



Citizen's Guide to Transportation Planning in Chittenden County

*Basics on transportation
planning, funding, and coordination
in Chittenden County*

Third Edition
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Chittenden County Transportation System

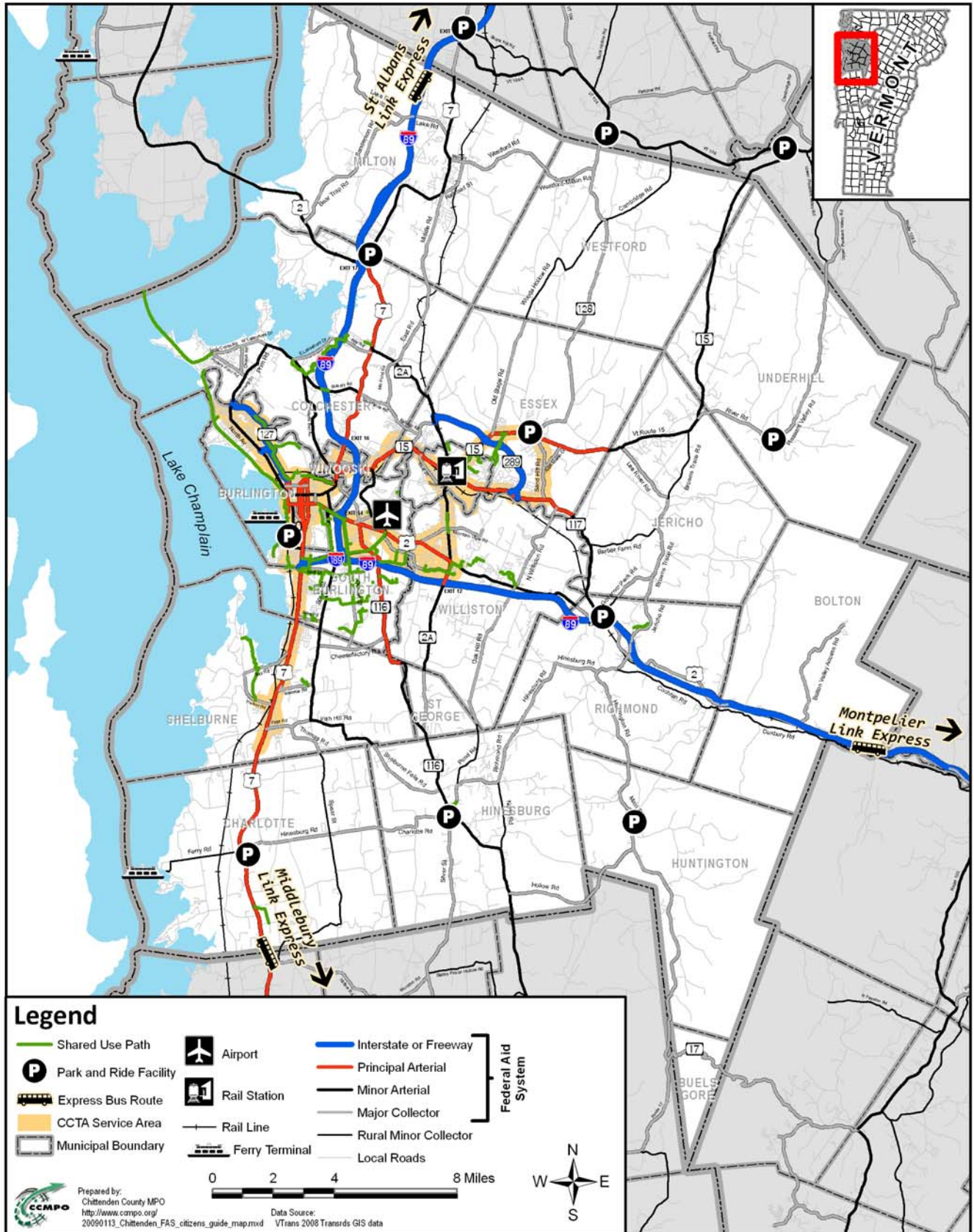


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**This document and all others by our agency
is available in alternative media formats.**



Citizens who have taken the time to *get involved* and learn about their community, their county, and their region have **changed the course of the future.**

Introduction

Wouldn't it be great if your viewpoint and concerns about the future of transportation in Chittenden County mattered to people with the authority to make things happen? Many people believe they are too far removed from the decision-making process to create real change. But that's not true. Citizens like you are an important part of the transportation planning process. In fact, citizens are an integral part of regional transportation planning. You may not realize that the opinions of Chittenden County residents make a difference everyday on vital transportation and development planning issues in this area.

For example, citizens who have taken the time to get involved and learn about their community and their region have changed the course of the future of Chittenden County. Public input on specific transportation corridors, such as the Route 15 Corridor from Winooski to Essex and the US 7 Corridor south of Burlington, are leading to new thinking on the future of those highways and linking our development needs and desires more closely to transportation facilities and alternatives than ever before.

The purpose of this guide is to outline the broad picture of regional transportation planning for Chittenden County residents. We hope to familiarize you with the activities of the Chittenden County Metropolitan Planning Organization (CCMPO) and show you how you can participate as a concerned citizen.

What is the CCMPO?

Who We Are

The Chittenden County Metropolitan Planning Organization (CCMPO) plans for transportation in Chittenden County. Under federal law requiring the formation of a “Metropolitan Planning Organization” (MPO) for any urbanized area with a population of more than 50,000, local communities and the Governor created the CCMPO in 1983 to plan and budget the use of federal transportation dollars in the urban part of the County. In 1998, the CCMPO expanded to cover all 18 communities in Chittenden County.



