

TransActions



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In This Issue you'll find coverage of the CCMPO's Annual Meeting on October 19, 2005.



Burlington Mayor Peter Clavelle, CCMPO Chair Bob Penniman, and CCMPO Executive Director Scott Johnstone.



Bob Penniman (CCMPO Chair) presents Bill Knight (outgoing Executive Director) with a plaque of appreciation from the Board of Directors.

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A Message from the New Executive Director, Scott Johnstone

It is with great excitement that I begin working with all of you to assure that the transportation needs of this region are met. As this County and the northwestern corner of Vermont grow, the pressures on our transportation system, land and energy use, and environment will increase. How well we integrate each of these issues with all of the others will, in large part, determine the quality of life for all who live here.



One could argue that excitement is the wrong emotion to feel when considering the enormity of these issues. However, as I look around I see involved communities, citizens, interest groups, highly qualified professionals, and volunteers taking on the work within the framework of many solid partnerships. In short, the building blocks to developing a transportation system that will meet our needs are in place.

At the same time, there is more to be done. Too often debate about transportation projects centers on positioning for a predetermined outcome. Our challenge will be to find common ground. We must, as a region, enhance our system to include all manner of getting people and goods from point A to point B, including both new roadway capacity and viable transportation alternatives.

Over the coming months, I hope to visit all stakeholders to hear thoughts about the challenges that exist and thoughtful ways we may bring positive solutions to them. While my door will always be open to all, I believe that is not enough. I intend to seek you out, both now and in the future, to assure that our goals are connected, our energy remains focused, and our investments in transportation are well planned, integrated, and efficiently implemented.

Please let me know what you think!

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CCMPO Celebrates the Annual Meeting

On October 19th, the CCMPO celebrated its annual meeting with the help of Frank Bryan, a commentator on Vermont politics and government. Frank's topic, "Planning in Vermont: Rearranging the Deck Chairs on the Titanic" advocated for a centralizing of government and planning based on bioregionalism, rather than by existing (inexplicable) town or county boundaries. He suggested that power, especially for planning decisions, should be based on regions with natural commonalities.

Bob Penniman (CCMPO Chair), Bill Knight (outgoing Executive Director), and Scott Johnstone (incoming Executive Director), offered thoughts on the state of the CCMPO. All discussed the strength of the staff and the ongoing support of partner agencies and individuals. Scott Johnstone offered two challenges for the future: focus and polarization. Scott suggested that we need to make informed decisions in order to strategically move forward with transportation initiatives that will be consistent with our land use, energy, and environmental goals. Secondly, he warned that political polarization allows people to take responsibility for only a narrow segment of a community issue. Instead, he urged those assembled to look at the larger picture and recognize that we can have differences but still work for the common good.



Rep. Bill Aswad and Sen. Dick Mazza.



David Grimm (Champlain Valley Expo), Sen. Jim Condos (CCMPO Rep.-South Burlington), and Rep. Bill Keogh.



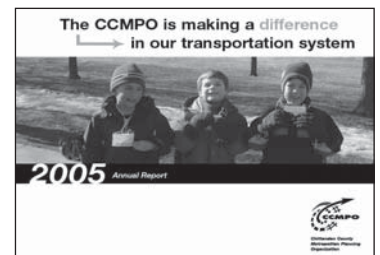
Matthew Langham and Polly McMurtry of VTrans enjoy a laugh.

John Booth was honored for his work for the CCMPO as well as a precursor, the Rural Planning Organization. Peter Keating thanked Bill Knight for his service on behalf of the staff and Bill was honored for his work over the last five years by Bob Penniman on behalf of the Board of Directors.



John Booth accepts his award from Bob Penniman (CCMPO Chair).

The FY 2005 CCMPO Annual Report is now available in print and on our website at <http://www.ccmppo.org/newsroom/publications.html>



Interview with Andy Montroll, CCMPO Burlington Representative

TransActions spoke recently with Andy Montroll, the new CCMPO Representative from the City of Burlington.

Q: Tell us about your interest in transportation issues.

