

## **FY2020 ANNUAL REPORT**

### **South Burlington**

The Chittenden County Regional Planning Commission (CCRPC) is a political subdivision of the State created by the municipalities of Chittenden County in 1966 for the development of policies, plans and programs that address regional issues and opportunities in Chittenden County. Its vision is to be a pre-eminent, integrated regional organization that plans for healthy, vibrant communities, economic development, and efficient transportation of people and goods while improving the region's livability. The CCRPC serves as the region's federally designated metropolitan planning organization (MPO) and is responsible for comprehensive and collaborative transportation planning involving municipalities, state and federal agencies and other key stakeholders in Chittenden County. The CCRPC works to ensure implementation of the regional transportation plan and provides technical and planning assistance to its member municipalities and the Vermont Agency of Transportation (VTrans).

The CCRPC is governed by a 29-member board consisting of one representative from each of the County's 19 municipalities; transportation representatives from VTrans, Green Mountain Transit (GMT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Burlington International Airport (BIA), and a rail industry representative; and, at-large members representing the interests of agriculture, environmental conservation, business, and housing/socio-economic. The legislative body of each Chittenden County municipality selects its own representative and alternate. The full CCRPC selects the at-large representatives.

The CCRPC appreciates the continued opportunity to work with its municipal members to plan appropriately for the region's future to protect and improve the special quality of life that is shared throughout Chittenden County. In FY20, the CCRPC invested just under \$4.5 million in regional land use, transportation, emergency management, energy, natural resources, public engagement, training, and technical assistance. The program leverages more than \$4.1 million in Federal and State investment with \$245,000 in municipal dues and another \$146,000 in local match for specific projects—an estimated 11:1 return on local investment.

South Burlington representatives to the CCRPC Board and other committees in FY20 were:

- CCRPC Representative | Chris Shaw
- CCRPC Alternate | Meaghan Emery
- Transportation Advisory Committee (TAC) | Justin Rabidoux
- Planning Advisory Committee (PAC) | Paul Conner
- Clean Water Advisory Committee (CWAC) | Tom DiPietro
- MS4 Subcommittee | Tom DiPietro

Specific activities the CCRPC is engaged in with South Burlington, as well as CCRPC's regional activities, are discussed in the following sections.

## South Burlington Activities

In FY2020, the CCRPC provided assistance to South Burlington on the following projects and initiatives:

- **Multiuse Path Connecting Williston and South Burlington Supplemental Scoping:** In 2006, a feasibility study was conducted to evaluate opportunities to link the existing shared use path systems of South Burlington and Williston. In 2010, the study was updated and a preferred alternative selected. In FY20, a supplemental study was initiated to build upon the previous studies and to further evaluate impacts of the preferred alternative (along Marshall Ave) on wetlands, right-of-way, and archaeological sensitive areas as well as identify permitting issues. The study created a more detailed conceptual plan, developed updated cost estimate, and identified next steps to advance the project. The final report was completed in June 2020 and can be found here: [https://studiesandreports.ccrpcvt.org/wp-content/uploads/2020/08/20200629\\_Marshall\\_Ave\\_Study.pdf](https://studiesandreports.ccrpcvt.org/wp-content/uploads/2020/08/20200629_Marshall_Ave_Study.pdf). Total consultant costs in FY20: \$28,925.
- **City Center Parking & Movement Plan:** The City of South Burlington is looking to develop a district parking strategy for the City Center area including Market Street and commercial areas on Dorset Street and Williston Road. This strategy will support ongoing plans to build new residential units, roadways, a municipal complex, and increased density in the City Center. The focus of this study is to identify methods to best support the success of Market Street as a core, mixed-use area at the heart of the future City Center. In FY20, CCRPC staff continued to collaborate with City staff and a consultant to evaluate parking needs; briefed the Planning Commission on existing conditions data and parking utilization; and prepare a draft report. This project will be completed in FY21. Total consultant costs: \$47,215
- **Zoning Assistance:** CCRPC staff continued to collaborate with City staff on zoning-related assistance in FY20. CCRPC staff provided natural resource related zoning amendments, developed a map viewer to illustrate natural resources under the proposed natural resources zoning regulation amendments. CCRPC staff also continued work with the Affordable Housing Committee and Planning Commission on Inclusionary Zoning which has since been adopted by the City Council.
- **South Burlington Multi-Site Pedestrian Crossing/Bicycle Access Study:** Beginning in the fall of 2018, the CCRPC started to work with the City and Toole Design Group to analyze and evaluate the feasibility of mid-block crossings on Williston Road between Hinesburg Rd and Kennedy Drive and on Kennedy Drive at the Twin Oaks Drive; and the feasibility of continuing bicycle lanes through the intersections of Williston Road/Kennedy Drive and Williston Road/Hinesburg Road. The first part of this effort was captured in a memo at the end of FY19 found [here](#) while in FY20, CCRPC staff worked on revisions to the bike lane feasibility with the consultant and city to finalize [the second memo](#). Total consultant costs: \$21,356
- **VT116/Kimball Ave/Tilley Dr Land Use and Transportation Plan:** The CCRPC and the City are continuing to work with VHB to develop a comprehensive Land Use and Transportation Plan for the area around VT 116, Kimball Avenue, Tilley Drive, Kennedy Drive, and Community Drive. This Land Use and Transportation Plan will evaluate existing land uses and potential transportation alternatives to address the long-term, multi-modal transportation system requirements to accommodate a potentially significant level of development within the project

