

City of Essex Junction

City Council Regular Meeting Agenda



WEDNESDAY, JULY 22, 2026 • 6:30 PM

Online & 2 Lincoln Street, Essex Junction, VT 05452

www.essexjunction.org • P: 802-878-6944

E: admin@essexjunction.org

This meeting will be in-person and available remotely. Options to watch or join the meeting remotely:

WATCH: The meeting will be live streamed on Town Meeting TV

JOIN ONLINE: [Join Zoom Meeting](#)

JOIN CALLING: (toll free audio only) 888-788-0099 | Meeting ID: 944 6429 7825; Passcode: 635787

1. **CALL TO ORDER** **[6:30 PM]**
2. **AGENDA ADDITIONS/CHANGES**
3. **APPROVE AGENDA**
4. **PUBLIC TO BE HEARD**
 - a. Comments from Public
5. **BUSINESS ITEMS**
 - a. *Interview and Consideration of Appointment to the Police Community Advisory Board [5 Minutes]
 - b. Public Works Department Head Brief to Council [10 Minutes]
 - c. Discussion & Consideration of Setting the FY27 Tax Rate [10 Minutes]
 - d. Discussion & Consideration on the West Street Force Main Project Including a Necessity Resolution for a Bond Vote, Contract Amendment for Design Services, Clean Water Revolving Loan Fund Application Amendment, and Sanitation Capital Plan Amendment [15 Minutes]
 - e. Discussion and Consideration of Comprehensive Plan Update on Community Engagement & Input [10 Minutes]
 - f. Introduction of the Form-Based Code Proposed Amendments to the Land Development Code (aka Zoning Regulations) [20 Minutes]
 - g. Discussion and Consideration of Pearl Street Pedestrian Crossing Scoping Study – Final Report and Endorsement of Preferred Alternative [20 Minutes]
6. **CONSENT ITEMS**
 - a. Approve Meeting Minutes: July 8, 2026
 - b. Acting as the Liquor Control Commission - Approve Liquor/Tobacco Licenses
 - c. Approve Amendment to Wastewater Capital Plan for Blowers and Clarifiers
7. **COUNCIL MEMBER COMMENTS & CITY MANAGER REPORT**
8. **READING FILE**
 - a. Check Warrant #24122 7/10/2026
 - b. June Financials
 - c. Coming Together - A Substance Use Addiction Summit

- d. Planning Commission Minutes 7/2/26
- e. Board of Civil Authority/Board of Abatement Minutes 7/6/26

9. EXECUTIVE SESSION

- a. *An Executive Session may be needed to discuss the appointment of public officials

10. ADJOURN

Members of the public are encouraged to speak during the Public to Be Heard agenda item, during a Public Hearing, or, when recognized by the President, during consideration of a specific agenda item. The public will not be permitted to participate when a motion is being discussed except when specifically requested by the President. Regarding zoom participants, if individuals interrupt, they will be muted; and if they interrupt a second time, they will be removed. This agenda is available in alternative formats upon request. Meetings of the City Council, like all programs and activities of the City of Essex Junction, are accessible to people with disabilities. For information on accessibility or this agenda, call the City Manager's office at 802-878-6944 TTY: 7-1-1 or (800) 253-0191.

**Upcoming City Council Meetings
(Meeting Dates are Subject to Change)
(* denotes special meeting or date change)**

August 12, 2026	September 23, 2026	*November 10, 2026
August 26, 2026	October 14, 2026	*December 2, 2026
September 9, 2026	October 28, 2026	*December 16, 2026

City Council Rules for Public Participation

Vermont's Open Meeting Law protects the public's right to attend and participate in meetings of local public bodies, but the purpose and function of these meetings is for the public body to do the work of the public; they are not meetings of the public (i.e., public forums). Consequently, these rules are necessary to manage the public's participation to ensure an environment in which the public feels safe to express their views on matters considered by the public body while minimizing disruptions so that the public body can get its work done. The full City Council Rules of Procedures for Meetings can be found here: www.essexjunction.org/codes/policies.

1. Please raise your hand to speak, whether in person or attending virtually.
2. You may only speak after you have been recognized by the president.
3. Before speaking, please state your name and address for the record.
4. All remarks must be addressed to the president.
5. Comments must be germane to the agenda item being addressed.
6. Comments under "Public to be Heard" must pertain to the business of the public body.
7. Repetitive and irrelevant comments are not allowed.
8. Please wait your turn; do not interrupt others.
9. Each person will be limited to two minutes of comment. This time may be extended only by permission of the president. The balance of time not used by each person will expire and cannot be reserved or yielded to another.
10. Each person may only speak once on the same agenda item, time permitting, with the consent of the president.
11. Those yet to be heard will be given priority over those who have already spoken.
12. You do not have the right to vote on agenda items.
13. Please obey orders and rulings of the president.
14. Keep your cool. Disruptive people will be asked to leave and removed if necessary.
15. Listen well, pay attention, and participate.



MEMO

To: Essex Junction City Council
From: Regina Mahony, City Manager
Meeting Date: July 22, 2026
Agenda Item: Committee Appointment to the Police Community Advisory Committee

ISSUE: One position is still open on the Police Community Advisory Board

DISCUSSION: The following applicant is attending the meeting in person and is available for the City council to interview.

Police Community Advisory Board (1 open position)

- Tim Charland (In-Person)

RECOMMENDATION: It is recommended that the City Council enter Executive Session to consider an appointment to the Police Community Advisory Board.

RECOMMENDED MOTION: "I move that the City Council enter into executive session to discuss appointment of public officials, pursuant to 1 V.S.A. § 313(a)(3) to include the City Manager."

FOLLOWING EXECUTIVE SESSION:

"I make a motion to appoint (_____), to the Police Community Advisory Board for a 3-year term ending June 30, 2029."

ATTACHMENTS:

Tim Charland Committee Application

View results

Respondent

44

Anonymous

13:21

Time to complete

1. Full name *

Tim F. Charland

2. Phone number *

[REDACTED]

3. Email *

[REDACTED]

4. Address *

[REDACTED]

5. I am interested in applying for the *

(note: if you are interested in more than one, please complete a separate application for each committee):

☒ Police Community Advisory Board

6. Have you previously or are you currently an appointed member to the position/committee you are wishing to be appointed to? *

☐ Yes - Proceed to Question #7

☒ No - Proceed to Question #12

New Committee Members

7. Why are you interested in joining this position/committee?

Giving back to the community

8. What about your education, experiences, and background will help you be a contributing member to this position/committee?

Retired Lieutenant-(24 years) Burlington Police. Retired Lieutenant (10.5 years) DMV Enforcement & Safety Division, State of Vermont. Graduate of the FBI National Academy. Lead Criminal Law Instructor for the Vermont Police Academy for over two decades. Trained in hostage/crisis negotiation and conflict resolution.

9. What do you hope to accomplish during your term on this position/committee?

Ability to offer my training and experience to the residents of Essex and the Essex Police Department to foster transparency, coordinated positive communication between citizens and police and strengthen public safety and trust.

10. Is there anything else you would like to say about your interest and application?

No answer provided.



MEMO

To: City Council
From: Rick Jones
Meeting Date: 7-22-26
Agenda Item: Department Head Conversation

This is intended to be an opportunity for the Council to engage with the Department Head and to have a conversation that is not driven by a business item or budget need, but an honest look into their operations, staff, and services. The Department Head will begin with a few highlights from each of the three sections below before opening it up to a dialogue with the Councilors. The intention is for this conversation to be 10-15 minutes.

Six-Month Department Look Back (celebrations, accomplishments, mistakes, challenges, staff, volunteers, community members, partnerships, budgets, programs, initiatives, efforts, etc.)

- Fair amount of snow last winter we had a hard time getting salt and had a fair amount of equipment repairs.
- Crescent connector finished up!
- Iroquois Avenue water line installed.
- Water meter change out program is still plugging away.

Six-Month Department Look Ahead (celebrations, accomplishments, mistakes, challenges, staff, volunteers, community members, partnerships, budgets, programs, initiatives, efforts, etc.)

- Railroad Avenue water line.
- Main Street sidewalk replacement.
- 2 new dump trucks hopefully delivered before this winter.
- New sidewalk machine hopefully before this winter.

Anything you think the Council should know

- See attached Department Spotlight for Staff Newsletter and training photo

Department Spotlight

Each month, the City spotlights a department in their Employee Newsletter. The spotlight highlights what they do, what they're working on, and what makes them stand out. It also focuses on their recent wins, what's next for them, and introduces the people who make it all happen. In July we focused on the Public Works Department.



Who Are We: Public Works: Public Works Department that holds 8.5 employees in effort to keep the City infrastructure maintained (Water in-Water out). We help make sure that City residents and passersby's have access to some of life's everyday needs, like running water, flushing toilets, ease of transportation throughout the City in all weather conditions. (roads and sidewalks)

What We're Working on: Street sweeping, paving, pruning trees, hydrant flushing (flushed approximately 50,000 ft of sewer lines), clean catch basins, water meter change-out program, road painting and sidewalk repairs.

What We Do Best: Snow removal, did great this winter with lots of snow but a lack of salt availability made it a challenge. Doing the best we can with what we have to work with. Keeping equipment up and running has been a constant battle.

Fun Fact: Ron just got a class 2 safety colored green ford mustang that is available for ride a long upon request. Please email Ron for a ride.

Looking Ahead: Road paving, finish water meter change-out program, Main Street sidewalk project, Railroad Ave water line, plus a new Public Works building in the near future.





MEMO

To: City Council
From: Jess Morris, Finance Director
Meeting Date: July 22, 2026
Agenda Item: FY27 Tax Rate Setting

ISSUE: To set the tax rate for FY27 (July 1, 2026 – June 30, 2027).

DISCUSSION: As a result of the active reappraisal process, we do not have a finalized grand list at this time. In coordination with the Town of Essex, the State, and NEMRC, we have decided to use the preliminary grand list from June 24th to set the tax rate which will allow us to produce tax bills before our August 15th deadline. We recognize there may be changes to values as the grievance and appeal process continues and have determined a path for issuing revised bills after the grand list has been finalized, if necessary.

The FY27 tax rate has been calculated based on the preliminary 2026 grand list. The preliminary grand list figures as compared to last year are as follows:

	<u>2026 Preliminary Grand List</u>	<u>2025 Grand List</u>	<u>\$ Change</u>	<u>% Change</u>
City	\$ 19,833,679	\$ 11,328,033	\$ 8,505,646	75.08%

The City voted to raise \$11,891,682 in property tax revenue for FY27.

The preliminary Grand List increased by 75% from 2025 to 2026. The Grand List value has been adjusted for the tax stabilization agreement for the Whitcomb Farm property at 315 South Street, resulting in an adjusted preliminary grand list value of \$19,795,590. The City property taxes are set using the adjusted preliminary grand list; tax stabilization does not impact education taxes.

In order to raise the taxes necessary for the General Fund budget including debt payments, the tax rate needs to be set at \$0.6007 per \$100 of assessed value. This amount is a decrease of \$0.4073 or 40% for the FY27 tax rate over FY26.

There are tax agreements associated with veteran's exemptions as authorized by the voters. The City covers the education tax that goes to the State for these agreements. There are 6 additional properties receiving this veteran's exemption than in the previous year.

As a reminder, the City will also be assessing a \$0.0100 tax per \$100 of assessed value for Economic Development Capital Improvement Projects. This tax was approved by the voters at the 2016, 2021 and 2024 Annual Meetings. The City will also be assessing a \$0.0100 tax per \$100 of assessed value for Social Services. This tax was approved by the voters at the 2026 Annual Meeting. In FY27 each of these rates will raise about \$198,000.

The following table shows a more detailed comparison of this year's tax rates to last year's tax rates.

Comparison of FY26 rates to FY27 rates						
			<u>FY26</u>	<u>FY27</u>	<u>% Change</u>	<u>\$ Increase/ (Decrease)</u>
General Fund Tax Rate:		\$	1.0080	\$ 0.6007	-40.4%	\$ (0.4073)
Tax Agreement Rate:		\$	0.0022	\$ 0.0007	-68.2%	\$ (0.0015)
Economic Development Rate:		\$	0.0100	\$ 0.0100	0.0%	\$ -
Social Services Rate:		\$	-	\$ 0.0100	0.0%	\$ 0.0100
Total Municipal Tax Rates:		\$	1.0202	\$ 0.6214	-39.1%	\$ (0.3988)
Taxes on \$470,000 assessed value home				\$ 2,921		
Grand List Values, unadjusted		\$	11,328,033	\$ 19,833,679	75.1%	\$ 8,505,646
Grand List Values, after stabilization		\$	11,314,858	\$ 19,795,590	75.0%	\$ 8,480,732

As a result of setting the tax rate tonight, there is no need to hold the special meeting for tax rate setting on August 3rd that was set by the Council at their last meeting.

COST: The cost to a taxpayer with a \$470,000 assessed property for the City General Tax will be \$2,827 per year. The cost of the \$0.0100 tax rates are \$47 per year, each.

RECOMMENDATION: Staff recommends that the City Council adopt the FY27 tax rate as presented.

RECOMMENDED MOTION:

1. I move that the City Council approve the FY27 General Tax Rate at \$0.6007 and Tax Agreement Rate at \$0.0007.
2. I move that the City Council cancel the special meeting for tax rate setting on Monday, August 3, 2026.

ATTACHMENTS: n/a



MEMO

To: City Council
 From: Chelsea Mandigo, Water Quality Superintendent
 Meeting Date: July 22, 2026
 Agenda Item: West Street Pump Station Force Main Project

ISSUE: To consider actions necessary to advance the West Street Force Main Replacement Project, including engineering, financing, and future bond funding.

DISCUSSION: This is a continuation of the discussion outlined in a memo distributed at the July 8th, 2026 City Council Meeting regarding the West Street Pump Station Force Main Project.

To summarize, West Street pump station is currently under design for full replacement. As the project has progressed through design, it has been determined that the existing force main—the pipe that conveys wastewater from the station to the treatment facility—is undersized and limits the station’s ability to increase flow capacity above what it is currently receiving. The upsizing of the force main is necessary to ensure reliable and efficient system performance of the station.

This need was not identified when voters approved the previous \$3.8 million bond for pump station replacements. As a result, funding for the force main replacement is not currently available within existing project budgets or the Sanitation Capital Reserve Fund, meaning a bond vote is needed. Options for a bond vote include this coming November 2026 or March 2027. To maintain alignment with the West Street Pump Station replacement schedule, holding a bond vote in November 2026 would best support project timing and implementation. The City Council provided consensus for moving this forward in November 2026 at their July 8, 2026 meeting.

Debt - The Vermont Bond Bank has provided an updated debt analysis, attached here, based on the City’s FY25 audited financials, current debt schedule, and additional approved and proposed future debt that is not yet borrowed (this includes the Public Works Facility at \$13,960,000, Pump Station Retrofits for Maple/River/West Streets at \$3,800,000, lead service line identification/validation at \$892,771, Fire Truck at \$1,100,000, and infiltration system phosphorus control at \$1,000,000). A snapshot of the Sanitation Fund analysis and summary is included below for quick reference.

Enterprise 2 (Sanitation)	FY25	Projected	Ratios	FY25	Projected	VBB Median	Moody's Median
Op Revenues	\$1,081,101	\$1,081,101	Operating Ratio (Op Ex / Rev)	67.1%	67.1%	70.0%	---
Op Expenses	725,010	725,010	Reserves / Op Exp	378.3%	378.3%	54.2%	---
Net Op Income	356,091	356,091	Days Cash on Hand	1,285	1,285	244	412
Debt Service	81,317	436,026	Debt Service Coverage Ratio	4.38	0.82	1.58	1.8
Long Term Debt	563,568	6,363,568	Debt Ratio (LTD / Net Assets)	10.0%	55.7%	32.0%	---
Cash / Inv. / Due From	2,552,890	2,552,890	Debt Service / Op Expenses	11.2%	60.1%	21.5%	---
Unrestricted Net Position	2,742,960	2,742,960	Debt Service / Revenues	7.5%	40.3%	20.9%	---
Net Assets	5,621,898	11,421,898	Debt / Revenues	52.1%	588.6%	203.3%	250.0%

NOTES: The operating ratio, reserves, and cash position are quite strong. The current debt service coverage ratio is also quite strong, though net income is not currently adequate to absorb the projected new debt so presumably rates would need to be raised to accommodate. Current debt and debt service ratios are below VT medians, though the projected new debt would push them well above. However, projections don’t factor in revenue or expense increases, which would presumably mitigate the ratio increases.

As a very rough estimate, using the current FY27 Sanitation rates and factoring in both the approved \$3,800,000 bond as well as the additional \$2,000,000 bond proposed, this would be an increase of about \$73 per year for the average household using 120 gallons per day. The \$3,800,000 that has already been approved results in about \$48 per year of the \$73 annual increase; the additional \$2,000,000 represents about \$25 per year of the \$73 annual increase.

Design - At the last City Council meeting, there was concern about whether the proposed 10-inch replacement pipe would be sufficient for future growth. A discussion occurred with project engineers about this concern. The upsizing of the pipe to 12 inches rather than 10 inches would not significantly affect the project's overall cost. The majority of the expenses associated with replacing the force main stem from the physical replacement work, not the size of the pipe itself. Further calculations and discussions regarding future growth will continue with the Town of Essex as the project progresses through the design process to ensure the force main size that is chosen can accommodate projected future growth.

Additionally, this project will require an amendment to the Fiscal Year 2027 Sanitation Capital Plan to incorporate it. Also, the Engineer Service Agreement as well as the Clean Water State Revolving Fund Priority List Application, which is the State's version of a Capital Plan for funding dollars, needs to be amended to include this project.

COST: The estimated cost for replacing the one-mile force main from the West Street Pump Station to South Street Lane with a larger diameter pipe is \$2 million. This project is anticipated to be cost-shared with the Town of Essex and is likely to follow a similar cost-share arrangement to the station, which will initially be 70% Town of Essex and 30% City and may adjust in the future based on flow.

Due to insufficient funds in the Sanitation Capital Reserve Fund, a bond vote will be required to move the project forward.

The amendment to the Engineer Service Agreement is \$10,600. This cost will be included in the overall cost of the force main project, which is anticipated to be \$2 million.

The Clean Water State Revolving Fund application is being amended by \$2 million to include the force main project.

Below is the Sanitation Capital Reserve Fund Balance, showing the inclusion of the force main project for the \$5.8 million in total debt for the three pump stations and force main replacement projects. The transfers in from the operating budget remain the same as what was approved during the FY27 budget process. There is sufficient fund balance to cover the debt service projected for this project.

Sanitation Fund Capital Reserve Balance					
	FY27	FY28	FY29	FY30	FY31
Beginning Fund Balance	513,548	511,376	439,674	508,325	526,851
Planned Spending	(5,972,854)	(130,352)	(40,000)	(140,126)	(65,104)
Debt Payments (HS Pump Station Upgrade RF1-157 FY34 and ARRA Stimulus Loan FY31)	(81,318)	(81,318)	(81,318)	(81,317)	(81,317)
Estimated Debt Payment on Maple/River/West St Pump Station Retro-fits (\$5,800,000 for 20 yrs with 2.0% admin fee)		(354,709)	(354,709)	(354,709)	(354,709)
Revenue Sources					
Transfer In from Sanitation Operating Budget	252,000	302,000	352,000	402,000	432,000
Allocation Fee Revenue					
Bond Funding (Maple/River/West St Pump Station Retro-fits and West St force main)	5,800,000				
Town Share 70% of West St Pump Station Retro-fit and West St force main (West St portion is 77.6% of total debt - \$4.5M of \$5.8M)		192,678	192,678	192,678	192,678
Interest Earnings					
Total Revenues	6,052,000	494,678	544,678	594,678	624,678
Ending Fund Balance	511,376	439,674	508,325	526,851	650,399

RECOMMENDATION: It is recommended that the Council adopt the Necessity Resolution for a bond vote for the November 2026 ballot to fund the West Street Force Main Replacement Project. At the meeting on

September 23, 2026 the City Council will need to approve the warning for the Special Meeting (on Nov 3rd) and the Informational Meeting (on Oct 14th).

It is further recommended that the Council approve an amendment to the Sanitation Capital Plan to include the force main project, and sign the application to the Clean Water State Revolving Fund Priority List for this project.

It is further recommended that the council authorize the manager to sign the amendment to the Engineer Service Agreement with Aldrich and Elliott for the pump stations and force main replacement projects.

RECOMMENDED MOTION:

“I make a motion to authorize the City Manager to sign the amendment to the Engineer Services Agreement to include the West Street Force Main Replacement Project.”

“I make a motion to have the City Council sign the application to the Clean Water State Revolving Fund for the West Street Force Main Replacement Project.”

“I make a motion to amend the Fiscal Year 2027 Sanitation Capital Fund to include the West St Force Main Replacement Project.”

“I move that the City Council approve the Resolution of Necessity for the West Street Force Main Replacement Project as presented in the attached Resolution for an amount of \$2,000,000.”

ATTACHMENTS:

Necessity Resolution
DRAFT Special Meeting Warning – to be finalized on 9/25/2026
VT Bond Bank Debt Analysis
Engineering Services Agreement Amendment
Clean Water State Revolving Fund Application

RESOLUTION OF NECESSITY
FOR WEST STREET FORCE MAIN REPLACEMENT PROJECT
CITY OF ESSEX JUNCTION

WHEREAS, at a meeting of the City Council of the City of Essex Junction, Vermont (“City”) held on July 22, 2026, the Council determined that the public interest and necessity require that the City construct the West Street Force Main Replacement Project (the “Project”);

WHEREAS, the estimated total cost of the Project is Two Million Dollars and Zero Cents (\$2,000,000.00);

WHEREAS, the cost of the Project, after the application of available grants-in-aid, if any, was determined to be too great to be paid out of the annual revenue and available resources of the City;

NOW THEREFORE, BE IT RESOLVED, that general obligation bonds or notes of the City in an amount not to exceed Two Million Dollars and Zero Cents (\$2,000,000.00); should be issued for the purpose of financing the Project and such question should be submitted to the voters at a Special Meeting duly warned and held for that purpose on Tuesday, November 3, 2026;

BE IT FURTHER RESOLVED, that all acts relating to the proposition of incurring bonded indebtedness and the issuance of general obligation bonds or notes of the City for the purpose of constructing said improvements within the corporate limits of the City be in accordance with the provisions of Chapter 53 of Title 24 of the Vermont Statutes Annotated;

BE IT FURTHER RESOLVED, that the proposition of incurring general obligation bonds or notes for this purpose should be submitted to the qualified voters of the City as follows:

Shall general obligation bonds or notes of the City of Essex Junction in an amount not to exceed Two Million Dollars and Zero Cents (\$2,000,000.00) be issued under Chapter 53 of Title 24, Vermont Statutes Annotated, payable from the City’s sanitation fund, derived from the sanitation utility rates for a period not to exceed thirty years,, and subject to reduction by available grants-in-aid or other funding sources, be issued to finance the cost of constructing the West Street Force Main Replacement Project (the Project)?

BE IT FURTHER RESOLVED, that a vote on said proposition will be conducted by Australian Ballot at the Special Meeting on Tuesday November 3, 2026 at which meeting the polls will open at 7:00 a.m.;

BE IT FURTHER RESOLVED, that the City will hold a public information meeting on October 14, 2026 at 6:30 p.m. to discuss the bond issue proposition and explain the proposed Project and the financing thereof; and

BE IT FURTHER RESOLVED, that by this Resolution of Necessity for the Project, the Council hereby ratifies and confirms the necessity of the Project and confirms that the cost of the Project is too great to be paid out of the City's ordinary annual income and revenue.

Dated: _____

CITY OF ESSEX JUNCTION CITY COUNCIL

By: _____
Amber Thibeault, President

By: _____
Tim Miller, Vice President

By: _____
Bethany Clark, Clerk

By: _____
Raj Chawla

By: _____
Brian Shelden

ATTEST:

By: _____
Susan McNamara-Hill, Clerk

WARNING
CITY OF ESSEX JUNCTION
INFORMATIONAL HEARING OCTOBER 14, 2026 AND
SPECIAL MEETING NOVEMBER 3, 2026

**Informational Hearing – Online via Zoom and at 2 Lincoln Street
October 14, 2026, at 6:30 PM**

Available options to watch or join the meeting:

- **WATCH:** the meeting will be live-streamed on Town Meeting TV.
- **JOIN ONLINE:** [Join via Zoom](#).
- **JOIN CALLING:** *(toll free, audio only)* 1(888) 788-0099, Meeting ID: 944 6429 7825; Passcode: 635787
- **MODERATOR:** All instructions for conduct of the meeting will be guided by the Moderator.

If you have difficulty accessing the hearing, please call or email admin@essexjunction.org.

Under the City of Essex Junction Charter, voting in a Special City Meeting is entirely by Australian (paper) ballot. A public informational hearing on the Articles to be voted on at the Special Meeting will be held according to 17 V.S.A. § 2680. **No voting will take place during this hearing.** If you wish to make a public comment but do not have the ability to comment remotely during the meeting, please email your comment(s) to the City Manager at admin@essexjunction.org.

AGENDA will include:

- **Discussion of Article I – Bond Vote**

WARNING
CITY OF ESSEX JUNCTION
SPECIAL MEETING NOVEMBER 3, 2026
7:00 AM TO 7:00 PM

The legal voters of the City of Essex Junction, Vermont are hereby notified and warned to meet at the Champlain Valley Exposition in the Blue Ribbon Pavilion, 105 Pearl Street in the City of Essex Junction on Tuesday, November 3, 2026, to transact the following business by Australian ballot. Said voting by Australian ballot to begin at 7:00 AM and close at 7:00 PM.

ARTICLE 1. Shall general obligation bonds or notes of the City of Essex Junction in an amount not to exceed Two Million Dollars and Zero Cents (\$2,000,000.00) be issued under Chapter 53 of Title 24, Vermont Statutes Annotated, payable from the City's sanitation fund, derived from the sanitation utility rates for a period not to exceed thirty years, and subject to reduction by available grants-in-aid or other funding sources, be issued to finance the cost of constructing the West Street Force Main Replacement Project (the Project)?

Dated 23rd day of September, 2026 by the Essex Junction City Council.

Amber Thibeault, President

Tim Miller, Vice President

Bethany Clark, Clerk

Raj Chawla

Brian Shelden

Received for record this _____ day of _____, 2026 in the records of the City of Essex Junction.

Susan McNamara-Hill, Clerk

Essex Junction

Projected New Debt

	Amount	Rate	Term	Annual Debt Service
Gov Act	\$15,060,000	4.5%	30	\$924,557
Enterprise 1	\$892,771	2%	30	\$39,862
Enterprise 2	\$5,800,000	2%	20	\$354,709
Enterprise 3	\$0	2%	20	\$0

Governmental Activities	FY25	Projected	Ratios	FY25	Projected	VBB Median	Moody's Median
GF Revenues	\$13,430,780	\$13,430,780	Available GF Balance as % of Rev	12.95%	12.95%	18.09%	50.40%
GF Op Expenses	10,452,976	10,452,976	GF Cash as % of Rev	54.79%	54.79%	38.30%	66.20%
Gov Act Debt Service	182,781	1,107,338	Gov Act DS as % of Op Exp	1.75%	10.59%	6.22%	10.50%
Long Term Gov Act Debt	1,216,216	16,276,216	Gov Act DS as % of Rev	1.36%	8.24%	6.48%	10.10%
GF Cash & Investments	7,359,159	7,359,159	Gov Act LTD as % of Rev	9.06%	121.19%	46.52%	187.50%
Avail GF Balance	1,738,621	1,738,621	Gov Act LTD as % of Value	0.06%	0.78%	0.29%	1.50%
Equalized Value	2,080,676,000	2,080,676,000	10 Yr Gov Act Debt Payoff	100%	---	87.50%	---
Population	10,590	10,590					

NOTES: The available GF balance to Revenue is a bit below medians. GF cash to revenue is a bit above the VT median but below Moody's national median. Current governmental activities debt ratios are well below medians. \$15mm in new debt would, generally speaking, push debt ratios above VT medians but they'd still be below Moody's national medians.

Enterprise 1 (Water)	FY25	Projected	Ratios	FY25	Projected	VBB Median	Moody's Median
Op Revenues	\$4,860,746	\$4,860,746	Operating Ratio (Op Ex / Rev)	89.6%	89.6%	70.0%	---
Op Expenses	4,353,603	4,353,603	Reserves / Op Exp	32.7%	32.7%	54.2%	---
Net Op Income	507,143	507,143	Days Cash on Hand	142	142	244	412
Debt Service	254,437	294,299	Debt Service Coverage Ratio	1.99	1.72	1.58	1.8
Long Term Debt	3,315,510	4,208,281	Debt Ratio (LTD / Net Assets)	46.0%	51.9%	32.0%	---
Cash / Inv. / Due From	1,697,554	1,697,554	Debt Service / Op Expenses	5.8%	6.8%	21.5%	---
Unrestricted Net Position	1,425,589	1,425,589	Debt Service / Revenues	5.2%	6.1%	20.9%	---
Net Assets	7,211,770	8,104,541	Debt / Revenues	68.2%	86.6%	203.3%	250.0%

NOTES: The current operating margin is thin and the reserves position is a bit below the VT median, though the debt service coverage ratio (of 1.99x) is healthy, and both debt and debt service ratios with projected new debt are well below medians.

Enterprise 2 (Sanitation)	FY25	Projected	Ratios	FY25	Projected	VBB Median	Moody's Median
Op Revenues	\$1,081,101	\$1,081,101	Operating Ratio (Op Ex / Rev)	67.1%	67.1%	70.0%	---
Op Expenses	725,010	725,010	Reserves / Op Exp	378.3%	378.3%	54.2%	---
Net Op Income	356,091	356,091	Days Cash on Hand	1,285	1,285	244	412
Debt Service	81,317	436,026	Debt Service Coverage Ratio	4.38	0.82	1.58	1.8
Long Term Debt	563,568	6,363,568	Debt Ratio (LTD / Net Assets)	10.0%	55.7%	32.0%	---
Cash / Inv. / Due From	2,552,890	2,552,890	Debt Service / Op Expenses	11.2%	60.1%	21.5%	---
Unrestricted Net Position	2,742,960	2,742,960	Debt Service / Revenues	7.5%	40.3%	20.9%	---
Net Assets	5,621,898	11,421,898	Debt / Revenues	52.1%	588.6%	203.3%	250.0%

NOTES: The operating ratio, reserves, and cash position are quite strong. The current debt service coverage ratio is also quite strong, though net income is not currently adequate to absorb the projected new debt so presumably rates would need to be raised to accommodate. Current debt and debt service ratios are below VT medians, though the projected new debt would push them well above. However, projections don't factor in revenue or expense increases, which would presumably mitigate the ratio increases.

Enterprise 3 (Wastewater)	FY25	Projected	Ratios	FY25	Projected	VBB Median	Moody's Median
Op Revenues	\$3,177,583	\$3,177,583	Operating Ratio (Op Ex / Rev)	79.8%	79.8%	70.0%	---
Op Expenses	2,536,967	2,536,967	Reserves / Op Exp	134.5%	134.5%	54.2%	---
Net Op Income	640,616	640,616	Days Cash on Hand	457	457	244	412
Debt Service	882,423	882,423	Debt Service Coverage Ratio	0.73	0.73	1.58	1.8
Long Term Debt	7,935,118	7,935,118	Debt Ratio (LTD / Net Assets)	56.0%	56.0%	32.0%	---
Cash / Inv. / Due From	3,174,769	3,174,769	Debt Service / Op Expenses	34.8%	34.8%	21.5%	---
Unrestricted Net Position	3,411,517	3,411,517	Debt Service / Revenues	27.8%	27.8%	20.9%	---
Net Assets	14,159,986	14,159,986	Debt / Revenues	249.7%	249.7%	203.3%	250.0%

NOTES: The current operating margin is a bit thin, but the cash and reserves positions are quite healthy. The debt service coverage ratio is below 1.0x which means that net operating income is inadequate to cover debt service. Debt and debt service ratios are above medians, though debt to revenues is below Moody's national median.

Overlapping Debt	FY25	Projected	VBB Average	Existing Variance #	Existing Variance %	Projected Variance #	Projected Variance %
Gov Act LTD	\$1,216,216	\$16,276,216	\$4,952,020	-\$3,735,804	-75%	\$11,324,196	229%
Enterprise LTD	11,814,196	19,506,967	1,614,941	10,199,255	632%	17,892,026	1108%
TTL GO LTD	13,030,412	35,783,183	6,288,771	6,741,641	107%	29,494,412	469%
Gov Act Debt / Value	0.06%	0.78%	0.66%	---	-91%	---	19%
All Debt / Value	0.63%	1.72%	0.83%	---	-25%	---	107%
Gov Act Debt / Capita	\$115	\$1,537	\$1,217	-\$1,102	-91%	\$320	26%
All Debt / Capita	\$1,230	\$3,379	\$1,614	-\$384	-24%	\$1,765	109%

NOTES: Current levels of Governmental Activities debt and all overlapping GO debt compared to equalized value and population are below the state average. The projected new debt would push those ratios above VT averages - especially all overlapping GO debt compared to both value and population. Includes \$1 million in enterprise debt in addition to the other proposed new debt in order to factor in the proposed infiltration project.

Statutory Debt Capacity

Existing GO LTD	Projected GO LTD	Grand List (1% of Value)	GO LTD Ceiling	Existing Ratio	Projected Ratio
\$13,030,412	35,783,183	\$20,806,760	\$208,067,600	6.26%	17.20%

NOTES: The VT municipal statutory debt limit is 10 times grand list (which is technically 1% of Grand List), so the City's statutory debt limit is approx. \$208 million (based on the published 2024 equalized value). Current debt represents about 6.3% of that statutory capacity. The proposed new debt would use about 17.2% of capacity.

This is **EXHIBIT K**, consisting of 4 pages, referred to in and part of the **Agreement between Owner and Engineer for Professional Services** dated **June 26th, 2024**.

**AMENDMENT TO OWNER-ENGINEER
AGREEMENT Amendment No. 2**

The Effective Date of this Amendment is: July 8th, 2026

Background Data

Effective Date of Owner-Engineer Agreement:

Owner: City of Essex Junction

Engineer: Aldrich + Elliott, PC

Project: Essex Junction WW Pump Station Refurbishments

Nature of Amendment: [Check those that are applicable and delete those that are inapplicable.]

- ☒ Additional Services to be performed by Engineer
- ☐ Modifications to services of Engineer
- ☐ Modifications to responsibilities of Owner
- ☐ Modifications of payment to Engineer
- ☐ Modifications to time(s) for rendering services
- ☐ Modifications to other terms and conditions of the Agreement

Description of Modifications:

Aldrich + Elliott, PC to provide PER amendment services to incorporate upgrade of the West Street force main into the pump station improvement project. The force main has been identified as the limiting capacity infrastructure for future expansion of the service area where the Town/City

Agreement Summary:

Original agreement amount:	\$ <u>12,900</u>
Net change for prior amendments:	\$ <u>115,800</u>
This amendment amount:	\$ <u>10,600</u>
Adjusted Agreement amount:	\$ <u>139,300</u>

Change in time for services (days or date, as applicable): 180 days

The foregoing Agreement Summary is for reference only and does not alter the terms of the Agreement, including those set forth in Exhibit C.

Owner and Engineer hereby agree to modify the above-referenced Agreement as set forth in this Amendment. All provisions of the Agreement not modified by this or previous Amendments remain in effect.

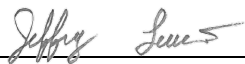
OWNER:

ENGINEER:

By: _____
Print
name: _____

Title: _____

Date Signed: _____

By:  _____
Print
name: Jeffrey Lewis PE

Title: Managing Engineer / Associate

Date Signed: 7/1/2026

Paragraph(s) A1.01, A1.02, and A1.03. of the Agreement are further amended to include the following agreement(s) of the parties:

INTRODUCTION

A+E was tasked with developing improvements to the West Pump Station, including Step I and Step II services for the replacement of the existing dry-pit submersible station with a new pumping arrangement. While providing these services, the ENGINEER and OWNER identified a need to increase the capacity of the receiving force main to maintain service and support future growth within the receiving sewer-shed.

The existing 8" force main is approximately 6,025 feet long and connects the West Street pump station to manhole 'F2' on South Street. The City has decided to complete Step I services to evaluate alternatives to upsize the existing force main along-side the completion of Step II services to upgrade the existing pump station. The West Street pump station refurbishment/upgrade will either be sequenced to provide a minimal revision once the upsized force main is available or be delayed until construction of the new force main can occur.

The West Street pump station and 8-inch force main were originally constructed in 1966. The pump station had an original design capacity of 600 gallons per minute. Based on recent runtime data collected by the City, the pump station has an average daily peak flow rate of 675 gpm over the past 5 years. In order to maintain service and meet demand the existing pump station is pushing well past its original design capacity with the primary limitation identified as the receiving force main.

The PER will confirm original design assumptions, but at this time it is believed that the pump station will gain significant capacity if the force main can be upsized from 8" to 10". The anticipated alternatives include pipe-bursting the existing line for upsize within the existing profile, installation of a new 10" line parallel to the existing line, and identifying if another force main path exists following development in the area since 1966.

SCOPE OF SERVICES

The ENGINEER will provide the following professional engineering consultant services under the scope of this agreement:

PRELIMINARY ENGINEERING (STEP I)

Preliminary Engineering Report Amendment

A. Gather and Review Existing Information

Existing information will be reviewed for evaluating the West Street sewer force main project. The following information will be gathered and reviewed:

- As-Built Drawings
- O&M Manuals
- Storm/Sewer/Gas/Electrical/Water GIS system Mapping
- Digital Orthophotos
- Previous Studies
- Other data as appropriate.

B. Preliminary Design Criteria

Preliminary design criteria will be developed for the replacement force main and confirmed with the ongoing design of the West Street Pump Station upgrade.

C. Report

The Preliminary Engineering Report will be prepared as a short addendum to the previously approved PER to incorporate replacement of the West Street Force Main.

- Alternatives Evaluated
- Selected Alternative
- Proposed Project

A proposed project will be developed to include:

- Description
- Project Schedule
- Estimated Construction Cost
- Total Project Cost Summary
- Permit Requirements
- Available Funding
- Debt Retirement

Also, for the proposed project, a preliminary proposed layout of the new force main will be prepared using available base mapping / orthophotos / Lidar.

A 90% draft of the report will be issued to the OWNER and State for review. Once the review comments are received, the comments will be addressed a final report issued in PDF electronic format.

D. Meetings

A 90% review meeting is included with the OWNER and State.

ADDITIONAL SERVICES

In addition to the foregoing being performed, the following services shall be provided only when mutually agreed upon in writing by and between the OWNER and the ENGINEER's compensation and time duration of the Agreement. Additional services will commence when incorporated into this scope of services by written Amendment signed by both parties. Examples of Additional services available are:

1. Pre-Design Services (Field Survey and detailed base-map preparation)
2. Final Design Services
3. Permitting
4. Permit filing fees
5. Environmental Report /Archeological Assessment /Soil Management Services
6. Bid phase services
7. Redesigns ordered by the OWNER or REGULATORY AGENCY after final design plans have been reviewed and accepted.
8. Assistance to the OWNER on matters of land acquisition, litigation, or arbitration in regard to this project.

RUS CERTIFICATION PAGE (MODIFIED from RUS BULLETIN 1780-26, EXHIBIT C)**DEC CERTIFICATION PAGE**PROJECT NAME: Essex Jct Pump Stations Improvements – West Street Force MainPROJECT LOCATION: River St, Maple St, and West St, Essex Junction VT.APPLICANT & LOAN/GRANT NUMBER: RF1 - 375

The Engineer and Owner hereby concur in the Funding Agency required revision to E-500 (2014). In addition, the Engineer certifies to the following:

All modifications required by DEC and RUS Bulletin 1780-26 have been made in accordance with the terms of the license agreement, which states in part that the Engineer “must plainly show all changes to the Standard EJCDC Text, using ‘Track Changes’ (redline/strikeout), highlighting, or other means of clearly indicating additions and deletions.” Such other means may include attachments indicating changes (e.g. Supplementary Conditions modifying the General Conditions).

SUMMARY OF ENGINEERING FEES

Note that the fees indicated on this table are only a summary and if there is a conflict with any provision of Exhibit C, the provisions there overrule the values listed on this table. Fees shown will not be exceeded without the concurrence of the Agency.

Description of Steps and Services	Fee Amount	Basis of Payment (Lump Sum or NTE)
1. Step 0 – Feasibility Study		LS/NTE
2. Step I – Preliminary Engineering		
a. Preliminary Engineering Report Services Addendum	\$8,200	LS
b. Environmental Information Document Services	\$4,700	NTE
c. Preliminary Engineering Report – West Street Force Main	\$10,600	LS
3. Step II – Final Design		
a. Basis of Final Design and Final Design Plans and Contract Documents	\$100,000	LS
b. Subsurface Investigation	\$8,800	NTE
c. Special Services (Permitting / Bond Vote)	\$7,000	NTE
4. Step III		
a. Bid Phase Services		LS
b. Construction Phase Services		LS
c. Resident Project Representative Services		NTE
d. Post Construction Phase Services		LS
5. Total Engineering Costs	\$139,900	
6. Construction Costs		
a. Ejector Stations (Contract 1)	\$862,500	
b. West Street (Contract 2)	\$1,725,000	
c. West Street Force Main (Contract 3)	\$2,000,000	

d. Small Purchase		
7. Total Project Cost	\$4,726,800	
8. Total Bond Amount	3,800,000 (as of 5/5/25)	

SCOPE OF SERVICES

The scope of services can be found in the following pages of the contract under Exhibit J – Special Provisions.

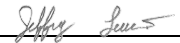
PROGRESS MEETING AND DELIVERABLES

DEC places funding holds on projects at the 30%, 60%, and 90% of engineering Step I & II (planning and final design) services pending a project meeting and deliverables. Holds may be negotiated to add or delete holds based on the needs of the project. This contract involves the following Step I and II deliverables and meetings:

Percent Complete	Approximate Meeting Schedule	Deliverables
60%	8/1/2026	60% Report
90%	9/15/2026	90% Report and Final Cost Estimate for Proposed Project
Final	10/31/2026	Final Report

Any adjustments to engineering fees or changes to maximum estimated values must be approved by the Agency and must include a table of what specific category or categories of fees are being changed, what fees were before and are after the change, and the resulting total fee.

Aldrich + Elliott PC

Engineer  Date 7/1/2026
 Jeffrey Lewis PE Managing Engineer

City of Essex Junction

Owner _____ Date _____
 Regina Mahony City Manager

Water Infrastructure

FINANCING PROGRAMS



VERMONT WATER & WASTEWATER REVOLVING LOAN FUNDS

State Revolving Loan Programs

FUNDING APPLICATION

IMPORTANT: Please select the Type of Entity and Loan Type(s) before completing the application. This information is used to set up the rest of the form. **This form MUST be completed electronically, handwritten applications will not be accepted.**

Select the Type of Entity this application is for:

- ☒ Municipality, Fire District, or other similar entity
- ☐ Homeowners Association, LLC, Proprietorship, 501(c)3 Non-Profit, or other similar entity

LOAN TYPE

This section may be completed by engineer or applicant

A draft [Engineering Services Agreement \(ESA\)](#) must be submitted via [ANR Online](#). Do not submit a draft ESA with this loan application.

This loan will be used for (select all that apply):

- | | |
|--|--|
| ☐ Step I Drinking Water Loan (Feasibility & Planning) | ☒ Step I Clean Water Loan (Feasibility & Planning) |
| ☐ Step II Drinking Water Loan (Final Design) | ☐ Step II Clean Water Loan (Final Design) |
| ☐ Step III Drinking Water Loan (Construction) | ☐ Step III Clean Water Loan (Construction) |
| ☐ Drinking Water Loan Amendment | ☐ Clean Water Loan Amendment |
| ☐ Municipal Source Water Protection Loan | ☐ CWSRF Interim Financing |
| | ☐ Pollution Control or ARPA Grant |

ANR Online Submission ID from the "Engineering Services Agreement Review and Approval" form:

HQN-ARPA-RHMQC

APPLICANT INFORMATION

This section may be completed by engineer or applicant

LOAN APPLICANT		DATE OF APPLICATION	
City of Essex Junction		Jun 14, 2026	
SYSTEM NAME	WSID NUMBER	WASTEWATER PERMIT NUMBER	
Essex Junction WWTF		3-1254	
MAILING ADDRESS	TOWN	STATE	ZIP+4
2 Lincoln Street	Essex Junction	VT	05452 - 3154
PHONE	CELL PHONE	TAX ID	SAM UNIQUE ENTITY ID
802-878-6943 ext. 1705			

CONTACT PERSON - AUTHORIZED REPRESENTATIVE

This section may be completed by engineer or applicant

All authorized representatives and any alternate authorized representatives must be members of the owner's governing body or direct employees of the owner and may not be independent contractors working for the owner.

CONTACT NAME		TITLE	
Regina Mahony		City Manager	
MAILING ADDRESS	TOWN	STATE	ZIP
2 Lincoln Street	Essex Junction	VT	05452
PHONE	CELL PHONE	EMAIL ADDRESS	
802-878-6944		rmahony@essexjunction.org	

ALTERNATE AUTHORIZED REPRESENTATIVE(S) (At least one Alternate Authorized Representative is Required)

This section may be completed by engineer or applicant

AUTHORIZED REPRESENTATIVE NAME		TITLE	
Chelsea Mandigo		Water Quality Superintendent	
MAILING ADDRESS	TOWN	STATE	ZIP
2 Lincoln Street	Essex Junction	VT	05452
PHONE	CELL PHONE	EMAIL ADDRESS	
802-878-6943 ext. 1705		chelsea@essexjunction.org	

Add Alternate Representative

ENGINEERING FIRM & REPRESENTATIVE (or Legal Firm and Attorney's Name if this is a Source Protection Loan)

This section may be completed by engineer or applicant

FIRM NAME		CONTACT NAME	
Aldrich + Elliott, PC		Jeffrey Lewis, PE	
MAILING ADDRESS	TOWN	STATE	ZIP
6 Market Place, Suite 2	Essex	VT	05452
PHONE	CELL PHONE	EMAIL ADDRESS	
802-879-7733 ext. 117	802-881-4417	JLewiss@aeengineers.com	

LOAN REQUEST

This section may be completed by engineer or applicant

Project Title: Essex Junction Pump Station Improvements. River St, Maple St, and West Street.

Total amount requested for this loan: \$ 10,600

Total projected project cost: \$ 5,500,000

Please enter details of costs not included in the Engineering Services Agreement that the requested loan amount will cover:

The ESA includes all costs associated with preparation of an amendment to the preliminary engineering report to incorporate upgrade of the West Street PS force main.

Please describe the source(s) of the additional funding needed to cover the difference between the amount requested for this loan and the total projected project cost:

Additional funding will be required for Step II and Step III engineering services and project construction in later stages of the project. This funding need will be met by a combination of SRF funding and local funding.

Please describe the history of the project:

A PER was completed to upgrade three city owned pump stations, during final design for the West Street pump station it was determined that the force main will need to be upgraded to meet future demands. This PER amendment will evaluate alternatives to upgrade the West Street force main.

Please describe who will benefit from the proposed project:

The sewer customers located within the pump station collection areas will benefit from the proposed project. This includes residents of the City of Essex Junction and the Town of Essex.

Do current and potential customers have alternative sources of water and is the proposed project the best and most cost-effective alternative?

The proposed project is the best and most cost-effective alternative. This will be further documented in the complete PER.

Please provide a description of the project as it relates to this loan. Include specifications and materials used, water sources, and treatment facilities (attach sheets if necessary):

Please see attached preliminary Study completed.

Please include estimated or actual project cost summary/estimate of probable project costs.

Is the Applicant interested in sponsoring a Water Infrastructure Sponsorship Program (WISPr) project?

☐ Yes ☒ No

SITE INFORMATION

This section may be completed by engineer or applicant

An attorney's legal opinion may be required regarding the site or sites where the project will be located. The Facilities Engineering Division's Construction Section will make this determination for the project.

Do you own all land or possess all the easements or rights-of-ways for project sites?

☒ Yes ☐ No

ESTIMATED PROJECT SCHEDULE

This section should be completed by the engineer

Estimated Project Initiation Date:

Estimated Project Completion Date:

ESTIMATED SPENDING SCHEDULE OF LOAN PROCEEDS

This section may be completed by engineer or applicant

Quarter	Year	Amount
April - June	2026	\$2,000
July - September	2026	\$15,000
October - December	2026	\$8,700
Add Another Quarter		
TOTAL -->		\$25,700

REVENUES

This section should be completed by the applicant

What is the Applicant's fiscal year?

User Rate Revenue Table

	Current FY - 2	Current FY - 1	Current FY (estimated)	Current FY + 1 (estimated)	Current FY + 2 (estimated)
Amount Billed	\$837,030	\$809,943	\$1,006,390	\$1,036,582	\$1,067,679
Amount Collected	\$815,708	\$789,413	\$980,881	\$1,010,667	\$1,040,987
Amount Uncollected/Outstanding	\$21,322	\$20,530	\$25,509	\$25,915	\$26,692
Estimated Amount of Commercial Revenue					

Does the system use tax revenue to support any utility related activities, including capital projects?

☐ Yes ☒ No

EXPENDITURES / SYSTEM OPERATION & MAINTENANCE EXPENSES

This section should be completed by the applicant

Current Fiscal Year O&M Costs (exclusive of debt and reserve fund payments):

Post Project Fiscal Year O&M Costs (exclusive of debt and reserve fund payments):

Please attach a copy of your actual YTD revenue and expenses, and projected budget.

EXPENDITURES / SYSTEM DEBT

This section should be completed by the applicant

What is the applicant's total long-term outstanding debt?

What is the applicant's total annual long-term debt payment?

Direct Debt

	Current FY	Current FY + 1	Current FY + 2	Current FY + 3	Current FY + 4	Current FY + 5
Total Payment	\$84,456	\$84,456	\$84,456	\$84,456	\$84,456	\$84,456

Long-Term Debt Schedule

Purpose of Long-Term Debt	Direct or Self-Supporting	Year of Maturity	\$ Amount Outstanding
Sani and WW Improvements	Direct	2030	\$97,107
HS Pump Station Upgrade	Direct	2034	\$547,845
Add Another Long-Term Debt			
Total As of -->			\$644,952

Does the system have any authorized but unissued debt (excluding the debt requested in this application)?

☐ Yes ☒ No

Does the Applicant have any future borrowing plans over the next 5 years?

☒ Yes ☐ No

Please describe the system's future borrowing plans.

Future Borrowing plans are directly tied to this application; the construction of the pump station and force main upgrades.

Are there other capital projects in the near term (5 years)?

☒ Yes ☐ No

Please describe those other capital projects planned for the near term (5 years)?

Replace/upgrade existing sanitation lines in conjunction with identified road/sidewalk/bridge projects.

Does the Applicant have an annual or cumulative deficit?

☐ Yes ☒ No

Does the Applicant anticipate an increase in revenues as a result of these improvements?

☐ Yes ☒ No

Does the Applicant anticipate a reduction in operating expenses as a result of these improvements?

☒ Yes ☐ No

Please explain the reduction in operating expenses you anticipate will result from these improvements.

We expect to gain efficiency at the West Street pump station due to reduced headloss with a larger diameter force main.

What are the economic trends in your service area - jobs, population increases/decreases, housing starts, property values, etc.? For Mobile Home Parks, please provide an occupancy history for the past five (5) years.

Population of 10,590 in Essex Jct with a median age of 39. 16.3% of residents are over 65 and 15.3% were born outside the US. there are 4,789 housing units with a median gross rent of \$1,473, the median household income is \$92,589. The average assessed home value in Essex Junction is \$280,000.

List any current or potential connections using greater than 5% of demand or provide a general description of service area.

The service area for the West St pump station includes areas within the City of Essex Junction and the Town of Essex with the flow estimated to be split approximately 50/50. The average flow in gpd for the station is approximately 260,000 over the past 3 years. the majority of flow is residential in nature with minor commercial use.

SYSTEM RESERVE FUNDS

This section should be completed by the applicant

Does the Applicant have any reserve funds?

☒ Yes ☐ No

Please describe the reserve fund and what it is used for:

Capital Reserve Fund - designated for capital projects and improvements as identified through annual budgeting processes.

Is the Applicant actively contributing to reserve funds in accordance with a short-term Asset Replacement Table (START)?

☒ Yes ☐ No

What does the Applicant do with surpluses, if any?

Surpluses are held in the Capital Reserve.

Reserve Funds

	Current FY	Current FY + 1	Current FY + 2	Current FY + 3	Current FY + 4
Amount Available	\$200,016	\$93,635	\$157,610	\$267,338	\$346,781

Financial Documentation & Controls

This section should be completed by the applicant

Please submit 3 years audit financial statements. If not available, submit:

- 3 years statement of revenue and expenditure, AND;*
- 3 years year-ending cash balance (checking, savings, and investment accounts)*

Has anything occurred since the date of your last annual financial report or financial statement that would have a significantly negative effect on your revenues, expenditures, or ability to pay future debt service?

☐ Yes ☒ No

Did the Applicant have more than one budget defeat in the last two years?

☐ Yes ☒ No

Does the Applicant have any pending litigation in excess of \$10,000 on the system and/or the municipality?

☐ Yes ☒ No

Does the Applicant offer a retirement plan to its employees (including VMERS)?

☒ Yes ☐ No

Please describe your plan, your estimated proportionate share of unfunded pension liability:

VMERS fully funded

If the Applicant has its own retirement plan separate from VMERS, does it have any unfunded pension liabilities?

☐ Yes ☒ No

Describe the Applicant's budget control system. Does the Applicant use multi-year forecasting or interim (quarterly or monthly) financial reports to monitor your status?

Monthly financial reports are issued to all department heads and Council.

Are all account records currently maintained for:

Checkbook ☒ Yes ☐ No ☐ Don't Know

By Whom: Finance

Comments:

Receipts ☒ Yes ☐ No ☐ Don't Know By Whom: Clerk/Treasurer

Comments:

Disbursements ☒ Yes ☐ No ☐ Don't Know By Whom: Finance

Comments:

Deposit Slips ☒ Yes ☐ No ☐ Don't Know By Whom: Clerk/Tresurer

Comments:

Are bank statements reconciled on a regular basis?

☒ Yes ☐ No ☐ Don't Know By Whom: Accountant II

Comments:

Are bank accounts and ledger balances reconciled on a monthly basis?

☒ Yes ☐ No ☐ Don't Know By Whom: Finance Staff

Comments:

Are financial records maintained in a computerized system?

☒ Yes ☐ No ☐ Don't Know By Whom: Finance/NEMRC

Comments:

Are any financial records maintained in manual form?

☐ Yes ☒ No ☐ Don't Know By Whom:

Comments:

Does the applicant maintain separate reporting for this utility?

☒ Yes ☐ No ☐ Don't Know By Whom: Finance

Comments:

Does someone other than the treasurer receive unopened bank statements and review bank reconciliations?

☒ Yes ☐ No ☐ Don't Know By Whom: Accountant II

Comments:

Does the same individual open the mail and deposit checks?

☐ Yes ☒ No ☐ Don't Know By Whom:

Comments:

Does the organization receive payments in cash?

☒ Yes ☐ No ☐ Don't Know By Whom: Clerk/Treasurer

Comments:

Does the Applicant have pre-numbered receipt books for cash payments?

☐ Yes ☒ No ☐ Don't Know By Whom:

Comments:

All cash payments are processed through the register/NEMRC cash receipts, and receipts are given at time of in-person payment. Cash payments are only accepted in-person.

Are checks always written to specified payees and not to cash?

☒ Yes ☐ No ☐ Don't Know By Whom: Accountant I

Comments:

Are pre-numbered checks used for all bank accounts?

☒ Yes ☐ No ☐ Don't Know By Whom: Accountant I

Comments:

Are checks written by the same individual who approves payments?

☐ Yes ☒ No ☐ Don't Know By Whom:

Comments:

Have there been any changes in authorized signatures during the fiscal year?

☐ Yes ☒ No ☐ Don't Know By Whom:

Comments:

Has a signature stamp ever been used for any account?

☐ Yes ☒ No ☐ Don't Know By Whom:

Comments:

Is the organization professionally audited by a CPA?

☒ Yes ☐ No ☐ Don't Know By Whom: Kittell, Branagan, and Sargent

Comments:

Does the Authorized Representative assist in the audit planning process?

☐ Yes ☒ No ☐ Don't Know By Whom:

Comments:

Is a specific individual responsible for correcting audit findings?

☒ Yes ☐ No ☐ Don't Know By Whom: Finance Director

Comments:

Are regular financial reports prepared for the board?

☒ Yes ☐ No ☐ Don't Know By Whom: Finance Director

Comments:

Reports are Issued monthly

Are budget to actual reports prepared for each department?

☒ Yes ☐ No ☐ Don't Know By Whom: Finance Director

Comments:

Reports are Issued monthly

Has the Authorized Representative borrowed money from the utility?

☐ Yes ☒ No ☐ Don't Know By Whom:

Comments:

Has the organization had a theft, embezzlement or wire fraud in the last 5 years?

☐ Yes ☒ No ☐ Don't Know By Whom:

Comments:

Has the Treasurer or CFO participated in any business which does business with the system/utility?

☐ Yes ☒ No ☐ Don't Know By Whom:

Comments:

Does the Applicant loan money to employees?

☐ Yes ☒ No ☐ Don't Know By Whom:

Comments:

Have board members attended financial trainings?

☒ Yes ☐ No ☐ Don't Know By Whom:

Comments:

Annual Council orientation, and individual training as needed.

Has the Treasurer/CFO attended trainings on recordkeeping?

☒ Yes ☐ No ☐ Don't Know By Whom:

Comments:

Does the Applicant have written financial policies and procedures?

☒ Yes ☐ No ☐ Don't Know By Whom:

Comments:

Does each employee have copies of these policies and procedures?

☒ Yes ☐ No ☐ Don't Know By Whom:

Comments:

KEY PERSONNEL

Please list the names and qualifications of the following key personnel including areas of expertise, years of experience in similar programmatic work, years at current position, and/or any relevant qualifications.

Please include all personnel related to the loan. Authorized Rep, Alternative Authorized Rep(s), Clerk, Board Members, Financial Manager, etc. Failure to include all key personnel will result in the application being considered incomplete.

NAME

POSITION (select from the list or enter another value)

Regina Mahony

Town Manager/Administrator

QUALIFICATIONS:

NAME

POSITION (select from the list or enter another value)

Susan McNamara-Hill

Treasurer

QUALIFICATIONS:

NAME

POSITION (select from the list or enter another value)

Chelsea Mandigo

Alternate Representative/Water Quality Superintendent

QUALIFICATIONS:

NAME

POSITION (select from the list or enter another value)

Jessica Morris

Financial Manager

QUALIFICATIONS:

NAME

POSITION (select from the list or enter another value)

Amber Thibeault

Governing Body Chair

QUALIFICATIONS:

Add Another Key Person

ADDITIONAL COMMENTS

Provide any additional comments for your application here:

Certification

The Applicant certifies that it possesses the legal authority to apply for the SRF loan, and to finance and construct the proposed facilities. A resolution, motion, or similar action has been duly adopted or passed as an official act of the Applicant's Legislative Body authorizing the filing of the application. A resolution, motion, or similar action has been duly adopted or passed authorizing the person identified herein as the authorized representative of the Applicant in connection with the project for the purpose of furnishing information, data and documents pertaining to the project as required by the State of Vermont.

Authorization Date:

REPRESENTATIVE SIGNATURE

PRINT NAME

REPRESENTATIVE SIGNATURE

PRINT NAME

REPRESENTATIVE SIGNATURE

PRINT NAME

REPRESENTATIVE SIGNATURE

PRINT NAME

REPRESENTATIVE SIGNATURE

PRINT NAME

Clerk Certification

Clerk Signature Date:

SIGNATURE OF CLERK

PRINT NAME

Authorized Representative Certification

Authorized Representative Signature Date:

SIGNATURE OF AUTHORIZED REPRESENTATIVE

PRINT NAME

Submit completed application and all attachments via the ANR Online website at:

<https://anronline.vermont.gov/?formtag=SRFLoanIntake>

COMPREHENSIVE PLAN UPDATE

City of Essex Junction

City Council Meeting
July 22, 2026



AGENDA

1. Project Timeline
2. Public Engagement Overview
3. Plan Drafting Process
4. Council Discussion / Questions

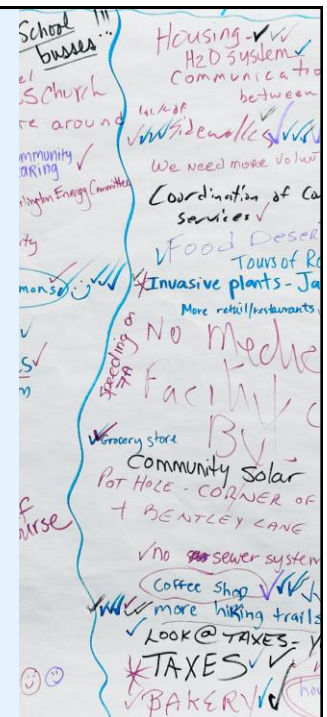


PROJECT TIMELINE

Task	Description	Start	End	Status
1	Project Management	Jan-26	Apr-27	Ongoing
2	Review Existing Plans	Jan-26	Jan-26	Complete
3	Mapping and Analysis	Feb-26	Jul-26	In progress
4	Public Engagement	Feb-26	Oct-26	In progress
5	Policy Updates / Plan Drafting	Apr-26	Jan-27	In progress
6	PC Work Sessions	May-26	Feb-27	In Progress
7	Plan Adoption	Mar-27	Aug-27	Not yet started

Public ENGAGEMENT

- Review of Prior Engagement
- Key Themes / Questions
- Focus Groups
- Door-to-door business outreach
- Web surveys (general, housing, business)



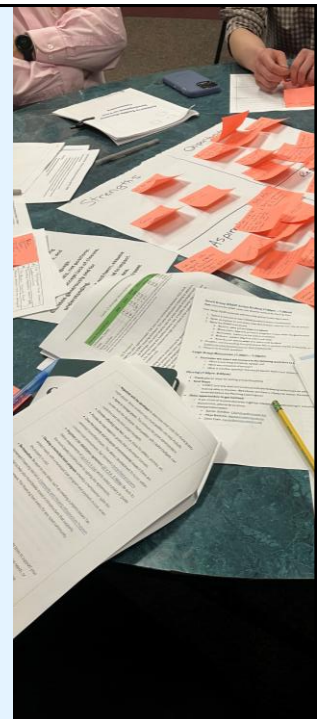
FOCUS GROUP APPROACH

- Generate **SMART Actions**
- Topic-Focused Meetings
 - Housing & Urban Design
 - Energy & Climate Resilience
 - Business & Economic Development

S	Specific Clearly State your Goal
M	Measurable Ensure you can Measure Success
A	Attainable Set Goals you know you can Achieve
R	Relevant Set Goals Relevant to your Career or Education
T	Time-Based Set a Deadline for Completion

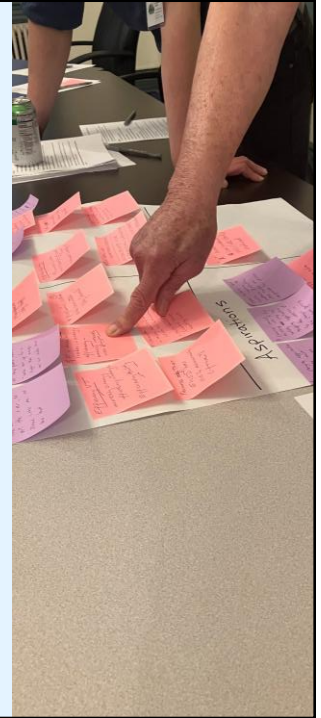
Engagement **RESULTS**

- Housing Focus Group
 - General support for housing development opportunities (large & small-scale)
 - Need for landlord/tenant education and support
 - Emphasis on affordability + diversity of housing types
 - Strong desire for more green spaces
 - Maintenance / code compliance



Engagement **RESULTS**

- Energy & Climate Focus Group
 - Balance regulatory vs. incentive approach
 - More oversight of large buildings during construction to ensure codes are met
 - Connect to existing resources / incentives
 - Energy committee as advocates
 - RLF for rental energy upgrades?



Engagement **RESULTS**

- Business Owner Outreach
 - Walkability appreciated, but still need parking
 - Business visibility (signage) important
 - Need for City communication and promotion
 - Some commercial landlords not responsive
 - Valued relationships with Police Department
 - Physical constraints for businesses on Pearl St.



Plan **DRAFTING PROCESS**

- Monthly meetings with Planning Commission
 - New chapter material
 - Review prior discussion
- As needed:
 - Meetings with Department Heads
 - Meetings with Boards & Committees
 - Additional community outreach
- City Council involvement?



PLAN **DRAFTING & ADOPTION TIMELINE**

Month	Topics	Month	Topics
Jul-26	Energy, Natural Resources	Feb-27	Final Draft + Plan Report & Checklist
Aug-26	Community Vision, History	Mar-27	Public Hearing Notice, Annual Meeting Outreach
Sep-26	Ag & Urban Forestry, Recreation, Hazard Resiliency	Apr-27	Planning Commission First Public Hearing
Oct-26	Housing, Land Use	May-27	Second Planning Commission Public Hearing (optional but recommended)
Nov-26	Utilities / Facilities, Transportation	Jun-27	Council First Public Hearing
Dec-26	Economic Development, Education, Child Care	Jul-27	Council Second Public Hearing
Jan-27	Executive Summary, Implementation	Aug-27	Council Adopts Plan

QUESTIONS AND DISCUSSION



CONTACT

Darren Schibler, Senior Planner & Project Manager
dschibler@ccrpcvt.org | (802) 846-4490 x135

Maya Balassa, Planner
mbalassa@ccrpcvt.org | (802) 846-4490 x122





MEMO

To: City Council
From: Christopher Yuen, Community Development Director
Meeting Date: July 22, 2026
Agenda Item: Introduction of the Form-Based Code Proposal (2026 LDC Amendments)

ISSUE:

Staff will introduce the proposed form-based code for the City Center and Pearl Street corridor, part of the 2026 Land Development Code (LDC) amendments.

DISCUSSION:

This is an introductory presentation. The purpose is to orient the Council to the form-based code proposal ahead of the public hearing process.

Background. The form-based code implements the Connect the Junction Transit-Oriented Development Master Plan, which the Council adopted on December 17, 2025. The plan calls for additional housing and, in designated areas, greater building height in these transit-served districts. The current development rules were not written to carry out the plan, and the form-based code updates them by replacing today's subjective design review with clear, objective standards for building form.

Building height and the “street room.” The maximum heights were established through the Connect the Junction plan (up to nine stories, with a tenth story available only for affordable housing). The form-based code does not reopen that decision; it manages how that height is realized. Through the Connect the Junction engagement, residents broadly supported greater height but raised concerns about scale, especially how taller buildings would relate to the lower-scale, historic parts of the district. The form-based standards are designed to address those concerns by governing how buildings step down toward neighbors, meet the street, and break up their mass, so that added height is felt less at street level.

The key tool is the “street room” standard, which ties a building's height to the width of the street and public space in front of it, so that taller portions of buildings must step back where a street is narrower. This standard also allows the use of an increased setback to add to the effective street width. A residential adjacency standard further requires increased setbacks and landscaped buffers where a taller building abuts a lower-scale residential district. The attached slides walk through these standards with worked examples. The form-based standards are integrated directly into the Village Center and TOD district regulations at Sections 604 and 608 of the LDC.

Under Connect the Junction, the form-based standards and the associated height limits are intended to be extended to the remainder of the Pearl Street corridor over time. That extension will be phased in as planned wastewater capacity upgrades are completed; until then, the existing rules and the current

height limit (four stories, plus one for affordable housing) are proposed to remain in place along HA and MF-MU1 districts, which line Pearl Street from approximately the CVE to Susie Wilson Road.

Illustrative rendering in progress. To help the Council and the public visualize how the street room ratio and frontage standards would shape new buildings, a professional rendering is currently being developed. It will focus on the view along Park Street in the City Center.

Other standards. The form-based code also addresses how buildings meet the sidewalk (frontage types), façade composition and materials, parking placement and screening, and landscaping (through a new points-based performance score). These are summarized in the slides.

Other technical amendments. The full 2026 LDC amendment package includes a number of additional, more technical amendments beyond the form-based code, addressing development review procedures, parking, signs, driveways, state-mandated compliance items, and other standards. Those changes are described in detail in the staff memo to the Planning Commission dated July 2, 2026. The most current version of that memo, along with the latest available draft of the LDC amendments, is posted on the City's [form-based code web pages](https://www.essexjunction.org/departments/community-development/form-based-code) at <https://www.essexjunction.org/departments/community-development/form-based-code>. Rather than reproduce that detail here, this memo refers the Council to those materials, where the Council and the public can find the latest draft code and the latest Planning Commission memo.

