

## **FY2019 ANNUAL REPORT**

### **CITY of 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 FY19, the CCRPC invested more than \$5.7 million in regional land use, transportation, emergency management, energy, natural resources, public engagement, training, and technical assistance. The program leverages more than \$5.2 million in Federal and State investment with \$245,000 in municipal dues and another \$227,000 in local match for specific projects—an 11:1 return on local investment.

City of Burlington representatives to the CCRPC Board and other committees in FY19 were:

- CCRPC Representative: Andy Montroll | CCRPC Alternate: Rob Fish
- Transportation Advisory Committee (TAC): Nicole Losch
- Planning Advisory Committee (PAC): David White
- Clean Water Advisory Committee (CWAC): Jenna Olson
- MS4 Subcommittee: Jenna Olson

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

## CITY OF BURLINGTON ACTIVITIES

In FY2019, the CCRPC provided assistance to Burlington on the following projects and initiatives:

- **Winooski Avenue Corridor Study (Phase 2):** This transportation corridor study of Winooski Ave. in Burlington looks to create multimodal, Complete Street routes throughout the entire length of the corridor. The final plan, to be completed by December 2019, will provide recommendations to address safety, capacity, and connectivity for all modes of transportation along this important north-south connection. The first phase of this study was completed in 2016 (<https://www.ccrpcvt.org/wp-content/uploads/2017/06/Winooski-Corridor-Circulation-Study-Phase-1-Final-Report.pdf>), and included a technical analysis of Winooski Ave. using a traffic microsimulation model to provide an understanding of the traffic implications associated with five alternative traffic reconfigurations. The second phase of this project has included a robust public participation process to develop numerous project alternatives for evaluation. Implementation of proposed recommendations will be determined as part of the City's future capital plan. For more information, please go to: <https://www.ccrpcvt.org/our-work/transportation/current-projects/corridors-circulation/winooski-avenue-corridor-study/>. Total consultant costs in FY18 and FY19: \$116,062. Remaining contract balance for FY20: \$56,790.
- **Railyard Enterprise Project (REP):** The purpose of the Railyard Enterprise Project is to develop a network of multimodal transportation infrastructure improvements in the Pine Street and Battery Street area, which incorporate the principles of Complete Streets, and to: 1) support economic development in the area; 2) improve livability of the surrounding neighborhoods; 3) enhance multimodal travel connectivity between the Pine Street corridor and Battery Street in the Burlington Waterfront South area; and 4) improve intermodal connections to the Burlington Railyard, a National Highway System (NHS)-designated intermodal facility. In FY17, the City and VTrans decided to further evaluate, through Supplemental Scoping, the risks and opportunities of delivering the simplest of the REP alternatives (Alt 1B) using local and state funds only. In FY18 the project team further investigated the benefits and impacts of three variants of Alt 1B, developed railyard plans for reconfigured operations, evaluated necessary stormwater improvements in the project area, investigated possible mitigation strategies for historic and archaeological impacts, and created an evaluation matrix that includes estimated costs for the three Alt 1B alignments. In FY19, the consultant worked to revise railyard plans and a draft supplemental scoping report was developed. For more information, please visit: <https://www.ccrpcvt.org/our-work/transportation/current-projects/scoping/railyard-enterprise-project/>. Total REP Supplemental Scoping consultant costs: \$132,000.
- **Winooski River Bridge Scoping Study:** The purpose of this study was to develop alternatives for improvements to the Main Street Bridge connecting the Cities of Burlington and Winooski over the Winooski River. The conclusion and recommendations were developed through collaboration between the CCRPC, the Cities of Burlington and Winooski, consultant McFarland Johnson, an Advisory Committee comprised of project stakeholders, and public input. The final report identifies the short- and long-term needs of the bridge, traveling public and resource agencies, and develops alternatives to address stakeholder concerns. A recommended preferred alternative was presented to the City Councils of both Burlington and Winooski for

approval of the final scoping report, which can be found here: <https://www.ccrpcvt.org/wp-content/uploads/2018/10/FINAL-Winooski-River-Bridge-Scoping-Study-FULL.pdf>. Total consultant costs from FY17-FY19: \$148,703