A: I've been a City Councilor for twelve years representing Ward 6, the South End of Burlington. The Council spends a lot of time discussing transportation issues and their importance to both the City and the region. Although I've worked closely with the Council's Transportation Committee, this is the first time that I'll work with these issues in-depth. I'm looking forward to the opportunity.





Interview with Andy Montroll continued

Q: What are the challenges you see for the regional transportation network?

A: I think we need to do a better job of providing public transportation and discouraging single occupancy vehicles. We can't build our way out of traffic congestion and public transit can support dense development to preserve open spaces.

An additional challenge is how to work cooperatively, and regionally, to develop a unified vision for an integrated transportation system. With limited funds, we need to allocate funding fairly and effectively.

Q: How do you see your role as a CCMPO Representative?

A: I think it's advantageous to have elected officials on the CCMPO Board. It's an opportunity to keep the Council informed of CCMPO activities and receive feedback. As elected officials, we are answerable to our constituents - and this is another way to expand public involvement.

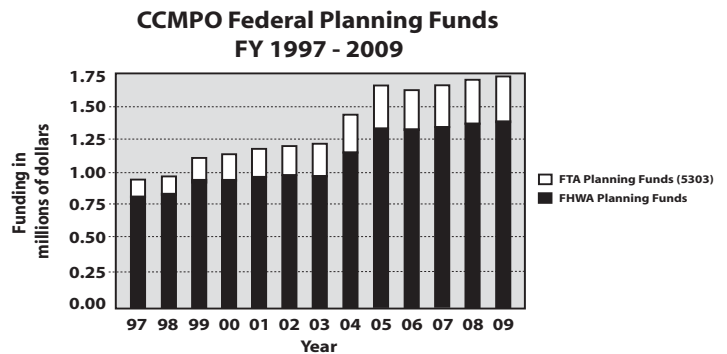
Q: What's your favorite thing about living in Chittenden County?

A: It's a great place to live - the natural beauty and the easy access are important elements for me. I'm able to walk to many of my activities - taking my children to school, going to my office, even attending Council meetings.

Andy Montroll lives in Burlington with his wife and two young children.

CCMPO to Receive 40% Increase in Planning Funds SAFETEA-LU Approved

The new transportation act, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), was approved on August 10, 2005. It authorizes \$286.4 billion in transportation spending over five years (federal fiscal years 2005-2009). The new act builds off of the previous two transportation acts and covers all surface transportation programs, such as highways, highway safety, transit, freight, and transportation research.



The CCMPO will receive a 40 percent increase in its planning funds over the five year period of the Act. These funds will be available for studies and planning assistance to our communities, not for construction projects. In addition to the funding increase, there are a few new provisions that CCMPO will be incorporating into its work:

- **The Transportation Improvement Program (TIP) will now cover four years instead of three;**
- **Outreach for the Metropolitan Transportation Plan (MTP) requires coordination with local and state natural resources organizations;**
- **There is a requirement for conformity with "planned growth and development plans;" and**
- **There is some strengthening of public involvement activities including a new emphasis on information availability on the Internet.**

For the most up-to-date information on SAFETEA-LU, check our website at <http://www.ccmpto.org/safetea-lu.html>

CCMPO Introduces Updated Transportation Model

Modeling is an important tool in the transportation planning process. Through the use of models, CCMPO is able to estimate transportation system performance in the future in response to proposed or planned changes in roadways, transit, and/or land use. The CCMPO's model provides valuable information on a variety of travel data including measurements of person trips, vehicle trips, roadway volumes, public transportation ridership, vehicle miles of travel, and traffic congestion. The model is used to forecast and compare future transportation scenarios to help us move people and goods more efficiently.

The CCMPO model has undergone a facelift, including the following:

- **Enhanced mapping and analysis capabilities through TransCAD software;**
- **Updated land use (with a base year of 2000); and**
- **Addition of a truck freight modeling component.**

The model has been calibrated and validated and is ready for use. CCMPO uses the model in long range planning work, including the Metropolitan Transportation Plan (MTP), corridor studies, and to develop projections for scoping studies. Other entities employ the model in developing forecasts for regionally significant traffic impact studies.

For more information: <http://www.ccmppo.org/activities/Modeling/index.html>

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**Chittenden County
Metropolitan Planning
Organization**



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to meet Chittenden County's
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