

**VILLAGE OF ESSEX JUNCTION  
TRUSTEES  
REGULAR MEETING AGENDA**

2 Lincoln Street  
Essex Junction, VT 05452

**Tuesday, September 10, 2019**

**6:30 PM**

E-mail: [manager@essexjunction.org](mailto:manager@essexjunction.org)

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1. **CALL TO ORDER/PLEDGE OF ALLEGIANCE TO FLAG** [6:30 PM]
2. **AGENDA ADDITIONS/CHANGES**
3. **APPROVE AGENDA**
4. **PUBLIC TO BE HEARD**
  - a. Comments from Public on Items Not on Agenda
5. **BUSINESS ITEMS**
  - a. Presentation of Chittenden County Regional Planning Commission annual report – Charlie Baker
  - b. Review of grant application for re-location of the Burlington rail yard—Charlie Baker
  - c. Approve purchase of landscape barriers at new Firebird Café location
6. **CONSENT ITEMS**
  - a. Consider ordinance waivers for October 4<sup>th</sup> Essex High School Homecoming
  - b. Consider request to Close or Obstruct a Street for Hawthorn Circle Annual Block party
  - c. Approve minutes: August 27, 2019
  - d. Check Warrants #17162—08/30/19; #17163—09/06/19
7. **READING FILE**
  - a. Board Member Comments
  - b. Upcoming meeting schedule
8. **EXECUTIVE SESSION**
  - a. An executive session is anticipated to discuss a personnel matter
9. **ADJOURN**

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Certification: 09/06/2019

Date Posted

  
Initials

**Memorandum**

**To:** Board of Trustees; Evan Teich, Unified Manager

**Cc:** Charles Baker, CCRPC Executive Director; Robin Pierce, Community Development Director

**From:** Greg Duggan, Deputy Manager *GSD*

**Re:** Presentation of CCRPC annual report

**Date:** September 6, 2019

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**Issue**

The issue is for the Trustees to receive the Chittenden County Regional Planning Commission's (CCRPC) annual report.

**Discussion**

CCRPC Executive Director Charlie Baker will attend the Sept. 10 Trustee meeting to present the CCRPC annual report.

The report will be available on Monday, and staff will distribute it to the Trustees.

**Cost**

N/a

**Recommendation**

This memo is for informational purposes.

**Memorandum**

**To:** Board of Trustees; Evan Teich, Unified Manager

**Cc:** Charles Baker, CCRPC Executive Director; Robin Pierce, Community Development Director

**From:** Greg Duggan, Deputy Manager *GSD*

**Re:** CCRPC grant application to study passenger rail and relocation of Burlington railyard

**Date:** September 6, 2019

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**Issue**

The issue is to inform the Trustees of the Chittenden County Regional Planning Commission's (CCRPC) application for a planning grant to study the feasibility of providing and paying for rural community-oriented passenger rail, and to consider potential options for the relocation of the Burlington railyard.

**Discussion**

CCRPC applied for the planning grant under the U.S. Department of Transportation's Better Utilizing Investments to Leverage Development (BUILD) program. CCRPC Executive Director Charlie Baker will attend the Sept. 10 Trustee meeting to discuss the application. A copy of the application is attached.

Mr. Baker provided the following background about the application:

"We thought this was important to do because if we could make passenger rail work in Northwest Vermont (St. Albans to Middlebury to Montpelier/Barre), it would support our transportation, energy/climate, and land use objectives of our state, regional and municipal plans.

"This idea just came together [in July] and was encouraged by Senator Leahy's office. He and his staff worked with USDOT to ensure that rural areas have an equal opportunity to secure these grants. Some of the favorable grant guidelines included: 50% of the funding targeted to rural areas, the definition of rural areas is fewer than 200,000 population, and 100% federal funding in rural areas. The application is for \$1,710,000 of federal funds to be matched with 10% of CCRPC funding for us to manage the project over parts of three fiscal years.

"The application specifically focuses on studying whether rural passenger rail will be feasible here if supported by transit-oriented development at rail stations. The study also includes looking at potential alternative locations for the Burlington Railyard as that site could be a very attractive TOD site. You'll note that we are proposing to partner with the non-profit CHAMP P3 to explore the land development opportunities at potential station locations. If we are awarded this grant, this will require significant municipal and public engagement to determine interest and feasibility."

CCRPC expects to hear about the grant no earlier than October. If the grant is received, planning work would start sometime in 2020 and continuing through 2021.

**Cost**

N/a

**Recommendation**

This memo is for informational and discussion purposes.

# VERMONT RAIL RENAISSANCE

US DOT BUILD  
Transportation  
Discretionary  
Grants Program

Chittenden County Regional Planning Commission  
*Winooski, Vermont*  
July 2019



CHITTENDEN COUNTY RPC  
*Communities Planning Together*



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## ATTACHMENTS

1. Project Information Sheet
2. Letters of Support

## PROJECT FAST FACTS

<b>Project Name:</b>	Vermont Rail Renaissance
<b>Project Type:</b>	Community Passenger Rail Planning
<b>Project Location:</b>	Northwest Vermont, Vermont - Congressional District 001
<b>Project Classification:</b>	Rural
<b>Geospatial Information:</b>	Centered at the Burlington Railyard: 44° 28' 18.26" N 73° 14' 14.51" W
<b>Opportunity Zones:</b>	Burlington, Winooski, St. Albans
<b>Project Summary:</b>	Study the feasibility of restoring and expanding community passenger rail from Burlington to Middlebury, St. Albans, and Montpelier to connect economically disadvantaged rural residents to employment and services. Investigate relocation of the Burlington railyard to access 13.9 developable acres of prime waterfront property and create an innovative revenue stream to maintain and operate community passenger rail.
<b>BUILD Funds Requested:</b>	\$ 1,710,000 (90%)
<b>Matching Funds:</b>	\$ 190,000 (10%)
<b>Total Project Cost:</b>	\$ 1,900,000
<b>Priority and Preference:</b>	Opportunity Zones in Burlington, Winooski, St. Albans

## I. PROJECT DESCRIPTION

### I.A Description of the Project

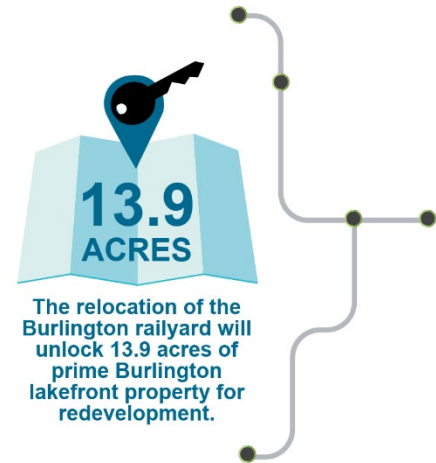
Thirty-six years before Thomas Edison invented the light bulb, the Rutland & Burlington Railroad and the Vermont Central Railroad were chartered in Vermont. The **Vermont Rail Renaissance** project will draw from Vermont's 176 years of freight and passenger rail service, over \$100 million in public investment, and over 20 years of Federal, State, regional and municipal rail planning and research initiatives to bring community passenger rail to Vermont.

To build upon this foundation, **Vermont Rail Renaissance** will determine the feasibility of community passenger rail in Northwest Vermont, undertake an enhanced scoping study to investigate the possibility of relocating the Burlington railyard using the Federal Highway Administration's (FHWA) Planning and Environment Linkages (PEL) approach, and explore the legal framework for a public-private partnership to implement community passenger rail. If indeed

*Figure 1: 2019 Aerial View of Existing Burlington, VT Railyard*



passenger rail is feasible, the relocation of the Burlington railyard is integral to generating the innovative revenue stream to maintain and operate new passenger rail service. This relocation will unlock 13.9 acres of prime Burlington lakefront property for redevelopment while a new intermodal freight facility will enable freight to be exchanged more efficiently and provide a site for overnight storage and service of Amtrak trains.



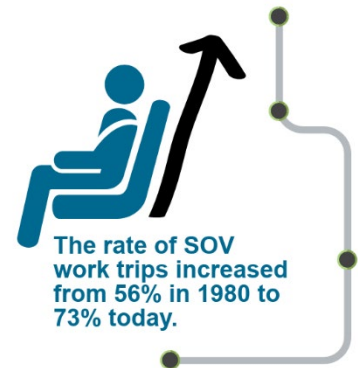
Our state is small, but visionary. In 1964, the State of Vermont was the first state in the nation to purchase a privately-owned railroad. The purchase of the Rutland Railroad and subsequent public investment underscores the critical role railroads play in the state’s economy. The [Chittenden County Regional Planning Commission](#) (CCRPC) proposes to further this vision, through this BUILD grant application, to fund the **Vermont Rail Renaissance** project, to ultimately provide a passenger rail service that uses the excess capacity of existing rail to serve multiple rural communities.

The applicant, the CCRPC, is a political subdivision of the State created in 1966 by the municipalities in Chittenden County for the development of policies, plans, and programs to address regional issues and opportunities in Chittenden County. The CCRPC serves as the region’s federally designated metropolitan planning organization (MPO) and aims to provide accessible, safe, efficient, interconnected, secure, equitable, and sustainable transportation mobility choices for our region’s businesses, residents, and visitors.



### I.B Transportation Challenges to be Met

As a rural state, Vermont has a high percentage of people driving in single-occupancy vehicles (SOVs) for work and other trips. In Chittenden County, the rate of SOV work trips has increased from 56 percent in 1980 to 73 percent today (American Community Survey). Even though vehicle miles traveled (VMT) per person was on a downward trend between 2007 and 2014, that trend was reversed in 2014 likely due to significantly lower fuel prices. Expected continued growth in VMT increases congestion and traffic delays in the more densely populated areas of the county and have negative impacts on economic development, the environment, and human health. Lack of access to safe and reliable transportation options such as transit (bus and rail), reduces employment, as well as constricts social, economic, and recreation opportunities for Vermonters.



### I.C Addressing Transportation Challenges

It is imperative that Vermont continues to support efforts to reduce per capita VMT as well as SOV travel. More robust investment in transit (bus and rail), walking, biking, carsharing, ridesharing, and other transportation demand management (TDM) can reduce VMT, traffic

delays, and congestion; reduce single-occupancy vehicle use; enhance the economic well-being of our residents, businesses, and visitors; reduce social isolation; and improve public health. The lack of safe and convenient alternatives to automobile travel disproportionately affects vulnerable populations, something that public transit aims to alleviate. Providing convenient and efficient transportation choices to residents and visitors will balance the existing system, reduce the number of Vermonters driving alone to work, and provide transportation options to some population segments (youth, the elderly, low-income, minorities and new Americans) who often lack access to a private vehicle. The **Vermont Rail Renaissance** seeks to develop a safe and efficient transportation option for Vermonters.

## **I.D Project History and Previously Completed Project Components**

The **Vermont Rail Renaissance** is the culmination of decades of studies, state priorities, and previously completed projects. Listed below are several efforts that we are building upon.

### ***Passenger Rail***

In 1964, to ensure the continued safe and affordable movement of freight, the state purchased the track from Rutland to Burlington. Beginning in 1972, efforts were made to return intercity passenger trains, resulting in Amtrak's Ethan Allen Express from New York City to Rutland. Since then, track upgrades funded by federal funds, including \$22.5 million in TIGER grants, made the service extension to Burlington possible. The Burlington to New York City Amtrak service will begin in 2022.

The [1993 Vermont Rail Feasibility Study](#) concluded that commuter rail service would be feasible from Burlington in three directions: to Middlebury, Saint Albans, and Montpelier. As a result, track improvements were recommended to support a trial passenger rail service along a 12.9-mile segment of the Vermont Railway corridor between Burlington and Charlotte.

Approximately \$18 million in capital improvements from state and federal funds were obligated for the Champlain Flyer commuter rail demonstration service that ran from 2000 through 2003. The track improvements made as part of this project also supported freight operations as well as a future connection between Vermont's western rail corridor and the national Amtrak intercity rail network. The Champlain Flyer did not meet ridership projections primarily because a concurrent parallel highway reconstruction, expected to significantly disrupt traffic, was stalled. Since that time, additional large employers such as Dealer.com and the Vermont Energy Investment Corporation have located along the rail line and these businesses have expressed support of the return of rail.

In 2017, VTTrans funded a feasibility study for commuter service between Montpelier and St. Albans. This study's conclusions did not support commuter rail. Unfortunately, it compared service in rural Vermont to large metropolitan areas and did not consider use of less expensive diesel multiple units (DMUs). In 2018, Champ P3's white paper, [Regional Rail Service: The Vermont Way](#), demonstrated how the service could be cost effective by using DMUs rather than traditional locomotives to save \$185 million.

### ***The Railyard Enterprise Project***

The [Railyard Enterprise Project](#) (REP) aims to create a network of multimodal transportation infrastructure improvements in Burlington's waterfront south area, adjacent to the Burlington railyard. The purpose of REP is to support economic development, improve livability of the surrounding neighborhoods, enhance multimodal connectivity, and improve intermodal connections to the Burlington railyard. REP was designated an FHWA Every Day Counts (EDC) initiative and followed the Planning and Environmental Linkages (PEL) process. This project has determined that it would be advantageous to build a street adjacent to the railyard and encourage redevelopment in that area.

### ***EPA Area Wide Planning Grant and Brownfield Economic Revitalization Alliance***

In 2013, the US Environmental Protection Agency (EPA) awarded an Area Wide Planning Grant (AWPG) to the City of Burlington. The resulting [report](#) outlines strategies for near-and long-term cleanup, reuse, and redevelopment of brownfield sites within the vicinity of the Burlington Railyard. In addition to the EPA grant, the area was selected as a pilot project area for the [Brownfield Economic Revitalization Alliance](#) (BERA) process in Vermont. The BERA is a joint effort between Vermont's Agencies of Commerce and Community Development, Natural Resources, and Transportation to help expedite redevelopment of brownfields sites. Selected BERA sites receive funding priority and increased coordination between the federal, state, regional, and municipal government representatives and private sector developers to simplify and fast-track brownfield revitalization projects. Following the AWPG efforts and the BERA process, the City of Burlington is better prepared to take advantage of redevelopment opportunities around the railyard.

### ***Freight Rail***

Upgrading the Vermont rail network to 286,000-pound capacity has been the state's leading freight rail priority for at least two decades. Almost all of the state's rail network has been upgraded, with the exception of the 7.8-mile Burlington to Essex Junction segment. In 2012, the bridges on the portion of the network that was upgraded were certified for the heavier weight.

Relocation of the Burlington railyard was studied in VTrans' *Burlington & Rutland Railyard Feasibility Study* (2000). Political and environmental challenges stymied that effort. In 2015, the *Burlington South End Market Study* suggested a new vision to reuse the prime waterfront railyard property.

A full list of completed studies is available [here](#).



## **I.E. Relation to Other Transportation Infrastructure Investments Being Pursued Construction**

### ***Middlebury Bridge & Rail Project***

[The Middlebury Bridge & Rail Project](#) is a \$71 million federally- and state-funded VTrans project in collaboration with the Town of Middlebury. Two nearly 100-year-old rail bridges in the center of Middlebury will be replaced with a 360-foot-long tunnel.

### ***The Champlain Parkway***

The \$29.5 million investment in the [Champlain Parkway](#) will provide access between Interstate 189 and Burlington’s downtown. The Champlain Parkway will improve traffic circulation, alleviate capacity issues, improve safety on local streets, and enhance connectivity between Burlington’s South End and downtown. The completion (estimated FY2022) will provide new opportunities to increase economic development and accommodate Smart Growth principles within the Burlington railyard redevelopment area.

### ***Interstate 89 2050 Scoping Study***

According to CCRPC’s [2018 ECOS Metropolitan Transportation Plan \(MTP\)](#), there is an increase in the proportion of Chittenden County employees who live outside the county. Since Interstate 89 is the major commuter corridor, congestion on the Interstate and its interchanges is increasing. Unless this trend is reversed and there is a substantial shift from SOV to other modes of transportation, a major capacity improvement (an added third lane) may be necessary. The **Vermont Rail Renaissance** will inform the recently initiated [Chittenden County Interstate 89 2050 Study](#) by providing data on the feasibility of community passenger rail that may alleviate the need for an Interstate widening. The study will be completed in 2021.