- **Colchester Ave/Riverside Ave/Barrett St/Mill St Intersection:** This scoping study provides a preferred short and medium-term alternative to improve the safety, efficiency and multi-modal access to and through the intersection. This scoping study was recommended in the Implementation Plan of the 2011 Colchester Ave Corridor Study. A recommended preferred alternative was presented to the City Council for approval and is documented in the final report found here: [https://studiesandreports.ccrpcvt.org/wp-content/uploads/2019/04/ColchesterRiverside\\_ScopingReport\\_FINAL\\_20190401.pdf](https://studiesandreports.ccrpcvt.org/wp-content/uploads/2019/04/ColchesterRiverside_ScopingReport_FINAL_20190401.pdf). Total consultant costs from FY16-FY19: \$94,481
- **Burlington Amtrak Overnight Storage Study:** The CCRPC, the City of Burlington and VTrans have been collaborating on this study to evaluate potential overnight storage and servicing locations in Burlington for the planned arrival of the Amtrak Ethan Allen Express passenger train in 2021 or 2022. This study identifies potential locations and evaluates each location based on the costs, impacts to existing rail operations, noise and visual impacts, impacts to public, private right-of-way and other issues. Ultimately, this study will be used by VTrans to make the final selection on the preferred servicing and storage site for the Amtrak train, taking into consideration the results of the technical evaluation and public input received over the course of this study. The final report was completed in June 2019: <https://www.ccrpcvt.org/wp-content/uploads/2019/07/Burlington-Amtrak-Servicing-and-Storage-Facility-Assessment-FINAL-20190624.pdf>. Total consultant costs in FY18 and FY19: \$59,223
- **Intervale Road Pedestrian and Bicycle Access Feasibility:** The CCRPC, City of Burlington and a project consultant have partnered on a study to identify walk/bike improvements along Intervale Road. The study corridor has become increasingly busy with a mix of vehicular traffic, farm vehicles, large trucks and pedestrians/bicyclists. The study analyzed existing conditions, considered future developments and made recommendations on ways to enhance safety for all users of the roadway. In FY19, a final report with draft alternatives was completed and can be found here: <https://studiesandreports.ccrpcvt.org/wp-content/uploads/2019/03/Intervale-Road-Bike-Ped-Feasibility-Study-Final-Report-2018-11-19.pdf>. The City Council received a presentation in March 2019 and recommended a preferred alternative. Total consultant costs: \$59,967
- **Emergency Management – LEMP:** CCRPC staff offered assistance with preparation of the annual Local Emergency Management Plan (LEMP), formerly known as the Local Emergency Operations Plan (LEOP), to ensure that Burlington is prepared in the event of a disaster.
- **Municipal Plan Development Assistance:** CCRPC staff discussed statutory requirements with Burlington staff. CCRPC staff and the Planning Advisory Committee reviewed Burlington’s Comprehensive Plan and the CCRPC Board approved the plan, confirmed the planning process and granted an affirmative determination of energy compliance to the plan in May 2019.
- **Municipal Roads General Permit (MRGP) Compliance and Water Quality Planning Assistance:** CCRPC staff continued to provide assistance to address policy, data and reporting issues to meet MRGP requirements. Staff worked with Burlington to map hydrologically connected outlets and their associated roadway segments for more comprehensive planning and reporting

needs.