area. This project will be completed in FY21. For more information, please visit the project website: <http://bit.ly/116-Kimball-Tilley>. Total consultant costs for this multiyear project: \$256,466.

- **Traffic Overlay District and Impact Fee Ordinance Update:** These two efforts have been combined. The City and CCRPC are continuing to work with RSG to update the current Impact Fee ordinance to incorporate all aspects of transportation infrastructure as well as create stronger linkages to established capital budget planning processes and to update the existing Traffic Overlay District to better align with the significantly revised zoning and land development regulations incorporating form based code. This project will conclude in FY21. Total consultant costs for these multiyear projects: \$77,634.
- **Water Quality Planning Assistance:** The CCRPC continued to provide assistance with Municipal Roads General Permit (MRGP) compliance and the Grants-In-Aid Program. In FY20, CCRPC staff collaborated with the City to complete outlet mapping and segment association. Staff reviewed and uploaded South Burlington’s REI Inventory to the DEC data portal. The CCRPC also provided consultant oversight on a project to upgrade two stormwater ponds in the Pinnacle at Spear neighborhood. RPC staff worked with a consultant to develop conceptual plans and cost estimates at two eroded outlet sites on Quail Run and Keary Lane.
- **Chittenden County Brownfields Program:** The CCRPC manages this program to help properties that are vacant or underutilized because of potential petroleum or hazardous substance contamination become productive again. Since the fall of 2016, using EPA grant funds, the program has provided \$12,449 for an environmental contractor to assess potential contamination issues at a privately owned site at 600 Spear Street. For more information, visit <https://www.ccrpcvt.org/our-work/economic-development/brownfields/>.
- **Geographic Information Systems:** CCRPC staff collaborated with City staff on a bicycle and pedestrian mapping project and updated road maps for the South Burlington Fire Department.
- **Emergency Management – LEMP:** CCRPC staff offered assistance in preparation of the annual Local Emergency Management Plan (LEMP), formerly known as the Local Emergency Operations Plan (LEOP), to ensure that South Burlington is prepared in the event of a disaster.
- **Traffic Counts:** The CCRPC conducted four roadway AADT (Annual Average Daily Traffic) counts and one turning movement count in support of South Burlington’s transportation projects and studies: <http://vtrans.ms2soft.com/>
- **Technical Assistance:** CCRPC staff provided a variety of technical assistance to the City, including:
  - Presented on the I-89 2050 Study to the City Council in February and June.
  - Developed micro-simulation models to evaluate possible lane assignment changes of the westbound approach (Williston Road) at the Williston Road/Dorset Street intersection;
  - Prepared a support letter on behalf of the City for the VTrans Transportation Alternatives (TA) Program for providing safe pedestrian facilities, including a 10’ shared use path component, for the Muddy Brook culvert replacement at Kimball & Marshall Avenue;
  - Provided bike/ped information and data to South Burlington staff working on a federal