Figure 2: Interstate 89



## **I.F. Benefits of the Project to Rural Communities**

Vermont, with 82 percent of its population living in rural areas or small towns, is one of America’s most rural states. Like other rural states, it is experiencing a significant aging of its population; Vermont has the third oldest population in the US. An aging population is a significant economic development issue, so much so that Governor Scott initiated the [Vermont Remote Worker Grant Program](#) incentive of up to \$10,000 for those who move to Vermont to and work remotely. This effort actively recruits millennials who are markedly different from their predecessors in that they often prefer public transit options over car ownership.

The **Vermont Rail Renaissance** will support economic growth along the rail line, expand transportation connections, and support the vitality of Vermont’s small downtowns and village centers. New passenger rail service will connect rural communities to Chittenden County, Vermont’s economic activity hub. Vermont’s rural nature presents communities with significant

challenges for transportation and economic growth. Limited public transportation services limits workforce participation (only 0.8 percent of the population uses public transportation compared to the national average of 4.8 percent). The high cost of vehicle ownership limits employment opportunities for rural residents, especially for those with low-wage jobs. The **Vermont Rail Renaissance** will support communities by establishing a network of commuter access to employment centers from outlying towns and residential communities. Moreover, freight rail enhancements will reduce heavy truck traffic through rural villages - a key concern for Vermonters according to the Vermont Transportation Board's [2016 Report](#).



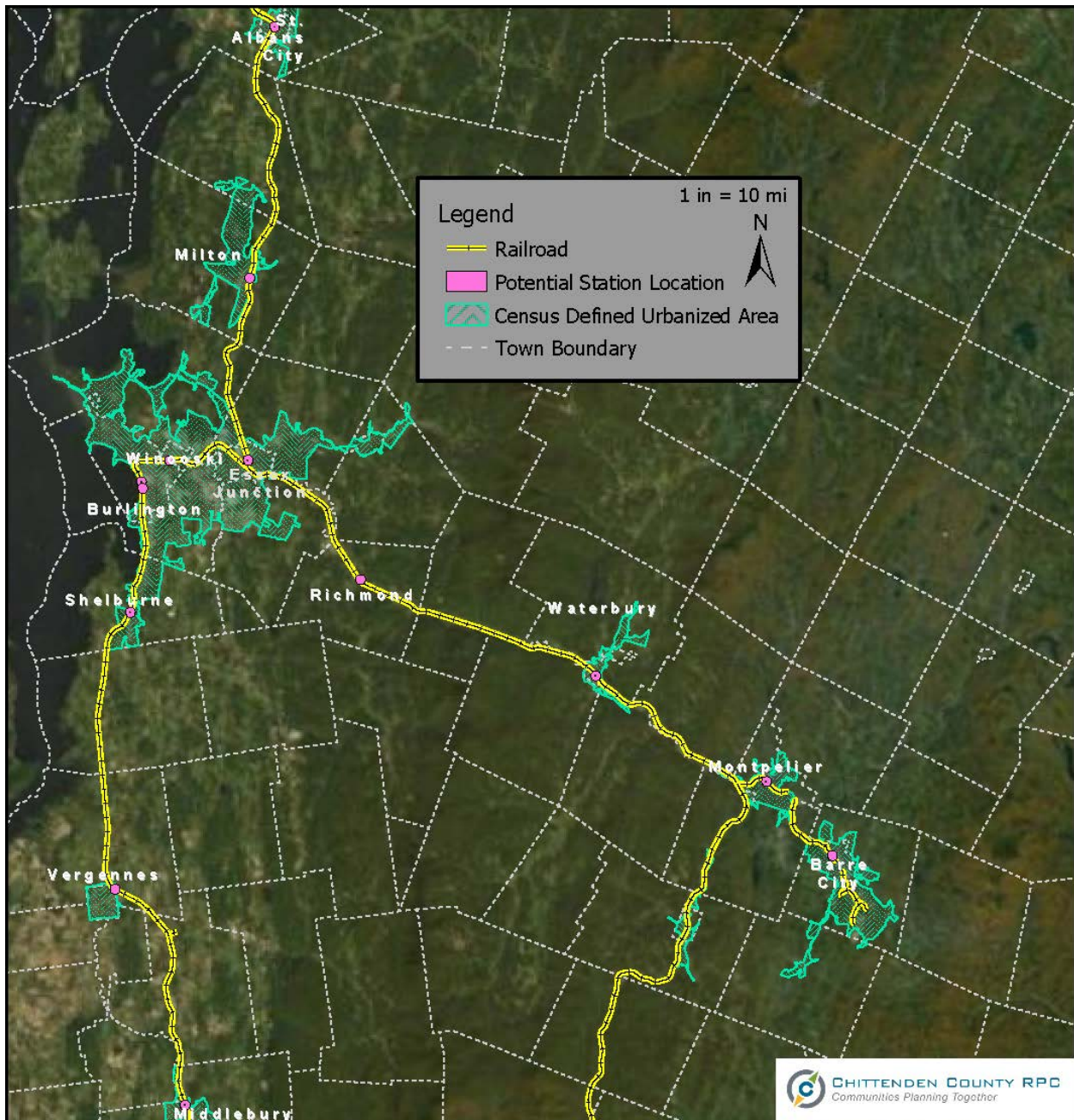
The **Vermont Rail Renaissance** planning effort aims to address the often-forgotten transit needs of rural areas. Pre-development costs are the most difficult to obtain, even for large marquee projects. In most cases, pre-development is funded by large state budgets or from private equity. Most rural areas have access to neither. Developing a plan through the **Vermont Rail Renaissance** will serve as a pilot planning project to help other rural communities. BUILD planning grant funds will be used to study critical issues that help to level the playing field for rural communities: innovative finance techniques, public and private investment, economic and environmental impacts, coordination among small town governments, and cooperation among multiple rail providers.

## II. PROJECT LOCATION

### II.A Project Location & Geographical Description

This project will examine the feasibility of community passenger rail service in Northwest Vermont. Below is a map showing the rail lines from St. Albans in the north to Middlebury in the South and from Burlington in the west to Montpelier/Barre in the east including the junction of those rail lines in Essex Junction. The Burlington/South Burlington urbanized area is shown on the map as well as potential locations with quarter mile radius circles noting the possible transit-oriented development zones around the stations.

Figure 3: Project Location Map with Potential Station Locations





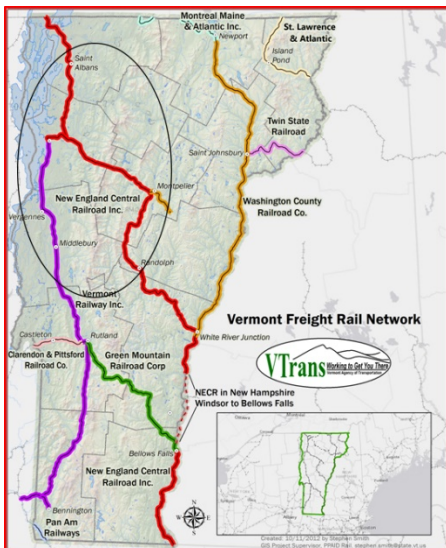
## II.B Project Map & Geospatial Data

Centered at the Burlington Rail yard: 44° 28' 18.26" N 73° 14' 14.51" W

Figure 4: Current Burlington, VT Rail yard with Longitude and Latitude



Figure 5: Vermont State Rail Map with Proposed Study Area Circled



### III. GRANT FUNDS, SOURCES AND USES OF ALL PROJECT FUNDING

#### III.A Project Costs

The **Vermont Rail Renaissance** is requesting \$1,710,000 in federal BUILD funds to undertake a major planning effort with three significant tasks: 1) a Community Passenger Rail Feasibility Study to determine the financial and political feasibility of passenger rail from Burlington to Middlebury, Burlington to Saint Albans, and Burlington to Montpelier/Barre, using DMUs; 2) a Railyard Relocation Scoping/PEL Study to consider alternate locations for the relocation of the Burlington Railyard; and 3) assuming support for Task 1 outcomes, an organizational task to develop governance and legal documents to create a public-private development corporation to acquire and develop land adjacent to the rail stations and use revenue from that development to pay for the operating costs of community passenger rail.

#### III.B Funding Sources & Amounts

##### *Project Budget Summary*

Source	Amount	% of Project	Type
CCRPC's FHWA PL Funds	\$152,000	10%	80% Federal
	\$19,000		10% State
	\$19,000		10% Local
DOT BUILD Funds	\$1,710,000	90%	100% Federal
<b>TOTAL</b>	<b>\$1,900,000</b>	<b>100%</b>	

#### III.C Non-Federal Funding Commitments

CCRPC's federal FHWA PL Funds require a 20 percent match (10 percent state funds, \$19,000, and 10 percent local funds, \$19,000), for a non-federal commitment of \$38,000.

#### III.D Federal Funding Commitments

The CCRPC is pledging a total of \$190,000 in FHWA PL funds (including state and local match) for staff time to manage the **Vermont Rail Renaissance** and complete all necessary grant and financial reporting. This effort will be included in the CCRPC's annual Unified Planning Work Program (UPWP).

### III.E Budget

Task Description	BUILD Funds	CCRPC Funds*	Total Project Funds
<b>1. Community Passenger Rail Feasibility Study</b>			
<b>a. Track Improvement Needs</b> <ul style="list-style-type: none"> <li>• Inspection of track, tunnel, bridges, grade crossings to identify needed upgrades</li> <li>• Determine cost estimate for necessary upgrades</li> <li>• Communicate with NECR / G&amp;W / Brookfield / VTrans regarding rail upgrades</li> <li>• Final report with recommendations</li> </ul>	\$100,000		\$100,000
<b>b. Station Location Scoping</b> <ul style="list-style-type: none"> <li>• Identify potential commuter rail station / platform locations</li> <li>• Undertake municipal, property owners, public, stakeholder engagement</li> <li>• Evaluate and rank preferred sites</li> <li>• Develop conceptual plans for access, track, and station improvements</li> <li>• Identify permitting requirements</li> <li>• Final report with recommendations</li> </ul>	\$450,000		\$450,000
<b>c. Transit-Oriented Development (TOD) and Opportunity Zone Opportunities</b> <ul style="list-style-type: none"> <li>• Project ridership</li> <li>• Estimate operating costs</li> <li>• Undertake environmental assessment</li> <li>• Analyze station land development market demand</li> <li>• Develop conceptual development plans</li> <li>• Identify development revenue model</li> <li>• Undertake municipal, state, public, stakeholder engagement</li> <li>• Final report with recommendations</li> </ul>	\$500,000		\$500,000
<b>d. Economic Impact Analysis</b>	\$60,000		\$60,000
<b>2. Burlington Railyard Relocation Scoping/PEL Study</b> <ul style="list-style-type: none"> <li>• Identify railyard operational and space needs</li> <li>• Identify potential railyard locations</li> <li>• Evaluate and select preferred location</li> <li>• Identify permitting requirements</li> <li>• Develop conceptual plans and cost estimates</li> <li>• Undertake municipal, state, public, stakeholder engagement</li> <li>• Final report with recommendations</li> </ul>	\$500,000		\$500,000



<b>Assuming support at the end of Task 1:</b>			
<b>3. Develop Public-Private Development Corporation</b> <ul style="list-style-type: none"> <li>Undertake municipal, state, public, stakeholder engagement</li> <li>Create governance documents</li> <li>Develop agreements with transit operator and rail operators</li> </ul>	\$100,000		\$100,000
<b>4. Project Administration and Management</b> <ul style="list-style-type: none"> <li>Procurement, financial oversight of subgrantees and subcontractors, project management, reporting</li> </ul>		\$190,000	\$190,000
<b>Total Project Cost</b>	<b>\$1,710,000</b>	<b>\$190,000</b>	<b>\$1,900,000</b>

\*CCRPC funds include 80% federal funding, 10% state funding, and 10% local funding.

**Budget Narrative: Vermont Rail Renaissance**

In the section that follows, we describe spending and revenues associated with each category of the budget. The budget summary at the end of this narrative provides a summary of this information.

**Category 1: Personnel & Fringe Benefits**

The CCRPC will contribute FHWA PL funds for parts of four staff positions (Executive Director, Transportation Program Manager, Transportation Planner, and Senior Business Manager) to manage and administer this grant over the projected two-year schedule. This contribution of \$190,000 represents 10 percent of the total **Vermont Rail Renaissance** budget.

**Category 2: Consultants**

This category includes using yet-to-be procured consultants for the following tasks: 1) Community Passenger Rail Feasibility Study (Subtasks a, b, and d); and 2) Railyard Relocation Scoping/PEL Study. If the first study, Community Passenger Rail Feasibility, does not show that this service is feasible, Task 3 will not be undertaken. The Consultant budget of \$1,110,000 for these tasks will be paid with BUILD funds for transportation planning consultant teams.

CHAMP P3 will be a consultant partner responsible for Subtasks 1.c Transit-Oriented Development (TOD) and Opportunity Zone Opportunities and Task 3 Develop Public-Private Development Corporation. This nonprofit organization has completed some property appraisals at potential station locations, some legal work around rail operator agreements, and has been the driving force behind this concept. CHAMP P3 will lead the work in analyzing the development potential around the stations and the revenue models. Depending on outcomes of Tasks 1 and 2, they will be developing the public-private development corporation in Task 3. These two Subtasks total \$600,000 will be paid with BUILD funds. CCRPC will work with CHAMP P3 to make sure that all applicable federal, state and CCRPC procurement requirements are met and will assume whatever role is necessary to ensure this outcome.

### Category 3: Sub-Grantee

There are no sub-grantees.

### Vermont Rail Renaissance - Summary of Budget

The total BUILD grant request of **\$1,710,000** coupled with **\$190,000** in applicant match will allow us to complete a series of feasibility and scoping studies to determine if community passenger rail can be a reality in Northwest Vermont and if so, how best to implement the service in our rural state.

Budget Category		BUILD Grant	Other Funding	Total Project Cost
1	<b>Personnel, Fringe Benefits, Indirect Costs (CCRPC)</b>		\$190,000	\$190,000
2	<b>Consultants</b> <ul style="list-style-type: none"> <li>• Community Passenger Rail Feasibility Study (Subtasks 1.a, b &amp; d)</li> <li>• Railyard Relocation Scoping / PEL Study (Task 2)</li> </ul>	\$1,110,000		\$1,110,000
	<b>CHAMP P3 Consultant Partner</b> <ul style="list-style-type: none"> <li>• Community Passenger Rail Feasibility Study (Subtask 1.c.)</li> <li>• Develop Public-Private Development Corporation (Task 3)</li> </ul>	\$600,000		\$600,000
<b>Total:</b>		<b>\$1,710,000</b>	<b>\$190,000</b>	<b>\$1,900,000</b>
<b>Percent of Funding Source:</b>		<b>90%</b>	<b>10%</b>	<b>100%</b>

## IV. SELECTION CRITERIA

### IV(1) Primary Selection Criteria

#### *IV(1)(a) Safety*

**Vermont Rail Renaissance** planning will investigate new community passenger rail service that will provide transportation options to Vermonters and visitors, reduce SOV travel, and maximize safety. According to CCRPC's [2018 ECOS MTP](#), performance measures for safety include the number of fatalities, rate of fatalities per 100 million Vehicle Miles Traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and the number of non-motorized fatalities and non-motorized serious injuries. By implementing a community passenger rail service, safety will improve as residents and visitors lessen their dependence on driving; the new rail service is expected to reduce peak hour car use in the three corridors. Since rail is 10 times safer than driving, overall public safety is expected to improve considerably.

#### *IV(1)(b) State of Good Repair*

**Vermont Rail Renaissance** partners are committed to improving the rails as necessary to implement community passenger rail in the future.

#### *IV(1)(c) Economic Competitiveness*

The Economic Competitiveness criterion will be addressed in the **Vermont Rail Renaissance** planning effort. We propose the following tasks: (1) undertake targeted research and analysis of the connection between rail development and economic development; (2) undertake targeted research and analysis to estimate the economic impact/contribution of enhanced passenger and freight rail operations; and (3) evaluate alternative financing proposals to aid in the facilitation of the development of supporting commercial infrastructure. The alternative financing analysis will include options such as discussed in NCHRP #873, Land Value Return and Recycling. This information will assist with the review, presentation, and negotiation to obtain necessary public support, possible permitting changes, and necessary public approvals for financing and developing passenger rail operations and associated development.

Additionally, more convenient and faster access to job centers offered by rail attracts a younger demographic to rural communities. In turn, this increases tax revenue from land development, thereby increasing a community's tax base.