- **Stormwater projects:** Using Grants-in-Aid funding, CCRPC staff assisted in planning and implementing improvements to an outfall treating runoff from Convent Square which totaled \$32,500. Staff also provided assistance with planning for future grants-in-aid cycles. Using funds from VDEC's Clean Water Block Grant program, the CCRPC secured funds for and administered a sub-grant to the City for construction of improvements to an outfall treating runoff from Route 127 near its intersection with North Avenue. These projects were done to help the City meet its Municipal Road General Permit/MS4 compliance requirements.
- **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 \$256,235 to assess contamination at 12 properties in Burlington: 316 Flynn Avenue (Redstone Apartments); 400 Pine Street/20 Howard Street (Unsworth Properties); 339 Pine Street (Railyard Enterprise Project); 56 and 58 North Avenue (Sarah Holbrook Center); Lake Street (Waterfront Park); 314 North Winooski (Champlain Transmission); 75 Briggs Street (Petra Cliffs); 207 Flynn Avenue (City Market); 453 Pine Street (near Barge Canal); 405 Pine Street (Burlington City Arts); 44 Lakeside Avenue (Blodgett Ovens); and 241 N. Winooski Avenue (McClure Center). For more information, visit <https://www.ccrpcvt.org/our-work/economic-development/brownfields/>.
- **Municipal Infrastructure Inventories:** Pavement inventories for Burlington Public Works and Burlington Parks and Recreation were completed.
- **Traffic Counts:** The CCRPC conducted 20 roadway AADT (Annual Average Daily Traffic) counts and two turning movement counts in support of Burlington's transportation projects and studies (<http://vtrans.ms2soft.com/>).
- **Geographic Information Systems:** CCRPC staff provided Burlington with an analysis of impervious surfaces within the Medium Residential Zoning district and developed a mobile map package so that the Burlington Fire Department could view hydrant locations within their fire department vehicles. CCRPC staff, in collaboration with the City's planning and zoning staff, proposed revisions to Census statistical boundaries that will be used to tabulate data for the 2020 Census, the American Community Survey, and the economic census.
- **Technical Assistance:** CCRPC staff provided a variety of technical assistance to the City including:
  - Conducted an evaluation of existing turn lanes at three intersections along Riverside Ave. in Burlington by gathering signal timing plans and volume data to build a traffic simulation model and documented results in a memo to DPW;
  - Worked with VTrans to ensure that the Burlington Downtown Transit Center is designated as an intermodal facility on the National Highway System;
  - Offered support related to the development of Burlington's proposed Downtown Improvement District;
  - Worked with Burlington officials, BBA and CATMA on a Downtown TDM program;
  - Reviewed the City's VTrans Bike/Ped Grant Program application and provided a letter of support; Shared energy data developed for the 2018 Chittenden County ECOS

Plan/Metropolitan Transportation Plan that related to the City of Burlington’s Net Zero Energy City Roadmap.

**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. Burlington projects included in the TIP are listed below. These projects are also identified in the FY19 Vermont Agency of Transportation Capital Program for design or construction.

- **Burlington Train Station Platform:** \$1.8 million to modify Burlington train station platform to accommodate Amtrak service with construction planned for 2020.
- **Champlain Elementary Pedestrian Crossing Improvements:** \$394,860 VTrans Bicycle/Pedestrian Program award for 2019 construction of 365 feet of sidewalk and improved crossings on Birchcliff Parkway and Locust Street.
- **Champlain Parkway:** \$29.5 million project with construction scheduled to begin in 2020.
- **North Avenue Crosswalks:** 2015 VTrans Transportation Alternatives award of \$220,000 to construct five pedestrian crossings of North Avenue in 2019.
- **Railyard Enterprise Project:** \$11.5 million for multi-modal transportation infrastructure improvements between the Pine Street corridor and the Burlington Waterfront South. Funding schedule to be determined.
- **Shelburne Street Roundabout:** \$8.2 million for roundabout to be constructed at Shelburne St./South Willard St./St. Paul St. in 2021/2022/2023.
- **Colchester Avenue Shared Use Path:** 2014 Sidewalk grant (\$100,000), 2015 Sidewalk grant (\$108,350), and 2015 VTrans Bicycle/Pedestrian award (\$77,840) to design and construct in 2019/2020 a shared use path on Colchester Ave. from Mansfield Ave. to South Prospect St.
- **Rail Crossing Safety Improvements - College Street:** \$1.4 million for rail crossing safety improvements at College Street.
- **Stormwater Management Improvements on Main Street:** \$475,000 Municipal Highway and Stormwater Mitigation Program award for stormwater improvements in FY20.
- **US7 Concrete Pavement Repair:** \$1.2 million for concrete pavement repair on Shelburne Rd. in 2021.
- **I-189 Concrete Pavement Repair and Paving:** \$2.55 million for pavement repair and paving in 2020 and 2021.

