

**STATE STRATEGIC PLAN 2018–2023 (FY2019–FY2023) VISION:** Vermont’s economy is growing faster than the costs of living; our state is measurably more affordable each year for families and businesses; and we are meeting our obligation to protect the most vulnerable.

# Agency of Transportation

**MISSION:** Provide for the safe and efficient movement of people and goods.

## STRATEGIC PLAN SUMMARY

### GOAL: Long-Range Transportation Plan

**BY 2019** update the VT Long Range Transportation Plan to align with the top strategic outcomes (economy, affordability, protecting the most vulnerable), the key economic and affordability indicators (e.g. increasing the size of the private sector work workforce as a percent of population) and the Agency’s top priorities herein.

**BY 2020**, update the Transportation Project Selection and Prioritization System to emphasize economic growth, road and bridge condition, safety and resilience.

Key Indicators

- ▶ **UPDATE THE LONG RANGE TRANSPORTATION PLAN** (last updated in 2009) with an emphasis on:
  - » Significantly, and measurably, speeding deployment of transportation funding and project completion;
  - » Reducing project management costs to push more money into roads and bridges (and less into project management);
  - » Accelerating planning and regulatory time that slow projects;
  - » Investments in preventative maintenance;
  - » Supporting the transition to electric vehicles; and
  - » Updating the Long Range Transportation Plan every 5 years.

### GOAL: Electric Vehicle Infrastructure

**BY 2020**, ensure every Vermont household is within 30 miles or less of an electric vehicle fast charge station and facilitate transition to electric vehicle utilization in an economically feasible and affordable way (in coordination with ANR and PSD goals).

Key Indicators

- ▶ **PARTNER WITH REGIONAL, LOCAL, AND PRIVATE SECTOR ENTITIES** to ensure all necessary level-3 fast charging stations are publicly accessible by 2020.
- ▶ **BY YEAR 2020 ESTABLISH A FAIR AND AFFORDABLE USER FEE MODEL FOR EVS** that will offset the anticipated decline in gasoline consumption to support transportation system development and maintenance needs. Implement the fee incrementally with full implementation occurring when EVs comprise 15% of all light duty vehicles registered in Vermont.
- ▶ **WORK IN COORDINATION WITH THE AGENCY OF NATURAL RESOURCES AND THE PUBLIC SERVICE DEPARTMENT** to take an active role in rate cases at the Public Utilities Commission (PUC), and regional electric rate discussions, in order to advocate for competitive regional electric rates to support electrification of the transportation sector.

### GOAL: Western Rail Corridor Passenger Capacity

**CONTINUOUSLY WORK TO** increase passenger rail capacity and usage in the Western Corridor.

Key Indicators

- ▶ **EXTEND THE AMTRAK ETHAN ALLEN EXPRESS FROM RUTLAND TO BURLINGTON** by 2022.
- ▶ **EXTEND THE AMTRAK VERMONTER TO MONTREAL** two years after all legislative and operating agreements and infrastructure improvements are in place in Canada.
- ▶ **INCREASE RIDERSHIP ON THE ETHAN ALLEN EXPRESS** by 3% per year over 2017 baseline levels.
- ▶ **INCREASE RIDERSHIP ON THE VERMONTER** by 3% per year over 2017 baseline levels.

### GOAL: Improve Highway and Roadway Safety

**CONTINUOUSLY** reduce the number of major crashes (a major crash results in a fatality or incapacitating injury).

Key Indicators

- ▶ **REDUCE THE FIVE-YEAR ROLLING AVERAGE OF THE NUMBER OF MAJOR CRASHES** by 10% for each five-year period.
- ▶ **BY 2023, INSTALL CENTERLINE RUMBLE STRIPES (CLRS) ON 80% OF STATE HIGHWAYS** that meet the requirements for use of CLRS. Given that there are 731 miles of state highways that meet the requirements for CLRS installation, the target is 585 miles.
- ▶ **BY 2023, SEAT BELT USAGE ACROSS VERMONT WILL INCREASE** from approximately 85 to 90%.
- ▶ **BY THE 2019 CONSTRUCTION SEASON**, work zones for all major VTrans managed construction projects on the interstate and other limited access roadways will include radar speed feedback signs.
- ▶ **BY THE END OF 2020**, the Agency of Transportation will install permanent and/or temporary radar speed feedback signs along Vermont interstates and state highways exhibiting speed and other critical safety issues identified in the Strategic Highway Safety Plan.
- ▶ **BY 2020, DEVELOP AND PILOT TEST A PROTOCOL** for implementing reduced posted speed limits in real time based on weather conditions and other special events.
- ▶ **BY 2021, BEGIN INSTALLING VARIABLE SPEED LIMIT SIGNS** and related communication infrastructure required to implement lower posted speed limits in real time based on weather conditions and special events. Locations will be selected based on safety evaluation.

### GOAL: Improve Transportation Project Planning

**CONTINUOUSLY** improve project development efficiency by reducing the time and cost for planning, engineering, permitting, right-of-way acquisition and construction management.

Key Indicators

- ▶ **BY 2020, SIGNIFICANTLY ACCELERATE TRANSPORTATION PROJECTS**, and stimulate additional construction sector economic activity, by implementing a contracting system that reduces the length/time of the contracting process by 25–50% and ensure that allocated resources for a construction season are deployed, and construction begins, in that season.
- ▶ **BY 2021, REDUCE PROJECT DEVELOPMENT TIME** by 10% over 2017 baseline levels.
- ▶ **BY 2021, REDUCE THE COMBINED PROJECT DEVELOPMENT AND CONSTRUCTION MANAGEMENT COSTS** by 10% over 2017 baseline levels.
- ▶ **NO MORE THAN 10% OF THE BRIDGES ON THE STATE HIGHWAY SYSTEM WILL BE STRUCTURALLY DEFICIENT FOR ANY YEAR.**
- ▶ **NO MORE THAN 25% OF PAVEMENT ON THE STATE HIGHWAY SYSTEM WILL BE VERY POOR FOR ANY YEAR.**



**ECONOMY**



**VULNERABLE**



**MODERNIZATION AND EFFICIENCY**