

FY2021 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 FY21, the CCRPC invested more than \$4.8 million in regional land use, transportation, emergency management, energy, natural resources, public engagement, training, and technical assistance. The program leverages more than \$4.3 million in Federal and State investment with \$250,400 in municipal dues and another \$242,500 in local match for specific projects—a 10:1 return on local investment.

South Burlington representatives to the CCRPC Board and other committees in FY21 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

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 FY2021, the CCRPC provided assistance to South Burlington on the following projects and initiatives:

- **Queen City Park Road Sidewalk Scoping:** The CCRPC is working with the cities of Burlington and South Burlington to develop and evaluate a safe and continuous bicycle and pedestrian connection between the Hannaford Plaza on US7 in South Burlington, along Queen City Park Road and Austin Drive to the Burlington Bike Path at Oakledge Park. Connections to the Hannaford Plaza, Red Rocks Park, Oakledge Park, GMT transit stops, the Burlington Bike Path/Island Line, and other key destinations will be identified and considered in the study. Initial planning for this study started in 2021. This study will be completed in FY22. Total consultant budget: \$85,000
- **VT116/Kimball Ave/Tilley Dr Land Use and Transportation Plan:** In FY21, the CCRPC and the City continued 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 evaluated existing and future land uses and developed 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 was completed in November 2020: (<https://studiesandreports.ccrpcvt.org/wp-content/uploads/2021/04/Kimball-Tilley-Land-Use-and-Transportation-Study-FINAL-2020-11-29-002.pdf>). Total consultant budget for this multiyear project: \$257,000.
- **Multiuse Path Connecting Williston to South Burlington - Supplemental Scoping:** This project focused on a detailed evaluation of the obstacles to the preferred alternative identified in the 2006 & 2010 scoping studies for a multiuse path connecting Williston and South Burlington, over the Muddy Brook. This study builds upon the previous studies and provides details on the Williston portion of the shared use path. The overall goal was to update land use and environmental data, determine any changes in existing conditions, confirm the previously preferred alternative remains preferred, develop a more detailed conceptual design, update the cost estimates, and identify potential next steps to advance the project. The project report was finalized at the end of August 2020: (https://studiesandreports.ccrpcvt.org/wp-content/uploads/2020/08/20200824_South-Burlington-Willston-Shared-Use-Path-Study-Update-w-appendices.pdf). Total consultant budget for this project: \$30,000
- **Planning Technical Assistance:** CCRPC staff continued to provide natural resource GIS mapping and natural resource zoning language assistance to the Planning & Zoning Department and the Planning Commission. Work included revisions to the Natural Resources Protection Zoning District, Habitat Blocks, and Habitat Connectors data in the South Burlington Map viewer.
- **Traffic Overlay District and Impact Fee Ordinance Update:** The City and CCRPC continued 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. In FY21, the project team confirmed the impact fee project list, completed the draft impact fee

calculations and report, and finalized the LDRs to align with the impact fee. This project was completed in May 2021. Total consultant budget for this multiyear project: \$50,000

- **Swift & Spear Street Intersection Feasibility Study:** This study's goal was to develop and evaluate alternatives to improve the safety and functionality of the Swift St./Spear St. intersection. These alternatives were compatible with planned bicycle and pedestrian infrastructure, future land use developments, and traffic volumes at the intersection. The City's Bike and Ped Committee endorsed, and the Planning Commission approved the roundabout as the preferred alternative for this intersection. Total consultant budget for this project: \$20,000.
- **Water Quality Planning Assistance:** The CCRPC continued to provide assistance with Municipal Roads General Permit (MRGP) compliance. Staff worked with a consulting firm to develop conceptual plans and cost estimates for two high priority non-compliant stormwater outlets on Keri Lane and Quail Run. These locations will be critical upgrades for MRGP compliance. Staff reviewed and sent REI updates to the DEC data portal before the April 1st, 2021, deadline.
- **Emergency Management – LEMP:** CCRPC staff offered assistance in preparation of the annual Local Emergency Management Plan (LEMP), to ensure that South Burlington identified a chain of command for efficient response in the event of an emergency.
- **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 approximately \$12,280 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/>.
- **Traffic Counts:** Due to COVID-19, the CCRPC's ability to conduct traffic counts in FY21 was limited. Traffic counts conducted in previous years in support of South Burlington's transportation projects and studies can be found here: (<http://vtrans.ms2soft.com/>).
- **Municipal Infrastructure Inventories:** A guardrail inventory was conducted within the Town.
- **Elders and Persons with Disabilities (E&D) Transportation Program:** The E&D transportation program in Chittenden County has continued to adapt under the changing conditions of the COVID-19 pandemic. Throughout much of the fiscal year, the E&D program had been operating at around 50% of the original ride capacity due to COVID-19 restrictions. However, despite these challenges, the E&D program still delivered vital transportation assistance to older adults and persons with disabilities in South Burlington. In FY21, 2,101 trips were provided to South Burlington residents as part of this program.
- **Technical Assistance:** CCRPC staff provided a variety of technical assistance to the City, including:
 - Worked in partnership with South Burlington Public Works to complete a sign ordinance and field data collection project;
 - Provided a VTrans Transportation Alternatives grant application support letter for South Burlington;
 - Conducted a review of various online meeting platforms (Zoom, GoToMeeting, Webex, etc.) to assist the City in determining which would best meet their needs.
 - Reviewed South Burlington's application for the VTrans Bike/Ped Grant Program.