**FY2020 CCRPC Work Program**

Project Name	Brief Description	Total Budget
Queen City Park Road Sidewalk Scoping	Conduct a scoping study to address the existing ~700 ft sidewalk gap between the Champlain Water District and Central Avenue.	\$40,000 budget which includes no local match as a regional project.
Colchester Avenue and East Avenue Intersection	Conduct a scoping study to address safety issues at the Colchester Ave/East Ave	\$60,000 budget which includes a local match

Improvements	intersection as well as the feasibility of protected bike lanes along Colchester Avenue.	of \$12,000.
Bikeway Connectivity, Pedestrian Safety, and Stormwater Management in the Old North End	This project will evaluate bikeway connections between the Battery Park shared use path, the Old North End Neighborhood Greenway and the Lakeview Terrace and Depot Street Neighborhood Greenways.	\$30,000 budget which includes a local match of \$6,000.
Lake Street Stormwater and Sidewalk Feasibility Study	Conduct a feasibility study for Lake Street to address stormwater issues and close the gaps in the sidewalk network.	\$25,000 budget which includes a local match of \$5,000.
Right-of-Way Condition Inventory for Stormwater Retrofit Feasibility	This project would cover Phase 1 (Wards 5 & 6) of a multi-year effort to create a comprehensive condition inventory of the City's right-of-way, to determine the feasibility of implementing stormwater retrofits to treat and manage stormwater runoff from City streets.	\$70,000 budget which includes a local match of \$14,000.

**REGIONAL ACTIVITIES**

- ECOS Plan Implementation:** CCRPC continues to implement its [2018 Chittenden County ECOS Plan](#) which combines the regional plan, comprehensive economic development strategy, and metropolitan transportation plan, as reflected in this report. The [2018 ECOS Annual Report](#) is a summary that highlights regional accomplishments, trends, and high priority actions. (<http://www.ecosproject.com/annual-report/2018-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 2018 Legislative Breakfast in December as a forum for a short and focused conversation with local legislators and municipal representatives on key issues and topics important to area municipalities for the 2019-2020 legislative session, including: housing, water quality, employment and Act 250. (<http://www.ccrpcvt.org/about-us/commission/policies-positions/>)
- Building Homes Together:** 2018 was the third year of the Building Homes Together campaign, initiated by the CCRPC, Champlain Housing Trust and Housing Vermont in 2016. The campaign's goal is to increase the production of housing in Chittenden County, setting a target of 3,500 new homes created over the next five years, with 700 of them permanently affordable. Three years into the five-year campaign, 2,273 homes have been built and the region is on track to reach 3,500 new homes by 2021. However, we continue to fall short on the affordable housing goal. (<http://www.ecosproject.com/building-homes-together>)
- Public Health:** The CCRPC supports and serves 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. CCRPC also served as the lead agency for the Regional Prevention Partnership (<http://www.healthvermont.gov/alcohol-drug-abuse/programs-services/prevention-programs>). Accomplishments include expansion of drug take-back locations, promoting drug take-back days, fake ID enforcement, and community education about substance use prevention.