- BUILD grant for a bridge over I-89 at Exit 14;
- Reviewed the City's proposed river corridor bylaw final draft;
- Developed a map viewer for the Champlain Valley Partnership (CVP) to inventory conserved areas in South Burlington and surrounding areas;
- Provided South Burlington with insights related to workforce commuting;

### South Burlington Projects in the Transportation Improvement Program (TIP)

The TIP (<http://www.ccrpcvt.org/our-work/our-plans/transportation-improvement-program/>) is a prioritized, multi-year list of transportation projects in Chittenden County. To receive federal funds, each transportation project, program or operation must be authorized through the TIP. South Burlington projects included in the TIP are listed below. These projects are also identified in the FY20 Vermont Agency of Transportation Capital Program for design or construction.

- **Market Street Reconstruction:** \$7.17 million project for roadway construction. The project is partially funded with a federal SAFETEA-LU earmark (\$4.5 million). Construction completed.
- **I-89 Exit 14 Signal Upgrades:** \$1.33 million project to upgrade signals at Exit 14. Implementation scheduled to begin in 2024.
- **I-189 Concrete Pavement Repair and Paving:** \$2.55 million for pavement repair and paving in 2020 and 2021.
- **I-89 Paving, Richmond to Colchester:** \$9.14 for paving I-89 from Richmond to Colchester.
- **US7 Signal Upgrades, Webster Road to Swift Street:** \$4.7 million for upgrades to 16 traffic signals. Construction to begin in 2020.
- **Bartlett Brook Stormwater Treatment System Expansion:** 2018 Municipal Highway and Stormwater Mitigation Program award of \$123,988 federal and \$251,732 state funds. Construction scheduled for 2021.
- **Woodcrest/Deane Street Stormwater Infiltration and Detention System:** \$242,000 Transportation Alternatives award in 2018. Construction scheduled for 2021.
- **Expansion of Kennedy Drive Stormwater Pond 7:** \$300,000 Transportation Alternatives award in 2018. Construction scheduled for 2022.
- **Kennedy Drive Gravel Wetland Retrofit, Pond 2:** \$83,693 federal and \$169,923 state Municipal Highway and Stormwater Mitigation Program award in 2019. Construction scheduled for 2023.
- **Linwood Drive Closed Drainage System and Stormwater Treatment:** \$115,358 federal and \$188,216 state Municipal Highway and Stormwater Mitigation award in 2019. Construction scheduled for 2021.
- **Williston Road Cycle Track and Pedestrian Improvements:** \$2.4 million project for bike and pedestrian improvements on Williston Road between Dorset Street and Midas Drive/White Street. Partially funded with a 2017 Bike & Pedestrian award (\$800,000). Construction scheduled for 2022.
- **Kimball/Marshall Avenue Bicycle & Pedestrian Facilities over Muddy Brook:** \$300,000 Transportation Alternatives award in 2020 to construct a shared use path adjacent to a culvert replacement project. Construction scheduled for 2021.

## FY2021 CCRPC Work Program

Project Name	Brief Description	Total Budget
South Burlington Multi-Site Intersection Scoping	This project would evaluate alternatives for 2-3 roadway intersections that the City has identified as being likely candidates for upgrades in the coming years due to city objectives and/or new development.	\$20,000 budget which includes a local match of \$4,000.
South Burlington Bike/Ped Mapping Phase II	The City & CCRPC recently completed a mapping inventory of the city's bicycle path segments, including type, side of the street, and location of existing & anticipated connections. Phase II of this project would add data fields and catalogue existing conditions for future infrastructure improvement projects.	\$10,000 budget which includes a local match of \$2,000.
South Burlington Planning Technical Assistance	This project would use CCRPC staff time to support planning & land use projects. Projects may include technical assistance in developing planning & GIS projects and management of consultant projects identified by the City.	CCRPC staff will provide the City with planning technical assistance as a fee for service project for \$25,000 from the City.