#### *IV(1)(d) Environmental Sustainability*

In 2011, Vermont embarked on an ambitious energy goal of achieving 90 percent of the state's total energy needs from renewable sources by 2050. While Vermont has seen an increase in the adoption of electric vehicles, the transportation sector is still the biggest hurdle to achieving the state's energy goal. To secure a more energy-efficient transportation system, there must be continued support for freight and passenger rail initiatives. Since 2006, intercity passenger rail trips have increased by over 88 percent to more than 107,000 per year. However, by 2030, [Vermont's Comprehensive Energy Plan](#) calls for a nearly quadrupling of Vermont-based passenger rail trips to 400,000 trips annually, while also doubling rail freight tonnage. To realize these goals, both passenger and freight rail service needs to be expanded. The latter can only be accomplished through relocation of the Burlington railyard to a less constrained and more efficient site.

The CCRPC’s [2018 ECOS Regional Plan](#) has goals and actions to transform the region’s energy system to meet Vermont’s energy and greenhouse gas reduction goals while balancing economic vitality and affordability. ECOS supports improvements to rail infrastructure throughout the county for both passenger and freight transportation to help meet these goals.

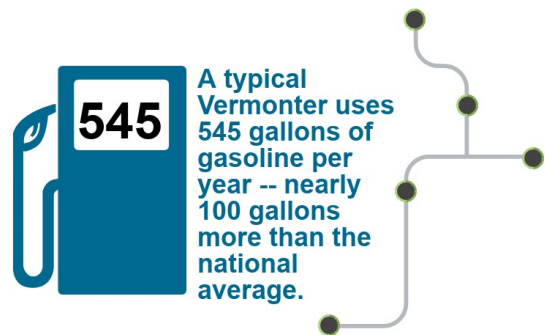
If the Burlington railyard relocates, the existing site will be cleaned of contaminated soils before any redevelopment occurs. As a result of the work conducted under the [EPA’s Area Wide Planning Grant](#), all brownfields/contaminated areas are mapped, a reuse plan is in place, and the land is ready to be remediated. Moreover, as outlined within Burlington’s [planBTV South End](#), the city recognizes the need to address environmental concerns in order to revitalize this area.

### **IV(1)(e) Quality of Life**

According to the [Partnership for Sustainable Communities](#), there are a series of core livability principles adopted by federal agencies. These principles dovetail with Vermont’s [2020 Comprehensive Economic Development Strategy](#) (CEDS) to improve the economic well-being and quality of life for Vermonters while maintaining the state’s natural resources and community values.

#### **1. Guiding Principle: Provide More Transportation Choices**

The **Vermont Rail Renaissance** will study the expansion of community passenger rail to improve transportation options for residents and visitors, reduce single-occupant vehicle use, and enhance the viability of freight rail. Because of its rural character, Vermont has one of the highest automobile dependency rates in the country. A typical Vermonter uses 545 gallons of gasoline per year -- nearly a hundred gallons more than the national average. The **Vermont Rail Renaissance** will provide an alternative form of energy-efficient transportation that also dovetails with other northeast and Canadian rail initiatives.



Development around rail stations, along with redevelopment at the Burlington railyard site, will create a pattern of growth that reduces transportation energy consumption. Homes are in closer proximity to jobs and other services, making trips shorter and making travel by walking, biking, transit, and carshare more feasible. The 2018 implementation of [Greenride Bikeshare](#) in Burlington and Winooski fits well with the **Vermont Rail Renaissance** initiative by addressing the “last mile” issue.



## **2. Guiding Principle: Promote Equitable, Affordable Housing**

One of the barriers to a high quality of life in Vermont is access to equitable and affordable housing. Since housing scarcity and affordability issues are well-documented, the **Vermont Rail Renaissance** partner, CHAMP P3, has made a commitment to designate 25 percent of housing they develop as affordable.



As the demand for and cost of housing rises, the proportion of Chittenden County employees who live outside the county continues to increase. To sustain the economic growth in Chittenden County, it is imperative to increase investment in denser, mixed-use growth areas that will improve economic opportunities, housing options, transportation choices, and community health. The relocation of the Burlington railyard will create a tremendous opportunity to focus new growth in the heart of Burlington, using existing infrastructure and increasing the supply of affordable housing. (See attached support letter from Housing Vermont, a nonprofit housing syndication and development company.)

## **3. Guiding Principle: Increase Economic Competitiveness and Support Existing Communities**

Area employers have consistently expressed concern that access to housing is one the main barriers to economic development in the region. Focusing new growth within the vicinity of the Burlington railyard and transit-oriented development (TOD) at other rail stations will provide housing and promote a lifestyle that is attractive to young professionals. Between 1990 and 2010, Vermont’s population of 20- to 39-year-olds shrunk by 20 percent while the state’s overall population grew by 11 percent. Studies have shown that young professionals prefer to live in dense and vibrant communities that are within walking distance to goods and services. It is vital to Vermont’s economic well-being to support initiatives that reverse the troubling trend of young people fleeing the state. Vermont also has the distinction of being the third oldest state in the country and Governor Scott is actively recruiting millennials who work remotely to move to Vermont. Transit attracts talent and millennials. (See attached support letters from the Lake Champlain Regional Chamber of Commerce and the Franklin County Industrial Development Corporation.)

## **4. Guiding Principle: Value Communities and Neighborhoods**

The CCRPC’s [2018 ECOS MTP](#) clearly outlines an overarching goal to provide accessible, safe, efficient, interconnected, secure, equitable and sustainable mobility choices for the region’s businesses, residents and visitors. While no community passenger rail service currently operates within Vermont, the **Vermont Rail Renaissance** aims to establish a community passenger rail network to reduce commuter vehicle traffic and encourage transit-oriented development.

Chittenden County has a land use goal, articulated in the 2018 [ECOS Regional Plan](#), that 80 percent of all new development should go in “areas planned for growth” which are our downtowns, villages, and other growth centers. The 2018 [ECOS MTP](#) plan envisions an even denser development pattern with 90 percent of new development in areas planned for growth.

This goal allows for the creation and preservation of livable communities and neighborhoods that are walkable, bikeable, and serviced by transit, which help reduce vehicle congestion in the neighborhoods and increase safety.

Numerous [Vermont Transportation Board](#) reports highlight a broad range of statewide public support for rail travel and alternatives to the automobile. Chittenden County communities are advocating for increased investment in rail and public transit in general. In the CCRPC's [2018 Transportation Survey](#), a majority of survey respondents indicated that it is very important or essential to expand public transit within the county. Moreover, the City of Winooski's [2017 Transportation Master Plan](#) highlights a need to promote Chittenden County commuter rail service based on support from members of the public and local stakeholders. It is clear that the **Vermont Rail Renaissance** will support the community values and vision of small communities with vibrant neighborhoods served by community passenger rail service.

## **IV(2) Secondary Selection Criteria**

### **IV(2)(a) Innovation**

#### ***IV(2)(a)(i) Innovative Technologies***

Two new, innovative technologies are incorporated into the **Vermont Rail Renaissance**: RailSwitchNet and The Moose.

**Vermont Rail Renaissance** is committed to making sure our rails are as safe as possible.

As we examine rail safety, we will explore the benefits of [RailSwitchNet](#), an innovative safety technology that incorporates both cellular technology and the Cloud. Switch monitors automatically update wayside indicator aspects through wireless connections and updates are made every time the switch position changes (and on a set schedule). The software allows rail personnel to remotely monitor both switches and indicators in real time. The system was developed by Vermont Rail Systems (VRS) and used successfully in a pilot Amtrak project in Vermont.



The critical work of the **Vermont Rail Renaissance** is to investigate the feasibility of rural community passenger rail. In order to make the service as attractive as possible to the largest number of people, passenger convenience is of utmost importance. We will examine how an innovative web and mobile app traveler information tool could enhance rural ridership.

The Moose is a prototype web and mobile app that deploys innovative traveler information to optimize ridership. Developed by Green Mountain System Works, The Moose web and mobile app will provide schedules, ticketing, and real-time train location and arrival times. The app also links riders with connecting transportation options like ride hailing services, buses, cabs, and bike/scooter rentals.

The app has the potential to link the train with the communities they serve: merchants, restaurants, arts venues, craft vendors, and more. Station or railcar advertising can promote local businesses and provide an additional revenue stream for operations. An option to redeem local merchant offers via the app will provide additional incentives to ride and support the local community.



Location services on the app will allow riders to customize their travel via the app, as well as provide metadata on ridership trends for both the train other transportation modes. By tracking rider movements, it will also be possible to analyze the positive impacts to the surrounding communities – in essence, calculating the effect train service has on local purchasing and use of public spaces such as parks. This technology does not require any extraordinary permitting, approvals, exemptions, waivers, or procedural actions.

#### **IV(2)(a)(ii) Innovative Project Delivery**

The **Vermont Rail Renaissance** will investigate and formulate an innovative project delivery process. The type of project delivery model used for the **Vermont Rail Renaissance** can have a significant effect on the ability to adapt new technologies, the cost of construction financing, the requirements of operations and management, and the economics and demographics of the area.

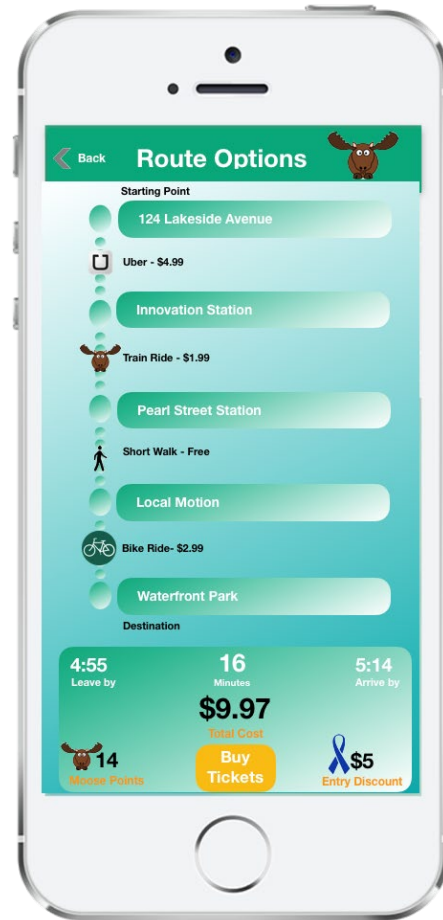
These tasks are particularly burdensome for rural areas with low density, multiple stakeholders with small transportation budgets, and few financial and personnel resources available for comprehensive planning. The BUILD planning grant funds will result in an innovative program delivery model for

**Vermont Rail Renaissance** that will involve four major elements: (1) ownership; (2) financing; (3) construction; and (4) operations and maintenance. The program delivery model will address the present and future transportation needs in the corridor and include commitments from a coalition of stakeholders.

**Vermont Rail Renaissance** will evaluate existing and developing public project delivery methods for infrastructure projects focusing on those which are able to enhance and encourage safety, innovation, economic development, and lessen environmental impacts. The project delivery model will be a useful pilot for how multiple rural entities can create a coalition to finance, operate, and maintain an otherwise unachievable transportation goal in order to meet the cross-boundary transportation needs of a rural area.

For example, freight rail carriers generally do not have staff available to manage and administer delivery and operations agreements for passenger rail. Local governments typically utilize traditional delivery processes, because they have administrative staffs that perform many project delivery aspects. **Vermont Rail Renaissance** will cover multiple political jurisdictions thereby needing a new management structure to administer the project. We will create a new partnering structure in the form of a long-term commitment between multiple organizations to establish community passenger rail by maximizing the effectiveness of each participant’s resources.

Figure 6: The Moose Prototype Mobile App



Currently, we anticipate using a design-build-finance (DBF) P3 structure with an availability payment from the public sponsor. Availability payments allow the public sponsor to use the P3 for design, construction, and financing without transferring responsibility for fare rates, service frequency, and other policy decisions related to operations over to the private sector. By retaining these operations responsibilities, the public sponsor also retains the risk for ridership and repayment of borrowed money through a revenue source unrelated to ridership. This structure works well for transit projects, which typically do not generate enough revenue to pay for construction and operating costs. Operations and maintenance would be provided through one or a series of management contracts. However, the key will be to analyze and discover which delivery method provides the best value for each particular portion of the project; BUILD funds will help to discern which method will provide not only the optimal end result, but financially better value in the long-term for each project partner.

#### ***IV(2)(a)(iii) Innovative Financing***

The demand for public transportation services is at its highest point in 50 years. In addition to the environmental concerns of increasing VMT, public transit is an obvious choice for an increasingly urbanized population, the growing numbers of seniors, and the preferences of the millennial generation. These factors contribute to soaring ridership on existing transit routes as more communities seek funds to build and operate rail and bus lines than ever before.

One of the most important benefits of transit is its ability to serve as a focal point for future development, and in the process raise property values and generate new tax revenue to support local transit services. A passenger rail station engenders a higher concentration of economic activity than would be possible through other modes. This activity benefits both well-established communities and growing rural regions. In more-developed areas like Burlington, a transit system can help accommodate substantial growth and improve mobility (even when only a limited number of parcels remain, like on the waterfront). Focusing development around transit stations can help preserve existing neighborhoods and greenspace, while reducing the cost of extending roads, water, sewer, and other infrastructure far and wide to support growth. Transit Oriented Development (TOD), creating walkable neighborhoods within easy access of rail and bus lines, is essential to maximizing the return of new transit investments.

Since revenues from passenger fares will not cover the full maintenance and operating costs of the system, we propose the following innovative financing strategies to meet our financial needs:

#### **Creative Financing Through Real Estate.**

As there are many demands on the Vermont State budget, the **Vermont Rail Renaissance** will explore other funding sources for passenger rail operations. A viable source of ongoing support is to take underperforming state assets, particularly real estate, and use them to generate cash flow and wealth for this public purpose. The options evaluated will include those examined the NCHRP Report #873:

*Figure 7: 2019 Aerial View of Existing Burlington, VT Railyard*



Guidebook to Funding Transportation Through Land Value Return and Recycling (2018). There are also numerous examples of how this public private partnership strategy worked successfully in redeveloping decommissioned military bases in the US.

A new and innovative method which is being implemented in Europe is called a “Privately Financed Managing Agent Contractor” (PFMAC), which introduces private financing into the maintenance process. There are greater risks transferred, a longer-term contract of 15-30 years, and mechanisms similar to the Design-Build-Finance-Operate-Maintain model used in the US for capital projects. This model is being used successfully using income generated from real estate investment for transit operations and maintenance expenses and will explore the feasibility of this model for **Vermont Rail Renaissance**.

With BUILD grant funds, we propose to analyze the feasibility of creating one or a series of publicly owned, privately run corporations with the explicit goal of redeveloping around the existing stations and railyard, maximizing the value of this underutilized public land, and using the revenues generated by smart zoning and asset management to finance the operations of the **Vermont Rail Renaissance**. This delivery method is innovative for the US market.

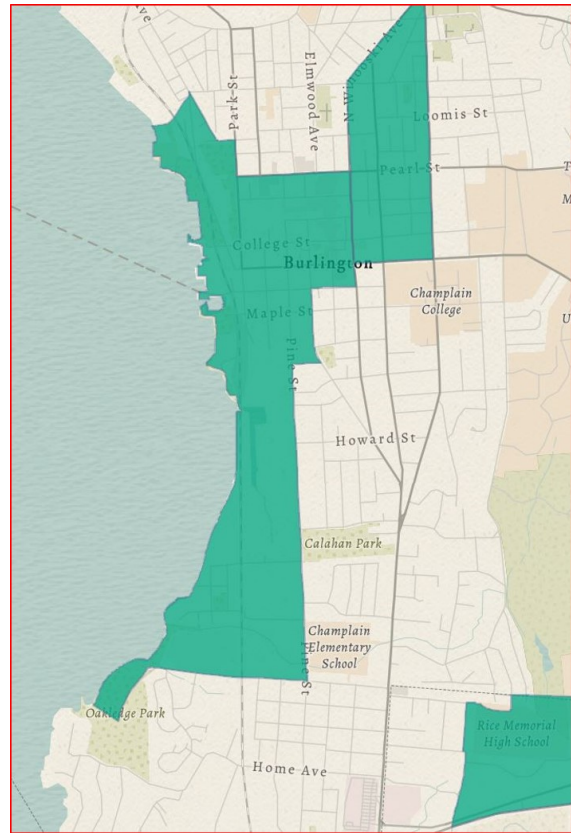
The 13.9-acre developable state-owned Burlington railyard has a market value of \$3.7 million based on current zoning and a recent appraisal. This asset could be transferred to a new public private partnership (P3). Once the tracks are relocated and the zoning is revised, the property will have a market value of between \$25-50 million. Instead of allowing private developers to reap the benefits of this value increase, it could be captured by the P3. In fact, as the example below shows, a ground lease structure can generate an annual income in excess of \$1 million to subsidize the passenger rail system. This model will be studied as part of the Community Passenger Rail Feasibility Study.