- **Emergency Management:** In addition to facilitating Local Emergency Planning Committee meetings (LEPC 1, <http://www.ccrpcvt.org/about-us/committees/local-emergency-planning-committee/>), the CCRPC participated in a variety 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.
- **Regional Energy Planning:** Following the adoption of the Regional Energy Plan in June 2018 as part of the ECOS Plan (<http://www.ccrpcvt.org/our-work/our-plans/regional-energy-plan/>), the CCRPC 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 and support the State's Comprehensive Energy Plan. CCRPC has provided five municipalities with a positive determination of energy compliance in FY18. The CCRPC participated in Drive Electric Vermont meetings, commented on Public Utility Commission proceedings, and provided support to municipalities with the Electric Vehicle Supply Equipment (EVSE) grant program.
- **Education & Training:** The CCRPC participated in and hosted the following trainings: Act 174 Training Assistance, Local Emergency Management Plan training, Chittenden County Road Foreman workshop, Bluetooth Advanced Traffic Management System (ATMS) workshop, and Regional Housing Convenings. The CCRPC also continued to host the 12-month webinar series from the Association of Pedestrian and Bicycling Professionals for municipalities and regional partners.
- **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 ([www.lakechamplainbyway.com](http://www.lakechamplainbyway.com)) including this helpful Interactive Map (<http://map.ccrpcvt.org/lcbyway/>) and mobile Story App (<https://lcbyway.oncell.com/en/index.html>).
- **Clean Water:** The CCRPC maintains its commitment to clean water initiatives throughout our region so all residents have access to clean drinking water; to strengthen our region's recreation and tourism industry; and to become more resilient to significant storm events. The CCRPC continued to host the Clean Water Advisory Committee and the MS-4 Sub-Committee (<https://www.ccrpcvt.org/about-us/committees/clean-water-advisory-committee/>), provided guidance for the Vermont Clean Water Fund, assisted municipalities with stormwater master plans, supported education programs such as the Rethink Runoff Stream Team (<http://rethinkrunoff.org/the-stream-team/>), and participated in water quality-focused policy

discussions around adequate funding and clean water service providers in 2019.

- **Municipal Roads General Permit (MRGP) Compliance and Water Quality Planning Assistance:** The CCRPC assisted member municipalities by conducting Road Erosion Inventories (REIs) and developing conceptual plans to address road erosion issues to meet MRGP requirements. For an interactive dashboard of the REI progress, visit <https://map.ccrpcvt.org/reidashboard/>. CCRPC staff assisted municipalities with **Better Roads** grants and **Grants-in-Aid** projects to address road erosion issues. The CCRPC also provided funding to municipalities for scoping/conceptual plan development for non-MRGP related stormwater issues on local roads.
- **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. 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, ride-sharing, vanpooling, transit, bike-sharing and car-sharing. TDM partners include: the Chittenden Area Transportation Management Association (CATMA), CarShare VT, Green Mountain Transit (GMT), Local Motion, Greenride Bikeshare, Go! Vermont/VTrans, and United Way.
- **Elderly and Disabled (E&D) Transit Service Review:** The CCRPC, Green Mountain Transit (GMT) and United Way have been working together to evaluate Chittenden County's E&D Transportation Program. The goal of this initiative is to expand the understanding of the E&D program among stakeholders and identify opportunities for improvement. Recommendations will be completed in the fall of 2019.
- **Neighbor Rides:** Since spring 2013, the CCRPC has been investing in Neighbor Rides 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>)
- **Active Transportation Planning:** The CCRPC completed an analysis of Greenride Bikeshare's ([www.greenridebikeshare.com](http://www.greenridebikeshare.com)) first year data and made recommendations for system expansion, and worked with TDM partners and local municipalities to plan Greenride's expansion and fleet conversion to electric assist bicycles (<https://www.ccrpcvt.org/regional-mobility-analysis-and-recommendations/>). The CCRPC provided walk/bike recommendations on local and state paving plans; assisted municipalities with state bike/ped grant applications; developed model bike parking ordinances for municipalities; planned and hosted (with VTrans) two walk/bike events as the Vermont Chapter of the Association of Pedestrian and Bicycle Professionals; promoted TDM strategies to municipalities and businesses; compiled Complete Streets data for Chittenden County municipalities; and, with Local Motion, conducted bike/ped counts on paths, bike lanes and roadways. (<http://www.ccrpcvt.org/our-work/our-plans/regional-bikeped-plan/>)
- **Chittenden County Transportation Survey:** Since 2000, the CCRPC has regularly assessed the public's attitudes on transportation related issues. Previous public surveys were undertaken in 2000, 2006 and 2012. In 2018, the CCRPC worked with a consultant to replicate the previous survey versions to note any historical attitudinal shifts. The purpose of the survey is to