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 FY21 Vermont Agency of Transportation Capital Program for design or construction.

- **I-89 Exit 14 Signal Upgrades:** \$1.33 million project to upgrade signals at Exit 14. Implementation scheduled to begin in 2023.
- **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.
- **US7 Paving, Charlotte (north of Higbee Road) to South Burlington (Swift Street):** \$9.7 million paving project to begin in 2023.

FY2022 CCRPC Work Program

Project Name	Brief Description	Total Budget
Traffic Overlay District Replacement (Phase 2)	Following completion of the current project to replace the City's Traffic Overlay District with citywide transportation standards, this phase would quantify planned Tier 1 Zone improvements	\$28,000 budget which includes a local match of \$5,600
So. Burlington Planning Technical Assistance	CCRPC staff will provide support and planning assistance to South Burlington with Energy Planning, the Climate Action Plan and GIS-related work.	This is a fee for service assistance for \$21,000 from the City.
Climate Action Plan, Transportation Component	After developing a framework and setting objectives of a Climate Action Plan (enumeration of objectives, identification of key sectors, measurement, and sector-by-sector goals), this project will develop a detailed plan for the transportation sector defining the actions the City, its residents, businesses, and partners will take to meet the sector's objectives.	\$30,000 budget which includes a local match of \$6,000
Mary Street Sidewalk Scoping	This project includes the scoping of a sidewalk extension on one or both sides of Mary Street to connect pedestrians between Market Street and Williston Road.	\$10,000 budget which includes a local match of \$2,000
Kimball Ave Path Feasibility Study for Crossing of Potash Brook	This project includes a feasibility study of extending the Kimball Ave recreation path west at the crossing of the Potash Brook, where it would meet with a planned future path segment to Old Farm Road and Kennedy Drive.	\$16,500 budget which includes a local match of \$3,300

Regional Activities

- ECOS Plan Implementation:** The CCRPC continues to implement the strategies 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 2020 ECOS Annual Report includes some of the data we report on annually, as well as indicators of disparities that have resulted from systemic racism in our nation and community, as well as indicators associated with the COVID-19 pandemic. This intentional focus on race, equity, and the COVID-19 pandemic marks the commitment of the