## Regional Activities

- ECOS Plan Implementation:** Throughout the past fiscal year, the CCRPC has been working to implement the planning principles of the [2018 Chittenden County ECOS Plan](#). The ECOS Plan (Environment; Community; Opportunity; Sustainability) is the regional plan for Chittenden County and combines three plans into one: The Regional Plan, the Metropolitan Transportation Plan, and the Comprehensive Economic Development Strategy. The 2019 ECOS Annual Report is a summary that highlights a number of regional accomplishments, trends, and high priority actions (<http://www.ecosproject.com/2019-ecos-annual-report>). In addition, the ECOS Scorecard hosts the ECOS Partners' shared measurement and indicator system that monitors how Chittenden County is doing relative to achieving our shared ECOS goals (<https://app.resultsscorecard.com/Scorecard/Embed/8502>).
- Legislative Forum:** The CCRPC hosted the Legislative Breakfast to serve as a forum for municipal representatives and legislators to connect on a few important topics for the upcoming legislative session, including: Smart Growth, housing, Act 250, water quality funding, transportation investments, transportation climate initiative, population health, workforce, mental health and substance use disorders, and regional and municipal planning investments (<http://www.ccrpcvt.org/about-us/commission/policies-positions/>).

- **Racial Equity & Public Engagement:** Addressing inequity in our region is one of the eight key strategies in the Chittenden County ECOS Plan. CCRPC staff have started to plan for the update of the **2014 Public Participation Plan** (PPP: <http://www.ccrpcvt.org/our-work/our-plans/public-participation-plan/>) with a renewed focus on analyzing inequities in all sectors of our work to ensure that we actively eliminate barriers and foster an inclusive and meaningful public engagement for all planning and policy work we do – this meaningful engagement is the foundation that leads to actions that meet the needs of our diverse community. This past year, the CCRPC continued to participate in Refugee and Immigrant Service Provider Network meetings, completed the 2019 Title VI Report for VTrans/FHWA, and worked towards the completion of the FTA Title VI Program. The CCRPC has made a public commitment to address issues related to racial and economic disparities through the following actions:
  - Facilitating, providing, and/or taking advantage of educational opportunities for our staff, partner municipalities, and other local and regional partners that address inequities and advance anti-racism efforts.
  - Examining our organization's policies, practices, culture, and services through the lens of anti-racism and white privilege to ensure they reflect our commitment to racial justice.
  - Furthering our understanding of the significant historical role land use policies and transportation investments have had in systemic racism and inequity, while making sure that future zoning and transportation investments in Chittenden County encourage equity and provide increased opportunities for Black, Indigenous, people of color (BIPOC), and low income residents. More specifically, we will update our Equity Impact Worksheet that is part of our Public Participation Plan based on best practices around the country and will have this reviewed locally by a diverse audience.
  - Encouraging municipal appointments on our Board and Committees that reflect the diversity of our community.
  - Strengthening existing relationships and partnerships and forging new ones with Vermont organizations working to advance anti-racism efforts.
  - Committing to advance Strategy 8 of the Chittenden County ECOS Plan (page 48), which includes specific tasks related to tracking and analyzing inequities in all sectors of our work, prioritizing positive programs and investments to low opportunity places, and more.
- **Building Homes Together:** Following the first three years of the Building Homes Together campaign, more progress on housing production in Chittenden County was achieved in 2018 – please note that 2019 data is not available at this time. The campaign was initiated by the CCRPC, Champlain Housing Trust, and Housing Vermont in 2016. There were 620 homes developed and ready for occupancy in 2018. Over the first three years of the campaign, an average of 758 homes were built each year ahead of the pace needed to meet the campaign’s goal of 3,500 homes over five years. With over 2,200 homes built in the county in the last three years, only 280, or 13%, became permanently affordable. That’s shy of the campaign’s goal of 20%. (<http://www.ecosproject.com/building-homes-together>).
- **Public Health:** The CCRPC served on the Chittenden County Opioid Alliance (CCOA, <http://www.ccoavt.org>) together with other dedicated stakeholders including local non-profit agencies, state and local government, United Way of Northwest Vermont, UVM Medical Center, Vermont Department of Health, business leaders, and community members in Chittenden County. In FY20, we helped the CCOA transition to the Chittenden County Public