objectively measure public opinion regarding performance of the region's transportation system and identify strategies to address existing and future deficiencies.

(<https://www.ccrpcvt.org/wp-content/uploads/2018/11/2018-Transportation-Survey-Report.pdf>).

- **Diversity & Equity:** The CCRPC continues to use the **2014 Public Participation Plan (PPP)** to guide our focus on diversity and equity in all projects. A PPP update is planned in FY21 to ensure everyone understands our role and responsibilities to engage the public and encourage participation, with a special emphasis toward reaching traditionally underserved and underrepresented populations in the county, including people/households with limited English proficiency, people of color, people with disabilities, low-income households, new Americans, seniors, and youth. In FY19, the CCRPC participated in the Refugee and Immigrant Service Provider Network, developed Equity Impact Worksheets for transportation projects, participated in public engagement webinars, completed our Title VI Report for VTrans/FHWA, and participated in an implicit bias training. (<http://www.ccrpcvt.org/our-work/our-plans/public-participation-plan/>)
- **Regional Technical Assistance:** This includes, but is not limited to, municipal technical assistance for various transportation issues, GIS mapping, model municipal plans, bylaw and ordinance revisions, Act 250/Section 248 application reviews, grant administration and grant application assistance, build-out analyses, orthoimagery acquisition, and improving the VT Online Bridge and Culvert Inventory Tool (<http://www.vtculverts.org/>).
- **Advanced Traffic Monitoring System (ATMS) using Bluetooth Technology:** The CCRPC and VTrans deployed corridor-level Bluetooth (BT) devices along five corridors in Chittenden County: US 2 at Exit 14; VT 289, Susie Wilson Road and VT 15; VT 2A and US 2 north of Exit 12; I-89 Exit 17 area; and I-89 Exit 16 area. This system provides the ability to monitor vehicle travel times and average travel speeds on these corridors to help address congestion issues and improve incident response (crashes, signal failures, etc.), thereby enhancing safety and mobility, and reducing congestion. Ultimately, this data will be utilized by the VTrans Advanced Transportation Management System (ATMS) and Traveler Information System (TIS) for 511.
- **Chittenden County I-89 Study:** The goal of this multi-year study (<http://www.ccrpcvt.org/our-work/transportation/chittenden-county-i-89-2050-study>) is to assess capacity, safety, resiliency and other issues of the I-89 corridor and its existing interchanges within Chittenden County; and to develop a comprehensive, multi-modal plan for interstate and interchange investments that accommodates anticipated growth through 2050 and best aligns with the Vision that will be articulated by a broad and diverse group of stakeholders and the public.
- **Regional Dispatch Implementation Study:** The CCRPC continues to support the Chittenden County Public Safety Authority (CCPSA) formed by six municipalities in 2018 (Burlington, Colchester, Milton, South Burlington, Williston, Winooski) to implement a plan for a consolidated regional dispatch center for police, fire and rescue agencies. (<http://www.ccrpcvt.org/our-work/emergency-management/regional-dispatch/>)

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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), 802-846-4490 x\*23.