What We Do

Working across municipal and community lines, the CCMPO advises decision-makers on regional transportation policy and funding issues. We use our expertise to plan and coordinate a diversity of projects. Examples of our activities include:

- Conducting studies of congested traffic corridors to identify needed transportation improvements;
- Planning for new and upgraded transit, bicycle/pedestrian, and roadway facilities to ensure the efficient movement of people and goods;
- Sponsoring meetings to educate the public on transportation and community development issues; and
- Assisting communities with developing solutions to high-priority local and regional transportation problems.

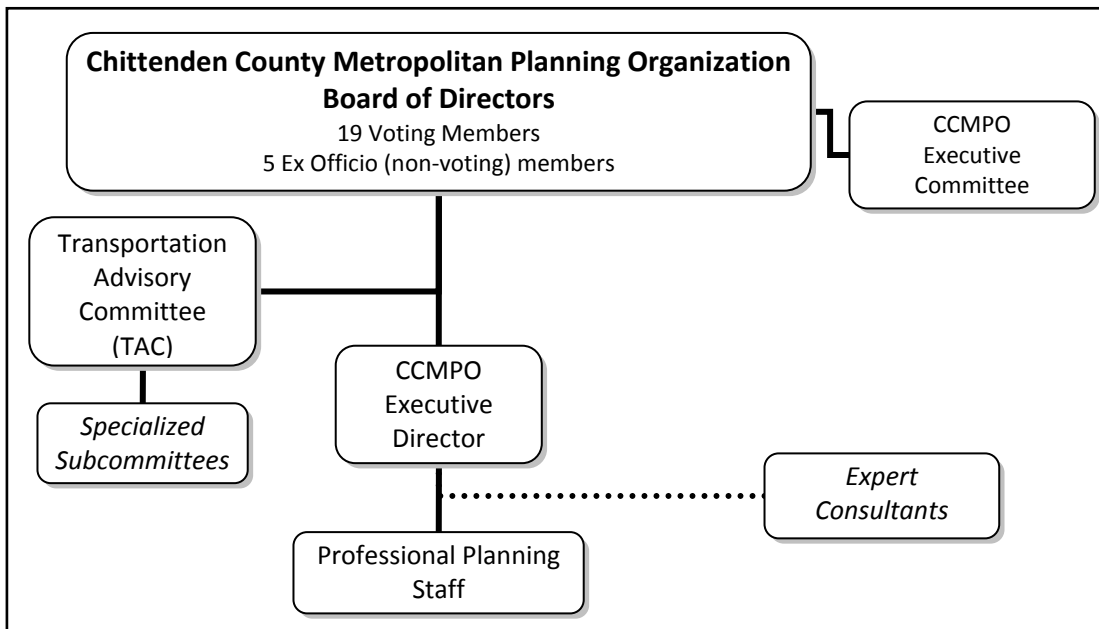
Who We Work With

Our goal is to satisfy the broadest constituency possible by fostering cooperation among member municipalities, private sector organizations, and our region’s citizens. To do so, we work closely with a variety of groups including:

- Chittenden County Regional Planning Commission (CCRPC), the County’s regional body for housing, economic development, and land use planning and forecasting;
- Chittenden County Transportation Authority (CCTA), the County’s local transit provider;
- Special Services Transportation Agency (SSTA), the County’s specialized bus and ridesharing service for the disabled;
- Campus Area Transportation Management Association (CATMA), the parking and transportation organization for American Red Cross, Champlain College, Fletcher Allen Medical Facilities, and the University of Vermont;
- Burlington International Airport, the region’s commercial passenger and cargo airport;
- Vermont Agency of Transportation (VTrans);
- Federal agencies including the U.S. Department of Transportation (US DOT) and Federal Highway Administration (FHWA); and
- Local non-profit organizations such as Local Motion, CarShare Vermont, and AARP Vermont.

How We Are Governed

All of the CCMPO’s activities are directed by a 24-member board that establishes regional transportation policy, defines committee duties, and adopts a unified planning work program every year. Each town, village, and city elected body (Selectboards, City Councils, and Boards of Trustees) in the County appoints a representative—usually an elected official—to the CCMPO Board for a two-year renewable term. Voting members of the Board include representatives of the 18 County municipalities and the Secretary of Transportation (or designee). In addition, “ex-officio” or non-voting members include the Chittenden County Transportation Authority (CCTA), Chittenden County Regional Planning Commission (CCRPC), Burlington International Airport, the Railroad Industry, Vermont Transportation Authority (VTA), and Federal Highway Administration (FHWA).



The CCMPO has six standing committees that assist the Board of Directors in its work:

- The five-member **Executive Committee**, made up of the officers of the Board (Chair, Vice-Chair, Secretary-Treasurer), the immediate past Chair, and two at-large members, meets monthly to facilitate the administration of the CCMPO, ensure that policy and planning recommendations are brought before the Board, and confirm that the decisions of the CCMPO are implemented. The VTrans CCMPO Coordinator is a non-voting member of the Committee.
- The **Transportation Advisory Committee (TAC)** is responsible for recommendations to the CCMPO Board on all transportation plans and programs in Chittenden County. The TAC develops and reviews documents, amendments, and reports. The TAC is made up of a representative from each of the 18 municipalities in the County, plus the Burlington International Airport, Campus Area Transportation Management Association (CATMA), Chittenden County Transportation Authority (CCTA), Chittenden County Regional Planning Commission (CCRPC), Special Services Transportation Agency (SSTA), and VTrans. In addition, the CCMPO Chair appoints representatives to the TAC from the following interest groups: Business Community, Disabled Community, Senior Community, Environmental Community, Freight Shippers and Receivers, Pedestrian/Biking Community, Private and Inter-City Bus Providers, Rail Industry, and Trucking Industry.

