>	Not addressed. Security is not addressed.	Not applicable.	Not applicable.
<i>(D) increase the accessibility and mobility of people and freight</i>	Addressed. Accessibility and mobility are provided through system management.	Addressed. Improving all modes and providing choices increases mobility and accessibility for all people and freight.	Not applicable.
<i>(E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development pattern</i>	Not applicable.	Not applicable.	Partially addressed. Energy conservation is not mentioned. Consistency with local planned growth and economic development patterns is a policy that should support this objective. It does not need to be included in the text of the objective.
<i>(F) enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight</i>	Not applicable.	Not addressed. This objective supports multi modes but does not emphasize connection between modes.	Not applicable.
<i>(G) promote efficient system management and operation</i>	Addressed.	Not applicable.	Not applicable.
<i>(H) emphasize the preservation of the existing transportation system</i>	Addressed.	Not applicable.	Not applicable.

MODAL POLICY PLANS GOALS

Since the publication of the 2002 Long Range Transportation Plan, modal policy plans have been updated by VTTrans to address air, bicycle and pedestrian, highways, public transit, and rail. The plans typically include goals, objectives, and policies, a profile of the existing system, issue identification, performance measures, recommendations and actions, and an implementation plan. An overview of the modal policy plans is provided in [Working Paper 1](#) and complete reports plans are available on the VTTrans web site at <http://www.aot.state.vt.us/planning/studies.htm>.

Tables 2-6 (pages 9-14) compare the goals of each policy plan to the three objectives of the 2002 Long Range Transportation Plan. The tables identify whether or not a policy plan goal is addressed by one or more of the 2002 plan objectives.

FINDINGS AND RECOMMENDATIONS

In general, the policy plan goals support all three objectives of the 2002 Plan. However, the following Policy Plan goals are not addressed in the 2002 Plan Goals:

- Using new technology to prepare for future transportation needs (Airport System Policy Plan). This goal is certainly applicable to all modes. It is arguably more appropriate as a policy and implementation strategy that supports larger objectives rather than an objective on its own.
- The Airport and Highway System Policy Plans include goals that encourage compact land use patterns. The Airport Policy Plan encourages appropriate land use around airports. The land use goal in the Highway System Policy Plan, to “...(s)upport and reinforce state policies for compact growth patterns” is much broader and is not addressed by the 2002 Long Range Plan objectives. The land use goal is discussed in more detail at the end of this working paper.

Table 2: Comparison of 2006 Airport Policy Plan Goals to 2002 Plan Objectives

Policy Plan Goal	Addressed in 2002 Plan Objective			Not Addressed in 2002 Objective
	<i>Manage the state's existing transportation system facilities to provide capacity, safety, and flexibility in the most effective and efficient manner.</i>	<i>Improve all modes of Vermont's transportation system to provide Vermonters with choices.</i>	<i>Strengthen the economy, protect and enhance the quality of the natural environment, and improve Vermonters' quality of life</i>	
Be accessible and integrated with local, regional, and national transportation systems;			X	
Preserve and enhance existing airport infrastructure;	X			
Be safe and secure;	X			
Support economic activity;			X	
Use new technology to prepare for future transportation needs; and				X
Promote compatible land uses.				X

Table 3: Comparison of 2006 Public Transit Policy Plan Goals to 2002 Plan Objectives

Policy Plan Goal	Addressed in 2002 Plan Objective			Not Addressed in 2002 Objective
	<i>Manage the state's existing transportation system facilities to provide capacity, safety, and flexibility in the most effective and efficient manner.</i>	<i>Improve all modes of Vermont's transportation system to provide Vermonters with choices.</i>	<i>Strengthen the economy, protect and enhance the quality of the natural environment, and improve Vermonters' quality of life</i>	
Basic mobility for persons who are dependent on public transportation;		X		
Access to employment;			X	
Congestion mitigation to preserve air quality and the sustainability of the highway network; and	X			
Advancement of economic development activities including service for workers and visitors that support the travel and tourism.			X	