Public outreach and comments received. Staff have conducted public outreach on the form-based code through a utility bill insert, the City newsletter, and dedicated web pages. Comments and questions received to date are included as an attachment. Several commenters have raised questions about where the tallest buildings could actually be built given the street room standard, requests for renderings to illustrate the impact, questions about housing need and capacity, storefront vacancy, and infrastructure and traffic impacts. The Planning Commission will review and consider these comments. City Staff will also put together an FAQ to address some of the questions that we are receiving in the coming weeks.

Where things stand. The amendments remain in draft and under Planning Commission review. A Planning Commission public hearing is anticipated beginning in September, followed by Council consideration later in the fall. The schedule may shift as the draft is refined and completes legal review.

COST:

There is no direct cost associated with this introduction or the proposed LDC amendments.

RECOMMENDATION:

No action is requested. This item is for information and discussion. Staff welcome the Council's questions and feedback on the proposal in advance of the public hearing process.

ATTACHMENTS:

1. Form-Based Code Proposal – Introduction (presentation slides)

2. Public Comments Received to Date

Form-Based Code Proposal Introduction

July 22 2026 City Council Meeting

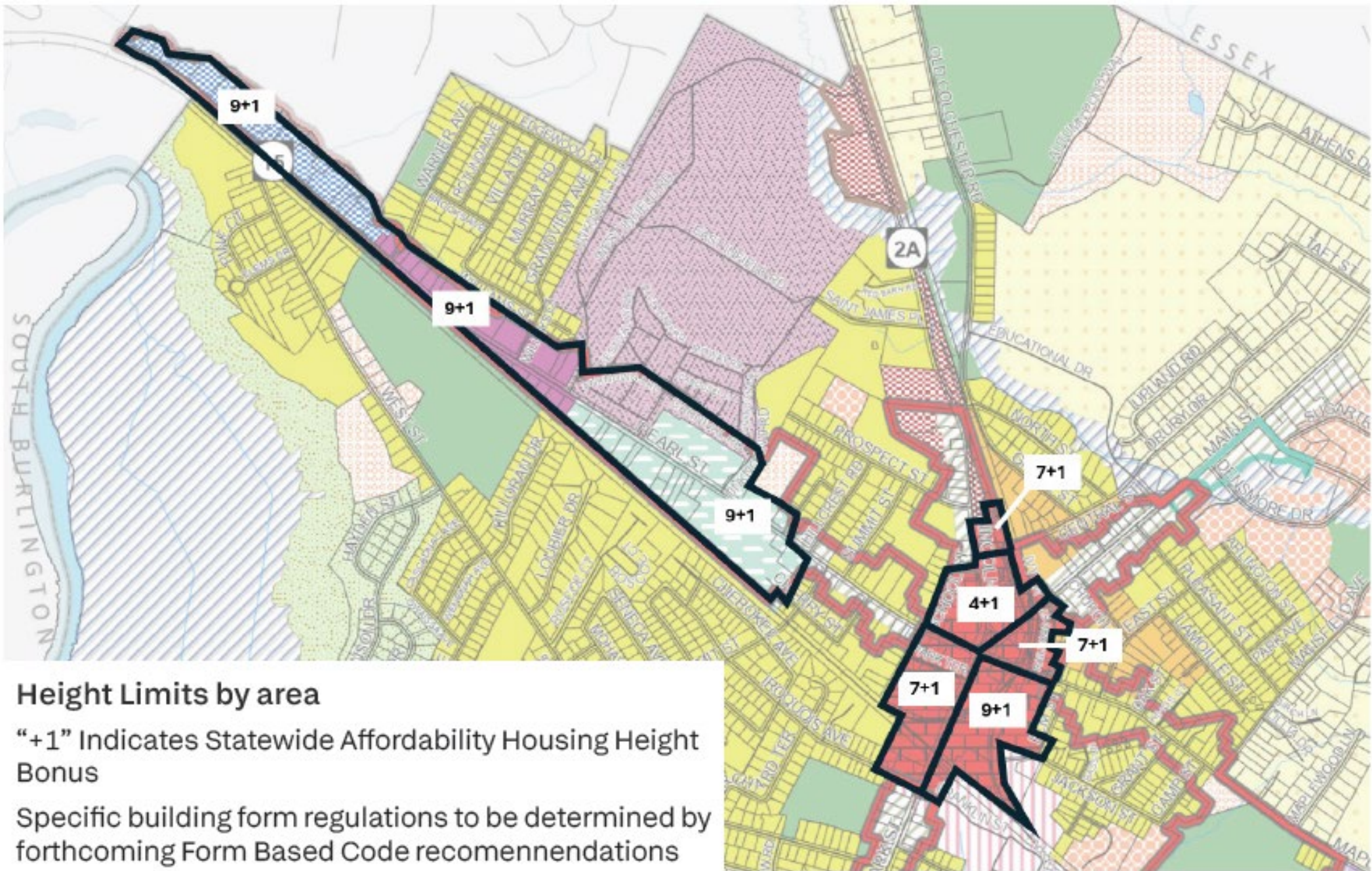


CITY OF
Essex
Junction

LDC Amendments necessary to implement Connect the Junction Transit Oriented Master Plan (Adopted Dec 17, 2025)



New housing unit estimates based on building height



Height Limits by area

“+1” Indicates Statewide Affordability Housing Height Bonus

Specific building form regulations to be determined by forthcoming Form Based Code recommendations

Map denoting height limit increases within the Study Area.

What "form-based" means

- Conventional zoning mainly regulates use: what activity is allowed on a property.
- Form-based code focuses on the physical form of buildings and how they shape the public realm: height, placement, how a building meets the sidewalk, and street-level activity.

The core shift for the DRB

- Today: you review many projects against a standard of whether the design is "harmonious" with its surroundings.
- Proposed: you review projects against clear, measurable, objective standards.
- Objective standards are more predictable, easier to apply consistently, and more defensible if a decision is challenged.

Discretion Narrows for the DRB

- Discretion narrows where standards are objective. If a project meets the standard, that element is satisfied; it is not reweighed on taste.
- Discretion remains where the code calls for it, including waivers and exemptions, site plan judgment, and areas the standards intentionally leave flexible.
- The Board's role moves toward applying standards consistently rather than negotiating design.

What the standards cover (high level)

- Building height and how it relates to the width of the street ("street room")
- Residential Adjacency
- How buildings sit on the lot and meet the sidewalk (frontage types)
- Façade composition, articulation, and materials
- Parking placement and screening
- Landscaping, through a points-based performance score

What is NOT changing

- Permitted and conditional uses are still governed by the use chart; the form-based code does not change what uses are allowed.
- Historic resources remain protected, but falls under HRO district rules
- The existing Design Review overlay district will remain but will have the VC and TOD districts carved out
- Site Plan Review still applies.

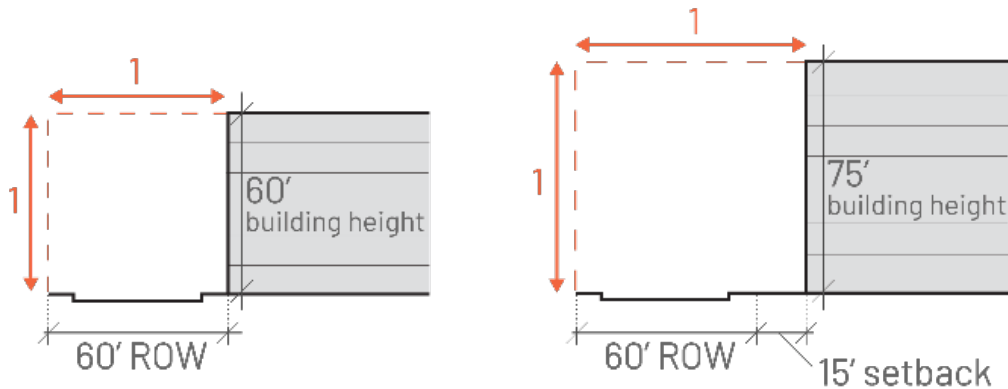
Building height and how it relates to the width of the street ("street room")



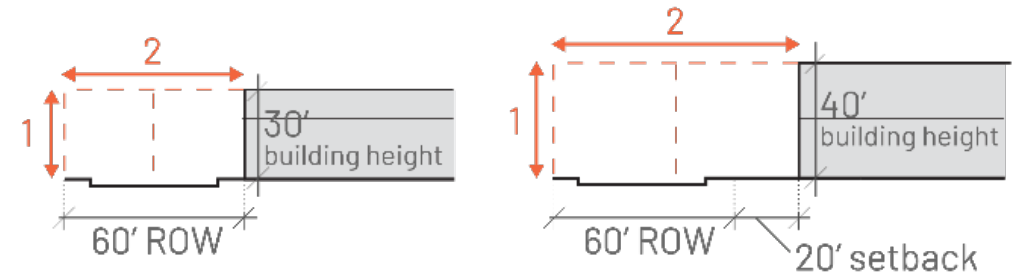
Building height and how it relates to the width of the street ("street room")

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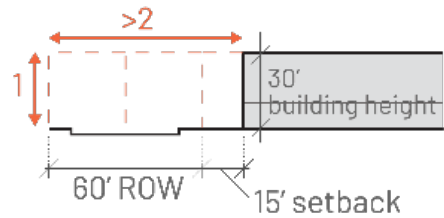
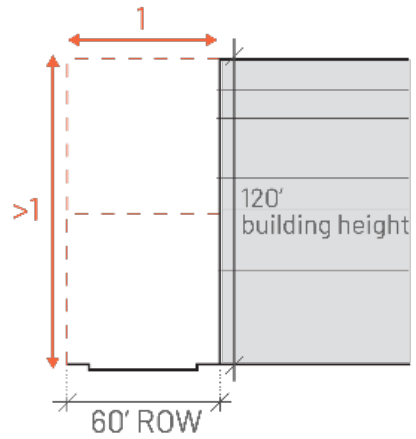
1:1 RATIO



1:2 RATIO

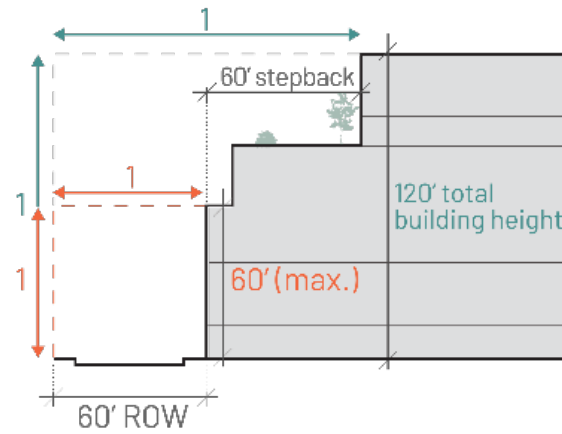


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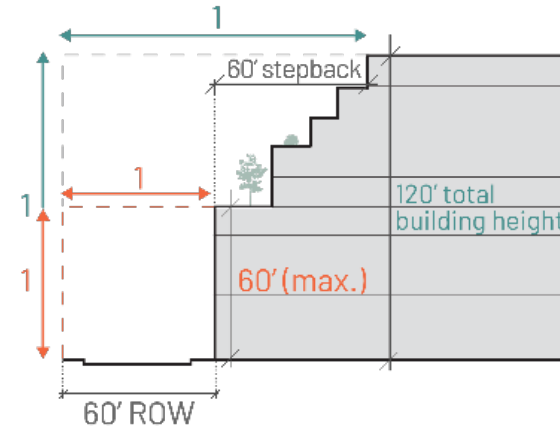


OPTIONS FOR COMPLIANCE:

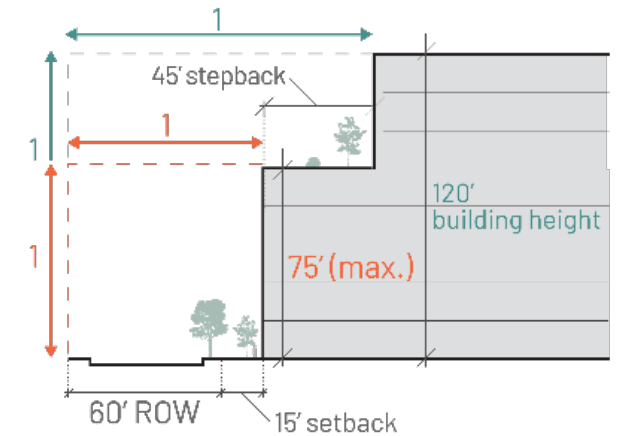
MID-LEVEL STEPBACK (NOT EXCEEDING 3-STORY HEIGHT)



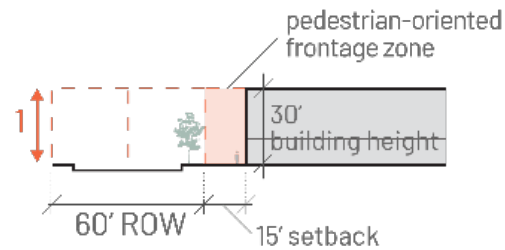
STAIR-STEPBACK



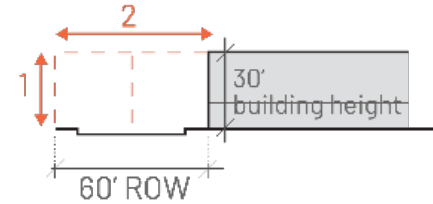
STREET-LEVEL SETBACK + STEPBACK



PEDESTRIAN-ORIENTED FRONTAGE IMPLEMENTATION



REDUCED SETBACK



Example: Chittenden Crossing



Example: 17 Park St

5 stories;
0.78 street
room ratio



Example: Hypothetical 7 story version of 17 Park St

7 stories;
1:1.09 street
room ratio



79.5'
Height

66' ROW + 6.8' Setback
= **72.8'** Street Room Width

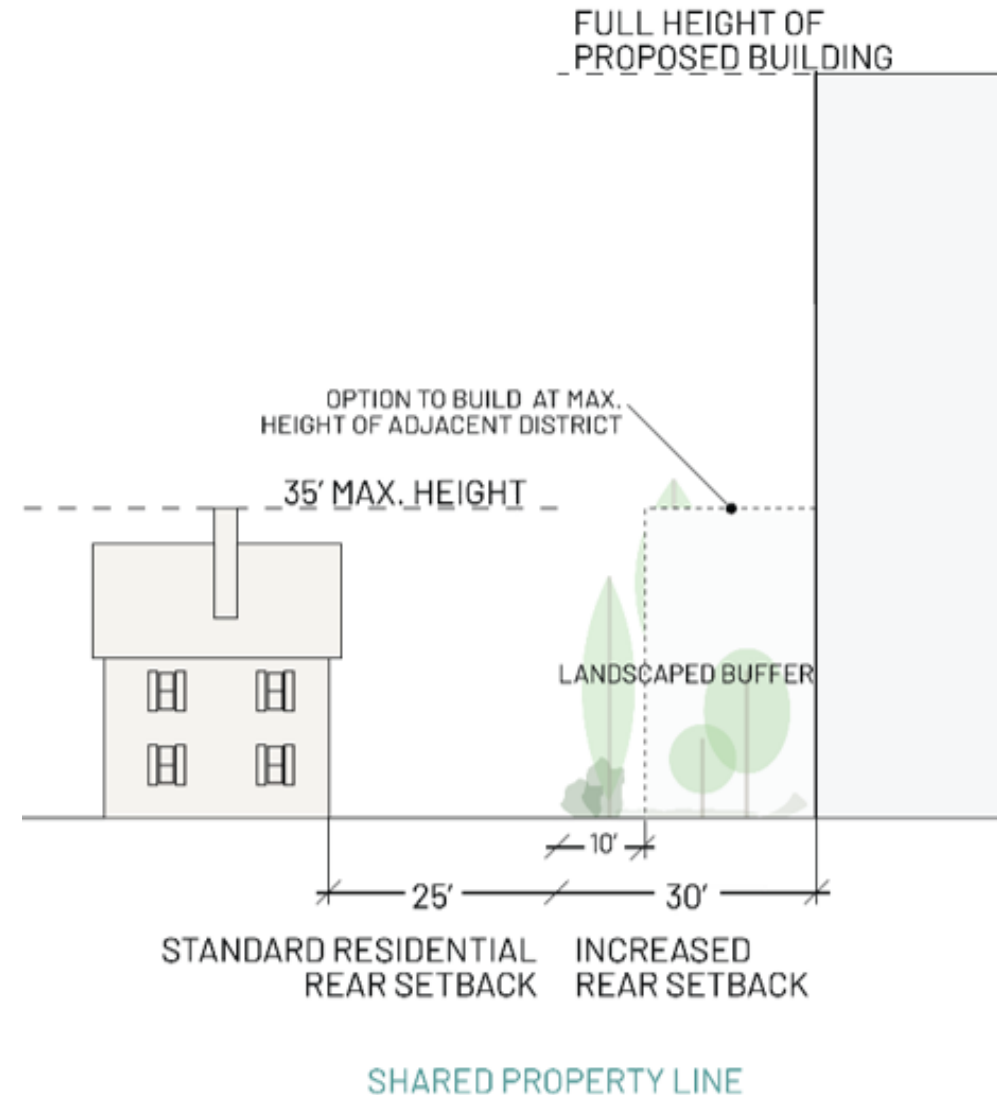
Note: this is an AI generated illustration

Residential Adjacency

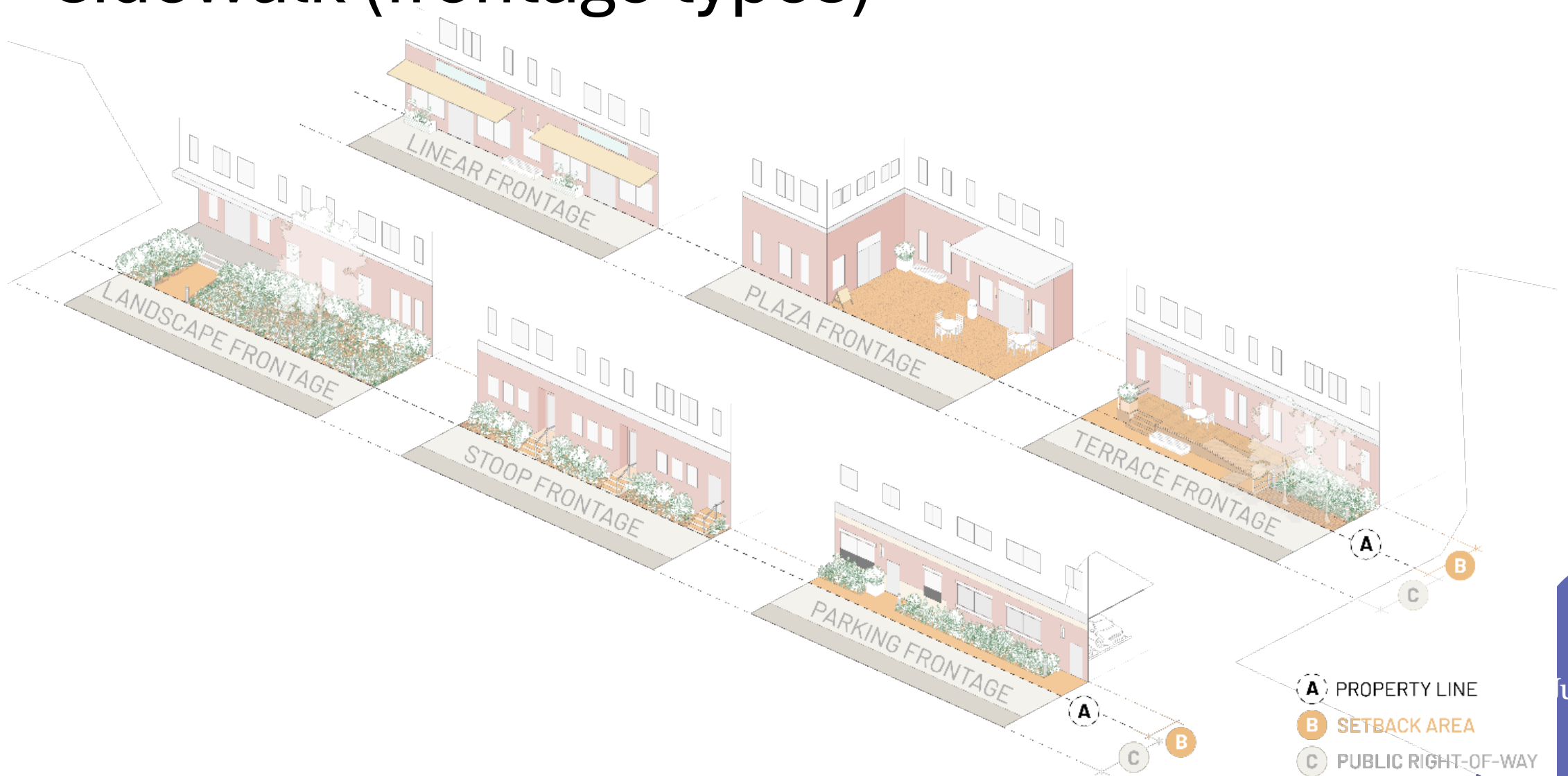
- *Where the difference between a new development's proposed building height and the maximum building height of the abutting residential district is **four (4) or more stories**, the required **setback shall be increased to 30 feet**, and a landscaped buffer shall be provided along the shared property line.*

Residential Adjacency

- *Where the difference between a new development's proposed building height and the maximum building height of the abutting residential district is **four (4) or more stories**, the required **setback** shall be increased to **30 feet**, and a landscaped buffer shall be provided along the shared property line.*

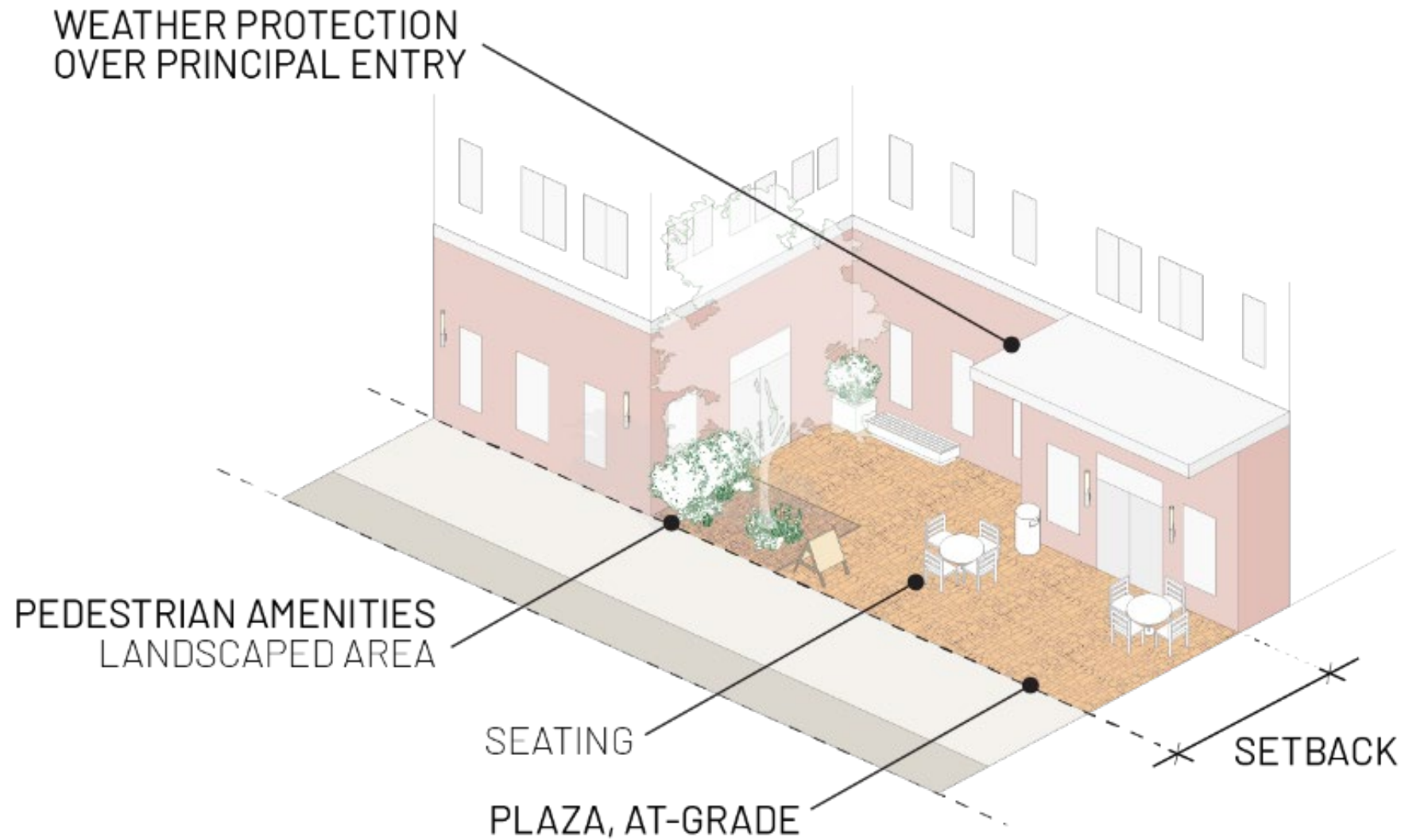


How buildings sit on the lot and meet the sidewalk (frontage types)



Frontage Type	Front setback (feet)	Purpose	Intended/Suggested Ground-Floor Use
Linear	0' min, 10' max	Creating a continuous, sidewalk-aligned building edge that prioritizes storefront visibility, pedestrian movement, and lingering.	Active commercial uses.
Plaza	10' min, 30' max	Integrating publicly accessible open space with building frontage to support gathering, seating, and programmed activity.	Commercial or civic uses.
Terrace	8' min, 15' max	Creating a defined transition space between the building and sidewalk that supports either semi-private residential use or publicly accessible commercial/civic activity while maintaining an active and accessible pedestrian edge.	Any uses. Different application of facade elements and amenities depending on intended ground-floor use.
Landscape	5' min, 20' max	Establishing a landscaped buffer between building and street that prioritizes privacy and green space.	Residential or office
Stoop	5' min, 15' max	Providing a residential street edge that balances neighborhood activation with privacy through elevated entries and landscaped transitions.	Residential
Parking	10' min, 30' max	Providing a landscaped or built buffer between parking and the public realm to screen vehicles and maintain a defined and pedestrian-oriented street edge.	Parking. Intended as a secondary frontage condition.

- Figure 608-H. Plaza Frontage



Each frontage type comes with definitions and specs....

(ii) Plaza

a. Setback

The Plaza Frontage includes a pedestrian-oriented plaza between the building and street edge. The plaza shall be at sidewalk grade and located within a 10- to 30-foot front setback. The plaza should extend along a minimum of 30 feet of frontage and provide at least 1,500 square feet of public plaza space. Building frontage not part of the plaza may extend up to zero-foot setback at the property line.

b. Access

Primary entrances shall be oriented to the plaza. Entrances may be at grade or elevated as required to accommodate site slope.

c. Lighting

Pedestrian-scale lighting in compliance with Section 704 is required at regular intervals along primary pedestrian paths and plaza edges and should be integrated with landscape, seating, or plaza features where possible. In addition, at least one (1) lighting fixture is required at each building entry.

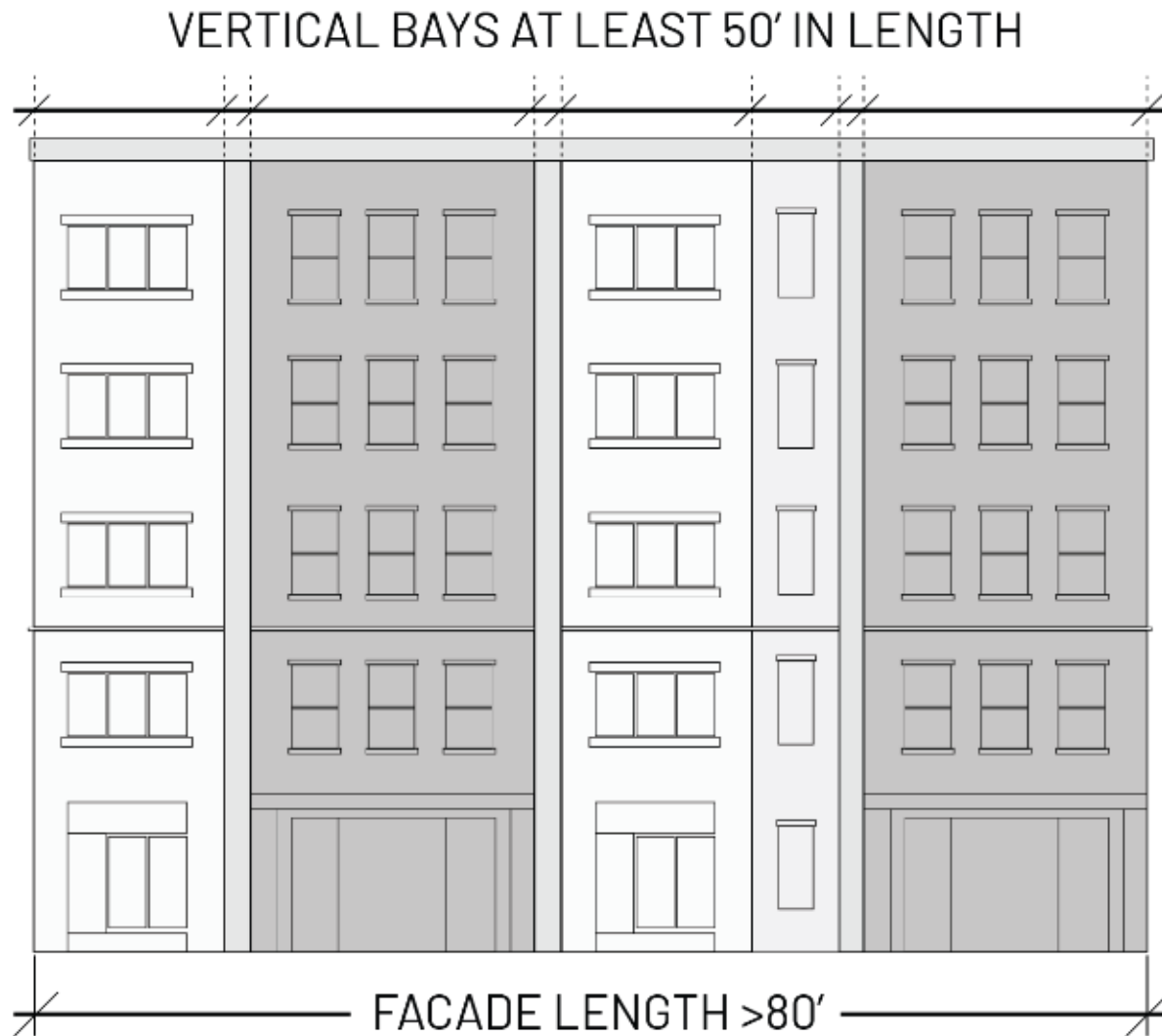
- e. Weather Protection
Weather protection with a minimum depth of five (5) feet is required over each primary entry.
- f. Amenities
At least three (3) linear feet of seating area (bench, ledge, etc) or one (1) individual seat is required per 60 square feet of plaza area. Seating may include a combination of fixed and moveable furniture and/or may be integrated with other plaza features such as planting beds. In addition, a plaza must incorporate at least one (1) of the following amenities:
 - i A continuous landscaped area of at least 20 square feet.
 - ii One (1) planter box per 100 square feet of plaza area. Each planter box should have a minimum area of eight (8) square feet and a minimum soil depth of 18 inches and may include trees, shrubs, or seasonal plants.
 - iii A public art feature with a minimum of six (6) feet in height or 20 square feet in area.
 - iv A water feature with a minimum of 20 square feet in area.
- g. The Plaza Frontage may not be implemented with ground-floor residential uses at the time of initial development, except lobbies or

Façade composition, articulation, and materials

Materials

- (a) Primary materials shall be used on at least 75% of each Principal Facade. Primary materials for the TOD District include wood or high-quality fiber cement siding, brick, natural stone, stucco, and certain metals (copper, titanium, and stainless steel, 18-8 or better).
- (b) Secondary materials may be used for trim, accent areas, upper-story stepbacks, and/or architectural details.

Vertical Articulation

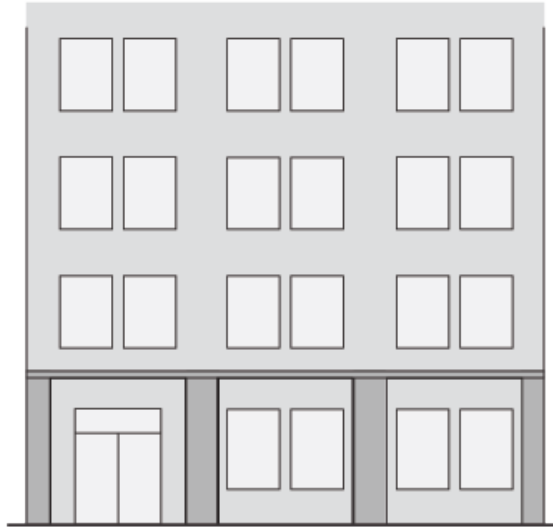


Blank walls exceeding 20 feet in length are prohibited along Frontage Line. Blank walls are façade segments without windows, doors, transparency, or façade articulation.

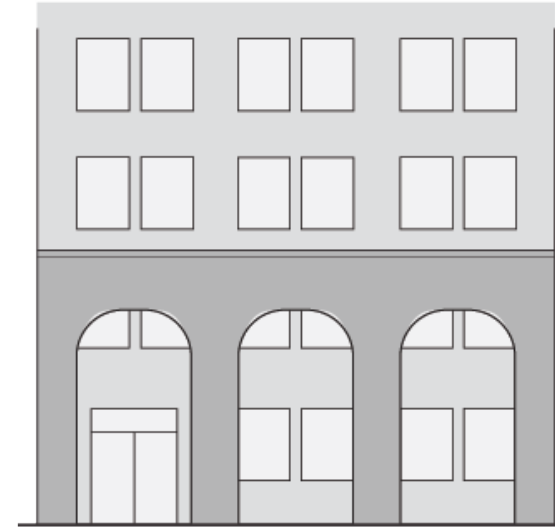
Building Base Articulation



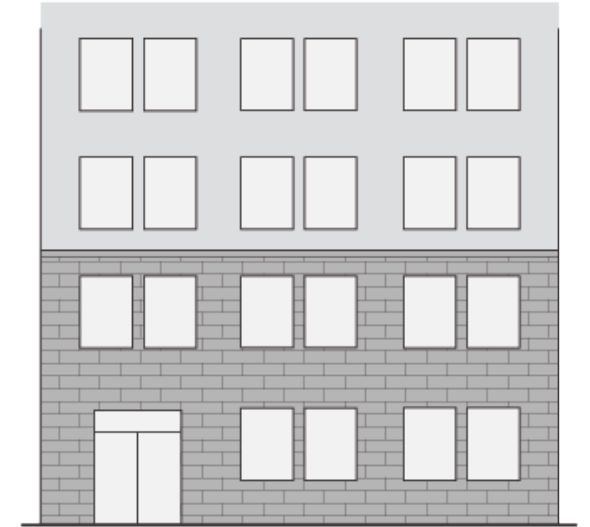
FENESTRATION PATTERN



COLUMNS OR PILASTERS



ARCADE



CHANGE OF MATERIAL

- Figure 608-L. Parking Frontage

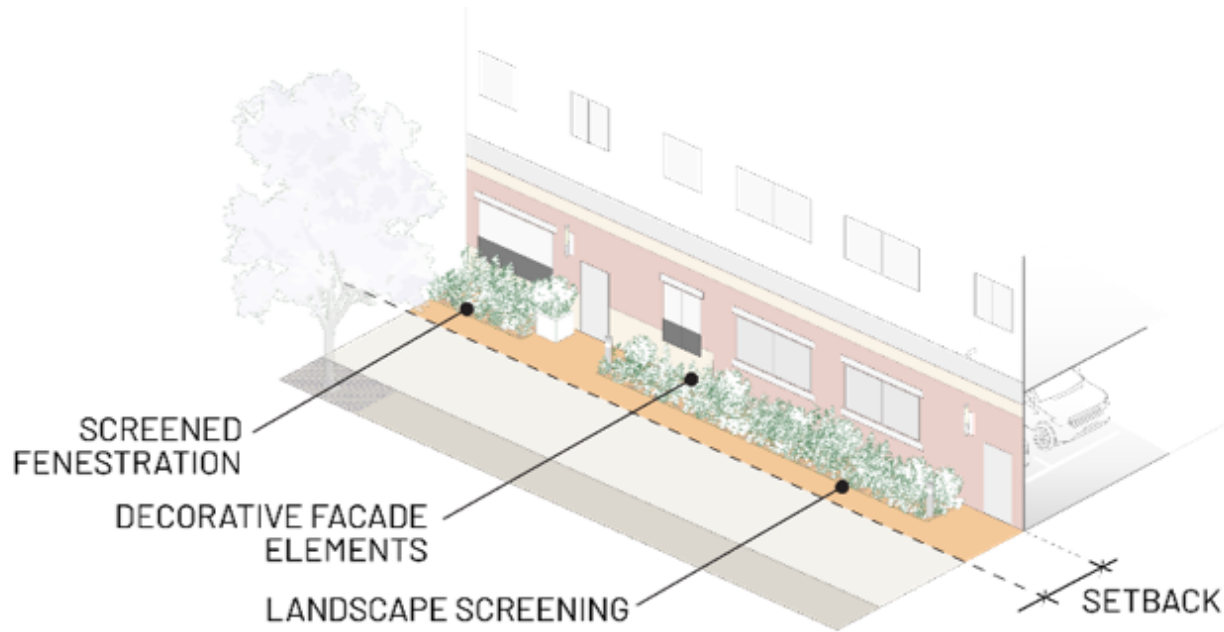


Figure 608-L. Parking Frontage (Structured)

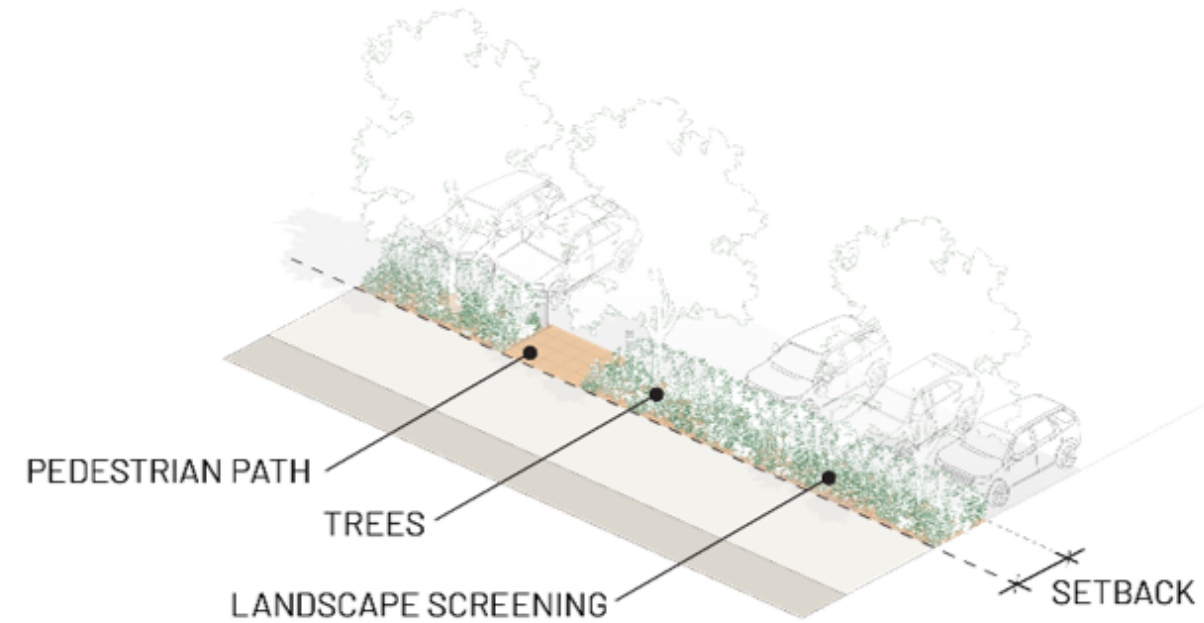
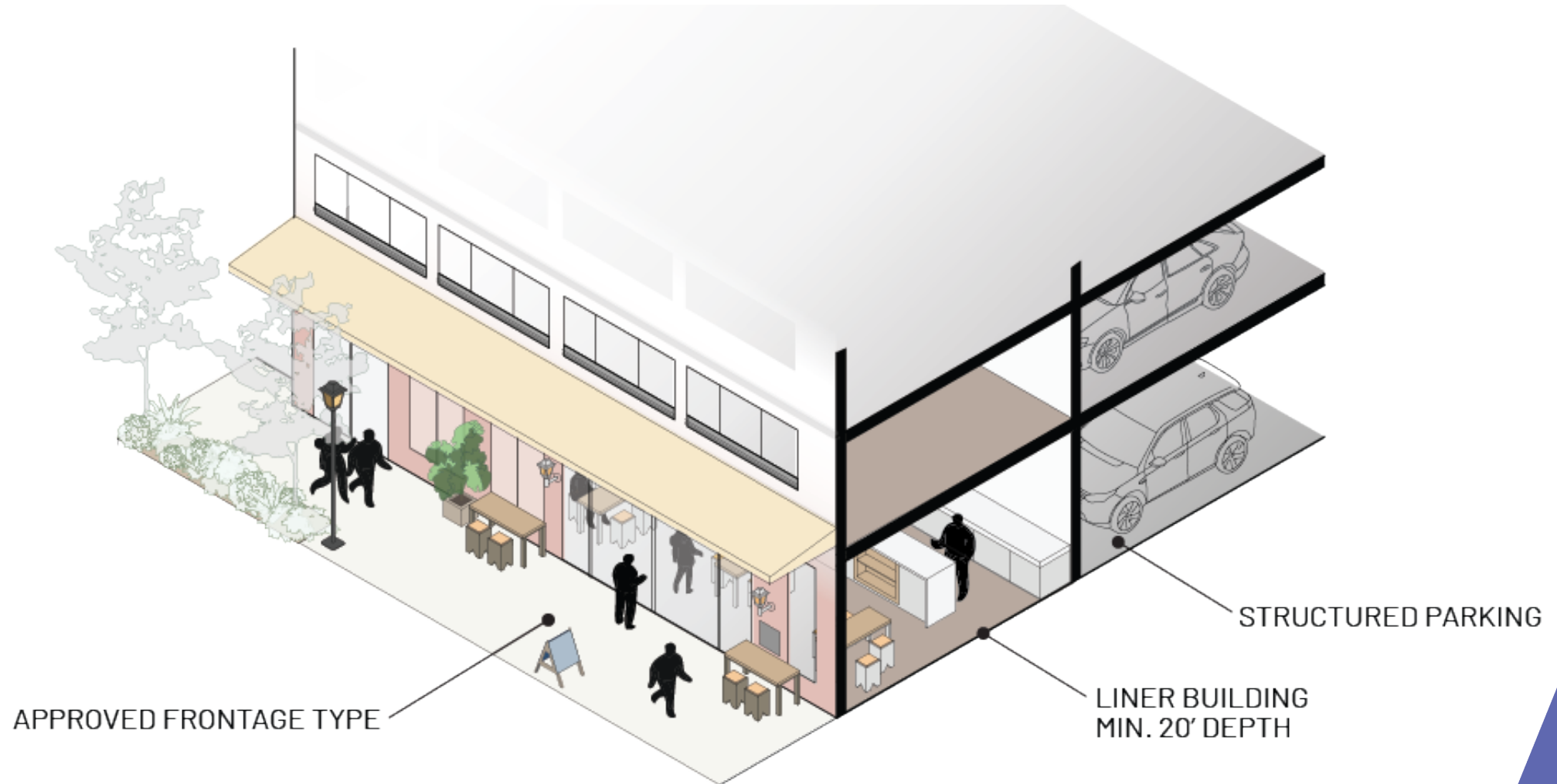


Figure 608-M. Parking Frontage (Surface)

Parking Placement & Screening



- Figure 608-L. Parking Frontage

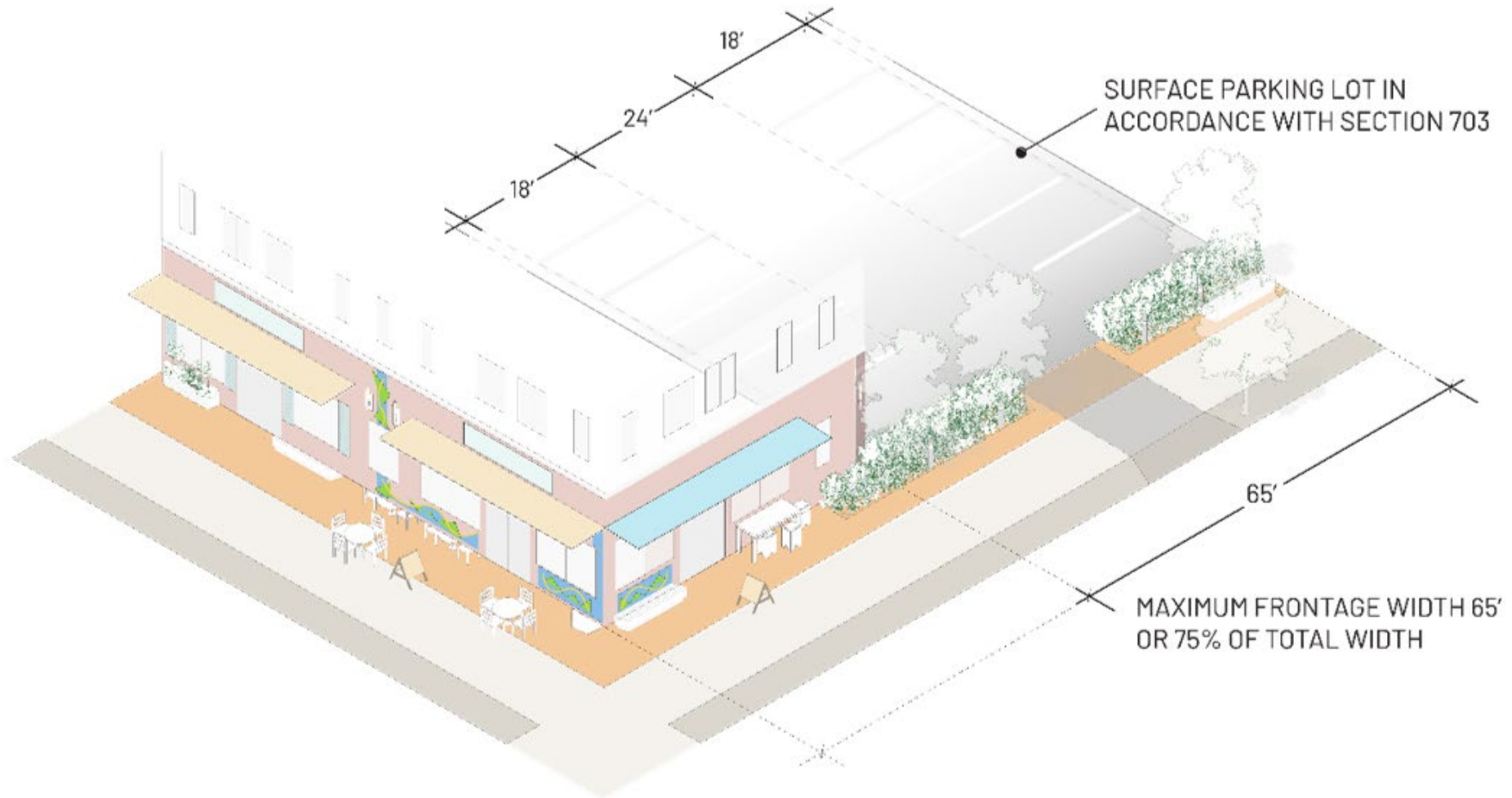


Figure 608-N. Surface Parking Frontage Maximum Width

Example of Parking Frontage from outside of Essex Junction:
10 Manseau St, Winooski VT



Example of Parking Frontage from outside of Essex Junction: 80 Winooski Falls Way Winooski VT



Landscaping, through a points-based performance score

- Existing rules require 2 or 3% (depending on project size) of the cost of construction to be spent on landscaping
- New system is point-based

Public Outreach

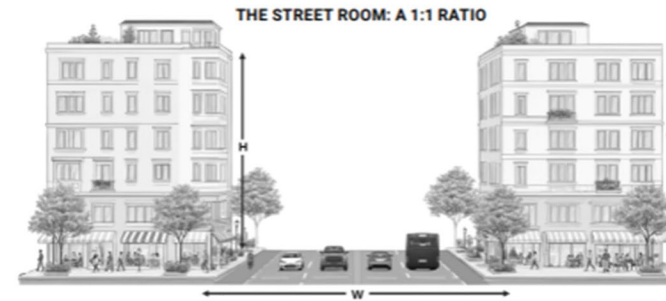
- Utility Bill Insert
- News Release
- July Community Newsletter
- Junction City News

Shaping the Future of Downtown



New Rules are Proposed for New Buildings in the City Center and Pearl Street Corridor

Essex Junction needs more places for people to live, for young families, longtime residents looking to downsize, and the workforce our community depends on. The City's Connect the Junction plan makes room for that housing, and in some areas taller buildings. New "form-based" design rules will guide how it looks and feels, capping building heights at 9 stories, with an extra story allowed for affordable housing projects.



Think of a street as an outdoor room, shaped by the buildings that line it. The new code keeps building height (H) in scale with the width of the street (W) so the City Center and Pearl Street feels comfortable and human-scaled, not towering or barren. This applies to the street-facing portion of new buildings.

KEY FEATURES

- Tallest buildings will be limited to select areas; most new developments will be smaller in scale.
- Storefronts and entrances will line sidewalks to create a vibrant street experience.
- More street trees and walkable spaces are coming to improve the public realm.



LEARN MORE ABOUT THE NEW RULES AND SHARE YOUR THOUGHTS

www.essexjunction.org/departments/community-development/form-based-code

Provide feedback at Public Hearings this summer.

Subscribe to the City Newsletter

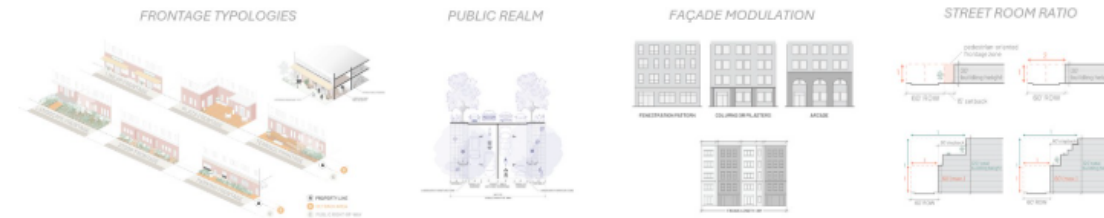


This monthly newsletter keeps our community informed about the exciting projects, upcoming meetings, and important dates in the City.

Want to receive this newsletter in your inbox each month? Subscribe to the newsletter with the QR Code or at www.essexjunction.org/news/subscribe.

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Form-Based Code for the City Center & Pearl Street Corridor



Form-Based Code for the City Center & Pearl Street Corridor

Essex Junction is proposing new rules for how buildings are designed in the City Center and along the Pearl Street corridor. These rules, called a “form-based code,” focus on the size and shape of buildings and how they meet the street, rather than leaving design to case-by-case judgment. This page explains what is changing, why, and how you can weigh in.

Have thoughts to share? Reach out to the [Community Development Department](#) or the [Planning Commission](#)! Public hearings will be held this fall. See full details at the bottom of this page.

[Explore the topic:](#)

[Why is the City Doing This?](#)[What's Changing: The Big Ideas](#)[Building Height, Explained](#)[See it on a Map](#)[Timeline & Get Involved](#)

This code is one part of a larger update to the City's Land Development Code. There are also a number of more technical changes proposed, which are described in the staff memos to the Planning Commission (linked below). The proposal is still being refined and may change over the coming month before it is finalized for public hearing.

[Planning Commission Memo on the Proposed Amendments \(As of July 2, 2026\)](#)

Where things stand and what's next

- The amendments are in draft and under Planning Commission review, with public hearings are anticipated starting this September.
- Consulting team is working on a rendering to illustrate the street room ratio
- Questions and feedback are welcome throughout the process.

Attachment 2 – Public Comments Received as of July 15 2026

The following comments were received in response to public outreach on the form-based code proposal (utility bill insert, news release, newsletter, and web pages). Comments are reproduced verbatim. Names, email addresses, street addresses, and other personal identifying information have been removed. Comments are presented in the order received.

Comment 1 — received July 8, 2026

Subject: Design of new building replacing Lincoln Inn

Feedback, as requested by “Form-Based Code” email:

I would love to see three changes when the Lincoln Inn is torn down. I do not support planning an identical building across the street:

1. More green up front. There is too much concrete. There must be more imagination regarding some sort of green space in front of the building. There seems to be room to pull the building away from the road. I also see residents having trouble walking their dogs, so their dogs urinate on the concrete areas (sometimes).
2. The model of small stores/restaurants on the first floor has history now. Would y'all agree it's a mixed review? Perhaps Essex Junction can design for a larger space on the bottom, attracting an organization that needs a larger space?
3. Is there a way to capture a bit of the building's history?

Thanks for asking for feedback,

[Name and address removed]

Comment 2 — received July 9, 2026

Subject: Comments: new rules / new buildings

Greeting EJPC members -

I'm writing to provide comments on the New Rules that are being proposed for New Buildings.

1. It's not clear by the example provided in the mailed flier where in the Village there could be 9 or 10 story buildings based on the example provided (see included image). The buildings in this image appear to be 6 stories tall (with a set back 7th story). The street appears to be four lanes for vehicles, plus two lanes for bikes, plus sidewalks. It's not clear to me where in the proposed zones the streets have a "W" this large and as such it is not clear to me where in the Village buildings will be allowed to be H = 6 stories (let alone > 6).

A much more useful presentation of the proposal, I believe, would be to provide a 3D rendering of the impacted zones in the Village showing new buildings constructed to their maximum "H" based on the local "W". This would allow Villagers to more properly assess the impact of the proposal.

2. How much capacity will be added under this maximum buildout scenario? What data indicates that this much new housing is needed? What is the current residential occupancy rate in the Village and surrounding area? What will be the impact of this population growth on Village/town/district resources?

3. What is the current vacancy rate of store fronts in the Village and surrounding areas. The latter seems relevant as new construction in the Village center seems to have difficulty attracting/sustaining businesses, thus is additional spaces could be underutilized as well.

4. When will be the meeting to discuss this proposition?

[Name and address removed]

Comment 3 — received July 10, 2026

Subject: Input on Connect the Junction

I'm writing to provide input on the New Rules that are being proposed for New Buildings.

1. The example provided in the flyer is very deceiving. The buildings in the image appear to be 6 stories tall (with a set back 7th story). The street appears to be 4 lanes for vehicles, plus two lanes for bikes, plus sidewalks on both sides. The flyer strongly implies that for any building in the proposed zone, the H (height) of the building will equal the W (width) of the street, including bike lanes and possibly sidewalks; however, there is currently no place in the proposed zones where the building in this image with a W large enough to support a $H > 6$ stories would fit, much less anywhere that would support the 9 or 10 story buildings that the zoning changes are proposing. Yet this proposed H change, plus real estate listings claiming that certain lots being offered for sale are zoned for 10 stories, makes me believe that zoning permits are going to be issued up to the maximum height regardless of the width of the street.

A much more useful presentation of the proposal is to provide a 3D rendering of the proposed zones in the Village showing new buildings that would be constructed to their maximum "H" based on the local "W". This would allow Villagers to more properly assess the impact of the proposal.

2. What data indicates that this much new housing is needed? What is the current residential occupancy rate in the Village and surrounding area? How much capacity will be added under maximum buildout? What will be the impact of this population growth on Village/town/district resources and assuming that it will be significant, will the developers be responsible for paying the full amount of the infrastructure improvements needed to support their projects? Are schools being included in the planning process so that they will be able to accommodate the increased population? What will be the impact of this population growth on traffic?

3. What is the current vacancy rate of store fronts in the Village and surrounding areas? The latter seems relevant as new construction in the City Center seems to have difficulty attracting and retaining businesses. Why would you assume that it would be different for any additional buildings?

4. Where are these new walkable spaces mentioned in the flyer? I've heard repeated talk of turning a portion of Main Street at 5 Corners into a walk street. The impact on the surrounding neighborhoods as traffic is re-routed to accommodate this would be significant. And also, what about the Main Street block between Railroad Ave. and 5 Corners is there that makes anyone think that it would and should become a vibrant walk street?

5. When will there be more meetings to discuss this proposition?

[Name and address removed]

Comment 4 — received July 14, 2026

Subject: Form Based Code Map marking

Hello,

I was looking at the website about the proposed form based code. The site is well laid out and easy to navigate and very clear... Thank you! I did have a question about the map shown here:

[web page link]

What do the thick red lines indicate?

Thanks,

[Name removed]



MEMO

To: City Council
From: Christopher Yuen, Community Development Director; Eliana Fox, Transportation Planner, CCRPC
Meeting Date: July 22, 2026
Agenda Item: Pearl Street Pedestrian Crossing Scoping Study – Final Report and Endorsement of Preferred Alternative

ISSUE: Endorsement of a preferred alternative for the Pearl Street Pedestrian Crossing Scoping Study.

DISCUSSION: Pearl Street between Warner Avenue and Weston Way carries more than 12,000 vehicles per day on a three-lane cross section with bike lanes, has bus stops and destinations on both sides, and has no marked pedestrian crossing for approximately half a mile. Residents have raised concerns about this gap for years, and the adopted Connect the Junction Transit-Oriented Development Master Plan identifies the corridor for continued growth and improved pedestrian and transit access.

Staff last updated the Council on this project on February 11, 2026. Since then, the project team of the City, the Chittenden County Regional Planning Commission, and consultant Hoyle Tanner has completed data collection, an online survey with 44 responses, an alternatives presentation to the Bike/Walk Advisory Committee on March 12, 2026, and the final scoping report.

The study evaluated five alternatives: no build; a marked crosswalk with a Rectangular Rapid Flashing Beacon (RRFB) at Willeys Court (Alternative 2); the same crossing with a raised refuge median (Alternative 3); a crosswalk with RRFB near Complex 159 (Alternative 4); and that crossing with a raised median (Alternative 5).

Observed pedestrian volumes peak at 14 pedestrians per hour, below the 20 pedestrians per hour threshold in the VTrans crosswalk guidance. In his review of the final report, City Engineer Jeff Kershner reiterated that the VTrans crossing guidelines are not met at either location. The consultant acknowledges this and nonetheless recommends proceeding, concluding that the observed count reflects existing rather than latent demand at a location where no crossing exists, and that the guideline thresholds should inform, but not preclude, proactive safety improvements that advance the City's adopted transportation and transit goals.

The report recommends Alternative 2 at Willeys Court as the near-term preferred alternative. It delivers the safety and transit-access benefits of a marked, beacon-activated crossing at lower cost and with fewer winter maintenance and access impacts than a raised median, and it can be upgraded later to add the raised refuge median described in Alternative 3 as pedestrian volumes increase and corridor development progresses.

The report does not recommend advancing a crossing near Complex 159 (Alternatives 4 and 5) at this time. That location would serve the neighborhoods north of Pearl Street only if a safe and legal crossing of the railroad tracks is designated and constructed. Should that occur, a crossing at Complex 159 would be the appropriate long-term addition to the corridor and could be combined with the Willeys Court crossing.

COST: Planning-level construction cost estimates from the report are \$153,200 for Alternative 2, \$234,400 for Alternative 3, \$171,900 for Alternative 4, and \$223,450 for Alternative 5. These estimates are conceptual and include construction engineering services.

If the Council endorses a preferred alternative, the project will be added to the capital project list and ranked among other City priorities. Staff will explore opportunities for external funding to offset implementation costs as those opportunities arise.

RECOMMENDATION: Staff and the project team recommend that the Council endorse Alternative 2 as the preferred alternative for near-term implementation. Alternatives 3, 4, and 5 should be considered at a future date, contingent on pedestrian crossing volumes, re-evaluation of operational impacts, and improvements to the adjacent railroad crossing.

RECOMMENDED MOTION: I move that the City Council accept the Pearl Street Pedestrian Crossing Scoping Study, endorse Alternative 2 as the preferred alternative for implementation, and add the project to the capital project list, with Alternatives 3, 4, and 5 to be considered at a future date based on pedestrian crossing volumes, a re-evaluation of operational impacts, and improvements to the adjacent railroad crossing.

ATTACHMENTS:

1. Project Slides
2. Pearl Street Crosswalk Scoping Study, Final Report

Pearl Street Pedestrian Crossing Scoping Study

Essex Junction City Council Meeting

July 22, 2026



Agenda

- Project Overview
- Outreach and Engagement Overview
- Vermont Agency of Transportation Crosswalk Guidance
- Alternatives Development and Analysis
- Recommendations
- Open Discussion



Background

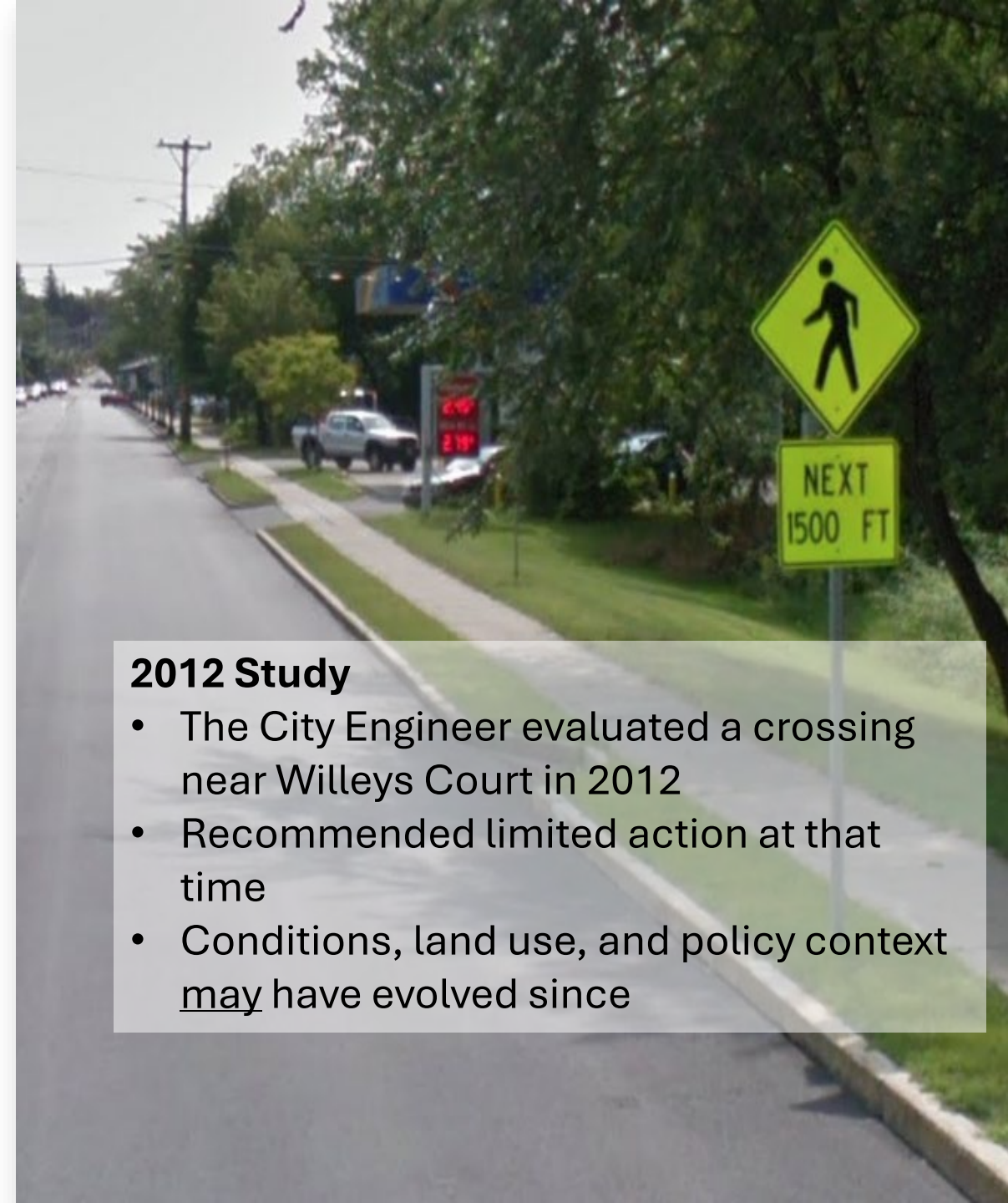


Connect the Junction Master Plan

- Transit-Oriented Development (TOD) Master Plan
- Improved Facilities for Pedestrians, Cyclists & Transit Riders
- Identified Pearl Street as Area to Create More Connections

“Transit in Essex Junction has high ridership, but there are zones with poor access to transit stops, especially due to limited safe pedestrian crossing opportunities.”