The TAC has several subcommittees that are arranged by topic area and meet on both a regular schedule and on an as-needed basis, including:

- Bicycle and pedestrian planning;
 - Freight planning;
 - Public transit planning;
 - Transportation Improvement Program (TIP) oversight; and
 - Park and ride planning.
- The **Unified Planning Work Program Committee (UPWPC)** provides recommendations to the Board for the development of the annual work program and budget, known as the Unified Planning Work Program (UPWP). The UPWPC also is also tasked with assisting the Board in developing and modifying appropriate indicators to track progress of the CCMPO in accomplishing its work plan.
 - The **Metropolitan Transportation Plan Committee (MTPC)** provides recommendations to the Board for the development of the Metropolitan Transportation Plan for the region, sometimes known as the Long Range Transportation Plan. The MTPC also assists the Board by providing input to the other standing committees and Board to ensure that recommended activities identified in the MTP are considered in the development of the unified planning work program, TIP and other such implementation-related tools of the CCMPO.
 - The **Public Transportation Committee (PTC)** provides recommendations to the Board for the development of a comprehensive public transportation system in the region. This work includes understanding the necessary components of such a public transit system as well as developing funding models and indicators of success.
 - The **Regional Initiatives Committee (RIC)** provides recommendations to the Board for the development and coordination of projects and issues that are of regional significance and/or require the perspective that spans communities.

The Finances

The CCMPO is responsible for planning, programming, and approving the use of about \$30 million in transportation funds each year. This figure represents federal, state, and local shares of transportation financing and includes funds for roadways, public transit, bicycle and pedestrian facilities, and preservation and maintenance of the transportation system.

Where We Get Our Funding

Financial support for the CCMPO's planning activities comes primarily from federal transportation funding, with matching funds provided by the 18 County municipalities, CCTA, and the Vermont Agency of Transportation. The annual CCMPO budget from all sources for county-wide transportation planning, including our grants to municipalities and other organizations, is about \$3.5 million.

Chittenden County Transportation Basics

The Setting

The Chittenden County Metropolitan Planning Organization (CCMPO) region is located in the northwestern part of Vermont. Five of the region's communities are situated along Lake Champlain. The region looks westward toward the Adirondack Mountains of New York and eastward to the Green Mountains of Vermont. The region is the educational, cultural, shopping, and economic center of Vermont, evidenced by major colleges and universities, theaters and playhouses, numerous malls and shopping areas, and large employers like IBM, Fletcher Allen Health Care, Husky Injection Moldings, Pizzagalli Construction, NRG Systems, GE Healthcare, and General Dynamics.

The People

The CCMPO serves the 18 communities of Chittenden County: Bolton, Burlington, Charlotte, Colchester, Essex Junction, Essex Town, Hinesburg, Huntington, Jericho, Milton, Richmond, St. George, Shelburne, South Burlington, Underhill, Westford, Williston, and Winooski. In 2000, the CCMPO region had a population of about 146,000 and employed about 94,000 workers. By 2010 the population is expected to increase about 7 percent and reach about 157,000 people.

The Transportation Network

Chittenden County contains 1,200 miles of roadway. Annually, *1.4 billion* vehicle miles are driven on these roads. The region is served by 40 miles of the Interstate Highway System, linking us to Canada to the north and major population centers of New England in the south. Burlington International Airport, Vermont's busiest, makes its home in the region, as do two Lake Champlain ferry crossings, a local bus transit system, and an interstate bus system. Freight is carried by Vermont Railway and the New England Central Railroad within and beyond the region.

The Public Transit System

The Chittenden County Transportation Authority (CCTA) is the principal local bus transit provider for the region. It offers 10 local service routes and 3 commuter express routes (to and from Middlebury, Montpelier, and St. Albans), serving approximately 2.1 million riders annually. Bus trips make up about one percent of all regional travel. According to US Census data, 8.5 percent of Chittenden County households own no vehicle and therefore depend on alternative means of travel.

Special Services Transportation Agency (SSTA) is the County's specialized bus and ridesharing service, primarily for the elderly and disabled. SSTA also provides the Americans with Disabilities Act (ADA) paratransit service for CCTA.

Campus Area Transit System (CATS) is the University of Vermont's fare-free shuttle system serving the University community—faculty, staff, students, and visitors. This system links all on-campus destinations and provides evening service to adjoining neighborhoods. Ridership during the school year averages 4,000 to 5,000 per day.

Greyhound provides daily intracity bus service to major New England destinations and Montreal, Quebec from its Burlington Station. Amtrak provides daily passenger rail service to New York City and Washington, DC, via the "Vermont" route from Essex Junction.

The Automobile

The automobile dominates the transportation scene in the region. The majority of all peak hour trips (96 percent) are made by automobiles, while one percent are transit trips and 2.3 percent are pedestrian trips. Nearly 45 percent of households in the region have two vehicles, and approximately 15 percent of households have three cars.