ECOS Leadership Team to address these challenges (<http://www.ecosproject.com/2020-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:** On December 8th, the CCRPC hosted a Legislative briefing to serve as a forum for municipal representatives and legislators to connect on a few important topics for the upcoming legislative session, including: Act 250 changes, housing, broadband, water quality funding, regional dispatch, energy/climate, cannabis, the economy and workforce, transportation investments, property tax implications of Covid-19 and racial equity (<http://www.ccrpcvt.org/about-us/commission/policies-positions/>).
- **Public Engagement & Racial Equity:** Achieving a healthy, inclusive, and prosperous future for Chittenden County is the vision of our Regional ECOS Plan. However, the ECOS partners know we cannot achieve that future without addressing the systemic racism in our community. While addressing inequity has been one of the eight key strategies in the ECOS Plan since 2013, there is much work to be done. Throughout the past fiscal year, 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. In FY20, the CCRPC continued to address issues related to racial and economic disparities through the following actions:
 - Hiring a consultant, Creative Discourse, to address racial equity within the organization.
 - Established a CCRPC Racial Equity Leadership Team.
 - Facilitating, providing, and/or taking advantage of educational opportunities for our staff, municipalities, and other local and regional partners that address inequities and advance anti-racism efforts.
 - Strengthening existing relationships and partnerships and forging new ones with Vermont organizations working to advance anti-racism efforts.
 - In FY21 we will be holding an Equity Summit and 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.
- **Building Homes Together:** The Building Homes Together campaign was initiated by the CCRPC, Champlain Housing Trust, and Housing Vermont (now Evernorth) in 2016. The campaign, supported by over a hundred local and state officials, nonprofits, businesses, and individuals, set a five-year goal of 3,500 new homes in Chittenden County with 20% of them permanently affordable. This amounts to an annual target of 700 overall homes with 140 affordable; the average over the first four years is 787 homes, and only 112 of them affordable. While the 2020 annual progress report showed continued overall success in new housing being created, there is still a persistent lack of affordable homes in our region. More information can be found at <http://www.ecosproject.com/building-homes-together/>.
- **Public Health:** In response to remote work, education, health care, and other needs prompted by the COVID-19 pandemic state of emergency, the CCRPC has been assisting state agencies

and municipalities with a number of pandemic-related planning efforts through the following actions:

- Identification of locations with free public Wi-Fi for access to the internet.
 - Support with COVID-19 information sharing between Vermont Emergency Management, municipalities, and other partners.
 - Participation in the Governor's COVID press conferences and Vermont Emergency Management's municipal official meetings.
- **Emergency Management:** During the unprecedented time of global response to the COVID-19 pandemic, CCRPC staff worked 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 maintained (<https://www.ccrpcvt.org/covid-19/>). CCRPC staff assisted Chittenden County municipalities with applications for the Local Government Expense Reimbursement (LGER) grant program to help cover the cost of eligible COVID-19 expenses such as supplies, facility alterations and overtime compensation. In addition to focusing resources on addressing the pandemic in our region, the CCRPC hosted the final meetings of Local Emergency Planning Committee (LEPC 1, <http://www.ccrpcvt.org/about-us/committees/local-emergency-planning-committee/>) and worked with the state on the transition to a statewide LEPC starting in July 2021. CCRPC staff 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.
 - **Regional Energy Planning:** The CCRPC has been continuing to move forward with initiatives to support the Region's Enhanced Energy Plan (<http://www.ccrpcvt.org/our-work/our-plans/regional-energy-plan/>). Implementation activities funded by Efficiency Vermont in FY21 included: Weatherization Wednesdays, a Button-Up Vermont event, statewide RPC roundtables, energy data reporting and training, energy committee technical assistance, and electric vehicle education webinars.
 - **Chittenden County I-89 2050 Study:** The CCRPC in collaboration with VTrans, municipalities, and other interested parties is conducting the I-89 2050 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; and to develop a comprehensive multimodal investment plan through 2050. A Vision was established for the I-89 Corridor, as 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. To date, the study evaluated existing multimodal conditions along the I-89 Corridor and its interchanges; evaluated numerous new and improved interchange alternatives; conducted extensive outreach to the public including underserved populations, municipal officials, and other stakeholder groups; and developed bundles of multimodal corridor improvements that will be evaluated in the next phase of the I-89 2050 Study. 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! School Challenge** (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. Due to the impacts of COVID-19, the program shifted online to provide resources and encouragement as families were remote, and a two-week spring event was open to all Vermonters to encourage active movement. In 2020/2021, 97 schools signed up, with 32 schools actively participating. Over the course of the 2020-2021 school year, these schools ran 186 events with 20,967 instances of student engagement and 1,988 instances of faculty engagement. The CCRPC participated in CATMA's Employer Transportation Coordinator (ETC) Network program and events to learn from other ETC Network members about employee TDM benefits and programs. 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:** Throughout the past year, the CCRPC has been engaged with GMT 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. In FY21, the CCRPC staff participated in Association for Commuter Transportation (ACT) meetings (<https://www.actweb.org/>), were involved in GMT's Operations Committee and Board meetings, served as a stakeholder for the Vermont Clean Cities Coalition's Future of Rural Transit Project (<https://vtccc.w3.uvm.edu/projects/future-of-rural-transit/>) and managed the Tri-Town Area (Jericho, Underhill, Cambridge) Transit Feasibility Study, which was completed at the end of June (<https://studiesandreports.ccrpcvt.org/wp-content/uploads/2021/07/Tri-Town-Study-Final-Report.pdf>).
- Elders and Persons with Disabilities (E&D) Transportation Program:** The Chittenden County E&D Transportation Program supports community members through affordable transportation to medical appointments, access to fresh food at the grocery store, and social visits with friends and family. Following the comprehensive E&D program evaluation that began in FY19, the CCRPC has continued to collaborate with committee stakeholders, Green Mountain Transit (GMT), the Special Services Transportation Agency (SSTA) and United Way of Northwest VT to evaluate program improvements for E&D transportation. In FY21, the E&D Committee held four quarterly meetings to discuss program funding, volunteer driver utilization and opportunities to enhance transportation equity within our region.
- Neighbor Rides:** Beginning in 2013, the CCRPC started to invest in United Way's Neighbor Rides program to integrate volunteer drivers into human services transportation in order to increase access to transportation for seniors and persons with disabilities by offering a lower-cost option (<http://www.unitedwaynwvt.org/Neighbor-Rides>). In FY21, this program shifted its focus to work with community partners on a more collaborative volunteer driver strategy. However, as COVID-19 pandemic evolved, this goal was revised to focus on integrating health and safety strategies within the program.
- Active Transportation Planning:** CCRPC staff collaborated with TDM partners and local municipalities to expand the Greenride Bikeshare system and convert the fleet to electric assist