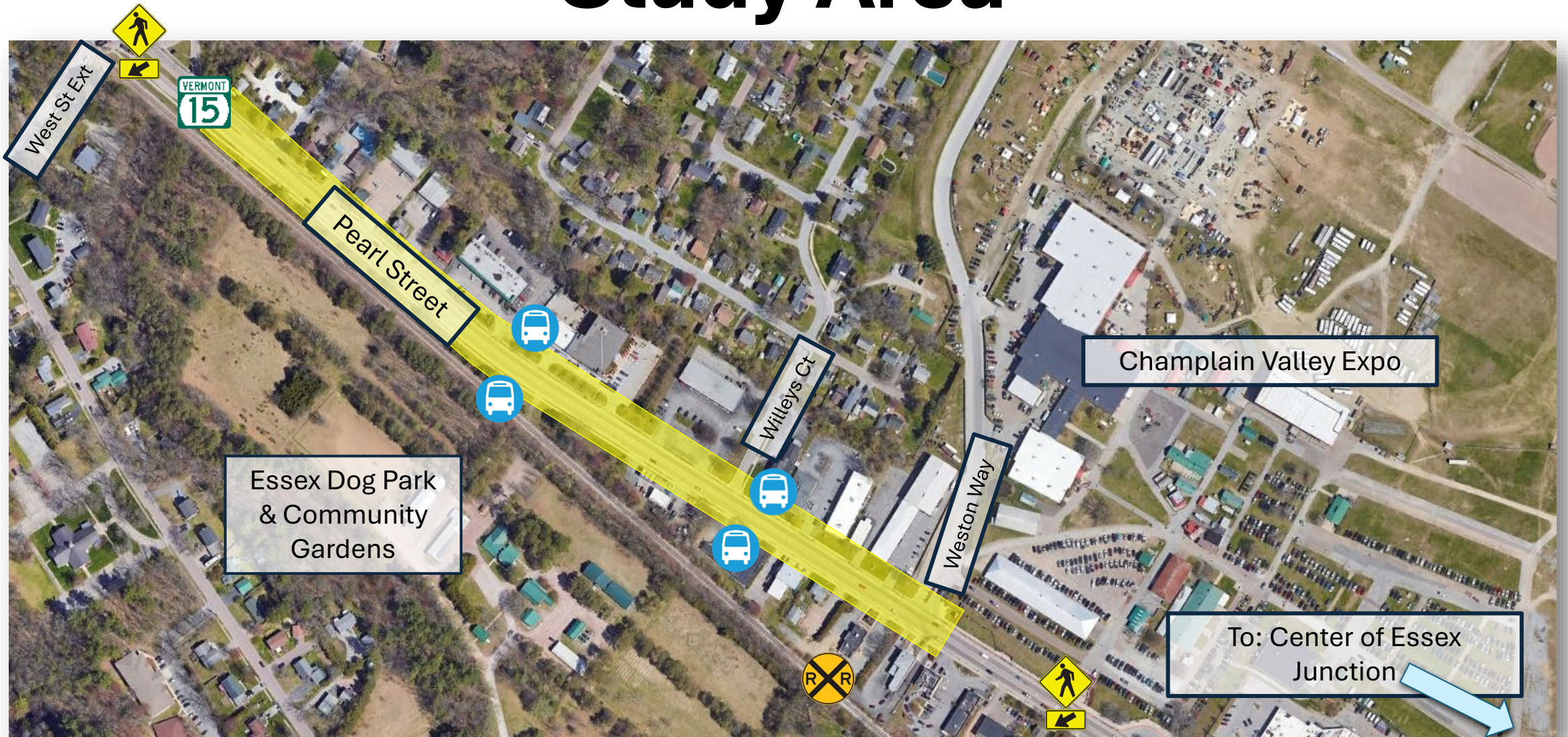
- Connect the Junction



2012 Study

- The City Engineer evaluated a crossing near Willeys Court in 2012
- Recommended limited action at that time
- Conditions, land use, and policy context may have evolved since

Study Area



Existing Conditions

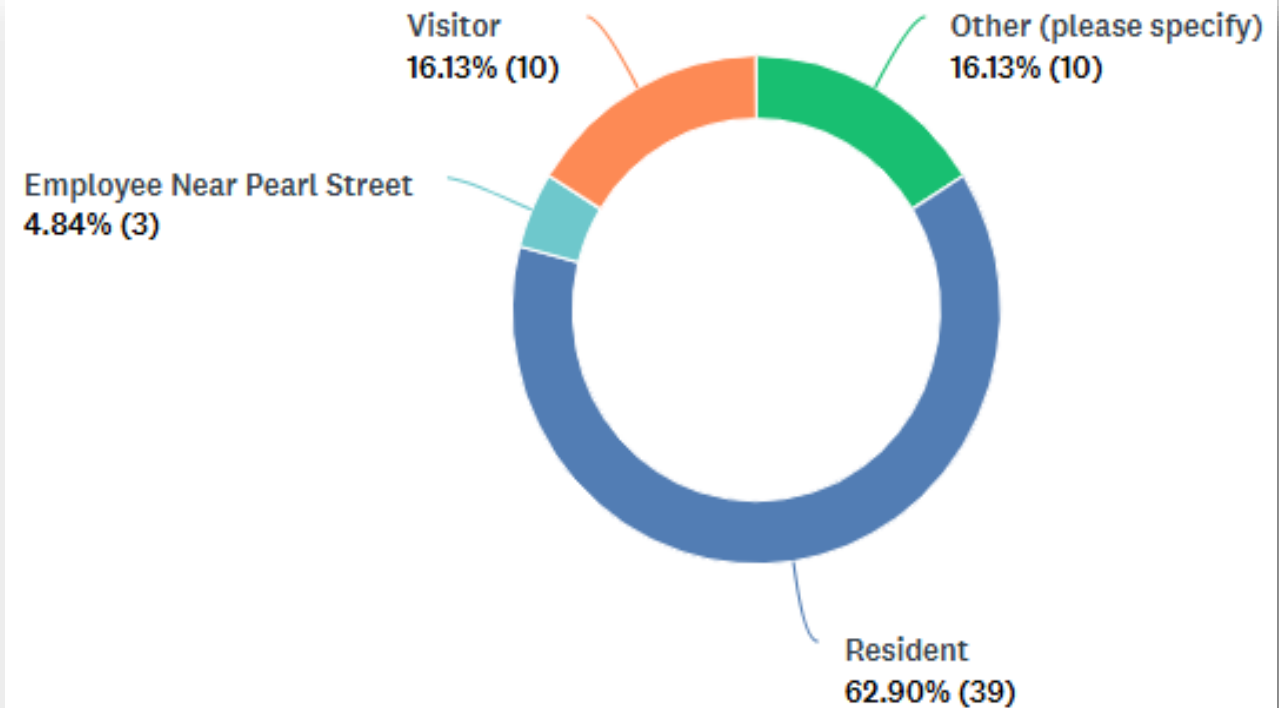
- 48 ft Roadway with Bike Lanes & TWLTL
- 12,000+ Vehicles per Day (vpd)
- Speed Limit of 30 mph
(34 mph 85th percentile speed)
- Green Mountain Transit #2
Weekday – every 20 minutes
- Half a Mile between Crosswalks
- 1 Crash Involving Pedestrian just outside project area



Engaging the Public



- Connect the Junction Outreach
- Posted signs along Pearl Street with QR codes to the survey
- Survey Dec 19, 2025, to Jan 19, 2026: 44 Responses Gathered
- Intro presentation to City Council on February 11, 2026
- Alternatives Presentation at BWAC meeting on March 12, 2026



Pedestrian Counts

- Peak Pedestrian Hour:
 - 14 Pedestrians/Hour
 - October 30, 2025 from 8:30-9:30 am
- Reflects an Isolated Spot within the 0.5 mile Stretch of No Crosswalks
- Repressed Demand Likely
- Vermont DOT Crosswalk Guidelines Minimum is 20 Pedestrians per Hour



Vermont Crosswalk Guidance

- Provides a consistent, safety-focused framework for evaluating crosswalk locations
 - Sight Distance
 - Visibility (parking restrictions)
- Helps prioritize locations with the greatest safety need
- Ensures crossings are installed where they are most likely to be used and respected
- Reduces overuse of crosswalks, preserving driver compliance
- Promotes data-driven, defensible decision-making
- Limitations:
 - Pedestrian volume thresholds may overlook low-frequency but high-need crossings
 - Guidelines apply to very diverse roads

VTrans Crosswalk Guidance

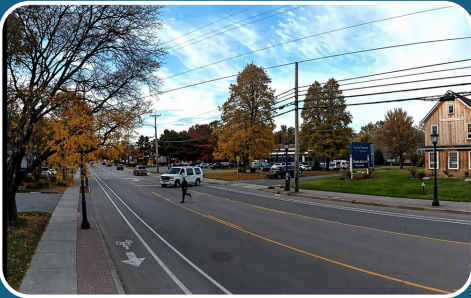
Traffic	Pearl Street	Meets Criteria
Speed Limit of 40 mph or Less	Posted Speed: 30 mph	
Vehicle Volume Exceeds 3,000 vpd	AADT: 12,193	
Sight Distance		
Adequate Sight Distance	Exceeds 200 ft minimum	
Existing Facilities		
No Other Crosswalk Within 200 Feet	750 ft to CVE crosswalk, 1,230 ft to West Street. Ext.	
No Parking Within 20 Feet of Crosswalk	No parking on Pearl Street	
Sidewalk or Adequate Shoulder for Use by Pedestrians on Both Sides of Crosswalk	Sidewalks along both sides of Pearl Street	
Pedestrian Crossing Volume		
Pedestrian Crossing Volumes Exceed 20 per Hour in the Highest Pedestrian Hour	Highest pedestrian hour count: 14 pedestrians	

Crosswalk Analysis



Access to Transit

- Transit riders are required to cross Pearl Street to access public transit, but no designated crossings exist within a reasonable distance



Delay

- Pedestrian delay increases risky behavior



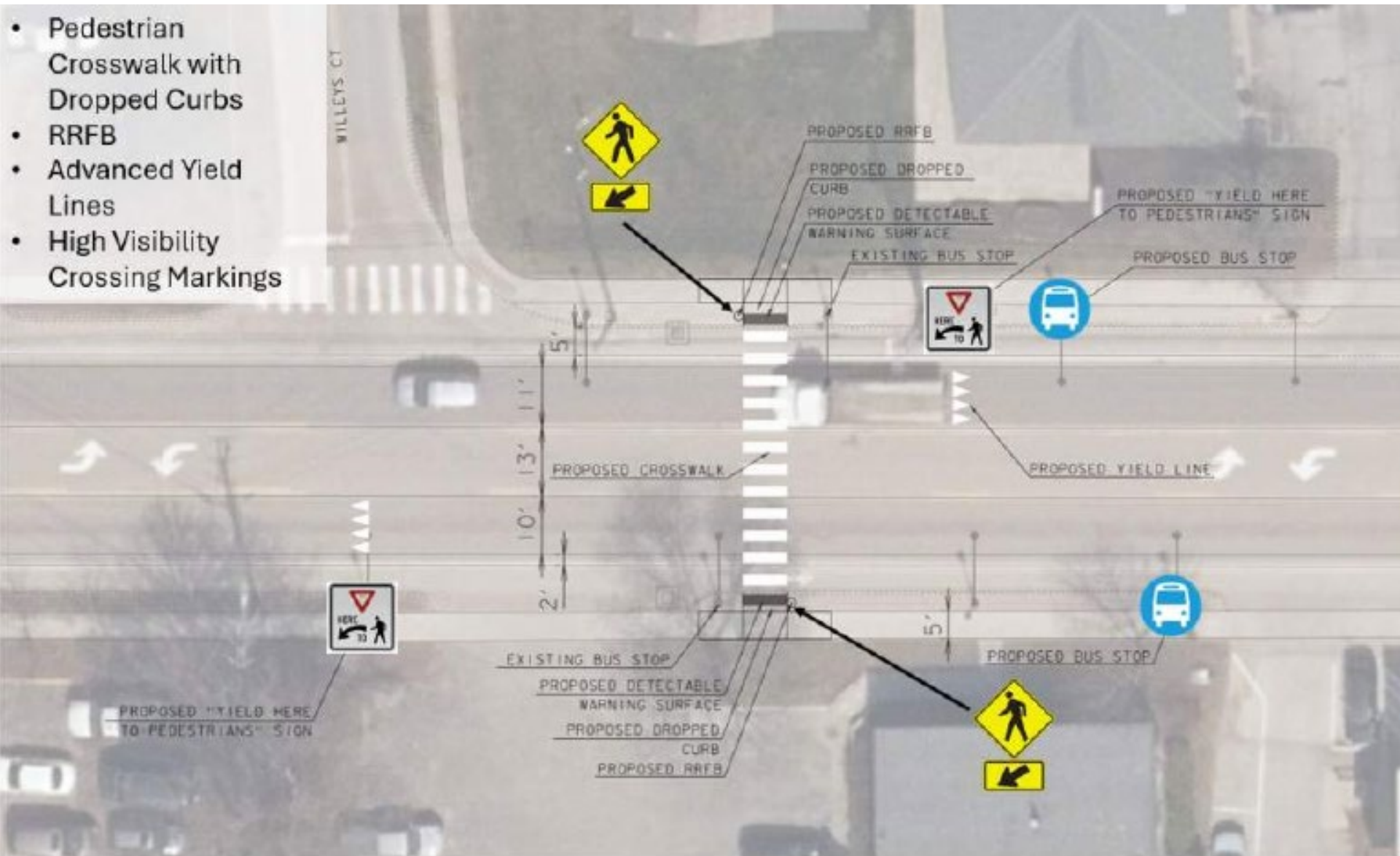
Exposure

- Pedestrians need to traverse multiple lanes of traffic

Alternatives

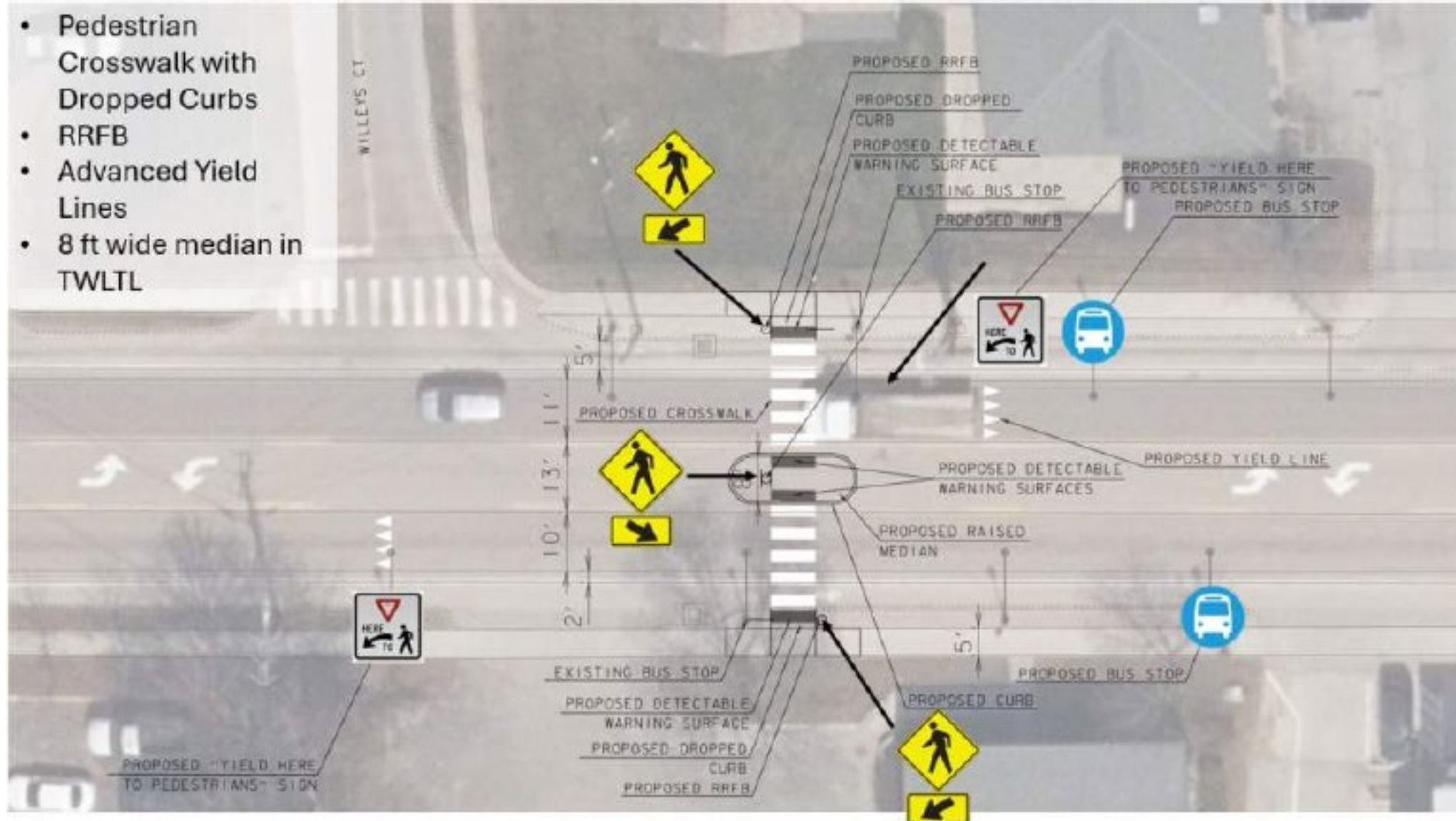
- Alternative 1: No Build
- Alternative 2: Crosswalk & RRFB at Willeys Court
- Alternative 3: Crosswalk & RRFB with Median at Willeys Court
- Alternative 4: Crosswalk & RRFB near Complex 159
- Alternative 5: Crosswalk & RRFB with Median near Complex 159

Alternative 2: Crosswalk with RRFB at Willeys Court



Alternative 3: Crosswalk with RRFB and Raised Median at Willeys Court

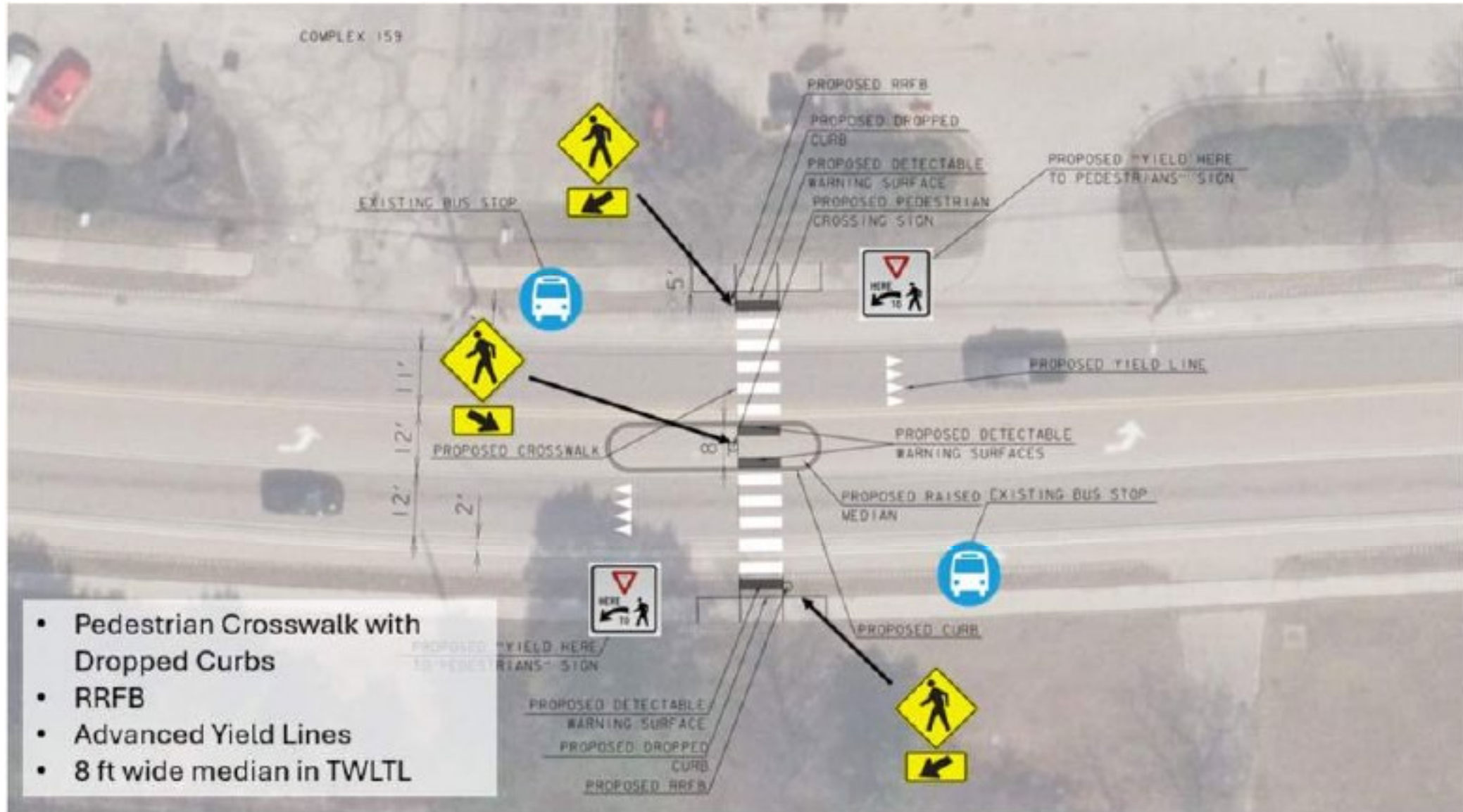
- Pedestrian Crosswalk with Dropped Curbs
- RRFB
- Advanced Yield Lines
- 8 ft wide median in TWLTL



Alternative 4: Crosswalk with RRFB at Complex 159



Alternative 5: Crosswalk with Raised Median near Complex 159



Alternatives Analysis

Category		Alternative 1: No Build	Alternative 2: Crosswalk & RRFB at Willeys Court	Alternative 3: Crosswalk & RRFB with Median at Willeys Court	Alternative 4: Crosswalk & RRFB near Complex 159	Alternative 5: Crosswalk & RRFB with Median near Complex 159
Cost	Construction Cost	\$0	\$153,200	\$234,400	\$171,900	\$223,450
Roadway	Curbs	No change	Provide Dropped Curbs	Provide Dropped Curbs	Provide Dropped Curbs	Provide Dropped Curbs
	Road Markings	None	Advanced Yield Lines	Advanced Yield Lines	Advanced Yield Lines	Advanced Yield Lines
Bike/Ped Facilities	Crosswalk	None	Yes	Yes	Yes	Yes
	Sidewalk	None	May need to lower to provide ADA access	May need to lower to provide ADA access	May need to lower to provide ADA access	May need to lower to provide ADA access
Engineering	Overhead Utility	None	None anticipated	None anticipated	None anticipated	None anticipated
	Underground Utility	None	May impact - Need further coordination	May impact - Need further coordination	May impact - Need further coordination	May impact - Need further coordination
	Drainage	No change	No change	No change	No change	No change
Meets Purpose and Need		No	Yes	Yes	Yes	Yes
Advantages		N/A	Provides a crosswalk	Provides pedestrian refuge. RRFB in center of drivers' sightlines.	Provides a crosswalk	Provides pedestrian refuge. RRFB in center of drivers' sightlines.
Disadvantages		N/A	RRFBs may be outside drivers' sightlines due to wide road	Increased winter maintenance. Impedes Fair traffic.	RRFBs may be outside drivers' sightlines due to wide road	Increased winter maintenance. Impedes Fair traffic.
Other Considerations		N/A	Consider high contrasting crosswalk markings to improve conspicuity	Consider flush median if raised median not feasible	Consider high contrasting crosswalk markings to improve conspicuity. Consider RRFB activated pedestrian lighting.	Consider flush median if raised median not feasible. Consider RRFB activated pedestrian lighting.

Recommendations

Advance Alternative 2 – Crosswalk with RRFB at Willeys Court

- Improves pedestrian safety and transit access.
- Has lower cost and fewer operational impacts than a raised median.
- Can be upgraded later to include a refuge median if pedestrian activity grows.
- Additional considerations for this location include:
 - High-visibility crosswalk markings.
 - Considering a flush or raised median in the future.



Example of a Flush median in Danville, Vermont – Stamped Concrete with Granite Edging



Example of a Crosswalk Painted Yellow to Improve Visibility

Recommendations

Complex 159 Location

- Although alternatives were developed, crosswalk improvements at Complex 159 are not recommended at this time, and until a safe and legal railroad crossing is established.

Comments and Discussion

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Pearl Street (VT 15) Crosswalk Scoping Study Essex Junction, Vermont

May 2026

Prepared for:

The City of Essex Junction and Chittenden County Regional Planning Commission (CCRPC)



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- A. Pedestrian and Traffic Count Data
- B. Survey Results
- C. Crosswalk Warrant Analysis
- D. Pedestrian Delay Estimates
- E. Alternatives Presentation Slideshow and Meeting Minutes
- F. Conceptual Plans
- G. Conceptual Construction Cost Estimates
- H. Natural and Cultural Resources
- I. Design Criteria

EXECUTIVE SUMMARY

The Chittenden County Regional Planning Commission (CCRPC) and the City of Essex Junction retained Hoyle, Tanner & Associates, Inc. (Hoyle Tanner) to prepare this Pedestrian Crossing Scoping Study to evaluate two locations for potential crosswalks along Pearl Street in Essex Junction. The study area for potential crosswalks is the section of Pearl Street (Vermont Route 15) between Warner Avenue and Weston Way.

There are currently no crosswalks on Pearl Street between the existing crosswalks at the Champlain Valley Exposition and West Street Extension signalized intersection, a distance of a half a mile. Passengers boarding or alighting the #2 Green Mountain Transit (GMT) bus stops at Complex 159 and Willeys Court currently cross Pearl Street without the aid of a crosswalk. Pearl Street is wide, and the volume of traffic can make it difficult to find a safe gap in traffic to cross. Long pedestrian delays lead to risky behavior, such as running across the road. As the City encourages more high density, transit orientated residential development along the Pearl Street corridor, the need for safe and convenient means of crossing Pearl Street to access transit stops and other attractions will also grow.

The Vermont Agency of Transportation (VTrans) establishes guidelines for crosswalks on state roadways to ensure crosswalks are both safe and appropriately located. Potential crosswalks on Pearl Street meet applicable safety criteria, but observed pedestrian volumes fall slightly below the minimum VTrans Guidance threshold. Despite this, the need for a safe and convenient crossing remains evident. Pedestrians accessing Green Mountain Transit Route (GMT) #2 at Complex 159 and Willeys Court must cross Pearl Street, and significant delays in finding acceptable gaps have resulted in observed risky behaviors, including running across the roadway in front of vehicles. In addition, the roadway's width increases pedestrian exposure and potential conflict with vehicles. Providing a marked crosswalk would enhance safety, improve transit accessibility, and support the City's mobility objectives, even though minimum pedestrian volume thresholds are not fully met. A crosswalk serving pedestrians and transit users would also support the City's Complete Streets policy.

Crosswalk alternatives were developed for Willeys Court and near Complex 159. Descriptions of all alternatives can be found in Section 8 of this study. Alternative 1 is the No Build alternative.

Willeys Court

Two crosswalk alternatives were investigated at Willeys Court in this study and are referred to as Alternative 2 (Crosswalk with Rectangular Rapid Flashing Beacon (RRFB)) and Alternative 3 – Crosswalk with RRFB and Raised Median). Based on feedback from the town and city engineer the design and construction of Alternative 2 Crosswalk with Rectangular Rapid Flashing Beacon (RRFB) is the preferred alternative for this study. As crossing numbers increase and development progresses the crossing can be upgraded to include the raised median show in alternative 3. The raised median would provide a refuge for crossing pedestrians, allowing them to cross one lane at a time, and would also bring the offside RRFB into the center of the road and directly in the line of sight of drivers, increasing compliance and safety. A raised median would also provide traffic calming. If a raised median cannot be constructed, construction of a flush median made of concrete or granite blocks would improve conspicuity of the crosswalk. Removable delineators could also be considered along with high visibility road markings.

Complex 159

Two crosswalk alternatives were investigated at Complex 159 in this study and are referred to as Alternative 4 (Crosswalk with RRFB) and Alternative 5 (Crosswalk with RRFB and Raised Median). At this time the City will not be advancing the design and construction of either alternative until there is a safe and legal crossing of the train tracks that is designated and constructed.

"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

1 INTRODUCTION

1.1 Overview

This Scoping Study for the City of Essex Junction, Vermont, has been completed by Hoyle, Tanner and Associates, Inc. (Hoyle Tanner). The purpose of this study was to investigate the possibility of providing pedestrian crosswalks on Pearl Street. Additionally, the purpose of this study was to solicit public feedback, potentially develop pedestrian crosswalk alternatives that best meet the project purpose and need, and assist the municipality in the selection of the preferred alternative to advance into design and eventual construction.

This study presents the findings of Hoyle Tanner's review of existing conditions, details of the proposed alternatives, and potential right of way and utility impacts.

1.2 Study Area

Pearl Street (Vermont Route 15) runs northwest from the center of Essex Junction. The study area begins at Weston Way (Gate B), just west of the existing pedestrian crosswalk at the Champlain Valley Exposition, to Warner Avenue, approximately 0.35 miles further to the west. The City identified this section of Pearl Street for further study to determine the feasibility of providing crosswalks near transit stops. See Figure 1 below for a map of the study area.

Figure 1 – Study Area



2 PURPOSE AND NEED STATEMENT

2.1 Purpose

Improve safety for pedestrians crossing Pearl Street in order to access bus transit stops, retail, places of employment, recreational areas, and other attractions.

2.2 Need

There are no crosswalks on Pearl Street between the Champlain Valley Exposition and the intersection with West Street Extension. Pedestrians currently cross three lanes of traffic at midblock locations.

3 EXISTING CONDITIONS

3.1 Study Area

Pearl Street (Vermont Route 15) is a designated Class 1 Town Highway and is classed as a principal arterial in the Federal Aid Highway System. Pearl Street runs northwest to southeast and connects the center of Essex Junction with Winooski and Burlington. The Champlain Valley Exposition, which hosts the Champlain County Fair and other events, is at the eastern end of the study area. Warner Avenue and Willeys Court provide access to the residential neighborhood north of Pearl Street. Businesses, retail locations, restaurants, and service orientated businesses are located along Pearl Street. The Burlington spur of the New England Central railroad line, which carries wood chips to the McNeil wood-fired generating plant and general freight, runs parallel to Pearl Street. The Essex Dog Park and the West Street Community Garden are located on the south side of the railroad tracks.



Pearl Street looking west towards Willeys Court

3.2 Road Typical Section and Geometry

Pearl Street has two travel lanes with a center two-way left-turn lane (TWLTL) and bike lanes in each direction. The travel lanes are approximately 11 feet wide and the TWLTL is 12.5 feet. The bike lanes are five feet wide with a two-foot marked buffer zone. The overall roadway width is approximately 48 feet. Sidewalks are provided on both sides of the street, separated from the roadway by a paved (east of Willeys Court) or grassy strip that varies in width from three to four feet. The sidewalks also vary in width from four and a half to five feet. Granite curbs direct stormwater into the existing closed drainage system. The horizontal and vertical alignment of Pearl Street is generally straight.

3.3 Traffic and Pedestrian Counts

The 2024 traffic counts provided by the online VTrans Transportation Data Management System for Pearl Street were grown from counts taken in 2022. The 2024 annual average daily traffic (AADT) was 12,193. Approximately 6.7 percent of vehicles are trucks and other large vehicles.

The CCRPC collected traffic volume and vehicle classification counts as well as pedestrian crossing volumes on Pearl Street at Willeys Court on Thursday October 30, 2025 and Friday October 31, 2025. The counts were done during the morning peak, the midday peak, and the evening peak periods. The peak hour for vehicle traffic was during the afternoon peak with 1,332 vehicles from 4:15 pm to 5:15 pm.

on Thursday. The average travel speed for vehicles on Pearl Street was 30.2 mph with an 85th percentile speed of 34 mph. The posted speed limit is 30 mph.

More pedestrians crossed Pearl Street on Thursday than Friday, possibly due to cold and rainy temperatures on Friday. The hourly peak period for pedestrians on Thursday, October 30th was 8:30-9:30 am with 14 pedestrians. The second highest hour was 11:30 am – 12:30 pm with 8 pedestrians. Pedestrian volumes typically include pedestrians observed to cross within a 30-foot zone around in the intersection. However, because pedestrians on Pearl Street often continue walking down Pearl Street until they find a gap in traffic, pedestrians outside the 30-foot zone were also counted.

3.4 Crash History

The VTrans Public Crash Data Query Tool was used to look up five years of crash data from January 1, 2020 through December 31, 2024. There were three reported crashes during that period in the study area. One was a broadside type crash while the other two crashes were of an unknown nature. A crash involving a pedestrian that resulted in serious injuries was not included in the Query Tool. The crash occurred around 9 pm on July 28, 2024 near the Champlain Valley Exposition. The crash involved an eastbound car and a northbound pedestrian. The report states:

“While driving a male walked into the roadway and was struck by the car. It should be noted that where the collision occurred, there was no cross walk where pedestrians could cross.”

It is unclear why this crash is not included in the VTrans Crash Query Tool. Although this crash may have occurred outside of the study area, it highlights the risk for pedestrians who are crossing Pearl Street where crosswalks are not provided, especially during hours of darkness.

3.5 Utilities

Several utilities are known to service businesses along Pearl Street. Overhead utility poles carry electrical, cable, and telecom fiber optic lines. The utility poles generally run along the north side of Pearl Street in the study area, with an additional pole located opposite Willeys Court. Pole ownership may need to be determined during the design phase. Water, sewer, and stormwater systems are owned and maintained by the City of Essex Junction. Vermont Gas provides natural gas to businesses along Pearl Street with the main line running along the north side of Pearl Street. Below is a table summarizing the known utilities within the project area.

Table 1 – Known Utilities

Utility	Owner	Within Project Limits
Electric	Green Mountain Power	Yes
Telecom	Burlington Telecom	Yes
Cable	Comcast	Yes
Gas	Vermont Gas	Yes
Water	City of Essex Junction	Yes
Sewer	City of Essex Junction	Yes
Storm	City of Essex Junction	Yes

3.6 Roadway Drainage

Closed system drainage is provided throughout the study area with catch basins provided on both the north and south sides of Pearl Street. In some locations, the curb has been recessed to accommodate the catch basin.

3.7 Public Transit

Pearl Street is serviced by Green Mountain Transit Route #2 Essex Junction. Route #2 connects Essex Junction with Global Foundries, the University of Vermont's Medical Center, The University of Vermont campus, and downtown Burlington. The buses run every 20 minutes Monday through Friday, every 30 minutes on Saturdays, and every 45 minutes on Sundays. The bus stops in the study area are located near Complex 159 and at Willeys Court. Route #2 is the second highest ridership route for GMT.

Green Mountain Transit provided boarding and alighting data collected during the spring of 2023. The weekday boarding data is shown in Table 2 below:



**Passenger boarding the #2 Bus near
Willeys Court**

Table 2 – Weekday Boarding and Alighting Data for GMT Route #2 in Study Area

Bus Stop	Outbound		Inbound	
	Boarding	Alighting	Boarding	Alighting
Complex 159	0	8	2	1
Willeys Court	1	4	1	0
KFC/Fairgrounds	0	8	11	3

From the transit data, it appears that more riders use the Complex 159 bus stop than the Willey's Court stop. Transit data is difficult to collect and may include irregularities. More passengers were observed boarding and alighted the bus at Willeys Court during the site visit than was included in the 2023 count data.

3.8 Land Use Context

The area along Pearl Street is a mixture of business, retail, services, and both fast food and sit-down dining land uses. These attractions are located within walking distance of the residents living in the neighborhood north of Pearl Street, which is mainly residential with single family homes. The Champlain Valley Exposition (CVE) is located at the east end of the study area. The events held at the CVE draw visitors from all over Vermont, and it is also a popular place for local residents to go for a walk. The Essex Dog Park and West Street Community Gardens are located south of the rail line and area also a popular walking destination. Although there is no official crossing, there is a worn path indicating that people do cross the rail line to access these facilities.

The City of Essex Junction estimates that the City needs over 3,000 new housing units by 2030. The City would like to leverage the high frequency public transit in Essex Junction and encourage development along transit lines. The Connect the Junction Masterplan includes proposed zoning changes to increase building height maximums along transit lines. Several parcels in the study area would likely be redeveloped in the near future.

4 PREVIOUS CROSSWALK STUDY

In 2012, Donal L Hamlin Consulting Engineers, Inc. (DLHCE) conducted an evaluation of a potential crosswalk on Pearl Street at Willeys Court. Roadway and traffic conditions at the time were similar to those now. The AADT for 2010 was 11,200 vehicles per day and the 85th percentile speed 34 mph westbound and 39 mph eastbound. The roadway layout included the TWLT and bike lanes, but the bike lanes did not have a striped buffer. The number of pedestrians crossing the street was less than observed this past fall, with a maximum of five pedestrians during the highest pedestrian hour. The pedestrian counts were carried out in August. It was observed that a majority of pedestrians waited less than five seconds to cross, with a maximum wait time of 64 seconds.

The study concluded that based on the analysis of the data collected and observations of the study area, the VTrans guidelines for a marked crosswalk were not met. The study recommended that a marked crosswalk not be installed, noting that marked crosswalks on their own typically do not make a crossing safer or result in vehicles stopping for pedestrians.

It is agreed that a marked crossing with only associated warning signs would likely not have improved pedestrian safety, especially given the width of the road. Motorist yield rates for a marked crosswalk are not that much greater than an unmarked crosswalk, and sometimes a crosswalk can give a pedestrian a false sense of security. The 2019 *VTrans Guidelines for Pedestrian Crossing Treatments* (which was published after the study) also agrees, stating that “Crosswalks should not be marked on 3 or 4 lane roadways with AADT greater than 9,000 vehicles per day unless other crosswalk enhancements, such as pedestrian refuge islands, advanced yield lines, or rectangular rapid flashing beacons (RRFB) are included.” Advanced stop lines and RRFB’s were not in common use in 2012. In addition, the peak hour pedestrian counts at the time were only five, which is only a quarter of what is required in the guidelines. The 2012 study made the correct recommendation at the time, with lower pedestrian crossing numbers and before other safety measures such as rectangular rapid flashing beacons came into use.

5 CONNECT THE JUNCTION

5.1 Transit-Orientated Development Master Plan

On December 17, 2025, the City Council adopted the Connect the Junction Master Plan. The Transit-Orientated Development (TOD) master plan project was a collaborative effort between the City of Essex Junction, the CCRPC, Framework Cultural Placemaking, and residents and stakeholders of Essex Junction. The master plan includes the Pearl Street corridor as well as other areas of the City such as City Center and Park Street. The purpose of the project is to foster walkable communities centered around transportation hubs, to promote walking, biking and riding public transportation. Zoning changes recommended in the plan aim to encourage thoughtful growth, diverse housing options, and improved multi-modal transportation. Zoning changes would allow for higher density housing and increased building heights along the Pearl Street study area to address the housing shortage and provide housing along existing transit routes. The City believes that some parcels, like the one on the northwest corner of Pearl Street and Willeys Court, will likely be redeveloped within the next 20 years, which would bring increased pedestrian activity in the study area.

The Connect the Junction plan noted that “Transit in Essex Junction has high ridership, but there are zones with poor access to transit stops, especially due to limited safe pedestrian crossing opportunities.” The master plan included several plan actions including adding more crosswalks on Pearl Street,

especially near transit stops (MC1.1 on page 116 of the master plan).

5.2 Pearl Street Study Area Comments

Community engagement was key to the Connect the Junction project and included workshops, community site walks, open houses, surveys, and outreach at community events. When asked in a survey to use up to three words to describe their vision of the Pearl Street study area, the respondents overwhelming number one response was “walkable”, with “safe” being second. During an October 2024 workshop, residents were invited to mark assets, challenges, opportunities, and connections on a map of the center of Essex Junction. The comments for the Pearl Street study area for this scoping study included:

- Need crossing
- Add crosswalk
- Crosswalks to connect bus stops
- Lack of pedestrian crossings

Connection arrows were drawn on the map across Pearl Street at the two existing bus stops. Respondents also the need for traffic calming to reduce down traffic speeds.

6 PUBLIC SURVEY

6.1 Survey

A public survey was conducted starting in mid-December 2025 to gather input and concerns from pedestrians and members of the public who walk along and cross Pearl Street in the study area. Prominent, engaging signs with QR codes were put up along the street by the City. The survey was open for one month and collected 44 responses. The complete survey results can be found in Appendix B.



Posted Survey Sign

The respondents were mainly residents, with some customers and employees of businesses along Pearl Street. Of the respondents, only 6.8% crossed Pearl Street daily with 25% crossing weekly. 22.7% never crossed Pearl Street. Of those who did cross Pearl Street, their crossing locations were distributed along Pearl Street with Willeys Court being the most popular. Some people crossed at multiple locations, with one respondent noting that they crossed “anywhere on that stretch of road”.

The reasons for crossing Pearl Street varied, with popular destinations including retail stores, businesses, restaurants, the Essex Dog Park, and the bus transit stop. Interestingly, many people crossed Pearl Street simply because they were out for a walk, with 72.7% of respondents including that choice from the list of destinations.

The respondents were asked to rank four concerns when crossing Pearl Street. The number one issue was Speeding Traffic, with 47.6% of respondents indicating that as their biggest concern. The second ranked issue was not being able to find a safe gap in traffic, with 40.5% of respondents designating that was their biggest concern.

Question 9 was an open-ended question asking respondents what concerns they have when crossing Pearl Street. Detailed responses can be found in the appendix, but a summary of the most common

categories of comments can be found in Table 3.

Table 3 – Question 9 - “What concerns do you have when crossing Pearl Street?”

Summary of top responses by general topic	Number of Responses
Pearl Street is very busy, and it’s difficult to find a gap to cross	12
Speeding traffic	10
Drivers don’t stop for you	6
There is no crosswalk	5
Crossing Pearl Street feels unsafe	4
Pearl Street is very wide	4
Poor lighting	2

A vast majority of respondents (83.3%) said that they would be more likely to cross Pearl Street if there was a crosswalk with a Rectangular Rapid Flashing Beacon (RRFB).

7 CROSSWALK ANALYSIS

7.1 Mid-Block Crosswalk Criteria

VTrans outlines the criteria for installing new marked crosswalks in the 2019 *VTrans Guidelines for Pedestrian Crossing Treatments*. VTrans has six criteria for new mid-block crossings. A crosswalk along Pearl Street in the study area meets the criteria for speed, sight distance, proximity to the nearest crosswalk, minimum traffic volume, and distance to adjacent parking, as shown in Appendix C. Pearl Street in the study area is straight and flat, with no on street parking, so visibility to a crossing pedestrian exceeds the adequate sight distance requirements. The travel speeds are under 40 mph, and the traffic volumes are four times the minimum of 3,000 vehicles a day outlined in the criteria. The pedestrian volumes, however, are below the required minimum of 20 per hour. The highest number of observed pedestrians per hour was 14. It is unclear if any of those pedestrians were 12 and under or over 60, in which case they would be counted as two each. It is also unclear how many pedestrians cross Pearl Street outside of the isolated location of the count. Pedestrians that cross further down Pearl Street may also cross at this location if a crosswalk was provided. The number of pedestrians counted does not necessarily capture the true demand, as some pedestrians determine that benefits they would gain from crossing the road are not worth the risk.

Even though the highest pedestrian hour counts do not meet the minimum, the guidelines give some deference to engineering judgement. We feel that transit users need a safe way to cross Pearl Street to access the bus stops, and that the volume of traffic and the width of Pearl Street make crossing the road challenging. In addition, current pedestrian volumes likely reflect constrained conditions rather than lack of demand.

7.2 Access to Transit

The City of Essex Junction, with the help of the new Connect the Junction transit-orientated development master plan, is working towards creating a more walkable community with higher density residential development near public transit. Every transit journey begins and ends with a pedestrian one. In order to access the Route #2 bus, riders need to cross Pearl Street for one leg of their journey. For example, a Warner Avenue resident working at the University of Vermont Medical Center would

need to cross Pearl Street in the evening when they alight the bus. They could walk up to the crosswalk West Street Extension, but that would take five minutes longer to walk to that crosswalk and wait for the walk signal than it would to just cross Pearl Street when they alight the bus. Transit riders are required to cross the road to access public transit, but no designated crossings exist within a reasonable distance. Safe and accessible access to transit for all users is also part of Vermont's Complete Streets policy. Some transit riders do not have access to alternative travel options. Transit-dependent users are disproportionately affected by unsafe or inconvenient crossings.

7.3 Pedestrian Delay

Increased pedestrian delay times lead to poor gap acceptance and risky pedestrian behaviors, such as running across the street. This was observed during the pedestrian counts in October where 46% of pedestrians ran across Pearl Street. In one particular instance, a pedestrian running across the street ran in front of a vehicle turning left out of Willeys Court. The observed average wait time was 34 seconds, but 44% waited 74 seconds or more. The Highway Capacity Manual (HCM) identifies that pedestrians begin to become impatient when the crossing delay exceeds 30 seconds.

The Transit Cooperative Research Program (TCRP) Transit Capacity and Quality of Service Manual includes equations that estimate the average approach pedestrian delay, which have been adopted by the Highway Capacity Manual for transit specific capacity and quality of service. These approach delay equations are also used by the City of Burlington when evaluating new crosswalks. Average crossing delay is based on the proposed crosswalk length, the average pedestrian walking speed, and peak hour traffic volumes. Determining the pedestrian delay is a two-step process, as detailed in Appendix D. Assuming a walking speed of 4.0 ft/s (as recommended by the TCRP report for populations where elderly pedestrians make up 20% or less of the pedestrian population), the estimated average delay on Pearl Street is 464 seconds, or over seven minutes.



**Pedestrian running across Pearl Street
while vehicle turns out of Willeys Court**

The Highway Capacity Manual also includes methodology for determining average pedestrian delay that takes into consideration motorist yield rate for different crosswalk treatments (including no treatment). The average pedestrian delay using this method was determined using Trafficware's Synchro 11 software. As shown in the Synchro 11 reports in Appendix D, the estimated average pedestrian delay for a pedestrian walking 4.7 ft/s (as recommended by the HCM for estimating pedestrian delay) was 228 seconds, nearly four minutes. This is the equivalent of a Level of Service (LOS) F where pedestrians are likely to take risks crossing the street.

The Highway Capacity Manual summarizes pedestrian satisfaction and behavior at unsignalized locations based on delay, as shown in Table 4.

Table 4 – Interpretation of Different Levels of Pedestrian Control

Level of Service	Average Pedestrian Control Delay (seconds/pedestrian)	Comments
A	0 - 5	Usually no conflicting traffic
B	5 - 10	Occasionally some delay due to conflicting traffic
C	10 - 20	Delay noticeable to pedestrians, but not inconveniencing
D	20 - 30	Delay noticeable and irritating, increased likelihood or risk taking
E	30 - 45	Delay approaches tolerance level, risk taking behavior likely
F	> 45	Delay exceeds tolerance level, high likelihood of pedestrian risk taking

Although, these calculated pedestrian delay times were longer than the observed pedestrian waiting times, the calculated delay times underscore that the extreme level of delay is leading to the observed risky behavior.

In addition to increasing risky crossing behavior, the excessive delay is perceived as extra travel time for transit users. This extra travel time reduces the service coverage area for a given transit stop.

The same HCM methodology was used to calculate the average pedestrian delay if an RRFB were provided. The RRFB reduced the calculated average pedestrian delay to only 5.6 seconds, or a LOS B.

7.4 Exposure

Pearl Street is approximately 48 feet wide, requiring pedestrians to traverse multiple lanes of traffic, including two bicycle lanes and two to three vehicular travel lanes. Wider roadways significantly increase pedestrian exposure and crash risk, particularly where crossings are uncontrolled. The multiple lanes on Pearl Street create a complex crossing environment, requiring pedestrians to assess gaps across several traffic streams at once, increasing decision difficulty and the likelihood of unsafe gap acceptance. These issues are greater if the pedestrian has mobility issues or is travelling with small children.

In addition to the complex crossing environment, the length of the crossing means that pedestrians may come into conflict with vehicles they did not perceive when they began to cross Pearl Street. Say a pedestrian walking at an average 3.5 feet/second would take 13.7 seconds to cross the roadway. In the time it takes that pedestrian to cross the street, a vehicle traveling at the 85th percentile speed would travel approximately 680 feet, meaning that vehicle, which was not initially perceived by the pedestrian at the start of their crossing, may enter the conflict area before the crossing is completed.

Providing a crosswalk alone would not reduce pedestrian exposure. A raised median would reduce exposure risk. Pedestrians would need to only cross one direction of travel at a time.

This combination of prolonged exposure time, multiple lanes, and limited gap availability increases the risk of pedestrian-vehicle conflicts and supports the need for a marked crossing treatment to improve pedestrian safety and reduce exposure.

7.5 Engineering Judgment

The VTrans crosswalk guidelines have the challenge of covering all state roads in Vermont, from a two-lane road in a small village to a busy multilane road in Burlington. The VTrans guidelines also discourage the overuse of crosswalks, as a proliferation of crosswalks can reduce their effectiveness and lead to lower driver yielding rates.

Pearl Street is not a typical Vermont road. It is wide, with three travel lanes and two bike lanes, over 12,000 vehicles per day, and has public transit stops that serve a frequent bus service. Transit users need safe access to transit. The longer they have to wait to cross the street to access transit they are more likely to take risks. Transit users with mobility issues or those travelling with children have a more difficult time crossing the roadway as they are slower and need larger gaps in traffic. If transit users perceive crossing the street as too dangerous, they are more likely not to use it, although many users don't have another option. A marked crosswalk would also likely channel pedestrians to cross at designated areas rather than crossing anywhere along the street.

While these locations may not meet traditional pedestrian volume warrants today, those thresholds reflect existing crossing behavior, not necessarily the need for safe access. Pearl Street carries approximately 12,000 vehicles per day across a multi-lane cross section, which creates limited safe gap opportunities. Transit riders are required to cross the corridor to access bus stops, regardless of current pedestrian counts. In this case, the low crossing volumes likely reflect constrained and uncomfortable conditions rather than a lack of demand. Providing a marked crossing is a proactive safety and access improvement that supports the City's transit and Complete Streets goals. Warrant criteria are an important guide, but they are one factor among many in a multimodal, safety-focused decision.

8 ALTERNATIVES ANALYSIS

Five alternatives were considered and evaluated in this study. All alternatives are based off the same Pearl Street roadway alignment with any improvements within the existing right of way with minimal impacts to existing sidewalks and adjacent properties.

Alternative 1 is a "No Build" alternative. Alternatives 2 and 3 relate to the Willeys Court intersection while Alternatives 4 and 5 relate to the area near Complex 159. Alternatives 2 and 4 could be considered a "low-build" option. They include a marked crosswalk with dropped curbs and rectangular rapid flashing beacons (RRFB) and corresponding advanced yield road markings. Alternatives 3 and 5 add a raised central refuge median, relocating the offside RRFB to the central median. The alternatives can be combined. For example, Alternative 2 (low-build option at Willeys Court) and Alternative 5 (high-build option at Complex 159). High visibility road markings are recommended at all crosswalk alternatives.

One of the most important criteria for a crosswalk is that it is on the pedestrian desire line. These locations were chosen because they were at existing transit stops and are a natural place for people to cross. The general concept of the alternative could be adapted to a different location on Pearl Street if a bus stop was relocated.

8.1 Alternative 1 – No Build

The "No Build" Alternative does not meet the project purpose and need or the City's goals. Transit users currently do not have a safe place to cross Pearl Street, and long delays are leading to observed risky crossing behavior.

8.2 Alternative 2 – Marked Crosswalk at Willeys Court

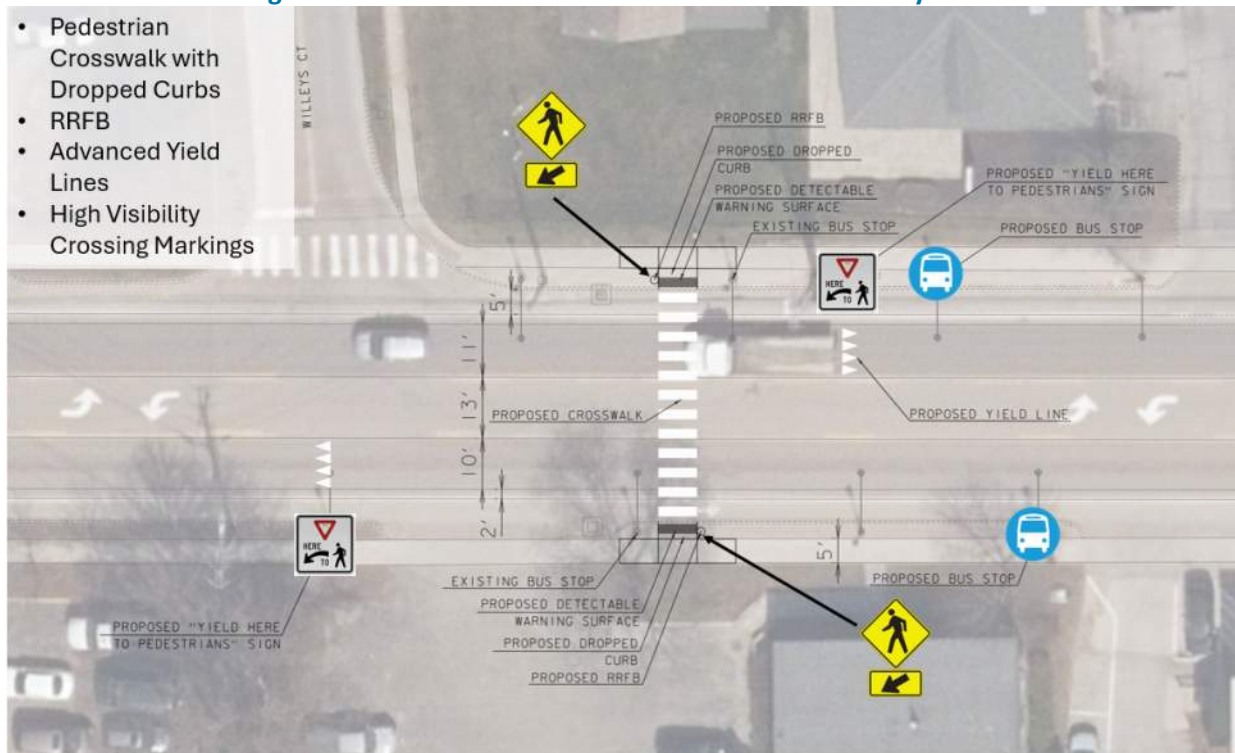
Alternative 2 (see Appendix F for conceptual plan) proposes a marked crosswalk just east of Willeys Court with dropped curbs, detectable warning surfaces, advanced yield markings, and RRFBs. A marked crosswalk with RRFB will help pedestrians cross Pearl Street with reduced waiting times and improved safety. Although not shown on the conceptual plan, it is recommended that the crosswalk be painted a high visibility color like yellow, so improve conspicuity. This would likely be an ongoing maintenance commitment for the City.

This location was chosen because it would serve the existing transit stop and is on the same side of Willeys Court as the existing sidewalk on Willeys Court. The area immediately east of the intersection is congested with pedestrian lighting, utility poles, and drainage structures. The pedestrian light fixtures are offset and there is a utility pole on the north side of the street so finding a gap between fixtures to accommodate a crosswalk was difficult. In addition, the crosswalks should be close to the transit stops but not in front of the stop. A pedestrian crossing in front of a bus would not be seen by a vehicle overtaking the bus in the TWLTL. A pedestrian crossing in front of a bus may conflict with the bus and impede bus operations. A stopped bus should also not be stopped on a crosswalk, blocking a pedestrian from crossing. The crosswalk could be shifted to the west if the bus stop moved to the west, but then a waiting bus would block visibility for vehicles exiting Willeys Court, so that is not recommended. If the crossing shifted to the west 30-40 feet, closer to Willeys Court, it is recommended that the westbound bus stop be relocated downstream of the intersection in consultation with Green Mountain Transit. The eastbound bus stop (which currently uses the Hamlin Engineering driveway as an unofficial bus bay, mitigating some of the safety issues with a downstream crossing) may also need to be relocated downstream of the crosswalk if it is shifted west.



**Crosswalk Painted Yellow to Improve
Visibility**

Figure 2 – Alternative 2 – Crosswalk with RRFB at Willeys Court



8.3 Alternative 3 – Crosswalk with Median at Willeys Court

Alternative 3 proposes a marked crosswalk with a raised eight-foot-wide pedestrian refuge median just east of Willeys Court. A raised median would calm traffic, allow pedestrians to cross one direction of traffic at a time, and improve conspicuity of the offside RRFB by bringing it into the line of sight of drivers, improving compliance and pedestrian safety.

Although the Public Works department would need to adjust winter maintenance on Pearl Street, many other communities have similar refuge islands and are able to remove snow effectively. The larger concern is traffic control for the Fair and other events. Currently, the TWLTL is used as a reversible lane, with the center lane being used for entering fair traffic in the morning and exiting fair traffic in the afternoon. It is possible to narrow the median from eight feet to six feet, allowing for two lanes of



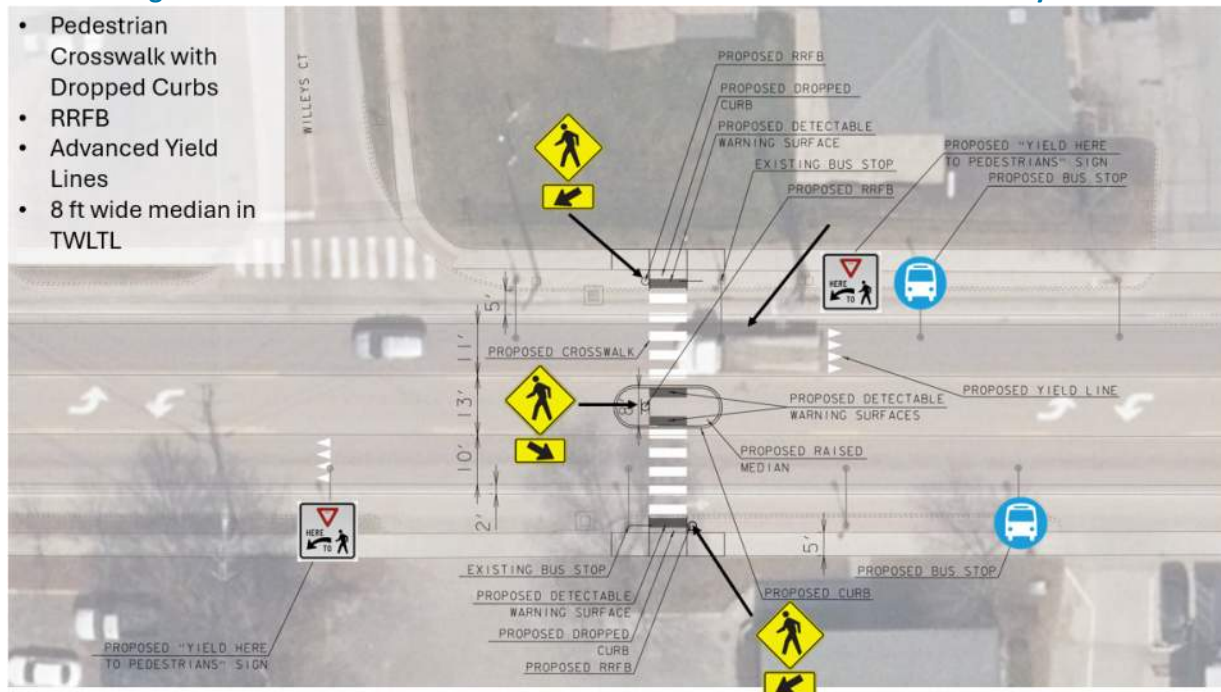
Sketch of what a median could look like

eastbound traffic, but that would mean the closure of the bike lane and would not allow for two lanes of westbound traffic when the fair was letting out. It was noted during the alternatives presentation that the Fair could direct traffic to the other entrances to the fairgrounds, but that discussion is outside the scope of the study. If a median is not possible at this location, the City should consider flush medians such as block pavers or temporary planters that could be removed during the fair and during winter months. Removable delineators could also be used to highlight the refuge area and calm traffic but be removed during CVE events and during the winter. A

flush median does not have the benefit of moving the offside RRFB into the line of sight of the driver, but it does highlight the presence of the crosswalk to drivers.

It is not advisable to shift the crosswalk proposed in Alternative 3 to the west, as this would impede turning movements in the Hamlin Engineering driveway.

Figure 3 – Alternative 3 – Crosswalk with RRFB and Raised Median at Willeys Court



8.4 Alternative 4 – Crosswalk near Complex 159

Alternative 4 proposes a crosswalk with RRFB, advanced yield markings, and dropped curbs just east of Complex 159. A crosswalk at this location would assist transit riders and other pedestrians to more safely cross Pearl Street with less delay. This location has a similar number of transit riders to Willeys Court and is adjacent to the unsanctioned railroad crossing. It is not the intention of this crosswalk to encourage pedestrians to cross the railroad tracks, so perhaps the implementation of a crosswalk here should be combined with railroad crossing improvements. This location does not have as much street lighting as the Willeys Court location, so activated lighting on the RRFB is recommended, especially since commuters will be using the crosswalk during hours of darkness. These lights would be illuminated when the RRFB is actively flashing but off the remainder of the time.



Example of RRFB with Activated Street Lighting

Figure 4 – Alternative 4 – Crosswalk with RRFB near Complex 159



8.5 Alternative 5 – Crosswalk with Raised Median near Complex 159

Alternative 5 proposes a marked crosswalk with a raised eight-foot-wide pedestrian refuge median just east of Complex 159. A raised median would provide traffic calming, allow crossing pedestrians to cross Pearl Street in two phases, and bring the offside RRFB to the center of the drivers' sightlines. The eight-foot-wide median can be lengthened at this location since there are no driveways on the south side of Pearl Street. The longer median can act as gateway to the neighborhood with low growth plantings. The median would contribute to traffic calming.

As with Alternative 3, a median at this location would likely interfere with fair traffic operations, and Public Works would need to plow around the median. If a raised median is not feasible, consider a flush median made of block granite pavers or brick or contrasting concrete or brick.

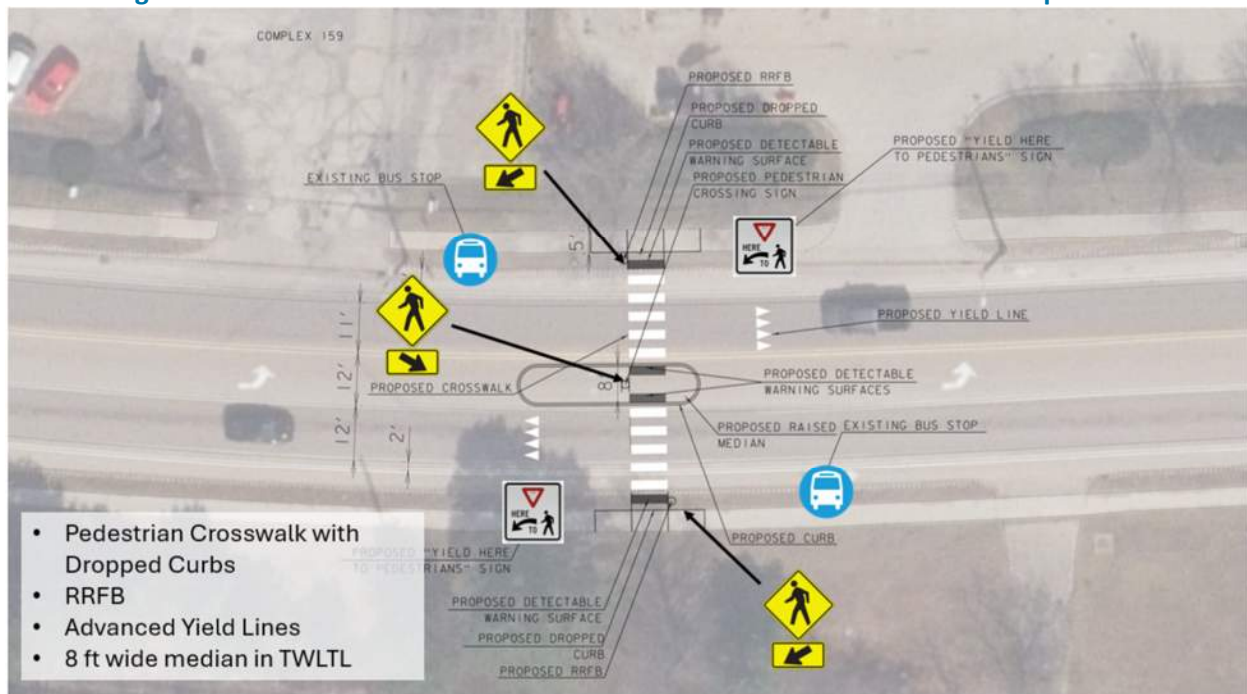


Crosswalk with RRFB and Raised Median



Example of a Flush median in Danville, Vermont – Stamped Concrete with Granite Edging

Figure 5 – Alternative 5 – Crosswalk with RRFB and Raised Median near Complex 159



9 NATURAL AND CULTURAL RESOURCES

9.1.1 Wetlands and Watercourses

The Vermont Agency of Natural Resources (ANR) Atlas and Wetlands Inventory Map (WIM) search identified no Vermont Significant Wetland Inventory (VSWI)-mapped wetlands in the vicinity of the project. Prior to construction the project limits should be reviewed by a wetland scientist to confirm there are no unidentified and unmapped wetlands that would be impacted and require permitting. It is unlikely that there would be jurisdictional resources identified given the highly urbanized setting.

9.1.2 Wildlife Habitat

Due to the highly developed nature of the project area, it is not anticipated that there will be significant impacts to wildlife or wildlife habitat. Some displacement of wildlife using adjacent forested areas may temporarily occur during project construction due to noise disturbances.

9.1.3 Rare, Threatened and Endangered (RTE) Species

The U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) tool indicated that the project is located within the range of the Federally endangered northern long-eared bat (*Myotis septentrionalis*), the proposed endangered Tricolored Bat (*Perimyotis subflavus*) and the proposed threatened monarch butterfly (*Danaus plexippus*) (Appendix H). The extent of tree clearing and ability for the project timeline to adhere to time-of-year tree clearing restrictions in order to protect potential roosting habitat for bats will need to be assessed. It is not anticipated that the project will create significant impacts on any pollinator habitat or that formal Section 7 consultation with USFWS would be required.

A search of the ANR Atlas identified one occurrence of a plant species in the anticipated impact area for the project that is currently listed as threatened by the State but is not federally protected. Numerous additional occurrences of state-protected Rare, Threatened, and Endangered (RTE) species and Significant Natural Communities were identified within 0.5-miles of the project area but coordination with ANR is not anticipated for these species given the distance from the project. Follow-up coordination with ANR will be required to address the listed plant, and it is possible that a field survey of plant species in the project area may be required prior to project construction.

9.1.4 Agricultural Soils

The soils in the project area are classified as AdA – Adams and Windsor loamy sands. This soil type is classified as Farmland of statewide importance. These soils have no potential to be used for substantial farmland as they are contained within an already developed residential and commercial area, thus their conversion is not required to be analyzed in light of the ability to affect their agricultural potential (Appendix H). Coordination with the U.S. Department of Agriculture regarding Farmland soil conversion or completion of Form AD-1006 for a Farmland Conversion Impact Rating is not anticipated.

9.1.5 Hazardous Waste and Contaminated Soils

The ANR Atlas identified three hazardous waste generators and two hazardous sites within and adjacent to the project area: Sherwin Williams Store #5278, Essex Automotive Services, Mike Bushey Auto Inc., Abrams Sunoco and Corner Gas Store, respectively. All work would occur within Pearl Street right-of-way. These sites will not be disturbed by the project.

The entirety of the project area is located within a Designated Urban Soil Zone that suggests a potential for increase in concentrations of Polycyclic Aromatic Hydrocarbons (PAHs), Arsenic and Lead in soil beyond typical background conditions (Appendix H). Current Project planning would re-use some disturbed soil within the Project limits. The Contractor will be informed that any excavated soil unable to be re-used will need to be disposed of within another Designated Urban Soil Zone or at an alternative location that meets current state requirements.

9.1.6 Stormwater Permitting

The proposed alternatives would add minimal new impervious areas as most of the study area is already covered in impervious service. Alternatives 2 and 3 would add no additional impervious surface area. Alternatives 4 and 5 would add approximately 39 square feet, which is below the minimum stormwater permit threshold.

Under the National Pollutant Discharge Elimination System (NPDES), Vermont is authorized to issue permits for the discharge of stormwater from construction activities. The NPDES permit program addresses water pollution by regulating point sources that discharge pollutants to waters of the United States. Created in 1972 by the Clean Water Act, the NPDES permit program is authorized to state governments by the Environmental Protection Agency (EPA) to perform many permitting, administrative, and enforcement aspects of the program. The need for a NPDES Construction Stormwater Permit (3-9020) for the project would depend on which combination of alternatives is progressed into the final design phase. If the one-acre earth disturbance threshold is met, it is anticipated that the project will be considered low risk and the Construction General Permit (CGP) 3-9020 for Stormwater Runoff from Construction Sites will be applied for through ANR.

9.1.7 Historical or Archaeological Resources (Section 106)

A search of the National Register of Historic Places did not identify historic structures or properties listed on the National Register of Historic Places (National Register) within the project vicinity. As the project limits are mostly within the ROW, identification of structures that may require historic evaluation is unlikely to be required. It is unlikely that an archaeological survey would be requested given the urban and highly developed setting and historically disturbed nature of the soils within the project limits.

9.1.8 Public Land and Designated Conservation Areas

4 (f) Property

Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 that provided for consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development. A review of the ANR Atlas did not identify these resources within the project limits. It is not anticipated that a Section 4(f) evaluation will need to be prepared.

6 (f) Property

Section 6(f) of the Land and Water Conservation Act (LWCA) requires that the conversion of lands or facilities acquired with LWCA funds under the State Assistance program be coordinated with the National Park Service. A review of the LWCA online mapping did not identify properties that have been acquired using LWCA funds within the project limits.

10 RIGHT-OF-WAY

The majority of the proposed work is within the existing right-of-way (ROW). Temporary easements may be necessary during construction.

11 UTILITY IMPACTS

Overhead and underground utilities are present at the site (reference Section 3.5 of this report). These include overhead utilities such as electric and fiber as well as underground utilities such as natural gas. The height of the sidewalk in the area of the crosswalk may need to be lowered to accommodate American with Disabilities Act (ADA) compliant ramps. Changes in sidewalk elevation may impact utilities that run along the north side of the street. Coordination may be required during preliminary design to verify if underground utilities will be impacted by the proposed curb ramps and RRFB post foundations. The conceptual design alternatives were developed in part to minimize utility impacts, particularly utility poles. All build alternatives in this study have similar impacts and associated costs to buried and overhead utilities.

12 COST ESTIMATE AND ENGINEERS ESTIMATE

A detailed Estimate of Probable Construction Cost for each Alternative can be found in Appendix G. The cost for construction engineering services for each alternative are shown in the estimates and are calculated as 10% of the construction subtotal. The tables below include the construction cost and impacts of the potential project and potential permits that may be needed to implement the project.