Bicycle and Pedestrian Facilities

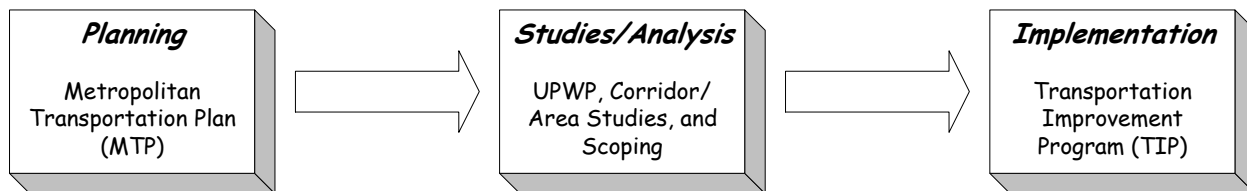
The region boasts an ever-evolving bicycle and pedestrian network. There are 39 miles of paved shared use paths including: the City of Burlington's scenic seven-mile path along Lake Champlain and another five-mile path along the Colchester-South Hero Causeway; South Burlington's six miles of path, with another two and a half miles being added; three miles in Williston; two miles in Essex; and two miles under construction in Colchester. A bike path network also exists at UVM, and 80 miles of County roadways feature designated bike lanes.

There are more than 440 miles of sidewalks in the County, with half of those located in the City of Burlington and most of the rest in the neighboring communities of South Burlington, Winooski, Colchester, Williston, Essex, and Essex Junction.

The Commute

The average commute to work for Chittenden County residents is almost 20 minutes, while nationally the average commute is about 25 minutes. Of all trips in the County, however, only 25 percent are made for work-related reasons. The remaining 75 percent are made for shopping, education, social, and recreation purposes. The average County resident travels 27.5 miles per day, and about 21 percent of the Chittenden County workforce (nearly 20,000 people) arrives from outside the County.

Planning for the Future



Metropolitan Transportation Plan (MTP)

The Metropolitan Transportation Plan (MTP), adopted in 2005, sets out a 20-year transportation blueprint for the 18 communities in Chittenden County. The existing plan forges a strong link between land use and transportation while advocating for a maintenance-first approach to regional transportation spending. The plan also advocates for a multi-modal transportation system that increases public transportation availability and improves bicycle and pedestrian access. Read more about the MTP’s “Vision & Goals for Transportation in 2025” on page 10.

During 2008 and 2009, the CCMPO will revise and update the Metropolitan Transportation Plan, per federal law, with final approval expected in 2010. The planning process embraces broad public involvement and includes numerous opportunities to be heard through our website (www.ccmpto.org), regional and town-wide forums and workshops, mail-in cards, and more.

Contact: Peter Keating, Senior Transportation Planner, 802/660-4071 x14, or pkeating@ccmpto.org

Unified Planning Work Program (UPWP)

Each fiscal year the CCMPO prepares a Unified Planning Work Program (UPWP), which guides the CCMPO and summarizes transportation planning activities and priorities for the various agencies and interests in Chittenden County from July 1 to June 30. It describes the planning studies for that fiscal year, when the work will be completed, and what the final products and benefits will be. The UPWP also serves as a program budget and includes anticipated financial resources and expenditure information for the fiscal year covered.

The process for developing the annual UPWP includes careful consideration of critical transportation issues facing the region and how our planning capabilities can best address them. This assessment is intrinsically tied to the regional transportation goals established in the Metropolitan Transportation Plan (discussed previously). Opportunities for public comment on the draft UPWP are typically available between April and June of each year, with a final public hearing in June prior to CCMPO Board of Directors’ adoption of the document. For more information visit: <http://www.ccmpto.org/UPWP/>.

Contact: Michele Boomhower, Executive Director, 802/660-4071 x15 or mboomhower@ccmpto.org

Corridor Studies and Project Development Studies

Each year the CCMPO, in consultation and cooperation with municipalities and the State of Vermont, undertakes at least one major study of an important transportation corridor in Chittenden County. The objectives of these types of studies are to clearly understand the long-term transportation needs of that corridor based on current and planned development, land use, and travel demand patterns, and to develop a strategy for acting on priority transportation projects and programs in a logical, cost-effective, and efficient way. Examples of recent CCMPO corridor studies include the Route 15 Corridor Study, the US 2 Corridor Study, and the Western Corridor Management Study.

The CCMPO also conducts project development studies (often called “scoping” or “project definition” studies) which are intensive planning actions focused on evaluating a specific transportation problem and coming up with a clearly-defined project that effectively solves the problem. Typically, project development studies deal with intersections, short roadway segments, bridges, or new parts of existing facilities. These studies can be costly and drawn-out because they usually examine a variety of project options for addressing the identified problem and involve significant input from elected officials and the public. However, the end product should be a project to which there are few impediments to building because the process involves assuring local “buy-in.” Recent CCMPO-managed project development studies include intersection improvements at VT 15 and Sandhill Road in Essex, a traffic signal at VT 2A and James Brown Drive in Williston, and replacement/rehabilitation options for the Bridge Street bridge in Richmond.

For more information on specific studies, please see our online collection at: <http://www.ccmpto.info/library/>

Transportation Improvement Program (TIP)

Each year the CCMPO approves an annual transportation spending plan known as the Transportation Improvement Program, or “TIP.” The TIP is an agreed-upon list of the region’s highest priority projects. It lists all projects for which federal funds are anticipated, along with certain non-federally funded projects that are deemed regionally significant. The TIP process enables the CCMPO Board to select and prioritize the many transportation-related projects proposed for the region, while maximizing the allocation and use of available federal dollars. The TIP is multi-modal and includes highway projects as well as public transit, bicycle, pedestrian, freight-related, and airport projects.

The TIP not only lists the specific projects but also documents the anticipated schedule and cost for each project phase. Inclusion of a project in the TIP means that all involved agencies—CCMPO, VTTrans, CCTA, and affected municipalities—expect that the project will be implemented during the TIP time period.