Figure 8: Real Estate: Hypothetical Example

<b>Real Estate: Hypothetical Example</b>			
(\$ thousands)			
<b>Property Type</b>	<b>Land Price</b>	<b>Ground Lease</b>	<b>Notes</b>
<b>200 Residential Units</b>			
75 Affordable Units	\$15,000	\$75	\$20k / unit ground lease 5%
75 Market Rate Rental	\$3,750	\$188	\$50k / unit
50 Condos	\$5,000	\$250	\$100k / unit
<b>Hotel - 150 Rooms</b>	\$11,250	\$563	Total cost \$45 million, \$300k per key
<b>Office / Commercial / Brew Pub</b>	\$5,000	\$250	100,000 square feet / \$20 million cost
<b>TOTAL</b>	<b>\$26,500</b>	<b>\$1,325</b>	

**Creative Financing Through Opportunity Zones.** A number of the proposed rail stations are in Opportunity Zones. Although the program is new, there has already been a dramatic increase in the value of land in Opportunity Zones around the country. One thing that makes Opportunity Zones attractive to investors is tax deferral on their existing gains. But an even larger incentive is the fact that any gains on their investment in the Opportunity Zone is tax free. For this reason, investors look for zones that are likely to experience asset appreciation. Property on the Burlington waterfront should be very attractive due to its location and walkable access to a train station. As the community passenger rail moves out to St. Albans, Winooski and Barre, where the rail stations are in an Opportunity Zone, the land value will rise significantly. Private capital and investment will allow the **Vermont Rail Renaissance** to capture some of this increase in value.

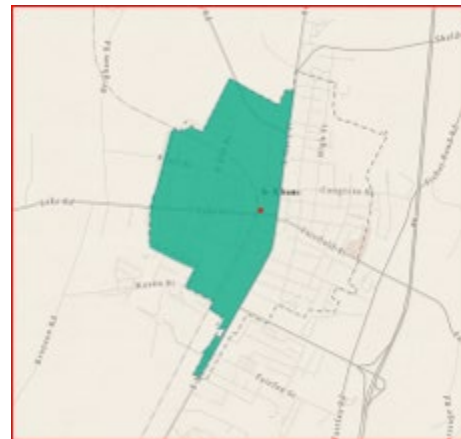
Figure 9: Burlington Opportunity Zone



**IV(2)(b) Partnership**

The implementation of the **Vermont Rail Renaissance** will strengthen connections among communities within the Champlain Valley, enhance multimodal networks between existing transportation providers, and establish new regional economic partnerships between Chittenden County and the rest of the state. The **Vermont Rail Renaissance** will begin the conversation about how rail can best serve these communities as well as details about possible station locations. A primary partner of the CCRPC is CHAMP P3, a nonprofit organization committed to bringing community passenger rail to Vermont. (See attached letter of support from CHAMP P3.)

Figure 10: St. Albans Opportunity Zone



The CCRPC has considerable experience bringing people and organizations together for successful and long-lasting collaborations. Upon receipt of a \$1 million Partnership for Sustainable Communities grant in 2011 (USHUD, EPA, USDOT), the CCRPC spearheaded the [ECOS Project](#) – a once-in-a-generation opportunity to engage citizens, organizations, and municipalities in a conversation about the future of individual communities and the region as a whole. A key component of ECOS is the collaboration between over 60 nonprofit, institutional, and governmental organizations in planning initiatives to support a sustainable future for the county. This level of regionwide collaboration will continue with the **Vermont Rail Renaissance**. The **Vermont Rail**



**Renaissance** will enhance the partnership between two bus systems, Green Mountain Transit and Addison County Transit Resources, the Burlington International Airport, Greenride Bikeshare, Lake Champlain Ferries, bike and walking advocates, and VTrans. It will create a truly multimodal transportation system to connect Vermont's rural communities with the economic hub of Chittenden County. Furthermore, enhancing connections between local and regional transportation systems will attract new employers to the region, strengthen connections between residences and employment centers, and provide greater access to Vermont's vast recreation opportunities. (See attached support letters from neighboring Regional Planning Commissions.)

CHAMP P3, Inc. is a nonprofit established in 2016 with a mission to expand the use of rail to move both people and freight. Since inception, CHAMP P3 has worked with stakeholders to identify ways in which movements by rail will spur economic growth and reduce greenhouse gases.

The State of Vermont has enabling legislation to establish public private partnerships to pursue innovative financing and project delivery under new and efficient guidelines. CHAMP P3 is pursuing this official designation.

The Chittenden County Regional Planning Commission (CCRPC) supports the Central Vermont Regional Planning Commission's Montpelier to Barre Community Connector grant application. The goals and products of the **Vermont Rail Renaissance** will complement their work by helping to support and inform the direction of rural community passenger rail services in Vermont.

## **V. Project Readiness**

### **V(a) Technical Feasibility**

Not Applicable to our planning grant request.

### **V(b) Project Schedule**

The following page contains the proposed project schedule for the major tasks including the roles of the partners.

#### ***Partners***

1. Chittenden County Regional Planning Commission (CCRPC)
2. CHAMP P3 (CHAMP)
3. Consultants (to be procured)

#### ***Timeline from date the agreement is executed***

Year 1: Quarters 1-4

Year 2: Quarters 5-8

Task Description	Timeframe (Quarters)	Partner Roles: Primary/Secondary
<b>1. Community Passenger Rail Feasibility Study</b>	2-5	
<b>a. Track Improvement Needs</b> <ul style="list-style-type: none"> <li>• Inspection of track, tunnel, bridges, grade crossings to identify needed upgrades</li> <li>• Determine cost estimate for necessary upgrades</li> <li>• Communicate with NECR / G&amp;W / Brookfield / VTrans regarding rail upgrades</li> </ul>		Consultants/CCRPC
<b>b. Station Location Scoping</b> <ul style="list-style-type: none"> <li>• Identify potential commuter rail station / platform locations</li> <li>• Undertake municipal, property owners, public, stakeholder engagement</li> <li>• Evaluate and rank preferred sites</li> <li>• Develop conceptual plans for access, track, and station improvements</li> <li>• Identify permitting requirements</li> </ul>		Consultants/CCRPC
<b>c. Transit-Oriented Development and Opportunity Zone Opportunities</b> <ul style="list-style-type: none"> <li>• Project ridership</li> <li>• Estimate operating costs</li> <li>• Undertake environmental assessment</li> <li>• Analyze station land development market demand Develop conceptual development plans</li> <li>• Identify development revenue model</li> <li>• Undertake municipal, state, public, stakeholder engagement</li> </ul>		CHAMP/Consultants, CCRPC
<b>d. Economic Impact Analysis</b>		Consultants/CCRPC
<b>2. Burlington Railyard Relocation Scoping / PEL Study</b> <ul style="list-style-type: none"> <li>• Identify railyard operational and space needs</li> <li>• Identify potential railyard locations</li> <li>• Evaluate and select preferred location</li> <li>• Identify permitting requirements</li> <li>• Develop conceptual plans and cost estimates</li> <li>• Undertake municipal, state, public, stakeholder engagement</li> </ul>	3-6	Consultants/CCRPC
<b>Assuming support at the end of Task 1:</b>		
<b>3. Develop Public-Private Development Corporation</b> <ul style="list-style-type: none"> <li>• Undertake municipal, state, public, stakeholder engagement</li> <li>• Create governance documents</li> <li>• Develop agreements with transit operator and rail operators</li> </ul>	6-8	CHAMP/CCRPC



<b>4. Project Administration and Management</b> <ul style="list-style-type: none"> <li>Procurement, financial oversight of subgrantees and subcontractors, project management, reporting</li> </ul>	1-8	CCRPC
<b>Total Timeline</b>	<b>8 quarters 2 years</b>	

**V(c) Required Approvals**

**V(c)(1) Environmental Permits and Reviews**

**V(c)(1)(a) NEPA**

Not Applicable to our planning grant request.

**V(c)(1)(b) Reviews, Approvals, Permits by Other Agencies**

Not Applicable to our planning grant request.

**V(c)(1)(c) Environmental Studies & Other Documents**

Not Applicable to our planning grant request.

**V(c)(1)(d) NEPA & Other Federal Environmental Reviews/Approvals**

Not Applicable to our planning grant request.

**V(c)(1)(e) Public Engagement**

Following more than two decades of studies, reports, and plans related to the expansion of passenger rail services in Vermont and the evaluation of the land within the vicinity of the Burlington railyard, the public has consistently been engaged through extensive outreach initiatives. Public and stakeholder outreach has been robust throughout the development of local and regional scoping studies, forums held by the Vermont Transportation Board, Burlington’s Railyard Enterprise Project, Burlington’s planBTV development process, the Burlington Brownfields Area Wide Plan, Western Corridor Transportation Management Plan, and the Vermont State Rail Plan. Public engagement has been conducted through public surveys, steering and advisory committee meetings, formal public meetings, and presentations to local governing bodies. This outreach has consistently shown public support for rail-related improvements in Vermont.

As we look forward to the **Vermont Rail Renaissance** planning project, the CCRPC will use its [Public Participation Plan](#) (PPP) as a guide for a robust public and stakeholder outreach effort to inform, consult, involve, collaborate, and empower communities and their residents. The PPP’s Spectrum of Participation provides a framework for continual improvement in public outreach techniques. The CCRPC is committed to the principles of its PPP, including: promote respect, provide opportunities for participation, be responsive to participants, offer substantive work, provide a predictable planning process, and extensive outreach and communication. We recognize that public participation is a dynamic activity that requires commitment at all levels of the organization and constant vigilance. As such, CCRPC will ensure that public outreach plans are created and implemented for all studies undertaken as part of the BUILD grant.

Figure 11, CCRPC Public Participation Plan's Spectrum of Participation

Spectrum of Participation				
INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
The CCRPC will provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	The CCRPC will obtain public feedback on analysis, alternatives and/or decisions.	The CCRPC will work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.  <i>At the INVOLVE level and above, staff will complete the CCRPC Equity Impact Worksheet.</i>	The CCRPC will partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	The CCRPC will place final decision-making in the hands of the public.

**V(c)(2) State & Local Approvals**

Not Applicable to our planning grant request.

**V(c)(3) Federal Transportation Requirements Affecting State & Local Planning**

Not Applicable to our planning grant request.

**V(d) Assessment of Project Risks & Mitigation Strategies**

As the project applicant, the Chittenden County Regional Planning Commission (CCRPC) is well prepared to manage a BUILD grant from the US Department of Transportation. The CCRPC, serving as the only Metropolitan Planning Organization (MPO) in Vermont, manages an average of \$2.8 million annually in consultant and contract services using consolidated PL funds from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Environmental Protection Agency (EPA), and Department of Homeland Security (DHS).

In addition, the CCRPC has been awarded and successfully managed direct federal grants including an FHWA Accelerated Innovation Deployment (AID) grant (\$934,000); a Transportation, Community and System Preservation (TCSP) grant (\$408,000) from the USDOT; and a Sustainable Communities Regional Planning grant (\$995,000) from the US Department of Housing and Urban Development.

The CCRPC has a dedicated, professional staff of land use and transportation planners and engineers that manages the annual work program. Staff is familiar with procurement policies and administration of federal grants and over the years have demonstrated their ability to successfully complete work on all federal grants awarded to the CCRPC.

The CCRPC conducts independent audits annually and complies with audit requirements according to the US Office of Management and Budget (OMB) 2 CFR Part 200 Uniform Administrative Requirements Cost Principles and Audit Requirements for Federal Awards. The CCRPC has undergone federal Single Audits each year since 2012 without a Qualified Opinion, Material Weakness, or Significant Deficiency found or noted. The CCRPC has qualified as a low risk auditee every year since 2014.

The **Vermont Rail Renaissance** project audit requirements will be the responsibility of the CCRPC as the grantee. Please note that costs to administer and manage the BUILD Grant is not included in the BUILD budget as these costs will be covered by the CCRPC.

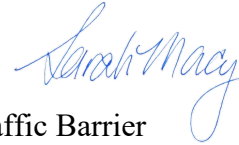
## **VI. Benefit Cost Analysis**

Not Applicable to our planning grant request.

# **MEMORANDUM**

**TO:** Village Trustees and Evan Teich, Unified Manager  
**FROM:** Sarah Macy, Finance Director/Assistant Manager  
**DATE:** September 10, 2019  
**SUBJECT:** Consider approving Economic Development funds for Traffic Barrier

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## **Issue**

The issue is whether or not the Trustees will provide funds install landscape barriers in front of Firebird Café's new location, to block the two existing curb cuts.

## **Discussion**

Earlier this year, the Trustees discussed using up to \$10,000 of Economic Development funds for purposes of realigning an existing pedestrian path to increase parking by 8 or 9 new spaces at the Park Street School and for a path between public parking at five corners and the new Firebird location. Neither of these projects ended up requiring Village funds.

With the recent relocation of Firebird Café to the former Road Res-Q location, traffic incidents involving cars driving through the front area are likely to become more severe as an increased number of pedestrians will also be accessing that space. Blocking these access points to all but Police, Fire, Rescue and Snow Plowing would create a safer environment to all.

The previously identified funds from the Economic Development fund would be a prime candidate to fund this project.

## **Cost**

Not to exceed \$10,000

## **Recommendation**

It is recommended that the Trustees allocate up to \$10,000 from the Economic Development fund for purposes of providing traffic barriers at Firebird Café.

Dear Village Trustees,

This request pertains to the upcoming Essex High School Homecoming. It has been an annual tradition that we include a short fireworks display prior to kick-off of our Football Game and more recently a post game bonfire.

This year's date for homecoming is Friday October 4th with a 7 pm start time.

I am requesting two waivers in order to hold these two events. 1) Waiver of the Noise Ordinance for the fireworks at approximate 7:03 pm on 10/4/19 for approximately 3 minutes 2) Waiver for the no burn ordinance to hold the bonfire from approximately 9 pm to 10:30 pm at 2 Educational Drive Essex Jct.

I will be sending the permit for the fireworks from Northstar when it arrives.

I have communicated with EJFD (John Rowell) about the date of Homecoming and in the past he has coordinated having a crew on site for the bonfire.

Thank you for your consideration.

Best,

Jeff

**FIREWORKS DISPLAY PERMIT**

NAME OF PERSON IN CHARGE OF DISPLAY: \_\_\_\_\_ **Northstar Fireworks** \_\_\_\_\_

SPONSOR'S NAME: **Essex Junction High School (homecoming)** \_\_\_\_\_

DATE AND TIME OF DISPLAY: **October 4, 2019 @ 7:00 p.m.** \_\_\_\_\_

DATE AND TIME OF POSTPONEMENT (rain date): **October 5, 2019 @ 7:00 p.m.** \_\_\_\_\_

LOCATION: **Essex Junction High School** \_\_\_\_\_

MUNICIPALITY: **Village of Essex Junction** \_\_\_\_\_ STATE: **Vermont** \_\_\_\_\_

This permit authorizes sale, possession, and use of fireworks solely for the fireworks display specified hereon and is non-transferable.

Signature(s) of local official(s) authorized to issue Fireworks Display Permits:

\_\_\_\_\_  
(Signature) Print Name: \_\_\_\_\_  
Title: \_\_\_\_\_

\_\_\_\_\_  
(Signature) Print Name: \_\_\_\_\_  
Title: \_\_\_\_\_

\_\_\_\_\_  
(Signature) Print Name: \_\_\_\_\_  
Title: \_\_\_\_\_



VILLAGE OF ESSEX JUNCTION  
APPLICATION TO CLOSE OR OBSTRUCT A STREET  
FOR A NEIGHBORHOOD BLOCK PARTY

RECEIVED

AUG 23 2019

Village of Essex Junction

I/we do hereby make application, as required by the Village of Essex Junction, VT, to enclosed or obstruct a Village street.