Table 5 – Alternatives Matrix for Pearl Street

Category		Alternative 1:	Alternative 2:	Alternative 3:	Alternative 4:	Alternative 5:
		No Build	Crosswalk & RRFB at Willeys Court	Crosswalk & RRFB with Median at Willeys Court	Crosswalk & RRFB near Complex 159	Crosswalk & RRFB with Median near Complex 159
Cost	Construction Cost	\$0	\$153,200	\$234,400	\$171,900	\$223,450
Roadway	Curbs	No change	Provide Dropped Curbs			
	Road Markings	None	Advanced Yield Lines			
Bike/Ped Facilities	Crosswalk	None	Yes			
	Sidewalk	None	May need to lower to provide ADA access			
Engineering	Overhead Utility	None	None anticipated			
	Underground Utility	None	May impact - Need further coordination			
	Drainage	No change				
Impacts	ROW	None				
	Ag. Lands	None				
	Archaeological	None				
	Historic	None	None Anticipated			
	Hazardous Materials	None	None Anticipated			
	Floodplains	None	None Anticipated			
	Fish & Wildlife	None	None Anticipated			
	Rare, Threatened & Endangered Species	None	None Anticipated			
	Public Lands - Sect. 4(f)	None				
	LWCP - Sect. 6(f)	None				
	Noise	None	Temporary during Construction			
	Wetlands	None	None Anticipated			
Permits	Act 250	None				
	401 Water Quality	None				
	404 USACE	None				
	Stream Alteration	None				
	State Individual Wetland Permit	None				
	Storm Water Discharge	None	Possible			

Category		Alternative 1:	Alternative 2:	Alternative 3:	Alternative 3:	Alternative 4:
		No Build	Crosswalk & RRFB at Willeys Court	Crosswalk & RRFB with Median at Willeys Court	Crosswalk & RRFB near Complex 159	Crosswalk & RRFB with Median near Complex 159
Permits	Lakes & Ponds	None				
	Threatened & Endangered Species	None	None Anticipated			
	Historic/Archaeological Resources	None	None Anticipated			
	Section 1111 Permit	None	Yes			
Meets Purpose and Need		No	Yes	Yes	Yes	Yes
Advantages		N/A	Provides a crosswalk	Provides pedestrian refuge. RRFB in center of drivers' sightlines.	Provides a crosswalk	Provides pedestrian refuge. RRFB in center of drivers' sightlines.
Disadvantages		N/A	RRFB's may be outside drivers' sightlines due to wide road	Increased winter maintenance. Impedes Fair traffic.	RRFB's may be outside drivers' sightlines due to wide road	Increased winter maintenance. Impedes Fair traffic.
Other Considerations		N/A	Consider high contrasting crosswalk markings to improve conspicuity	Consider flush median if raised median not feasible.	Consider high contrasting crosswalk markings to improve conspicuity. Consider RRFB activated pedestrian lighting.	Consider flush median if raised median not feasible. Consider RRFB activated pedestrian lighting.

13 PROJECT FUNDING

Project funding opportunities for this project are limited, the following are a sample of potential funding sources, and how they impact the project timeline shown below:

Table 6 – Potential Funding Sources

Funding Source	Federal Funding	Max Funding Amount
Municipally Bonded	No	-
VTrans Bicycle and Pedestrian Program Grant	Yes	80% (20% Municipal Match)
VTrans Transportation Alternatives Grant	Yes	80%, \$300,000 Max (20% Municipal Match)

14 ALTERNATIVES PRESENTATION MEETING

An Alternatives Presentation was held on March 12, 2026, at 2 Lincoln Street in Essex Junction as part of the regularly scheduled Bike/Walk Advisory Committee. The purpose of the meeting was to provide a general overview of the project and to present the alternatives studied with the purpose of gathering comments and consensus on the preferred alternatives. Topics of discussion or concern included the following:

- Project Study definition and schedule
- Pedestrian count observations
- Survey results
- Preferred crosswalk locations
 - Both crosswalk locations were supported by the Bike/Walk Advisory Committee members. The initial preference for a single crosswalk was near Complex 159, but after discussion on how the Willeys Court location would serve a larger population area, that became the preferred location.
- Width of Pearl Street and pedestrian exposure
 - The wide roadway was a concern, noting that crossing the entire road in one movement is challenging. A raised median would provide protection for pedestrians.
- Raised median
 - The Committee members noted that winter maintenance of a raised median is a concern, and that a raised median would impact fair traffic. However, they also expressed how a median would provide protection for crossing pedestrians and bring the RRFB into the middle of the road where it would be more obvious. One member noted that not having a median would sacrifice the community's needs to those travelling through it. The Committee was unanimously in favor of raised medians.
- Fair traffic and potential alternative access points
 - Committee members suggested that fair traffic be diverted to the two other fair gates to divert traffic to other areas. This might take some time for fair goers to adjust, but they would.

- Long term planning
 - The proposed crosswalks should take into consideration the future of Essex Junction and the likely new residential development, looking at a 20–50-year plan, not just a 5-6-year plan.

15 CONCLUSIONS AND RECOMMENDATIONS

As the City of Essex Junction continues to grow, the number of pedestrians and vehicles using the City's roadways will increase. Pedestrians currently crossing Pearl Street have difficulty finding large enough gaps in traffic safely cross the road. Many run across. A crosswalk would reduce delay and improve safety for pedestrians crossing to access transit, go to work, patronize a business, or just go for a walk.

Although a crosswalk in the study area does not meet VTrans crosswalk guidelines based on the number of pedestrians, a marked crosswalk with Rectangular Rapid Flashing Beacons (RRFB) advances the City's safety and transit-supported goals as outlined in the Connect the Junction masterplan. The crosswalk thresholds should inform decisions, but they should not preclude proactive safety improvements that support adopted transportation and transit goals.

15.1 Willeys Court

The preferred alternative from the City at Willeys Court is Alternative 2 – Crosswalk and RRFB. After construction of the crosswalk the city could upgrade the crossing as crossing numbers increase and development progresses. Upgraded crossing would include constructing the raised median with additional RRFB. The raised median would provide a refuge for crossing pedestrians, allowing them to cross one lane at a time. A raised median would also bring the offside RRFB into the center of the road and directly in the line of sight of drivers, increasing compliance and safety. A raised median would also provide traffic calming. If a median is not possible other measures to improve conspicuity are recommended, such as high visibility crosswalk markings and a flush median.

15.2 Complex 159

At this time the City will not be advancing the design and construction of either alternative at the Complex 159 location until there is a safe and legal crossing of the train tracks that is designated and constructed.

This Study has been completed utilizing information available as of April 2026. Design criteria, permitting requirements, field data obtained by Hoyle Tanner and reports or survey information prepared by others, are subject to change. The condition of an existing roadway can change rapidly, or it can be damaged through manmade or natural events that could alter the conclusions reached herein. Therefore, the conceptual design, estimate of construction cost, and conclusions reached in this Study should not be relied upon for an extended period.

APPENDIX A

Pedestrian and Traffic Counts

Pearl St (VT-15) near the intersection of Wiley's Ct, Essex Jct

0 0

Thursday, October 30, 2025

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Throug	Right Turns	Crosswalk Crossines	Vehicle Approach	U Turns	Left Turns	Straight Throug	Right Turns	Crosswalk Crossines	Vehicle Approach	U Turns	Left Turns	Straight Throug	Right Turns	Crosswalk Crossines	Vehicle Approach	U Turns	Left Turns	Straight Throug	Right Turns	Crosswalk Crossines	Vehicle Approach	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	5	0	3	0	8	0	0	94	0	0	94	0	0	0	0	0	0	0	1	61	0	0	62	164
7:15 AM	0	5	0	5	0	10	0	0	119	1	0	120	0	0	0	0	0	0	1	71	0	0	72	202	202
7:30 AM	0	7	0	2	1	9	0	0	154	3	0	157	0	0	0	0	0	0	4	84	0	0	88	254	254
7:45 AM	0	8	0	3	2	11	0	0	132	4	0	136	0	0	0	0	0	0	1	104	0	0	105	282	282
Hourly Total	0	25	0	13	3	38	0	0	499	8	0	507	0	0	0	0	0	0	7	320	0	0	327	872	872

Thursday, October 30, 2025

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL	
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total		
8:00 AM	0	11	0	2	0	13	0	0	127	2	0	129	0	0	0	0	0	0	0	0	0	94	0	0	94	236
8:15 AM	0	4	0	5	0	9	0	0	116	5	0	121	0	0	0	0	0	0	0	0	0	94	0	0	94	224
8:30 AM	0	2	1	8	0	11	0	0	160	2	0	162	0	0	0	0	0	0	0	0	3	80	0	1	81	253
8:45 AM	0	2	0	6	0	8	0	0	118	1	0	119	0	0	0	0	0	0	0	0	0	112	0	10	112	229
Hourly Total	0	23	0	15	1	38	0	0	521	10	0	531	0	0	0	0	0	0	0	0	3	380	0	11	383	952
9:00 AM	0	2	0	1	0	3	0	0	128	4	0	132	0	0	0	0	0	0	0	0	2	119	0	1	121	256
9:15 AM	0	3	0	2	0	5	0	0	101	4	0	105	0	0	0	0	0	0	0	0	2	79	0	2	81	191
9:30 AM	0	2	0	4	1	6	0	0	101	2	0	103	0	0	0	0	0	0	0	0	1	110	0	0	111	220
9:45 AM	0	4	0	4	0	8	0	0	129	7	0	136	0	0	0	0	0	0	0	0	3	103	0	3	106	250
Hourly Total	0	11	0	11	1	22	0	0	459	17	0	476	0	0	0	0	0	0	0	0	8	411	0	6	419	917
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	6	0	3	0	9	0	0	105	3	0	108	0	0	0	0	0	0	0	0	4	111	0	0	115	232
11:15 AM	0	6	0	1	1	7	0	0	117	2	0	119	0	0	0	0	0	0	0	0	4	107	0	0	111	237
11:30 AM	0	6	0	3	1	9	0	0	111	4	0	115	0	0	0	0	0	0	0	0	5	107	0	2	112	236
11:45 AM	0	7	0	0	0	7	0	0	143	8	0	151	0	0	0	0	0	0	0	0	2	150	0	5	152	310
Hourly Total	0	25	0	7	2	32	0	0	476	17	0	493	0	0	0	0	0	0	0	0	15	475	0	7	490	1015
12:00 PM	0	6	0	4	0	10	0	0	136	7	0	143	0	0	0	0	0	0	0	0	4	165	0	0	169	322
12:15 PM	0	4	0	9	0	13	0	0	157	3	1	160	0	0	0	1	0	0	0	0	4	147	0	0	151	324
12:30 PM	0	4	0	4	0	8	0	0	146	8	0	154	0	0	0	2	0	0	0	0	4	114	0	2	118	280
12:45 PM	0	4	0	8	2	12	0	0	144	5	0	149	0	0	0	0	0	0	0	0	1	130	0	2	131	292
Hourly Total	0	18	0	25	2	43	0	0	583	23	1	606	0	0	0	0	0	0	0	0	13	556	0	4	569	1218
1:00 PM	0	4	0	5	0	9	0	0	122	7	0	129	0	0	0	0	0	0	0	0	5	120	0	1	125	263
1:15 PM	0	4	0	1	3	5	0	0	146	8	0	154	0	0	0	0	0	0	0	0	2	132	0	1	134	293
1:30 PM	0	3	0	6	0	9	0	0	113	7	0	120	0	0	0	0	0	0	0	0	4	128	0	0	132	261
1:45 PM	0	7	0	1	1	8	0	0	111	7	0	118	0	0	0	0	0	0	0	0	1	124	0	0	125	251
Hourly Total	0	18	0	13	4	31	0	0	492	29	0	521	0	0	0	0	0	0	0	0	12	504	0	2	516	1068
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pearl St (VT-15) near the intersection of Wiley's Ct, Essex Jct
0 0

Thursday, October 30, 2025

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	4	0	10	7	14	0	0	130	12	0	142	0	0	0	0	0	0	0	4	167	0	0	171	327
4:15 PM	0	3	0	7	1	10	0	0	127	4	0	131	0	0	0	0	0	0	0	6	163	0	1	169	310
4:30 PM	0	6	0	5	0	11	0	0	102	14	0	116	0	0	0	0	0	0	0	4	184	0	0	188	315
4:45 PM	0	11	0	5	0	16	0	0	121	14	0	135	0	0	0	0	0	0	0	5	185	0	0	190	341
Hourly Total	0	24	0	27	8	51	0	0	480	44	0	524	0	0	0	0	0	0	0	19	699	0	1	718	1293
5:00 PM	0	12	0	4	0	16	0	0	124	11	0	135	0	0	0	0	0	0	0	6	193	0	0	199	350
5:15 PM	0	9	0	3	0	12	0	0	128	8	0	136	0	0	0	0	0	0	0	5	173	0	0	178	326
5:30 PM	0	8	0	9	2	17	0	0	138	10	0	148	0	0	0	0	0	0	0	10	124	0	0	134	299
5:45 PM	0	8	0	5	0	13	0	0	116	8	0	124	0	0	0	0	0	0	0	6	156	0	0	162	299
Hourly Total	0	37	0	21	2	58	0	0	506	37	0	543	0	0	0	0	0	0	0	27	646	0	0	673	1274
6:00 PM	0	5	0	5	0	10	0	0	115	12	0	127	0	0	0	0	0	0	0	4	121	0	0	125	262
6:15 PM	0	8	0	6	1	14	0	0	92	8	1	100	0	0	0	0	0	0	0	3	157	0	0	160	274
6:30 PM	0	7	0	5	0	12	0	0	92	7	0	99	0	0	0	0	0	0	0	6	123	0	0	129	240
6:45 PM	0	8	0	2	2	10	0	0	75	7	0	82	0	0	0	0	0	0	0	4	98	0	0	102	194
Hourly Total	0	28	0	18	3	46	0	0	374	34	1	408	0	0	0	0	0	0	0	17	499	0	0	516	970
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	209	0	150	26	359	0	0	4390	219	2	4609	0	0	0	0	0	0	0	121	4490	0	31	4611	9579
Cars	0	209	0	150	21	359	0	0	4300	219	2	4519	0	0	0	0	0	0	0	120	4407	0	31	4527	9405
Heavy Vehicles	0	0	0	5	5	0	0	0	90	0	0	90	0	0	0	0	0	0	0	1	83	0	0	84	174
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	19.23%	0.00%	0.00%	0.00%	2.05%	0.00%	0.00%	1.95%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.83%	1.85%	0.00%	0.00%	1.82%	1.82%

Pearl St (VT-15) near the intersection of Wiley's Ct, Essex Jct

0 0

Thursday, October 30, 2025

AM Peak Hour (00:00 to 10:00)

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	
8:15 AM	0	4	0	5	0	9	0	0	116	5	0	121	0	0	0	0	0	0	0	0	94	0	0	94	224
8:30 AM	0	6	0	2	1	8	0	0	160	2	0	162	0	0	0	0	0	0	0	0	80	0	1	83	263
8:45 AM	0	2	0	6	0	8	0	0	118	1	0	119	0	0	0	0	0	0	0	0	112	0	10	112	239
9:00 AM	0	2	0	1	0	3	0	0	128	4	0	132	0	0	0	0	0	0	0	2	119	0	1	121	266
Peak Hour Total	0	14	0	14	1	28	0	0	522	12	0	534	0	0	0	0	0	0	0	5	405	0	12	410	972
Peak Hour Heavy Vehicles	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	10	0	0	10	25
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.87%	0.00%	0.00%	2.81%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.47%	0.00%	0.00%	2.44%	2.57%
	0.000	0.583	0.000	0.583	0.250	0.778	0.000	0.000	0.816	0.600	0.000	0.824	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.851	0.000	0.300	0.847	0.949

Mid Peak Hour (10:00 - 14:00)

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	
11:45 AM	0	7	0	0	0	7	0	0	143	8	0	151	0	0	0	0	0	0	0	2	150	0	5	152	310
12:00 PM	0	6	0	4	0	10	0	0	136	7	0	143	0	0	0	0	0	0	0	4	165	0	0	169	322
12:15 PM	0	4	0	9	0	13	0	0	157	3	1	160	0	0	0	0	0	0	0	4	147	0	0	151	324
12:30 PM	0	4	0	4	0	8	0	0	146	8	0	154	0	0	0	0	0	0	0	4	114	0	2	118	239
Peak Hour Total	0	21	0	17	0	38	0	0	582	26	1	608	0	0	0	0	0	0	0	14	576	0	7	590	1236
Peak Hour Heavy Vehicles	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	1	15	0	0	16	23
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.20%	0.00%	0.00%	1.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%	2.60%	0.00%	0.00%	2.71%	1.86%
	0.000	0.750	0.000	0.472	0.000	0.731	0.000	0.000	0.927	0.813	0.250	0.950	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.873	0.000	0.350	0.873	0.954

PM Peak Hour (14:00 - 24:00)

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	
4:30 PM	0	6	0	5	0	11	0	0	102	14	0	116	0	0	0	0	0	0	0	4	184	0	0	188	315
4:45 PM	0	11	0	5	0	16	0	0	121	14	0	135	0	0	0	0	0	0	0	5	185	0	0	190	341
5:00 PM	0	12	0	4	0	16	0	0	124	11	0	135	0	0	0	0	0	0	0	6	193	0	0	199	350
5:15 PM	0	9	0	3	0	12	0	0	128	8	0	136	0	0	0	0	0	0	0	5	173	0	0	178	326
Peak Hour Total	0	38	0	17	0	55	0	0	475	47	0	522	0	0	0	0	0	0	0	20	735	0	0	755	1332
Peak Hour Heavy Vehicles	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4	0	0	4	8
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.84%	0.00%	0.00%	0.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.54%	0.00%	0.00%	0.53%	0.60%
	0.000	0.792	0.000	0.850	0.000	0.859	0.000	0.000	0.928	0.839	0.000	0.960	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.833	0.952	0.000	0.000	0.948	0.951

Total Vehicles On Leg			699		
Vehicles Entering Intersection			Vehicles Exiting Intersection		
359			340		
Southbound					
Cars	150	0	209	0	21
Heavy	0	0	0	0	5
Total	150	0	209	0	26



Total Vehicles on Leg 9151	Vehicles Entering Intersection 4611	Eastbound	Cars	Heavy	Total
			31	0	31
			0	0	0
			120	1	121
Total Vehicles on Leg 9151	Vehicles Exiting Intersection 4540	Eastbound	4407	83	4490
			0	0	0



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 4609	Total Vehicles on Leg 9308
219	0	219			
4300	90	4390			
0	0	0			
0	0	0	Westbound	Vehicles Exiting Intersection 4699	Total Vehicles on Leg 9308
2	0	2			



Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	0	0	0	0	0
Northbound					
Vehicles Entering Intersection 0			Vehicles Exiting Intersection 0		
Total Vehicles On Leg			0		

Pearl St (VT-15) near the intersection of Wiley's Ct, Essex Jct

0 0

Thursday, October 30, 2025

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Throug	Right Turns	Crosswalk Crossines	Vehicle Approach	U Turns	Left Turns	Straight Throug	Right Turns	Crosswalk Crossines	Vehicle Approach	U Turns	Left Turns	Straight Throug	Right Turns	Crosswalk Crossines	Vehicle Approach	U Turns	Left Turns	Straight Throug	Right Turns	Crosswalk Crossines	Vehicle Approach	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	5	0	3	0	8	0	0	94	0	0	94	0	0	0	0	0	0	0	1	61	0	0	62	164
7:15 AM	0	5	0	5	0	10	0	0	119	1	0	120	0	0	0	0	0	0	1	71	0	0	72	202	202
7:30 AM	0	7	0	2	1	9	0	0	154	3	0	157	0	0	0	0	0	0	4	84	0	0	88	254	254
7:45 AM	0	8	0	3	2	11	0	0	132	4	0	136	0	0	0	0	0	0	1	104	0	0	105	282	282
Hourly Total	0	25	0	13	3	38	0	0	499	8	0	507	0	0	0	0	0	0	7	320	0	0	327	872	872

Thursday, October 30, 2025

	Southbound 0						Westbound 0						Northbound 0						Eastbound 0							
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	VEHICLE TOTAL	
8:00 AM	0	11	0	2	0	13	0	0	127	2	0	129	0	0	0	0	0	0	0	0	0	94	0	0	94	236
8:15 AM	0	4	0	5	0	9	0	0	116	5	0	121	0	0	0	0	0	0	0	0	0	94	0	0	94	224
8:30 AM	0	2	1	8	0	11	0	0	160	2	0	162	0	0	0	0	0	0	0	0	3	80	0	1	83	253
8:45 AM	0	2	0	6	0	8	0	0	118	1	0	119	0	0	0	0	0	0	0	0	0	112	0	10	112	229
Hourly Total	0	23	0	15	1	38	0	0	521	10	0	531	0	0	0	0	0	0	0	0	3	380	0	11	383	952
9:00 AM	0	2	0	1	0	3	0	0	128	4	0	132	0	0	0	0	0	0	0	0	2	119	0	1	121	256
9:15 AM	0	3	0	2	0	5	0	0	101	4	0	105	0	0	0	0	0	0	0	0	2	79	0	2	81	191
9:30 AM	0	2	0	4	1	6	0	0	101	2	0	103	0	0	0	0	0	0	0	0	1	110	0	0	111	220
9:45 AM	0	4	0	4	0	8	0	0	129	7	0	136	0	0	0	0	0	0	0	0	3	103	0	3	106	250
Hourly Total	0	11	0	11	1	22	0	0	459	17	0	476	0	0	0	0	0	0	0	0	8	411	0	6	419	917
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	6	0	3	0	9	0	0	105	3	0	108	0	0	0	0	0	0	0	0	4	111	0	0	115	232
11:15 AM	0	6	0	1	1	7	0	0	117	2	0	119	0	0	0	0	0	0	0	0	4	107	0	0	111	237
11:30 AM	0	6	0	3	1	9	0	0	111	4	0	115	0	0	0	0	0	0	0	0	5	107	0	2	112	236
11:45 AM	0	7	0	0	0	7	0	0	143	8	0	151	0	0	0	0	0	0	0	0	2	150	0	5	152	310
Hourly Total	0	25	0	7	2	32	0	0	476	17	0	493	0	0	0	0	0	0	0	0	15	475	0	7	490	1015
12:00 PM	0	6	0	4	0	10	0	0	136	7	0	143	0	0	0	0	0	0	0	0	4	165	0	0	169	322
12:15 PM	0	4	0	9	0	13	0	0	157	3	1	160	0	0	0	1	0	0	0	0	4	147	0	0	151	324
12:30 PM	0	4	0	4	0	8	0	0	146	8	0	154	0	0	0	2	0	0	0	0	4	114	0	2	118	280
12:45 PM	0	4	0	8	2	12	0	0	144	5	0	149	0	0	0	0	0	0	0	0	1	130	0	2	131	292
Hourly Total	0	18	0	25	2	43	0	0	583	23	1	606	0	0	0	0	0	0	0	0	13	556	0	4	569	1218
1:00 PM	0	4	0	5	0	9	0	0	122	7	0	129	0	0	0	0	0	0	0	0	5	120	0	1	125	263
1:15 PM	0	4	0	1	3	5	0	0	146	8	0	154	0	0	0	0	0	0	0	0	2	132	0	1	134	293
1:30 PM	0	3	0	6	0	9	0	0	113	7	0	120	0	0	0	0	0	0	0	0	4	128	0	0	132	261
1:45 PM	0	7	0	1	1	8	0	0	111	7	0	118	0	0	0	0	0	0	0	0	1	124	0	0	125	251
Hourly Total	0	18	0	13	4	31	0	0	492	29	0	521	0	0	0	0	0	0	0	0	12	504	0	2	516	1068
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pearl St (VT-15) near the intersection of Wiley's Ct, Essex Jct
0 0

Thursday, October 30, 2025

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	4	0	10	7	14	0	0	130	12	0	142	0	0	0	0	0	0	0	4	167	0	0	171	327
4:15 PM	0	3	0	7	1	10	0	0	127	4	0	131	0	0	0	0	0	0	0	6	163	0	1	169	310
4:30 PM	0	6	0	5	0	11	0	0	102	14	0	116	0	0	0	0	0	0	0	4	184	0	0	188	315
4:45 PM	0	11	0	5	0	16	0	0	121	14	0	135	0	0	0	0	0	0	0	5	185	0	0	190	341
Hourly Total	0	24	0	27	8	51	0	0	480	44	0	524	0	0	0	0	0	0	0	19	699	0	1	718	1293
5:00 PM	0	12	0	4	0	16	0	0	124	11	0	135	0	0	0	0	0	0	0	6	193	0	0	199	350
5:15 PM	0	9	0	3	0	12	0	0	128	8	0	136	0	0	0	0	0	0	0	5	173	0	0	178	326
5:30 PM	0	8	0	9	2	17	0	0	138	10	0	148	0	0	0	0	0	0	0	10	124	0	0	134	299
5:45 PM	0	8	0	5	0	13	0	0	116	8	0	124	0	0	0	0	0	0	0	6	156	0	0	162	299
Hourly Total	0	37	0	21	2	58	0	0	506	37	0	543	0	0	0	0	0	0	0	27	646	0	0	673	1274
6:00 PM	0	5	0	5	0	10	0	0	115	12	0	127	0	0	0	0	0	0	0	4	121	0	0	125	262
6:15 PM	0	8	0	6	1	14	0	0	92	8	1	100	0	0	0	0	0	0	0	3	157	0	0	160	274
6:30 PM	0	7	0	5	0	12	0	0	92	7	0	99	0	0	0	0	0	0	0	6	123	0	0	129	240
6:45 PM	0	8	0	2	2	10	0	0	75	7	0	82	0	0	0	0	0	0	0	4	98	0	0	102	194
Hourly Total	0	28	0	18	3	46	0	0	374	34	1	408	0	0	0	0	0	0	0	17	499	0	0	516	970
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	209	0	150	26	359	0	0	4390	219	2	4609	0	0	0	0	0	0	0	121	4490	0	31	4611	9579
Cars	0	209	0	150	21	359	0	0	4300	219	2	4519	0	0	0	0	0	0	0	120	4407	0	31	4527	9405
Heavy Vehicles	0	0	0	5	5	0	0	0	90	0	0	90	0	0	0	0	0	0	0	1	83	0	0	84	174
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	19.23%	0.00%	0.00%	0.00%	2.05%	0.00%	0.00%	1.95%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.83%	1.85%	0.00%	0.00%	1.82%	1.82%

Pearl St (VT-15) near the intersection of Wiley's Ct, Essex Jct

0 0

Thursday, October 30, 2025

AM Peak Hour (00:00 to 10:00)

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	
8:15 AM	0	4	0	5	0	9	0	0	116	5	0	121	0	0	0	0	0	0	0	0	94	0	0	94	224
8:30 AM	0	6	0	2	1	8	0	0	160	2	0	162	0	0	0	0	0	0	0	0	3	0	1	83	263
8:45 AM	0	2	0	6	0	8	0	0	118	1	0	119	0	0	0	0	0	0	0	0	112	0	10	112	239
9:00 AM	0	2	0	1	0	3	0	0	128	4	0	132	0	0	0	0	0	0	0	2	119	0	1	121	266
Peak Hour Total	0	14	0	14	1	28	0	0	522	12	0	534	0	0	0	0	0	0	0	5	405	0	12	410	972
Peak Hour Heavy Vehicles	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	10	0	0	10	25
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.87%	0.00%	0.00%	2.81%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.47%	0.00%	0.00%	2.44%	2.57%
	0.000	0.583	0.000	0.583	0.250	0.778	0.000	0.000	0.816	0.600	0.000	0.824	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.851	0.000	0.300	0.847	0.949

Mid Peak Hour (10:00 - 14:00)

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	
11:45 AM	0	7	0	0	0	7	0	0	143	8	0	151	0	0	0	0	0	0	0	2	150	0	5	152	310
12:00 PM	0	6	0	4	0	10	0	0	136	7	0	143	0	0	0	0	0	0	0	4	165	0	0	169	322
12:15 PM	0	4	0	9	0	13	0	0	157	3	1	160	0	0	0	0	0	0	0	4	147	0	0	151	324
12:30 PM	0	4	0	4	0	8	0	0	146	8	0	154	0	0	0	0	0	0	0	4	114	0	2	118	239
Peak Hour Total	0	21	0	17	0	38	0	0	582	26	1	608	0	0	0	0	0	0	0	14	576	0	7	590	1236
Peak Hour Heavy Vehicles	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	1	15	0	0	16	23
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.20%	0.00%	0.00%	1.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%	2.60%	0.00%	0.00%	2.71%	1.86%
	0.000	0.750	0.000	0.472	0.000	0.731	0.000	0.000	0.927	0.813	0.250	0.950	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.873	0.000	0.350	0.873	0.854

PM Peak Hour (14:00 - 24:00)

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	
4:30 PM	0	6	0	5	0	11	0	0	102	14	0	116	0	0	0	0	0	0	0	4	184	0	0	188	315
4:45 PM	0	11	0	5	0	16	0	0	121	14	0	135	0	0	0	0	0	0	0	5	185	0	0	190	341
5:00 PM	0	12	0	4	0	16	0	0	124	11	0	135	0	0	0	0	0	0	0	6	193	0	0	199	350
5:15 PM	0	9	0	3	0	12	0	0	128	8	0	136	0	0	0	0	0	0	0	5	173	0	0	178	326
Peak Hour Total	0	38	0	17	0	55	0	0	475	47	0	522	0	0	0	0	0	0	0	20	735	0	0	755	1332
Peak Hour Heavy Vehicles	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4	0	0	4	8
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.84%	0.00%	0.00%	0.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.54%	0.00%	0.00%	0.53%	0.60%
	0.000	0.792	0.000	0.850	0.000	0.859	0.000	0.000	0.928	0.839	0.000	0.960	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.833	0.952	0.000	0.000	0.948	0.951

Total Vehicles On Leg			699		
Vehicles Entering Intersection			Vehicles Exiting Intersection		
359			340		
Southbound					
Cars	150	0	209	0	21
Heavy	0	0	0	0	5
Total	150	0	209	0	26



Total Vehicles on Leg 9151	Vehicles Entering Intersection 4611	Eastbound	Cars	Heavy	Total
			31	0	31
			0	0	0
	Vehicles Exiting Intersection 4540				
	120		1	121	
	4407		83	4490	
			0	0	0



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 4609	Total Vehicles on Leg 9308
219	0	219			
4300	90	4390			
0	0	0			
0	0	0	Vehicles Exiting Intersection 4699		
2	0	2			



Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	0	0	0	0	0
Northbound					
Vehicles Entering Intersection 0			Vehicles Exiting Intersection 0		
Total Vehicles On Leg			0		

Intersection Turning Movement Count

Location: Pearl Street/VT-15 and Willeys Court
City: Essex Junction, VT
Control: Two-Way Stop Controlled

Project #: 25.120001.03
Date: 3/19/2026

Data - Total

EW/NS Streets:		Pearl Street/VT-15				Pearl Street/VT-15				Pearl St	Hamlin Engineering				Willeys Court				Willeys Court		
PM		EASTBOUND				WESTBOUND				NB/SB Peds*	NORTHBOUND				SOUTHBOUND				EB/WB Peds*	TOTAL Veh.	TOTAL Peds
		EL	ET	ER	Total	WL	WT	WR	Total		NL	NT	NR	Total	SL	ST	SR	Total			
	4:15 PM	4	184	0	188	0	102	14	116	1	0	0	0	0	6	0	5	11	1	315	2
	4:30 PM	5	185	0	190	0	121	14	135	10	0	0	0	0	11	0	5	16	0	341	10
	4:45 PM	6	193	0	199	0	124	11	135	1	0	0	0	0	12	0	4	16	0	350	1
	5:00 PM	5	173	0	178	0	128	8	136	2	0	0	0	0	9	0	3	12	0	326	2
	Total:	20	735	0	755	0	475	47	522	14	0	0	0	0	38	0	17	55	1	1332	15
	PHF:	0.8	1.0	0.0	0.9	0.0	0.9	0.8	1.0		0.0	0.0	0.0	0.0	0.8	0.0	0.9	0.9		1.0	
Cars Only																					
	4:15 PM	4	182	0	186	0	101	14	115		0	0	0	0	6	0	5	11		312	
	4:30 PM	5	185	0	190	0	120	14	134		0	0	0	0	11	0	5	16		340	
	4:45 PM	6	193	0	199	0	124	11	135		0	0	0	0	12	0	4	16		350	
	5:00 PM	5	171	0	176	0	126	8	134		0	0	0	0	9	0	3	12		322	
	Total:	20	731	0	751	0	471	47	518		0	0	0	0	38	0	17	55		1324	
	HGV:	0	4	0	4	0	4	0	4		0	0	0	0	0	0	0	0		8	
	HGV%	0.0%	0.5%	0.0%	0.5%	0.0%	0.8%	0.0%	0.8%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.6%	

*Pedestrian peak hour was 8:30-9:30 am

APPENDIX B

Survey Results

Q1 Please provide your name.

Answered: 44 Skipped: 0

ANSWER CHOICES	RESPONSES	
First name	100.00%	44
Last name	100.00%	44
	0.00%	0
	0.00%	0
	0.00%	0

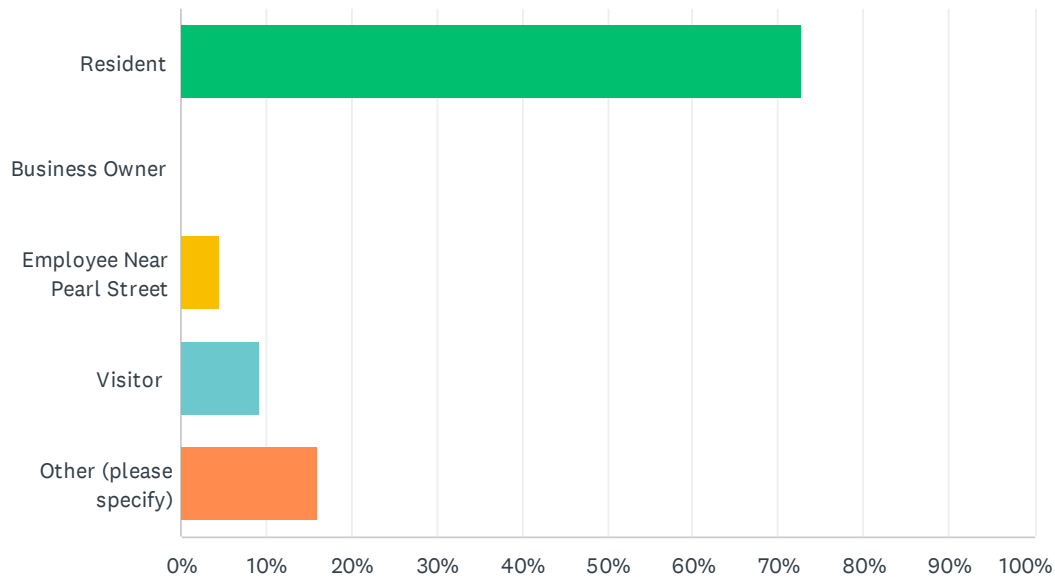
#	FIRST NAME	DATE
1	Haley	1/18/2026 11:06 AM
2	Luke	1/18/2026 11:01 AM
3	Rob	1/18/2026 9:52 AM
4	Nancy	1/12/2026 12:20 PM
5	Susanna	1/7/2026 9:18 AM
6	Zoe	1/6/2026 2:50 PM
7	Nicolas	1/6/2026 12:46 PM
8	Amanda	1/4/2026 12:42 PM
9	Sarah	1/2/2026 12:44 PM
10	Peter	1/1/2026 9:06 AM
11	Elizabeth	12/23/2025 12:06 PM
12	Hannah	12/23/2025 9:41 AM
13	Brian	12/22/2025 6:51 PM
14	Michael	12/22/2025 4:52 PM
15	Emily	12/21/2025 9:20 PM
16	Constance	12/21/2025 7:31 PM
17	Kirsten	12/21/2025 1:47 PM
18	David	12/21/2025 6:20 AM
19	Nathan	12/20/2025 8:06 PM
20	Amy	12/20/2025 1:52 PM
21	Jacob	12/19/2025 11:09 PM
22	Steven	12/19/2025 9:53 PM
23	Marcus	12/19/2025 8:53 PM
24	John	12/19/2025 7:54 PM
25	Harlan	12/19/2025 5:12 PM
26	Robert	12/19/2025 4:55 PM

Pearl Street Crosswalk Scoping Study

27	Ethan	12/19/2025 4:30 PM
28	Steve	12/19/2025 3:53 PM
29	Christopher	12/19/2025 2:53 PM
30	Paul	12/19/2025 2:24 PM
31	Pat	12/19/2025 1:50 PM
32	Catherine	12/19/2025 1:48 PM
33	Andre	12/19/2025 1:40 PM
34	Jens	12/19/2025 1:32 PM
35	GREG	12/19/2025 1:00 PM
36	Elijah	12/19/2025 12:42 PM
37	Greg	12/19/2025 12:04 PM
38	Bethany	12/19/2025 11:45 AM
39	Raj	12/19/2025 11:06 AM
40	Christine	12/19/2025 10:53 AM
41	Geoff	12/19/2025 10:26 AM
42	Jason	12/19/2025 10:12 AM
43	FInn	12/19/2025 10:06 AM
44	Erica	12/19/2025 8:43 AM
#	LAST NAME	DATE
1		1/18/2026 11:06 AM
2		1/18/2026 11:01 AM
3		1/18/2026 9:52 AM
4		1/12/2026 12:20 PM
5		1/7/2026 9:18 AM
6		1/6/2026 2:50 PM
7		1/6/2026 12:46 PM
8		1/4/2026 12:42 PM
9		1/2/2026 12:44 PM
10		1/1/2026 9:06 AM
11		12/23/2025 12:06 PM
12		12/23/2025 9:41 AM
13		12/22/2025 6:51 PM
14		12/22/2025 4:52 PM
15		12/21/2025 9:20 PM
16		12/21/2025 7:31 PM
17		12/21/2025 1:47 PM
18		12/21/2025 6:20 AM
19		12/20/2025 8:06 PM

Q4 What is your connection to Pearl Street?

Answered: 44 Skipped: 0

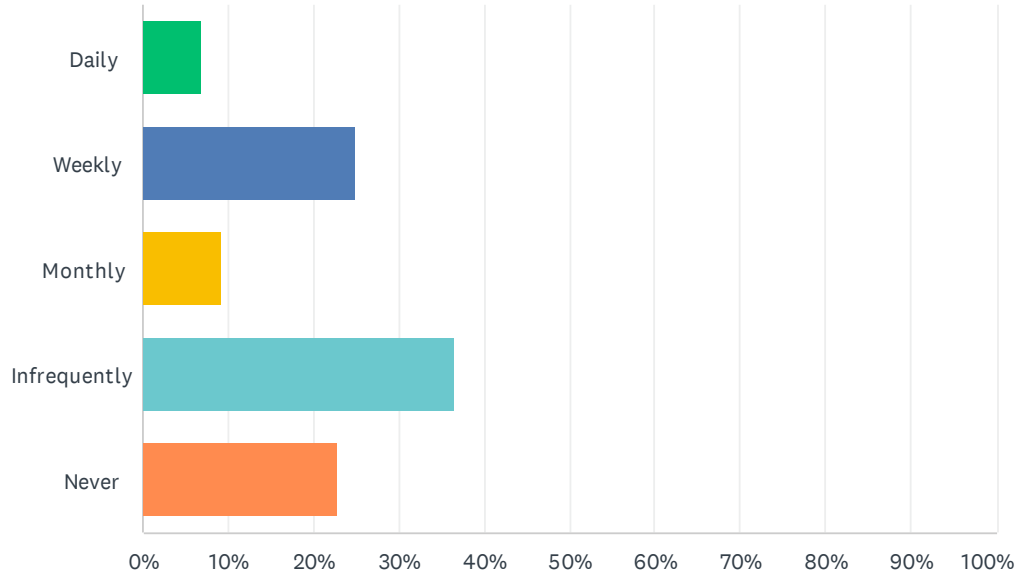


ANSWER CHOICES	RESPONSES	
Resident	72.73%	32
Business Owner	0.00%	0
Employee Near Pearl Street	4.55%	2
Visitor	9.09%	4
Other (please specify)	15.91%	7
Total Respondents: 44		

#	OTHER (PLEASE SPECIFY)	DATE
1	I use GMT buses to go to and from Brownell Library and the Scale. I go by car to Essex Jct Market.	12/23/2025 12:06 PM
2	I live a half mile from Pearl Street.	12/21/2025 7:31 PM
3	Resident of EJ and customer on pearl street	12/21/2025 1:47 PM
4	I work on pearl street	12/19/2025 11:09 PM
5	Resident close by to pearl	12/19/2025 5:12 PM
6	Resident near Pearl St	12/19/2025 1:48 PM
7	Resident Near Pearl Street	12/19/2025 10:12 AM

Q5 How often do you cross Pearl Street between Warner Avenue and Weston Way?

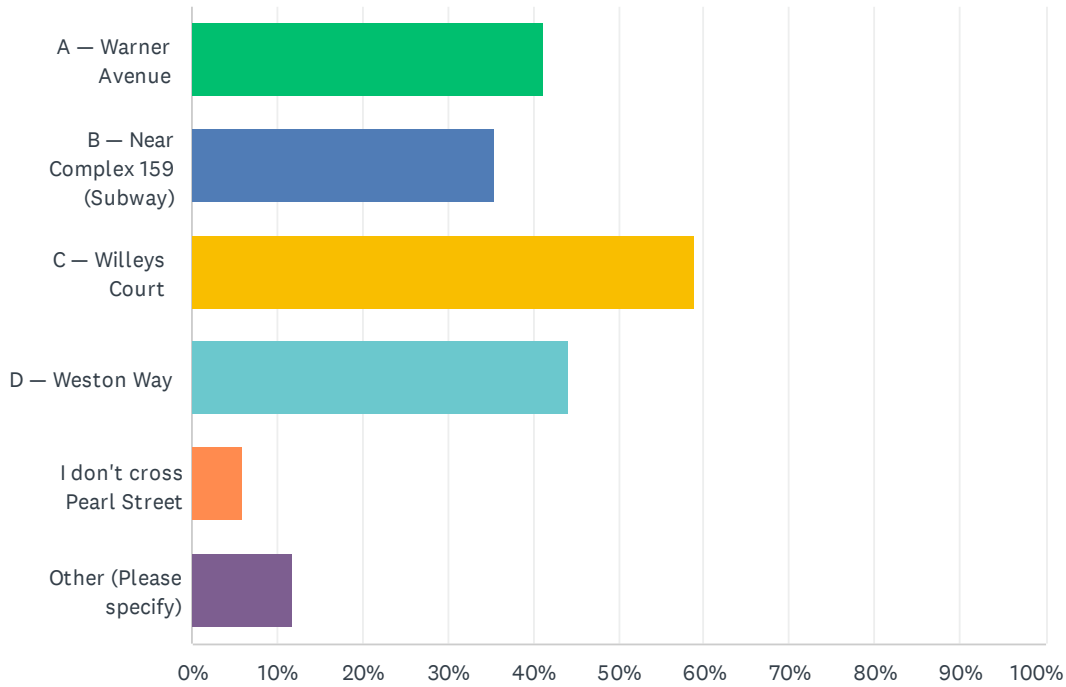
Answered: 44 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	6.82%	3
Weekly	25.00%	11
Monthly	9.09%	4
Infrequently	36.36%	16
Never	22.73%	10
TOTAL		44

Q6 Looking at the map above, where do you cross Pearl Street? (Select all that apply)

Answered: 34 Skipped: 10

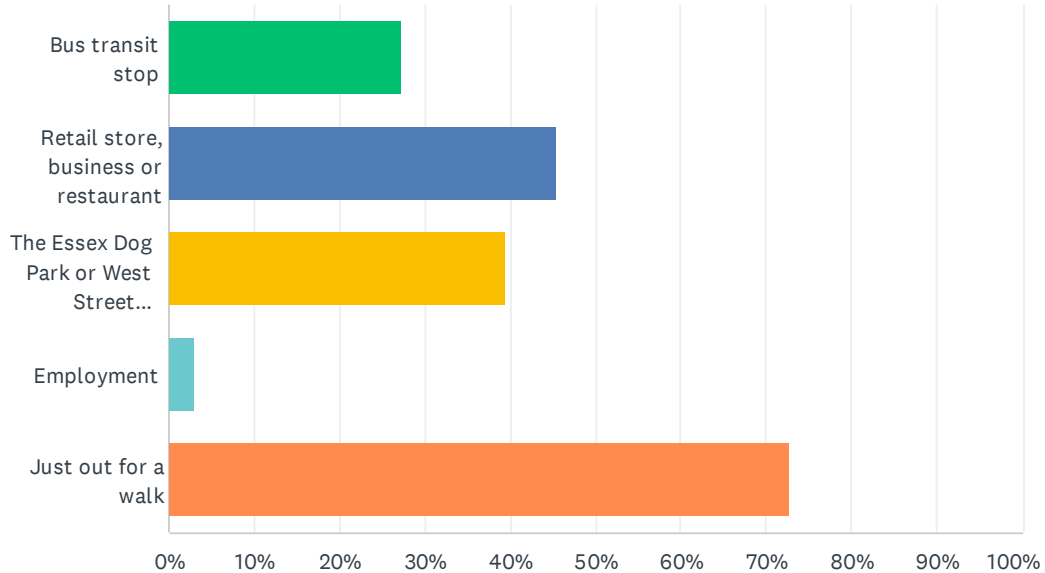


ANSWER CHOICES	RESPONSES	
A — Warner Avenue	41.18%	14
B — Near Complex 159 (Subway)	35.29%	12
C — Willeys Court	58.82%	20
D — Weston Way	44.12%	15
I don't cross Pearl Street	5.88%	2
Other (Please specify)	11.76%	4
Total Respondents: 34		

#	OTHER (PLEASE SPECIFY)	DATE
1	I walk outside the study area before attempting to cross	1/18/2026 11:05 AM
2	By dollar tree & Essex junction market	1/6/2026 12:49 PM
3	Anywhere on that stretch of road, not necessarily near the streets, but between Warner and Willey	1/2/2026 12:47 PM
4	I use the walking trails in the property across Pearl Street at least once a week. I am hoping that the village can eventually use that property more, either for housing or recreation. The federal or state govt. is using very little of the available land, and it is a real opportunity for the village if we can acquire it.	1/1/2026 9:10 AM

Q7 Where are you headed to or from when you cross Pearl Street? (Select all that apply)

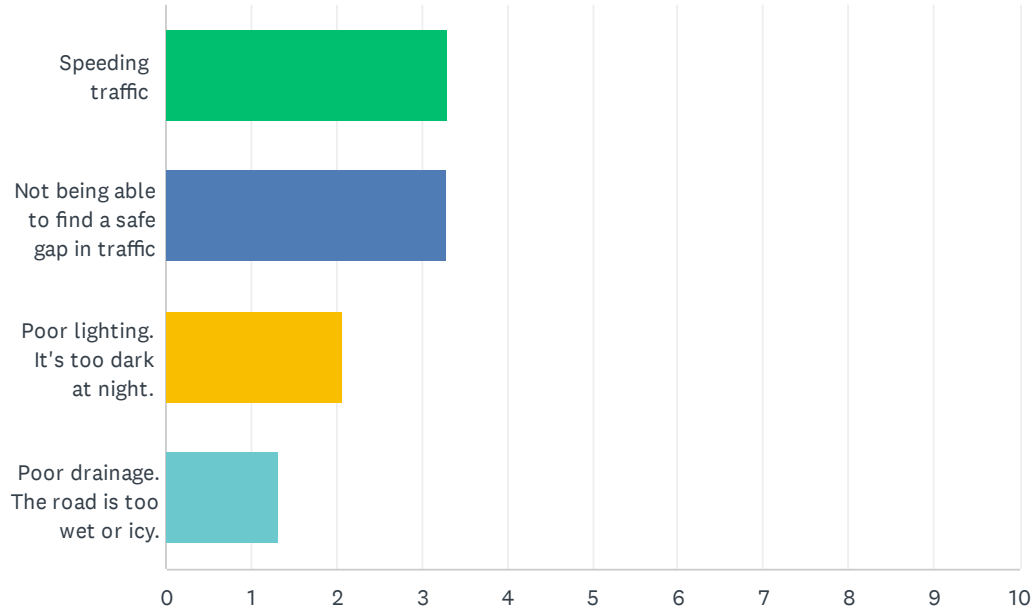
Answered: 33 Skipped: 11



ANSWER CHOICES	RESPONSES	
Bus transit stop	27.27%	9
Retail store, business or restaurant	45.45%	15
The Essex Dog Park or West Street Community Gardens	39.39%	13
Employment	3.03%	1
Just out for a walk	72.73%	24
Total Respondents: 33		

Q8 What concerns you the most when crossing Pearl Street with 1 being the greatest concern? (Rank 1-4)

Answered: 42 Skipped: 2



	1	2	3	4	TOTAL	SCORE
Speeding traffic	47.62% 20	38.10% 16	11.90% 5	2.38% 1	42	3.31
Not being able to find a safe gap in traffic	40.48% 17	52.38% 22	2.38% 1	4.76% 2	42	3.29
Poor lighting. It's too dark at night.	7.14% 3	7.14% 3	71.43% 30	14.29% 6	42	2.07
Poor drainage. The road is too wet or icy.	4.76% 2	2.38% 1	14.29% 6	78.57% 33	42	1.33

Q9 What concerns do you have when crossing Pearl Street?

Answered: 42 Skipped: 2

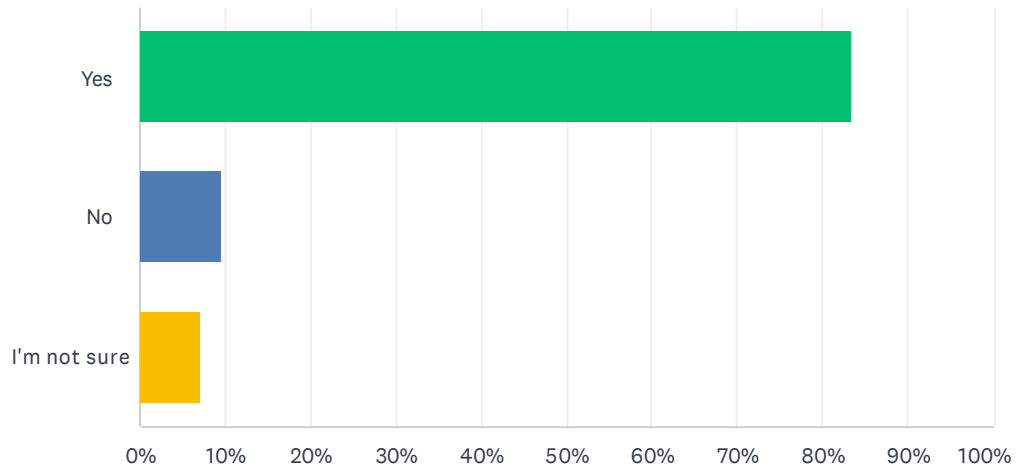
#	RESPONSES	DATE
1	Without signaled crossings, it's just too dangerous and difficult.	1/18/2026 11:07 AM
2	Traffic will only respect pedestrian right-of-way at signalized crossings. I walk to West St or to the hawk light at the Expo rather than cross near Willey.	1/18/2026 11:05 AM
3	I'm able-bodied, but I worry about neighbors that have mobility issues and their ability to safely cross the street. Same with children!	1/18/2026 9:53 AM
4	I rarely cross Pearl Street in that area. I do walk on the sidewalks in that area and in the winter and spring they are usually wet or icy which is more of a concern. They could use better lighting but it doesn't have to be as extensive as the street lights near the shopping centers.	1/12/2026 12:26 PM
5	It is very difficult to find a gap in traffic and is especially scary to cross in inclement weather.	1/7/2026 9:20 AM
6	Getting hit by a car.	1/6/2026 2:52 PM
7	People including myself go over the speed limit. It's hard enough to take a left into businesses in a vehicle. No one stops for anyone as everyone including myself is in a big hurry	1/6/2026 12:49 PM
8	No crosswalks. Lots of traffic	1/4/2026 12:43 PM
9	It's a wide busy road with fast cars and no good close by crosswalk	1/2/2026 12:47 PM
10	People tend to speed up after the McDonald's crossing, and also coming out of the fairgrounds (in order to squeeze into oncoming traffic). It is often hard to gauge how fast they are going.	1/1/2026 9:10 AM
11	No crosswalk, can't tell easily if traffic wants to turn, three lanes = a lot!	12/23/2025 12:08 PM
12	I have no reason to cross Pearl St in that area. The only place I would cross is at the Expo, during the fair, where there is already a crosswalk. I don't do any business in the study area, it's just a transportation corridor. Perhaps it would be helpful for others to have a crosswalk at West St Ext, to connect that neighborhood to bus stops on Pearl St.	12/23/2025 9:44 AM
13	Long crossing distances, fast vehicle speeds	12/22/2025 6:53 PM
14	traffic	12/22/2025 4:55 PM
15	All of the above	12/21/2025 9:21 PM
16	It's hard to find a gap between oncoming traffic coming from both directions, so I have to run as fast as I can to get across if there is a gap at all.	12/21/2025 7:34 PM
17	It's a very busy road and many cars speed. Lots of kids walk to and from school and need to cross	12/21/2025 1:49 PM
18	opening in traffic to cross	12/21/2025 6:23 AM
19	.	12/20/2025 8:06 PM
20	No one stops and there is so much traffic you cannot find a time to cross. The lighting is bad and there are no crosswalks so waiting to cross is dangerous.	12/20/2025 1:54 PM
21	Getting smoked by a car	12/19/2025 11:11 PM
22	It is a lot to watch for	12/19/2025 9:55 PM
23	Primarily speed.	12/19/2025 8:55 PM
24	Speed	12/19/2025 7:56 PM
25	Finding a safe opening/timing	12/19/2025 5:16 PM

Pearl Street Crosswalk Scoping Study

26	see 8	12/19/2025 4:58 PM
27	Listed above	12/19/2025 3:55 PM
28	That I won't be seen	12/19/2025 2:54 PM
29	Too much traffic to cross safely.	12/19/2025 2:27 PM
30	Finding a safe gap in traffic	12/19/2025 1:50 PM
31	People sometimes don't stop for blinking lights crossing in front of fairgrounds. Need camera enforcement with fines	12/19/2025 1:43 PM
32	Traffic is moving at a high rate of speed	12/19/2025 1:34 PM
33	Finding a gap in traffic. In the 1990s I sat on the Trustees when we added a crosswalk on Main Street in front of what is now the NEST - without the flashing lights, of course. I voted yes, but was very concerned that traffic speeding through 5 Corners would put pedestrians at risk. So far, knock on wood, I don't believe there has been any accidents. The flashers are an important part of any cross walk that crosses RT 15, IMO,	12/19/2025 1:02 PM
34	Traffic speed, motorists not looking for pedestrians or bicyclists	12/19/2025 12:44 PM
35	All The pot smokers	12/19/2025 12:06 PM
36	I do not cross Pearl Street because I do not think crossing Pearl Street is safe.	12/19/2025 11:46 AM
37	Speed and volume of traffic, distance between crossing at West. St. Ext. and Fairgrounds. From a motorist point of view, it is difficult to see and navigate folks crossing as well.	12/19/2025 11:08 AM
38	Rarely Cross the street.	12/19/2025 10:54 AM
39	Safety	12/19/2025 10:27 AM
40	No Concerns, Not needed. There is already a crosswalk near Fairground entrance and should be the one people use. Otherwise they should not be trying to cross the road.	12/19/2025 10:15 AM
41	Having drivers not see me	12/19/2025 10:08 AM
42	the lighting is really low and the road is very wide. existing crosswalks would feel a lot safer if they have pedestrian refuge islands in the center two-way turn lane.	12/19/2025 8:44 AM

Q10 Would you be more likely to cross Pearl Street if it had a crosswalk with a flashing beacon like the one in front of the Champlain Valley Exposition?

Answered: 42 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	83.33%	35
No	9.52%	4
I'm not sure	7.14%	3
TOTAL		42

APPENDIX C

Crosswalk Warrant



Project: Pearl Street Crosswalk Scoping Study
Project No. 25.120001.03
Location: Pearl Street near Willey's Court
Town: Essex Junction, VT
Date: March 18, 2026

Crosswalk Warrant Analysis

Pearl Street near Willey's Court

Traffic Meets Warrant

Speed Limit of 40 mph or Less **Yes**

Posted Speed: 30 mph

Vehicle Volume Exceeds 3000 vehicles per day (both directions combined) **Yes**

AADT: 12,193 vpd

Sight Distance

Adequate sight distance from all vehicular approaches to both ends of the crossing **Yes**

Posted Speed (mph)	Required Sight Distance (feet)
25	155
30	200
35	250
40	305

Existing Facilities

No other crosswalk within 200 ft **Yes**

No parking within 20 feet of crosswalk **Yes**

Unless crosswalk is located mid-block with build-outs.

There is a sidewalk or adequate shoulder for use by pedestrians on both sides of crossing. **Yes**

The determination of adequate shoulder should be based upon an assessment of traffic volumes, adjacent land use patterns and other site-specific conditions. The shoulder shall be a minimum of three feet wide, and a maximum of six feet wide (in order to minimize potential conflict with parking activities) Mid-block crossings may also be considered where there is a pedestrian destination, such as a recreation field, where a low potential for vehicles/pedestrian conflicts exists on both sides of the roadway.

Pedestrian Crossing Volume

The pedestrian crossing volumes exceed 20 per hour in the highest pedestrian hour of the day **No**

Elementary school age (12 and under) and people over 60 count as 2 each.

Comments and Other Considerations

Pedestrian count was done at the end of October 2026, during the morning, midday, and evening peak. The highest pedestrian hour of the day counted 14 pedestrians. Pedestrian numbers may be greater during warmer weather or at times outside the counting period, when some hospital shift workers use public transit.

Conclusion

Although at this location does not meet the guidelines for a crosswalk due to the number of observed pedestrians crossing, the installation of a crosswalk is recommended. This recommendation reflects the need to provide safe access across Pearl Street for transit riders, a crosswalk is recommended due to the need for transit riders to safely cross the road to access public transit, the increased exposure risk associated with the roadway width, and excessive pedestrian delays, which can lead to poor gap acceptance and higher-risk pedestrian behaviors.

APPENDIX D

Estimated Pedestrian Delay

Critical Gap at Unsignalized Crossing.

The critical gap is the shortest gap in traffic (in seconds) that a pedestrian can safely use to cross the street at a walking pace. Assuming that elderly pedestrians make up 20% or less of the pedestrian population on Pearl Street, a walking speed of 4.0 ft/s was used. A default value of 3 seconds for pedestrian start-up and clearance time was also used.

$$t_{cg} = \frac{L_x}{S_p} + t_{ps} = 15.0 \text{ s}$$

where:

- t_{cg} = pedestrian critical gap (s);
- S_p = average pedestrian walking speed (4.0 ft/s*);
- L_x = crossing distance (48 ft); and
- t_{ps} = pedestrian start-up and end clearance time (3 s).

Pedestrian Delay at Unsignalized Crossings

The critical gap can be used to determine pedestrian delay at unsignalized crossings where pedestrians do not have the right of way. The vehicular flow rate is calculated based on the peak hour volume on Pearl Street (1,210 vehicles at 4:15-5:15 pm on 10/30/2025) divided by 3600 s.

$$d_p = \frac{1}{v} (e^{vt_{cg}} - vt_{cg} - 1) = 464 \text{ s}$$

where:

- d_p = average pedestrian delay (s);
- v = vehicular flow rate (0.34 veh/s); and
- t_{cg} = pedestrian critical gap (15.0 s);

* TCRP Report 100 recommends a walking speed of 4.0 where elderly pedestrians make up 20% or less of the population.

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	227.9
Level of Service	F
Crosswalk	
Length (ft)	48
Lanes Crossed	2
Veh Vol Crossed	1210
Ped Vol Crossed	14
Yield Rate(%)	24
Ped Platooning	No
Critical Headway (s)	13.21
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.92
Delay for adq Gap	479.17
Avg Ped Delay (s)	227.88
Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	227.9
Level of Service	F
Crosswalk	
Length (ft)	48
Lanes Crossed	2
Veh Vol Crossed	1210
Ped Vol Crossed	14
Yield Rate(%)	24
Ped Platooning	No
Critical Headway (s)	13.21
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.92
Delay for adq Gap	479.17
Avg Ped Delay (s)	227.88

Approach

Approach Direction	EB
Median Present?	No
Approach Delay(s)	5.6
Level of Service	B

Crosswalk

Length (ft)	48
Lanes Crossed	2
Veh Vol Crossed	1210
Ped Vol Crossed	14
Yield Rate(%)	82
Ped Platooning	No

Critical Headway (s)	13.21
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.92
Delay for adq Gap	479.17
Avg Ped Delay (s)	5.58

Approach

Approach Direction	WB
Median Present?	No
Approach Delay(s)	5.6
Level of Service	B

Crosswalk

Length (ft)	48
Lanes Crossed	2
Veh Vol Crossed	1210
Ped Vol Crossed	14
Yield Rate(%)	82
Ped Platooning	No

Critical Headway (s)	13.21
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.92
Delay for adq Gap	479.17
Avg Ped Delay (s)	5.58

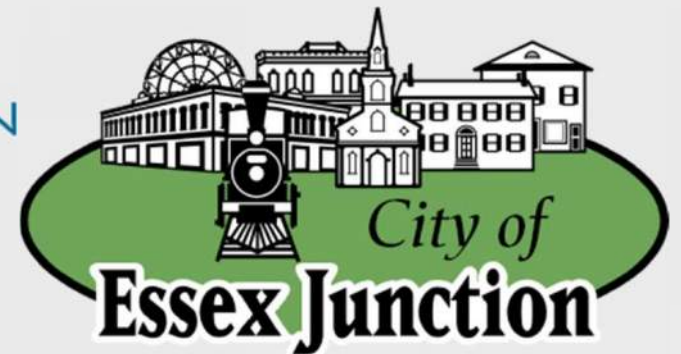
APPENDIX E

Alternatives Presentation

Pearl Street, Essex Junction Crosswalk Scoping Study

Alternatives Meeting

March 12, 2026



Crosswalk Scoping Study



- Scope of the Project
 - Assess the possibility of a crosswalk on Pearl Street west of the Champlain Valley Exposition
 - No Build alternative also an option
- Purpose of Tonight's Meeting
 - Review Existing Conditions and Survey Responses
 - Discuss any issues or concerns with possible alternatives
 - Gather feedback to help inform recommended preferred alternative selection

Pearl Street – Crosswalk Scoping Study



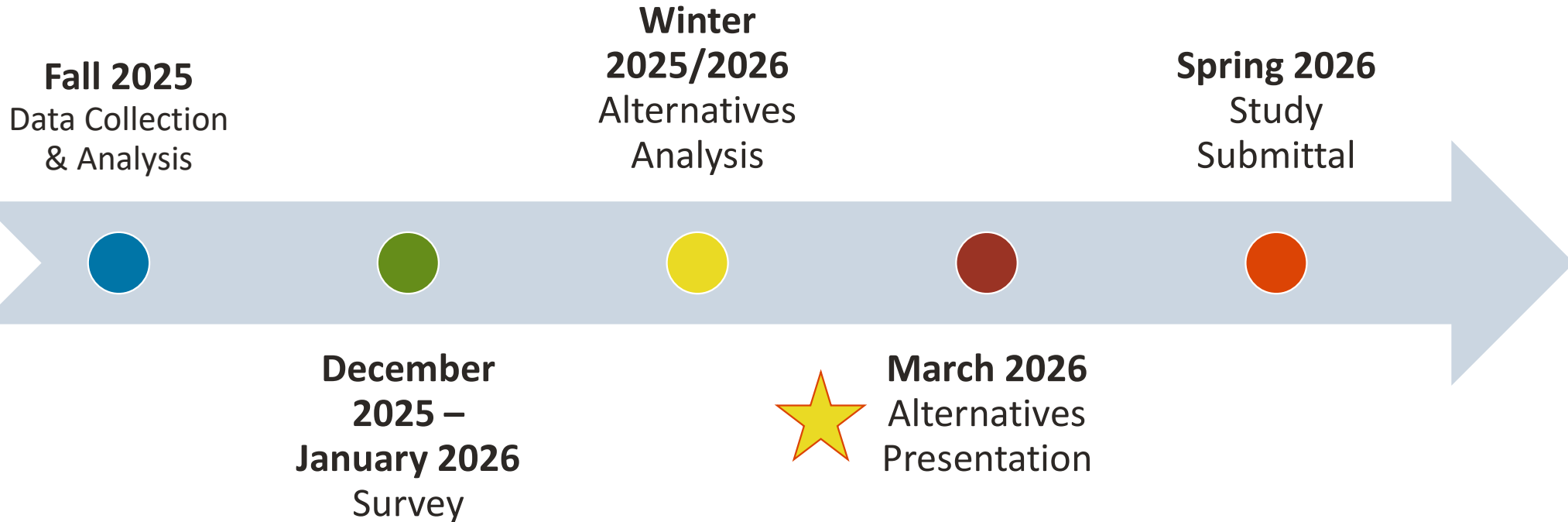
Purpose:

Improve safety for pedestrians crossing Pearl Street in order to access bus transit stops, retail, places of employment, recreational areas, and other attractions.

Need:

There are no crosswalks on Pearl Street between the Champlain Valley Exposition and the intersection with West Street Extension. Pedestrians currently cross three lanes of traffic at midblock locations.