The CCMPO TIP covers four years and is updated annually. The TIP may be amended after it is adopted under the provisions of federal law and the CCMPO’s by-laws. The TIP is also fiscally constrained to the amount of funds that are expected to be available during the TIP’s four-year time period. For more information visit: <http://www.ccmpto.org/TIP/>.

Contact: Christine Forde, Senior Transportation Planner, 802/660-4071 x13, or cforde@ccmpto.org

CCMPO Metropolitan Transportation Plan Vision & Goals for Transportation in 2025

*Our transportation system enhances
and connects healthy, vibrant communities.*

It is safe, efficient, multi-modal and accessible to all.

*It supports economic vitality and is designed
and operated to complement and respect
our cherished natural resources and cultural heritage.*

- Goal 1:** Preserve and improve the physical condition and operational performance of the existing transportation system.
- Goal 2:** Reinforce sustainable land use patterns, such as growth centers, as set forth in local and regional plans.
- Goal 3:** Create a transportation system that offers constantly improving safety, accessibility, flexibility, and comfort for everyone.
- Goal 4:** Establish a transportation system that minimizes the time and total cost of moving people and goods, allowing the region's economy to thrive.
- Goal 5:** Protect or enhance the region's built and natural environments.
- Goal 6:** Create a transportation system that builds community, enhances neighborhood vitality, and minimizes noise, glare, and vibration.
- Goal 7:** Provide levels of access and mobility that insure people and goods can travel when and where they need to go.
- Goal 8:** Consider ways to improve transportation system efficiency before increasing transportation capacity.
- Goal 9:** Establish a transportation system that uses diverse sources of power and maximizes energy efficiency and conservation.
- Goal 10:** Develop a transportation system that features a variety of travel modes and encourages the reduction of single-occupant vehicle use.
- Goal 11:** Educate the public—from children to seniors—about the implications of different development patterns and mode choice decisions.
- Goal 12:** Provide improvements to transportation facilities and services expeditiously through an inclusive and cost effective process.

Funding and Project Financing

Funding for transportation projects and programs comes from three general sources: federal funds, state funds, and local funds. In Vermont the availability of federal funds, state budget resources, and a needs assessment determine the allocation of transportation dollars to regions across the state, including Chittenden County. Generally the federal government requires that state and/or local dollars be committed for part of a project's budget before federal transportation funds can be spent – these are known as “non-federal matching funds.” State transportation funds are primarily made up of revenue from gasoline taxes, vehicle registrations, driver's licenses, and property taxes. Local transportation funds come from local revenue sources such as property taxes and special assessments.

The CCMPO's Transportation Improvement Program (TIP) annually allocates federal transportation funds within the region in categories set by the federal government. These categories include: Surface Transportation Program, National Highway System, Enhancement Program, Congestion Mitigation and Air Quality Improvement Program, Projects Not Part of MPO Fiscal Constraint, Transit Projects, and Airport Projects. The CCMPO can only move projects forward if there are funds available to pay for them. Hence, a “fiscal constraint” is placed on the TIP, and projects that do not have funding lined up cannot move into the TIP unless special allocations of new funding are made available.

