Municipalities are not required to adopt a plan, but the 90 percent that have chosen to must include 10 elements. These include:

1) A *land use plan*
2) A *transportation plan*
3) A *utility and facility plan*
4) A *statement of policies on the preservation of rare and irreplaceable natural areas, scenic and historic features and resources*
5) An *educational facilities plan*
6) A *housing element*
7) An *energy plan*
8) A *statement indicating how the plan relates to development trends and plans for adjacent municipalities, areas and the region*
9) A *statement of objectives, policies and programs*
10) A recommended *program for (plan) implementation*
State Planning & Development Goals

It is … the intent of the legislature that municipalities, regional planning commissions and state agencies shall engage in a continuing planning process that will further the following goals:

- To establish a coordinated, comprehensive planning process and policy framework to guide decisions by municipalities, regional planning commissions, and state agencies.
- To encourage citizen participation at all levels of the planning process, and to assure that decisions shall be made at the most local level possible commensurate with their impact.
- To consider the use of resources and the consequences of growth and development for the region and the state, as well as the community in which it takes place.
- To encourage and assist municipalities to work creatively together to develop and implement plans.
- … to further the following specific goals:
Vermont Planning & Development Goals

1) To plan development so as to maintain the historic settlement pattern of compact village and urban centers surrounded by rural countryside.
   - Intensive residential development should be encouraged primarily in areas related to community centers, and strip development along highways should be discouraged.
   - Economic growth should be encouraged in locally designated growth areas, or employed to revitalize existing village and urban centers, or both.

5) 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.
   - Highways, air, rail and other means of transportation should be mutually supportive, balanced and integrated.

7) To encourage the efficient use of energy and the development of renewable energy resources.
Vermont Energy Plans

An energy plan must include:

- analysis of energy resources, needs, scarcities, costs and problems within the municipality,
- a statement of policy on the conservation of energy, including programs, such as thermal integrity standards for buildings, to implement that policy,
- a statement of policy on the development of renewable energy resources,
- a statement of policy on patterns and densities of land use likely to result in conservation of energy.
Benefits of Adopting a Municipal Plan (that includes a strong Energy Plan)

- Requires a comprehensive look at the community, including the interrelatedness of issues (e.g., land use, transportation, energy and climate change).
- Engages citizens in the planning process -- this is a two way street that can inform the public about energy needs and challenges, and involve them in making decisions.
- Provides a structure for analyzing and documenting current conditions and needs, and for projecting future trends.
- Creates an opportunity to enact clear Town policies to guide the actions of local officials and others in a variety of settings (e.g., Act 250, Section 248, grant programs, capital budgets).
- If done properly, provides an implementation plan that sets forth the communities priorities, identifies specific tasks to be undertaken by various municipal (and non-municipal?) people and organizations, and therefore serves as a blueprint for greater energy independence.
Planning for Energy Also Involves Planning for Land Use & Transportation
Average In-Town House Outperforms Even the Greenest Sprawl House w/Hybrid Cars

<table>
<thead>
<tr>
<th>Single Family Household Type</th>
<th>Transportation Use</th>
<th>Household Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Suburban Avg. (239 MBTU)</td>
<td>125</td>
<td>114</td>
</tr>
<tr>
<td>Suburban Green (158 MBTU)</td>
<td>87</td>
<td>71</td>
</tr>
<tr>
<td>Urban Avg. (136 MBTU)</td>
<td>35</td>
<td>101</td>
</tr>
<tr>
<td>Urban Green (82 MBTU)</td>
<td>26</td>
<td>56</td>
</tr>
</tbody>
</table>

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Transportation is not only Vermont’s greatest source of GHG emissions, but among the state’s greatest financial challenges.

Per capita VMT increased nearly 11% in Vermont from 2000 to 2005 (VT ranks 6th among 50 states).

In 2000, transportation costs accounted for 18% of all household expenses in U.S.

Most families spend more on driving than health care, education, or food.

In 2005, families in the U.S. with incomes between $20,000 and $50,000 spent, on average, more on transportation than on housing.
Vehicle Miles Traveled vs. Street Connectivity

D. Larry Frank, GA Tech.; Dr. Tom Schmid, Center for Disease Control
Fewer Children are Walking/Biking to School

Think Globally (and Regionally) and Act Locally (and Regionally)

The Regional Planning Commission also adopts a plan for the region that includes the same 10 “elements” as a municipal plan, including regional energy, transportation and land use plans. Many issues, such as transit, regional land use patterns, large scale renewable energy generation are best addressed on a regional scale, through the regional planning process.
For more information or to request help with energy planning contact:

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