CONDITIONS:

1. On the attached form, provide unanimous consent signatures of the households and businesses that abut the section of the street to be closed or obstructed. Return the signature form with your completed application to the Village Office, 2 Lincoln Street, Essex Junction, VT 05452.
2. Work with the Public Works Director (878-6942 or 878-6944) to obtain road signs to warn drivers of road closing. The applicant will be responsible for picking up the signs from the Public Works garage, erecting the signs and returning them to the Public Works garage in a timely manner.
3. Maintain a twelve (12) foot clear road in the center of the street in case of emergency.
4. Remove any obstructions immediately if emergency vehicles need to use the street.

Street(s) section to be closed:

Hawthorn Circle

Purpose: Annual Block Party

Date: 9/21/19

Hours: from 4pm to 9pm

Margaret Gilbert  
Name (please print)

10 Hawthorn Circle, EJ, VT  
Street Address 05452

Margaret Gilbert  
Signature

Phone: day (802) 734-4931 evening \_\_\_\_\_

**FOR COMPLETION BY VILLAGE STAFF**

The following have been contacted by Village staff and advised of this event.

Police Dept. Date approved 9/27/19 Approved by: D. Corey, chief.  
Comment: \_\_\_\_\_

Fire Dept. Date approved 9/2/19 Approved by: [Signature]  
Comment: \_\_\_\_\_

Village Manager: \_\_\_\_\_ Date approved \_\_\_\_\_

## APPLICATION TO CLOSE OR OBSTRUCT A STREET

We, the undersigned, acknowledge that (street name) Hawthorn Circle will be closed to traffic on (date) 9/21/19 between the hours of 4pm and 9pm for the purpose of a block party.

NAME (please print)	SIGNATURE	STREET ADDRESS
Margaret Gilbert	<i>Margaret Gilbert</i>	10 Hawthorn Circle
PRATINA CHOPRA	<del><i>Pratina Chopra</i></del>	9 HAWTHORN CIRCLE
Nichole Lomedico	<i>Nichole Lomedico</i>	12 Hawthorn Circle
Brian + M.A. Johnson	<i>Mary-Ann Johnson</i>	11 Hawthorn Circle
Mike + Jacque Bressack	<i>Jacque Bressack</i>	7 Hawthorn Circle

4

NAME (please print)	SIGNATURE	STREET ADDRESS
Corey Wood	[Signature]	19 Fairview
Steve Bova	[Signature]	27 Hawthorn
Beth Pugh	[Signature]	20 Hawthorn
Jason Baldwin	[Signature]	23 Hawthorn
Lloyd Goodrow	[Signature]	26 Hawthorn
Dianne Wade	[Signature]	25 Hawthorn

# Hawthorn Circle Block Party

A

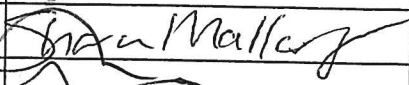

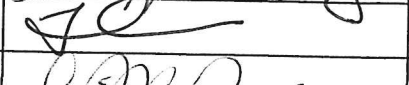
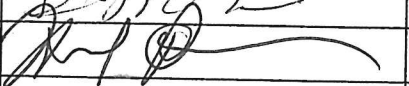
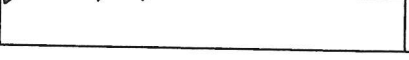

## Road Closure

### September 21, 2019

### 4-9 P.M.

NAME (please print)	SIGNATURE	STREET ADDRESS
Kim Hamilton	Kim Hamilton	3 Hawthorn
Jan Murphy	Jan Murphy	5 Hawthorn
Nedra Stal	<del>Jan Murphy</del>	<del>5 Hawthorn</del>
Christine Payne	Christine Payne	6 Hawthorn

Essex Jct, VT  
 2019 Block Party - Road Closure Agreement (Sept 21 4PM-9PM)

Name (printed)	Sign	Street Address
Sharan Malloy		13 Hawthorn
Reece Tampeay		15 Hawthorn
Shelna Barnes		16 Hawthorn
Patel		17 Hawthorn
Sambit Mohapatra		18 Hawthorn
Howard DRUCKERMAN		19 Hawthorn

SMOHAP3 @ GMAIL. COM

MINUTES ARE SUBJECT TO CORRECTION BY THE ESSEX JUNCTION BOARD OF TRUSTEES. CHANGES, IF ANY, WILL BE RECORDED IN THE MINUTES OF THE NEXT MEETING OF THE BOARD.

**VILLAGE OF ESSEX JUNCTION  
BOARD OF TRUSTEES  
REGULAR MEETING  
MINUTES OF MEETING  
August 27, 2019**

**TRUSTEES PRESENT:** Andrew Brown, Chair; George Tyler, Raj Chawla, Amber Thibeault, Dan Kerin.  
**ADMINISTRATION:** Evan Teich, Unified Manager; Sarah Macy, Finance Director/Assistant Manager; James Jutras, Water Quality Superintendent.  
**OTHERS PRESENT:** Diane Clemens, Claudine Safar, Kristen Shamis, Margaret Smith, Ken Signorello.

1. **CALL TO ORDER and PLEDGE OF ALLEGIANCE**

Andrew Brown called the meeting to order at 6:33 PM and led the assemblage in the Pledge of Allegiance. Members of the public who wished to give testimony were sworn in.

2. **AGENDA ADDITIONS OR CHANGES**

Remove from Agenda:

- Business Item 5a: Approve final tax stabilization for 15 Park Street

3. **APPROVE AGENDA**

**MOTION by George Tyler, SECOND by Dan Kerin, to approve the agenda as amended. Voting: unanimous (5-0); motion carries.**

4. **PUBLIC TO BE HEARD**

Diane Clemens noted that the Public Works Department had done work to spray-paint arrows and other markers on streets throughout the Village but did not spray-paint rightmost guidelines nor lines for bicycle lanes. She expressed concern that lines for these lanes are difficult to see both during the day and at night. Staff noted that they will look into the matter.

5. **BUSINESS ITEMS**

**a. Approve final tax stabilization for 15 Park Street**

This item will be postponed until a future meeting.

**b. Consider Motion for Continuance of Damages Hearing during Appeal of Finding of Necessity regarding the warned public hearing to consider damages relative to Railroad Street scheduled for August 29, 2019 at 6:00 PM.**

This item was considered as item 8a.

6. **CONSENT ITEMS**

**GEORGE TYLER made a motion, and RAJ CHAWLA seconded, that the Board of Trustees approve the Consent Items, as amended:**

**a. Approve minutes: August 13, 2019**

- **Mr. Chawla suggested the following amendment:**
  1. On page 2, replace "FIMA" with "FEMA".



- b. Approve Warrant #17159—08/12/19; #17161—08/23/19

**VOTING: unanimous (5-0); motion carried.**

7. **READING FILE**

a. **Board Member Comments**

- Mr. Tyler noted that the Village Planning Commission has two vacant positions, and the Village Charter is silent about how members are sought out for appointment. He would like to recommend that staff compile a list of residents on volunteer committees in the Village and outreach to gauge their interest in becoming a member of the Planning Commission. Staff will compile this.
- Mr. Brown requested a schedule of when pavement marking in the Village will occur, and that the schedule be made public.

b. **Upcoming meeting schedule**

8. **DELIBERATIVE SESSION**

a. \* **A deliberative session may be necessary**

At 6:43 PM, Mr. Brown called a recess of the meeting, requesting that the Trustees speak to their attorney privately on a matter related to a continuance of damages hearing during an appeal of the Finding of Necessity regarding the warned public hearing to consider damages relative to Railroad Street scheduled for August 29, 2019 at 6:00 PM.

At 7:09 PM, Mr. Brown called the meeting back to order, and stated on behalf of the Village Board of Trustees that the Board has discovered a notice issue in the condemnation process and will need to ensure that all property owners are properly notified and are able to participate and be heard in the hearing process.

**GEORGE TYLER made a motion, and AMBER THIBEAULT seconded, that the Board of Trustees rescind the necessity order and cancel the compensation hearing warned for August 29, 2019. VOTING: unanimous (5-0); motion carried.**

9. **ADJOURN**

**The Trustees recessed the meeting at 7:11 PM to enter the joint meeting.**

Respectfully Submitted,  
Amy Coonradt

08/30/19  
02:18 pm

Town of Essex / Village of EJ Accounts Payable  
Check Warrant Report # 17162 Current Prior Next FY Invoices For Fund (GENERAL FUND)  
For Check Acct 01 (GENERAL FUND) All check #s 08/30/19 To 08/30/19 & Fund 2

Page 1 of 7  
HPackard

Vendor	Invoice Date	Invoice Description	Account	Amount Paid	Check Number	Check Date
05290	ADVANCE AUTO PARTS	08/21/19 buckets, etc	210-43110.610	112.47	24702	08/30/19
		455292332738	SUPPLIES			
05290	ADVANCE AUTO PARTS	08/21/19 DRAIN PLUG	210-43110.610	50.02	24702	08/30/19
		455292333388	SUPPLIES			
42665	AMAZON/SYNCE	08/10/19 VARIOUS	210-45551.640	214.90	24706	08/30/19
		69852081019D	ADULT COLLECTION-PRINT &			
42665	AMAZON/SYNCE	08/10/19 VARIOUS	210-45551.641	59.43	24706	08/30/19
		69852081019D	JUVEN COLLECTION-PRNT & E			
42665	AMAZON/SYNCE	08/10/19 VARIOUS	210-45551.610	284.23	24706	08/30/19
		69852081019D	SUPPLIES			
42665	AMAZON/SYNCE	08/10/19 VARIOUS	210-49346.002	47.44	24706	08/30/19
		69852081019D	JUVEN COLLECTION-PRNT & E			
42665	AMAZON/SYNCE	08/10/19 VARIOUS	210-45551.837	110.31	24706	08/30/19
		69852081019D	CHILDRENS PROGRAMS			
25055	AQUARIUS LANDSCAPE SPRINK	08/13/19 MSP Sprinkler Service	210-45220.434	88.43	24707	08/30/19
		544807	MAINTENANCE-BUILDINGS/GRO			
25055	AQUARIUS LANDSCAPE SPRINK	08/13/19 MSP Sprinkler repair	210-45220.434	66.61	24707	08/30/19
		544814	MAINTENANCE-BUILDINGS/GRO			
02420	AUTOZONE	08/25/19 DEF Fluid	210-42220.432	13.99	24708	08/30/19
		3236579071	VEHICLE MAINTENANCE			
24475	BOND O'REILLY AUTO-ESSEX	08/21/19 O-RING , Gasket	210-43110.432	4.67	24714	08/30/19
		5677-210242	R&M Services - Vehicles			
00530	BRODART CO	08/19/19 BOOKS	210-45551.640	22.90	24715	08/30/19
		B5728385	ADULT COLLECTION-PRINT &			
00530	BRODART CO	08/19/19 BOOKS	210-45551.610	1.60	24715	08/30/19
		B5728385	SUPPLIES			
00530	BRODART CO	08/19/19 BOOKS	210-45551.640	14.57	24715	08/30/19
		B5728650	ADULT COLLECTION-PRINT &			
00530	BRODART CO	08/19/19 BOOKS	210-45551.610	0.80	24715	08/30/19
		B5728650	SUPPLIES			
00530	BRODART CO	08/19/19 BOOKS	210-45551.640	192.87	24715	08/30/19
		B5728811	ADULT COLLECTION-PRINT &			
00530	BRODART CO	08/19/19 BOOKS	210-45551.610	10.40	24715	08/30/19
		B5728811	SUPPLIES			
00530	BRODART CO	08/21/19 BOOKS	210-49345.000	47.20	24715	08/30/19
		B5732417	LIBRARY DONATION EXPENDIT			
16030	BROWN ELECTRIC	08/22/19 Miscellaneous/ staples/sc	210-41970.700	2977.35	24716	08/30/19
		34157	BIKE/WALK COMMITTEE			
04940	COMCAST	08/19/19 Internet 2 Lincoln St	210-41945.020	151.85	24723	08/30/19
		0136343 8/19	Telephone - 2 Lincoln St			
04940	COMCAST	08/19/19 Internet 2 Lincoln St	210-33582.005	-151.85	24723	08/30/19
		0136343 8/19	Town contribution other			
11870	CVC PAGING	08/25/19 PAGER	210-43110.442	69.00	24727	08/30/19
		1788786944	EQUIPMENT RENTALS			
33075	DELL MARKETING LP	08/21/19 Laptop for D. Mayville	210-41320.610	657.79	24729	08/30/19
		08/29/2019	SUPPLIES			
24305	DEMCO INC	08/21/19 SUPPLIES	210-45551.610	710.11	24730	08/30/19
		6665878	SUPPLIES			
23215	ESSEX EQUIPMENT INC	08/26/19 AUGER, DRAIN POWER, for L	210-43110.442	45.00	24733	08/30/19
		10723856-00A	EQUIPMENT RENTALS			

08/30/19  
02:18 pm

Town of Essex / Village of EJ Accounts Payable  
Check Warrant Report # 17162 Current Prior Next FY Invoices For Fund (GENERAL FUND)  
For Check Acct 01 (GENERAL FUND) All check #s 08/30/19 To 08/30/19 & Fund 2

Vendor	Invoice Date	Invoice Description	Invoice Number	Account	Amount Paid	Check Number	Check Date
23215	08/27/19	ESSEX EQUIPMENT INC	BLOWER,STIHL HAND	210-43110.610	161.46	24733	08/30/19
			10724019-000	SUPPLIES			
31875	08/12/19	ESSEX TOWN WATER DEPT	MSP Water Sewer	210-41941.026	85.14	24734	08/30/19
			1022006000 8	W/S - Maple St Park			
25920	08/16/19	FIRE PRO TEC INC	Fire Extinguisher Bracket	210-42220.889	65.00	24737	08/30/19
			17035894	ROUTINE EQUIPMENT PURCHAS			
21845	08/19/19	FIRST NATIONAL BANK OMAHA	MATERIALS	210-45551.837	29.21	24738	08/30/19
			0017 8/19/19	CHILDRENS PROGRAMS			
21845	08/19/19	FIRST NATIONAL BANK OMAHA	MATERIALS	210-45551.530	84.00	24738	08/30/19
			0017 8/19/19	TECHNOLOGY ACCESS			
21845	08/19/19	FIRST NATIONAL BANK OMAHA	MATERIALS	210-45551.610	291.95	24738	08/30/19
			0017 8/19/19	SUPPLIES			
19005	08/15/19	FIRSTLIGHT FIBER	Telephone	210-43110.530	35.64	24742	08/30/19
			5787876	Communications			
19005	08/15/19	FIRSTLIGHT FIBER	Telephone	210-41945.022	101.61	24742	08/30/19
			5787890	Telephone - Fire Station			
28095	08/14/19	FLAG SHOP OF VERMONT	memorial park flags	210-43117.000	225.00	24743	08/30/19
			22981	Streetscape Maintenance			
06005	08/07/19	GIROUX BODY SHOP INC	Metal Fabrication for 8Ca	210-42220.889	477.80	24748	08/30/19
			27955	ROUTINE EQUIPMENT PURCHAS			
07010	08/09/19	GREEN MOUNTAIN POWER CORP	MSP Power	210-41947.026	3719.42	24752	08/30/19
			50853241748B	Electricity - Maple St			
07010	08/09/19	GREEN MOUNTAIN POWER CORP	MSP Power	210-41947.026	331.73	24752	08/30/19
			90443107223A	Electricity - Maple St			
33495	08/18/19	INGRAM LIBRARY SERVICES I	BOOKS	210-45551.640	133.89	24754	08/30/19
			41424247	ADULT COLLECTION-PRINT &			
V10130	07/17/19	LOWE'S BUSINESS ACCOUNT	plants	210-43161.000	45.53	24763	08/30/19
			20003	STREETSCAPE MAINT./IMP			
V10668	08/14/19	MISTRAS GROUP	Ladder Testing	210-42220.432	1259.80	24768	08/30/19
			CD11063448	VEHICLE MAINTENANCE			
05485	08/24/19	NATIONAL BUSINESS LEASING	Copier leases	210-45551.442	84.76	24770	08/30/19
			64779077	Rental of Equipment			
05485	08/24/19	NATIONAL BUSINESS LEASING	Copier leases	210-45551.442	84.78	24770	08/30/19
			64779077	Rental of Equipment			
05485	08/24/19	NATIONAL BUSINESS LEASING	Copier leases	210-43110.442	76.22	24770	08/30/19
			64779077	EQUIPMENT RENTALS			
05485	08/24/19	NATIONAL BUSINESS LEASING	Copier leases	210-41320.442	145.92	24770	08/30/19
			64779077	LEASED SERVICES			
06675	08/19/19	NATIONAL BUSINESS TECHNOL	Copier usages	210-45551.442	1.65	24771	08/30/19
			IN321240	Rental of Equipment			
06675	08/19/19	NATIONAL BUSINESS TECHNOL	Copier usages	210-45551.442	41.16	24771	08/30/19
			IN321240	Rental of Equipment			
06675	08/19/19	NATIONAL BUSINESS TECHNOL	Copier usages	210-43110.442	0.36	24771	08/30/19
			IN321240	EQUIPMENT RENTALS			
06675	08/19/19	NATIONAL BUSINESS TECHNOL	Copier usages	210-41320.442	60.63	24771	08/30/19
			IN321240	LEASED SERVICES			
12235	08/05/19	NEW ENGLAND CENTRAL RAILR	Pipeline lease 9/1/19-8/3	210-43110.441	1167.31	24772	08/30/19
			151987	RIGHT OF WAY AGREEMENTS			
12235	08/05/19	NEW ENGLAND CENTRAL RAILR	Pipeline lease 9/1/19-8/3	210-14301.000	233.46	24772	08/30/19
			151987	PREPAID EXPENSES			