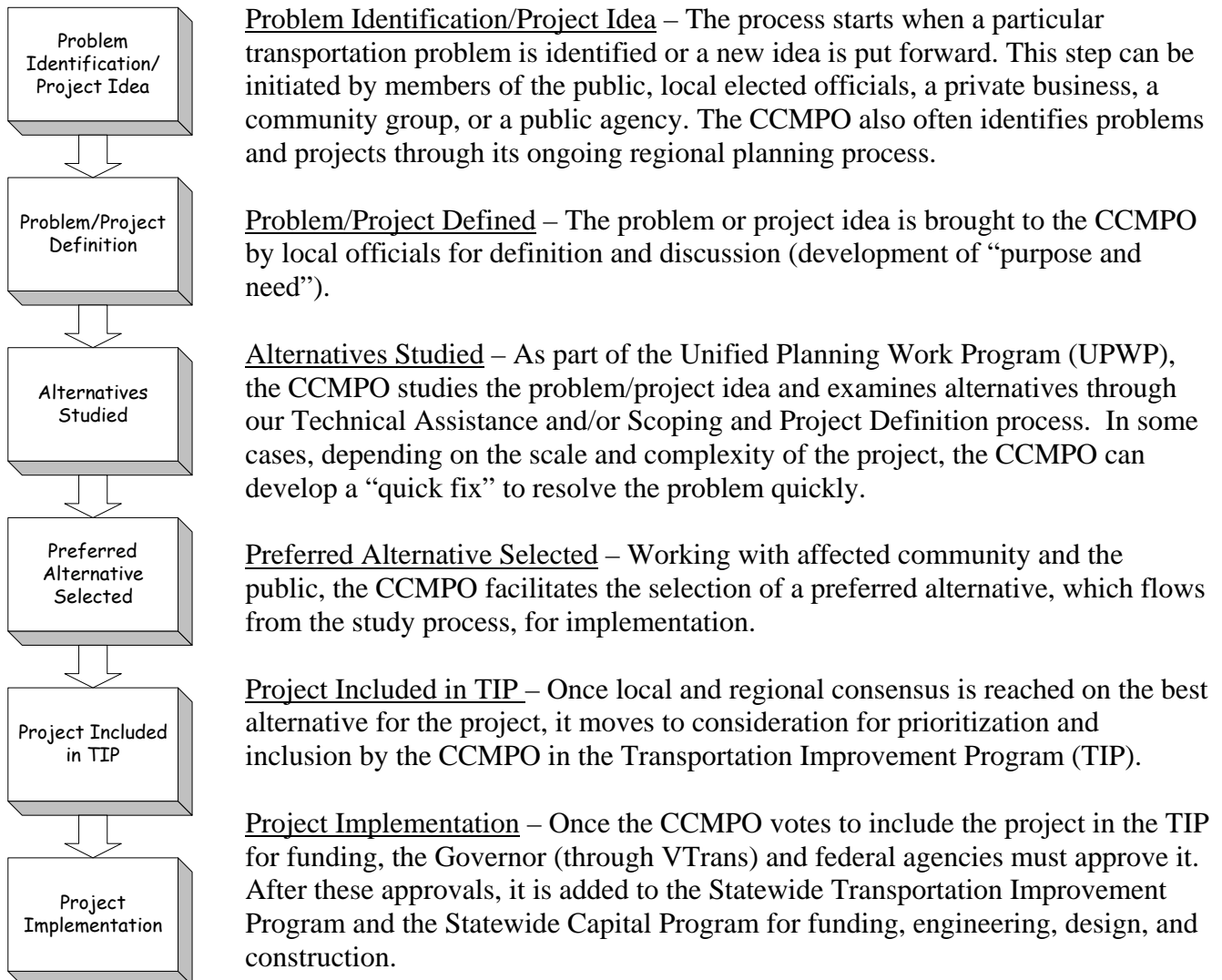
- **Surface Transportation Program (STP):** This category includes a wide array of funding opportunities. Highway projects, transit projects, park and ride facilities, and bicycle/pedestrian facilities are all eligible to compete under this category of funding.
- **National Highway System (NHS):** The National Highway System (NHS) is a network consisting of the Interstate Highway System and other principal highways. These funds do not have to be spent strictly on highways; they can be “flexed,” or moved, to the Surface Transportation Program. The authority to flex funds rests with the State of Vermont.
- **Enhancement Projects:** Federal law requires that a minimum of 10 percent of statewide Surface Transportation Program (STP) funds be used for enhancement projects – projects that meet one of 10 criteria regarding alternative transportation, scenic and historic sights, archeological planning, mitigation of water pollution, etc.
- **Congestion Management & Air Quality Improvement Program (CMAQ) Projects:** Demonstration projects to reduce vehicle emissions, vehicle miles traveled, or traffic congestion.
- **Projects Not Part of MPO Fiscal Constraint:** These projects are primarily Interstate Maintenance projects that are part of larger state projects.
- **Transit Projects:** These projects are funded through the Surface Transportation Program and formula funds received from the federal government. Formula funds (Section 5307) are operating costs provided on an annual basis based on population, miles of service, etc. These funds go directly to the Chittenden County Transportation Authority (CCTA) for bus operations. In addition, federal Section 5309 funds, known as “New Starts” funds, are allocated by the federal government and CCMPO for capital costs of new fixed guideway/rail transit projects, including commuter rail projects. CCTA also receives funding through other Federal Transit Administration programs including the Elderly and Disabled Program (Section 5310), New

Freedom Program (Section 5317), and the Job Access and Reverse Commute Program (Section 5316).

- **Airport Projects:** Although airport projects are not governed by the CCMPO, the TIP lists all transportation projects to be undertaken in the County for coordination and information purposes, regardless of their source of funds. The majority of airport funding is from the federal government and user fees (landing fees and passenger facility charges).

The Life of a Project: From Concept to Reality

Typical Stages in the Development and Funding of Transportation Projects



Improving Regional Mobility

Beyond planning, budgeting, and project development, the CCMPO leads regional initiatives to make better use of the transportation system we have:

Transportation for Livable Communities (TLC)

In 1999 the CCMPO created a “Transportation for Livable Communities” (TLC) program that is designed to support development plans and projects in Chittenden County that strengthen the link between transportation investments and community livability. Through annual competitive TLC grants to communities and other planning-related entities, the CCMPO helps good project ideas become reality by facilitating technical planning assistance and by funding community planning efforts. The TLC grant program’s goals include: developing innovative community-based projects; forging unique partnerships between local jurisdictions, community organizations, transportation service providers, and the development community; making a significant contribution to the creation of a livable community; and providing “success stories” to encourage integration of transportation and land use throughout the region.



Contact: Peter Keating, Senior Transportation Planner, 802/660-4071 x14, or pkeating@ccmpo.org

Chittenden Traffic Alert

Chittenden Traffic Alert is a countywide, regularly updated listing of construction projects and special activities affecting transportation facilities throughout the region. Each Friday between April and November the CCMPO publishes “Construction This Week” in the *Burlington Free Press* to alert the traveling public to roadway work. This information, updated frequently, is also available on our website at www.ccmpo.info/cta/.

Contact: Dave Roberts, Senior Transportation Planner, 802/660-4071 x16, or droberts@ccmpo.org

Regional Intelligent Transportation Systems (ITS) Plan

In December 2005 the CCMPO Board of Directors updated the region’s first Intelligent Transportation Systems Strategic Deployment Plan from 2000. Intelligent Transportation Systems, or ITS, refers to the application of communications, control, and electronics technologies to transportation problems with the aim of improving the efficiency and safety of the transportation system. ITS can be used to disseminate traveler information, improve traffic flow, and optimize transit system performance and reliability. Over the next few years, the CCMPO will be working with the State of Vermont, the University of Vermont Transportation Research Center, local communities, and transit providers to begin implementing the highest priority ITS Plan elements throughout our region. For more information visit: <http://www.ccmpo.org/ITS/>.