Health Alliance to broaden the focus on social determinants of health, with racial justice and mental health the current focus areas. The CCRPC also served as the lead agency for the Chittenden Prevention Network's Regional Prevention Partnership grant (<http://www.healthvermont.gov/alcohol-drug-abuse/programs-services/prevention-programs>). Accomplishments include a sharps disposal kiosk at the Williston Fire Department, expansion of Rx drug take-back locations, promoting Rx drug takeback events, fake ID enforcement to discourage underage drinking, and community education about substance use prevention for youth.

- **Regional Energy Planning:** In coordination with the adoption of the 2018 ECOS Plan, the CCRPC has been moving forward with initiatives to support the Region's Enhanced Energy Plan (<http://www.ccrpcvt.org/our-work/our-plans/regional-energy-plan/>). In order to advance the climate and energy goals within the State's Comprehensive Energy Plan, the CCRPC has continued to conduct outreach with municipal energy committees/planning commissions, municipal legislative bodies, and state agencies to assist with the development of local energy plans. Nine municipalities have adopted enhanced energy plans and five municipalities have plans in development. The CCRPC also participated in Transportation and Climate Initiative (TCI) stakeholder meetings, organized a regional [Button Up Vermont](#) event with 400 participants, participated in Drive Electric Vermont meetings, worked with VEIC on a resource guide to support EV charging at multi-unit properties (<https://studiesandreports.ccrpcvt.org/wp-content/uploads/2020/08/CCRPC-MUD-EV-Charging-Survey-Report-Final-20200807.pdf>), reviewed Public Utility Commission proceedings, and provided municipal assistance to move forward with the energy planning recommendations established in Act 174.
- **Emergency Management:** During the unprecedented time of global response to the COVID-19 pandemic, CCRPC staff worked extensively with municipalities, state health officials, and the public to relay important updates, resources, and general information about the pandemic. A COVID-19 Municipal Response webpage was developed and maintained (<https://www.ccrpcvt.org/covid-19/>), and staff developed community guides for seven municipalities that were mailed to residents. In addition to focusing resources on addressing the pandemic in our region, the CCRPC continued to host Local Emergency Planning Committee meetings (LEPC 1, <http://www.ccrpcvt.org/about-us/committees/local-emergency-planning-committee/>) and participate in a wide array of emergency management-related workshops and exercises to enhance resilience to disasters in our region. The CCRPC also served as the local liaison between municipalities and the state to collect damage assessment information after significant storm events, helped with emergency preparedness for hazardous materials incidents, collected information from each municipality on annual implementation of hazard mitigation activities, and worked with municipalities to complete Local Emergency Management Plans.
- **Chittenden County I-89 2050 Study:** The CCRPC in collaboration with VTrans, municipalities, and other stakeholders continues to move forward with this multi-year study to assess safety, capacity, multimodal access, resilience, and other transportation and land use issues along the I-89 corridor and its interchanges within Chittenden County. The 2050 Vision for the I-89 Corridor through Chittenden County is an interstate system (mainline and interchanges) that is safe, resilient, and provides for reliable and efficient movement of people and goods in support of state, regional, and municipal plans and goals. As the study progresses, the project team

continues to evaluate transportation alternatives that best achieve the study goals related to safety, livability and sustainability, mobility and efficiency, environmental stewardship and resilience, economic access and vitality, and system preservation. For more information, please visit the project website at <https://envision89.com/>.