Vendor	Invoice Date	Invoice Description	Account	Amount Paid	Check Number	Check Date
25140	08/26/19	PIKE INDUSTRIES INC Asphalt 1044765	210-43120.610 Summer Const - Supplies	638.08	24776	08/30/19
24325	08/14/19	RADIO NORTH GROUP INC Radio Repair 24141303	210-42220.443 RADIO MAINTENANCE	167.50	24780	08/30/19
11345	08/20/19	SANITARY EQUIPMENT CO INC VAC supplies SS5000 01-25374	210-43110.610 SUPPLIES	159.38	24785	08/30/19
26250	08/23/19	SCOTT'S LINE STRIPING, IN 50 Gallons of road Paint 19069	210-43123.730 Traffic Control	835.00	24786	08/30/19
29835	08/26/19	SHERWIN-WILLIAMS paint brushes 7715-6	210-43110.610 SUPPLIES	16.93	24789	08/30/19
29835	08/27/19	SHERWIN-WILLIAMS brush 7731-3	210-43110.610 SUPPLIES	8.46	24789	08/30/19
29835	08/12/19	SHERWIN-WILLIAMS paint 8872-3	210-43110.610 SUPPLIES	49.56	24789	08/30/19
29835	08/12/19	SHERWIN-WILLIAMS paint 8913-5	210-43110.610 SUPPLIES	65.34	24789	08/30/19
29835	08/19/19	SHERWIN-WILLIAMS ACETONE-5-SW 9313-7	210-43123.730 Traffic Control	100.85	24789	08/30/19
29835	08/19/19	SHERWIN-WILLIAMS Acetone 9318-6	210-43123.730 Traffic Control	403.40	24789	08/30/19
23855	08/28/19	SOUTHWORTH-MILTON, INC. remove install front axl SCINV419124	210-43110.432 R&M Services - Vehicles	3608.54	24792	08/30/19
V10695	08/23/19	SUNSET TREE CARE tree pruning 081319D	210-43161.003 Tree Advisory Committee	3000.00	24795	08/30/19
03320	09/01/19	TYLER TECHNOLOGIES INC Capital Assets Single-Use 025-268818	210-41320.340 COMPUTER EXPENSES	580.65	24797	08/30/19
03320	09/01/19	TYLER TECHNOLOGIES INC Capital Assets Single-Use 025-268818	210-14301.000 PREPAID EXPENSES	193.55	24797	08/30/19
19720	05/24/19	VERIZON CONNECT NWF, INC. automatic driver ID reade INVE0196040	210-43110.442 EQUIPMENT RENTALS	560.52	24800	08/30/19
36130	08/18/19	VERIZON WIRELESS CELL PHONE SERVICE 9836340803	210-43110.530 Communications	42.14	24801	08/30/19
36130	08/19/19	VERIZON WIRELESS telephone service 9836379999	210-43110.530 Communications	195.81	24802	08/30/19
25375	08/21/19	VISION SERVICE PLAN (CT) Vision Premium Sept Villa 090119V	210-41320.210 HEALTH INS & OTHER BENEFIT	73.21	24803	08/30/19
25375	08/21/19	VISION SERVICE PLAN (CT) Vision Premium Sept Villa 090119V	210-41510.210 Group Insurance	13.61	24803	08/30/19
25375	08/21/19	VISION SERVICE PLAN (CT) Vision Premium Sept Villa 090119V	210-43110.210 HEALTH INS & OTHER BENEFIT	67.94	24803	08/30/19
25375	08/21/19	VISION SERVICE PLAN (CT) Vision Premium Sept Villa 090119V	210-43151.210 HEALTH INS & OTHER BENEFIT	10.01	24803	08/30/19
25375	08/21/19	VISION SERVICE PLAN (CT) Vision Premium Sept Villa 090119V	210-45551.210 HEALTH INS & OTHER BENEFIT	94.78	24803	08/30/19
25375	08/21/19	VISION SERVICE PLAN (CT) Vision Premium Sept Villa 090119V	210-41970.210 HEALTH INS & OTHER BENEFIT	18.76	24803	08/30/19
25375	08/21/19	VISION SERVICE PLAN (CT) Vision Premium Sept Villa 090119V	210-45110.210 HEALTH INS & OTHER BENEFIT	86.81	24803	08/30/19
25375	08/21/19	VISION SERVICE PLAN (CT) Vision Premium Sept Villa 090119V	210-45220.210 HEALTH INS & OTHER BENEFIT	13.61	24803	08/30/19

08/30/19  
02:18 pm

Town of Essex / Village of EJ Accounts Payable  
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For Check Acct 01 (GENERAL FUND) All check #s 08/30/19 To 08/30/19 & Fund 2

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HPackard

Vendor	Invoice Date	Invoice Description	Invoice Number	Account	Amount Paid	Check Number	Check Date
29825	08/22/19	VT GAS SYSTEMS	Natural gas Village 7/19-18948	210-41948.023	66.54	24804	08/30/19
29825	08/22/19	VT GAS SYSTEMS	Natural gas Village 7/19-18948	210-43110.623	69.23	24804	08/30/19
29825	08/22/19	VT GAS SYSTEMS	Natural gas Village 7/19-18948	210-41948.021	76.77	24804	08/30/19
29825	08/22/19	VT GAS SYSTEMS	Natural gas Village 7/19-18948	210-41948.020	59.23	24804	08/30/19
29825	08/22/19	VT GAS SYSTEMS	Natural gas Village 7/19-18948	210-41948.022	48.88	24804	08/30/19
06195	08/01/19	VT INSTITUTE OF NATURAL S	YOUTH PROGRAM 1409	210-49345.000	300.00	24807	08/30/19
07565	08/01/19	W B MASON CO INC	Maint Cleaning Supplies 201470892	210-45220.610	304.09	24811	08/30/19
07565	08/01/19	W B MASON CO INC	Maint Supplies 201471029	210-45220.610	446.97	24811	08/30/19
07565	08/02/19	W B MASON CO INC	Maint Supplies 201521614	210-45220.610	167.94	24811	08/30/19
07565	05/28/19	W B MASON CO INC	OFFICE SUPPLIES I66676202	210-41970.610	10.89	24811	08/30/19
07565	05/28/19	W B MASON CO INC	OFFICE SUPPLIES I66676202	210-41320.610	22.10	24811	08/30/19
V10130	07/26/19	LOWE'S BUSINESS ACCOUNT	55 gal 1 mil 40 ct drum 02456	222-46802.001	26.56	24763	08/30/19
V10130	07/02/19	LOWE'S BUSINESS ACCOUNT	Supplies for Village reno 02640	222-46802.001	37.68	24763	08/30/19
V10130	07/18/19	LOWE'S BUSINESS ACCOUNT	SUPPLIES FOR OFFICE RENOV TRANSL 24756	222-46802.001	13.49	24763	08/30/19
29835	08/19/19	SHERWIN-WILLIAMS	paint supplies 9296-4	222-46802.001	27.83	24789	08/30/19
17765	06/14/19	WAITE-HEINDEL ENVIRONMENT	Road RES-Q Village 3612	223-46802.004	125.00	24812	08/30/19
05485	08/24/19	NATIONAL BUSINESS LEASING	Copier leases 64779077	225-45122.442	98.86	24770	08/30/19
06675	08/19/19	NATIONAL BUSINESS TECHNOL	Copier usages IN321240	225-45122.442	51.91	24771	08/30/19
20395	08/20/19	ABBOTT MICHAEL	Fly Fishing Camp 082019D	226-45115.330	889.00	24701	08/30/19
07305	08/08/19	AIRGAS USA LLC	Pool Chemicals 9091757417	226-45124.434	256.20	24703	08/30/19
07305	07/31/19	AIRGAS USA LLC	Pool Chemicals 9963434805	226-45124.434	360.81	24703	08/30/19
25325	05/22/19	FILLION ASSOCIATES, INC	Pool Chemicals 28077	226-45124.434	2712.59	24736	08/30/19
25325	08/14/19	FILLION ASSOCIATES, INC	Pool Chemicals 28661	226-45124.434	2704.59	24736	08/30/19
17780	08/16/19	JOE'S SNACK BAR	Camp Field Trip 208018	226-45122.580	95.40	24759	08/30/19
24900	08/19/19	LAWRENCE KATHLEEN M	Baking for Beginners Camp 081919D	226-45115.330	912.00	24761	08/30/19



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24845	08/16/19	MAZZA FARM STAND CMS Field Trip 4295	226-45122.580 TRAVEL	55.52	24765	08/30/19
17770	08/14/19	MELLION AMBER CMS Cancellation - Refund 60052	226-34781.122 Childcare - DC	146.25	24766	08/30/19
05485	08/24/19	NATIONAL BUSINESS LEASING Copier leases 64779077	226-45110.442 Equipment Rentals	186.78	24770	08/30/19
06675	08/19/19	NATIONAL BUSINESS TECHNOL Copier usages IN321240	226-45110.442 Equipment Rentals	90.84	24771	08/30/19
25640	08/13/19	PELKEY'S ARCHERY INC Archery Camp 190813	226-45115.330 OTHER PROFESSIONAL SVCS	1050.00	24775	08/30/19
24830	08/19/19	REINHART FOODSERVICE CMS Snack 205641	226-45122.610 Supplies	266.91	24781	08/30/19
23495	06/14/19	STUDENT TRANSPORTATION OF VK Bus 70059451	226-45120.580 TRAVEL	112.31	24794	08/30/19
19250	08/20/19	UNIVERSITY OF VERMONT CAR EJRP - Part Time Career F 899	226-45120.330 OTHER PROFESSIONAL SVCS	125.00	24799	08/30/19
25375	08/21/19	VISION SERVICE PLAN (CT) Vision Premium Sept Villa 090119V	226-45120.210 HEALTH INS & OTHER BENEFIT	51.13	24803	08/30/19
25375	08/21/19	VISION SERVICE PLAN (CT) Vision Premium Sept Villa 090119V	226-45121.210 HEALTH INS & OTHER BENEFIT	67.55	24803	08/30/19
25375	08/21/19	VISION SERVICE PLAN (CT) Vision Premium Sept Villa 090119V	226-45110.210 HEALTH INS & OTHER BENEFIT	9.38	24803	08/30/19
V9454	07/23/19	LENNY'S SHOE & APP Boots for Corey B. 3261786(1501	254-43200.612 UNIFORMS,BOOTS,ETC	149.00	24762	08/30/19
11345	08/20/19	SANITARY EQUIPMENT CO INC VAC supplies SS5000 01-25374	254-43200.610 SUPPLIES	26.55	24785	08/30/19
36130	08/19/19	VERIZON WIRELESS telephone service 9836379999	254-43200.535 TELEPHONE SERVICES	180.90	24802	08/30/19
25375	08/21/19	VISION SERVICE PLAN (CT) Vision Premium Sept Villa 090119V	254-43200.210 HEALTH INS & OTHER BENEFIT	48.71	24803	08/30/19
29825	08/22/19	VT GAS SYSTEMS Natural gas Village 7/19- 18948	254-43200.623 HEATING/NATURAL GAS	39.87	24804	08/30/19
22140	08/14/19	BSC INDUSTRIES INC V Belt 3648186	255-43200.570 MAINTENANCE OTHER	9.85	24717	08/30/19
33075	06/30/19	DELL MARKETING LP WWTF Server 10334331860	255-43200.570 MAINTENANCE OTHER	3985.94	24729	08/30/19
V10734	08/19/19	ENCORE ESSEX JUNCTION SOL solar 1908-WWTP	255-43200.622 ELECTRICAL SERVICE	2969.11	24731	08/30/19
06870	08/22/19	ENDYNE INC Weekly TKN 307522	255-43200.577 CONTRACT LABORATORY SERVI	25.00	24732	08/30/19
06870	08/28/19	ENDYNE INC Weekly TKN 307956A	255-43200.577 CONTRACT LABORATORY SERVI	25.00	24732	08/30/19
21740	08/19/19	FIRST NATIONAL BANK OMAHA Visa purchases 0124 8/19/19	255-43200.500 TRAINING, CONFERENCES, DU	104.46	24739	08/30/19
21740	08/19/19	FIRST NATIONAL BANK OMAHA Visa purchases 0124 8/19/19	255-43200.570 MAINTENANCE OTHER	1644.79	24739	08/30/19
21740	08/19/19	FIRST NATIONAL BANK OMAHA Visa purchases 0124 8/19/19	255-43200.610 SUPPLIES	25.00	24739	08/30/19
21740	08/19/19	FIRST NATIONAL BANK OMAHA Visa purchases 0124 8/19/19	255-43200.610 SUPPLIES	-36.61	24739	08/30/19

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Town of Essex / Village of EJ Accounts Payable  
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21740	08/19/19	FIRST NATIONAL BANK OMAHA 0124 8/19/19	255-43200.570 MAINTENANCE OTHER	13.29	24739	08/30/19
07010	08/19/19	GREEN MOUNTAIN POWER CORP 39 Cascade St 7/19-8/19/1 08/19/2019D	255-43200.622 ELECTRICAL SERVICE	10954.94	24752	08/30/19
V10130	07/22/19	LOWE'S BUSINESS ACCOUNT misc. supplies 02220	255-43200.570 MAINTENANCE OTHER	623.69	24763	08/30/19
05485	08/24/19	NATIONAL BUSINESS LEASING Copier leases 64779077	255-43200.442 Rental of Equipment	84.78	24770	08/30/19
06675	08/19/19	NATIONAL BUSINESS TECHNOL Copier usages IN321240	255-43200.442 Rental of Equipment	19.98	24771	08/30/19
12775	08/22/19	PRATT & SMITH ELECTRICAL programming Blower #2 VFD 7943	255-43200.570 MAINTENANCE OTHER	190.00	24779	08/30/19
28005	08/07/19	RUSSELL SUPPLY Drill Bit 128118	255-43200.570 MAINTENANCE OTHER	35.62	24784	08/30/19
11345	08/20/19	SANITARY EQUIPMENT CO INC VAC supplies SS5000 01-25374	255-43200.610 SUPPLIES	26.55	24785	08/30/19
25375	08/21/19	VISION SERVICE PLAN (CT) Vision Premium Sept Villa 090119V	255-43200.210 HEALTH INS & OTHER BENEFIT	96.97	24803	08/30/19
29825	08/22/19	VT GAS SYSTEMS Natural gas Village 7/19- 18948	255-43200.623 HEATING/NATURAL GAS	950.55	24804	08/30/19
07565	08/22/19	W B MASON CO INC Lab distilled water 202177634	255-43200.610 SUPPLIES	89.94	24811	08/30/19
27420	08/22/19	DAVE WHITCOMB'S SERVICE C REPLACED EGR VALVE. 2007 17286	256-43200.570 MAINTENANCE OTHER	307.37	24728	08/30/19
12775	08/22/19	PRATT & SMITH ELECTRICAL repair at South St. pump 7929	256-43200.434 PUMP STATION MAINTENANCE	200.80	24779	08/30/19
11555	08/20/19	RUSSELL RESOURCES INC PUMP VAC REPAIR 193846	256-43200.434 PUMP STATION MAINTENANCE	511.73	24783	08/30/19
11345	08/20/19	SANITARY EQUIPMENT CO INC VAC supplies SS5000 01-25374	256-43200.610 SUPPLIES	318.71	24785	08/30/19
29835	08/28/19	SHERWIN-WILLIAMS LIFTAWAY GRAF REMVR 9798-9	256-43200.434 PUMP STATION MAINTENANCE	16.78	24789	08/30/19
25375	08/21/19	VISION SERVICE PLAN (CT) Vision Premium Sept Villa 090119V	256-43200.210 HEALTH INS & OTHER BENEFIT	33.98	24803	08/30/19
29825	08/22/19	VT GAS SYSTEMS Natural gas Village 7/19- 18948	256-43220.001 SUSIE WILSON PS COSTS	43.27	24804	08/30/19
29825	08/22/19	VT GAS SYSTEMS Natural gas Village 7/19- 18948	256-43220.002 WEST ST PS COSTS	42.80	24804	08/30/19
29825	08/22/19	VT GAS SYSTEMS Natural gas Village 7/19- 18948	256-43200.623 HEATING/NATURAL GAS	45.74	24804	08/30/19