Contact: Eleni Churchill, Senior Transportation Planner, 802/660-4071 x11, or echurchill@ccmpo.org

Technical Assistance to Communities

The CCMPO's Technical Assistance program provides technical support relating to transportation issues for member municipalities and agencies. Services typically provided through this program include:

- Traffic Counts
- Speed Limit Recommendations
- Traffic Signal Optimization
- Traffic Control Warrant Analysis
- Roadway Surface Management Studies
- Small Area Transportation Studies
- Safety Studies

Infrastructure Management

As part of our service to member municipalities, CCMPO is developing Infrastructure Management Software for local municipalities to use in managing and tracking locally owned assets. This cooperative effort between the CCMPO and local municipalities strives to improve the maintenance of local streets and roads. Each year the CCMPO conducts an evaluation of roadway conditions in several communities and provides technical assistance to help towns and cities extend the life of pavement and thus stretch local budgets further. More information on this project is available at: <http://www.ccmpto.org/assistance/>.

Aerial Imagery and Digital Terrain Models

CCMPO is working with the Chittenden County Regional Planning Commission (CCRPC) to obtain high resolution aerial orthoimagery for several municipalities in the county. More information on the project is available at: <http://www.ccmpto.org/assistance/>.

Contact: Daryl Benoit, Transportation Planner, 802/660-4071 x12, or dbenoit@ccmpo.org
Dave Roberts, Senior Transportation Planner, 802/660-4071 x16, or droberts@ccmpo.org

Getting Involved

Reaching Out to You

Want to get involved in helping the CCMPO plan the region's transportation future? The CCMPO Board of Directors generally meets the third Wednesday of the month at 7 p.m. at the CCMPO office. The Transportation Advisory Committee (TAC) generally meets the first Tuesday of the month at 9 a.m. at the CCMPO office. Special subcommittees on particular topics or projects also meet periodically. All meetings are open to the public and a public comment period is available at all meetings.

We recommend confirming all meetings with [CCMPO staff](#) or via our website (www.ccmpto.org).

Staying in the Loop

The CCMPO regularly holds public forums, public hearings, and special presentations to Selectboards and interested civic groups. Our meetings are publicized via the *Burlington Free Press* and many local newspapers. CCMPO meetings are videotaped and aired on the region's various government access channels (e.g., CCTV Channel 17). Videos of CCMPO meetings are available on the Channel 17 website at www.cctv.org/watch-tv/chittenden-county.

The CCMPO offices are handicapped accessible. Other special accommodations such as qualified readers or interpreters, provision of or modifications to audio/visual aids or documents, or other visual, hearing, or mobility assistance will be made to assist those with disabilities to participate in meetings, planning, and programming activities – please let us know of your needs at least one week prior to any meeting. The CCMPO can also make this publication, as well as all others by our agency, available in alternative media formats for people with disabilities.

How to Get Materials from the CCMPO

CCMPO offers a variety of publications, data, maps, and other information and services for the Chittenden County region. Single copies of most publications are free; a nominal fee for copying services may apply for multiple copies. Many of our documents are also available for downloading directly from our website (www.ccmpto.org) in either HTML or Adobe PDF format.

Visit Our Website

<http://www.ccmpto.org/>

The CCMPO website is a great source of information on most aspects of the regional transportation planning process.

Once you access the website, you'll discover a wide variety of resource material at your fingertips or available upon request.

Visitors have access to CCMPO's meeting calendar, staff list and Board members, and links to information on transportation planning projects, public involvement opportunities, contracting and grant opportunities, and traffic count data.

In addition, links to CCMPO member communities, agencies, and related organizations are provided.



Glossary of Common Transportation Planning Terms & Acronyms

Accessibility	The facilities and services that make it possible to get to any destination, measured by the availability of physical connections (roads, sidewalks, etc.), travel options, ease of movement, and proximity of destinations.
CATMA	Campus Area Transportation Management Association. Offers ridesharing "match-up" and assistance for American Red Cross, Champlain College, Fletcher Allen Health Care, and the University of Vermont.
CCMPO	Chittenden County Metropolitan Planning Organization. Established under federal law in 1983, CCMPO is the County's transportation planning and funding approval agency.
CCRPC	Chittenden County Regional Planning Commission. Regional comprehensive land use planning agency for Chittenden County. It works cooperatively with the CCMPO .
CCTA	Chittenden County Transportation Authority. Manages and operates the regional bus system and offers ridesharing services.
Corridor	A travelway (often a major road or rail line) and its immediate environs.
Discretionary Funds	Funds whose distribution is not automatic and not by formula but dependent on the decision of some agency or party.
EIS	Environmental Impact Statement. Document that studies all likely impacts resulting from major federally-assisted programs. Impacts include those on the natural environment, economy, society, and the built (existing) environment of historical and aesthetic significance.
EPA	Environmental Protection Agency. The federal regulatory agency responsible for administering and enforcing environmental laws, including the Clean Air Act.
FAA	Federal Aviation Administration. The federal agency responsible for aviation related programs.
FHWA	Federal Highway Administration. A federal agency under the Department of Transportation that is responsible for highways, and a key player in TEA-21 implementation.
FRA	Federal Railroad Administration. The federal agency responsible for railroad programs.
FTA	Federal Transit Administration. A federal agency under the Department of Transportation that is responsible for public transit, and a key player in TEA-21 implementation.
FY	Fiscal Year. The CCMPO's fiscal year is July 1-June 30.
Flexible Funds	Federal transportation funding that may be used for highway and/or transit.
Formula Grants	Funds distributed according to some legislated or regulated scheme.
Functional Classification	The classification of urban roadways by function or purpose. Roadways at the top of the hierarchy serve intercity and other long-distance movement of traffic; roadways at the bottom provide access to land.
HAL	High Accident Location (highway). A location on the federal-aid highway system that has experienced a minimum of five accidents over a five-year period and that has an Actual Rate to Critical Rate Ratio (ARCR) of 1 or greater.
HOV	High-Occupancy Vehicle. Vehicles carrying two or more people. Roads may have lanes solely for HOV use, such as carpools, vanpools, and buses.