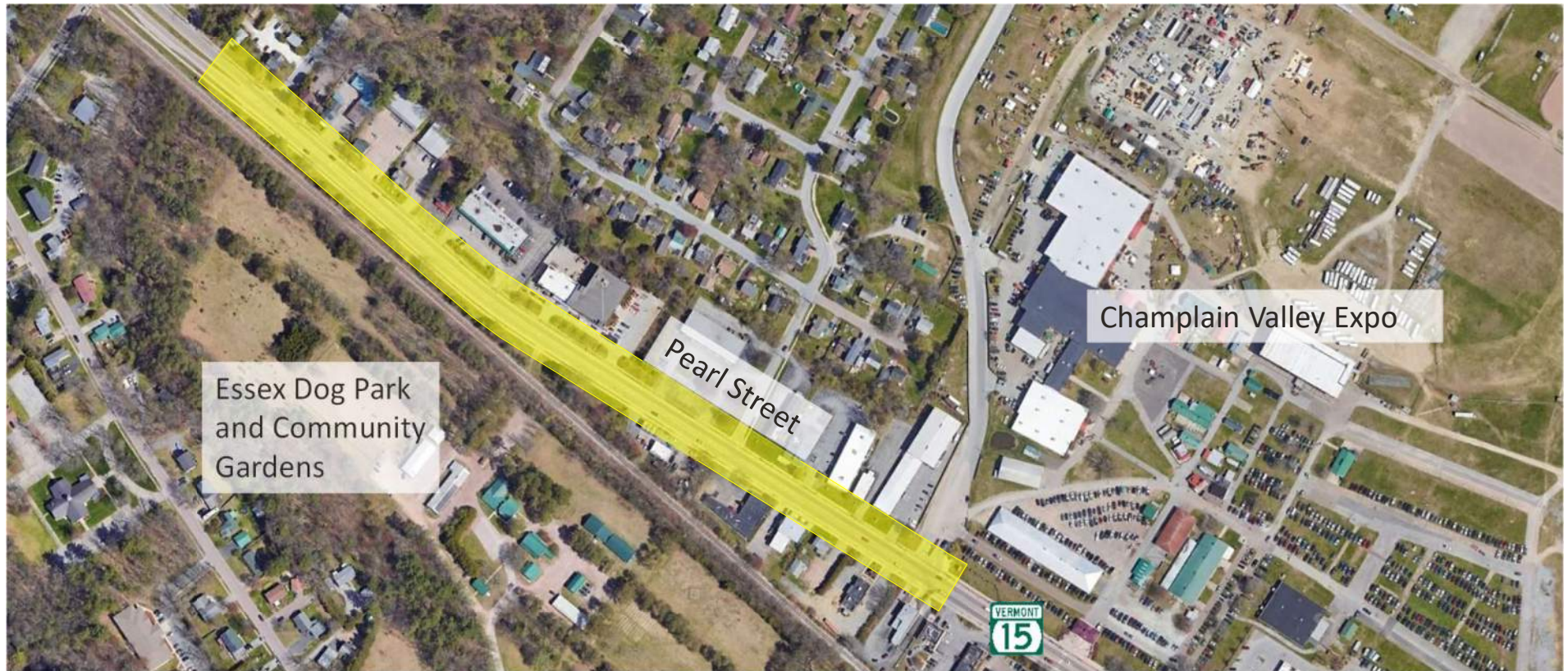
Study Schedule



Next Steps:

- 1 Evaluate feedback to inform recommended Alternative
- 2 Complete Scoping Study Report

Study Area



Existing Conditions Traffic



- 11' Travel Lanes
- 12'9" Two-Way Left Turn Lane
- 5' Bike Lane with 2' Buffer
- 48-50' total Roadway Width
- Posted Speed Limit
- 85th Percentile Speed is 34 mph



12,193 Per Day – VT 15
6.7% Heavy Vehicles



Green Mountain Transit
Route #2

Crash Data



- Five Year Study Period (2020 through 2024)
 - Three vehicle crashes
 - One was a sideswipe type crash
 - Two unknown crash types
 - One crash involving a pedestrian
 - Resulted in Serious Injuries
 - Pedestrian crash involving eastbound driver
 - Nighttime

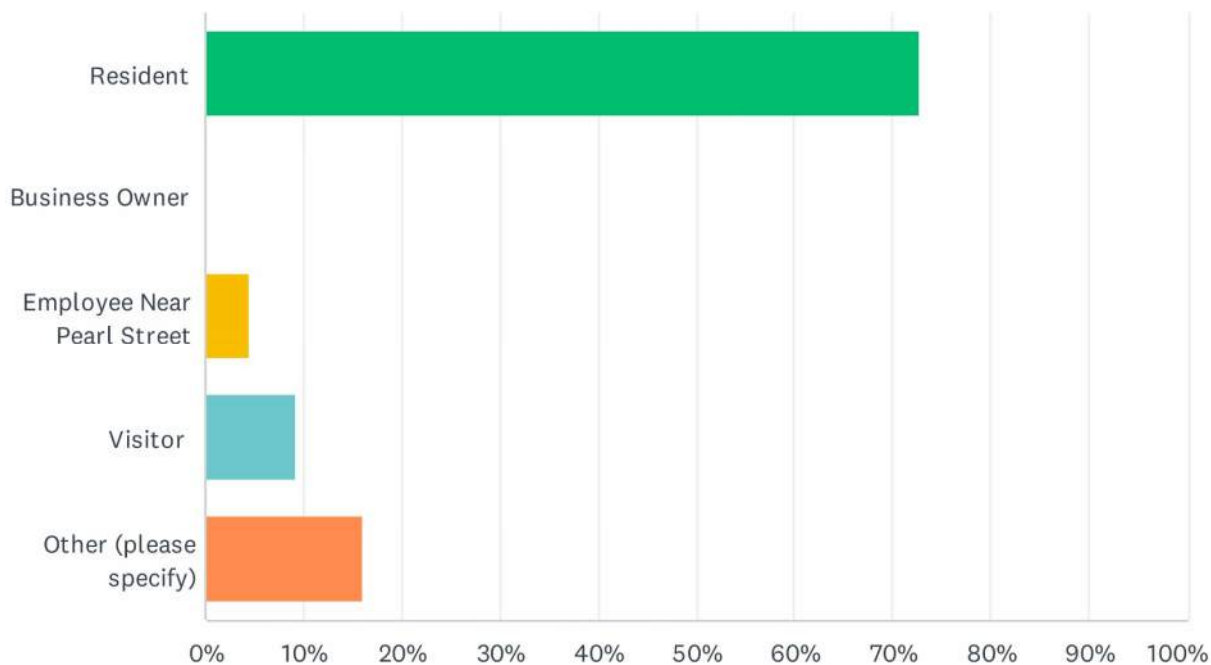
Traffic and Pedestrian Counts



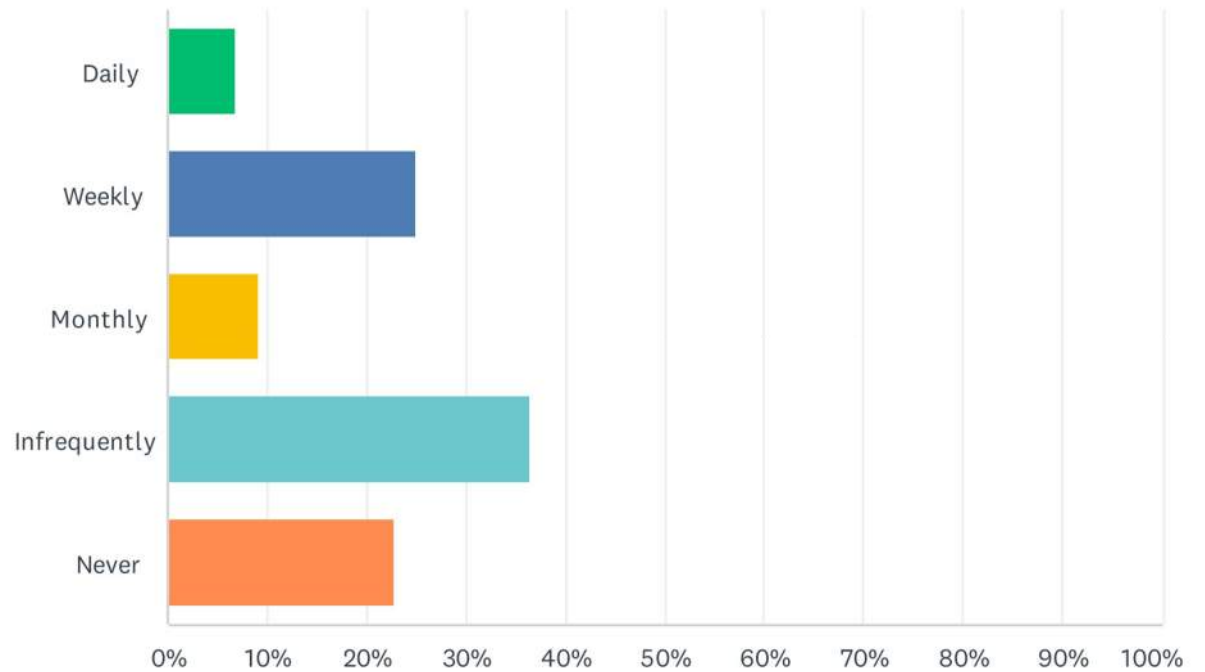
- Traffic and Pedestrian Counts on October 30-31, 2025
 - Peak Pedestrian Hours - October 30th
 - 8:30-9:30 am
 - 14 pedestrians/hour
 - 11:30 am – 12:30 pm
 - 8 pedestrians/hour
 - Peak Pedestrian Hour on October 31st was only 2, likely due to rainy weather
 - Pedestrians waited 35s to cross on average. Half ran across.
 - Vermont DOT Guidelines outline 20 pedestrians per hour



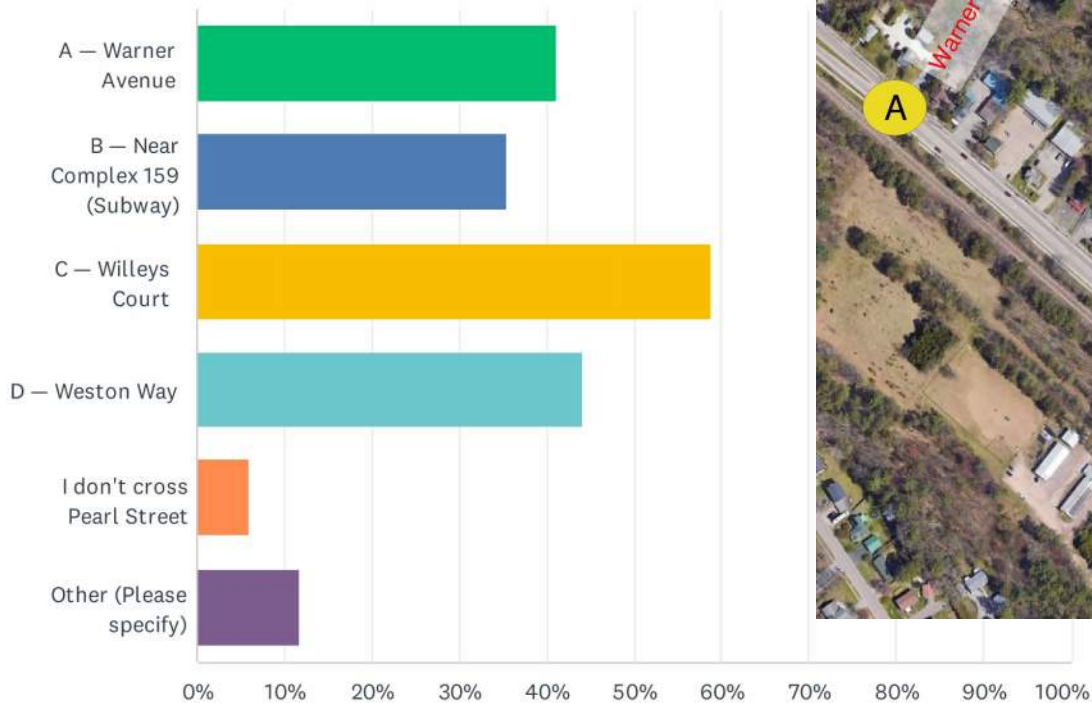
Survey Results – What is your connection to Pearl Street?



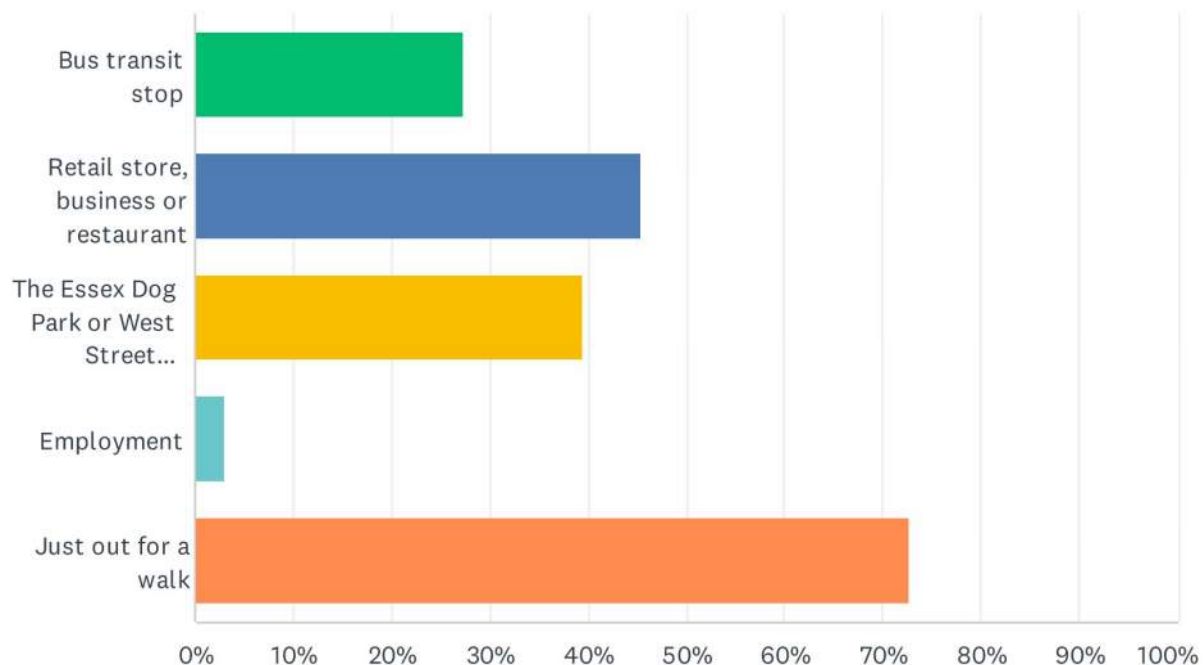
Survey Results – How often do you cross Pearl Street?



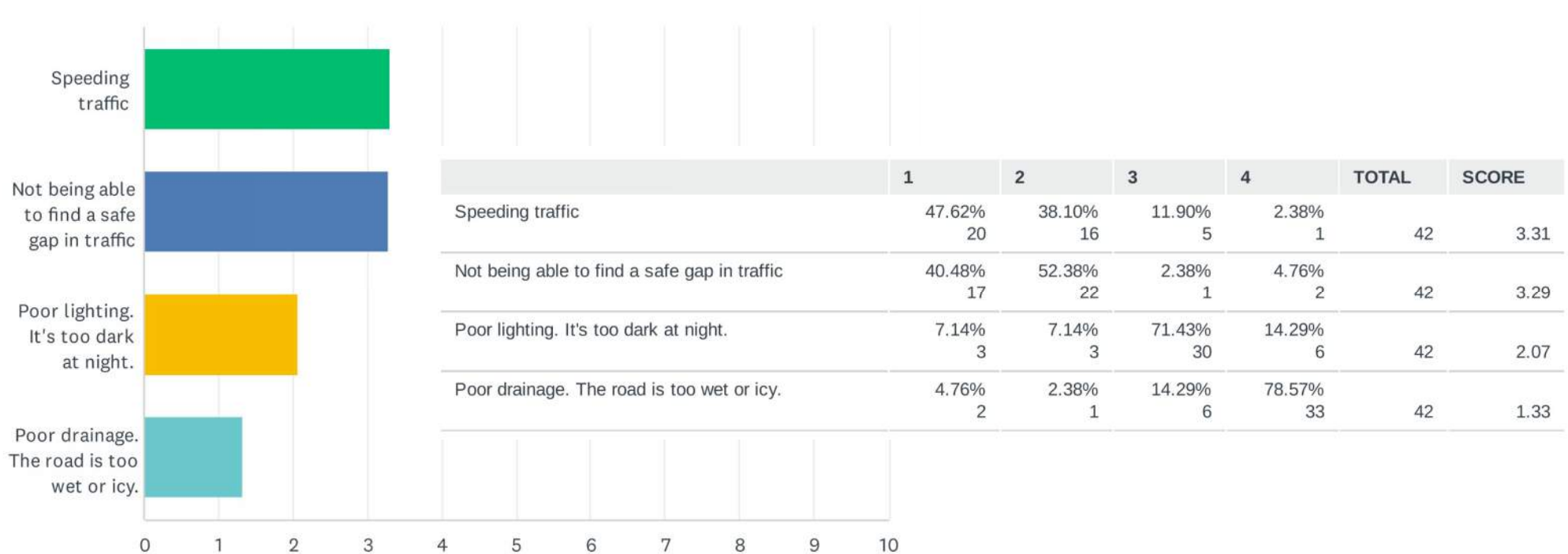
Survey Results – Where do you cross Pearl Street?



Survey Results – What is your destination?



Survey Results – What concerns you the most?



Survey Results – What are your concerns?



Summary of top responses from Q9: “What concerns do you have when crossing Pearl Street?”	Number of Responses
Pearl Street is very busy, and it’s difficult to find a gap to cross	12
Speeding traffic	10
Drivers don’t stop for you	6
There is no crosswalk	5
Crossing Pearl Street feels unsafe	4
Pearl Street is very wide	4
Poor lighting	2



Connect the Junction Master Plan



- Transit-Oriented Development (TOD) Master Plan for the City Center and Pearl Street Corridor
- TOD focuses on creating walkable, bikeable, and transit-friendly communities
- Improved facilities for pedestrians, cyclists, and transit riders
- High density housing near transit

“Transit in Essex Junction has high ridership, but there are zones with poor access to transit stops, especially due to limited safe pedestrian crossing opportunities.”

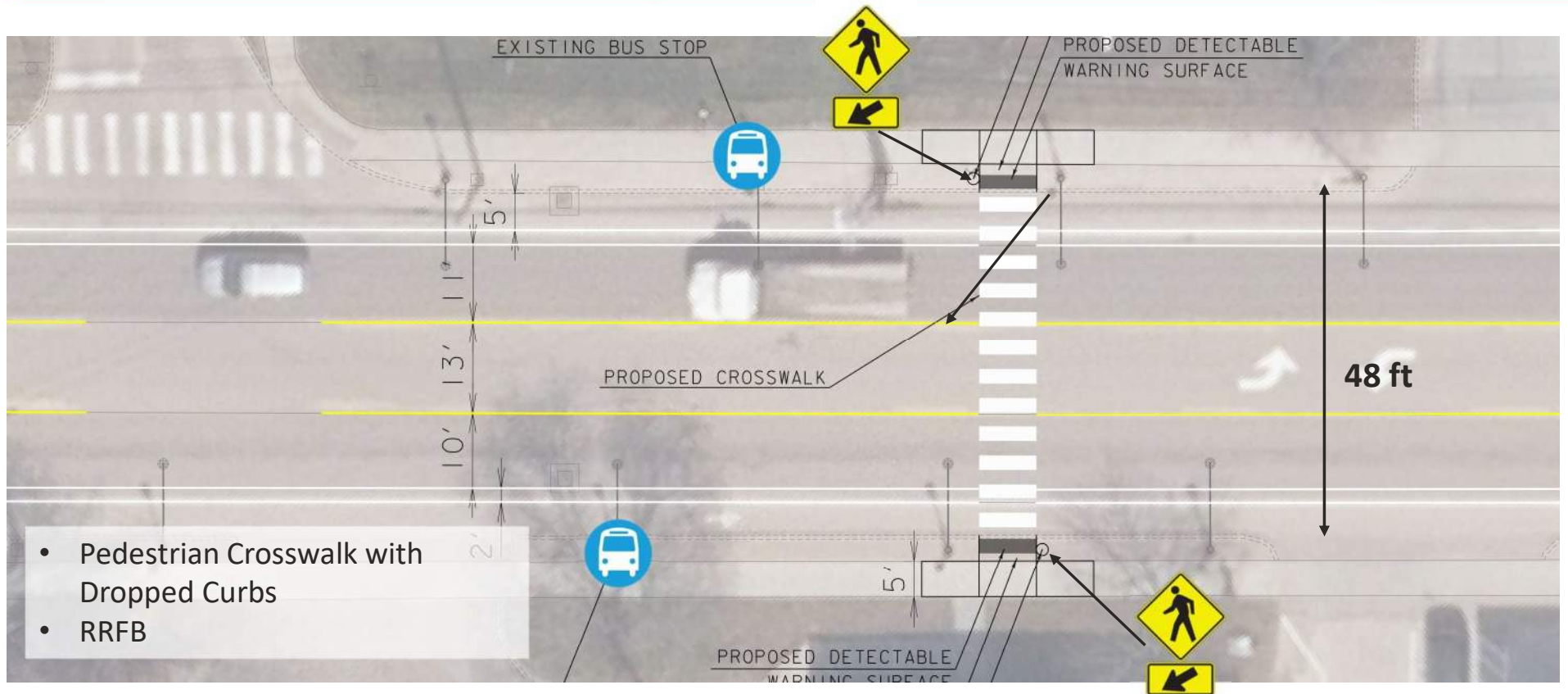


Other Considerations

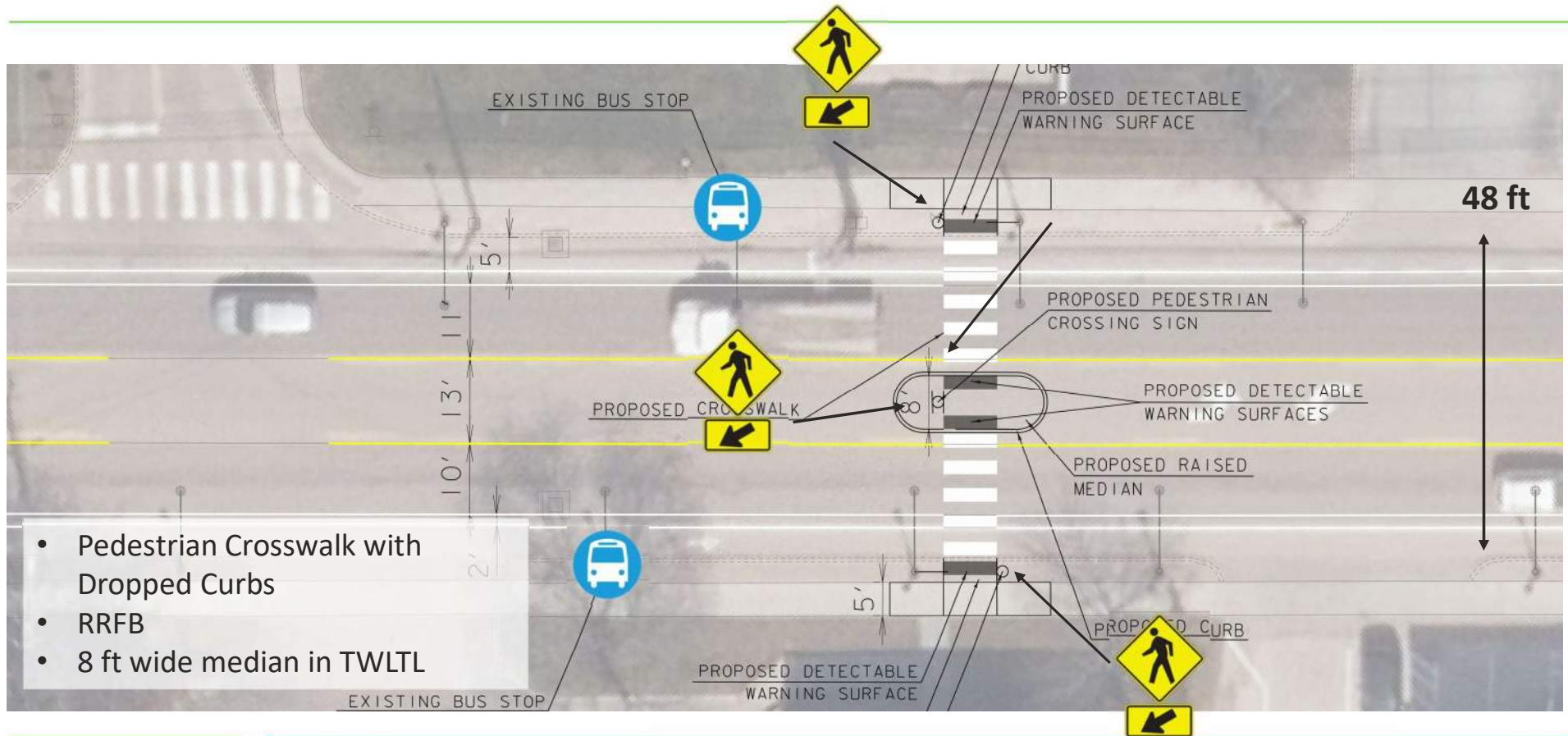


- VTrans Crosswalk warrant not met outright due to pedestrian counts
- Access to transit requires pedestrians to cross Pearl Street
- Complete Streets policies support safe transit access
- Significant pedestrian delay increases risk taking behavior
- Wide roadway increases pedestrian exposure and risk

Willey's Court– Alternative 2



Willey's Court– Alternative 3



Visualization of Alternatives 2 and 3

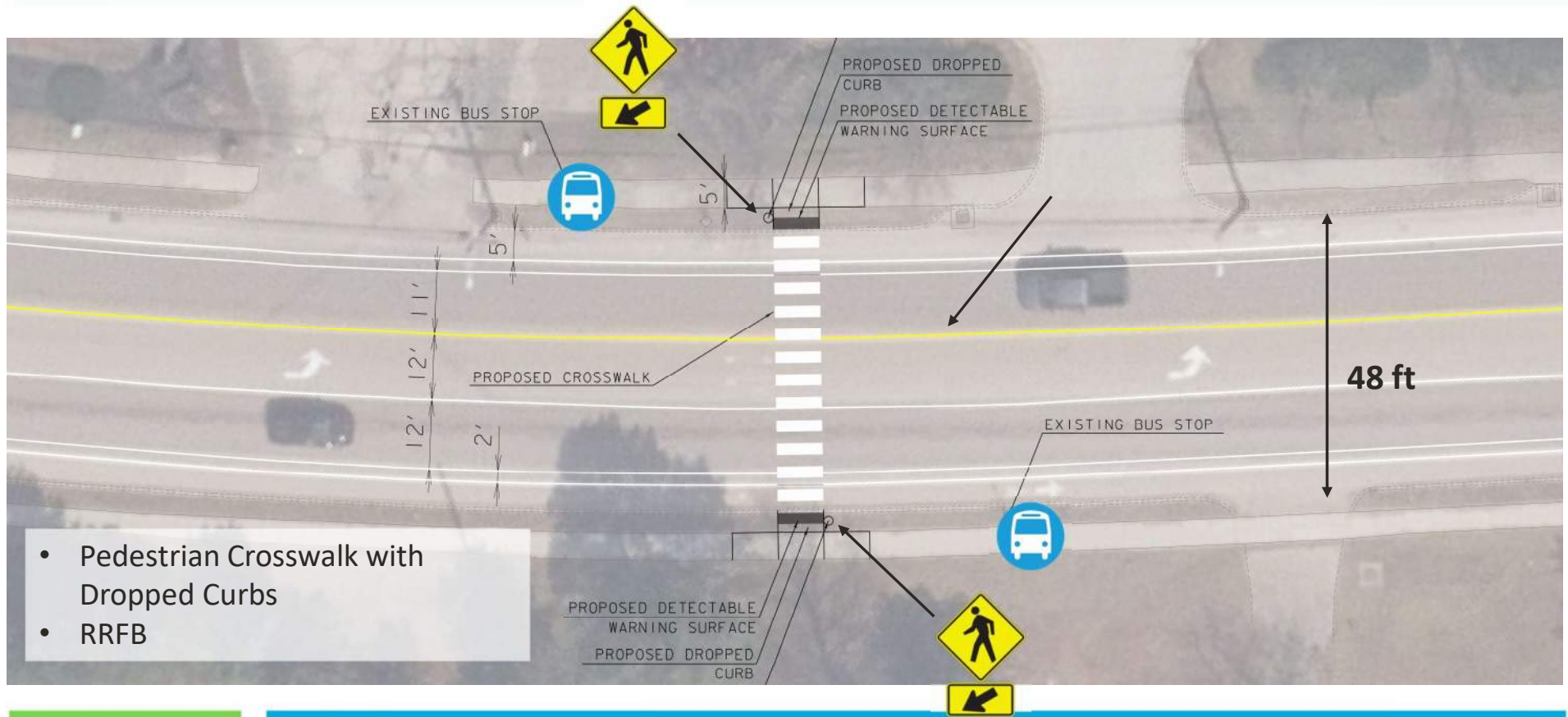


Willeys Court Alternatives Matrix

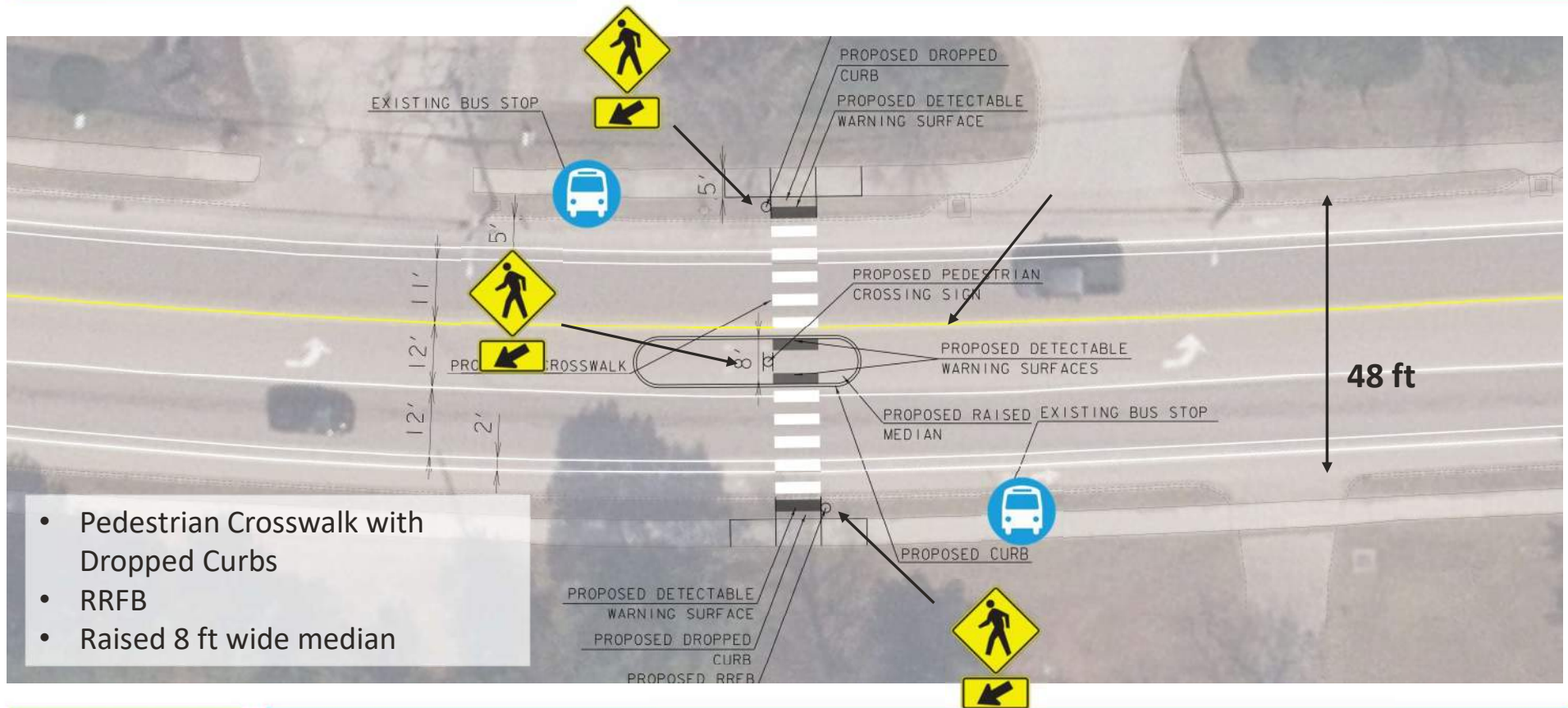


	Meets Purpose & Need	Pedestrian Facilities	Benefits and Other Considerations	Disadvantages	Construction Cost Estimate
Alternative 1: No Build	No	None	None	None	\$0
Alternative 2: Crosswalk with RRFB	Yes	Painted crosswalk with RRFB, improved lighting, and dropped curbs	Could paint high-visibility crosswalk markings to improve conspicuity. Could provide flush median to improve visibility.	Existing long exposure time remains	\$50,000
Alternative 3: Crosswalk with Raised Median and RRFB	Yes	Painted crosswalk with RRFB, improved lighting, and dropped curbs	Raised median provides pedestrian refuge, contributes to traffic calming, and positions the offside RRFB more prominently within the driver's field of view. Long median allows for plantings or art.	Median would interfere with traffic flow during CVE events such as the Champlain Valley Fair. Medians add winter maintenance issues. Medians may interfere with driveway access.	\$75,000

Complex 159 – Alternative 4



Complex 159 – Alternative 5



- Pedestrian Crosswalk with Dropped Curbs
- RRFB
- Raised 8 ft wide median

Complex 159 Alternatives Matrix



	Meets Purpose & Need	Pedestrian Facilities	Benefits and Other Considerations	Disadvantages	Cost Estimate
Alternative 1: No Build	No	None	None	None	\$0
Alternative 4: Crosswalk with RRFB	Yes	Painted crosswalk with RRFB, improved lighting, and dropped curbs	Could paint high-visibility crosswalk markings to improve conspicuity. Could provide flush median to improve visibility.	Existing long exposure time remains	
Alternative 5: Crosswalk with Raised Median and RRFB	Yes	Painted crosswalk with RRFB, improved lighting, and dropped curbs	Raised median provides pedestrian refuge, contributes to traffic calming, and positions the offside RRFB more prominently within the driver's field of view. Long median allows for plantings or art.	Median would interfere with traffic flow during CVE events such as the state fair. Medians add winter maintenance issues.	

COMMENTS & CONCERNS

CONTACT

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Technical Lead
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Examples of Flush Medians and High Visibility Paint



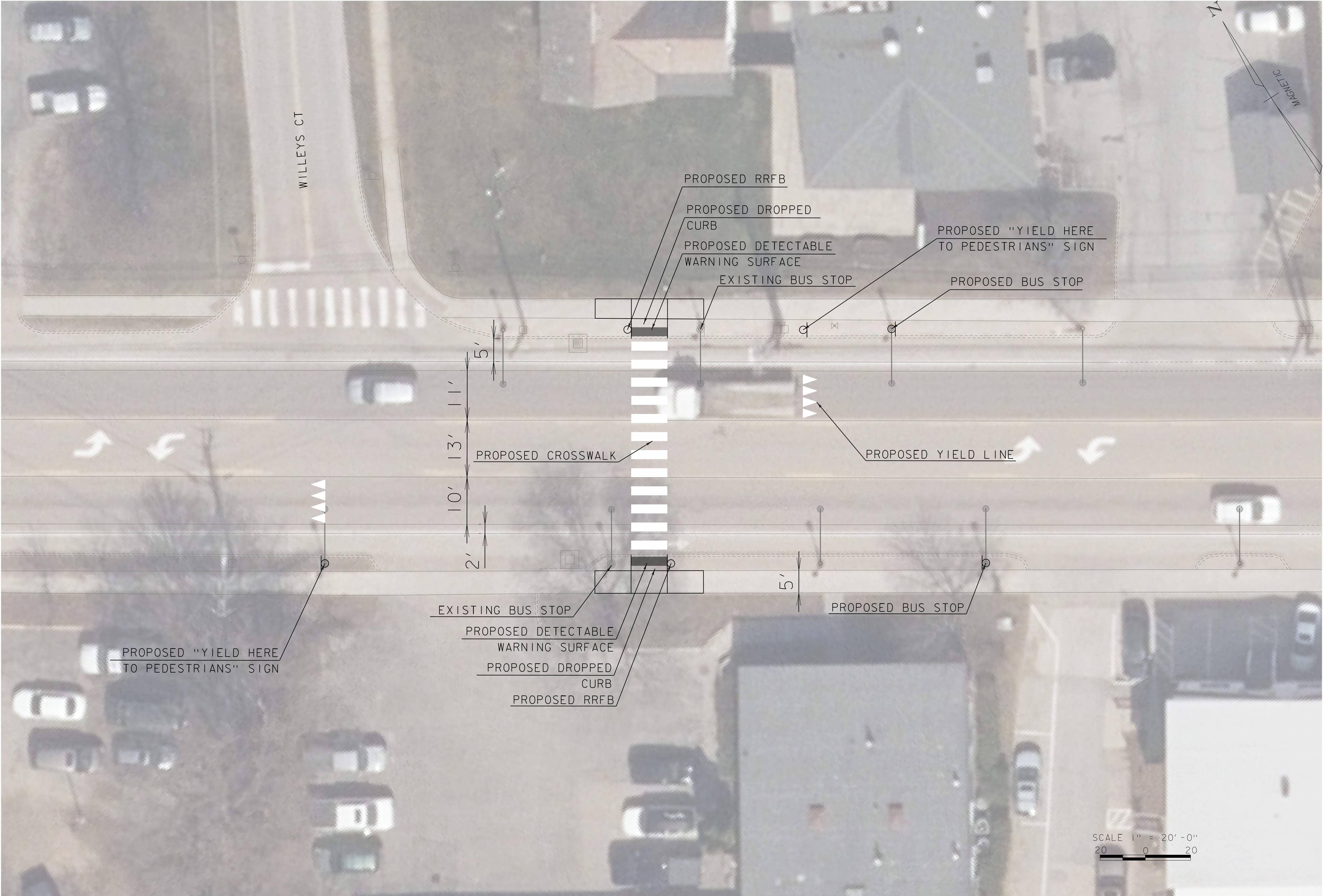
Pearl Street, Essex Junction

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APPENDIX F

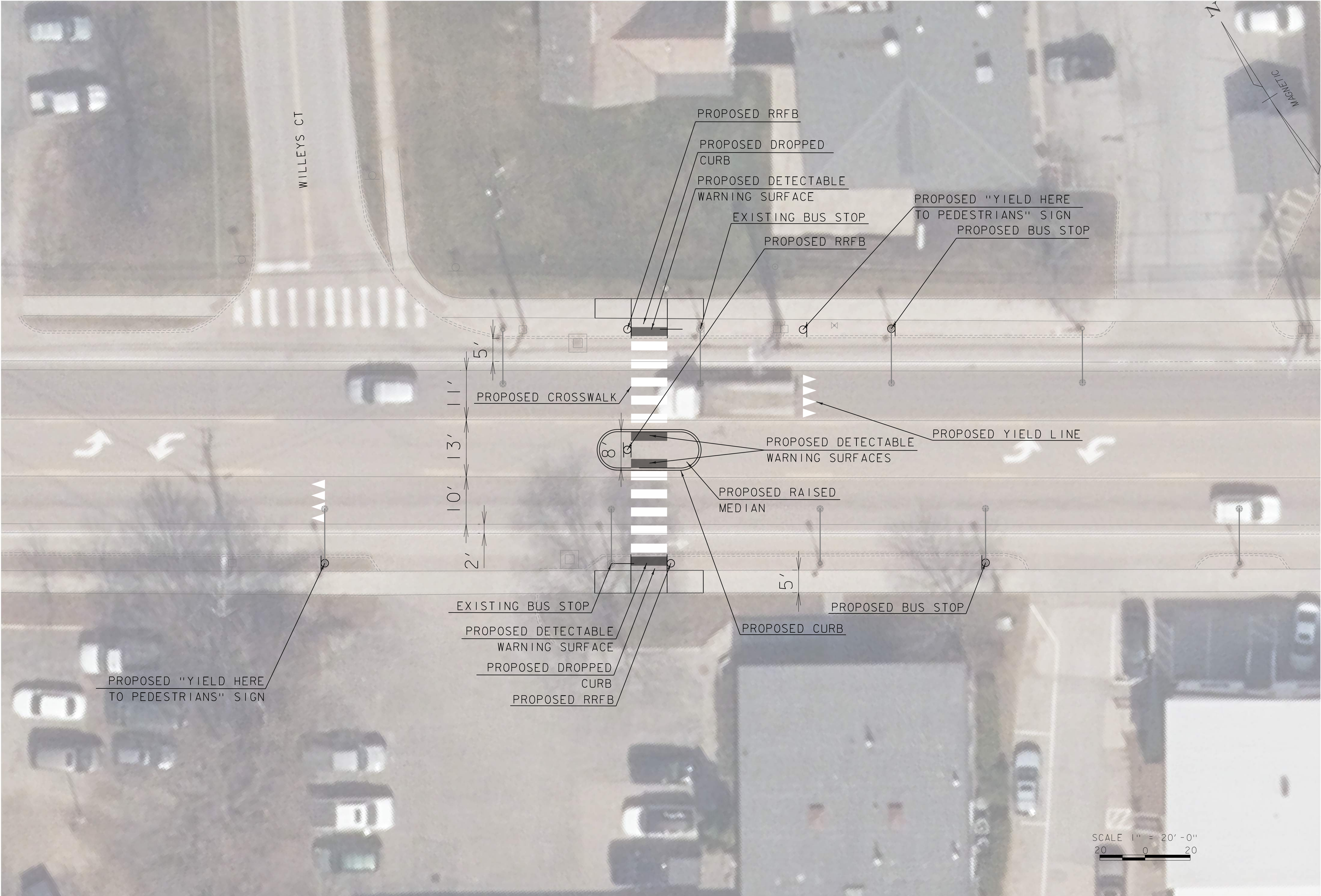
Conceptual Plans

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CITY OF ESSEX JUNCTION ESSEX JUNCTION, VERMONT PEARL STREET CROSSWALK STUDY ALTERNATIVE 2 - WILLEYS COURT CROSSWALK		PROJECT NO. 25.120001.03 FIGURE 1 FIGURE 1 OF 4	
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AS SHOWN		DATE MONTH 20XX	

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PROJECT NO. 25.120001.03

FIGURE

2

FIGURE 2 OF 4

CITY OF ESSEX JUNCTION

ESSEX JUNCTION, VERMONT

PEARL STREET CROSSWALK STUDY

ALTERNATIVE 3 - WILLEYS COURT CROSSWALK WITH RAISED MEDIAN

HOYLE
TANNER

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VOGT BRIDGE NO.
N/A

FILENAME
45.120001.03bdr_lay

MODEL NAME
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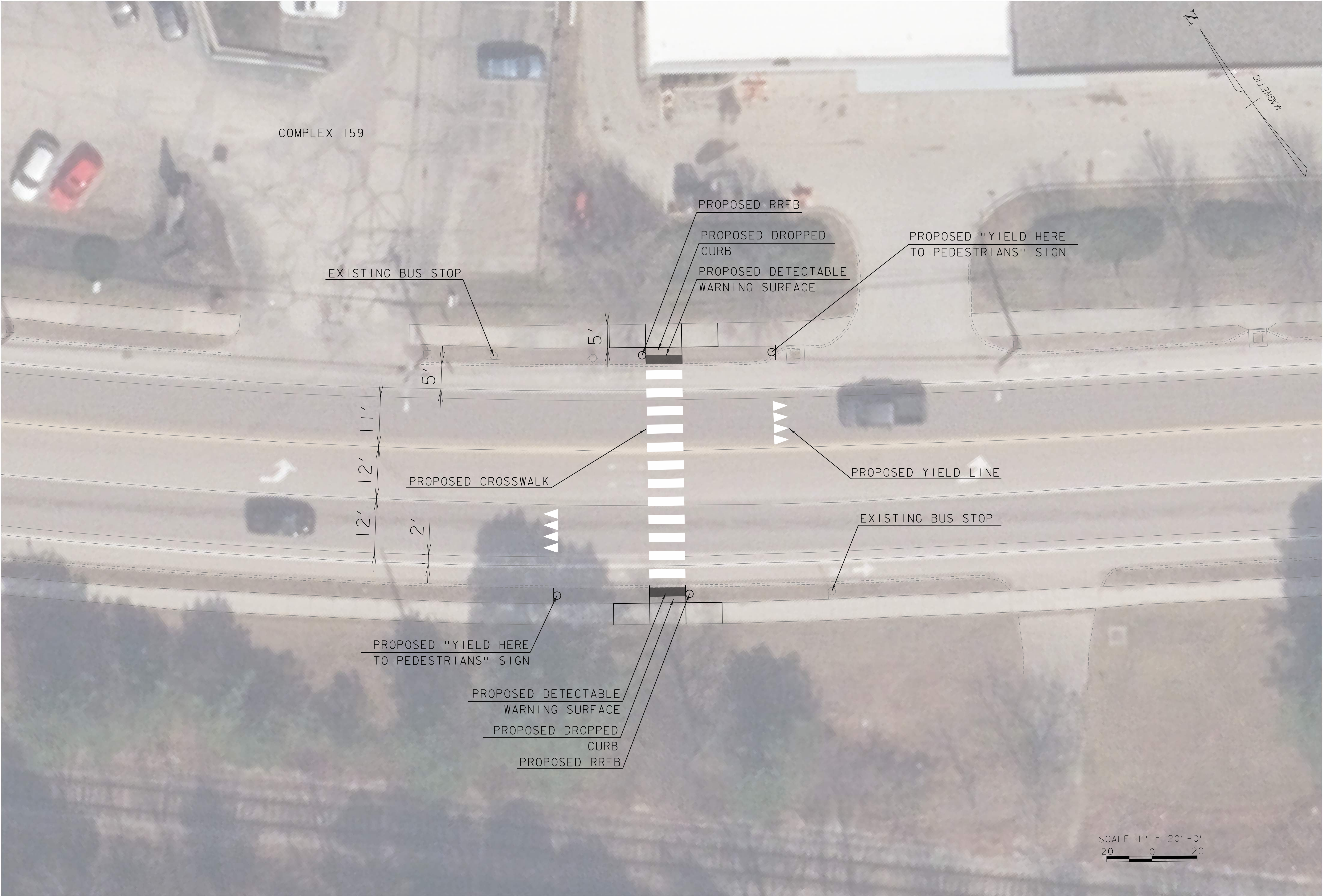
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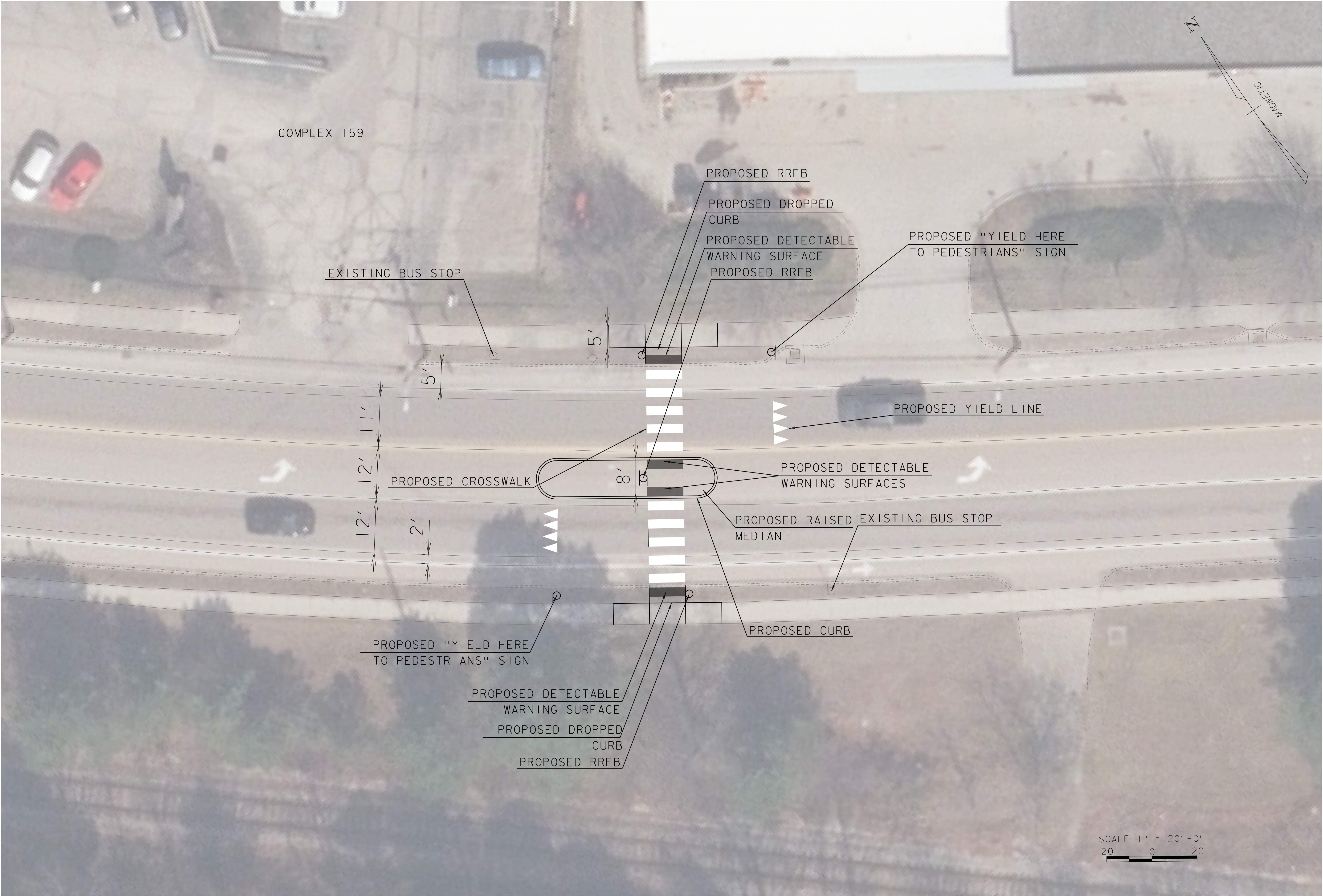
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CITY OF ESSEX JUNCTION ESSEX JUNCTION, VERMONT PEARL STREET CROSSWALK STUDY ALTERNATIVE 4 - COMPLEX 159 CROSSWALK		PROJECT NO. 25.120001.03 FIGURE 3 FIGURE 3 OF 4	
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DRAWN MODEL NAME jll04 BEL		CHECKED SCALE XXX	
AS SHOWN		DATE MONTH 20XX	



CITY OF ESSEX JUNCTION ESSEX JUNCTION, VERMONT PEARL STREET CROSSWALK STUDY		PROJECT NO. 25.120001.03 FIGURE 4 FIGURE 4 OF 4	
ALTERNATIVE 5 - COMPLEX 159 CROSSWALK WITH RAISED MEDIAN		FIGURE	
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VACAT BRIDGE NO. N/A		DESIGNER BEL	
FILENAME 45.120001.03bdr_lay		DRAWN BEL	
MODEL NAME 01/05		CHECKED XXX	
AS SHOWN		DATE MONTH 20XX	

APPENDIX G

Cost Estimates



125 College Street
4th Floor
Burlington, VT 05401
(802) 860-1331

Calc. By:	BEL	Date:	2/20/2026
Chck. By:	TAS	Date:	4/22/2026
Chck. By:		Date:	
Chck. By:		Date:	

Pearl St Pedestrian Crossing
Engineers Estimate of Probable Construction Costs
Hoyle Tanner Project No. 25.120001.03

CROSSWALK NEAR WILLEYS COURT, ALT 2: CONCEPTUAL ESTIMATE

SECTION A - MAJOR ITEMS

ITEM NO.	DESCRIPTION	UNIT	QTY	UNIT COST	COST
203.1500	Common Excavation	CY	15	\$ 30.00	\$ 450.00
301.2500	Subbase of Crushed Gravel, Coarse Graded	CY	10	\$ 65.00	\$ 650.00
406.3400	Bituminous Concrete Pavement, Non-Paver Placed, Type IVS	SY	0.5	\$ 45.00	\$ 22.50
616.4100	Removal of Existing Curb	LF	20	\$ 15.00	\$ 300.00
618.1005	Portland Cement Concrete Sidewalk, 5 Inch	SY	2	\$ 250.00	\$ 500.00
618.3000	Detectable Warning Surface	SF	35	\$ 75.00	\$ 2,625.00
646.5040	Durable Crosswalk Marking, Polyurea	LF	50	\$ 60.00	\$ 3,000.00
675.2000	Traffic Sign, Flat Sheet Aluminum	SF	55	\$ 25.00	\$ 1,375.00
675.3410	Square Tube Sign Post and Anchor	LF	30	\$ 25.00	\$ 750.00
678.2020004	RRFB, Solar-Powered, Double Sided	EACH	2	\$ 15,000.00	\$ 30,000.00
	MISCELLANEOUS ROADWAY		15% OF ABOVE TOTAL		\$ 5,950.88
	MISCELLANEOUS EPSC/TURF ESTABLISHMENT				\$ 7,000.00
	SUBTOTAL A				\$ 45,623.38

SECTION B - TRAFFIC CONTROL

ITEM NO.	DESCRIPTION	UNIT	QTY	UNIT COST	COST
630.1500	Flaggers	HR	80	\$ 50.00	\$ 4,000.00
641.1100	Traffic Control, All-Inclusive	LS	1	\$ 25,000.00	\$ 25,000.00
	SUBTOTAL B				\$ 74,623.38

SECTION C - MOBILIZATION AND CONTINGENCIES

ROADWAY MOBILIZATION	15%	\$	11,193.51
SUBTOTAL C		\$	85,816.88



125 College Street
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Calc. By:	BEL	Date:	2/20/2026
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Chck. By:		Date:	
Chck. By:		Date:	

Pearl St Pedestrian Crossing
Engineers Estimate of Probable Construction Costs
Hoyle Tanner Project No. 25.120001.03

CROSSWALK NEAR WILLEYS COURT, ALT 2: CONCEPTUAL ESTIMATE

SECTION D - CONSTRUCTION (CON)

ROUNDED CONSTRUCTION SUBTOTAL:	\$	86,000.00
CONTINGENCY	25% \$	21,500.00
CONSTRUCTION ENGINEERING	\$	15,000.00
CON TOTAL FOR PLANNING	\$	122,500.00

SECTION E - RIGHT-OF-WAY (ROW)

TAKES	\$0.00
EASEMENTS	\$0.00
ROW TOTAL	\$0.00

SECTION F - PRELIMINARY ENGINEERING (PE)

ENGINEERING STUDY	\$0.00
FINAL DESIGN	25% \$30,700.00
CONSTRUCTION PHASE SERVICES	\$0.00
PE TOTAL	\$30,700.00

PROJECT TOTAL COST (CON)

\$153,200.00

This Engineers Estimate of Probable Construction Costs is based on the anticipated scope of work, as well as Hoyle Tanner's experience with similar projects and understanding of current industry trends. The estimate has not been based on a final design for this project, and as such, it is intended to be preliminary in nature. It should be noted that changes in material or labor costs in the construction industry could impact the project cost in either direction.



125 College Street
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Calc. By:	BEL	Date:	2/20/2026
Chck. By:	TAS	Date:	4/22/2026
Chck. By:		Date:	
Chck. By:		Date:	

Pearl St Pedestrian Crossing
Engineers Estimate of Probable Construction Costs
Hoyle Tanner Project No. 25.120001.03

CROSSWALK NEAR WILLEYS COURT WITH ISLAND, ALT 3: CONCEPTUAL ESTIMATE

SECTION A - MAJOR ITEMS

ITEM NO.	DESCRIPTION	UNIT	QTY	UNIT COST	COST
203.1500	Common Excavation	CY	25	\$ 30.00	\$ 750.00
301.2500	Subbase of Crushed Gravel, Coarse Graded	CY	15	\$ 65.00	\$ 975.00
406.3400	Bituminous Concrete Pavement, Non-Paver Placed, Type IVS	SY	1	\$ 45.00	\$ 45.00
616.2100	Vertical Granite Curb	LF	45	\$ 75.00	\$ 3,375.00
616.4100	Removal of Existing Curb	LF	20	\$ 15.00	\$ 300.00
618.1005	Portland Cement Concrete Sidewalk, 5 Inch	SY	2.5	\$ 250.00	\$ 625.00
618.3000	Detectable Warning Surface	SF	35	\$ 75.00	\$ 2,625.00
646.5040	Durable Crosswalk Marking, Polyurea	LF	40	\$ 60.00	\$ 2,400.00
675.2000	Traffic Sign, Flat Sheet Aluminum	SF	55	\$ 25.00	\$ 1,375.00
675.3410	Square Tube Sign Post and Anchor	LF	30	\$ 25.00	\$ 750.00
678.2020004	RRFB, Solar-Powers, Double Sided	EACH	3	\$ 15,000.00	\$ 45,000.00
	MISCELLANEOUS ROADWAY		15% OF ABOVE TOTAL		\$ 8,733.00
	MISCELLANEOUS EPSC/TURF ESTABLISHMENT				\$ 7,000.00
	SUBTOTAL A				\$ 66,953.00

SECTION B - TRAFFIC CONTROL

ITEM NO.	DESCRIPTION	UNIT	QTY	UNIT COST	COST
630.1500	Flaggers	HR	160	\$ 50.00	\$ 8,000.00
641.1100	Traffic Control, All-Inclusive	LS	1	\$ 45,000.00	\$ 45,000.00
	SUBTOTAL B				\$ 119,953.00

SECTION C - MOBILIZATION AND CONTINGENCIES

ROADWAY MOBILIZATION	15%	\$ 17,992.95
SUBTOTAL C		\$ 137,945.95



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Chck. By:		Date:	
Chck. By:		Date:	

Pearl St Pedestrian Crossing
Engineers Estimate of Probable Construction Costs
Hoyle Tanner Project No. 25.120001.03

CROSSWALK NEAR WILLEYS COURT WITH ISLAND, ALT 3: CONCEPTUAL ESTIMATE

SECTION D - CONSTRUCTION (CON)

ROUNDED CONSTRUCTION SUBTOTAL:	\$	138,000.00
CONTINGENCY	25% \$	34,500.00
CONSTRUCTION ENGINEERING	\$	15,000.00
CON TOTAL FOR PLANNING	\$	187,500.00

SECTION E - RIGHT-OF-WAY (ROW)

TAKES	\$0.00
EASEMENTS	\$0.00
ROW TOTAL	\$0.00

SECTION F - PRELIMINARY ENGINEERING (PE)

ENGINEERING STUDY	\$0.00
FINAL DESIGN	25% \$46,900.00
CONSTRUCTION PHASE SERVICES	\$0.00
PE TOTAL	\$46,900.00

PROJECT TOTAL COST (CON)

\$234,400.00

This Engineers Estimate of Probable Construction Costs is based on the anticipated scope of work, as well as Hoyle Tanner's experience with similar projects and understanding of current industry trends. The estimate has not been based on a final design for this project, and as such, it is intended to be preliminary in nature. It should be noted that changes in material or labor costs in the construction industry could impact the project cost in either direction.



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Calc. By:	BEL	Date:	2/20/2026
Chck. By:	TAS	Date:	4/22/2026
Chck. By:		Date:	
Chck. By:		Date:	

Pearl St Pedestrian Crossing
Engineers Estimate of Probable Construction Costs
Hoyle Tanner Project No. 25.120001.03

CROSSWALK NEAR COMPLEX 159, ALT 4: CONCEPTUAL ESTIMATE

SECTION A - MAJOR ITEMS

ITEM NO.	DESCRIPTION	UNIT	QTY	UNIT COST	COST
203.1500	Common Excavation	CY	15	\$ 30.00	\$ 450.00
301.2500	Subbase of Crushed Gravel, Coarse Graded	CY	10	\$ 65.00	\$ 650.00
406.3400	Bituminous Concrete Pavement, Non-Paver Placed, Type IVS	SY	0.5	\$ 45.00	\$ 22.50
616.4100	Removal of Existing Curb	LF	20	\$ 15.00	\$ 300.00
618.1005	Portland Cement Concrete Sidewalk, 5 Inch	SY	1.5	\$ 250.00	\$ 375.00
618.3000	Detectable Warning Surface	SF	35	\$ 75.00	\$ 2,625.00
646.5040	Durable Crosswalk Marking, Polyurea	LF	50	\$ 60.00	\$ 3,000.00
675.2000	Traffic Sign, Flat Sheet Aluminum	SF	55	\$ 25.00	\$ 1,375.00
675.3410	Square Tube Sign Post and Anchor	LF	30	\$ 25.00	\$ 750.00
678.2020004	RRFB, Solar-Powered, Double Sided	EACH	2	\$ 15,000.00	\$ 30,000.00
	MISCELLANEOUS ROADWAY		15% OF ABOVE TOTAL		\$ 5,932.13
	MISCELLANEOUS EPSC/TURF ESTABLISHMENT				\$ 7,000.00
	SUBTOTAL A				\$ 45,479.63

SECTION B - TRAFFIC CONTROL

ITEM NO.	DESCRIPTION	UNIT	QTY	UNIT COST	COST
630.1500	Flaggers	HR	80	\$ 50.00	\$ 4,000.00
641.1100	Traffic Control, All-Inclusive	LS	1	\$ 35,000.00	\$ 35,000.00
	SUBTOTAL B				\$ 84,479.63

SECTION C - MOBILIZATION AND CONTINGENCIES

ROADWAY MOBILIZATION	15%	\$	12,671.94
SUBTOTAL C		\$	97,151.57



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Chck. By:		Date:	
Chck. By:		Date:	

Pearl St Pedestrian Crossing
Engineers Estimate of Probable Construction Costs
Hoyle Tanner Project No. 25.120001.03

CROSSWALK NEAR COMPLEX 159, ALT 4: CONCEPTUAL ESTIMATE

SECTION D - CONSTRUCTION (CON)

ROUNDED CONSTRUCTION SUBTOTAL:	\$	98,000.00
CONTINGENCY	25% \$	24,500.00
CONSTRUCTION ENGINEERING	\$	15,000.00
CON TOTAL FOR PLANNING	\$	137,500.00

SECTION E - RIGHT-OF-WAY (ROW)

TAKES	\$0.00
EASEMENTS	\$0.00
ROW TOTAL	\$0.00

SECTION F - PRELIMINARY ENGINEERING (PE)

ENGINEERING STUDY	\$0.00
FINAL DESIGN	25% \$34,400.00
CONSTRUCTION PHASE SERVICES	\$0.00
PE TOTAL	\$34,400.00

PROJECT TOTAL COST (CON)

\$171,900.00

This Engineers Estimate of Probable Construction Costs is based on the anticipated scope of work, as well as Hoyle Tanner's experience with similar projects and understanding of current industry trends. The estimate has not been based on a final design for this project, and as such, it is intended to be preliminary in nature. It should be noted that changes in material or labor costs in the construction industry could impact the project cost in either direction.



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Chck. By:	TAS	Date:	4/22/2026
Chck. By:		Date:	
Chck. By:		Date:	

Pearl St Pedestrian Crossing
Engineers Estimate of Probable Construction Costs
Hoyle Tanner Project No. 25.120001.03

CROSSWALK NEAR COMPLEX 159 WITH ISLAND, ALT 4: CONCEPTUAL ESTIMATE

SECTION A - MAJOR ITEMS

ITEM NO.	DESCRIPTION	UNIT	QTY	UNIT COST	COST
203.1500	Common Excavation	CY	30	\$ 30.00	\$ 900.00
301.2500	Subbase of Crushed Gravel, Coarse Graded	CY	15	\$ 65.00	\$ 975.00
406.3400	Bituminous Concrete Pavement, Non-Paver Placed, Type IVS	SY	1	\$ 45.00	\$ 45.00
616.2100	Vertical Granite Curb	LF	80	\$ 75.00	\$ 6,000.00
616.4100	Removal of Existing Curb	LF	20	\$ 15.00	\$ 300.00
618.1005	Portland Cement Concrete Sidewalk, 5 Inch	SY	3	\$ 250.00	\$ 750.00
618.3000	Detectable Warning Surface	SF	35	\$ 75.00	\$ 2,625.00
646.5040	Durable Crosswalk Marking, Polyurea	LF	40	\$ 20.00	\$ 800.00
675.2000	Traffic Sign, Flat Sheet Aluminum	SF	55	\$ 60.00	\$ 3,300.00
675.3410	Square Tube Sign Post and Anchor	LF	30	\$ 25.00	\$ 750.00
678.2020004	RRFB, Solar-Powers, Double Sided	EACH	3	\$ 15,000.00	\$ 45,000.00
	MISCELLANEOUS ROADWAY		15% OF ABOVE TOTAL		\$ 9,216.75
	MISCELLANEOUS EPSC/TURF ESTABLISHMENT				\$ 7,000.00
	SUBTOTAL A				\$ 70,661.75

SECTION B - TRAFFIC CONTROL

ITEM NO.	DESCRIPTION	UNIT	QTY	UNIT COST	COST
630.1500	Flaggers	HR	160	\$ 50.00	\$ 8,000.00
641.1100	Traffic Control, All-Inclusive	LS	1	\$ 35,000.00	\$ 35,000.00
	SUBTOTAL B				\$ 113,661.75

SECTION C - MOBILIZATION AND CONTINGENCIES

ROADWAY MOBILIZATION	15%	\$ 17,049.26
SUBTOTAL C		\$ 130,711.01



125 College Street
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Burlington, VT 05401
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Calc. By:	BEL	Date:	2/20/2026
Chck. By:	TAS	Date:	4/22/2026
Chck. By:		Date:	
Chck. By:		Date:	

Pearl St Pedestrian Crossing
Engineers Estimate of Probable Construction Costs
Hoyle Tanner Project No. 25.120001.03

CROSSWALK NEAR COMPLEX 159 WITH ISLAND, ALT 4: CONCEPTUAL ESTIMATE

SECTION D - CONSTRUCTION (CON)

ROUNDED CONSTRUCTION SUBTOTAL:	\$	131,000.00
CONTINGENCY	25%	\$ 32,750.00
CONSTRUCTION ENGINEERING	\$	15,000.00
CON TOTAL FOR PLANNING	\$	178,750.00

SECTION E - RIGHT-OF-WAY (ROW)

TAKES	\$0.00
EASEMENTS	\$0.00
ROW TOTAL	\$0.00

SECTION F - PRELIMINARY ENGINEERING (PE)

ENGINEERING STUDY	\$0.00
FINAL DESIGN	25% \$44,700.00
CONSTRUCTION PHASE SERVICES	\$0.00
PE TOTAL	\$44,700.00

PROJECT TOTAL COST (CON)	\$223,450.00
---------------------------------	---------------------

This Engineers Estimate of Probable Construction Costs is based on the anticipated scope of work, as well as Hoyle Tanner's experience with similar projects and understanding of current industry trends. The estimate has not been based on a final design for this project, and as such, it is intended to be preliminary in nature. It should be noted that changes in material or labor costs in the construction industry could impact the project cost in either direction.

APPENDIX H

Natural and Cultural Resources:

Natural Resources Atlas

Wetland Map

Farmland Classification Map

Map of Hazardous Sites



LEGEND

-  Parcels (standardized)
- Roads**
 -  Interstate
 -  US Highway; 1
 -  State Highway
 -  Town Highway (Class 1)
 -  Town Highway (Class 2,3)
 -  Town Highway (Class 4)
 -  State Forest Trail
 -  National Forest Trail
 -  Legal Trail
 -  Private Road/Driveway
 -  Proposed Roads
-  Town Boundary



1: 12,937

March 26, 2026



657.0 0 328.00 657.0 Meters

WGS_1984_Web_Mercator_Auxiliary_Sphere

© Vermont Agency of Natural Resources

1" = 1078 Ft. 1cm = 129 Meters

THIS MAP IS NOT TO BE USED FOR NAVIGATION

DISCLAIMER: This map is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. ANR and the State of Vermont make no representations of any kind, including but not limited to, the warranties of merchantability, or fitness for a particular use, nor are any such warranties to be implied with respect to the data on this map.

NOTES

Map created using ANR's Natural Resources Atlas



Wetlands Inventory Map

Vermont Agency of Natural Resources

Wetlands Inventory Map

vermont.gov



LEGEND

- Wetland
- Wetland Projects
- Wetlands - VSWI
 - Class 1 Wetland
 - Class 2 Wetland
 - Buffer
- Wetlands - VSWI Advisory Lay
- Vermont Vernal Pool Atlas
 - Confirmed
 - Potential
 - Probable
- DFIRM Floodways
- Special Flood Hazard Areas (FEMA)
- AE (1-percent annual chance flood)
- A (1-percent annual chance floodpl)
- AO (1-percent annual chance zone feet)
- 0.2-percent annual chance flood ha
- Soils - Hydric
 - Hydric - Obligate (OBW)
 - Hydric - Facultative Wetland Plants
 - Hydric - Other Wetland Indicator
 - Hydric
 - Not Rated
- Roads
 - Interstate
 - US Highway; 1
 - State Highway

1: 6,839

March 26, 2026



347.0 0 174.00 347.0 Meters

WGS_1984_Web_Mercator_Auxiliary_Sphere

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1" = 570 Ft. 1cm = 68 Meters

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IMPORTANT!: The Wetlands Viewer is designed to help the public research wetland locations and features. Only a qualified wetland scientist may determine the absence or presence of a wetland and the boundaries. Not all wetlands are mapped. Wetlands not mapped on the Vermont Significant Wetland Inventory may still be considered significant.



LEGEND

Uncommon Species and other

-  Plant
-  Animal
-  Natural Community

Rare Threatened and Endange

-  RTE Animal
-  RTE Plant

Significant Natural Communities

-  Significant Natural Communities
-  Parcels (standardized)



1: 12,937

March 25, 2026



657.0 0 328.00 657.0 Meters

WGS_1984_Web_Mercator_Auxiliary_Sphere

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1" = 1078 Ft. 1cm = 129 Meters

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NOTES

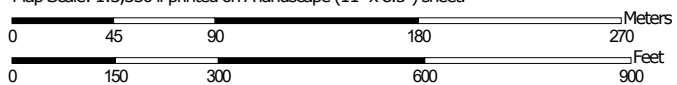
Map created using ANR's Natural Resources Atlas

Farmland Classification—Chittenden County, Vermont (converted)



Soil Map may not be valid at this scale.