Table 4: Comparison of 2006 Bicycle and Pedestrian Policy Plan Goals to 2002 Plan Objectives

Policy Plan Goal	2002 Plan Objective			Not Addressed in 2002 Objective
	<i>Manage the state's existing transportation system facilities to provide capacity, safety, and flexibility in the most effective and efficient manner.</i>	<i>Improve all modes of Vermont's transportation system to provide Vermonters with choices.</i>	<i>Strengthen the economy, protect and enhance the quality of the natural environment, and improve Vermonters' quality of life</i>	
Cultural Environment. Enhance the human scale and livability of Vermont's communities by improving opportunities for pedestrian and bicycle activity in towns, downtowns, villages and rural landscapes.			X	
Economic Vitality. Enhance the economic vitality of Vermont by increasing economic development opportunities (e.g., create small businesses catering to pedestrian and bicycle needs, make commercial districts more attractive and accessible), providing greater transportation efficiency and choice, and improving tourism activities that are created by better pedestrian and bicycle transportation options.			X	
Health. Improve the health of Vermonters and reduce health care costs by making it easy and convenient for citizens to be more physically active by walking and bicycling on a regular basis.			X	
Natural Environment. Improve the environmental quality of Vermont by increasing the number of trips made by pedestrians and bicyclists and reducing pollutants emitted by motor vehicles.			X	
Safety. Improve and promote the safety of pedestrian and bicycle travel throughout the entire roadway, sidewalk, shared use path, and rail-trail system in Vermont.	X			
Transportation Choice. Enhance pedestrian and bicycle transportation options in Vermont so that citizens, regardless of location or socioeconomic status, can choose a convenient and comfortable mode that meets their needs. Ensure that the transportation system facilitates the ability for pedestrians and bicyclists to connect to other modes		X		



Table 5: Comparison of 2004 Highway System Policy Plan Goals to 2002 Plan Objectives

Policy Plan Goal	Addressed in 2002 Plan Objective			Not Addressed in 2002 Objective
	<i>Manage the state's existing transportation system facilities to provide capacity, safety, and flexibility in the most effective and efficient manner.</i>	<i>Improve all modes of Vermont's transportation system to provide Vermonters with choices.</i>	<i>Strengthen the economy, protect and enhance the quality of the natural environment, and improve Vermonters' quality of life</i>	
Preservation				
Protect the existing investment in the highway network by keeping it in serviceable condition.	X			
Provide acceptably smooth and safe driving surfaces.	X			
Minimize the need to restrict or close bridges by maintaining their structural integrity in accordance with current and anticipated loadings.	X			
Negate the risks of structure failure.	X			
Minimize the life-cycle cost of maintaining acceptable condition levels.	X			
Safety				
Minimize the occurrence and severity of crashes on the highway network	X			
through application of appropriate, context sensitive design standards and cost-effective improvements to address high-accident or high-risk locations.	X		X	
Minimize conflicts between vehicles, pedestrians and bicycles.	X	X		
Mobility				
Maintain safe and efficient flow of traffic at acceptable speeds.	X			
Provide convenient interstate and intercity connections for passengers and freight.	X			
Support economic development consistent with established regional and local growth plans.			X	
Provide convenient connections to intermodal facilities.		X		
Environment/Quality of Life				
Support and reinforce state policies for compact growth patterns.				X
Manage undesirable impacts of truck traffic in downtown areas.			X	
Minimize negative environmental impacts of highways.			X	
Maintain existing air quality attainment status.			X	



Table 6: Comparison of 2006 Rail System Policy Plan Goals to 2002 Plan Objectives