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Town of Essex / Village of EJ Accounts Payable  
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Vendor	Invoice Date	Invoice Description Invoice Number	Account	Amount Paid	Check Number	Check Date
05290	ADVANCE AUTO PARTS	08/28/19 PS FLUID 1 QTCQCHE 455292404065	210-43110.610 SUPPLIES	19.48	24816	09/06/19
05290	ADVANCE AUTO PARTS	08/29/19 WIRE TIE BK 8 IN 100 455292412754	210-43110.610 SUPPLIES	7.49	24816	09/06/19
19815	AMAZON CAPITAL SERVICES	08/31/19 EJRP Monitors 19LX-L4MM-XV	210-45110.340 COMPUTER EXPENSES	277.98	24819	09/06/19
42665	AMAZON/SYNCEB	07/10/19 EJRP supplies FY20 043226607/10	210-45110.340 COMPUTER EXPENSES	1189.63	24820	09/06/19
25055	AQUARIUS LANDSCAPE SPRINK	08/22/19 Cascade Park Sprinkler 544857	210-45220.434 MAINTENANCE-BUILDINGS/GRO	85.57	24821	09/06/19
09345	BASIC	09/03/19 Monthly Sept 40-501999	210-41320.210 HEALTH INS & OTHER BENEFIT	42.50	24824	09/06/19
07465	BIBENS ACE HARDWARE INC	09/04/19 cleaners 35415	210-43110.610 SUPPLIES	15.75	24826	09/06/19
21210	CINTAS LOC # 68M 71 M	09/01/19 water cooler agreement 9061410866	210-43110.610 SUPPLIES	50.00	24832	09/06/19
25120	CLICKTIME.COM	08/29/19 ClickTime Changes 293868	210-45110.330 OTHER PROFESSIONAL SVCS	200.00	24834	09/06/19
17025	COONRADT AMY	09/01/19 TRUSTEES MEETING MINUTES 0019	210-41320.530 COMMUNICATIONS	115.50	24836	09/06/19
17025	COONRADT AMY	09/03/19 JOINT MEETING MINUTES 8/2 0020	210-41320.530 COMMUNICATIONS	39.27	24836	09/06/19
38280	CRYSTAL ROCK BOTTLED WATE	08/20/19 Maint Water 177713910820	210-45110.610 SUPPLIES	16.00	24837	09/06/19
06240	CULTIVATED CONTENT & MARK	08/29/19 Communications Marketing 1001	210-45110.330 OTHER PROFESSIONAL SVCS	454.35	24838	09/06/19
33075	DELL MARKETING LP	08/26/19 Village Fire PCs 10336330430	210-42220.889 ROUTINE EQUIPMENT PURCHAS	2829.12	24839	09/06/19
V10576	ECOPIXEL LLC	09/01/19 Web hosting August 2667	210-41320.530 COMMUNICATIONS	129.00	24843	09/06/19
11135	EYE CARE OF VERMONT PLC	08/15/19 Inserts 753090	210-42220.612 UNIFORMS,BOOTS,ETC	120.00	24848	09/06/19
04640	FASTENAL INDUSTRIAL & CON	06/28/19 First Aid Supplies VTBUR263446	210-45220.610 SUPPLIES	244.60	24849	09/06/19
25390	FIRST NATIONAL BANK OMAHA	08/19/19 EJRP Credit Card 5750 819	210-45110.340 COMPUTER EXPENSES	168.18	24851	09/06/19
25390	FIRST NATIONAL BANK OMAHA	08/19/19 EJRP Credit Card 5750 819	210-45110.500 TRAINING, CONF, DUES	499.00	24851	09/06/19
25390	FIRST NATIONAL BANK OMAHA	08/19/19 EJRP Credit Card 5750 819	210-45110.340 COMPUTER EXPENSES	160.00	24851	09/06/19
25390	FIRST NATIONAL BANK OMAHA	08/19/19 EJRP Credit Card 5750 819	210-45110.550 PRINTING & ADVERTISING	7.96	24851	09/06/19
25390	FIRST NATIONAL BANK OMAHA	08/19/19 EJRP Credit Card 5750 819	210-45110.550 PRINTING & ADVERTISING	32.00	24851	09/06/19
34895	GAUTHIER TRUCKING, INC.	09/01/19 8/1-8/31 11 Jackson Stree 1420381	210-43110.565 RUBBISH REMOVAL	146.23	24855	09/06/19
34895	GAUTHIER TRUCKING, INC.	09/01/19 TRASH REMOVAL 2 LINCOLN 1420382	210-43110.565 RUBBISH REMOVAL	203.18	24855	09/06/19
34895	GAUTHIER TRUCKING, INC.	09/01/19 8/1-8/31 Railroad Avenue 1420383	210-43110.565 RUBBISH REMOVAL	440.67	24855	09/06/19

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34895	09/01/19	GAUTHIER TRUCKING, INC. 8/1-8/31 Beech Street 1420518	210-43110.565 RUBBISH REMOVAL	60.00	24855	09/06/19
20470	07/31/19	GLOBAL MONTELLO GROUP July vehicle gas various CL244796	210-45220.626 GAS, GREASE & OIL	285.32	24857	09/06/19
20470	07/31/19	GLOBAL MONTELLO GROUP July vehicle gas various CL244796	210-42220.626 GAS,GREASE AND OIL	706.39	24857	09/06/19
20470	07/31/19	GLOBAL MONTELLO GROUP July vehicle gas various CL244796	210-43110.626 Vehicle Fuels	2020.75	24857	09/06/19
20470	08/31/19	GLOBAL MONTELLO GROUP August Vehicle Fuel CL245974 8/3	210-43110.626 Vehicle Fuels	1682.82	24857	09/06/19
20470	08/31/19	GLOBAL MONTELLO GROUP August Vehicle Fuel CL245974 8/3	210-41944.022 Gasoline - Fire Station	442.18	24857	09/06/19
20470	08/31/19	GLOBAL MONTELLO GROUP August Vehicle Fuel CL245974 8/3	210-41944.026 Gasoline - Maple St Park	180.03	24857	09/06/19
37715	08/23/19	INTEGRITY COMMUNICATIONS REWORK PHONE LINES 37179	210-41945.020 Telephone - 2 Lincoln St	180.00	24862	09/06/19
27295	08/20/19	MAPLEHURST FLORIST FLOWERS FROM BOARDS TO EM 65116	210-41320.560 TRUSTEES EXPENDITURES	13.20	24869	09/06/19
27295	08/20/19	MAPLEHURST FLORIST CARD FROM BOARDS FOR EMPL 65117	210-41320.560 TRUSTEES EXPENDITURES	0.77	24869	09/06/19
V10462	08/01/19	MONAGHAN SAFAR DUCHAM PL July legal JULY 2019	210-41320.320 LEGAL SERVICES	627.00	24873	09/06/19
23420	08/21/19	P & P SEPTIC SERVICE INC. Cascade Park Portolet T520513	210-45220.442 EQUIPMENT RENTAL	110.00	24877	09/06/19
23420	08/21/19	P & P SEPTIC SERVICE INC. Dog Park Portolet T520514	210-45220.442 EQUIPMENT RENTAL	110.00	24877	09/06/19
25140	08/30/19	PIKE INDUSTRIES INC ASPHALT 1046131	210-43120.610 Summer Const - Supplies	507.36	24879	09/06/19
25140	09/04/19	PIKE INDUSTRIES INC asphalt 1046450	210-43120.610 Summer Const - Supplies	1272.32	24879	09/06/19
37965	08/22/19	S D IRELAND CONCRETE Dunbar Drive 78002I	210-43120.570 Summer Constr - Purchased	319.00	24886	09/06/19
42565	08/14/19	SEVEN DAYS Job Ad 197706	210-45110.550 PRINTING & ADVERTISING	100.00	24890	09/06/19
42565	08/21/19	SEVEN DAYS Job Ad 197882	210-45110.550 PRINTING & ADVERTISING	100.00	24890	09/06/19
36130	08/18/19	VERIZON WIRELESS cell ipad 7/19-8/18/19 9836300873	210-41970.535 TELEPHONE SERVICES	40.01	24895	09/06/19
36130	08/18/19	VERIZON WIRELESS cell ipad 7/19-8/18/19 9836300873	210-42220.535 TELEPHONE SERVICES	120.09	24895	09/06/19
29825	08/22/19	VT GAS SYSTEMS MSP Gas 1578756 819	210-41948.026 Natural Gas - Maple St	40.22	24897	09/06/19
29825	07/22/19	VT GAS SYSTEMS July gas service 18822	210-41948.023 Natural Gas - Park St Sch	97.23	24897	09/06/19
29825	07/22/19	VT GAS SYSTEMS July gas service 18822	210-41948.021 Natural Gas - Brownell	73.32	24897	09/06/19
29825	07/22/19	VT GAS SYSTEMS July gas service 18822	210-43110.623 HEATING/NATURAL GAS	64.84	24897	09/06/19
29825	07/22/19	VT GAS SYSTEMS July gas service 18822	210-41948.022 Natural Gas - Fire Statio	43.66	24897	09/06/19



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29825	07/22/19	VT GAS SYSTEMS July gas service 18822	210-41948.020 Natural Gas - 2 Lincoln	57.00	24897	09/06/19
29825	08/22/19	VT GAS SYSTEMS MSP Gas 810044 819	210-41948.026 Natural Gas - Maple St	94.16	24897	09/06/19
07565	08/15/19	W B MASON CO INC Office Supplies 201947218	210-45220.610 SUPPLIES	159.97	24903	09/06/19
07565	08/15/19	W B MASON CO INC Office Supplies 201947218	210-45110.610 SUPPLIES	118.47	24903	09/06/19
07565	08/19/19	W B MASON CO INC Maint Cleaning Supplies 202024104	210-45220.610 SUPPLIES	63.80	24903	09/06/19
17850	08/27/19	WENGER CORP Cart 1675074	210-41335.835 BLOCK PARTY EXPENSE	823.00	24904	09/06/19
V1165	09/06/19	INTERNAL REVENUE SERVICE 3rd party sick pay 0905190442	210-45551.110 SALARIES REGULAR	153.00	9050442	09/06/19
42665	07/10/19	AMAZON/SYNCB EJRP supplies FY20 043226607/10	225-45122.610 OPERATIONAL SUPP/EXP	21.97	24820	09/06/19
20395	08/20/19	ABBOTT MICHAEL Fly Fishing Camp 082019D	226-45115.330 OTHER PROFESSIONAL SVCS	889.00	24815	09/06/19
17820	07/31/19	ADVANTAGE TENNIS EJRP Tennis Courts 395	226-45110.330 OTHER PRFESSIONAL SVCS	6840.00	24817	09/06/19
17820	08/08/19	ADVANTAGE TENNIS EJRP Tennis Courts 402	226-45110.330 OTHER PROFESSIONAL SVCS	11400.00	24817	09/06/19
07305	08/19/19	AIRGAS USA LLC Pool Chemicals 9092097909	226-45124.434 MAINTENANCE-BLDGS/GROUNDS	127.92	24818	09/06/19
42665	07/10/19	AMAZON/SYNCB EJRP supplies FY20 043226607/10	226-45122.610 Supplies	49.39	24820	09/06/19
42665	07/10/19	AMAZON/SYNCB EJRP supplies FY20 043226607/10	226-45122.610 Supplies	9.99	24820	09/06/19
42665	07/10/19	AMAZON/SYNCB EJRP supplies FY20 043226607/10	226-45122.610 Supplies	33.46	24820	09/06/19
42665	07/10/19	AMAZON/SYNCB EJRP supplies FY20 043226607/10	226-45124.610 SUPPLIES	34.52	24820	09/06/19
42665	07/10/19	AMAZON/SYNCB EJRP supplies FY20 043226607/10	226-45122.610 Supplies	636.00	24820	09/06/19
42665	07/10/19	AMAZON/SYNCB EJRP supplies FY20 043226607/10	226-45122.610 Supplies	18.99	24820	09/06/19
42665	07/10/19	AMAZON/SYNCB EJRP supplies FY20 043226607/10	226-45124.610 SUPPLIES	21.98	24820	09/06/19
42665	07/10/19	AMAZON/SYNCB EJRP supplies FY20 043226607/10	226-45122.610 Supplies	131.46	24820	09/06/19
25055	08/22/19	AQUARIUS LANDSCAPE SPRINK Garden Irrigation 544858	226-45115.330 OTHER PROFESSIONAL SVCS	103.49	24821	09/06/19
17840	08/30/19	BAKER KYLE Lifeguard Services 083019D	226-45124.330 OTHER PROFESSIONAL SVCS	172.50	24823	09/06/19
38280	08/20/19	CRYSTAL ROCK BOTTLED WATE Office Water 177527340820	226-45124.610 SUPPLIES	155.00	24837	09/06/19
17845	08/21/19	DUDLEY HOLDINGS LLC Preschool Event IceCream 000027	226-45121.610 SUPPLIES	345.00	24842	09/06/19
04640	08/05/19	FASTENAL INDUSTRIAL & CON First Aid Supplies VTBUR265415	226-45121.610 SUPPLIES	4.77	24849	09/06/19