ITS	Intelligent Transportation Systems. The application of telecommunications and computer technology to improve the operation and efficiency of our transportation system.
Intermodal	Planning that reflects a focus on connectivity between modes and emphasizes choices, coordination, and cooperation.
LOS	Level of Service. A measure given to roads and intersections that relates to the frustration experienced by drivers due to congestion. It is expressed from Level of Service “A” (least congested area) to Level of Service “F” (most congested area).
MPO	Metropolitan Planning Organization. Federally established organization, designated by states and operated by local officials, responsible for developing transportation plans and programs in a designated area. (See CCMPO .)
MTP	Metropolitan Transportation Plan. A fiscally-constrained blueprint to guide Chittenden County’s transportation development and investment for the next 25 years. Per federal law, the MTP is updated every five years to ensure the Plan remains current and effective at achieving regional transportation goals.
Mode	A particular means of transportation (e.g., rail, auto, bike, walk).
Mobility	The door-to-door experience of traveling or shipping goods throughout our communities and across the region, measured in terms of travel time, comfort, convenience, safety, and cost.
Multimodal	Planning that reflects consideration of more than one mode to serve transportation needs in a given area and is included in the meaning of intermodal.
Paratransit	A demand-responsive transportation system that applies to a variety of smaller, flexibly scheduled and routed transportation services using low-capacity vehicles. Used by persons such as the elderly and persons with disabilities for whom use of standard mass transit services may prove difficult.
Person Trip	The movement of a <u>person</u> from an origin to a destination. A carpool carrying three people from origin-to-destination makes one <u>vehicle</u> trip but its occupants together have made three <u>person</u> trips.
RSMS	Road Surface Management System. A program which assists local governments in identifying maintenance and repair strategies for roads.
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. Overall federal surface transportation law that authorizes six years of funding for surface transportation programs nationally, including highways, transit, and non-motorized modes. Passed by Congress in 2005, SAFETEA-LU is the successor to TEA-21.
Scoping	Scoping is part of the Project Definition process for major transportation improvements. Improvements must undergo resource team review, alternatives analysis, resource agency coordination, an alternatives presentation meeting, and alternatives acceptance.
SOV	Single Occupancy Vehicle. Vehicle carrying only the driver.
SSTA	Special Services Transportation Agency. Offers specialized bus service and ridesharing opportunities for the disabled. SSTA contracts with CCTA to provide Americans with Disabilities Act (ADA) paratransit service for Chittenden County.
STIP	State Transportation Improvement Program. The State’s four-year list of fiscally constrained transportation projects planned for implementation statewide. See also Transportation Improvement Program (TIP) .

Sufficiency Rating	A measure of road or bridge adequacy. A section of road that is completely adequate in every respect is rated at 100. Any deficiency in the road that affects the structural condition, efficient movement of traffic, or safety reduces the rating as far down as zero.
TAC	Transportation Advisory Committee. A CCMPO committee that makes recommendations on transportation plans and programs to the CCMPO Board of Directors for action.
TDM	Travel Demand Management. Any action that attempts to control or alter existing travel patterns or use. Included in this group are promoting ridesharing, requiring alternative work hours or flextime, and increasing travel costs for certain modes, mainly automobile, through parking controls, fees, or fuel taxes.
TEA-21	Transportation Equity Act for the 21st Century. Overall federal surface transportation law that authorizes six years of funding for surface transportation programs nationally, including highways, transit, and non-motorized modes. Passed by Congress in 1998, TEA-21 was the successor to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).
TIP	Transportation Improvement Program. A fiscally constrained program of transportation projects consistent with the Metropolitan Transportation Plan. It lists projects to be funded under federal programs for a four-year period. Both the MPO and the State complete a TIP.
TMA	Transportation Management Association. A voluntary association of public organizations, private agencies, and businesses joined to develop cooperative transportation programs in a given area.
Transit	Generally refers to urban passenger transportation service, (private or public) along established routes with fixed or variable schedules at published fares.
Transportation Capital Program	The annual program devised by the State of Vermont to determine and prioritize transportation capital investments statewide. These needs and cost estimates are updated annually in the program. This process is coordinated with the CCMPO through the TIP development process.
UPWP	Unified Planning Work Program. The CCMPO's annual work plan that identifies the local and regional transportation planning priorities and activities for each fiscal year.
VTrans	Vermont Agency of Transportation. A cabinet-level agency that sets state policies and plans for all modes of transportation and oversees public transit, general aviation, rail and water transport, and state/local highway programs. Works hand-in-hand with CCMPO and has a voting seat on CCMPO Board.
VMT	Vehicles Miles of Travel. Represents one vehicle traveling a distance of one mile. Often used as a measure of car and road usage in a region.
Vehicle Trip	An origin-to-destination journey by a single vehicle. A bus carrying 40 people from an origin to a destination makes one vehicle trip , while its occupants make a total of 40 person trips .

For more terms and acronyms, please see our online glossary at: http://www.ccmpto.info/library/glossary_list.php.

CCMPO Staff Directory & Information Guide

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