- **Transportation Demand Management:** In partnership with VTrans, CCRPC staff continued the **Way to Go! Challenge** ([www.waytogovt.org](http://www.waytogovt.org)) as a school-focused K-12 program to encourage sustainable transportation and demonstrate the environmental and financial benefits of non-single occupant vehicle travel. In 2019/2020, 33,138 Vermont students and staff from 83 schools participated in program. The CCRPC also continued to collaborate with regional TDM partners to evaluate strategies and policies to encourage sustainable modes of transportation such as walking, biking, ridesharing, vanpooling, transit, bikesharing and carsharing. TDM partners include: the Chittenden Area Transportation Management Association (CATMA), CarShare VT, the University of Vermont, Green Mountain Transit (GMT), Local Motion, Greenride Bikeshare, Go! Vermont/VTrans, and United Way.
- **Public Transportation Planning:** An integral component of our region's transportation system is the public transit service provided by Green Mountain Transit (GMT). Throughout the past year, the CCRPC has been engaged in a wide variety of public transit planning projects and initiatives to support the continued development of a transportation system that is efficient, equitable, and environmentally sustainable. The CCRPC hosted a series of Rural Transit Roundtable meetings to bring together state agencies, municipal staff, legislative representatives, TDM partners, and members of the public to evaluate opportunities to enhance transit services in rural areas of our county. CCRPC staff also hosted Tilley Drive transit meetings, participated in ADA Advisory Committee meetings, worked with municipalities to coordinate FY21 transit-related UPWP requests, and worked with UVM and GMT to conduct the Commuter Bus Ridership Pilot Project (<https://studiesandreports.ccrpcvt.org/wp-content/uploads/2020/07/CCRPC-Final-Report-3.pdf>).
- **Elderly and Disabled (E&D) Transportation Program:** Beginning in FY19, the CCRPC embarked on a plan with GMT and United Way of Northwest VT to evaluate program improvements for E&D transportation in Chittenden County. The program evaluation included goals to enhance collaboration between program stakeholders, develop better public-facing information for riders, and prioritize opportunities to create a more equitable program for all Chittenden County residents. After program recommendations were made in fall 2019, CCRPC staff worked with VTrans to update the statewide E&D Program Guidance and prepare for the first annual E&D Transportation Summit. The CCRPC now also hosts the quarterly E&D partner meetings, which were previously hosted by GMT.
- **Neighbor Rides:** Since 2013, the CCRPC has been investing in the United Way Neighbor Rides program to improve the integration of volunteer drivers into SSTA's services and increase access to transportation for seniors and persons with disabilities by offering a lower-cost mode of transportation (<http://www.unitedwaynwvt.org/Neighbor-Rides>). Throughout the past year, CCRPC staff have continued to work with United Way and other Neighbor Rides stakeholders in an effort to identify opportunities to increase the number of volunteer drivers in the program. The COVID-19 pandemic has undoubtedly had an adverse impact on the Neighbor Rides program. Beginning in FY21, the program stakeholders will be working to address existing



COVID-related barriers to the volunteer driver program.