Policy Plan Goal	Addressed in 2002 Plan Objective			Not Addressed in 2002 Objective
	<i>Manage the state's existing transportation system facilities to provide capacity, safety, and flexibility in the most effective and efficient manner.</i>	<i>Improve all modes of Vermont's transportation system to provide Vermonters with choices.</i>	<i>Strengthen the economy, protect and enhance the quality of the natural environment, and improve Vermonters' quality of life</i>	
Provide competitive freight and passenger service within the state and connections to the national rail system;		X	X	
Support Vermont's economy by providing rail access, as appropriate, to all areas of the state; ;			X	
Develop programs to assist in major rehabilitation projects and replacement of obsolete bridges, structures, and track required to maintain operations;	X			
Remove current weight and clearance restrictions, as appropriate, to enhance Vermont's competitive position within the industry;	X			
Strive to maintain the safest possible network of rail infrastructure and operations;	X			
Develop and maintain passenger stations and freight facilities to support efficient operation of the system and compatibility with the host community; and	X			
Maximize the use of rail system assets owned by the State for the fiscal and economic benefit of the State;.	X			



PROPOSED 2008 PLAN OBJECTIVES

The following additions and modifications to the 2002 plan objectives are recommended by the consultants based on the assessment of the 20006 Agency Vision, Mission Statement and Goals, the 2006 Public Opinion Survey, SAFETEA-LU, and the most recent modal policy plans (**bold face type** indicate additions):

1. **Provide a safe and secure transportation system.**
2. **Preserve the condition of and** manage ~~and~~ the state's existing transportation system to provide capacity, safety, ~~and~~ flexibility, **and reliability** in the most effective and efficient manner.
3. Improve **and connect** all modes of Vermont's transportation system to provide Vermonters with choices.
4. Strengthen the economy, protect and enhance the quality of the natural environment, **promote energy conservation**, and improve Vermonters' quality of life.

In addition to these modifications, the following fifth objective is recommended for consideration:

5. **Support and reinforce Vermont's historic settlement pattern of compact village and urban centers separated by rural countryside.**

According to the 2006 public opinion survey, four out of ten Vermonters agree that VTTrans should take an active role in limiting urban sprawl, one-third disagree with the statement, and the remaining 28% are neutral. There has been a slight shift since 2000 towards support of a more active role by VTTrans. Despite the shift, feelings are strong on each side of the issue and there is a significant proportion of the public who remain neutral.

This objective is based on a goal articulated in the Vermont Planning and Development Act to "...plan development so as to maintain the historic settlement pattern of compact village and urban centers separated by rural countryside".¹ This goal is further supported by a sub-goal that "(p)ublic investments, including the construction or expansion of infrastructure, should reinforce the general character and planned growth patterns of the area".² This sub goal applies to the transportation system, infrastructure that is owned, and for the most part, financed by the public.

It also important to note that SAFETEA-LU planning factor E calls for plans that promote consistency between transportation improvements and state and local planned growth and economic development patterns.

¹ V.S.A. 24, Chapter 117 § 4302 (c)(1)

² V.S.A. 24, Chapter 117 § 4302 (c)(1) (A)



The desire to address transportation's affect on land use patterns by 40% of the state's population, and the SAFETEA-LU requirement that this issue be "considered" could be addressed without a specific planning objective. The 2002 plan addresses the issue by including an implementation strategy under Objective 3 to "...strive to develop transportation projects that adhere to the State's emerging Smart Growth policies"¹. This approach is acceptable but the 2008 update provides an opportunity to emphasize the significance of land use by recognizing it up-front as an objective.

23 MAY 2007 ADDENDUM

The following plan objectives reflect comments from the Internal Working Group, Executive Staff and Advisory Committee at various meetings in March and April:

1. Provide a safe and secure transportation system.
2. Preserve the condition of and manage the state's existing transportation system to provide capacity, safety, flexibility, and reliability to move people and freight in the most effective and efficient manner.
3. Improve and connect all modes of Vermont's transportation system to provide choices for moving people and freight.
4. Strengthen the economy, protect and enhance the quality of the natural environment, facilitate energy conservation, and improve Vermonters' quality of life.
5. Support and reinforce Vermont's historic settlement pattern of compact village and urban centers separated by rural countryside.

¹ Page 123, Vermont Long Range Transportation Plan, January 2002.