Map Scale: 1:3,350 if printed on A landscape (11" x 8.5") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 18N WGS84



**Natural Resources
Conservation Service**

Web Soil Survey
National Cooperative Soil Survey

3/25/2026
Page 1 of 5

Farmland Classification—Chittenden County, Vermont
(converted)

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season

-  Prime farmland if subsoiled, completely removing the root inhibiting soil layer
-  Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
-  Prime farmland if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance
-  Farmland of statewide importance, if drained
-  Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated

-  Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated and drained
-  Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer
-  Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60

-  Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough
-  Farmland of statewide importance, if thawed
-  Farmland of local importance
-  Farmland of local importance, if irrigated

-  Farmland of unique importance
-  Not rated or not available

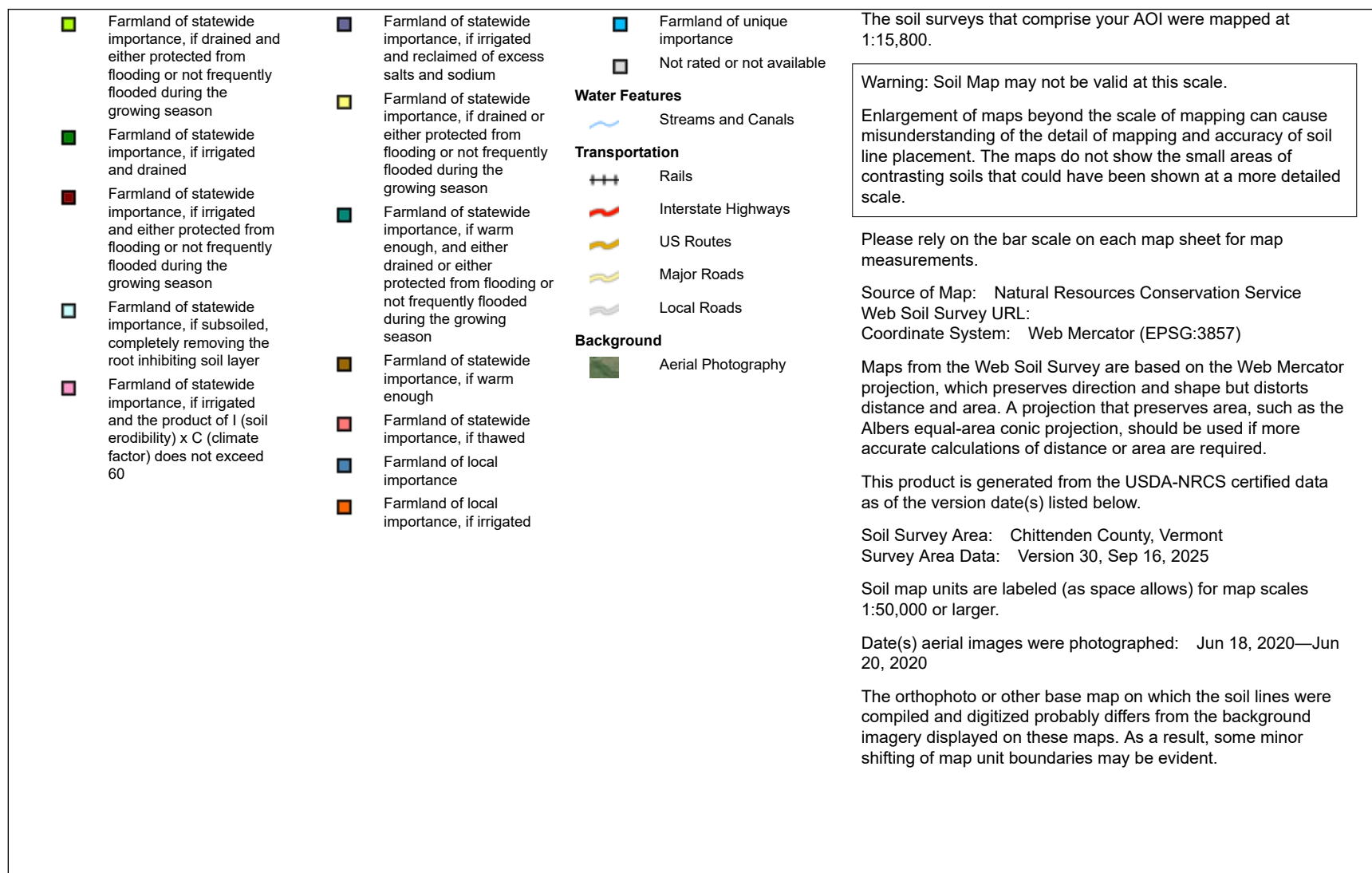
Soil Rating Lines

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season

Farmland Classification—Chittenden County, Vermont
(converted)

	Prime farmland if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium		Farmland of unique importance		Prime farmland if subsoiled, completely removing the root inhibiting soil layer
	Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if irrigated and drained		Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season	Soil Rating Points			Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
	Prime farmland if irrigated and reclaimed of excess salts and sodium		Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season		Not prime farmland		Prime farmland if irrigated and reclaimed of excess salts and sodium
	Farmland of statewide importance		Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if thawed		Prime farmland if drained		Farmland of statewide importance
	Farmland of statewide importance, if drained		Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of local importance		Prime farmland if protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if drained
	Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season				Farmland of local importance, if irrigated		Prime farmland if irrigated		Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
	Farmland of statewide importance, if irrigated						Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated
							Prime farmland if irrigated and drained		
							Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season		

Farmland Classification—Chittenden County, Vermont (converted)



Farmland Classification

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
AdA	Adams and Windsor loamy sands, 0 to 5 percent slopes	Farmland of statewide importance	5.5	100.0%
Totals for Area of Interest			5.5	100.0%

Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

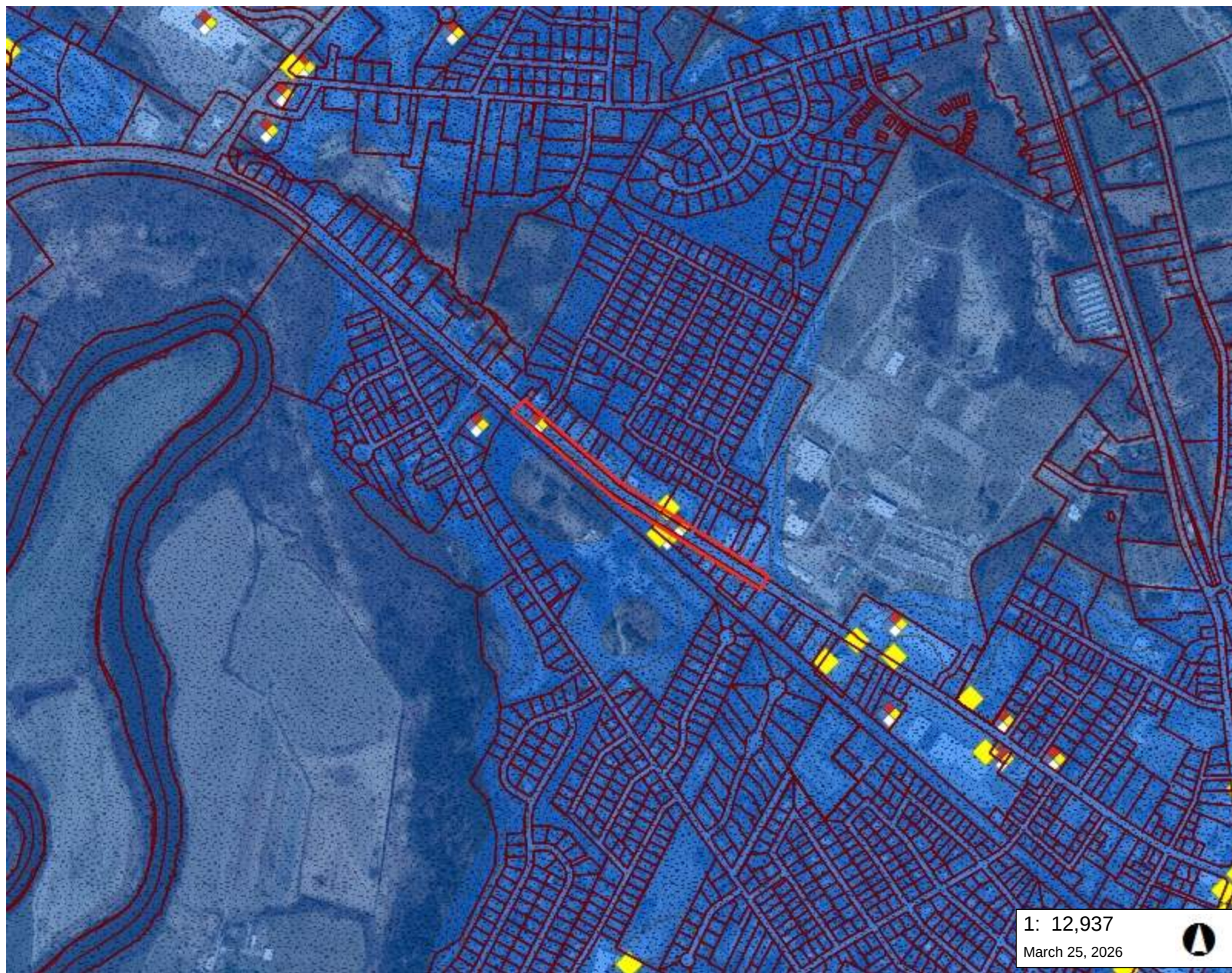
Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower



LEGEND

-  Hazardous Site
-  Hazardous Waste Generators
-  Aboveground Storage Tank
-  Urban Soil Background Areas
-  Parcels (standardized)



1: 12,937

March 25, 2026



657.0 0 328.00 657.0 Meters

WGS_1984_Web_Mercator_Auxiliary_Sphere

© Vermont Agency of Natural Resources

1" = 1078 Ft. 1cm = 129 Meters

THIS MAP IS NOT TO BE USED FOR NAVIGATION

DISCLAIMER: This map is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. ANR and the State of Vermont make no representations of any kind, including but not limited to, the warranties of merchantability, or fitness for a particular use, nor are any such warranties to be implied with respect to the data on this map.

NOTES

Map created using ANR's Natural Resources Atlas

APPENDIX H

DESIGN CRITERIA

Pearl Street

ROADWAY FUNCTIONAL CLASS:	Principal Arterial
DESIGN SPEED:	30 MPH
DESIGN MANUALS:	1) AASHTO "A Policy on Geometric Design of Highways and Streets", 2018, 7th Edition. 2) AASHTO "Roadside Design Guide", 2011, 4th Edition. 3) VTrans Roadway Design Manual, 1998 Edition. 4) Manual on Uniform Traffic Control Devices, 2023. 5) VTrans Pedestrian and Bicycle Facility Planning and Design Manual, 2002. 6) Highway Capacity Manual, 7th Edition, 2022
DESIGN SPECIFICATIONS:	1) VTrans Standard Specifications for Construction, 2018.
DESIGN GUIDELINES:	1) Guidebook for Municipality Managed Projects (Revised 2021). 2) NCHRP Report 480; "A Guide to Best Practices for Achieving Context Sensitive Solutions", 2002. 3) AASHTO "A Guide for Achieving Flexibility in Highway Design", May 2004 4) TCRP Report 100; Transit Capacity and Quality of Service, 2nd Edition, 2017

"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."



**CITY OF ESSEX JUNCTION
CITY COUNCIL
REGULAR MEETING
MINUTES OF MEETING
July 8, 2026**

COUNCILORS PRESENT: Amber Thibeault, President; Tim Miller, Vice President; Bethany Clark, Clerk; Raj Chawla, Brian Shelden.

ADMINISTRATION: Regina Mahony, City Manager; Chelsea Mandigo, Water Quality Superintendent; Jess Morris, Finance Director.

OTHERS PRESENT: Marcus Certa, Kevin Collins, Michael Miller, Dennis Thibeault, Reed, Resa,

1. CALL TO ORDER

City Council President Thibeault called the meeting to order at 6:30 P.M.

2. AGENDA ADDITIONS/CHANGES

None.

3. APPROVE AGENDA

Not needed.

4. PUBLIC TO BE HEARD

a. Comments from Public

Resa spoke about delays in the postal service resulting in her not receiving her utility bills from Essex Junction in a timely fashion, and asked if there is a way residents can log in and access their utility bills electronically, to minimize administrative burden on staff. City Manager Mahony replied that she does not know if this functionality is current possible but said that she and staff will look into this suggestion.

5. BUSINESS ITEMS

a. Discussion on the Rolling Stock Capital Plan

City Manager Mahony noted that this arose as a discussion item because the Fire Department has a \$1.1 million fire truck that is slated in the FY30 rolling stock plan, but that they are unable to move forward with bids for that purchase because the rolling stock is showing a negative balance at that future date. She noted that the rolling stock is fine for the FY27 budget, but that they would like to discuss potential solutions for the next round of the budgeting process in terms of ensuring that the rolling stock is not in the negative for future years. She noted that the amount that is needed to increase the rolling stock balance is an additional \$218,000 on top of what is already committed for FY28 (which is \$345,000), with a 7% increase to that addition every year. She noted other options, including buying down the tax rate with any funds in excess of the 15% unassigned fund balance (should an excess exist for FY26), or a specific tax to help fund the rolling stock (such as a public safety tax). She noted that they could also pursue expense cuts, such as delaying purchasing new vehicles for several years, but that this would increase expenses for repair and maintenance and that there are several vehicles in the fleet that are already at the end of their useful life. She said that they could also remove vehicles from the fleet, or decide not to purchase new vehicles. She noted that no action is needed tonight, given that this is an issue for the FY28 budget. Councilor Chawla asked if there are other vehicles that are being purchased other than the fire truck, and City Manager Mahony replied that yes, there are. Councilor Chawla expressed concern about the sustainability of substantial increases to the rolling stock transfer year-over-year. Councilor Miller noted that the Town of Essex leased fire trucks for a number of years, which could be an option. Councilor Shelden also suggested that they could look into purchasing a slightly used fire truck. City Manager Mahony noted that they could investigate what lease terms could look like in preparation for the FY28 budget conversation, and noted that the City has been trying to purchase new vehicles and maintain them while they are less costly to do so. Councilor Chawla acknowledged that the City has been working on the terms of approval for the new fire department vehicle purchase for several years, but said he is uncomfortable adding more vehicles to the fleet at this juncture. Councilors Miller and Clark concurred, saying that the City needs to be realistic about its current financial position and figure some

issues out before making major purchases, when it knows there are so many vehicles that already need to be replaced.

The following public comments were received:

- Marcus Certa brought up the intersection of the capital plan and Local Option Tax (LOT) fund revenue, noting that LOT funds have increased over the last few years. He asked whether there would be an option of earmarking a certain percentage of LOT fund revenue to the rolling stock, similarly to how the City approached funding for sidewalk maintenance and repair. He further noted that the rolling stock trends into the negative for several years but then starts to trend positively after that point, and asked what costs are being dropped. He recommended that the Council remove the command vehicle from the consent agenda and pause on approving the solicitation of bids, saying that the approach to funding the rolling stock warrants further discussion in general. Finance Director Morris noted that the LOT fund revenue was just added to the Capital Review Committee's ranking file, and that they are in the process of figuring out which capital projects that have already been ranked and added to the capital plan might be suitable for some of the sidewalk funds. She noted that other than that, the LOT fund is its own separate fund and budget within the master budget, which shows the annual transfer to the capital reserve fund and the percentage that is earmarked for sidewalk maintenance and repair. City Manager Mahony noted that while the rolling stock trends upward in several years, it goes back into the negative again in FY33, because the rolling stock reflects anticipated planned replacement of vehicles in future years.

Councilor Miller said he would be comfortable pausing on purchasing vehicles and impacting the rolling stock until after further budget discussions when the City's financial picture for FY28 is clearer. Councilor Clark agreed. Councilor Sheldon agreed with pausing on further purchases. Councilor Chawla said he would be comfortable pausing on the command vehicle purchase for several months until reappraisal results are known, but stressed that he does not want the Council to deny the Fire Department this requested purchase when they have come forward with this anticipated need and planned approach. City Manager Mahony noted that the City's financial picture will not look different in a month or two than how it looks today, and that there won't be anything different until the FY28 budget next July, and that they will have more solid projections by November. City Council President Thibeault said that she would support the approval of the purchase of the command vehicle, given that the Council has had this conversation for several years. She acknowledged the situation the City and its taxpayers are in, but said that it is a balance, given that the Essex Junction is a new City and has vehicles that it needs to be operational. She said that removing the purchase of the command vehicle does not solve a future problem. Councilor Clark said she isn't opposed to the command vehicle purchase, but she would like a better understanding of the FY28 budget as a whole prior to making that decision.

Councilor Sheldon made a motion, seconded by Councilor Clark, to remove the command vehicle purchase out of the consent agenda and make it Business Item #5e. The motion passed 5-0.

b. Discussion of the FY28 Budget Direction

City Manager Mahony noted that this is to prepare the Council and staff for discussion of the FY28 budget. She said that one step in this preparation was to hold the Council Retreat at the beginning of June to help set priorities. She said that tonight's discussion is for the Council to set more quantitative direction to department heads to inform their budget builds for the proposed FY28 budget. She provided summaries of the three prior fiscal year budgets, and noted that the City will be entering into association contracts within the next month for FY28, but said that those negotiations may not be completed by the time the initial FY28 budget is presented to the Council in November. She said that if the City chooses to hold its annual meeting on Town Meeting Day, she is anticipating holding the City's budget day discussions the week of November 16, 2026. Finance Director Morris also noted that the inflation rate might be a helpful reference point for tonight's discussion, and that the average rate of inflation through May of 2026 is currently 3.2%. Councilor Miller noted that the tax rate is currently unknown, given that the City is going through a reappraisal effort that has not yet concluded. City Manager Mahony further added that what is unknown is if there is going to

be a shift from commercial and industrial properties onto residential properties, but said that any increase as a result of the reappraisal will not be due to City-controlled factors. Councilor Miller said he is leaning to a target of a 4% increase, because it seems realistic and can accomplish what needs to be done while also respecting the taxpayers. Councilor Clark asked about historical conversations at the Council about cutting services, and multiple Councilors acknowledged that the City's municipal budget is tight and efficient and that the community has said that they would strongly oppose cutting services. City Council President Thibeault also noted that the Council discussed community and economic development as priorities during its retreat and said that at some point, in order to take action on those priorities, the City will need to put additional funding into the budget. She said that to allow staff the flexibility to enact some of these priorities, they need the budget flexibility to do so, and she is proposing a 5% increase in the budget to accommodate that. Councilor Clark also expressed support for a proposed 5% increase. Councilor Shelden said he would target a 4% increase, given where inflation is currently trending and how the Council has approached the budget build for the past several years. Councilor Chawla said he would like to see a budget presented with a targeted 4% increase, noting that the City Manager and staff notes that accompany budget projections and builds are extremely helpful in informing future budget discussions.

The following public comments were received:

- Resa noted that a 4% or 5% increase in the budget would not include debt service on the City's bonds. City Manager Mahony noted that General Fund debt would be included in that 4-5% increase, but that debt service for enterprise funds (for utilities like water and sanitation) would be reflected in utility bills.
- Marcus Certa asked if the City can provide a list of services that are provided by the City, saying that these can help inform budget discussions and help inform the community about the different services that the City provides and that could potentially be reduced. He said that this could also help inform association contract negotiations. He said he would also like to see a review of the fee schedules associated with the land development code to get a better picture from the revenue side.

c. Discussion and Consideration on the West Street Forcemain Project including a Bond Vote, Contract Amendment for Design Services, Clean Water Revolving Loan Fund Application Amendment, and Sanitation Capital Plan Amendment

Water Quality Superintendent Mandigo spoke on this agenda item. She began by noting that the West Street Pump Station, River Street Pump Station, and Maple Street Pump Station are all currently under design for full replacement, given that they are over 40 years old and the typical useful life for these facilities is around 25 years. She noted that the bond for the costs of these redesigns passed two years ago, but that as the design progressed, it was realized that the West Street Pump Station is operating over capacity and that replacing the equipment would not allow capacity for future growth due to the size of the forcemain. She said that the current forcemain pipe is 8 inches and that it needs to be bigger to allow for future growth of the City. She noted that replacing the forcemain would be a \$2 million project, and that it would be most efficient to time the replacement with the West Street Pump Station upgrade, which would require a bond vote either in November 2026 or March 2027. She further noted that the forcemain project would be shared with the Town, according to the proportion of flow from each municipality, so the project would be cost-shared between the Town and the City. She noted that this would come out of the Sanitation Capital Reserve Fund, as well as be part of the City's Clean Water State Revolving Loan Fund application. City Council President Thibeault noted that there will be further discussion of this and a vote at the Council's July 22 meeting, given that information about debt load isn't available yet. Councilor Chawla said he would be supportive of this bond vote, but noted that some of this capacity strain is coming from new development. He suggested looking into how the City could increase revenue (potentially through fee schedules) from development, while trying to balance the price of development and affordability, given that grand list growth alone will not cover some of these expenses associated with increased density and strain on infrastructure. He asked if this is an issue elsewhere in the City, and Water Quality Superintendent Mandigo said that she would like to ask for a full capacity study for the rest of the City's collection system, rather than approaching it piecemeal.

The following public comments were received:

- Marcus Certa expressed support for the project, noting that at least one developer on Pearl Street was asked to pause their project until this pump station forcemain project was completed. He noted that the forcemain would be upgraded from an 8-inch pipe to a 10-inch pipe, and asked how much increased development capacity that would support over the next 25 years. Water Quality Superintendent Mandigo said that she worked with the Community Development Department to project what development could look like over the next 10 to 15 years, and determined that a 10-inch forcemain would be sufficient (and leave excess capacity for additional future development).

Councilors agreed that they would like to proceed with this conversation and to target a bond vote for November 2026.

d. Discussion and Consideration of Setting a Special Meeting Date to Set the FY27 Tax Rate

City Manager Mahony said that they are trying to determine whether the City will be able to set the tax rate at the Council's July 22, 2026 meeting, but said that they are anticipating needing a separate, special meeting on August 3, 2026 at 5:30, to set that tax rate.

Councilor Clark made a motion, seconded by Councilor Chawla, that the City Council set a special Council meeting on August 3, 2026, at 5:30 P.M. The motion passed 5-0.

e. Approve Command Vehicle Bid Award **was Consent Item #6b**

Councilor Chawla made a motion, seconded by Councilor Shelden, to table the approval of the Command Vehicle Bid Award. The motion passed 4-1 (City Council President Thibeault dissenting).

f. *Discussion and Consideration of an Executive Session to Discuss Attorney Client Communication and Litigation

See item #9a below.

6. **CONSENT ITEMS**

- Approve Meeting Minutes – June 24, 2026
- Approve Command Vehicle Bid Award **now Business Item #5e**
- Approve an FY26 General Fund Transfer to FY27 for a Speed Cushion Purchase
- Approve Wastewater Recovery Facility Drying Bed Contract Award and Amend the Wastewater Recovery Facility Capital Plan
- Amend the Wastewater Recovery Facility Capital Plan for the Front Gate Replacement
- Acting as the Liquor Control Commission – Approve Liquor/Tobacco Licenses

Councilor Chawla made a motion, seconded by Councilor Miller, to approve the consent agenda. The motion passed 5-0.

7. **COUNCILOR COMMENTS & CITY MANAGER REPORT:** City Manager Mahony noted that the City put out a communication today noting that residents can only put campaign signs out in the public right-of-way 2 weeks prior to an election. She noted that the primary is on August 11, so the City is asking people to remove signs from the public right-of-way until that time, or City staff will remove them. City Manager Mahony also noted that Brownell Library will be celebrating its 100th birthday on Friday, July 17 at the Library from 4:00 to 7:00 P.M. Councilor Miller noted that Public Works has been painting crosswalks and stop bars during the day, which is an inconvenience to traffic, and expressed appreciation for everyone's patience due to that inconvenience.

8. **READING FILE**

- Check Warrant #24121 – June 26, 2026
- Brownell Library Trustee Minutes – June 16, 2026
- Police Community Advisory Board Minutes – June 16, 2026

- d. Development Review Board Minutes – June 18, 2026
e. Capital Review Committee Minutes – June 30, 2026

9. **EXECUTIVE SESSION**

a. *An Executive Session may be needed to discuss Attorney Client Communication and Litigation
Councilor Chawla made a motion, seconded by Councilor Miller, that the City Council make the specific finding that premature disclosure of the confidential attorney-client communications regarding a probable litigation would place the city at a substantial disadvantage, and that the City Council enter into executive session to discuss confidential attorney-client communications regarding probable litigation, pursuant to 1 V.S.A. § 313(a)(1)(E) and 1 V.S.A. § 313(a)(1)(F) to include the City Council and City Manager. The motion passed 5-0.

Councilor Chawla made a motion, seconded by Councilor Miller, to exit executive session. The motion passed 5-0 at 8:25 P.M.

City Council President Thibeault made a motion, seconded by Councilor Clark, to ratify the settlement agreement with Rebecca Santillo on behalf of her daughter Alexa Santillo. The motion passed 5-0.

10. **ADJOURN**

Councilor Chawla made a motion, seconded by Councilor Miller, to adjourn the meeting. The motion passed 5-0 at 8:26 P.M.

Respectfully Submitted,
Amy Coonradt



MEMO

To: City Council, Regina Mahony, City Manager
From: Susan McNamara-Hill, Clerk
Meeting Date: July 22, 2026
Agenda Item: Liquor Licenses

ISSUE:

The issue is whether the Council will approve the Liquor and Tobacco License applications for businesses in the City of Essex Junction listed in the July 9, 2026 memorandum from Police Chief Ron Hoague re: "Liquor License Applications."

DISCUSSION:

The following application has been reviewed by the police department and is recommended for approval.

2nd Class (sells beer, wine and ready-to-drink spirits beverages for off-premise consumption):

- AGS Vermont Inc. (Essex Junction Market, 101 Pearl Street)

Tobacco only

- Saeed, Ghazal, Dollar Plus Treasure. 105 Pearl Street (during Champlain Valley Fair)
 - (includes tobacco substitute endorsement)

COST:

There is no cost associated with this matter. The applicant for the 2nd Class license has paid the local license fee of \$70 to the City. There is no local fee collected for tobacco licenses.

RECOMMENDATION:

Staff recommends that the Council approve the Liquor applications for the businesses listed in the July 9, 2026 memorandum re: "Liquor License Applications".

RECOMMENDED MOTION:

To be included in Consent Agenda approval.

ATTACHMENTS:

Departmental Memorandum from Ron Hoague, Chief of Police

DEPARTMENTAL MEMORANDUM



Date: July 9, 2026

To: Regina Mahony
City Manager

From: Ron Hoague
Chief of Police

Subject: Liquor License Applications

The police department conducted records review of the following second class liquor license applicants. There was nothing of concern found:

AGS Vermont Inc.

DBA: Essex Junction Market
101 Pearl Street
Essex Junction, VT 05452

The police department conducted records review of the following tobacco license applicants. There was nothing of concern found:

Saeed, Ghazal

DBA: Dollar Plus Treasure
105 Pearl Street
Essex Junction, VT 05452



MEMO

To: City Council

From: Chelsea Mandigo, Water Quality Superintendent

Meeting Date: July 22, 2026

Agenda Item: Amendment to Wastewater Capital Plan for Blowers and Clarifiers

ISSUE: To amend the Wastewater Capital Plan for Fiscal Year (FY) 2027 to increase the project amount for two projects.

DISCUSSION: The FY27 Wastewater Capital Plan needs to be amended to increase the amount allocated to the Blower Rebuild and Replacement project and the Clarifier Rehab project.

An updated quote was received for the Blower Rebuild and Replacement project, which is now above the budgeted amount, which was based on the quote received during FY27 budget formation plus an inflation factor.

For the Clarifier Rehabilitation project, the initial plan was to rehabilitate one clarifier. A clarifier is a tank used in the treatment process to settle materials. Our facility has a total of five clarifiers: two located at the beginning of the treatment process to settle materials, and three positioned after the aeration system to settle microorganisms out of the water column.

However, upon inspecting another clarifier that had recently been taken offline, we discovered significant damage and deterioration. This condition required the rehabilitation of a second clarifier as well, in order to minimize future rehabilitation and maintenance costs. By combining the rehabilitation of both clarifiers into a single project, we can achieve cost savings.

COST: The cost of the projects is being modified as follows:

Blower Rebuild and Replacement: Originally \$80,000, increased to \$84,000.

Clarifier Rehab: Originally \$50,000, increased to \$100,000.

There are sufficient funds in the Wastewater Fund Capital Reserve to support this project.

Wastewater Fund Capital Reserve Balance						
	FY27	FY28	FY29	FY30	FY31	FY32
Beginning Fund Balance	2,372,466	2,299,543	2,491,791	2,944,985	3,481,847	4,038,709
Planned Spending	(749,784)	(304,615)	(63,668)	-	-	-
Debt Payments (ARRA Stimulus Loan ends FY31)	(3,138)	(3,138)	(3,138)	(3,138)	(3,138)	
Revenue Sources						
Transfer In from Wastewater Operating Budget	480,000	500,000	520,000	540,000	560,000	580,000
Williston and Town of Essex share of drying beds (1/3 each community)	200,000					
Interest Earnings						
Total Revenues	680,000	500,000	520,000	540,000	560,000	580,000
Ending Fund Balance	2,299,543	2,491,791	2,944,985	3,481,847	4,038,709	4,618,709

RECOMMENDATION: It is recommended that the council approve the amendments to the FY27 Wastewater Capital Plan to increase the amounts allocated to the Blower Rebuild and Replacement project and the Clarifier Rehab project.

RECOMMENDED MOTION: “I make a motion to amend the Fiscal Year 2027 Wastewater Capital Fund to increase the amount allocated to the Blower Rebuild and Replacement project and the Clarifier Rehab project”

ATTACHMENTS: None

07/10/26

City of Essex Junction Accounts Payable

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10:52 am

Check Warrant Report # 24122 Current Prior Next FY Invoices For Fund (GENERAL FUND)

Cdelibac

For Check Acct 01 (GENERAL FUND) All check #s 07/03/26 To 07/10/26

Vendor	Invoice Date	Invoice Description Invoice Number	Account	Amount Paid	Check Number	Check Date
05290	ADVANCE AUTO PARTS 9820	06/23/26 Supplies	210-5-40-12-610.000	40.38	59010	07/10/26
		552617421214	General Supplies			
05290	ADVANCE AUTO PARTS 9820	07/06/26 Supplies	210-5-40-12-610.000	12.79	59010	07/10/26
		552618721715	General Supplies			
32515	ALERT ALL CORP.	06/22/26 Fire Prevention - Plastic	210-5-25-10-613.000	387.00	59012	07/10/26
		226060200	Program Supplies			
80184	AMAZON BUSINESS SERVICES	06/27/26 BL AProgs JUN26	210-5-35-10-840.201	13.89	59015	07/10/26
		1P31RHPX416M	Adult Programs			
19815	AMAZON CAPITAL SERVICES	07/02/26 Office Supplies	210-5-30-10-610.000	251.64	59016	07/10/26
		11CCYGTJG7V9	General Supplies			
19815	AMAZON CAPITAL SERVICES	06/29/26 Maint Supplies	210-5-30-12-610.000	39.95	59016	07/10/26
		13QP3C9Y7J47	General Supplies			
19815	AMAZON CAPITAL SERVICES	06/23/26 Seniors Supplies	210-5-30-10-610.000	510.70	59016	07/10/26
		16Y1X7V3GW6C	General Supplies			
19815	AMAZON CAPITAL SERVICES	06/30/26 Senior Supplies	210-5-30-10-610.000	175.04	59016	07/10/26
		1D49CVLFGQFH	General Supplies			
19815	AMAZON CAPITAL SERVICES	06/23/26 Seniors Supplies	210-5-30-10-610.000	288.53	59016	07/10/26
		1NWTN6616VMV	General Supplies			
19815	AMAZON CAPITAL SERVICES	06/24/26 Office Supplies	210-5-30-10-610.000	77.94	59016	07/10/26
		1R3Q4JL4KVLN	General Supplies			
19815	AMAZON CAPITAL SERVICES	06/29/26 Office Supplies	210-5-30-10-610.000	13.11	59016	07/10/26
		1V49PWNJR1TN	General Supplies			
80272	BEAN, NANCY L.	06/16/26 Stipend PCAB June 2026	210-5-11-10-190.000	50.00	59026	07/10/26
		061626Bean	Board Member Payments			
23600	BILLINGS FARM & MUSEUM	07/01/26 BL Pass JUL26	210-5-35-10-640.201	250.00	59027	07/10/26
		BILLINGS 07A	Adult Collection			
16030	BROWN ELECTRIC	05/27/26 Corner of Railroad Ave an	210-5-40-12-610.200	521.88	59031	07/10/26
		41540	Streetlight Supplies			
30360	BURLINGTON TELECOM	07/01/26 Phone Service July 2026	210-5-41-22-530.000	52.24	59032	07/10/26
		43985070126	Communications			
30360	BURLINGTON TELECOM	07/01/26 Phone Service July 2026	210-5-41-26-530.000	279.72	59032	07/10/26
		43985070126	Communications			
30360	BURLINGTON TELECOM	07/01/26 Phone Service July 2026	210-5-40-12-530.000	160.24	59032	07/10/26
		43985070126	Communications			
30360	BURLINGTON TELECOM	07/01/26 Phone Service July 2026	210-5-41-20-530.000	356.74	59032	07/10/26
		43985070126	Communications			
30360	BURLINGTON TELECOM	07/01/26 Phone Service July 2026	210-5-41-23-530.000	193.36	59032	07/10/26
		43985070126	Communications			
30360	BURLINGTON TELECOM	07/01/26 Phone Service July 2026	210-5-30-10-530.000	26.12	59032	07/10/26
		43985070126	Communications			
30360	BURLINGTON TELECOM	07/01/26 BL Phone Internet JUN26	210-5-41-21-530.000	342.06	59033	07/10/26
		BT 0726	Communications			
80207	CATMA	07/03/26 CATMA	210-5-25-10-290.000	2500.00	59035	07/10/26
		3418	Other Employee Benefits			
80351	CAi Technologies	07/04/26 online mapping setup fees	210-5-15-10-505.000	4475.00	59036	07/10/26
		25653	Tech. Subs, Licenses			
26395	CCRPC	07/01/26 FY27 Municipal Dues	210-5-19-10-800.101	16269.00	59037	07/10/26
		1007	CCRPC			
26395	CCRPC	05/31/26 Equity Advisor May 2026	210-5-10-10-330.000	798.37	59037	07/10/26
		2025-981	Professional Services			

07/10/26

City of Essex Junction Accounts Payable

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10:52 am

Check Warrant Report # 24122 Current Prior Next FY Invoices For Fund (GENERAL FUND)

Cdelibac

For Check Acct 01 (GENERAL FUND) All check #s 07/03/26 To 07/10/26

Vendor	Invoice Date	Invoice Description Invoice Number	Account	Amount Paid	Check Number	Check Date
15285	CHECKR INC	06/30/26 Background check July 26 2517115	210-5-10-10-330.000 Professional Services	75.00	59042	07/10/26
21210	CINTAS LOC # 68M 71 M	06/25/26 3X10 BLACK MAT 4273699578	210-5-40-12-610.000 General Supplies	26.30	59044	07/10/26
21210	CINTAS LOC # 68M 71 M	07/02/26 Shop Supplies 4274523136	210-5-40-12-610.000 General Supplies	207.89	59044	07/10/26
21210	CINTAS LOC # 68M 71 M	06/25/26 SERVICE CABINET 5343871209	210-5-40-12-610.000 General Supplies	38.90	59044	07/10/26
21210	CINTAS LOC # 68M 71 M	06/30/26 WATERBREAK COOLER AGREEME 9379350628	210-5-40-12-610.000 General Supplies	50.00	59044	07/10/26
04320	CIVIC PLUS INC	08/04/26 user - 08/4/26-8/3/27 375533	210-5-40-12-505.000 Tech. Subs, Licenses	6888.81	59045	07/10/26
17025	COONRADT AMY	06/29/26 CC Recording Secretary 6/ 0249	210-5-11-10-330.000 Professtional Services	123.60	59048	07/10/26
31545	COSTCO #314	07/01/26 Membership FY27 111883913611	210-5-30-10-500.000 Training, Conf, Dues	195.00	59049	07/10/26
33075	DELL MARKETING LP	07/07/26 BL TECH JUL26 10882223090	210-5-35-10-340.000 Technical Services	20.50	59050	07/10/26
31275	DON WESTON EXCAVATING INC	06/24/26 Pull stumps on Main Stree 11283	210-5-40-12-571.000 Streetscape Maintenance	1315.00	59051	07/10/26
80226	DOW, JESSICA	06/16/26 Stipend BLT June 2026 061626Dow	210-5-35-10-190.000 Board Member Payments	50.00	59054	07/10/26
V10576	ECOPIXEL LLC	07/06/26 Website FY27 3819	210-5-10-10-505.000 Tech. Subs, Licenses	7289.00	59057	07/10/26
V10347	EHRlich	06/24/26 Pest Control June 2026 97703236	210-5-41-20-400.000 Contracted Services	70.44	59058	07/10/26
21535	ESSEX JCT CEMETERY ASSOC	07/01/26 FY27 Distribution 070126	210-5-18-10-800.107 Essex Jct. Cemetery Assoc	20000.00	59061	07/10/26
21845	FIRST NATIONAL BANK OMAHA	06/17/26 BL Assorted FY26 0017 0726P	210-5-35-10-755.000 Furniture & Fixtures	-359.48	59064	07/10/26
21845	FIRST NATIONAL BANK OMAHA	06/17/26 BL Assorted FY26 0017 0726P	210-5-35-10-840.201 Adult Programs	11.49	59064	07/10/26
21845	FIRST NATIONAL BANK OMAHA	06/17/26 BL Assorted FY26 0017 0726P	210-5-35-10-505.000 Tech. Subs, Licenses	151.06	59064	07/10/26
21845	FIRST NATIONAL BANK OMAHA	06/17/26 BL Assorted FY26 0017 0726P	210-5-35-10-560.000 Postage	312.00	59064	07/10/26
21845	FIRST NATIONAL BANK OMAHA	06/17/26 BL Assorted FY26 0017 0726P	210-5-35-10-640.201 Adult Collection	-6.33	59064	07/10/26
21845	FIRST NATIONAL BANK OMAHA	06/17/26 BL Assorted FY26 0017 0726P	210-5-35-10-840.202 Childrens Programs	24.79	59064	07/10/26
14040	FRANKLIN PAINT CO INC	06/26/26 Traffic Control paint 91485612	210-5-40-12-572.000 Traffic Control	3105.00	59065	07/10/26
12685	FRONT PORCH FORUM INC	06/01/26 FY27 Subscription 24496R	210-5-10-10-530.000 Communications	2892.00	59066	07/10/26
80336	FirePenny Fire Equipment	06/23/26 Gear Soap 106976	210-5-25-10-610.000 General Supplies	183.74	59067	07/10/26
34895	GAUTHIER TRUCKING, INC.	07/01/26 11 JACKSON ST - 06/01/26- 1948636	210-5-40-12-425.000 Trash Removal	161.88	59068	07/10/26
34895	GAUTHIER TRUCKING, INC.	07/01/26 RAILROAD AVE - 06/01/26-0 1948638	210-5-40-12-425.000 Trash Removal	648.08	59068	07/10/26

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For Check Acct 01 (GENERAL FUND) All check #s 07/03/26 To 07/10/26

Vendor	Invoice Date	Invoice Description Invoice Number	Account	Amount Paid	Check Number	Check Date
34895	GAUTHIER TRUCKING, INC.	07/01/26 BEECH ST - 06/01/26-06/30	210-5-40-12-425.000	93.83	59068	07/10/26
		1948803	Trash Removal			
34895	GAUTHIER TRUCKING, INC.	07/01/26 MSP Trash Removal June	210-5-41-26-425.000	519.46	59068	07/10/26
		1949518	Trash Removal			
20470	GLOBAL MONTELLO ATT: FLEE	06/30/26 June 26 Vehicle Fuel	210-5-30-12-626.000	646.89	59069	07/10/26
		349374	Gasoline			
20470	GLOBAL MONTELLO ATT: FLEE	06/30/26 June 26 Vehicle Fuel	210-5-40-12-626.000	2276.69	59069	07/10/26
		349374	Gasoline			
20470	GLOBAL MONTELLO ATT: FLEE	06/30/26 June 26 Vehicle Fuel	210-5-25-10-626.000	575.40	59069	07/10/26
		349374	Gasoline			
04035	GOT THAT RENTAL & SALES I	06/23/26 PUMP, HONDA GAS 3/4"	210-5-40-12-610.000	52.50	59070	07/10/26
		155751	General Supplies			
04035	GOT THAT RENTAL & SALES I	06/22/26 DRILL, ROTARY HAMMER 1-3/	210-5-40-12-610.000	72.00	59070	07/10/26
		155752	General Supplies			
04035	GOT THAT RENTAL & SALES I	06/24/26 WHEEL BARROW STEEL JACKSO	210-5-40-12-610.000	219.99	59070	07/10/26
		155876	General Supplies			
04035	GOT THAT RENTAL & SALES I	07/06/26 LIFT, TOW-BEHIND "NIFTY"	210-5-40-12-442.000	200.00	59070	07/10/26
		156252	Rental Vehicles/Equip			
04035	GOT THAT RENTAL & SALES I	06/18/26 Mower Maintenance	210-5-30-12-330.000	151.99	59070	07/10/26
		w8445	Professional Services			
80072	GOVHR MGT HOLDINGS	05/20/26 Comp Study 2026 II	210-5-10-10-330.000	7560.00	59071	07/10/26
		GHR2001495	Professional Services			
07010	GREEN MOUNTAIN POWER CORP	06/10/26 05/08/26-06-09-26	210-5-41-20-622.000	195.90	59072	07/10/26
		061026D	Electricity			
07010	GREEN MOUNTAIN POWER CORP	06/10/26 05/08/26-06-09-26	210-5-41-22-622.000	195.90	59072	07/10/26
		061026D	Electricity			
07010	GREEN MOUNTAIN POWER CORP	06/10/26 05/08/26-06-09-26	210-5-41-21-622.000	443.78	59072	07/10/26
		061026D	Electricity			
07010	GREEN MOUNTAIN POWER CORP	06/10/26 05/08/26-06-09-26	210-5-40-12-622.000	51.41	59072	07/10/26
		061026D	Electricity			
07010	GREEN MOUNTAIN POWER CORP	06/10/26 05/08/26-06-09-26	210-5-40-12-622.200	821.96	59072	07/10/26
		061026D	Streetlight Electricity			
07010	GREEN MOUNTAIN POWER CORP	06/10/26 05/08/26-06-09-26	210-5-41-23-622.000	240.18	59072	07/10/26
		061026D	Electricity			
07010	GREEN MOUNTAIN POWER CORP	06/15/26 05/13/26-06/12/26 Non Sol	210-5-40-12-622.200	12263.74	59073	07/10/26
		061526NS	Streetlight Electricity			
07010	GREEN MOUNTAIN POWER CORP	06/15/26 05/13/26-06/12/26 Non Sol	210-5-40-12-622.000	833.97	59073	07/10/26
		061526NS	Electricity			
80334	HASEN, Linda Ann	06/16/26 Stipend BLT June 2026	210-5-35-10-190.000	50.00	59076	07/10/26
		061626Hasan	Board Member Payments			
80091	HERGESHEIMER KAREN	06/16/26 Stipend BLT June 2026	210-5-35-10-190.000	50.00	59077	07/10/26
		061626Herges	Board Member Payments			
28515	ICMA	07/01/26 Yearly Dues	210-5-10-10-500.000	919.56	59079	07/10/26
		11288622026	Training, Conf, Dues			
33495	INGRAM LIBRARY SERVICES I	06/23/26 BL ABooks JUN26	210-5-35-10-640.201	65.51	59080	07/10/26
		97445547	Adult Collection			
33495	INGRAM LIBRARY SERVICES I	06/23/26 BL ABooks JUN26	210-5-35-10-640.201	375.18	59080	07/10/26
		97445547	Adult Collection			
33495	INGRAM LIBRARY SERVICES I	06/23/26 BL ABooks JUN26	210-5-35-10-610.000	41.28	59080	07/10/26
		97445547	General Supplies			

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Vendor		Invoice Date	Invoice Description Invoice Number	Account	Amount Paid	Check Number	Check Date
33495	INGRAM LIBRARY SERVICES I	06/28/26	BL ABooks JUL26 97531786	210-5-35-10-640.201 Adult Collection	13.41	59080	07/10/26
33495	INGRAM LIBRARY SERVICES I	06/28/26	BL ABooks JUL26 97531786	210-5-35-10-610.000 General Supplies	2.10	59080	07/10/26
33495	INGRAM LIBRARY SERVICES I	06/29/26	BL ABooks JUL26 97561815	210-5-35-10-640.201 Adult Collection	154.05	59080	07/10/26
33495	INGRAM LIBRARY SERVICES I	06/29/26	BL ABooks JUL26 97561815	210-5-35-10-640.201 Adult Collection	34.72	59080	07/10/26
33495	INGRAM LIBRARY SERVICES I	06/29/26	BL ABooks JUL26 97561815	210-5-35-10-610.000 General Supplies	16.53	59080	07/10/26
33495	INGRAM LIBRARY SERVICES I	06/30/26	BL A.RBooks JUL26 97592769	210-5-35-10-640.201 Adult Collection	75.40	59080	07/10/26
33495	INGRAM LIBRARY SERVICES I	06/30/26	BL A.RBooks JUL26 97592769	210-5-35-10-610.000 General Supplies	14.94	59080	07/10/26
33495	INGRAM LIBRARY SERVICES I	06/30/26	BL A.RBooks JUL26 97592769	210-5-90-00-640.201 Adult Collection replacem	53.42	59080	07/10/26
33495	INGRAM LIBRARY SERVICES I	07/05/26	BL A.F.LP.RBooks JUL26 97673384	210-5-90-00-991.000 Library Donation Expense	20.74	59080	07/10/26
33495	INGRAM LIBRARY SERVICES I	07/05/26	BL A.F.LP.RBooks JUL26 97673384	210-5-35-10-610.000 General Supplies	27.81	59080	07/10/26
33495	INGRAM LIBRARY SERVICES I	07/05/26	BL A.F.LP.RBooks JUL26 97673384	210-5-35-10-640.201 Adult Collection	34.16	59080	07/10/26
33495	INGRAM LIBRARY SERVICES I	07/05/26	BL A.F.LP.RBooks JUL26 97673384	210-5-35-10-640.201 Adult Collection	224.02	59080	07/10/26
33495	INGRAM LIBRARY SERVICES I	07/05/26	BL A.F.LP.RBooks JUL26 97673384	210-5-90-00-640.201 Adult Collection replacem	29.09	59080	07/10/26
23980	INTERSTATE BATTERY OF VT	07/06/26	Supplies - Battery lift 190320102206	210-5-40-12-430.000 R&M Vehicles & Equipment	797.00	59081	07/10/26
80257	JANITECH LLC	07/01/26	Janitorial Services July INV-JT-7817	210-5-41-20-420.000 Cleaning Services	1911.00	59082	07/10/26
80257	JANITECH LLC	07/01/26	Janitorial Services July INV-JT-7817	210-5-41-21-420.000 Cleaning Services	2613.00	59082	07/10/26
80257	JANITECH LLC	07/01/26	Janitorial Services July INV-JT-7817	210-5-41-26-420.000 Cleaning Services	943.58	59082	07/10/26
80257	JANITECH LLC	07/01/26	Janitorial Services July INV-JT-7817	210-5-41-26-420.000 Cleaning Services	1451.67	59082	07/10/26
15145	JOBTARGET LLC	06/25/26	Job Ad- Admin Assist 35703056	210-5-10-10-540.000 Advertising	399.00	59083	07/10/26
80135	KANOPY INC	07/07/26	BL A+J Stream JUL26 512420	210-5-35-10-640.201 Adult Collection	3150.00	59084	07/10/26
80135	KANOPY INC	07/07/26	BL A+J Stream JUL26 512420	210-5-35-10-640.202 Juvenile Collection	450.00	59084	07/10/26
33195	LIMOGES & SONS GARAGE DOOR	06/30/26	1 MINIMUM SERVICE CHARGE 92378TE	210-5-41-22-431.000 R&M Buildings & Grounds	85.00	59087	07/10/26
25625	LOWE'S - 1080	06/02/26	EJRP Lowes May 41910800626	210-5-30-12-610.000 General Supplies	357.16	59088	07/10/26
V10130	LOWE'S BUSINESS ACCOUNT	06/22/26	Essex Tree Committee 89621	210-5-40-12-810.112 Tree Advisory Committee	113.00	59089	07/10/26
V10130	LOWE'S BUSINESS ACCOUNT	06/15/26	Building Materials for Tr 94340	210-5-25-10-500.000 Training, Conf, Dues	927.62	59089	07/10/26

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Vendor		Invoice Date	Invoice Description Invoice Number	Account	Amount Paid	Check Number	Check Date
80213	Luck, Venessa	06/16/26	Stipend BLT June 2026 061626Luck	210-5-35-10-190.000 Board Member Payments	50.00	59090	07/10/26
26920	MAYVILLE DARBY	07/02/26	Recording Secretary CRC 6 65-June 2026	210-5-13-10-330.000 Professional Services	37.08	59091	07/10/26
80012	MECHLER THOMAS	06/26/26	BL JProgs-DD JUN26 MECHLER0620A	210-5-35-10-840.202 Childrens Programs	100.00	59092	07/10/26
27395	MVP HEALTH CARE INC 43118	07/08/26	12 June Health HRA 2026 CINV020981	210-5-10-10-210.000 Group Insurance	14.00	59093	07/10/26
27395	MVP HEALTH CARE INC 43118	07/08/26	12 June Health HRA 2026 CINV020981	210-5-35-10-210.000 Group Insurance	24.50	59093	07/10/26
27395	MVP HEALTH CARE INC 43118	07/08/26	12 June Health HRA 2026 CINV020981	210-5-12-10-210.000 Group Insurance	3.50	59093	07/10/26
27395	MVP HEALTH CARE INC 43118	07/08/26	12 June Health HRA 2026 CINV020981	210-5-13-10-210.000 Group Insurance	7.00	59093	07/10/26
27395	MVP HEALTH CARE INC 43118	07/08/26	12 June Health HRA 2026 CINV020981	210-5-30-10-210.000 Group Insurance	14.87	59093	07/10/26
27395	MVP HEALTH CARE INC 43118	07/08/26	12 June Health HRA 2026 CINV020981	210-5-30-12-210.000 Group Insurance	7.00	59093	07/10/26
27395	MVP HEALTH CARE INC 43118	07/08/26	12 June Health HRA 2026 CINV020981	210-5-16-10-210.000 Group Insurance	7.00	59093	07/10/26
27395	MVP HEALTH CARE INC 43118	07/08/26	12 June Health HRA 2026 CINV020981	210-5-40-12-210.000 Group Insurance	8.05	59093	07/10/26
37605	NEW ENGLAND MUNICIPAL RES	06/01/26	FY27 annual support 59520	210-5-13-10-330.000 Professional Services	5985.60	59096	07/10/26
37605	NEW ENGLAND MUNICIPAL RES	06/01/26	FY27 cloud users 59588	210-5-13-10-505.000 Tech. Subs, Licenses	1723.80	59096	07/10/26
37605	NEW ENGLAND MUNICIPAL RES	06/01/26	FY27 disaster recovery 59628	210-5-13-10-330.000 Professional Services	551.67	59096	07/10/26
19325	OPEN APPROACH INC	06/19/26	Order #3044 29603	210-5-25-10-750.000 Machinery & Equipment	1253.55	59098	07/10/26
19325	OPEN APPROACH INC	07/01/26	Connect Wise credit 29630	210-5-14-10-505.000 Tech. Subs, Licenses	-50.00	59098	07/10/26
19325	OPEN APPROACH INC	07/01/26	IT Services July 2026 29659	210-5-25-10-570.000 Other Purchased Services	98.40	59098	07/10/26
19325	OPEN APPROACH INC	07/01/26	IT Services July 2026 29659	210-5-14-10-505.000 Tech. Subs, Licenses	3235.80	59098	07/10/26
19325	OPEN APPROACH INC	07/01/26	IT Services July 2026 29659	210-5-14-10-505.000 Tech. Subs, Licenses	50.00	59098	07/10/26
19325	OPEN APPROACH INC	07/01/26	IT Services July 2026 29659	210-5-14-10-330.000 Professional Services	11093.00	59098	07/10/26
V10729	OVERDRIVE INC	06/29/26	BL JDigiBooks JUN26 01459DA26215	210-5-35-10-640.202 Juvenile Collection	792.36	59099	07/10/26
V10729	OVERDRIVE INC	06/30/26	BL ADigiBooks JUN26 01459DA26224	210-5-35-10-640.201 Adult Collection	2324.57	59099	07/10/26
V10729	OVERDRIVE INC	07/02/26	BL ADigibooks JUL26 01459DA26227	210-5-35-10-640.201 Adult Collection	24.91	59099	07/10/26
80177	PARKER, JENNY	06/16/26	Stipend PCAB June 2026 061626Parker	210-5-11-10-190.000 Board Member Payments	50.00	59102	07/10/26
29425	PERFORMANCE FOOD 24793-EJ	06/30/26	Shop towels 641152	210-5-40-12-610.000 General Supplies	893.80	59105	07/10/26

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Vendor		Invoice Date	Invoice Description Invoice Number	Account	Amount Paid	Check Number	Check Date
24100	PERMA-LINE CORP OF NEW EN	06/24/26	Traffic Control 215063	210-5-40-12-572.000 Traffic Control	603.51	59107	07/10/26
27950	PETE'S TIRE BARNS INC	05/12/26	Repair to Dump Truck #34 058640	210-5-25-10-430.000 R&M Vehicles & Equipment	532.10	59108	07/10/26
25140	PIKE INDUSTRIES INC	06/26/26	Asphalt 1382675	210-5-40-12-605.000 Summer Construction Suppl	982.36	59109	07/10/26
80050	PLAGEMAN ROBERT M	06/30/26	Stipend CRC June 2026 063026Plagem	210-5-13-10-190.000 Board Member Payments	50.00	59110	07/10/26
80054	PLAYAWAY PRODUCTS LLC	06/15/26	BL JAUD JUN26 537796	210-5-35-10-640.202 Juvenile Collection	1824.72	59111	07/10/26
24410	PRIORITY EXPRESS INC	06/30/26	BL Courier 9 JUN26 80272627	210-5-35-10-560.000 Postage	238.86	59112	07/10/26
05380	PURCHASE POWER	07/05/26	2 Lincoln Postage June 20 0705264061	210-5-10-10-560.000 Postage	1009.75	59114	07/10/26
37430	R R CHARLEBOIS INC	06/22/26	truck #5 2000184S	210-5-40-12-430.000 R&M Vehicles & Equipment	381.56	59116	07/10/26
37430	R R CHARLEBOIS INC	06/22/26	Truck #6 2000934P	210-5-40-12-430.000 R&M Vehicles & Equipment	11.59	59116	07/10/26
24325	RADIO NORTH GROUP INC	06/23/26	Charger Amplifier 24147968	210-5-25-10-611.000 Small Tools and Equipment	156.00	59118	07/10/26
24325	RADIO NORTH GROUP INC	06/25/26	WINDSCREEN - DAVID CLARK 4147974	210-5-25-10-611.000 Small Tools and Equipment	75.00	59118	07/10/26
18010	REYNOLDS & SON, INC.	06/03/26	Helmet Fronts 3466868	210-5-25-10-612.000 Uniforms	540.85	59119	07/10/26
18010	REYNOLDS & SON, INC.	06/11/26	Extinguisher Harness 3466881	210-5-25-10-612.000 Uniforms	159.36	59119	07/10/26
18010	REYNOLDS & SON, INC.	06/04/26	Helmet Fronts 3466884	210-5-25-10-612.000 Uniforms	270.41	59119	07/10/26
18010	REYNOLDS & SON, INC.	06/17/26	TFT Intake Gate for L3 3467119	210-5-25-10-750.000 Machinery & Equipment	3528.33	59119	07/10/26
24775	ROBERGE & SONS MOWING INC	07/06/26	Mowing 873328	210-5-40-12-605.000 Summer Construction Suppl	2145.00	59120	07/10/26
03180	SAFETY SYSTEMS OF VT LLC	07/07/26	Pool Alarm Annual Contrac 13554800	210-5-30-12-330.000 Professional Services	600.00	59121	07/10/26
03180	SAFETY SYSTEMS OF VT LLC	07/07/26	Park St Annual Contract 13554910	210-5-41-23-400.000 Contracted Services	600.00	59121	07/10/26
29835	SHERWIN-WILLIAMS	06/30/26	ACETONE-5-SW 0743-4	210-5-40-12-572.000 Traffic Control	268.72	59123	07/10/26
V10040	SMALL DOG ELECTRONICS	06/23/26	BL TECH JUN26 1368321	210-5-35-10-735.000 Tech: Equip/Hardware	1499.99	59125	07/10/26
14900	UNITED STATES TREASURY	07/01/26	PCORI 720 FY26 FY26PCORI720	210-5-30-10-210.000 Group Insurance	34.56	59132	07/10/26
14900	UNITED STATES TREASURY	07/01/26	PCORI 720 FY26 FY26PCORI720	210-5-30-12-210.000 Group Insurance	7.68	59132	07/10/26
14900	UNITED STATES TREASURY	07/01/26	PCORI 720 FY26 FY26PCORI720	210-5-13-10-210.000 Group Insurance	3.84	59132	07/10/26
14900	UNITED STATES TREASURY	07/01/26	PCORI 720 FY26 FY26PCORI720	210-5-12-10-210.000 Group Insurance	3.84	59132	07/10/26
14900	UNITED STATES TREASURY	07/01/26	PCORI 720 FY26 FY26PCORI720	210-5-40-12-210.000 Group Insurance	8.83	59132	07/10/26

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Vendor		Invoice Date	Invoice Description Invoice Number	Account	Amount Paid	Check Number	Check Date
14900	UNITED STATES TREASURY	07/01/26	PCORI 720 FY26 FY26PCORI720	210-5-10-10-210.000 Group Insurance	15.36	59132	07/10/26
14900	UNITED STATES TREASURY	07/01/26	PCORI 720 FY26 FY26PCORI720	210-5-16-10-210.000 Group Insurance	7.68	59132	07/10/26
14900	UNITED STATES TREASURY	07/01/26	PCORI 720 FY26 FY26PCORI720	210-5-35-10-210.000 Group Insurance	26.88	59132	07/10/26
02970	USA BLUE BOOK INC	06/29/26	Gloves 01087378	210-5-40-12-609.000 Safety Supplies	633.85	59133	07/10/26
19350	VERIZON CONNECT FLEET USA	07/01/26	Vehicle Tracking - 07/01/ 601000089884	210-5-40-12-505.000 Tech. Subs, Licenses	151.60	59134	07/10/26
24570	VERMONT AWARDS AND ENGRAV	04/21/26	Plaques Engraving 93539	210-5-25-10-613.000 Program Supplies	1290.68	59136	07/10/26
24570	VERMONT AWARDS AND ENGRAV	06/15/26	Engraving 93903	210-5-25-10-613.000 Program Supplies	141.26	59136	07/10/26
80024	VERMONT GRANITE MUSEUM	04/24/26	BL Pass JUL26 VTGRAN 0726	210-5-35-10-640.201 Adult Collection	50.00	59137	07/10/26
11935	VIKING-CIVES USA	06/24/26	Description: WHELEN LIGHT 4554114	210-5-40-12-430.000 R&M Vehicles & Equipment	146.26	59138	07/10/26
23395	VILLAGE HARDWARE - WILLIS	07/01/26	Supplies 522430	210-5-40-12-610.000 General Supplies	37.85	59139	07/10/26
23395	VILLAGE HARDWARE - WILLIS	07/07/26	Duct Tape 522460	210-5-40-12-610.000 General Supplies	24.68	59139	07/10/26
28470	VMERS DB 110800	07/03/26	Payroll Transfer PR-07/03/26	210-2-00-00-210.004 Retirement Payable	24822.34	59140	07/10/26
80130	VMERS DC 110800	07/03/26	Payroll Transfer PR-07/03/26	210-2-00-00-210.004 Retirement Payable	1469.62	59141	07/10/26
29825	VT GAS SYSTEMS	06/22/26	MSP Gas June 157875606222	210-5-41-26-621.000 Natural Gas/Heating	70.49	59144	07/10/26
29825	VT GAS SYSTEMS	06/22/26	MSP Gas June 810044062226	210-5-41-26-621.000 Natural Gas/Heating	78.25	59145	07/10/26
29825	VT GAS SYSTEMS	06/22/26	Serv Date: 05/18/26-06/17 VGS062226	210-5-41-23-621.000 Natural Gas/Heating	144.25	59146	07/10/26
29825	VT GAS SYSTEMS	06/22/26	Serv Date: 05/18/26-06/17 VGS062226	210-5-41-21-621.000 Natural Gas/Heating	88.08	59146	07/10/26
29825	VT GAS SYSTEMS	06/22/26	Serv Date: 05/18/26-06/17 VGS062226	210-5-41-22-621.000 Natural Gas/Heating	62.37	59146	07/10/26
29825	VT GAS SYSTEMS	06/22/26	Serv Date: 05/18/26-06/17 VGS062226	210-5-41-20-621.000 Natural Gas/Heating	93.50	59146	07/10/26
29825	VT GAS SYSTEMS	06/22/26	Serv Date: 05/18/26-06/17 VGS062226	210-5-40-12-621.000 Natural Gas/Heating	91.77	59146	07/10/26
07565	W B MASON CO INC	06/22/26	Office Supplies 262712981	210-5-30-10-610.000 General Supplies	18.26	59147	07/10/26
07565	W B MASON CO INC	06/23/26	Office Supplies 262747866	210-5-30-10-610.000 General Supplies	105.46	59147	07/10/26
07565	W B MASON CO INC	06/25/26	Office Supplies 262798674	210-5-30-10-610.000 General Supplies	185.67	59147	07/10/26
07565	W B MASON CO INC	06/26/26	Office Supplies 262821226	210-5-30-10-610.000 General Supplies	54.50	59147	07/10/26
07565	W B MASON CO INC	06/29/26	Maint Supplies 262854994	210-5-30-12-610.000 General Supplies	405.79	59147	07/10/26

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Vendor	Invoice Date	Invoice Description Invoice Number	Account	Amount Paid	Check Number	Check Date
07565	W B MASON CO INC	06/29/26 Office Supplies 262857904	210-5-30-10-610.000 General Supplies	40.83	59147	07/10/26
07565	W B MASON CO INC	06/30/26 Maint Supplies 262874028	210-5-30-12-610.000 General Supplies	97.41	59147	07/10/26
07565	W B MASON CO INC	07/01/26 BL Supply-BSupply JUL26 262907657	210-5-41-21-610.000 General Supplies	85.16	59147	07/10/26
07565	W B MASON CO INC	07/01/26 BL Supply-BSupply JUL26 262907657	210-5-35-10-610.000 General Supplies	101.67	59147	07/10/26
25715	DONALD L. HAMLIN CONSULT	06/24/26 EJ-Crescent Connector Pha 22822 062426	230-5-16-10-890.824 Cres. Connector	10365.25	59052	07/10/26
25715	DONALD L. HAMLIN CONSULT	06/24/26 EJ-Public Works Facility 24828 062426	230-5-41-25-730.000 Public Works Facility	243.75	59052	07/10/26
25625	LOWE'S - 1080	06/02/26 EJRP Lowes May 41910800626	232-5-41-20-730.000 Buildings & Improvements	66.99	59088	07/10/26
V10130	LOWE'S BUSINESS ACCOUNT	06/18/26 2 ea Dehumidifiers 75366	232-5-41-20-890.832 2 Lincoln Street Renovati	587.10	59089	07/10/26
23435	CHAMPLAIN WATER DISTRICT	06/30/26 Water June 2026 063026	254-5-54-20-411.000 CWD Water Purchase	1013.60	59040	07/10/26
23435	CHAMPLAIN WATER DISTRICT	06/30/26 Water June 2026 063026	254-5-54-70-411.400 CWD Water Purchase - Glob	4441.50	59040	07/10/26
23435	CHAMPLAIN WATER DISTRICT	06/30/26 Water June 2026 063026	254-5-54-20-411.000 CWD Water Purchase	61038.75	59040	07/10/26
23435	CHAMPLAIN WATER DISTRICT	06/30/26 Water June 2026 063026	254-5-54-70-411.400 CWD Water Purchase - Glob	267467.13	59040	07/10/26
31275	DON WESTON EXCAVATING INC	06/24/26 Install 3/4" curb stop on 11284	254-5-54-20-433.000 R&M Infrastructure	340.00	59051	07/10/26
31275	DON WESTON EXCAVATING INC	06/29/26 Replace Hydrant at High S 11300	254-5-54-20-433.000 R&M Infrastructure	3580.00	59051	07/10/26
31275	DON WESTON EXCAVATING INC	06/30/26 EJ Railroad Avenue New Wa DWEI03	254-5-54-70-723.001 Railroad Ave Rd/Wtr Line	57683.59	59051	07/10/26
20470	GLOBAL MONTELLO ATT: FLEE	06/30/26 June 26 Vehicle Fuel 349374	254-5-54-20-626.000 Gasoline	408.53	59069	07/10/26
07010	GREEN MOUNTAIN POWER CORP	06/15/26 05/13/26-06/12/26 Non Sol 061526NS	254-5-54-20-622.000 Electricity	74.33	59073	07/10/26
27395	MVP HEALTH CARE INC 43118	07/08/26 12 June Health HRA 2026 CINV020981	254-5-54-20-210.000 Group Insurance	9.80	59093	07/10/26
V2227	TI-SALES, INC.	07/06/26 5/8" X 3/4" Neptune T-10 INV0199692	254-5-54-70-750.001 Meter Replacement Program	1318.00	59130	07/10/26
14900	UNITED STATES TREASURY	07/01/26 PCORI 720 FY26 FY26PCORI720	254-5-54-20-210.000 Group Insurance	6.91	59132	07/10/26
29825	VT GAS SYSTEMS	06/22/26 Serv Date: 05/18/26-06/17 VGS062226	254-5-54-20-621.000 Natural Gas/Heating	64.06	59146	07/10/26
14685	ALLIANCE GROUP SERV LLC	06/24/26 Problem: Replace Glycol f 102572	255-5-55-30-431.000 R&M Buildings	510.70	59013	07/10/26
14685	ALLIANCE GROUP SERV LLC	06/30/26 Parts sale: Spare Methane 103024	255-5-55-30-570.000 Other Purchased Services	1595.00	59013	07/10/26
V10655	AQUAFIX (THE BUGMAN)	03/06/26 Aquabac XT (Case of 2, 2. IN022822	255-5-55-30-619.000 Chemicals	3743.95	59024	07/10/26
26290	CHAMPLIN ASSOC. INC.	06/30/26 Service Call - Digester R 6628	255-5-55-30-330.000 Professional Services	566.60	59041	07/10/26

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Vendor		Invoice Date	Invoice Description Invoice Number	Account	Amount Paid	Check Number	Check Date
23455	CHITTENDEN SOLID WASTE DI	06/01/26	MAY26 Biosolids INV25618	255-5-55-30-568.000 Biosolids Subcontractor	6764.33	59043	07/10/26
04940	COMCAST	06/23/26	Communication: 06/30/26-0 03160280626	255-5-55-30-530.000 Communications	189.89	59047	07/10/26
V10734	ENCORE ESSEX JUNCTION SOL	05/20/26	Solar Usage 04/20/26-05/2 2605WWTP	255-5-55-30-622.000 Electricity	1771.38	59059	07/10/26
06870	ENDYNE INC	06/23/26	Essex Jct. WWTF TKN Only 581831	255-5-55-30-340.000 Technical Services	35.00	59060	07/10/26
06870	ENDYNE INC	06/30/26	Essex Jct Wastewater BOD 582565	255-5-55-30-340.000 Technical Services	35.00	59060	07/10/26
06870	ENDYNE INC	06/30/26	Essex Jct. WWTF TKN Only 582566	255-5-55-30-340.000 Technical Services	35.00	59060	07/10/26
06870	ENDYNE INC	07/06/26	SHT NY Bi-Monthly 6/18/20 584314	255-5-55-30-568.000 Biosolids Subcontractor	1610.00	59060	07/10/26
20470	GLOBAL MONTELLO ATT: FLEE	06/30/26	June 26 Vehicle Fuel 349374	255-5-55-30-626.000 Gasoline	238.85	59069	07/10/26
07010	GREEN MOUNTAIN POWER CORP	06/22/26	Usage Period: 05/20/26 - 39cascasde06	255-5-55-30-622.000 Electricity	23303.70	59074	07/10/26
V1093	HOLLAND CO., INC.	06/29/26	Bisulfite Solution 38% SO PI40098	255-5-55-30-619.000 Chemicals	5925.00	59078	07/10/26
80257	JANITECH LLC	07/01/26	Janitorial Services July INV-JT-7817	255-5-55-30-431.000 R&M Buildings	145.17	59082	07/10/26
80257	JANITECH LLC	07/01/26	Janitorial Services July INV-JT-7817	255-5-55-30-431.000 R&M Buildings	72.58	59082	07/10/26
V9454	LENNY'S SHOE & APP	06/23/26	Uniform for Ken. M 4118821	255-5-55-30-612.000 Uniforms	294.98	59086	07/10/26
27395	MVP HEALTH CARE INC 43118	07/08/26	12 June Health HRA 2026 CINV020981	255-5-55-30-210.000 Group Insurance	17.50	59093	07/10/26
80348	MaintainX	07/01/26	MaintainX Enterprise Plan GXIWLFBI-000	255-5-55-30-505.000 Tech. Subs, Licenses	12480.00	59094	07/10/26
V1661	NORTH CENTRAL LABORATORIE	06/22/26	Lab Supplies 537310	255-5-55-30-618.000 Laboratory Supplies	1272.53	59097	07/10/26
19325	OPEN APPROACH INC	07/01/26	Connect Wise credit 29630	255-5-55-30-505.000 Tech. Subs, Licenses	-50.00	59098	07/10/26
19325	OPEN APPROACH INC	07/01/26	IT Services July 2026 29659	255-5-55-30-505.000 Tech. Subs, Licenses	50.00	59098	07/10/26
19325	OPEN APPROACH INC	07/01/26	Monthly Billing for July 29660	255-5-55-30-340.000 Technical Services	160.00	59098	07/10/26
03160	P & H SENESAC INC	06/16/26	POLYMER FOR DEWATERING 20688	255-5-55-30-568.000 Biosolids Subcontractor	9549.60	59100	07/10/26
80119	PUMP CONTROL SOLUTIONS LL	04/15/26	Influent Flume Calibratio 1578	255-5-55-30-570.000 Other Purchased Services	300.00	59113	07/10/26
80119	PUMP CONTROL SOLUTIONS LL	04/25/26	Sludge Flow Meter Repair 1595	255-5-55-30-570.000 Other Purchased Services	2906.00	59113	07/10/26
80324	Proscan, Inc.	07/01/26	INFRARED MOISTURE SURVEY 101238 FY26	255-5-55-30-431.000 R&M Buildings	2875.00	59115	07/10/26
V2093	SLACK CHEMICAL COMPANY IN	06/15/26	Caustic 50% EXP - 6/30/26 503565	255-5-55-30-619.000 Chemicals	10965.52	59124	07/10/26
21050	TEMPERATURE CONTROLS OF V	05/20/26	ST # 8006; No Communicati 26-579	255-5-55-30-330.000 Professional Services	425.60	59128	07/10/26