- **Active Transportation Planning:** The CCRPC has remained committed to supporting active transportation initiatives in our communities. CCRPC staff continue to collaborate with TDM partners and local municipalities on planning efforts to expand the Greenride Bikeshare system and move toward a fleet conversion to electric assist bicycles ([www.greenridebikeshare.com](http://www.greenridebikeshare.com)). The CCRPC also assisted with planning efforts for the 2020 Vermont Walk/Bike Summit, provided VTrans with support on the development of the State’s Bike Ped Strategic Plan, promoted TDM strategies and provided bike/ped-related technical assistance to municipalities and businesses, assisted municipalities with grant and UPWP applications, managed UPWP projects, and conducted bike/ped counts on paths, designated bike lanes, and other roadways. The CCRPC also continued to host the webinar series from the Association of Pedestrian and Bicycling Professionals for municipalities and regional partners.
- **Clean Water:** Water quality projects have become an integral part of our regional planning efforts. The CCRPC’s water quality initiatives help to safeguard our clean drinking water, support our recreation and tourism industry, and make our municipalities more resilient to flood events. The CCRPC has continued to assist our member municipalities to achieve these goals. The CCRPC continues to host the Clean Water Advisory Committee and the MS-4 Sub-Committee (<https://www.ccrpcvt.org/about-us/committees/clean-water-advisory-committee/>) and provide guidance for the Vermont Clean Water Fund. CCRPC staff also joined the Lake Champlain Sea Grant Program Advisory Committee, participated in Vermont Clean Water Network meetings, assisted municipalities with developing stormwater master plans and implementing Clean Water Block Grant projects, supported education programs such as the Rethink Runoff (<http://www.rethinkrunoff.org>), assisted with watershed resiliency mapping, participated in water quality-focused policy discussions, and submitted an application to become the Clean Water Service Provider for the Northern Lake Champlain Direct Drainages Basin (5).
- **Municipal Roads General Permit (MRGP) Compliance and Water Quality Planning Assistance:** The CCRPC continues to work with a team of consultants to develop Road Erosion Inventory (REI) concept plans and REI datasets for member municipalities in order to address road erosion issues on municipal roads to meet MRGP requirements. For an interactive dashboard of the REI progress in our communities visit <https://map.ccrpcvt.org/reidashboard/>. CCRPC staff assisted municipalities with FY21 **Better Roads** grants to secure funding for erosion control and maintenance techniques that protect and enhance water quality around our region. The CCRPC also provided funding to municipalities through the annual Unified Planning Work Program (UPWP) for inspection and inventory of their stormwater system, development of Phosphorus Control Plans (PCPs) for MS4 communities and conceptual plans for transportation-related water quality projects on local roads.
- **Intelligent Transportation Systems (ITS) and Bluetooth Technology:** Intelligent Transportation Systems (ITS) technologies are aimed at enhancing transportation safety and increasing mobility through the integration of advanced communications technologies into transportation infrastructure. The CCRPC has been involved in a variety of ITS-related projects, initiatives, and trainings that encompass a broad range of wireless and traditional communications-based technologies for transportation systems. The CCRPC has continued to monitor deployed

corridor-level Bluetooth (BT) devices along five corridors in Chittenden County. The data from this system will also be utilized by the VTrans Advanced Transportation Management System (ATMS) and Traveler Information System (TIS) for 511.

- **Regional Technical Assistance:** This includes, but is not limited to, municipal technical assistance for various transportation issues, GIS mapping, bylaw and ordinance revisions, Act 250/Section 248 application reviews, grant administration and grant application assistance, build-out analyses, Congestion Policy development for urban areas to replace the current LOS Policy, Transportation Resilience Planning Tool development for sub-watersheds in the county (<https://roadfloodresilience.vermont.gov/#/map>) and improving the VT Online Bridge and Culvert Inventory Tool (<http://www.vtculverts.org/>). In addition, we have created an online, searchable database of funding opportunities across a variety of planning sectors (<https://www.ccrpcvt.org/funding-opportunities/>).
- **Lake Champlain Byway:** Chittenden County includes eight of the Byway's 22 communities: Milton, Colchester, Winooski, Essex Junction, Burlington, South Burlington, Shelburne, and Charlotte. CCRPC staff maintained the Byway website (<https://lakechamplainbyway.com/>) including a helpful Interactive Map (<http://map.ccrpcvt.org/lcbyway/>).

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For further information about the CCRPC, please visit <http://www.ccrpcvt.org/> or contact CCRPC Executive Director, Charlie Baker: [cbaker@ccrpcvt.org](mailto:cbaker@ccrpcvt.org).