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04640	08/05/19	FASTENAL INDUSTRIAL & CON First Aid Supplies VTBUR265416	226-45124.610 SUPPLIES	0.89	24849	09/06/19
04640	08/05/19	FASTENAL INDUSTRIAL & CON First Aid Supplies VTBUR265417	226-45122.610 Supplies	3.18	24849	09/06/19
25390	08/19/19	FIRST NATIONAL BANK OMAHA EJRP Credit Card 5750 819	226-45122.610 Supplies	50.00	24851	09/06/19
25390	08/19/19	FIRST NATIONAL BANK OMAHA EJRP Credit Card 5750 819	226-45122.610 Supplies	50.00	24851	09/06/19
25390	08/19/19	FIRST NATIONAL BANK OMAHA EJRP Credit Card 5750 819	226-45122.610 Supplies	50.00	24851	09/06/19
25390	08/19/19	FIRST NATIONAL BANK OMAHA EJRP Credit Card 5750 819	226-45120.330 OTHER PROFESSIONAL SVCS	20.00	24851	09/06/19
25390	08/19/19	FIRST NATIONAL BANK OMAHA EJRP Credit Card 5750 819	226-45122.610 Supplies	50.00	24851	09/06/19
25390	08/19/19	FIRST NATIONAL BANK OMAHA EJRP Credit Card 5750 819	226-45122.610 Supplies	50.00	24851	09/06/19
25390	08/19/19	FIRST NATIONAL BANK OMAHA EJRP Credit Card 5750 819	226-45122.610 Supplies	80.66	24851	09/06/19
25390	08/19/19	FIRST NATIONAL BANK OMAHA EJRP Credit Card 5750 819	226-45120.330 OTHER PROFESSIONAL SVCS	20.00	24851	09/06/19
25390	08/19/19	FIRST NATIONAL BANK OMAHA EJRP Credit Card 5750 819	226-45122.610 Supplies	25.00	24851	09/06/19
25390	08/19/19	FIRST NATIONAL BANK OMAHA EJRP Credit Card 5750 819	226-45122.610 Supplies	67.20	24851	09/06/19
25390	08/19/19	FIRST NATIONAL BANK OMAHA EJRP Credit Card 5750 819	226-45122.610 Supplies	25.00	24851	09/06/19
25390	08/19/19	FIRST NATIONAL BANK OMAHA EJRP Credit Card 5750 819	226-45122.610 Supplies	26.91	24851	09/06/19
25390	08/19/19	FIRST NATIONAL BANK OMAHA EJRP Credit Card 5750 819	226-45122.610 Supplies	5.18	24851	09/06/19
25390	08/19/19	FIRST NATIONAL BANK OMAHA EJRP Credit Card 5750 819	226-45122.610 Supplies	12.00	24851	09/06/19
25390	08/19/19	FIRST NATIONAL BANK OMAHA EJRP Credit Card 5750 819	226-45122.610 Supplies	7.00	24851	09/06/19
25390	08/19/19	FIRST NATIONAL BANK OMAHA EJRP Credit Card 5750 819	226-45122.610 Supplies	50.00	24851	09/06/19
25390	08/19/19	FIRST NATIONAL BANK OMAHA EJRP Credit Card 5750 819	226-45122.610 Supplies	50.00	24851	09/06/19
25390	08/19/19	FIRST NATIONAL BANK OMAHA EJRP Credit Card 5750 819	226-45122.610 Supplies	22.78	24851	09/06/19
25390	08/19/19	FIRST NATIONAL BANK OMAHA EJRP Credit Card 5750 819	226-45122.610 Supplies	8.00	24851	09/06/19
20470	07/31/19	GLOBAL MONTELLO GROUP July vehicle gas various CL244796	226-45120.626 GAS, GREASE & OIL	201.54	24857	09/06/19
20470	08/31/19	GLOBAL MONTELLO GROUP August Vehicle Fuel CL245974 8/3	226-45120.626 GAS, GREASE & OIL	265.76	24857	09/06/19
38540	08/27/19	NATIONAL RECREATION & PAR Nihad Basic Conf Registra 082719D	226-45110.500 TRAINING, CONF, DUES	655.00	24874	09/06/19
24855	09/03/19	PETTY CASH - CAITLIN FAY EJRP Petty Cash Reimburse 090319D	226-45122.610 Supplies	50.00	24878	09/06/19

Vendor	Invoice Date	Invoice Description Invoice Number	Account	Amount Paid	Check Number	Check Date
24855	09/03/19	EJRP Petty Cash Reimburse 090319D	226-45124.610 SUPPLIES	12.18	24878	09/06/19
24855	09/03/19	EJRP Petty Cash Reimburse 090319D	226-45122.610 Supplies	350.00	24878	09/06/19
14230	08/30/19	DC Trip Bus DEPOSIT 56069	226-45110.330 OTHER PROFESSIONAL SVCS	1200.00	24882	09/06/19
25940	08/31/19	EJRP PS Teaching Strategi Q61057	226-45121.330 OTHER PROFESSIONAL SVCS	251.00	24893	09/06/19
V10462	08/01/19	MONAGHAN SAFAR DUCHAM PL July legal JULY 2019	230-46801.008 CRESCENT CONNECTOR	10276.04	24873	09/06/19
17820	07/30/19	ADVANTAGE TENNIS EJRP Tennis Courts 394	233-46801.005 RESURFACING	16910.00	24817	09/06/19
17820	08/09/19	ADVANTAGE TENNIS EJRP Tennis Courts 401	233-46801.005 RESURFACING	26989.50	24817	09/06/19
20470	07/31/19	GLOBAL MONTELLO GROUP July vehicle gas various CL244796	254-43200.626 GAS,GREASE AND OIL	186.98	24857	09/06/19
20470	08/31/19	GLOBAL MONTELLO GROUP August Vehicle Fuel CL245974 8/3	254-43200.626 GAS,GREASE AND OIL	106.76	24857	09/06/19
29825	07/22/19	VT GAS SYSTEMS July gas service 18822	254-43200.623 HEATING/NATURAL GAS	33.85	24897	09/06/19
05290	08/29/19	ADVANCE AUTO PARTS sampler chiller repair 455292414067	255-43200.570 MAINTENANCE OTHER	7.78	24816	09/06/19
23455	08/28/19	CHITTENDEN SOLID WASTE DI grasslands charge 20197-ESS	255-43200.568 SLUDGE MANAGEMENT	2096.06	24831	09/06/19
18000	08/30/19	FERGUSON WATERWORKS #590 Flange and gasket sets Pl 0910184	255-43200.570 MAINTENANCE OTHER	171.70	24850	09/06/19
V0902	09/03/19	GEOCORP, INC Flow Charts 278547	255-43200.570 MAINTENANCE OTHER	295.95	24856	09/06/19
20470	07/31/19	GLOBAL MONTELLO GROUP July vehicle gas various CL244796	255-43200.626 GAS,GREASE AND OIL	263.73	24857	09/06/19
20470	08/31/19	GLOBAL MONTELLO GROUP August Vehicle Fuel CL245974 8/3	255-43200.626 GAS,GREASE AND OIL	270.92	24857	09/06/19
32035	08/08/19	GMWEA Deer Island Wastewater 08/08/2019D	255-43200.500 TRAINING, CONFERENCES, DU	130.00	24858	09/06/19
V10462	08/01/19	MONAGHAN SAFAR DUCHAM PL July legal JULY 2019	255-43200.623 HEATING/NATURAL GAS	82.50	24873	09/06/19
11695	08/30/19	PIONEER MOTORS & DRIVES, Marathon -N431 - motor M3842	255-43200.570 MAINTENANCE OTHER	1245.14	24880	09/06/19
12775	08/30/19	PRATT & SMITH ELECTRICAL new circuit breaker with 7994	255-43200.570 MAINTENANCE OTHER	1529.13	24881	09/06/19
12775	08/30/19	PRATT & SMITH ELECTRICAL new circuit breaker with 7994	255-15101.000 EXCHANGE	292.85	24881	09/06/19
03180	08/06/19	SAFETY SYSTEMS OF VT LLC Labor to correct dialer 18929	255-43200.570 MAINTENANCE OTHER	260.00	24888	09/06/19
36130	08/18/19	VERIZON WIRELESS cell ipad 7/19-8/18/19 9836300873	255-43200.535 TELEPHONE SERVICES	144.72	24895	09/06/19
29825	07/22/19	VT GAS SYSTEMS July gas service 18822	255-43200.623 HEATING/NATURAL GAS	1056.07	24897	09/06/19
38680	08/06/19	VT RURAL WATER ASSOC Jutras chemicals workshop 08/06/2019D	255-43200.500 TRAINING, CONFERENCES, DU	24.00	24901	09/06/19

09/06/19  
01:57 pm

Town of Essex / Village of EJ Accounts Payable  
Check Warrant Report # 17163 Current Prior Next FY Invoices For Fund (GENERAL FUND)  
For Check Acct 01(GENERAL FUND) All check #s 09/06/19 To 09/06/19 & Fund 2

Page 6 of 6  
HPackard

Vendor	Invoice Date	Invoice Description Invoice Number	Account	Amount Paid	Check Number	Check Date
20470	07/31/19	GLOBAL MONTELO GROUP July vehicle gas various CL244796	256-43200.626 GAS,GREASE AND OIL	408.02	24857	09/06/19
20470	08/31/19	GLOBAL MONTELO GROUP August Vehicle Fuel CL245974 8/3	256-43200.626 GAS,GREASE AND OIL	295.16	24857	09/06/19
12775	08/30/19	PRATT & SMITH ELECTRICAL operation of control pane 7995	256-43220.002 WEST ST PS COSTS	190.00	24881	09/06/19
23855	08/29/19	SOUTHWORTH-MILTON, INC. DIAGNOSIS REPAIR - ENGIN SCINV419419	256-43220.002 WEST ST PS COSTS	1172.75	24892	09/06/19
29825	07/22/19	VT GAS SYSTEMS July gas service 18822	256-43200.623 HEATING/NATURAL GAS	39.13	24897	09/06/19
29825	07/22/19	VT GAS SYSTEMS July gas service 18822	256-43220.002 WEST ST PS COSTS	36.11	24897	09/06/19
29825	07/22/19	VT GAS SYSTEMS July gas service 18822	256-43220.001 SUSIE WILSON PS COSTS	35.35	24897	09/06/19
Report Total				107364.29		

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# MEETING SCHEDULES

09/06/2019

TOWN SELECTBOARD MEETINGS 	VILLAGE TRUSTEES MEETINGS 	JOINT MEETINGS 
April 15, 2019—7:00 PM	SB Regular	
April 23, 2019—6:30 PM	VB Regular	
April 23, 2019—7:15 PM	JT Special, 2 Lincoln <i>(Canceled 4/18)</i>	
May 6, 2019—6:30 PM	SB Special <i>(Added 5/2)</i>	
May 6, 2019—7:00 PM	SB Regular	
May 6, 2019—7:00 PM	VB Special <i>(Added 5/2)</i>	
May 6, 2019—7:45 PM	JT Special, 81 Main	
May 14, 2019—6:30 PM	VB Regular	
May 20, 2019—7:00 PM	SB Regular	
May 28, 2019—6:30 PM	VB Regular	
May 28, 2019—7:15 PM	JT Special, 2 Lincoln	
June 3, 2019—7:00 PM	SB Regular	
June 3, 2019—7:45 PM	JT Special, 81 Main	
June 11, 2019—6:30 PM	VB Regular	
June 17, 2019—7:00 PM	SB Regular <i>(Essex High School cafeteria)</i>	
June 22, 2019—8:00 AM-3:00 PM	JT Special—Strategic Advance, Delta Burlington (1117 Williston Rd.)	
June 25, 2019—6:30 PM	VB Regular	
June 25, 2019—7:15 PM	JT Special, 2 Lincoln	
July 1, 2019—7:00 PM	SB Special <i>(Added 6/28)</i>	
July 2, 2019—6:00 PM	VB Special Public Hearing <i>(Added 5/14)</i>	
July 9, 2019—6:30 PM	VB Regular	
July 15, 2019—7:00 PM	SB Regular	
July 15, 2019—7:45 PM	JT Special, 81 Main <i>(Canceled 6/14)</i>	
July 23, 2019—6:30 PM	VB Regular <i>Location at 81 Main</i>	
July 23, 2019—7:15 PM	JT Special, <del>2 Lincoln</del> <i>81 Main</i>	
August 5, 2019—7:00 PM	SB Regular	
August 5, 2019—7:45 PM	JT Special, 81 Main <i>(Canceled 7/30)</i>	
August 13, 2019—6:30 PM	VB Regular	
August 19, 2019—7:00 PM	SB Regular	



August 27, 2019—6:30 PM	VB Regular
August 27, 2019—7:15 PM	JT Special, 2 Lincoln
<del>August 29, 2019—6:00 PM</del>	<del>VB Special—Public Hearing</del> <i>(Added 7/23) (Canceled 8/27)</i>
September 9, 2019—7:00 PM	SB Regular
September 9, 2019—7:45 PM	JT Special, 81 Main
September 10, 2019—6:30 PM	VB Regular
September 16, 2019—7:00 PM	SB Special <i>(Added 8/25)</i>
September 23, 2019—7:00 PM	SB Regular
September 24, 2019—6:30 PM	VB Regular
September 24, 2019—7:15 PM	JT Special, 2 Lincoln
October 7, 2019—7:00 PM	SB Regular
October 7, 2019—7:45 PM	JT Special, 81 Main
October 8, 2019—6:30 PM	VB Regular
October 28, 2019—7:00 PM	SB Regular
October 29, 2019—6:30 PM	VB Regular
October 29, 2019—7:15 PM	JT Special, 2 Lincoln
November 4, 2019—7:00 PM	SB Regular
November 4, 2019—7:45 PM	JT Special, 81 Main
November 12, 2019—6:30 PM	VB Regular
November 18, 2019—7:00 PM	SB Regular
November 26, 2019—6:30 PM	VB Regular
November 26, 2019—7:15 PM	JT Special, 2 Lincoln
December 2, 2019—7:00 PM	SB Regular
December 2, 2019—7:45 PM	JT Special, 81 Main
December 4, 2019—8:30 AM	VB Special, Budget Day
December 10, 2019—6:30 PM	VB Regular
December 16, 2019—7:00 PM	SB Regular
December 17, 2019—6:30 PM	VB Regular
December 17, 2019—7:15 PM	JT Special, 2 Lincoln
January 2, 2020—6:00 PM	SB Special, Budget Meeting
January 6, 2020—6:00 PM	SB Special, Budget Meeting, Regular meeting begins at 7:00 PM
January 6, 2020—7:45 PM	JT Special, 81 Main

<b>January 8, 2020—6:00 PM</b>	SB Special, Budget Meeting
<b>January 13, 2020—6:00 PM</b>	SB Special, Budget Meeting
<b>January 14, 2020—6:30 PM</b>	VB Regular
<b>January 21, 2020—7:00 PM</b>	SB Regular
<b>January 28, 2020—6:30 PM</b>	VB Regular
<b>January 28, 2020—7:15 PM</b>	JT Special, 2 Lincoln
<b>February 3, 2020—7:00 PM</b>	SB Regular
<b>February 3, 2020—7:45 PM</b>	JT Special, 81 Main
<b>February 11, 2020—6:30 PM</b>	VB Regular
<b>February 18, 2020—7:00 PM</b>	SB Regular
<b>February 25, 2020—6:30 PM</b>	VB Regular
<b>February 25, 2020—7:15 PM</b>	JT Special, 2 Lincoln
<b>March 2, 2020—7:30 PM</b>	Essex Community Dinner at 6:30; Annual Meeting at 7:30
<b>March 3, 2020—7:00 AM to 7:00 PM</b>	Essex Voting
<b>March 10, 2020—6:30 PM</b>	VB Regular
<b>March 16, 2020—7:00 PM</b>	SB Regular
<b>March 24, 2020—6:30 PM</b>	VB Regular
<b>March 24, 2020—7:15 PM</b>	JT Special, 2 Lincoln
<b>April 1, 2020—7:00 PM</b>	Essex Junction Community Supper at 6:00; Annual Meeting at 7:00
<b>April 6, 2020—7:00 PM</b>	SB Regular
<b>April 6, 2020—7:45 PM</b>	JT Special, 81 Main
<b>April 14, 2020—7:00 AM to 7:00 PM</b>	Essex Junction Voting
<b>April 14, 2020—6:30 PM</b>	VB Regular



SB = Town Selectboard  
 VB = Village Board of Trustees  
 JT = Joint Meeting of SB and VB

# September 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2 Labor Day OFFICES CLOSED	3	4	5 Joint Governance Subcommittee 7:00 PM, 2 Lincoln	6	7
8	9 SB Regular 7:00 PM JT Special 7:45 PM	10 VB Regular 6:30 PM	11	12 Joint Governance Subcommittee 6:30 PM, 2 Lincoln	13	14
15	16 SB Special 7:00 PM	17	18	19 Joint Governance Subcommittee 9:00 AM, 81 Main	20	21
22	23 SB Regular 7:00 PM	24 VB Regular 6:30 PM JT Special 7:15 PM	25	26	27	28
29	30					



SB = Town Selectboard  
 VB = Village Board of Trustees  
 JT = Joint Meeting of SB and VB

# October 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7 SB Regular 7:00 PM JT Special 7:45 PM	8 VB Regular 6:30 PM	9	10	11	12
13	14 Indigenous Peoples' Day OFFICES CLOSED	15	16	17	18	19
20	21	22	23	24 Joint Governance Subcommittee 6:30 PM, 2 Lincoln	25	26
27	28 SB Regular 7:00 PM	29 VB Regular 6:30 PM JT Special 7:15 PM	30	31 Halloween		

**Memorandum**

**To:** Board of Trustees; Evan Teich, Unified Manager

**From:** Greg Duggan, Deputy Manager

**Re:** Executive Session/Evaluation of public officer or employee

**Date:** September 6, 2019

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**Issue**

The issue is whether the Trustees enter into executive session to discuss the evaluation of public officer or employee.

**Discussion**

In order to have a complete and thorough discussion about this topic, it would appear that an executive session would be necessary. The evaluation of public officers and employees can be a protected discussion.

**Cost**

N/A

**Recommendation**

If the Trustees wish to enter executive session, the following motion is recommended:

“I move that the Trustees enter into executive session to discuss the evaluation of public officers and employees in accordance with 1 V.S.A. Section 313 (a)(3) and to include the Manager and Deputy Manager.”