bicycles (www.greenridebikeshare.com). The CCRPC also promoted TDM strategies and provided bike/ped-related technical assistance to municipalities and businesses, assisted municipalities with bike/ped grant and UPWP applications, managed bike/ped-related 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:** 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 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 was appointed by the Vermont DEC to become the Clean Water Service Provider (CWSP) for the Northern Lake Champlain Direct Drainages, Basin (5). As the Basin 5 CWSP, the CCRPC will oversee the development and implementation of non-regulatory water quality improvement projects that reduce phosphorus loading into these streams and Lake Champlain.
- **Municipal Roads General Permit (MRGP) Compliance and Water Quality Planning Assistance:** CRRPC staff continues to work with all Chittenden County municipalities on meeting their MRGP obligations. This includes evaluating segments through Road Erosion Inventories (REIs), tracking and documenting upgraded segments and outlets, and reporting to DEC. Staff also assists municipalities with the State’s Grants in Aid (GIA) program, which allocates money to participating towns for stormwater improvements related to the MRGP. In FY2021, 13 Chittenden County municipalities signed up to participate in the GIA program; an estimated 38 non-compliant segments will be upgraded using the allocated \$253,000.
- **Intelligent Transportation Systems (ITS) and Bluetooth Technology:** Intelligent Transportation Systems (ITS) technologies enhance transportation safety and increase mobility through the integration of advanced communications technologies into transportation infrastructure. The CCRPC has continued to monitor Bluetooth devices that were deployed along five high-traffic corridors in Chittenden County. Real time speed data from this system will be utilized by the VTrans Advanced Transportation Management System (ATMS) and Traveler Information System (TIS) for the Tri-state 511 system. CCRPC has initiated an update to the ITS regional architecture including updates to the participant list, roles and responsibilities of regional interested parties, service packages, and the ITS project list.
- **Comprehensive Economic Development Strategy:** With federal funding from the US Economic Development Administration, CCRPC began work on a Comprehensive Economic Development Strategy (CEDs) for our region and the Addison, Rutland and Central VT regions -- collectively called the [West Central Vermont CEDs](#). Ultimately this document will help identify priority economic development strategies and projects and will be used by a variety of federal and state funding programs when making grant decisions.

- **Regional Technical Assistance:** This includes, but is not limited to, municipal technical assistance for various transportation issues, GIS mapping, and bylaw revisions, Act 250/Section 248 application reviews, grant administration and grant application assistance for plans, projects and initiatives at the local level that help advance the ECOS Strategies, Metropolitan Transportation Plan (MTP), and Transportation Improvement Program (TIP).
 - **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.