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Vendor		Invoice Date	Invoice Description Invoice Number	Account	Amount Paid	Check Number	Check Date
14900	UNITED STATES TREASURY	07/01/26	PCORI 720 FY26 FY26PCORI720	255-5-55-30-210.000 Group Insurance	19.20	59132	07/10/26
23395	VILLAGE HARDWARE - WILLIS	06/29/26	Tape 522422	255-5-55-30-610.000 General Supplies	25.05	59139	07/10/26
29825	VT GAS SYSTEMS	06/22/26	Serv Date: 05/18/26-06/17 VGS062226	255-5-55-30-621.000 Natural Gas/Heating	1750.56	59146	07/10/26
33850	CENTRAL VERMONT PROPERTIE	07/02/26	ROW FY27 9500287672	256-5-56-40-441.000 Rental Land/Buildings	130.00	59038	07/10/26
20470	GLOBAL MONTELLO ATT: FLEE	06/30/26	June 26 Vehicle Fuel 349374	256-5-56-40-626.000 Gasoline	511.83	59069	07/10/26
07010	GREEN MOUNTAIN POWER CORP	06/10/26	05/08/26-06-09-26 061026D	256-5-56-40-434.002 West Street PS Costs	174.80	59072	07/10/26
07010	GREEN MOUNTAIN POWER CORP	06/10/26	05/08/26-06-09-26 061026D	256-5-56-40-434.001 Susie Wilson PS Costs	140.96	59072	07/10/26
07010	GREEN MOUNTAIN POWER CORP	06/10/26	05/08/26-06-09-26 061026D	256-5-56-40-622.000 Electricity	414.91	59072	07/10/26
07010	GREEN MOUNTAIN POWER CORP	06/15/26	05/13/26-06/12/26 Non Sol 061526NS	256-5-56-40-622.000 Electricity	520.57	59073	07/10/26
27395	MVP HEALTH CARE INC 43118	07/08/26	12 June Health HRA 2026 CINV020981	256-5-56-40-210.000 Group Insurance	9.00	59093	07/10/26
19325	OPEN APPROACH INC	07/01/26	Monthly Billing for July 29660	256-5-56-40-340.000 Technical Services	560.00	59098	07/10/26
V2227	TI-SALES, INC.	07/06/26	5/8" X 3/4" Neptune T-10 INV0199692	256-5-56-70-750.001 Meter Replacement Program	2636.00	59130	07/10/26
14900	UNITED STATES TREASURY	07/01/26	PCORI 720 FY26 FY26PCORI720	256-5-56-40-210.000 Group Insurance	9.87	59132	07/10/26
36130	VERIZON WIRELESS VSAT	06/17/26	Billing period: May 18 - 6146343363	256-5-56-40-434.002 West Street PS Costs	22.98	59135	07/10/26
36130	VERIZON WIRELESS VSAT	06/17/26	Billing period: May 18 - 6146343363	256-5-56-40-434.000 R&M Pump Stations	89.22	59135	07/10/26
36130	VERIZON WIRELESS VSAT	06/17/26	Billing period: May 18 - 6146343363	256-5-56-40-434.001 Susie Wilson PS Costs	22.98	59135	07/10/26
29825	VT GAS SYSTEMS	06/22/26	Serv Date: 05/18/26-06/17 VGS062226	256-5-56-40-434.001 Susie Wilson PS Costs	58.99	59146	07/10/26
29825	VT GAS SYSTEMS	06/22/26	Serv Date: 05/18/26-06/17 VGS062226	256-5-56-40-434.002 West Street PS Costs	55.79	59146	07/10/26
29825	VT GAS SYSTEMS	06/22/26	Serv Date: 05/18/26-06/17 VGS062226	256-5-56-40-621.000 Natural Gas/Heating	59.65	59146	07/10/26
27395	MVP HEALTH CARE INC 43118	07/08/26	12 June Health HRA 2026 CINV020981	257-5-57-50-210.000 Group Insurance	4.66	59093	07/10/26
14900	UNITED STATES TREASURY	07/01/26	PCORI 720 FY26 FY26PCORI720	257-5-57-50-210.000 Group Insurance	5.11	59132	07/10/26
07305	AIRGAS USA LLC	06/30/26	Pool Chemicals 5525406307	259-5-30-11-431.000 R&M Buildings & Grounds	511.40	59011	07/10/26
07305	AIRGAS USA LLC	06/26/26	Pool Chemicals 9173284863	259-5-30-11-431.000 R&M Buildings & Grounds	1364.43	59011	07/10/26
80127	ALYX MAGIC ENTERTAINMENT	01/14/26	MSP Performance 7/21 2601	259-5-30-14-330.000 Professional Services	750.00	59014	07/10/26
19815	AMAZON CAPITAL SERVICES	06/29/26	Disc EES Supplies 116DMDHLT7HY	259-5-30-17-610.000 General Supplies	13.48	59016	07/10/26

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Vendor	Invoice Date	Invoice Description Invoice Number	Account	Amount Paid	Check Number	Check Date
19815	AMAZON CAPITAL SERVICES	06/23/26 RK Fleming Supplies 13JT96XL6FHW	259-5-30-15-610.000 General Supplies	538.92	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/29/26 Program Supplies 14CPYFD97HV9	259-5-30-14-610.000 General Supplies	80.35	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/29/26 Disc EMS Supplies 14CPYFD9PMK	259-5-30-17-610.000 General Supplies	15.72	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/29/26 CMS Aspire Supplies 169H4K9XV19X	259-5-30-17-610.000 General Supplies	9.99	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	07/06/26 BI Supplies 16NKJ71RQ1V4	259-5-30-17-610.000 General Supplies	44.97	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	07/06/26 Reach Fleming Supplies 16Q1VTJPKP99	259-5-30-17-610.000 General Supplies	78.37	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	07/01/26 Nova Supplies 16QCHKT6TVT1	259-5-30-17-610.000 General Supplies	117.86	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/25/26 Disc EMS Supplies 196FNFDTM9T7	259-5-30-17-610.000 General Supplies	99.75	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/22/26 Reach Fleming Supplies 19CJV9LGKDN	259-5-30-17-610.000 General Supplies	166.83	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	07/06/26 Camp 1:1 Supplies 19J637VQT6WL	259-5-30-17-610.000 General Supplies	28.99	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	07/06/26 CMS Aspire Supplies 1C3G3NP4KCNL	259-5-30-17-610.000 General Supplies	31.99	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/30/26 Nova Supplies 1CQH73MQJ6VV	259-5-30-17-610.000 General Supplies	324.35	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	07/01/26 Town Behavior Supplies 1DW6979JJDRM	259-5-30-17-610.000 General Supplies	39.15	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/26/26 Summer BI Support 1FYPHLPM7JDF	259-5-30-17-610.000 General Supplies	32.76	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	07/02/26 Disc EES Supplies 1GKL4TQQL6MJ	259-5-30-17-610.000 General Supplies	9.70	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/26/26 Pool Supplies 1GKWMCGLRK9K	259-5-30-11-610.000 General Supplies	45.18	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/30/26 Disc EES Supplies 1GPYTRXQ9HTW	259-5-30-17-610.000 General Supplies	84.77	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/24/26 REACH FMS Supplies 1H6YNNLHJ37N	259-5-30-17-610.000 General Supplies	89.99	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/30/26 Town Behavior Supplies 1HIWM96199N6	259-5-30-17-610.000 General Supplies	4.49	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/25/26 CMS Supplies 1HJTVKYNNW3V	259-5-30-17-610.000 General Supplies	59.78	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	07/01/26 Town Behavior 1HT9WGM9J4PT	259-5-30-17-610.000 General Supplies	20.99	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/30/26 Nova Supplies 1J4CKGMM9MPL	259-5-30-17-610.000 General Supplies	21.13	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	07/02/26 Camp Supplies 1JG4THKVKJDQ	259-5-30-17-610.000 General Supplies	54.06	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/22/26 REACH FMS Supplies 1JHK6FMVRRVM	259-5-30-17-610.000 General Supplies	137.65	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/29/26 Disc EES Supplies 1JJHRTD371K	259-5-30-17-610.000 General Supplies	98.14	59016	07/10/26

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Vendor	Invoice Date	Invoice Description Invoice Number	Account	Amount Paid	Check Number	Check Date
19815	AMAZON CAPITAL SERVICES	06/30/26 CMS Supplies 1JJHRTDHCXT	259-5-30-17-610.000 General Supplies	19.65	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/22/26 Disc EES Supplies 1JL1LQH1D9H6	259-5-30-17-610.000 General Supplies	26.77	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/29/26 Program Supplies 1KYH1J6C9DGQ	259-5-30-14-610.000 General Supplies	160.70	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/29/26 Disc EES Supplies 1LCF4YGXTVVP	259-5-30-17-610.000 General Supplies	12.79	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/25/26 PS Supplies 1LCYHC7J917G	259-5-30-16-610.000 General Supplies	22.48	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/22/26 Nova Supplies 1LFCC7JGQR6G	259-5-30-17-610.000 General Supplies	43.47	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/23/26 Disc EES Supplies 1LR7HRQ14KQM	259-5-30-17-610.000 General Supplies	238.32	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/22/26 Disc EES Supplies 1LVPG9TRNVPC	259-5-30-17-610.000 General Supplies	6.98	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/28/26 Nova Supplies 1MJ7J4131DW9	259-5-30-17-610.000 General Supplies	261.80	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/29/26 PS Supplies 1MMJ61LL93TR	259-5-30-16-610.000 General Supplies	49.38	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/30/26 Nova Supplies 1MMQWD3DGTQ3	259-5-30-17-610.000 General Supplies	301.54	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/25/26 RK Fleming Supplies 1N9RV4RQFLFD	259-5-30-15-610.000 General Supplies	196.90	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/29/26 EMS Disc Supplies 1NHQX9Y4QC7P	259-5-30-17-610.000 General Supplies	12.74	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/22/26 BI Supplies 1NJLJNV4DLTV	259-5-30-17-610.000 General Supplies	41.47	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/29/26 Disc EMS Supplies 1NW9JVMXYH7	259-5-30-17-610.000 General Supplies	17.84	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/29/26 Disc EES Supplies 1NW9JVMXT4PH	259-5-30-17-610.000 General Supplies	19.94	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/30/26 Pool Supplies 1PP4RKKH9KVR	259-5-30-11-610.000 General Supplies	140.95	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/30/26 CMS Aspire 1PP4RKKHNP67	259-5-30-17-610.000 General Supplies	302.88	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/30/26 CMS Supplies 1PQRTTX9CC7L	259-5-30-17-610.000 General Supplies	22.99	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	07/06/26 CMS Supplies 1QDN1VRQ1XGF	259-5-30-17-610.000 General Supplies	76.98	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/29/26 Program Supplies 1QXLD3NHDHXP	259-5-30-14-610.000 General Supplies	170.77	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/30/26 Reach FMS Supplies 1T3F14WD1GCR	259-5-30-17-610.000 General Supplies	36.60	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/29/26 Disc EES Supplies 1TXMKKX4TG44	259-5-30-17-610.000 General Supplies	3.64	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/26/26 BI Supplies 1V4FL6RPJ163	259-5-30-17-610.000 General Supplies	87.97	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	07/07/26 PS Supplies 1VD94PJ77XNX	259-5-30-16-610.000 General Supplies	258.12	59016	07/10/26

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Check Warrant Report # 24122 Current Prior Next FY Invoices For Fund (GENERAL FUND)

Cdelibac

For Check Acct 01 (GENERAL FUND) All check #s 07/03/26 To 07/10/26

Vendor	Invoice Date	Invoice Description Invoice Number	Account	Amount Paid	Check Number	Check Date
19815	AMAZON CAPITAL SERVICES	07/02/26 Disc EMS Supplies 1VGFNRDJM77D	259-5-30-17-610.000 General Supplies	54.72	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/29/26 Discovery EES Supplies 1VGW7FYVWQ1	259-5-30-17-610.000 General Supplies	116.95	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/23/26 Reach FMS Supplies 1VKVCCWXTL9C	259-5-30-17-610.000 General Supplies	795.19	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/23/26 CMS Service Supplies 1VKVCCWXTQRY	259-5-30-17-610.000 General Supplies	183.68	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/24/26 Disc EES Supplies 1VLTG94JDYQP	259-5-30-17-610.000 General Supplies	80.62	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/29/26 PS Supplies 1Y67YNNQ74GW	259-5-30-16-610.000 General Supplies	18.98	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	06/29/26 Disc EMS Supplies 1Y67YNNQPGKC	259-5-30-17-610.000 General Supplies	116.31	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	07/06/26 PS Supplies 1YKH93DHK3QM	259-5-30-16-610.000 General Supplies	122.78	59016	07/10/26
19815	AMAZON CAPITAL SERVICES	07/06/26 Soccer Net Clips 1YPNFMHFQNR	259-5-30-14-610.000 General Supplies	27.89	59016	07/10/26
25595	AMERICAN RED CROSS	06/24/26 CPR/First Aid Training 23345032	259-5-30-17-330.000 Professional Services	1848.00	59023	07/10/26
80128	BARBER, KEVIN	06/26/26 Staff Training 062626D	259-5-30-17-330.000 Professional Services	300.00	59025	07/10/26
80167	BINDER, FRANCES	06/24/26 Nia Spring 062426D	259-5-30-14-330.000 Professional Services	648.00	59028	07/10/26
25370	BOUNCE AROUND VT LLC	06/06/26 National Night Out 8/4 060626D	259-5-30-14-330.000 Professional Services	289.00	59029	07/10/26
25370	BOUNCE AROUND VT LLC	07/06/26 CMS 8/14 070626D1	259-5-30-17-330.000 Professional Services	1704.00	59030	07/10/26
80347	Brazilian United Soccer L	06/24/26 Soccer Camp 1241	259-5-30-14-330.000 Professional Services	2787.20	59034	07/10/26
06185	CHAMPLAIN VALLEY EXPOSITI	05/31/26 Memorial Day Parade 6611	259-5-30-14-850.150 Memorial Day Parade	1219.60	59039	07/10/26
25120	CLICKTIME.COM	07/02/26 EJRP Timesheets June 478182	259-5-30-10-505.000 Tech. Subs, Licenses	1792.00	59046	07/10/26
19040	DORSET PARK SKATING ASSOC	07/02/26 CMS Skate Rental 7/2 10201	259-5-30-17-330.000 Professional Services	437.00	59053	07/10/26
19040	DORSET PARK SKATING ASSOC	07/06/26 Reach Founders 7/6 8783	259-5-30-17-330.000 Professional Services	655.00	59053	07/10/26
29970	EAST COAST ICE	06/26/26 Discovery EES 6/26 062626D	259-5-30-17-610.000 General Supplies	320.00	59055	07/10/26
42360	ECHO AT THE LEAHY CENTER	06/26/26 CMS 6/26 POS481482	259-5-30-17-330.000 Professional Services	200.00	59056	07/10/26
42360	ECHO AT THE LEAHY CENTER	07/02/26 Disc EES 7/2 POS483287	259-5-30-17-330.000 Professional Services	248.00	59056	07/10/26
19570	ESSEX PARKS & RECREATION	07/02/26 Town Camp Swim FY26 070226D	259-5-30-17-330.000 Professional Services	2173.50	59062	07/10/26
04330	EWSD CHILD NUTRITION	06/29/26 Vac Camp April Lunch 3259	259-5-30-15-610.000 General Supplies	3218.40	59063	07/10/26
04330	EWSD CHILD NUTRITION	06/29/26 Vac Camp Lunch March 3268	259-5-30-15-610.000 General Supplies	1350.00	59063	07/10/26

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Check Warrant Report # 24122 Current Prior Next FY Invoices For Fund (GENERAL FUND)

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For Check Acct 01 (GENERAL FUND) All check #s 07/03/26 To 07/10/26

Vendor	Invoice Date	Invoice Description Invoice Number	Account	Amount Paid	Check Number	Check Date
04330	06/30/26	EWS CHILD NUTRITION Vac Camp Lunch Feb/March 3269	259-5-30-15-610.000 General Supplies	4611.60	59063	07/10/26
28115	06/26/26	GREEN MTN SWING SCHOLARSH MSP Performance 7/28 20260626	259-5-30-14-330.000 Professional Services	800.00	59075	07/10/26
80257	07/01/26	JANITECH LLC Janitorial Services July INV-JT-7817	259-5-30-16-420.000 Cleaning Services	2177.50	59082	07/10/26
28895	06/29/26	KINDERMUSIK WITH RACHEL L Kindermusik June 1046	259-5-30-14-330.000 Professional Services	768.00	59085	07/10/26
27395	07/08/26	MVP HEALTH CARE INC 43118 12 June Health HRA 2026 CINV020981	259-5-30-14-210.000 Group Insurance	3.50	59093	07/10/26
27395	07/08/26	MVP HEALTH CARE INC 43118 12 June Health HRA 2026 CINV020981	259-5-30-16-210.000 Group Insurance	7.00	59093	07/10/26
27395	07/08/26	MVP HEALTH CARE INC 43118 12 June Health HRA 2026 CINV020981	259-5-30-15-210.000 Group Insurance	23.62	59093	07/10/26
80315	07/02/26	McClellan, Hayden Photography 070226D	259-5-30-14-330.000 Professional Services	650.00	59095	07/10/26
2900	07/06/26	PALMER LANE MAPLE Camp 6/26 8228	259-5-30-17-610.000 General Supplies	331.25	59101	07/10/26
2900	07/06/26	PALMER LANE MAPLE Camp 7/6 8229	259-5-30-17-610.000 General Supplies	282.49	59101	07/10/26
29425	06/23/26	PERFORMANCE FOOD 24793-EJ Reach FMS Snack 635367	259-5-30-15-610.000 General Supplies	393.10	59103	07/10/26
29425	06/23/26	PERFORMANCE FOOD 24793-EJ Disc EES Snack 636890	259-5-30-17-610.000 General Supplies	152.56	59103	07/10/26
29425	06/23/26	PERFORMANCE FOOD 24793-EJ Nova Snack 636891	259-5-30-17-610.000 General Supplies	198.70	59103	07/10/26
29425	06/23/26	PERFORMANCE FOOD 24793-EJ Disc EMS Snack 637390	259-5-30-17-610.000 General Supplies	387.53	59103	07/10/26
29425	06/29/26	PERFORMANCE FOOD 24793-EJ Reach FMS Snack 637999	259-5-30-17-610.000 General Supplies	422.09	59103	07/10/26
29425	06/24/26	PERFORMANCE FOOD 24793-EJ Reach FMS Breakfast 638010	259-5-30-17-610.000 General Supplies	385.39	59103	07/10/26
29425	06/24/26	PERFORMANCE FOOD 24793-EJ Discovery EES Snack 638020	259-5-30-17-610.000 General Supplies	421.90	59103	07/10/26
29425	06/29/26	PERFORMANCE FOOD 24793-EJ CMS Snack 638557	259-5-30-17-610.000 General Supplies	728.10	59103	07/10/26
29425	06/29/26	PERFORMANCE FOOD 24793-EJ Disc EES Breakfast 638616	259-5-30-17-610.000 General Supplies	296.30	59103	07/10/26
29425	06/29/26	PERFORMANCE FOOD 24793-EJ Reach Fleming Snack 639345	259-5-30-17-610.000 General Supplies	274.22	59103	07/10/26
29425	06/29/26	PERFORMANCE FOOD 24793-EJ Disc EMS Snack 639960	259-5-30-17-610.000 General Supplies	276.24	59103	07/10/26
29425	06/29/26	PERFORMANCE FOOD 24793-EJ Nova Snack 639983	259-5-30-17-610.000 General Supplies	210.16	59103	07/10/26
29425	07/06/26	PERFORMANCE FOOD 24793-EJ Reach FMS Snack 641165	259-5-30-17-610.000 General Supplies	313.89	59106	07/10/26
29425	06/30/26	PERFORMANCE FOOD 24793-EJ CMS Snack 641278	259-5-30-17-610.000 General Supplies	41.25	59106	07/10/26
29425	07/06/26	PERFORMANCE FOOD 24793-EJ Disc EMS Snack 644041	259-5-30-17-610.000 General Supplies	520.62	59106	07/10/26

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Check Warrant Report # 24122 Current Prior Next FY Invoices For Fund (GENERAL FUND)

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For Check Acct 01 (GENERAL FUND) All check #s 07/03/26 To 07/10/26

Vendor		Invoice Date	Invoice Description Invoice Number	Account	Amount Paid	Check Number	Check Date
29425	PERFORMANCE FOOD 24793-EJ	07/07/26	CMS Snack 646110	259-5-30-17-610.000 General Supplies	800.11	59106	07/10/26
29425	PERFORMANCE FOOD 24793-EJ	07/07/26	Disc EES Snack 646498	259-5-30-17-610.000 General Supplies	624.84	59106	07/10/26
80306	RABIDOUX OLIVER	07/02/26	Photography 070226D	259-5-30-14-330.000 Professional Services	650.00	59117	07/10/26
24325	RADIO NORTH GROUP INC	06/24/26	Walkie Batteries 24147971	259-5-30-17-610.000 General Supplies	626.00	59118	07/10/26
24325	RADIO NORTH GROUP INC	06/29/26	Walkie Batteries 24147975	259-5-30-17-610.000 General Supplies	245.00	59118	07/10/26
10435	SCREENMYLOGO.COM	06/30/26	Melba Masse FH Camp Shirt 22335	259-5-30-14-610.000 General Supplies	180.00	59122	07/10/26
10435	SCREENMYLOGO.COM	07/02/26	Camp Reach Shirts 22348	259-5-30-17-610.000 General Supplies	498.50	59122	07/10/26
10435	SCREENMYLOGO.COM	07/02/26	CMS Shirts 22349	259-5-30-17-610.000 General Supplies	838.50	59122	07/10/26
10435	SCREENMYLOGO.COM	07/02/26	Camp Disc Shirts 22350	259-5-30-17-610.000 General Supplies	547.25	59122	07/10/26
45825	SPARE TIME	06/26/26	Disc EMS 6/26 60286674	259-5-30-17-330.000 Professional Services	720.00	59126	07/10/26
45825	SPARE TIME	06/26/26	CMS 6/26 60561007	259-5-30-17-330.000 Professional Services	967.66	59126	07/10/26
23495	STUDENT TRANSPORTATION OF	06/26/26	Reach FMS Bus 6/24 70359885	259-5-30-17-580.000 Travel	772.51	59127	07/10/26
23495	STUDENT TRANSPORTATION OF	06/26/26	Reach Bus 6/25 70359886	259-5-30-17-580.000 Travel	328.31	59127	07/10/26
23495	STUDENT TRANSPORTATION OF	06/29/26	CMS Bus 6/26 70360209	259-5-30-17-580.000 Travel	1969.89	59127	07/10/26
23495	STUDENT TRANSPORTATION OF	06/30/26	Nova Bus 6/29 70360379	259-5-30-17-580.000 Travel	405.56	59127	07/10/26
23495	STUDENT TRANSPORTATION OF	07/01/26	Reach FMS Bus 6/29-30 70360731	259-5-30-17-580.000 Travel	849.75	59127	07/10/26
23495	STUDENT TRANSPORTATION OF	07/02/26	Nova Bus 7/1 70361214	259-5-30-17-580.000 Travel	309.00	59127	07/10/26
23495	STUDENT TRANSPORTATION OF	07/02/26	Reach FMS Bus 7/1 70361215	259-5-30-17-580.000 Travel	675.94	59127	07/10/26
23495	STUDENT TRANSPORTATION OF	07/07/26	Reach FMS Bus 7/2-6 70361557	259-5-30-17-580.000 Travel	1004.25	59127	07/10/26
03905	THE EDGE	07/29/26	Tennis Camp June 062926D	259-5-30-14-330.000 Professional Services	661.50	59129	07/10/26
80234	The POP	07/06/26	Pickleball June 7062026	259-5-30-14-330.000 Professional Services	1080.00	59131	07/10/26
14900	UNITED STATES TREASURY	07/01/26	PCORI 720 FY26 FY26PCORI720	259-5-30-15-210.000 Group Insurance	15.36	59132	07/10/26
14900	UNITED STATES TREASURY	07/01/26	PCORI 720 FY26 FY26PCORI720	259-5-30-16-210.000 Group Insurance	11.52	59132	07/10/26
25945	VT AFTERSCHOOL	06/30/26	Staff Training 6/16-22 7011	259-5-30-17-330.000 Professional Services	1050.00	59142	07/10/26
22045	VT DEPT OF PUBLIC SAFETY	06/29/26	Permit Fee-EJRP Storage P 062926D	259-5-30-12-330.000 Professional Services	1200.00	59143	07/10/26

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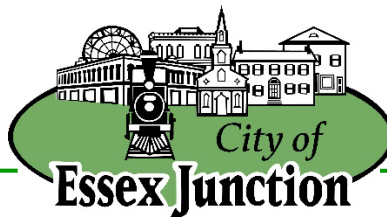
Check Warrant Report # 24122 Current Prior Next FY Invoices For Fund (GENERAL FUND)

Cdelibac

For Check Acct 01 (GENERAL FUND) All check #s 07/03/26 To 07/10/26

Vendor		Invoice Date	Invoice Description Invoice Number	Account	Amount Paid	Check Number	Check Date
07565	W B MASON CO INC	06/24/26	PS Floors 262762517	259-5-30-16-610.000 General Supplies	21.11	59147	07/10/26
07565	W B MASON CO INC	06/29/26	PS Supplies 262854285	259-5-30-16-610.000 General Supplies	186.58	59147	07/10/26
Report Total					752506.88		

To the Treasurer of City of Essex Junction, We Hereby certify
that there is due to the several persons whose names are
listed hereon the sum against each name and that there
are good and sufficient vouchers supporting the payments
aggregating \$ ***752,506.88
Let this be your order for the payments of these amounts.



MEMORANDUM

To: Regina Mahony, City Manager; City Council; Department Managers

CC: Tri-Town Members (Essex Town and Williston)

From: Jess Morris, Finance Director

Meeting Date: July 22, 2026

Subject: June Financial Report

The following budget vs actual report includes detail by fund for all City funds (General Fund, capital funds, enterprise funds, etc). Each report details the approved budget, year to date actuals, remaining budget amount, actual as a % of budget, and a month to date amount which is the total revenue/expenditure for the last month of the included reporting period. These reports are run through 6/30/26 therefore the year to date actuals are for the period 7/1/25-6/30/26, and the month actuals are for the month of June.

While we will continue to receive June invoices over the coming weeks and have some July payroll expense to book back to FY26, we are 100% of the way through the fiscal year. The General Fund revenue is just under 102% of budget or \$12,657,183 and expenditures are just over 94% of budget or \$11,729,646.

There are a few budgets that are over budget for the fiscal year. Community Development is running over on both Group Insurance and Legal Services; these are costs that we must incur. We anticipate savings in other department budgets with the General Fund that will offset the overages in these lines. We are also seeing overages in the Brownell, Fire Station and Park St School Buildings budgets. These overages are a result of unanticipated urgent or emergency repairs to HVAC/security systems or safety concerns at all buildings. There will be savings in other Building budgets that will offset these overages.

I received an update from the Town of Essex Finance Director last week that the City could potentially owe roughly \$5,240 more for FY26 additional shared service expenses related to capital for police facility roof and equipment that were not included in the original budgeted amount. I will work with the Town to reconcile any amount due through our fiscal year closeout process later this summer.

The Water Fund operating revenue is just under 97% of budget or \$1,902,192 and operating expenditure is just under 99% of budget or \$1,934,130. The Wastewater Fund operating revenue is just under 108% of budget or \$3,441,265 and operating expenditure is just under 96% of budget or \$3,055,633. The Sanitation Fund operating revenue is just over 104% of budget or \$1,180,818 and operating expenditure is just under 92% of budget or \$844,391. The Stormwater Fund operating revenue is just under 124% or \$399,319, and operating expenditure is just under 71% or \$229,146.

At the end of June there were 141 delinquent utility accounts with balances totaling \$35,698. There are currently no properties with water shut off for non-payment. Utility bills were mailed at the end of June and payments are due on July 30th.

The EJRP Program Fund revenue is just under 110% of budget or \$4,787,135, and expenditure is just under 100% of budget or \$4,406,419.

There are several factors that contribute to revenue and expenditures seeming either higher or lower at any point during the fiscal year. Property taxes are billed in August and all revenue is recorded at that point for the entire fiscal year, and utility bills are produced tri-annually thereby recording revenue every four months rather than monthly. There are several large payments made either on a quarterly, bi-annual or annual basis for things such as insurance (property/casualty/auto/worker's comp), debt payments, and annual dues/memberships to various organizations, as well as quarterly transfers for capital and administrative allocations between funds.

Also included with the financial report are reports of the LOT Fund activity, 2 Lincoln Renovation, and Economic Development Fund activity.

Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
210-4 Revenue					
210-4-00 General Revenues					
210-4-00-00-010.000 Property Taxes	11,405,931.00	11,423,231.20	-17,300.20	100.15%	-2.20
210-4-00-00-020.001 PILOT Tax Agreements	17,600.00	17,600.00	0.00	100.00%	0.00
210-4-00-00-020.022 Rents and Royalties	0.00	6,300.00	-6,300.00	100.00%	0.00
210-4-00-00-020.054 Admin Fee - Water	199,500.00	199,500.00	0.00	100.00%	0.00
210-4-00-00-020.055 Admin Fee - WWTF	99,750.00	99,750.00	0.00	100.00%	0.00
210-4-00-00-020.056 Admin Fee - Sanitation	199,500.00	199,500.00	0.00	100.00%	522.00
210-4-00-00-020.059 Admin Fee - EJRP PF	53,155.00	53,155.00	0.00	100.00%	0.00
210-4-00-00-030.009 Cannabis Control	400.00	1,100.00	-700.00	275.00%	0.00
210-4-00-00-042.001 PILOT Revenue	14,000.00	15,717.20	-1,717.20	112.27%	0.00
210-4-00-00-042.002 Railroad Taxes	2,500.00	2,653.77	-153.77	106.15%	0.00
210-4-00-00-042.004 State Act 60 Revenue	32,800.00	29,495.00	3,305.00	89.92%	0.00
210-4-00-00-042.005 State Act 68 Revenue	38,000.00	52,156.01	-14,156.01	137.25%	0.00
210-4-00-00-060.000 Interest Income	10,000.00	146,951.45	-136,951.45	1,469.51%	7,071.41
210-4-00-00-080.001 State District Court Fine	5,000.00	4,804.50	195.50	96.09%	0.00
210-4-00-00-085.000 Penalties	40,000.00	63,647.60	-23,647.60	159.12%	-0.68
210-4-00-00-086.000 Interest	8,000.00	19,408.13	-11,408.13	242.60%	1,827.83
210-4-00-00-098.000 Misc Revenue	1,500.00	11,805.46	-10,305.46	787.03%	-2,709.16
Total General Revenues	12,127,636.00	12,346,775.32	-219,139.32	101.81%	6,709.20
210-4-10 Admin Revenues					
Total Admin Revenues	0.00	0.00	0.00	0.00%	0.00
210-4-12-10 Clerk Revenue					
210-4-12-10-020.003 Use of Vault	25.00	65.00	-40.00	260.00%	15.00
210-4-12-10-020.004 Recording Fees	55,000.00	61,028.00	-6,028.00	110.96%	4,553.00
210-4-12-10-020.010 Printing and Duplication	1,000.00	424.00	576.00	42.40%	77.00
210-4-12-10-020.011 Online Land Records	150.00	901.25	-751.25	600.83%	75.25
210-4-12-10-020.013 Sale of Certified Copy	1,000.00	1,700.00	-700.00	170.00%	200.00
210-4-12-10-020.023 Records Preservation	15,000.00	22,158.00	-7,158.00	147.72%	1,652.00
210-4-12-10-030.001 Liquor Licenses	2,500.00	2,380.00	120.00	95.20%	185.00
210-4-12-10-030.002 Hunting and Fishing	10.00	5.00	5.00	50.00%	0.00
210-4-12-10-030.003 Marriage Licenses	250.00	600.00	-350.00	240.00%	45.00
210-4-12-10-030.004 Animal Licenses	3,000.00	3,542.00	-542.00	118.07%	62.00
210-4-12-10-030.005 Green Mountain Passport	100.00	184.00	-84.00	184.00%	50.00
210-4-12-10-030.006 DMV Registrations	0.00	54.00	-54.00	100.00%	6.00
210-4-12-10-098.000 Misc Revenue	0.00	212.04	-212.04	100.00%	0.00
Total Clerk Revenue	78,035.00	93,253.29	-15,218.29	119.50%	6,920.25
210-4-14-10 Information Technology					
Total Information Technology	0.00	0.00	0.00	0.00%	0.00
210-4-16 ComDev Revenues					
210-4-16-10-020.016 Bike Locker Rental Revenu	0.00	45.00	-45.00	100.00%	0.00
210-4-16-10-030.008 License and Zoning Fees	75,000.00	31,718.13	43,281.87	42.29%	2,710.00

Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
Total ComDev Revenues	75,000.00	31,763.13	43,236.87	42.35%	2,710.00
210-4-17 EconDev Revenues					
Total EconDev Revenues	0.00	0.00	0.00	0.00%	0.00
210-4-25 Fire Revenues					
210-4-25-10-098.000 Misc Revenue	0.00	10.00	-10.00	100.00%	0.00
Total Fire Revenues	0.00	10.00	-10.00	100.00%	0.00
210-4-30 EJPJ Revenues					
210-4-30-10-020.000 Charges for Services	8,670.00	3,608.00	5,062.00	41.61%	3,268.00
210-4-30-12-091.000 Transfer btwn funds (non-	1,500.00	1,500.00	0.00	100.00%	0.00
Total EJPJ Revenues	10,170.00	5,108.00	5,062.00	50.23%	3,268.00
210-4-35 Library Revenues					
210-4-35-10-040.000 Federal Grant Revenue	0.00	683.80	-683.80	100.00%	0.00
210-4-35-10-041.000 State and Other Grant Rev	0.00	350.00	-350.00	100.00%	0.00
210-4-35-10-098.000 Misc Revenue	900.00	2,846.05	-1,946.05	316.23%	1,653.80
Total Library Revenues	900.00	3,879.85	-2,979.85	431.09%	1,653.80
210-4-40 PW Revenues					
210-4-40-12-020.017 EV Charger	0.00	3,353.79	-3,353.79	100.00%	350.43
210-4-40-12-040.834 Emerald Ash Borer	0.00	18,320.00	-18,320.00	100.00%	0.00
210-4-40-12-042.006 State Aid to Highways	125,000.00	133,147.46	-8,147.46	106.52%	0.00
210-4-40-12-098.000 Misc Revenue	2,500.00	4,893.70	-2,393.70	195.75%	0.00
Total PW Revenues	127,500.00	159,714.95	-32,214.95	125.27%	350.43
210-4-41 Building Revenues					
210-4-41-22-040.000 Federal Grant Revenue	0.00	5,000.00	-5,000.00	100.00%	0.00
Total Building Revenues	0.00	5,000.00	-5,000.00	100.00%	0.00
210-4-90-00 Other Sources and Uses					
210-4-90-00-050.000 Library Donation Revenue	0.00	8,963.47	-8,963.47	100.00%	808.71
210-4-90-00-640.201 Adult Collection replacem	0.00	1,525.00	-1,525.00	100.00%	57.00
210-4-90-00-640.202 Juvenile Collection repl	0.00	1,190.00	-1,190.00	100.00%	118.00
Total Other Sources and Uses	0.00	11,678.47	-11,678.47	100.00%	983.71
Total Revenue	12,419,241.00	12,657,183.01	-237,942.01	101.92%	22,595.39
Total Revenues	12,419,241.00	12,657,183.01	-237,942.01	101.92%	22,595.39

Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
210-5-10-10 Administration					
210-5-10-10-110.000 Regular Salaries	362,725.00	350,939.93	11,785.07	96.75%	28,186.18
210-5-10-10-210.000 Group Insurance	136,610.00	105,496.03	31,113.97	77.22%	-1,171.58
210-5-10-10-220.000 Social Security	27,952.00	26,495.53	1,456.47	94.79%	2,145.90
210-5-10-10-225.000 Act 76 Childcare Tax	1,206.00	1,008.63	197.37	83.63%	81.01
210-5-10-10-230.000 Retirement	32,789.00	31,692.37	1,096.63	96.66%	2,572.74
210-5-10-10-290.000 Other Employee Benefits	6,178.00	3,700.00	2,478.00	59.89%	400.00
210-5-10-10-320.000 Legal Services	35,500.00	16,727.00	18,773.00	47.12%	1,200.00
210-5-10-10-330.000 Professional Services	51,507.00	40,606.05	10,900.95	78.84%	14,252.57
210-5-10-10-340.000 Technical Services	0.00	751.52	-751.52	100.00%	0.00
210-5-10-10-442.000 Rental Vehicles/Equip	5,784.00	4,271.88	1,512.12	73.86%	165.54
210-5-10-10-500.000 Training, Conf, Dues	8,174.00	4,476.64	3,697.36	54.77%	75.16
210-5-10-10-505.000 Tech. Subs, Licenses	16,471.00	16,407.03	63.97	99.61%	896.85
210-5-10-10-530.000 Communications	3,348.00	3,293.29	54.71	98.37%	74.88
210-5-10-10-540.000 Advertising	20,475.00	20,836.18	-361.18	101.76%	1,957.00
210-5-10-10-550.000 Printing and Binding	5,000.00	4,435.79	564.21	88.72%	0.00
210-5-10-10-560.000 Postage	9,590.00	9,945.69	-355.69	103.71%	1,320.14
210-5-10-10-580.000 Travel	2,000.00	696.65	1,303.35	34.83%	0.00
210-5-10-10-610.000 General Supplies	3,000.00	2,290.78	709.22	76.36%	42.99
210-5-10-10-755.000 Furniture and Fixtures	1,000.00	0.00	1,000.00	0.00%	0.00
210-5-10-10-845.000 Employee/Volunteer Recogn	6,000.00	4,621.60	1,378.40	77.03%	3,275.50
210-5-10-10-850.000 Community Events and Cele	0.00	8.03	-8.03	100.00%	0.00
Total Administration	735,309.00	648,700.62	86,608.38	88.22%	55,474.88
210-5-11-10 Legislative					
210-5-11-10-190.000 Board Member Payments	11,800.00	5,050.00	6,750.00	42.80%	400.00
210-5-11-10-190.001 City Council Payments	12,500.00	12,500.00	0.00	100.00%	3,125.00
210-5-11-10-220.000 Social Security	956.00	956.20	-0.20	100.02%	239.05
210-5-11-10-225.000 Act 76 Childcare Tax	41.00	41.20	-0.20	100.49%	10.30
210-5-11-10-320.000 Legal Services	3,600.00	0.00	3,600.00	0.00%	0.00
210-5-11-10-330.000 Professtional Services	28,739.00	17,630.70	11,108.30	61.35%	469.68
210-5-11-10-500.000 Training, Conferences, Du	18,364.00	16,518.38	1,845.62	89.95%	0.00
210-5-11-10-540.000 Advertising	900.00	797.16	102.84	88.57%	0.00
210-5-11-10-580.000 Travel	250.00	0.00	250.00	0.00%	0.00
210-5-11-10-610.000 General Supplies	2,000.00	1,086.32	913.68	54.32%	367.83
210-5-11-10-831.000 Special or New Programs	20,000.00	8,083.33	11,916.67	40.42%	0.00
210-5-11-10-910.000 Transfer btwn Funds	0.00	8,000.00	-8,000.00	100.00%	0.00
Total Legislative	99,150.00	70,663.29	28,486.71	71.27%	4,611.86
210-5-12-10 Clerk					
210-5-12-10-110.000 Regular Salaries	151,619.00	146,749.99	4,869.01	96.79%	11,591.80
210-5-12-10-120.000 Part Time Salaries	10,024.00	255.00	9,769.00	2.54%	0.00
210-5-12-10-130.000 Overtime	470.00	862.62	-392.62	183.54%	0.00
210-5-12-10-210.000 Group Insurance	37,371.00	57,776.02	-20,405.02	154.60%	2,418.32
210-5-12-10-220.000 Social Security	12,682.00	11,581.43	1,100.57	91.32%	908.07
210-5-12-10-225.000 Act 76 Childcare Tax	547.00	461.86	85.14	84.44%	36.19
210-5-12-10-230.000 Retirement	15,172.00	14,482.64	689.36	95.46%	1,151.20
210-5-12-10-290.000 Other Employee Benefits	800.00	400.00	400.00	50.00%	0.00

Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
210-5-12-10-330.000 Professional Services	486.00	566.76	-80.76	116.62%	25.00
210-5-12-10-430.000 R&M Vehicles & Equipment	50.00	0.00	50.00	0.00%	0.00
210-5-12-10-500.000 Training Conf Dues	2,000.00	2,625.80	-625.80	131.29%	0.00
210-5-12-10-505.000 Tech. Subs Licenses	4,300.00	4,005.54	294.46	93.15%	0.00
210-5-12-10-550.000 Printing and Binding	1,500.00	727.39	772.61	48.49%	0.00
210-5-12-10-560.000 Postage	400.00	396.10	3.90	99.03%	0.00
210-5-12-10-570.023 Records Preservation	15,000.00	16,187.02	-1,187.02	107.91%	1,901.66
210-5-12-10-580.000 Travel	500.00	1,661.89	-1,161.89	332.38%	229.52
210-5-12-10-610.000 General Supplies	2,000.00	1,254.11	745.89	62.71%	0.00
210-5-12-10-820.000 Elections	14,000.00	3,693.95	10,306.05	26.39%	625.00
Total Clerk	268,921.00	263,688.12	5,232.88	98.05%	18,886.76
210-5-13-10 Finance					
210-5-13-10-110.000 Regular Salaries	292,962.00	279,433.91	13,528.09	95.38%	22,412.44
210-5-13-10-190.000 Board Member Payments	1,400.00	300.00	1,100.00	21.43%	50.00
210-5-13-10-210.000 Group Insurance	59,140.00	74,879.47	-15,739.47	126.61%	3,856.40
210-5-13-10-220.000 Social Security	25,436.00	23,213.87	2,222.13	91.26%	1,871.63
210-5-13-10-225.000 Act 76 Childcare Tax	1,097.00	888.70	208.30	81.01%	72.66
210-5-13-10-230.000 Retirement	30,634.00	26,699.89	3,934.11	87.16%	2,201.28
210-5-13-10-250.000 Unemployment Insurance	4,608.00	4,141.96	466.04	89.89%	-6,247.28
210-5-13-10-260.000 Workers Comp Insurance	39,043.00	41,953.34	-2,910.34	107.45%	6,247.28
210-5-13-10-290.000 Other Employee Benefits	1,600.00	1,600.00	0.00	100.00%	400.00
210-5-13-10-330.000 Professional Services	14,388.00	7,875.24	6,512.76	54.73%	37.08
210-5-13-10-335.000 Audit	18,412.00	15,870.96	2,541.04	86.20%	0.00
210-5-13-10-500.000 Training, Conf, Dues	1,758.00	1,065.00	693.00	60.58%	0.00
210-5-13-10-505.000 Tech. Subs, Licenses	22,754.00	16,179.67	6,574.33	71.11%	404.00
210-5-13-10-520.000 PACIF Insurance	99,922.00	96,218.42	3,703.58	96.29%	0.00
210-5-13-10-550.000 Printing and Binding	3,883.00	3,262.51	620.49	84.02%	379.00
210-5-13-10-560.000 Postage	2,800.00	2,054.01	745.99	73.36%	0.00
210-5-13-10-580.000 Travel	1,140.00	408.30	731.70	35.82%	0.00
210-5-13-10-610.000 General Supplies	800.00	249.77	550.23	31.22%	0.00
Total Finance	621,777.00	596,295.02	25,481.98	95.90%	31,684.49
210-5-14-10 Information Technology					
210-5-14-10-330.000 Professional Services	140,016.00	134,672.20	5,343.80	96.18%	10,395.60
210-5-14-10-432.000 R&M Technology	5,000.00	0.00	5,000.00	0.00%	0.00
210-5-14-10-505.000 Tech. Subs, Licenses	41,785.00	50,983.61	-9,198.61	122.01%	3,341.40
210-5-14-10-735.000 Tech: Equip/Hardware	24,750.00	21,028.15	3,721.85	84.96%	0.00
Total Information Technology	211,551.00	206,683.96	4,867.04	97.70%	13,737.00
210-5-15-10 Assessing					
210-5-15-10-330.000 Professional Services	94,575.00	94,575.00	0.00	100.00%	23,643.75
210-5-15-10-505.000 Tech. Subs, Licenses	1,500.00	530.45	969.55	35.36%	0.00
Total Assessing	96,075.00	95,105.45	969.55	98.99%	23,643.75
210-5-16-10 Community Development					

Account	Budget				
	Budget	Actual	Balance	% of Budget	Pd to Date
210-5-16-10-110.000 Regular Salaries	225,773.00	217,831.87	7,941.13	96.48%	17,306.26
210-5-16-10-190.000 Board member Payments	9,600.00	7,250.00	2,350.00	75.52%	1,350.00
210-5-16-10-210.000 Group Insurance	59,616.00	92,184.95	-32,568.95	154.63%	3,635.57
210-5-16-10-220.000 Social Security	18,624.00	17,750.64	873.36	95.31%	1,477.02
210-5-16-10-225.000 Act 76 Childcare Tax	803.00	665.54	137.46	82.88%	56.07
210-5-16-10-230.000 Retirement	19,374.00	18,370.62	1,003.38	94.82%	1,469.01
210-5-16-10-290.000 Other Employee Benefits	1,200.00	400.00	800.00	33.33%	0.00
210-5-16-10-320.000 Legal Services	17,000.00	32,809.02	-15,809.02	192.99%	3,802.50
210-5-16-10-330.000 Professional Services	23,560.00	19,242.49	4,317.51	81.67%	5,958.05
210-5-16-10-500.000 Training, Conf, Dues	4,630.00	4,485.40	144.60	96.88%	0.00
210-5-16-10-505.000 Tech. Subs., Licenses	600.00	42.80	557.20	7.13%	21.40
210-5-16-10-530.000 Communications	1,080.00	0.00	1,080.00	0.00%	0.00
210-5-16-10-540.000 Advertising	2,600.00	944.84	1,655.16	36.34%	66.56
210-5-16-10-550.000 Printing and Binding	3,000.00	640.75	2,359.25	21.36%	0.00
210-5-16-10-560.000 Postage	2,350.00	23.90	2,326.10	1.02%	0.00
210-5-16-10-580.000 Travel	5,800.00	1,699.15	4,100.85	29.30%	100.00
210-5-16-10-610.000 General Supplies	3,000.00	896.07	2,103.93	29.87%	36.59
210-5-16-10-810.111 BWAC	10,000.00	4,412.71	5,587.29	44.13%	0.00
210-5-16-10-890.000 Federal Grant Expenditure	0.00	1,390.00	-1,390.00	100.00%	0.00
210-5-16-10-895.000 State and Other Grant Exp	0.00	10,294.75	-10,294.75	100.00%	4,278.26
210-5-16-10-899.000 Matching Grant Funds	17,000.00	12,289.62	4,710.38	72.29%	3,820.83
Total Community Development	425,610.00	443,625.12	-18,015.12	104.23%	43,378.12
210-5-17-10 Economic Development					
Total Economic Development	0.00	0.00	0.00	0.00%	0.00
210-5-18-10 Public Safety & Services					
210-5-18-10-800.106 Essex Rescue	207,140.00	207,140.40	-0.40	100.00%	0.00
210-5-18-10-800.107 Essex Jct. Cemetery Assoc	20,000.00	20,000.00	0.00	100.00%	0.00
210-5-18-10-800.108 Essex Police Dept	3,008,353.00	3,008,353.00	0.00	100.00%	752,088.25
Total Public Safety & Services	3,235,493.00	3,235,493.40	-0.40	100.00%	752,088.25
210-5-19-10 County & Regional Functio					
210-5-19-10-800.101 CCRPC	19,712.00	14,162.00	5,550.00	71.84%	0.00
210-5-19-10-800.102 GMT	311,638.00	284,593.00	27,045.00	91.32%	0.00
210-5-19-10-800.103 County Tax	73,911.00	43,114.75	30,796.25	58.33%	0.00
210-5-19-10-800.104 Chamber of Commerce	995.00	995.00	0.00	100.00%	0.00
210-5-19-10-800.105 GBIC	3,750.00	3,750.00	0.00	100.00%	0.00
210-5-19-10-800.109 Winooski Valley Park Dist	33,895.00	33,895.00	0.00	100.00%	0.00
210-5-19-10-800.110 Essex Comm Historical Soc	2,000.00	2,000.00	0.00	100.00%	0.00
210-5-19-10-900.000 Transfer between Town/Cit	0.00	1,670.24	-1,670.24	100.00%	0.00
Total County & Regional Functio	445,901.00	384,179.99	61,721.01	86.16%	0.00
210-5-25-10 Fire					
210-5-25-10-120.000 Part Time Salaries	315,000.00	239,313.19	75,686.81	75.97%	19,735.57
210-5-25-10-210.000 Group Insurance	3,400.00	2,547.50	852.50	74.93%	0.00

Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
210-5-25-10-220.000 Social Security	24,098.00	18,353.91	5,744.09	76.16%	1,509.78
210-5-25-10-225.000 Act 76 Childcare Tax	1,040.00	784.05	255.95	75.39%	63.95
210-5-25-10-260.000 Workers Comp Insurance	20,000.00	21,118.00	-1,118.00	105.59%	2,507.00
210-5-25-10-290.000 Other Employee Benefits	1,000.00	864.00	136.00	86.40%	0.00
210-5-25-10-330.000 Professional Services	6,000.00	5,489.00	511.00	91.48%	358.00
210-5-25-10-430.000 R&M Vehicles & Equipment	25,000.00	36,682.52	-11,682.52	146.73%	8,178.34
210-5-25-10-500.000 Training, Conf, Dues	7,000.00	5,100.29	1,899.71	72.86%	1,454.11
210-5-25-10-505.000 Tech. Subs, Licenses	8,000.00	6,861.10	1,138.90	85.76%	0.00
210-5-25-10-521.000 Insurance Deductibles	0.00	1,000.00	-1,000.00	100.00%	0.00
210-5-25-10-530.000 Communications	4,500.00	720.96	3,779.04	16.02%	120.16
210-5-25-10-570.000 Other Purchased Services	11,000.00	7,160.14	3,839.86	65.09%	98.40
210-5-25-10-610.000 General Supplies	4,000.00	4,460.09	-460.09	111.50%	620.44
210-5-25-10-611.000 Small Tools and Equipment	45,000.00	50,990.66	-5,990.66	113.31%	26,910.66
210-5-25-10-612.000 Uniforms	32,000.00	30,155.24	1,844.76	94.24%	26,579.03
210-5-25-10-613.000 Program Supplies	7,500.00	5,082.79	2,417.21	67.77%	1,818.94
210-5-25-10-626.000 Gasoline	6,500.00	5,321.17	1,178.83	81.86%	962.09
210-5-25-10-750.000 Machinery & Equipment	22,000.00	28,795.19	-6,795.19	130.89%	4,781.88
Total Fire	543,038.00	470,799.80	72,238.20	86.70%	95,698.35
210-5-30-10 EJP Administration					
210-5-30-10-110.000 Regular Salaries	436,934.00	438,004.57	-1,070.57	100.25%	27,437.59
210-5-30-10-120.000 Part Time Salaries	0.00	2,116.09	-2,116.09	100.00%	514.08
210-5-30-10-130.000 Overtime	0.00	182.06	-182.06	100.00%	119.78
210-5-30-10-210.000 Group Insurance	217,195.00	202,613.51	14,581.49	93.29%	4,294.66
210-5-30-10-220.000 Social Security	33,731.00	34,700.19	-969.19	102.87%	2,277.09
210-5-30-10-225.000 Act 76 Childcare Tax	1,455.00	1,284.48	170.52	88.28%	91.79
210-5-30-10-230.000 Retirement	33,819.00	36,003.52	-2,184.52	106.46%	2,630.06
210-5-30-10-290.000 Other Employee Benefits	2,400.00	2,800.00	-400.00	116.67%	0.00
210-5-30-10-330.000 Professional Services	11,764.00	10,887.30	876.70	92.55%	0.00
210-5-30-10-442.000 Rental Vehicles/Equip	1,776.00	1,792.80	-16.80	100.95%	149.40
210-5-30-10-500.000 Training, Conf, Dues	2,873.00	2,314.00	559.00	80.54%	0.00
210-5-30-10-530.000 Communications	2,160.00	2,340.89	-180.89	108.37%	161.12
210-5-30-10-561.000 CC Processing Fees	200.00	21.42	178.58	10.71%	0.00
210-5-30-10-610.000 General Supplies	15,000.00	13,720.19	1,279.81	91.47%	3,187.88
210-5-30-10-832.000 Scholarships	4,000.00	4,000.00	0.00	100.00%	4,000.00
210-5-30-10-850.000 Community Events & Celebr	0.00	7,500.00	-7,500.00	100.00%	481.81
210-5-30-10-910.000 Transfer to Other Funds	17,500.00	17,500.00	0.00	100.00%	0.00
Total EJP Administration	780,807.00	777,781.02	3,025.98	99.61%	45,345.26
210-5-30-12 EJP Parks and Facilities					
210-5-30-12-110.000 Regular Salaries	129,489.00	129,754.54	-265.54	100.21%	11,411.95
210-5-30-12-120.000 Part Time Salaries	66,335.00	56,280.62	10,054.38	84.84%	5,006.52
210-5-30-12-130.000 Overtime	0.00	1,075.44	-1,075.44	100.00%	0.00
210-5-30-12-210.000 Group Insurance	64,535.00	67,510.65	-2,975.65	104.61%	614.44
210-5-30-12-220.000 Social Security	15,082.00	14,132.28	949.72	93.70%	1,234.71
210-5-30-12-225.000 Act 76 Childcare Tax	651.00	564.68	86.32	86.74%	50.68
210-5-30-12-230.000 Retirement	12,484.00	12,069.26	414.74	96.68%	954.92
210-5-30-12-290.000 Other Employee Benefits	800.00	800.00	0.00	100.00%	0.00

Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
210-5-30-12-330.000 Professional Services	16,049.00	15,561.50	487.50	96.96%	184.26
210-5-30-12-431.000 R&M Buildings & Grounds	11,577.00	10,421.82	1,155.18	90.02%	273.66
210-5-30-12-441.000 Rental Land/Buildings	500.00	500.00	0.00	100.00%	0.00
210-5-30-12-442.000 Rental Vehicles/Equip	2,207.00	1,957.50	249.50	88.70%	0.00
210-5-30-12-500.000 Training, Conf, Dues	2,000.00	0.00	2,000.00	0.00%	0.00
210-5-30-12-505.000 Tech. Subs, Licenses	0.00	1,955.28	-1,955.28	100.00%	0.00
210-5-30-12-530.000 Communications	1,080.00	1,080.00	0.00	100.00%	90.00
210-5-30-12-610.000 General Supplies	27,681.00	23,745.95	3,935.05	85.78%	1,814.47
210-5-30-12-626.000 Gasoline	4,500.00	3,974.14	525.86	88.31%	1,090.07
Total EJRP Parks and Facilities	354,970.00	341,383.66	13,586.34	96.17%	22,725.68
210-5-30-13 Adult Programs					
Total Adult Programs	0.00	0.00	0.00	0.00%	0.00
210-5-35-10 Brownell Library					
210-5-35-10-110.000 Regular Salaries	475,410.00	458,140.45	17,269.55	96.37%	37,695.24
210-5-35-10-120.000 Part Time Salaries	146,132.00	135,065.03	11,066.97	92.43%	11,884.24
210-5-35-10-190.000 Board Member Payments	2,200.00	1,800.00	400.00	81.82%	250.00
210-5-35-10-210.000 Group Insurance	188,643.00	175,807.47	12,835.53	93.20%	1,580.05
210-5-35-10-220.000 Social Security	47,904.00	45,061.62	2,842.38	94.07%	3,776.14
210-5-35-10-225.000 Act 76 Childcare Tax	2,066.00	1,845.02	220.98	89.30%	155.01
210-5-35-10-230.000 Retirement	44,755.00	42,596.83	2,158.17	95.18%	3,406.63
210-5-35-10-290.000 Other Employee Benefits	2,800.00	2,800.00	0.00	100.00%	400.00
210-5-35-10-340.000 Technical Services	3,000.00	2,467.57	532.43	82.25%	20.50
210-5-35-10-442.000 Rental Vehicles/Equip	3,936.00	3,936.00	0.00	100.00%	328.00
210-5-35-10-500.000 Training, Conf, Dues	6,000.00	5,324.74	675.26	88.75%	26.84
210-5-35-10-505.000 Tech. Subs, Licenses	14,797.00	13,125.93	1,671.07	88.71%	151.06
210-5-35-10-530.000 Communications	2,160.00	2,160.00	0.00	100.00%	180.00
210-5-35-10-540.000 Advertising	700.00	0.00	700.00	0.00%	0.00
210-5-35-10-560.000 Postage	3,000.00	2,715.93	284.07	90.53%	791.88
210-5-35-10-610.000 General Supplies	11,200.00	9,767.72	1,432.28	87.21%	926.05
210-5-35-10-640.201 Adult Collection	46,000.00	45,967.06	32.94	99.93%	6,737.67
210-5-35-10-640.202 Juvenile Collection	25,500.00	25,380.06	119.94	99.53%	8,431.37
210-5-35-10-735.000 Tech: Equip/Hardware	7,000.00	6,857.49	142.51	97.96%	2,357.49
210-5-35-10-755.000 Furniture & Fixtures	7,000.00	6,597.22	402.78	94.25%	529.62
210-5-35-10-840.201 Adult Programs	2,000.00	1,974.29	25.71	98.71%	491.89
210-5-35-10-840.202 Childrens Programs	4,500.00	4,624.42	-124.42	102.76%	124.79
210-5-35-10-845.000 Employee/Volunteer Recogn	1,000.00	1,076.56	-76.56	107.66%	50.00
210-5-35-10-890.000 Federal Grant Expenditure	0.00	683.80	-683.80	100.00%	0.00
210-5-35-10-895.000 State and Other Grant Exp	0.00	350.00	-350.00	100.00%	0.00
Total Brownell Library	1,047,703.00	996,125.21	51,577.79	95.08%	80,294.47
210-5-40-12 Streets					
210-5-40-12-110.000 Regular Salaries	218,526.00	170,132.10	48,393.90	77.85%	15,639.58
210-5-40-12-120.000 Part Time Salaries	33,920.00	46,104.90	-12,184.90	135.92%	3,999.00
210-5-40-12-130.000 Overtime	21,342.00	13,782.60	7,559.40	64.58%	617.50
210-5-40-12-190.000 Board Member Payments	3,000.00	200.00	2,800.00	6.67%	0.00

Account	Budget				
	Budget	Actual	Balance	% of Budget	Pd to Date
210-5-40-12-210.000 Group Insurance	124,748.00	63,779.87	60,968.13	51.13%	1,558.91
210-5-40-12-220.000 Social Security	21,341.00	18,026.28	3,314.72	84.47%	1,683.09
210-5-40-12-225.000 Act 76 Childcare Tax	921.00	671.47	249.53	72.91%	74.13
210-5-40-12-230.000 Retirement	21,732.00	19,995.52	1,736.48	92.01%	2,259.93
210-5-40-12-250.000 Unemployment Insurance	204.00	393.51	-189.51	192.90%	0.00
210-5-40-12-260.000 Workers Comp Insurance	15,663.00	15,990.02	-327.02	102.09%	0.00
210-5-40-12-290.000 Other Employee Benefits	1,600.00	1,600.00	0.00	100.00%	400.00
210-5-40-12-330.000 Professional Services	20,000.00	12,482.86	7,517.14	62.41%	323.75
210-5-40-12-400.000 Contracted Services	0.00	800.00	-800.00	100.00%	0.00
210-5-40-12-410.000 Water and Sewer Charges	3,800.00	2,133.21	1,666.79	56.14%	0.00
210-5-40-12-422.000 Snow Removal	25,000.00	25,695.00	-695.00	102.78%	0.00
210-5-40-12-425.000 Trash Removal	9,500.00	12,611.63	-3,111.63	132.75%	1,807.58
210-5-40-12-430.000 R&M Vehicles & Equipment	120,000.00	146,084.43	-26,084.43	121.74%	4,060.89
210-5-40-12-431.000 R&M Buildings & Grounds	10,000.00	6,022.13	3,977.87	60.22%	0.00
210-5-40-12-432.000 R&M Technology	0.00	566.67	-566.67	100.00%	566.67
210-5-40-12-441.000 Rental Land/Buildings	13,000.00	10,399.16	2,600.84	79.99%	0.00
210-5-40-12-442.000 Rental Vehicles/Equip	3,000.00	1,479.80	1,520.20	49.33%	210.40
210-5-40-12-451.000 Summer Construction Servi	310,000.00	201,203.67	108,796.33	64.90%	832.50
210-5-40-12-500.000 Training, Conf, Dues	3,500.00	736.99	2,763.01	21.06%	617.00
210-5-40-12-505.000 Tech. Subs, Licenses	0.00	9,356.12	-9,356.12	100.00%	-2,515.07
210-5-40-12-520.000 PACIF Insurance	17,264.00	17,399.47	-135.47	100.78%	0.00
210-5-40-12-521.000 Insurance Deductibles	1,000.00	2,000.00	-1,000.00	200.00%	0.00
210-5-40-12-530.000 Communications	5,340.00	3,487.14	1,852.86	65.30%	345.16
210-5-40-12-540.000 Advertising	500.00	847.08	-347.08	169.42%	0.00
210-5-40-12-571.000 Streetscape Maintenance	25,000.00	8,549.65	16,450.35	34.20%	1,533.98
210-5-40-12-572.000 Traffic Control	35,000.00	16,714.00	18,286.00	47.75%	7,929.67
210-5-40-12-573.000 Sidewalk and Curb Maint	6,000.00	0.00	6,000.00	0.00%	0.00
210-5-40-12-600.000 Salt, Sand and Gravel	165,000.00	218,248.32	-53,248.32	132.27%	0.00
210-5-40-12-605.000 Summer Construction Suppl	45,000.00	25,402.49	19,597.51	56.45%	2,462.68
210-5-40-12-609.000 Safety Supplies	3,000.00	1,598.56	1,401.44	53.29%	660.83
210-5-40-12-610.000 General Supplies	35,000.00	38,136.89	-3,136.89	108.96%	3,149.60
210-5-40-12-610.200 Streetlight Supplies	20,000.00	26,749.78	-6,749.78	133.75%	870.88
210-5-40-12-612.000 Uniforms	3,400.00	3,767.30	-367.30	110.80%	449.81
210-5-40-12-621.000 Natural Gas/Heating	4,200.00	4,933.74	-733.74	117.47%	271.88
210-5-40-12-622.000 Electricity	25,000.00	13,395.64	11,604.36	53.58%	2,193.18
210-5-40-12-622.200 Streetlight Electricity	142,000.00	152,657.97	-10,657.97	107.51%	27,525.17
210-5-40-12-626.000 Gasoline	50,000.00	46,224.96	3,775.04	92.45%	6,641.44
210-5-40-12-735.000 Tech: Equip/Hardware	0.00	244.09	-244.09	100.00%	36.09
210-5-40-12-750.000 Machinery & Equipment	10,000.00	2,274.00	7,726.00	22.74%	0.00
210-5-40-12-810.112 Tree Advisory Committee	10,000.00	7,598.64	2,401.36	75.99%	6,163.00
Total Streets	1,583,501.00	1,370,477.66	213,023.34	86.55%	92,369.23
210-5-41 Buildings					
210-5-41-20 2 Lincoln Street					
210-5-41-20-400.000 Contracted Services	6,000.00	3,972.04	2,027.96	66.20%	140.88
210-5-41-20-410.000 Water and Sewer Charges	1,700.00	630.97	1,069.03	37.12%	0.00
210-5-41-20-420.000 Cleaning Services	18,000.00	16,945.84	1,054.16	94.14%	1,911.00
210-5-41-20-425.000 Trash Removal	4,000.00	3,775.63	224.37	94.39%	347.33
210-5-41-20-431.000 R&M Buildings & Grounds	8,000.00	4,300.95	3,699.05	53.76%	0.00

Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
210-5-41-20-505.000 Tech. Subs, Licenses	0.00	814.70	-814.70	100.00%	0.00
210-5-41-20-530.000 Communications	7,000.00	6,445.35	554.65	92.08%	521.63
210-5-41-20-610.000 General Supplies	3,500.00	1,545.36	1,954.64	44.15%	145.44
210-5-41-20-621.000 Natural Gas/Heating	6,000.00	4,523.49	1,476.51	75.39%	398.89
210-5-41-20-622.000 Electricity	9,000.00	12,823.28	-3,823.28	142.48%	1,825.72
210-5-41-20-755.000 Furniture and Fixtures	500.00	0.00	500.00	0.00%	0.00
Total 2 Lincoln Street	63,700.00	55,777.61	7,922.39	87.56%	5,290.89
210-5-41-21 Brownell Library					
210-5-41-21-400.000 Contracted Services	6,350.00	6,480.83	-130.83	102.06%	0.00
210-5-41-21-410.000 Water and Sewer Charges	650.00	515.26	134.74	79.27%	0.00
210-5-41-21-420.000 Cleaning Services	42,000.00	38,585.00	3,415.00	91.87%	6,297.00
210-5-41-21-431.000 R&M Buildings & Grounds	21,650.00	29,178.42	-7,528.42	134.77%	2,310.00
210-5-41-21-530.000 Communications	4,470.00	4,153.28	316.72	92.91%	684.12
210-5-41-21-610.000 General Supplies	1,500.00	2,168.37	-668.37	144.56%	0.00
210-5-41-21-621.000 Natural Gas/Heating	7,200.00	8,322.92	-1,122.92	115.60%	549.17
210-5-41-21-622.000 Electricity	16,800.00	17,729.87	-929.87	105.53%	3,338.27
Total Brownell Library	100,620.00	107,133.95	-6,513.95	106.47%	13,178.56
210-5-41-22 Fire Station					
210-5-41-22-400.000 Contracted Services	850.00	2,241.09	-1,391.09	263.66%	0.00
210-5-41-22-410.000 Water and Sewer Charges	600.00	1,229.19	-629.19	204.87%	0.00
210-5-41-22-420.000 Cleaning Services	250.00	0.00	250.00	0.00%	0.00
210-5-41-22-431.000 R&M Buildings & Grounds	8,500.00	9,688.12	-1,188.12	113.98%	85.00
210-5-41-22-530.000 Communications	2,000.00	929.35	1,070.65	46.47%	103.56
210-5-41-22-610.000 General Supplies	1,500.00	541.55	958.45	36.10%	0.00
210-5-41-22-621.000 Natural Gas/Heating	5,000.00	5,187.43	-187.43	103.75%	186.34
210-5-41-22-622.000 Electricity	8,250.00	12,823.26	-4,573.26	155.43%	1,825.72
Total Fire Station	26,950.00	32,639.99	-5,689.99	121.11%	2,200.62
210-5-41-23 Park Street School					
210-5-41-23-400.000 Contracted Services	2,000.00	6,393.17	-4,393.17	319.66%	0.00
210-5-41-23-410.000 Water and Sewer Charges	1,500.00	734.44	765.56	48.96%	0.00
210-5-41-23-431.000 R&M Buildings & Grounds	15,000.00	23,046.67	-8,046.67	153.64%	0.00
210-5-41-23-530.000 Communications	2,500.00	2,327.67	172.33	93.11%	193.36
210-5-41-23-621.000 Natural Gas/Heating	3,900.00	3,719.32	180.68	95.37%	422.97
210-5-41-23-622.000 Electricity	5,900.00	4,135.17	1,764.83	70.09%	692.50
Total Park Street School	30,800.00	40,356.44	-9,556.44	131.03%	1,308.83
210-5-41-26 Maple St. Park and Pool					
210-5-41-26-400.000 Contracted Services	6,500.00	2,913.00	3,587.00	44.82%	0.00
210-5-41-26-410.000 Water and Sewer Charges	8,750.00	7,594.04	1,155.96	86.79%	0.00
210-5-41-26-420.000 Cleaning Services	35,000.00	35,192.42	-192.42	100.55%	2,395.25
210-5-41-26-425.000 Trash Removal	4,900.00	6,735.34	-1,835.34	137.46%	1,038.92
210-5-41-26-431.000 R&M Buildings & Grounds	0.00	176.08	-176.08	100.00%	0.00
210-5-41-26-530.000 Communications	4,000.00	3,371.34	628.66	84.28%	279.72

Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
210-5-41-26-610.000 General Supplies	6,500.00	311.43	6,188.57	4.79%	290.00
210-5-41-26-621.000 Natural Gas/Heating	7,000.00	6,890.05	109.95	98.43%	148.74
210-5-41-26-622.000 Electricity	38,000.00	39,365.08	-1,365.08	103.59%	7,040.03
210-5-41-26-920.000 Transfer btwn Funds (Capi	30,000.00	0.00	30,000.00	0.00%	0.00
Total Maple St. Park and Pool	140,650.00	102,548.78	38,101.22	72.91%	11,192.66
210-5-41-27 Memorial Park					
210-5-41-27-431.000 R&M Buildings & Grounds	0.00	4,425.61	-4,425.61	100.00%	0.00
Total Memorial Park	0.00	4,425.61	-4,425.61	100.00%	0.00
Total Buildings	362,720.00	342,882.38	19,837.62	94.53%	33,171.56
210-5-90-00 Transfers and Misc.					
210-5-90-00-640.201 Adult Collection replacem	0.00	1,740.55	-1,740.55	100.00%	51.53
210-5-90-00-640.202 Juvenile Collection repl	0.00	152.00	-152.00	100.00%	0.00
210-5-90-00-910.000 Transfer btwn Funds	7,811.00	2,209.42	5,601.58	28.29%	0.00
210-5-90-00-920.000 Transfer btwn funds (capi	1,107,959.00	1,107,959.00	0.00	100.00%	0.00
210-5-90-00-922.000 Contribution to FB/Reserv	5,000.00	0.00	5,000.00	0.00%	0.00
210-5-90-00-922.001 General Reserves	110,000.00	0.00	110,000.00	0.00%	0.00
210-5-90-00-991.000 Library Donation Expense	0.00	14,623.83	-14,623.83	100.00%	773.82
Total Transfers and Misc.	1,230,770.00	1,126,684.80	104,085.20	91.54%	825.35
210-5-95-00 Debt Service					
210-5-95-00-900.000 Transfer Between Town/Cit	188,738.00	188,738.00	0.00	100.00%	47,184.50
210-5-95-00-950.903 Capital Imp Principal	135,135.00	135,300.00	-165.00	100.12%	0.00
210-5-95-00-955.903 Capital Imp Interest	52,070.00	35,038.64	17,031.36	67.29%	0.00
Total Debt Service	375,943.00	359,076.64	16,866.36	95.51%	47,184.50
Total Expenditures	12,419,239.00	11,729,646.14	689,592.86	94.45%	1,361,119.51
Total GENERAL FUND	2.00	927,536.87	-927,538.87		-1,338,524.12

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 ECONOMIC DEVELOPMENT FUND

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Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
220-4-00-00-010.000 Property Taxes	112,000.00	113,280.34	-1,280.34	101.14%	0.00
220-4-00-00-060.000 Interest Income	0.00	28,449.98	-28,449.98	100.00%	2,566.94
Total Revenues	112,000.00	141,730.32	-29,730.32	126.54%	2,566.94
220-5-00-00-720.002 1 Main; Road Res-Q	0.00	17,640.75	-17,640.75	100.00%	2,565.00
220-5-00-00-720.008 City Signage	7,000.00	0.00	7,000.00	0.00%	0.00
220-5-00-00-890.836 Train Station	450,000.00	57,754.00	392,246.00	12.83%	315.00
Total Expenditures	457,000.00	75,394.75	381,605.25	16.50%	2,880.00
Total ECONOMIC DEVELOPMENT FUND	-345,000.00	66,335.57	278,664.43	-19.23%	-313.06

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 MEMORIAL PARK FUND

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Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
221-4-00-00-060.000 Interest Income	0.00	118.43	-118.43	100.00%	10.10
Total Revenues	0.00	118.43	-118.43	100.00%	10.10
221-5-00-00-431.000 R&M Buildings & Grounds	0.00	3,361.42	-3,361.42	100.00%	0.00
Total Expenditures	0.00	3,361.42	-3,361.42	100.00%	0.00
Total MEMORIAL PARK FUND	0.00	-3,242.99	3,242.99	-100.00%	10.10

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ARPA FUNDS

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Account			Budget		Pd to Date
	Budget	Actual	Balance	% of Budget	

Total Revenues	0.00	0.00	0.00	0.00%	0.00

Total Expenditures	0.00	0.00	0.00	0.00%	0.00

Total ARPA FUNDS	0.00	0.00	0.00	0.00%	0.00
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City of Essex Junction General Ledger
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 LOCAL OPTION TAX

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Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
224-4-00-00-015.000 LOT Revenue	900,000.00	866,053.45	33,946.55	96.23%	0.00
224-4-00-00-060.000 Interest Income	0.00	26,548.75	-26,548.75	100.00%	2,955.59
Total Revenues	900,000.00	892,602.20	7,397.80	99.18%	2,955.59
224-5-00-00-330.000 Professional Services	0.00	20,200.00	-20,200.00	100.00%	1,250.00
224-5-00-00-570.000 Other Purchased Services	0.00	175.00	-175.00	100.00%	0.00
224-5-00-00-920.000 Transfer to Capital	800,000.00	800,000.00	0.00	100.00%	0.00
224-5-40-12-573.000 Sidewalk Improve/Repairs	225,000.00	30,097.50	194,902.50	13.38%	138.75
Total Expenditures	1,025,000.00	850,472.50	174,527.50	82.97%	1,388.75
Total LOCAL OPTION TAX	-125,000.00	42,129.70	82,870.30	-33.70%	1,566.84

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SOCIAL SERVICES FUND

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Account	Budget				Pd to Date
	Budget	Actual	Balance	% of Budget	

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Total Revenues	0.00	0.00	0.00	0.00%	0.00

Total SOCIAL SERVICES FUND	0.00	0.00	0.00	0.00%	0.00
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City of Essex Junction General Ledger
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GEN FUND CAP RESERVE

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Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
230-4-00-00 Revenue					
230-4-00-00-055.000 Contributions/Assessments	16,236.00	16,892.00	-656.00	104.04%	0.00
230-4-00-00-060.000 Interest Income	0.00	53,552.59	-53,552.59	100.00%	5,141.69
230-4-00-00-092.000 Transfer to Capital	1,443,218.00	1,443,218.00	0.00	100.00%	0.00
Total Revenue	1,459,454.00	1,513,662.59	-54,208.59	103.71%	5,141.69
230-4-16-10-040.824 Cres. Connector	0.00	40,769.74	-40,769.74	100.00%	0.00
Total Revenues	1,459,454.00	1,554,432.33	-94,978.33	106.51%	5,141.69
230-5-16-10-890.824 Cres. Connector	0.00	147,022.77	-147,022.77	100.00%	15,810.25
230-5-40-10-720.002 Iroquois Ave Road and Wat	0.00	1,200,793.69	-1,200,793.69	100.00%	1,248.95
230-5-40-13-720.003 SW & Road West St to Susi	1,218,188.00	116,859.44	1,101,328.56	9.59%	9,857.25
230-5-41-25-730.000 Public Works Facility	0.00	20,458.60	-20,458.60	100.00%	243.75
Total Expenditures	1,218,188.00	1,485,134.50	-266,946.50	121.91%	27,160.20
Total GEN FUND CAP RESERVE	241,266.00	69,297.83	-310,563.83	28.72%	-22,018.51

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 ROLLING STOCK FUND

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Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
231-4-00-00-020.024 Vac Truck Rental	0.00	676.00	-676.00	100.00%	298.98
231-4-00-00-060.000 Interest Income	0.00	25,749.33	-25,749.33	100.00%	2,650.50
231-4-00-00-092.000 Transfer to Capital	300,638.00	300,638.00	0.00	100.00%	0.00
Total Revenues	300,638.00	327,063.33	-26,425.33	108.79%	2,949.48
231-5-25-10-751.007 Fire Command Vehicle	70,000.00	0.00	70,000.00	0.00%	0.00
231-5-40-12-751.001 Dump Truck #34	275,000.00	0.00	275,000.00	0.00%	0.00
Total Expenditures	345,000.00	0.00	345,000.00	0.00%	0.00
Total ROLLING STOCK FUND	-44,362.00	327,063.33	-282,701.33	-737.26%	2,949.48

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 BUILDING MAINT FUND

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Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
232-4-00-00-060.000 Interest Income	0.00	24,115.74	-24,115.74	100.00%	1,591.06
232-4-00-00-092.000 Transfer to Capital	50,000.00	50,000.00	0.00	100.00%	0.00
232-4-00-00-098.000 Misc Revenue	0.00	1,000.00	-1,000.00	100.00%	0.00
Total Revenues	50,000.00	75,115.74	-25,115.74	150.23%	1,591.06
232-5-41-20-730.000 Buildings & Improvements	0.00	92,380.82	-92,380.82	100.00%	475.32
232-5-41-20-730.002 HVAC	0.00	2,337.00	-2,337.00	100.00%	0.00
232-5-41-20-890.832 2 Lincoln Street Renovati	0.00	567,428.95	-567,428.95	100.00%	587.10
232-5-41-21-730.001 Roof	0.00	6,237.50	-6,237.50	100.00%	722.50
Total Expenditures	0.00	668,384.27	-668,384.27	100.00%	1,784.92
Total BUILDING MAINT FUND	50,000.00	-593,268.53	543,268.53	-1,186.54%	-193.86

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 EJRP CAP RESERVE

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Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
233-4-00-00-060.000 Interest Income	0.00	2,119.00	-2,119.00	100.00%	236.20
233-4-00-00-092.000 Transfer to Capital	114,103.00	114,103.00	0.00	100.00%	0.00
Total Revenues	114,103.00	116,222.00	-2,119.00	101.86%	236.20
233-5-00-00-730.002 Buildings & Facilities	55,000.00	0.00	55,000.00	0.00%	0.00
233-5-00-00-740.001 Landscaping	12,000.00	12,000.00	0.00	100.00%	0.00
233-5-00-00-740.002 Resurfacing	22,254.00	17,200.00	5,054.00	77.29%	0.00
233-5-00-00-740.005 Park Amenities	0.00	3,577.50	-3,577.50	100.00%	0.00
233-5-00-00-750.001 Maintenance Equipment	24,849.00	0.00	24,849.00	0.00%	0.00
Total Expenditures	114,103.00	32,777.50	81,325.50	28.73%	0.00
Total EJRP CAP RESERVE	0.00	83,444.50	-83,444.50	-100.00%	236.20

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LAND ACQUISITION FUND

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Account	Budget				Pd to Date
	Budget	Actual	Balance	% of Budget	

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Total Revenues	0.00	0.00	0.00	0.00%	0.00

Total LAND ACQUISITION FUND	0.00	0.00	0.00	0.00%	0.00
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Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
254-4-54-20 Water Revenues					
254-4-54-20-021.000 Water User Fees	1,746,995.00	1,685,104.61	61,890.39	96.46%	569,432.77
254-4-54-20-021.001 Water Large User Fees	206,773.00	175,331.95	31,441.05	84.79%	17,975.88
254-4-54-20-024.000 Utility Connection Fees	3,000.00	1,200.00	1,800.00	40.00%	0.00
254-4-54-20-060.000 Interest Income	1,000.00	32,601.29	-31,601.29	3,260.13%	2,042.28
254-4-54-20-085.000 Penalties	5,000.00	7,954.35	-2,954.35	159.09%	0.00
254-4-54-20-098.000 Misc Revenue	150.00	0.00	150.00	0.00%	0.00
Total Water Revenues	1,962,918.00	1,902,192.20	60,725.80	96.91%	589,450.93
254-4-54-70 Nonoperating Revenues					
254-4-54-70-021.400 Water Passthrough - Globa	0.00	3,213,318.19	-3,213,318.19	100.00%	329,486.04
254-4-54-70-092.000 Transfer to Capital	560,000.00	560,000.00	0.00	100.00%	0.00
Total Nonoperating Revenues	560,000.00	3,773,318.19	-3,213,318.19	673.81%	329,486.04
Total Revenues	2,522,918.00	5,675,510.39	-3,152,592.39	224.96%	918,936.97

254-5-54-20 Operating Expenses

254-5-54-20-110.000 Regular Salaries	188,406.00	196,502.08	-8,096.08	104.30%	11,573.06
254-5-54-20-130.000 Overtime	24,069.00	12,055.70	12,013.30	50.09%	308.75
254-5-54-20-210.000 Group Insurance	105,600.00	94,974.46	10,625.54	89.94%	2,280.96
254-5-54-20-220.000 Social Security	16,476.00	16,266.72	209.28	98.73%	996.23
254-5-54-20-225.000 Act 76 Childcare Tax	711.00	512.82	198.18	72.13%	29.46
254-5-54-20-230.000 Retirement	19,806.00	19,663.00	143.00	99.28%	912.77
254-5-54-20-250.000 Unemployment Insurance	180.00	138.29	41.71	76.83%	0.00
254-5-54-20-260.000 Workers Comp Insurance	7,913.00	5,353.28	2,559.72	67.65%	0.00
254-5-54-20-290.000 Other Employee Benefits	800.00	400.00	400.00	50.00%	0.00
254-5-54-20-320.000 Legal Services	0.00	627.00	-627.00	100.00%	0.00
254-5-54-20-330.000 Professional Services	3,121.00	3,018.38	102.62	96.71%	153.23
254-5-54-20-335.000 Audit	6,706.00	7,935.49	-1,229.49	118.33%	0.00
254-5-54-20-410.000 Water and Sewer Charges	200.00	115.76	84.24	57.88%	0.00
254-5-54-20-411.000 CWD Water Purchase	738,826.00	698,825.63	40,000.37	94.59%	127,389.87
254-5-54-20-430.000 R&M Vehicles & Equipment	7,000.00	1,768.94	5,231.06	25.27%	13.73
254-5-54-20-431.000 R&M Buildings & Grounds	1,000.00	0.00	1,000.00	0.00%	0.00
254-5-54-20-433.000 R&M Infrastructure	25,000.00	83,636.97	-58,636.97	334.55%	5,923.92
254-5-54-20-441.000 Rental Land/Buildings	150.00	100.00	50.00	66.67%	0.00
254-5-54-20-491.000 Administrative Fees	199,500.00	199,500.00	0.00	100.00%	0.00
254-5-54-20-500.000 Training, Conf, Dues	2,500.00	384.00	2,116.00	15.36%	48.00
254-5-54-20-505.000 Tech. Subs, Licenses	2,609.00	4,594.25	-1,985.25	176.09%	65.72
254-5-54-20-520.000 PACIF Insurance	7,216.00	6,983.66	232.34	96.78%	0.00
254-5-54-20-521.000 Insurance Deductibles	1,000.00	0.00	1,000.00	0.00%	0.00
254-5-54-20-530.000 Communications	3,580.00	1,394.30	2,185.70	38.95%	209.88
254-5-54-20-550.000 Printing and Binding	2,500.00	0.00	2,500.00	0.00%	0.00
254-5-54-20-560.000 Postage	3,800.00	3,691.46	108.54	97.14%	667.13
254-5-54-20-609.000 Safety Supplies	3,000.00	0.00	3,000.00	0.00%	0.00
254-5-54-20-610.000 General Supplies	7,000.00	6,093.46	906.54	87.05%	20.91
254-5-54-20-612.000 Uniforms	1,350.00	1,588.19	-238.19	117.64%	558.67
254-5-54-20-614.000 Meters and Parts	6,000.00	115.99	5,884.01	1.93%	0.00

Account			Budget		Pd to Date
	Budget	Actual	Balance	% of Budget	
254-5-54-20-621.000 Natural Gas/Heating	3,500.00	3,667.24	-167.24	104.78%	212.40
254-5-54-20-622.000 Electricity	1,400.00	1,835.09	-435.09	131.08%	180.17
254-5-54-20-626.000 Gasoline	3,000.00	2,387.49	612.51	79.58%	692.03
254-5-54-20-735.000 Tech: Equip/Hardware	2,000.00	0.00	2,000.00	0.00%	0.00
254-5-54-20-750.000 Machinery & Equipment	7,000.00	0.00	7,000.00	0.00%	0.00
254-5-54-20-920.000 Transfer btwn funds (capi	560,000.00	560,000.00	0.00	100.00%	0.00
Total Operating Expenses	1,962,919.00	1,934,129.65	28,789.35	98.53%	152,236.89
254-5-54-70 NonOperating Expenses					
254-5-54-70-411.400 CWD Water Purchase - Glob	0.00	3,485,226.82	-3,485,226.82	100.00%	601,394.67
254-5-54-70-723.001 Railroad Ave Rd/Wtr Line	0.00	246,484.91	-246,484.91	100.00%	233,020.23
254-5-54-70-723.004 Main St Water Line	0.00	1,900.00	-1,900.00	100.00%	0.00
254-5-54-70-723.005 Iroquois Ave Water Line	0.00	278,278.30	-278,278.30	100.00%	0.00
254-5-54-70-723.006 Service Line Inventoy	0.00	1,995.23	-1,995.23	100.00%	0.00
254-5-54-70-723.007 SW & Road West St to Susi	14,223.00	0.00	14,223.00	0.00%	0.00
254-5-54-70-723.008 Waterline 235 Pearl to Su	528,354.00	0.00	528,354.00	0.00%	0.00
254-5-54-70-750.001 Meter Replacement Program	10,584.00	7,121.16	3,462.84	67.28%	2,806.24
254-5-54-70-750.002 New/Replacement Valves	50,000.00	11,259.52	38,740.48	22.52%	0.00
254-5-54-70-955.000 Bond Interest Expense	0.00	117,415.41	-117,415.41	100.00%	0.00
Total NonOperating Expenses	603,161.00	4,149,681.35	-3,546,520.35	687.99%	837,221.14
Total Expenditures	2,566,080.00	6,083,811.00	-3,517,731.00	237.09%	989,458.03
Total WATER FUND	-43,162.00	-408,300.61	451,462.61	945.97%	-70,521.06
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Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
255-4-55-30 Operating Revenue					
255-4-55-30-022.000 Sewer User Fees	1,243,935.00	1,211,537.88	32,397.12	97.40%	409,976.84
255-4-55-30-022.001 City: Septage Discharg	55,000.00	227,590.93	-172,590.93	413.80%	45,081.50
255-4-55-30-022.002 City: Leachate Revenue	1,000.00	1,449.68	-449.68	144.97%	178.81
255-4-55-30-025.001 Tri-Town: WWTF Charge - E	824,018.00	824,018.00	0.00	100.00%	0.00
255-4-55-30-025.002 Tri-Town: WWTF Charge - W	1,009,743.00	1,009,743.00	0.00	100.00%	0.00
255-4-55-30-025.003 Tri-Town: Septage	25,000.00	0.00	25,000.00	0.00%	0.00
255-4-55-30-025.004 Tri-Town: Leachate	100.00	0.00	100.00	0.00%	0.00
255-4-55-30-025.005 Tri-Town: Pump Station In	37,044.00	37,044.00	0.00	100.00%	0.00
255-4-55-30-060.000 Interest Income	0.00	99,734.54	-99,734.54	100.00%	9,649.71
255-4-55-30-085.000 Penalties	3,500.00	5,647.26	-2,147.26	161.35%	0.00
255-4-55-30-098.000 Misc Revenue	0.00	24,500.00	-24,500.00	100.00%	2,275.00
Total Operating Revenue	3,199,340.00	3,441,265.29	-241,925.29	107.56%	467,161.86
255-4-55-70 Nonoperating Revenues					
255-4-55-70-041.000 State and Other Grant Rev	0.00	4,791.59	-4,791.59	100.00%	0.00
255-4-55-70-042.008 Essex Debt Payment	0.00	292,473.39	-292,473.39	100.00%	0.00
255-4-55-70-042.009 Williston Debt Payment	0.00	300,449.94	-300,449.94	100.00%	0.00
255-4-55-70-042.010 Essex Jct. Debt Payment	0.00	284,496.84	-284,496.84	100.00%	0.00
255-4-55-70-092.000 Transfer to Capital	480,000.00	480,000.00	0.00	100.00%	0.00
Total Nonoperating Revenues	480,000.00	1,362,211.76	-882,211.76	283.79%	0.00
Total Revenues	3,679,340.00	4,803,477.05	-1,124,137.05	130.55%	467,161.86
255-5-55-30 Operating Expenses					
255-5-55-30-110.000 Regular Salaries	530,187.00	482,255.18	47,931.82	90.96%	43,535.21
255-5-55-30-120.000 Part Time Salaries	8,880.00	5,538.72	3,341.28	62.37%	2,134.72
255-5-55-30-130.000 Overtime	49,944.00	35,825.87	14,118.13	71.73%	1,387.37
255-5-55-30-210.000 Group Insurance	176,434.00	107,792.34	68,641.66	61.09%	-909.12
255-5-55-30-220.000 Social Security	47,742.00	41,934.67	5,807.33	87.84%	3,907.86
255-5-55-30-225.000 Act 76 Childcare Tax	2,059.00	1,575.10	483.90	76.50%	154.77
255-5-55-30-230.000 Retirement	52,849.00	48,215.08	4,633.92	91.23%	4,520.82
255-5-55-30-250.000 Unemployment Insurance	534.00	732.88	-198.88	137.24%	0.00
255-5-55-30-260.000 Workers Comp Insurance	25,152.00	15,677.49	9,474.51	62.33%	0.00
255-5-55-30-290.000 Other Employee Benefits	3,600.00	3,200.00	400.00	88.89%	400.00
255-5-55-30-320.000 Legal Services	3,000.00	262.50	2,737.50	8.75%	50.00
255-5-55-30-330.000 Professional Services	7,000.00	7,571.00	-571.00	108.16%	1,399.10
255-5-55-30-335.000 Audit	6,353.00	7,517.75	-1,164.75	118.33%	0.00
255-5-55-30-340.000 Technical Services	15,750.00	12,124.46	3,625.54	76.98%	715.00
255-5-55-30-410.000 Water and Sewer Charges	3,605.00	5,720.81	-2,115.81	158.69%	0.00
255-5-55-30-415.000 Stormwater Charges	4,088.00	1,448.80	2,639.20	35.44%	0.00
255-5-55-30-421.000 Grit Disposal	18,000.00	16,774.54	1,225.46	93.19%	2,975.80
255-5-55-30-430.000 R&M Vehicles & Equipment	1,500.00	929.26	570.74	61.95%	78.72
255-5-55-30-431.000 R&M Buildings	45,702.00	84,533.49	-38,831.49	184.97%	7,964.86
255-5-55-30-435.000 COGEN	35,000.00	37,539.58	-2,539.58	107.26%	12.10
255-5-55-30-442.000 Rental Vehicles/Equip	3,400.00	1,901.40	1,498.60	55.92%	158.45
255-5-55-30-491.000 Administrative Fees	99,750.00	99,750.00	0.00	100.00%	0.00

Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
255-5-55-30-500.000 Training, Conf, Dues	8,800.00	7,137.10	1,662.90	81.10%	998.33
255-5-55-30-505.000 Tech. Subs, Licenses	11,783.00	7,834.75	3,948.25	66.49%	271.87
255-5-55-30-510.000 Permits, Licenses, Reg	12,105.00	11,997.99	107.01	99.12%	9,900.00
255-5-55-30-520.000 PACIF Insurance	42,427.00	41,070.15	1,356.85	96.80%	0.00
255-5-55-30-530.000 Communications	17,500.00	12,136.95	5,363.05	69.35%	846.92
255-5-55-30-540.000 Advertising	1,350.00	0.00	1,350.00	0.00%	0.00
255-5-55-30-567.000 Biosolids Land Applicatio	235,000.00	193,626.40	41,373.60	82.39%	78,380.04
255-5-55-30-568.000 Biosolids Subcontractor	310,046.00	259,436.05	50,609.95	83.68%	24,510.33
255-5-55-30-570.000 Other Purchased Services	150,000.00	184,139.85	-34,139.85	122.76%	9,694.37
255-5-55-30-609.000 Safety Supplies	3,000.00	8,476.46	-5,476.46	282.55%	333.45
255-5-55-30-610.000 General Supplies	8,500.00	9,008.00	-508.00	105.98%	294.10
255-5-55-30-611.000 Small Tools & Equipment	5,000.00	5,961.66	-961.66	119.23%	0.00
255-5-55-30-612.000 Uniforms	7,050.00	5,135.15	1,914.85	72.84%	1,316.91
255-5-55-30-618.000 Laboratory Supplies	28,000.00	22,241.34	5,758.66	79.43%	1,272.53
255-5-55-30-619.000 Chemicals	525,000.00	484,203.61	40,796.39	92.23%	51,071.37
255-5-55-30-621.000 Natural Gas/Heating	21,000.00	33,461.26	-12,461.26	159.34%	5,108.09
255-5-55-30-622.000 Electricity	170,000.00	242,842.95	-72,842.95	142.85%	47,499.29
255-5-55-30-626.000 Gasoline	2,000.00	5,415.49	-3,415.49	270.77%	684.20
255-5-55-30-735.000 Tech: Equip/Hardware	18,750.00	21,187.00	-2,437.00	113.00%	0.00
255-5-55-30-910.000 Transfer btwn funds (non-	1,500.00	1,500.00	0.00	100.00%	0.00
255-5-55-30-920.000 Transfer btwn funds (capi	480,000.00	480,000.00	0.00	100.00%	0.00
Total Operating Expenses	3,199,340.00	3,055,633.08	143,706.92	95.51%	300,667.46
255-5-55-70 Nonoperating Expenses					
255-5-55-70-722.008 Vt Phos Challenge PePhlo	0.00	29,175.14	-29,175.14	100.00%	0.00
255-5-55-70-722.013 Cogen	55,000.00	0.00	55,000.00	0.00%	0.00
255-5-55-70-722.020 Digester Flare/Flame Arre	50,000.00	63,857.50	-13,857.50	127.72%	2,205.00
255-5-55-70-722.021 Aeration Header Replaceme	25,000.00	13,729.47	11,270.53	54.92%	0.00
255-5-55-70-722.022 Process Monitoring Upgrad	48,000.00	2,132.59	45,867.41	4.44%	0.00
255-5-55-70-722.024 Dewatering VFDs	60,000.00	48,787.24	11,212.76	81.31%	0.00
255-5-55-70-722.025 WAS Pump Replacements	35,000.00	35,145.33	-145.33	100.42%	0.00
255-5-55-70-722.026 SHT #1 Mixer	40,000.00	36,326.90	3,673.10	90.82%	0.00
255-5-55-70-730.005 HVAC Upgrades	25,000.00	16,972.00	8,028.00	67.89%	0.00
255-5-55-70-730.006 Building Exterior Doors	16,000.00	15,366.50	633.50	96.04%	0.00
255-5-55-70-750.002 IT Upgrades	16,483.00	16,383.50	99.50	99.40%	0.00
255-5-55-70-955.001 ARRA Loan-AR1-004 Admin	0.00	351.53	-351.53	100.00%	0.00
255-5-55-70-955.002 RZEDB Interest	0.00	31,969.59	-31,969.59	100.00%	0.00
255-5-55-70-955.003 CWSRF RF1-148 Admin Fee	0.00	154,720.39	-154,720.39	100.00%	0.00
Total Nonoperating Expenses	370,483.00	464,917.68	-94,434.68	125.49%	2,205.00
Total Expenditures	3,569,823.00	3,520,550.76	49,272.24	98.62%	302,872.46
Total WASTEWATER FUND	109,517.00	1,282,926.29	-1,392,443.29	1,171.44%	164,289.40

Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
256-4-56-40 Operating Revenues					
256-4-56-40-023.000 Sanitation User Fees	1,006,390.00	987,132.31	19,257.69	98.09%	332,427.18
256-4-56-40-023.001 Essex Pump Station Fees	30,365.00	25,644.11	4,720.89	84.45%	0.00
256-4-56-40-023.002 Two party agreement	67,022.00	51,203.85	15,818.15	76.40%	0.00
256-4-56-40-024.000 Utility Connection Fees	30,000.00	1,509.90	28,490.10	5.03%	0.00
256-4-56-40-026.000 Allocation Fees	0.00	28,646.40	-28,646.40	100.00%	1,792.00
256-4-56-40-060.000 Interest Income	5,000.00	73,575.77	-68,575.77	1,471.52%	6,656.62
256-4-56-40-085.000 Penalties	3,000.00	4,609.22	-1,609.22	153.64%	0.00
256-4-56-40-098.000 Misc Revenue	0.00	8,496.38	-8,496.38	100.00%	152.28
Total Operating Revenues	1,141,777.00	1,180,817.94	-39,040.94	103.42%	341,028.08
256-4-56-70 Nonoperating Revenues					
256-4-56-70-092.000 Transfer to Capital	222,000.00	222,000.00	0.00	100.00%	0.00
Total Nonoperating Revenues	222,000.00	222,000.00	0.00	100.00%	0.00
Total Revenues	1,363,777.00	1,402,817.94	-39,040.94	102.86%	341,028.08

256-5-56-40 Operating Expenses					
256-5-56-40-110.000 Regular Salaries	174,975.00	156,970.58	18,004.42	89.71%	11,549.38
256-5-56-40-130.000 Overtime	24,246.00	20,332.64	3,913.36	83.86%	789.96
256-5-56-40-210.000 Group Insurance	63,587.00	62,261.79	1,325.21	97.92%	1,659.64
256-5-56-40-220.000 Social Security	16,197.00	13,933.78	2,263.22	86.03%	967.76
256-5-56-40-225.000 Act 76 Childcare Tax	699.00	511.60	187.40	73.19%	29.81
256-5-56-40-230.000 Retirement	19,618.00	16,027.07	3,590.93	81.70%	917.82
256-5-56-40-250.000 Unemployment Insurance	180.00	147.81	32.19	82.12%	0.00
256-5-56-40-260.000 Workers Comp Insurance	8,419.00	5,077.14	3,341.86	60.31%	0.00
256-5-56-40-290.000 Other Employee Benefits	800.00	0.00	800.00	0.00%	0.00
256-5-56-40-330.000 Professional Services	6,242.00	8,897.95	-2,655.95	142.55%	0.00
256-5-56-40-335.000 Audit	3,529.00	4,175.80	-646.80	118.33%	0.00
256-5-56-40-340.000 Technical Services	14,500.00	6,720.00	7,780.00	46.34%	560.00
256-5-56-40-410.000 Water and Sewer Charges	500.00	329.96	170.04	65.99%	0.00
256-5-56-40-430.000 R&M Vehicles & Equipment	2,000.00	5,451.16	-3,451.16	272.56%	164.70
256-5-56-40-431.000 R&M Buildings & Grounds	6,000.00	0.00	6,000.00	0.00%	0.00
256-5-56-40-433.000 R&M Infrastructure	15,000.00	0.00	15,000.00	0.00%	0.00
256-5-56-40-434.000 R&M Pump Stations	22,500.00	11,111.10	11,388.90	49.38%	-395.58
256-5-56-40-434.001 Susie Wilson PS Costs	14,000.00	15,388.78	-1,388.78	109.92%	2,283.17
256-5-56-40-434.002 West Street PS Costs	12,000.00	10,554.57	1,445.43	87.95%	1,703.50
256-5-56-40-441.000 Rental Land/Buildings	2,048.00	2,612.17	-564.17	127.55%	50.00
256-5-56-40-491.000 Administrative Fees	235,500.00	236,544.00	-1,044.00	100.44%	522.00
256-5-56-40-500.000 Training, Conf, Dues	2,000.00	0.00	2,000.00	0.00%	0.00
256-5-56-40-505.000 Tech. Subs, Licenses	1,726.00	5,062.70	-3,336.70	293.32%	65.71
256-5-56-40-520.000 PACIF Insurance	3,402.00	3,479.26	-77.26	102.27%	0.00
256-5-56-40-521.000 Insurance Deductibles	1,000.00	0.00	1,000.00	0.00%	0.00
256-5-56-40-530.000 Communications	1,080.00	900.00	180.00	83.33%	45.00
256-5-56-40-560.000 Postage	6,180.00	7,494.78	-1,314.78	121.27%	1,354.47
256-5-56-40-609.000 Safety Supplies	3,000.00	1,093.25	1,906.75	36.44%	0.00
256-5-56-40-610.000 General Supplies	2,500.00	2,377.63	122.37	95.11%	250.95

Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
256-5-56-40-612.000 Uniforms	1,350.00	1,735.22	-385.22	128.53%	186.73
256-5-56-40-621.000 Natural Gas/Heating	1,500.00	2,646.87	-1,146.87	176.46%	163.32
256-5-56-40-622.000 Electricity	16,000.00	15,229.07	770.93	95.18%	2,309.10
256-5-56-40-626.000 Gasoline	6,000.00	5,324.73	675.27	88.75%	1,019.09
256-5-56-40-735.000 Tech: Equip/Hardware	3,500.00	0.00	3,500.00	0.00%	0.00
256-5-56-40-750.000 Machinery & Equipment	5,000.00	0.00	5,000.00	0.00%	0.00
256-5-56-40-920.000 Transfer btwn funds (capi	222,000.00	222,000.00	0.00	100.00%	0.00
Total Operating Expenses	918,778.00	844,391.41	74,386.59	91.90%	26,196.53
256-5-56-70 Nonoperating Expenses					
256-5-56-70-722.001 Manhole Rehab/Sliplining	40,000.00	0.00	40,000.00	0.00%	0.00
256-5-56-70-722.005 Maple/River St PS	3,740,650.00	46,699.71	3,693,950.29	1.25%	918.67
256-5-56-70-722.006 Collection Sys Capacity S	33,129.00	40,047.83	-6,918.83	120.88%	10,323.73
256-5-56-70-722.055 West St PS	0.00	26,380.67	-26,380.67	100.00%	5,851.45
256-5-56-70-723.005 Iroquois Ave Water Line	0.00	9,843.03	-9,843.03	100.00%	0.00
256-5-56-70-750.001 Meter Replacement Program	21,488.00	14,242.34	7,245.66	66.28%	5,612.49
256-5-56-70-751.006 Vactor Truck	9,500.00	13,232.00	-3,732.00	139.28%	0.00
256-5-56-70-910.000 Transfer to WWTF	0.00	284,496.84	-284,496.84	100.00%	0.00
256-5-56-70-955.001 ARRA Loan-AR1-004 Admin	0.00	1,590.60	-1,590.60	100.00%	0.00
256-5-56-70-955.002 RF1-157 PS upgrade	0.00	10,956.90	-10,956.90	100.00%	0.00
Total Nonoperating Expenses	3,844,767.00	447,489.92	3,397,277.08	11.64%	22,706.34
Total Expenditures	4,763,545.00	1,291,881.33	3,471,663.67	27.12%	48,902.87
Total SANITATION FUND	-3,399,768.00	110,936.61	3,288,831.39	-3.26%	292,125.21
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Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
257-4-57-50 Operating Revenue					
257-4-57-50-021.000 Stormwater User Fees	0.00	372,068.60	-372,068.60	100.00%	124,107.83
257-4-57-50-027.000 Stormwater User Fees	323,057.00	0.00	323,057.00	0.00%	0.00
257-4-57-50-040.000 Federal Grant Revenue	0.00	24,503.19	-24,503.19	100.00%	9,086.39
257-4-57-50-060.000 Interest Income	0.00	541.83	-541.83	100.00%	94.81
257-4-57-50-085.000 Penalties	0.00	2,205.67	-2,205.67	100.00%	0.00
Total Operating Revenue	323,057.00	399,319.29	-76,262.29	123.61%	133,289.03
257-4-57-70 Nonoperating Revenue					
Total Nonoperating Revenue	0.00	0.00	0.00	0.00%	0.00
Total Revenues	323,057.00	399,319.29	-76,262.29	123.61%	133,289.03
257-5-57-50 Operating Expenses					
257-5-57-50-110.000 Regular Salaries	99,249.00	85,689.40	13,559.60	86.34%	7,439.60
257-5-57-50-120.000 Part Time Salaries	17,760.00	6,012.50	11,747.50	33.85%	0.00
257-5-57-50-210.000 Group Insurance	42,750.00	35,571.50	7,178.50	83.21%	783.40
257-5-57-50-220.000 Social Security	9,048.00	7,457.75	1,590.25	82.42%	657.55
257-5-57-50-225.000 Act 76 Childcare Tax	390.00	281.34	108.66	72.14%	17.68
257-5-57-50-230.000 Retirement	8,968.00	8,145.41	822.59	90.83%	542.79
257-5-57-50-250.000 Unemployment Insurance	50.00	61.29	-11.29	122.58%	0.00
257-5-57-50-260.000 Workers Comp Insurance	6,617.00	6,968.72	-351.72	105.32%	0.00
257-5-57-50-290.000 Other Employee Benefits	400.00	400.00	0.00	100.00%	400.00
257-5-57-50-320.000 Legal Services	3,000.00	175.00	2,825.00	5.83%	0.00
257-5-57-50-330.000 Professional Services	20,000.00	7,091.25	12,908.75	35.46%	0.00
257-5-57-50-451.000 Summer Construction Servi	20,000.00	1,809.23	18,190.77	9.05%	0.00
257-5-57-50-500.000 Training, Conferences, Du	2,000.00	1,174.98	825.02	58.75%	0.00
257-5-57-50-510.000 Permit/License/Registrati	18,250.00	23,997.57	-5,747.57	131.49%	-6,706.57
257-5-57-50-540.000 Advertising	1,250.00	0.00	1,250.00	0.00%	0.00
257-5-57-50-570.000 Other Purchased Services	5,000.00	1,399.99	3,600.01	28.00%	0.00
257-5-57-50-575.000 Storm Sewer Maintenance	20,000.00	20,813.35	-813.35	104.07%	0.00
257-5-57-50-580.000 Travel	1,500.00	794.01	705.99	52.93%	0.00
257-5-57-50-612.000 Uniforms	675.00	718.44	-43.44	106.44%	9.00
257-5-57-50-735.000 Tech: Equip/Hardware	0.00	2,188.00	-2,188.00	100.00%	0.00
257-5-57-50-830.000 Regular Programs	900.00	955.98	-55.98	106.22%	0.00
257-5-57-50-899.000 Matching Grant Funds	45,250.00	17,439.79	27,810.21	38.54%	798.45
Total Operating Expenses	323,057.00	229,145.50	93,911.50	70.93%	3,941.90
257-5-57-70 Nonoperating Expenses					
Total Nonoperating Expenses	0.00	0.00	0.00	0.00%	0.00
Total Expenditures	323,057.00	229,145.50	93,911.50	70.93%	3,941.90
Total STORMWATER FUND	0.00	170,173.79	-170,173.79	-100.00%	129,347.13

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City of Essex Junction General Ledger
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 SENIOR CENTER FUND

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Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
258-4-33-13-060.000 Interest Income	0.00	465.53	-465.53	100.00%	31.53
Total Revenues	0.00	465.53	-465.53	100.00%	31.53
258-5-33-13-755.000 Furniture and Fixtures	0.00	5,442.19	-5,442.19	100.00%	-135.90
Total Expenditures	0.00	5,442.19	-5,442.19	100.00%	-135.90
Total SENIOR CENTER FUND	0.00	-4,976.66	4,976.66	-100.00%	167.43

Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
259-4-30-10-060.000 Interest Income	0.00	54,273.72	-54,273.72	100.00%	6,593.82
259-4-30-10-098.000 Misc Revenue	0.00	183.15	-183.15	100.00%	0.00
259-4-30-11-020.304 Pool Day Admissions	74,333.00	76,881.25	-2,548.25	103.43%	5,973.50
259-4-30-11-020.305 Pool Memberships	44,988.00	38,025.48	6,962.52	84.52%	18,535.01
259-4-30-11-020.306 Swim Lessons	45,219.00	38,477.69	6,741.31	85.09%	6,580.26
259-4-30-12-020.308 Facility & Field Rental	26,440.00	32,679.45	-6,239.45	123.60%	5,028.70
259-4-30-14-020.311 Youth Programs	399,745.00	270,399.59	129,345.41	67.64%	-46,943.29
259-4-30-14-020.312 Adult Programs	156,800.00	137,706.71	19,093.29	87.82%	9,766.86
259-4-30-14-050.000 Donation Revenue	20,050.00	1,000.00	19,050.00	4.99%	0.00
259-4-30-14-050.150 Memorial Day Parade	0.00	6,550.00	-6,550.00	100.00%	0.00
259-4-30-14-091.000 Transfer from Other Funds	17,500.00	25,500.00	-8,000.00	145.71%	0.00
259-4-30-15-020.313 Childcare - AS	1,743,980.00	2,224,366.20	-480,386.20	127.55%	100,423.95
259-4-30-15-020.315 Shared Staffing Contract	170,573.00	142,236.43	28,336.57	83.39%	35,938.74
259-4-30-15-040.835 Special Accommodation Gra	0.00	31,849.00	-31,849.00	100.00%	0.00
259-4-30-15-041.000 State and Other Grant Rev	0.00	89,436.86	-89,436.86	100.00%	534.38
259-4-30-16-020.313 Childcare - PS	706,353.00	654,407.82	51,945.18	92.65%	55,090.19
259-4-30-16-041.000 State and Other Grant Rev	0.00	2,493.15	-2,493.15	100.00%	0.00
259-4-30-16-098.000 Misc Revenue	0.00	600.00	-600.00	100.00%	0.00
259-4-30-17-020.313 Childcare - DC	961,280.00	923,521.30	37,758.70	96.07%	120,595.21
259-4-30-17-040.835 Special Accommodation Gra	0.00	36,547.50	-36,547.50	100.00%	0.00
Total Revenues	4,367,261.00	4,787,135.30	-419,874.30	109.61%	318,117.33
259-5-30-10 Administration					
259-5-30-10-220.000 Social Security	0.00	61.20	-61.20	100.00%	61.20
259-5-30-10-250.000 Unemployment Insurance	5,231.00	28,114.25	-22,883.25	537.45%	0.00
259-5-30-10-260.000 Workers Comp Insurance	89,072.00	59,073.82	29,998.18	66.32%	0.00
259-5-30-10-330.000 Professional Services	0.00	3,905.00	-3,905.00	100.00%	0.00
259-5-30-10-442.000 Rental Vehicles/Equip	1,968.00	1,986.00	-18.00	100.91%	165.50
259-5-30-10-500.000 Training, Conf, Dues	5,500.00	5,129.76	370.24	93.27%	0.00
259-5-30-10-505.000 Tech. Subs, Licenses	1,835.00	27,069.12	-25,234.12	1,475.16%	3,936.16
259-5-30-10-530.000 Communications	0.00	1,709.26	-1,709.26	100.00%	0.00
259-5-30-10-550.000 Printing and Binding	0.00	9,546.00	-9,546.00	100.00%	0.00
259-5-30-10-560.000 Postage	353.00	4,575.82	-4,222.82	1,296.27%	0.00
259-5-30-10-561.000 CC Processing Fees	0.00	120,690.78	-120,690.78	100.00%	11,012.68
259-5-30-10-610.000 General Supplies	0.00	196.73	-196.73	100.00%	0.00
259-5-30-10-910.000 Trnsfr Between Funds (non	0.00	53,155.00	-53,155.00	100.00%	0.00
Total Administration	103,959.00	315,212.74	-211,253.74	303.21%	15,175.54
259-5-30-11 Pool					
259-5-30-11-120.000 Part Time Salaries	115,130.00	106,942.53	8,187.47	92.89%	7,570.47
259-5-30-11-130.000 Overtime	0.00	2,804.44	-2,804.44	100.00%	0.00
259-5-30-11-220.000 Social Security	8,807.00	8,395.63	411.37	95.33%	579.11
259-5-30-11-225.000 Act 76 Childcare Tax	380.00	383.49	-3.49	100.92%	28.61
259-5-30-11-330.000 Professional Services	1,486.00	609.20	876.80	41.00%	0.00
259-5-30-11-431.000 R&M Buildings & Grounds	39,708.00	40,378.40	-670.40	101.69%	11,273.64
259-5-30-11-505.000 Technology Subs, Licenses	629.00	483.24	145.76	76.83%	0.00
259-5-30-11-550.000 Printing and Binding	420.00	0.00	420.00	0.00%	0.00

Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
259-5-30-11-560.000 Postage	270.00	0.00	270.00	0.00%	0.00
259-5-30-11-610.000 General Supplies	3,832.00	6,275.23	-2,443.23	163.76%	2,719.47
259-5-30-11-910.000 Transfer btwn Funds (non-	2,126.00	0.00	2,126.00	0.00%	0.00
Total Pool	172,788.00	166,272.16	6,515.84	96.23%	22,171.30
259-5-30-12 Parks and Facilities					
259-5-30-12-120.000 Part Time Salaries	10,383.00	3,446.95	6,936.05	33.20%	0.00
259-5-30-12-220.000 Social Security	794.00	348.19	445.81	43.85%	0.00
259-5-30-12-225.000 Act 76 Childcare Tax	34.00	6.49	27.51	19.09%	0.00
259-5-30-12-330.000 Professional Services	9,000.00	44,878.81	-35,878.81	498.65%	3,287.25
259-5-30-12-442.000 Rental Vehicles/Equip	13,800.00	12,627.66	1,172.34	91.50%	0.00
259-5-30-12-500.000 Training, Conf, Dues	4,000.00	2,735.51	1,264.49	68.39%	0.00
259-5-30-12-610.000 General Supplies	0.00	5,149.86	-5,149.86	100.00%	81.52
Total Parks and Facilities	38,011.00	69,193.47	-31,182.47	182.04%	3,368.77
259-5-30-14 Recreation Programs					
259-5-30-14-110.000 Regular Salaries	58,320.00	46,160.89	12,159.11	79.15%	4,228.92
259-5-30-14-120.000 Part Time Salaries	21,284.00	8,019.66	13,264.34	37.68%	650.18
259-5-30-14-210.000 Group Insurance	42,844.00	6,183.56	36,660.44	14.43%	395.85
259-5-30-14-220.000 Social Security	6,141.00	4,377.44	1,763.56	71.28%	402.22
259-5-30-14-225.000 Act 76 Childcare Tax	265.00	173.04	91.96	65.30%	14.54
259-5-30-14-230.000 Retirement	3,523.00	4,367.78	-844.78	123.98%	414.42
259-5-30-14-290.000 Other Employee Benefits	400.00	400.00	0.00	100.00%	0.00
259-5-30-14-330.000 Professional Services	474,238.00	400,092.31	74,145.69	84.37%	27,718.30
259-5-30-14-410.000 Water and Sewer Charges	1,500.00	970.44	529.56	64.70%	0.00
259-5-30-14-431.000 R&M Buildings & Grounds	1,300.00	0.00	1,300.00	0.00%	0.00
259-5-30-14-442.000 Rental Vehicles/Equip	2,000.00	0.00	2,000.00	0.00%	0.00
259-5-30-14-500.000 Training, Conf, Dues	6,750.00	5,990.09	759.91	88.74%	0.00
259-5-30-14-505.000 Technology Subs, Licenses	2,360.00	1,812.17	547.83	76.79%	0.00
259-5-30-14-530.000 Communications	540.00	0.00	540.00	0.00%	0.00
259-5-30-14-550.000 Printing and Binding	1,575.00	0.00	1,575.00	0.00%	0.00
259-5-30-14-560.000 Postage	1,013.00	0.00	1,013.00	0.00%	0.00
259-5-30-14-610.000 General Supplies	32,393.00	92,089.17	-59,696.17	284.29%	8,919.78
259-5-30-14-850.150 Memorial Day Parade	7,500.00	2,655.77	4,844.23	35.41%	2,655.77
259-5-30-14-910.000 Transfer btwn Funds (non-	7,973.00	0.00	7,973.00	0.00%	0.00
Total Recreation Programs	671,919.00	573,292.32	98,626.68	85.32%	45,399.98
259-5-30-15 After School Care					
259-5-30-15-110.000 Regular Salaries	669,664.00	632,825.48	36,838.52	94.50%	50,456.03
259-5-30-15-120.000 Part Time Salaries	429,246.00	563,353.13	-134,107.13	131.24%	66,726.88
259-5-30-15-130.000 Overtime	0.00	2,487.45	-2,487.45	100.00%	81.53
259-5-30-15-210.000 Group Insurance	204,294.00	192,365.64	11,928.36	94.16%	7,874.04
259-5-30-15-220.000 Social Security	86,208.00	93,784.39	-7,576.39	108.79%	9,161.92
259-5-30-15-225.000 Act 76 Childcare Tax	3,719.00	3,765.60	-46.60	101.25%	359.34
259-5-30-15-230.000 Retirement	65,662.00	65,317.87	344.13	99.48%	4,857.08
259-5-30-15-290.000 Other Employee Benefits	5,200.00	4,000.00	1,200.00	76.92%	2,000.00
259-5-30-15-330.000 Professional Services	101,800.00	53,398.76	48,401.24	52.45%	2,683.00

Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
259-5-30-15-500.000 Training, Conf, Dues	45,339.00	18,488.31	26,850.69	40.78%	0.00
259-5-30-15-505.000 Technology Subs, Licenses	6,609.00	5,074.07	1,534.93	76.78%	0.00
259-5-30-15-530.000 Communications	7,560.00	8,951.42	-1,391.42	118.41%	842.65
259-5-30-15-540.000 Advertising	3,000.00	0.00	3,000.00	0.00%	0.00
259-5-30-15-550.000 Printing and Binding	4,410.00	0.00	4,410.00	0.00%	0.00
259-5-30-15-560.000 Postage	2,835.00	0.00	2,835.00	0.00%	0.00
259-5-30-15-580.000 Travel	0.00	25,448.47	-25,448.47	100.00%	670.50
259-5-30-15-610.000 General Supplies	123,316.00	118,399.58	4,916.42	96.01%	20,350.09
259-5-30-15-626.000 Gasoline	5,500.00	401.78	5,098.22	7.31%	0.00
259-5-30-15-735.000 Tech: Equip/Hardware	0.00	3,513.98	-3,513.98	100.00%	0.00
259-5-30-15-895.000 State and Other Grant Exp	0.00	35,994.62	-35,994.62	100.00%	0.00
259-5-30-15-910.000 Transfer btwn Funds (non-	22,327.00	0.00	22,327.00	0.00%	0.00
Total After School Care	1,786,689.00	1,827,570.55	-40,881.55	102.29%	166,063.06
259-5-30-16 Preschool					
259-5-30-16-110.000 Regular Salaries	375,640.00	361,755.15	13,884.85	96.30%	23,115.76
259-5-30-16-120.000 Part Time Salaries	29,493.00	30,327.06	-834.06	102.83%	3,510.21
259-5-30-16-130.000 Overtime	0.00	2,803.20	-2,803.20	100.00%	403.69
259-5-30-16-210.000 Group Insurance	182,985.00	114,331.58	68,653.42	62.48%	2,171.63
259-5-30-16-220.000 Social Security	32,759.00	31,763.37	995.63	96.96%	2,187.24
259-5-30-16-225.000 Act 76 Childcare Tax	1,413.00	1,285.82	127.18	91.00%	89.47
259-5-30-16-230.000 Retirement	30,732.00	29,715.73	1,016.27	96.69%	1,652.30
259-5-30-16-290.000 Other Employee Benefits	2,800.00	3,200.00	-400.00	114.29%	400.00
259-5-30-16-330.000 Professional Services	4,525.00	8,916.86	-4,391.86	197.06%	0.00
259-5-30-16-420.000 Cleaning Services	32,500.00	26,539.33	5,960.67	81.66%	2,177.50
259-5-30-16-431.000 R&M Buildings & Grounds	0.00	35.91	-35.91	100.00%	0.00
259-5-30-16-442.000 Rental Vehicles/Equip	1,860.00	1,792.80	67.20	96.39%	149.40
259-5-30-16-500.000 Training, Conf, Dues	11,750.00	9,866.00	1,884.00	83.97%	1,452.00
259-5-30-16-505.000 Technology Subs, Licenses	2,675.00	2,053.79	621.21	76.78%	0.00
259-5-30-16-530.000 Communications	0.00	449.29	-449.29	100.00%	74.88
259-5-30-16-550.000 Printing and Binding	1,785.00	0.00	1,785.00	0.00%	0.00
259-5-30-16-560.000 Postage	1,148.00	0.00	1,148.00	0.00%	0.00
259-5-30-16-580.000 Travel	1,536.00	176.40	1,359.60	11.48%	0.00
259-5-30-16-610.000 General Supplies	7,750.00	23,068.03	-15,318.03	297.65%	1,585.04
259-5-30-16-895.000 State and Other Grant Exp	0.00	2,511.96	-2,511.96	100.00%	0.00
259-5-30-16-910.000 Transfer btwn Funds (non-	9,036.00	0.00	9,036.00	0.00%	0.00
Total Preschool	730,387.00	650,592.28	79,794.72	89.08%	38,969.12
259-5-30-17 Summer Day Camps					
259-5-30-17-110.000 Regular Salaries	85,671.00	52,288.27	33,382.73	61.03%	0.00
259-5-30-17-120.000 Part Time Salaries	536,093.00	470,675.40	65,417.60	87.80%	1,748.50
259-5-30-17-130.000 Overtime	0.00	19,371.44	-19,371.44	100.00%	0.00
259-5-30-17-220.000 Social Security	47,565.00	41,554.24	6,010.76	87.36%	133.75
259-5-30-17-225.000 Act 76 Childcare Tax	2,052.00	1,759.54	292.46	85.75%	16.20
259-5-30-17-330.000 Professional Services	163,066.00	82,329.47	80,736.53	50.49%	17,309.16
259-5-30-17-505.000 Technology Subs, Licenses	3,462.00	2,657.85	804.15	76.77%	0.00
259-5-30-17-550.000 Printing and Binding	2,310.00	1,634.00	676.00	70.74%	0.00
259-5-30-17-560.000 Postage	1,485.00	0.00	1,485.00	0.00%	0.00

07/15/26

City of Essex Junction General Ledger
 Previous Pd: 12 Year Budget Status Report
 EJRP PPROGRAMS FUND

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07:57 am

jmorris

Account	Budget	Actual	Budget Balance	% of Budget	Pd to Date
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259-5-30-17-580.000 Travel	0.00	56,291.23	-56,291.23	100.00%	4,326.02
259-5-30-17-610.000 General Supplies	66,267.00	75,723.66	-9,456.66	114.27%	33,692.97
259-5-30-17-910.000 Transfer btwn Funds (non-	11,693.00	0.00	11,693.00	0.00%	0.00
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Total Summer Day Camps	919,664.00	804,285.10	115,378.90	87.45%	57,226.60
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259-5-30-19 Rec Kids					
-----	-----	-----	-----	-----	-----
Total Rec Kids	0.00	0.00	0.00	0.00%	0.00
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Total Expenditures	4,423,417.00	4,406,418.62	16,998.38	99.62%	348,374.37
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Total EJRP PPROGRAMS FUND	-56,156.00	380,716.68	-324,560.68	-677.96%	-30,257.04
=====	=====	=====	=====	=====	=====
Total All Funds	-3,612,663.00	2,450,772.38	1,161,890.62	-67.84%	-871,135.86
=====	=====	=====	=====	=====	=====

LOT Fund Balance Detail

LOT Funds Revenue FY23	659,341.99	
11/21/22 Disbursement - Q1	1,178.64	
2/9/23 Disbursement - Q2	239,621.26	
5/12/23 Disbursement - Q3	195,435.64	
6/30/23 Disbursement - Q4	219,588.49	funds received in August, but recorded back to June to properly recognize revenue
Interest Accrued	3,517.96	
LOT Funds Revenue FY24	986,078.22	
Q1	284,780.40	
Q2	223,554.85	
Q3	219,797.53	
Q4	232,463.92	
Interest Accrued	25,481.52	allocated monthly
LOT Funds Revenue FY25	1,048,482.39	
Q1	263,103.52	
Q2	261,428.29	
Q3	237,710.40	
Q4	259,860.01	
Interest Accrued	26,380.17	allocated monthly
LOT Funds Revenue FY26	892,602.20	
Q1	300,296.44	
Q2	288,049.65	
Q3	277,707.36	
Q4		
Interest Accrued	26,548.75	allocated monthly
Less:		
FY24 Expenses	(587,239.00)	strategic planning, capital transfer, IT migration and paving actual spent
FY25 Expenses	(1,019,401.75)	capital projects within the approved capital plan \$1,000,000, sidewalks \$19,401.75
FY25 Sidewalks per Policy Balance of Funds Avail.	(236,123.81)	25% of projected revenue
Rebranding Balance of Funds Avail.	(7,125.00)	\$40,000 assigned during budget, \$12,500 reassigned to Strategic Planning by Council
Banners/Signs Balance of Funds Avail.	(14,375.00)	
FY26 Expenses to Date	(850,472.50)	capital projects within the approved capital plan \$800,000, rebranding \$19,125, \$29,958.75 sidewalks
FY26 Capital Transfer Balance of Funds Avail.	-	\$800,000 total
FY26 Sidewalks per Policy Balance of Funds Avail.	(219,902.50)	25% of projected revenue
Balance of LOT Funds Available	651,865.24	
Projected Remaining FY26 LOT Revenue	133,946.55	\$1,000,000 projected, less actual funds received to date
Projected FY26 LOT Fund Balance	785,811.79	

updated 7/15/26

2 Lincoln Renovation Project

	Breadloaf	Scott & Partners	Other	Totals
Original Contract	\$ 2,770,578.00	\$ 231,419.00	n/a	\$ 3,001,997.00
Change Orders/Amendments/Non-Contract	\$ 479,963.10	\$ 58,610.18	n/a	\$ 538,573.28
Revised Contract	\$ 3,250,541.10	\$ 290,029.18	n/a	\$ 3,540,570.28
Payments to Date	\$ 3,228,189.10	\$ 300,217.93	\$ 191,556.17	\$ 3,719,963.20
Balance of Contract	\$ 22,352.00	\$ (10,188.75)	n/a	\$ (179,392.92)

Approved Project Funds	4,020,975.60
Payments to Date	(3,719,963.20)
Remaining Contract Obligations	(22,352.00)
Anticipated Additional Costs	(249,946.01)
Balance of Funds Available	28,714.39

updated 7/15/26

Economic Development Fund Balance Detail

FY26 Economic Development Fund Beginning Balance PRELIMINARY	914,544.23	
Economic Development Funds Received FY26	141,730.32	
	<i>Property Taxes</i>	113,280.34 will be allocated around 9/15 and 3/15 tax payment due dates
	<i>Interest Accrued</i>	28,449.98 allocated monthly
Less:		
FY26 Expenses to Date	(75,394.75)	
		FY25 \$40,000 grant match, less \$6,425 actual spent FY25, less
Main St Park	(15,934.25)	\$15,075.75 actual spent to date FY26
Crescent Connector	(86,820.25)	actual spent FY25
EV Charging	(1,060.03)	actual spent FY25
		FY25 \$250,000 grant match, FY26 \$450,000 grant match, less
		\$2,538 actual spent FY25, less \$57,439 actual spent to date
Amtrak Grant Match	(639,708.00)	FY26
Balance of Economic Development Funds Available	<u>237,357.27</u>	
Projected FY26 Economic Development Fund Revenue	-	\$112,000 less actual property tax revenue to date
Projected FY26 Economic Development Fund Balance	<u>237,357.27</u>	

updated 7/15/26

Coming Together



A SUBSTANCE USE ADDICTION SUMMIT

Friday, July 31, 2026
Champlain Valley Expo
Essex Jct, VT

ABOUT US

We are very excited for the **5th Annual Substance Use Addiction Summit**, scheduled for **Friday, July 31, 2026 at the Champlain Exposition** in Essex Junction, Vermont. Over the last few years, we have seen progress on substance use addiction awareness and identifying valuable resources for help and change. We also know that there is a lot of work to do.

This event is open to the public. We urge anyone who is interested in knowing where resources are for themselves or someone they love, who is battling addiction, to attend. It is about hope for anyone struggling with substance use, making more resources available statewide and saving lives.



OUR DAY

**10:00 AM –
11:45 AM**

SUMMIT PRESENTATION

A recovery program featuring amazing, inspiring guest speakers and presentations. We have some surprises too!

**12:00 PM –
4:00 PM**

RESOURCE BOOTHS

100s of Recovery and Recovery-Related Booths. Excellent networking and resource opportunities. We look for programs that model success.

BREAK OUT SESSIONS

We are highlighting several Key Summit Goals. Listening and learning from "boots on the ground" input.

Brad Ferland



802.999.2633



bferland14@gmail.com

Melinda White



802.393.9196



melinda@tpfcvt.org

Coming Together

A SUBSTANCE USE ADDICTION SUMMIT

There is HOPE. *"I can't, but we can"*

Friday, July 31, 2026

REGISTER YOUR FREE BOOTH!

5th Annual Substance Use Addiction Summit

We are very excited for the **5th Annual Substance Use Addiction Summit, scheduled for Friday, July 31st at the Champlain Valley Expo** in Essex Junction, Vermont. Over the last few years, we have seen progress on substance use addiction awareness and identifying valuable resources for help and change. We also know that there is still a lot of work to do.

We invite organizations whose work aligns with substance use prevention, addiction support, and recovery to reserve a booth and be part of this important event. Your work is essential, and your presence creates an opportunity for others to learn, connect, and access meaningful resources.

Booth space is provided at no cost. We will supply tables, chairs, and table coverings. Organizations requiring additional space are encouraged to indicate their needs during registration.

Your participation is not only welcomed, it is vital.

Please sign up to reserve your space.

Please contact Brad Ferland or Melinda White for more information:

**Brad | 802-999-2633, bferland14@gmail.com or
Melinda | 802-393-9196 melinda@tpfcvt.org**



**CITY OF ESSEX JUNCTION
PLANNING COMMISSION REGULAR MEETING
MINUTES OF MEETING
JULY 2, 2026
DRAFT**

PLANNING COMMISSIONERS PRESENT: Elijah Massey, Chair; Diane Clemens, Vice-Chair; Finn Hamilton (non-voting) Elena Juodisius, Scott McCormick; Kirstie Paschall

PLANNING COMMISSIONERS ABSENT: None

ADMINISTRATION: Chris Yuen, Community Development Director

OTHERS PRESENT: Cymone Bedford, Darren Schibler

1. CALL TO ORDER

Mr. Massey called the meeting to order at 6:32 PM.

2. AGENDA ADDITIONS/CHANGES

None.

3. PUBLIC TO BE HEARD

a. Comments from Public on Items Not on Agenda

None.

4. MINUTES

a. June 4th, 2026

SCOTT MCCORMICK made a motion, seconded by ELENA JUODISIUS, to approve the minutes of June 4th, 2026, as amended. Motion passed 5-0.

Amendment:

-Ms. Clemens will be listed as absent.

5. BUSINESS ITEMS

a. Committee Reorganization

Mr. Yuen said this is a required to be voted upon each July.

ELENA JUODISIUS made a motion, seconded by SCOTT MCCORMICK, to nominate ELIJAH MASSEY as Chair and DIANE CLEMENS as Vice-Chair. Motion passed 5-0.

b. Introduction to Economic Mobility & Opportunity Initiative

Ms. Bedford, Economic Mobility Manager at the Chittenden County Regional Planning Commission (CCRPC) presented on the Economic Mobility and Opportunity Initiative. This project is sponsored by the International City Managers Association and is a 30-month national program involving four municipalities in Vermont, including Essex Junction. She discussed economic mobility, which is defined as creating economic success for a person or persons over their lifetime. She read the vision statement, "We aim to be a region where everyone has access to civic participation, entrepreneurship and attainable housing."

Ms. Bedford discussed the three-part definition of upward mobility, discussing dignity & belonging, economic success and power & autonomy. She said entrepreneurship resources are offered through partnerships with Green Mountain Credit Union and Kiva Institute, as well as additional peer learning opportunities through networking. She discussed the housing trust funds as a helpful tool to strategically invest in various housing priorities. She discussed the Community Academy Program, which will help provide relationship-building opportunities with town departments and help to identify future community leaders. A business meet and greet event will be held on August 25th 2026 at the South Burlington Public Library. She said a festival series is planned by the downtown association to promote member cities.

Mr. McCormick raised concerns about ensuring alignment between the work being done by the CCRPC and Ms. Bedford and Essex Junction's work on revolving loans and comprehensive planning initiatives, suggesting the need for better coordination. Ms. Bedford discussed the community academy program, which is currently in the co-design phase and aims to have a draft ready for review in the fall, aligning with the next commission member appointment cycle in June. The PC discussed the potential for involving business owners and commission members in the program, particularly for housing trust fund initiatives. Answering a question from Mr. McCormick, Ms. Bedford confirmed that a housing trust fund could support both new construction and retrofits of existing homes. Ms. Bedford explained housing trust funds, which accumulate money from developers choosing in-lieu fees for affordable housing and can be used for various housing-related initiatives. These include: helping residents become homeowners, renovating dilapidated buildings, and aiding local workers in buying homes with a deed restriction which requires at least one person in the home be a local worker.

c. Comprehensive Plan Update - Draft Sections (Natural Environmental Resources, Energy, Enhanced Energy Plan)

The PC discussed terminology changes from "Village center" to "City center" throughout the Comprehensive Plan. Mr. Schibler clarified that, while some references were updated, there may still be inconsistencies that need addressing. He reviewed the project progress calendar. He presented updates to the Energy & Natural Resources sections, noting that the Energy chapter was streamlined with updated data and references while maintaining the City's enhanced Energy Plan status. He clarified that while renewable energy development is encouraged rather than mandated, the plan focuses on allowing appropriate development while protecting other resources. He noted that rooftop solar is preferred over ground-mounted installations in the City center. Mr. Schibler discussed new content which was added addressing electric vehicles and thermal efficiency needs, while removing redundant information and updating policies to reflect current state requirements, including new energy equity considerations. Community input has been integrated into the document. He discussed new requirements for forest block habitat connector analysis and balancing renewable energy development with natural resource protection. Mr. Schibler discussed Vermont's conservation design priorities, recommending that the city stick with the state-regulated highest priority areas rather than adding additional priority levels to avoid regulating existing development. All agreed. Mr. Schibler and Ms. Clemens discussed other actions which could be taken to facilitate wildlife movements in areas of existing development.

Mr. Schibler discussed historic preservation standards for renewable energy development, with the PC deciding to maintain them as advisory guidelines rather than enforceable requirements due to practical implementation challenges and financial viability concerns. Mr. Yuen detailed current historical preservation practices in the City, noting that Development Board review can be required however

financial viability is taken into consideration. Ms. Clemens brought up a concern about historical properties being converted into multiple rental units, and whether historic preservation could be addressed or applicable in these types of situations.

Mr. Schibler discussed the organization and structure of the enhanced energy plan appendix, noting that it is currently disorganized and contains too much technical detail that may not be accessible to the average reader. The PC expressed concerns about the document's readability and suggested reorganizing it to better integrate the four key sectors (transportation, housing, energy, and climate change) while maintaining essential information in an appendix. Mr. McCormick said the Comprehensive Plan does not give a good sense of what is most important to the community and noted that many projects which appear to be perpetually not completed are included. He said it reads more like a technical report than a readable document and noted a lack of education in the processes of City government. He suggested that information regarding state requirements be included in the energy section and better integrating the various sectors so that they are more connected with one another. Mr. Schibler said it is important to balance technical requirements with clear communication of priorities. The appendix will continue to have more technical details. Mr. McCormick expressed a desire to continually engage the PC in this process, as well as City Council members. Mr. Schibler will present to the City Council on the Comprehensive Plan in June and will ask about the level of input and engagement that they would like in this process. A draft of the plan must be prepared by December.

Mr. McCormick discussed challenges with staffing needs, particularly for coordinators in key sectors like economic development, energy, housing, and transportation, noting budget constraints and staff time limitations. He said volunteer committees require additional staff time and stipend costs. He encouraged long-term planning for these issues. Ms. Clemens said additional staff could be included as a suggestion in the plan. Mr. Hamilton spoke of the financial impact of renewable energy on housing. Mr. Schibler discussed restructuring how cross-sector connections are presented in the plan, with suggestions to use color-coded pillars or references to show how different actions connect to multiple plan sections rather than separating them by chapter. Mr. Massey said it is important to have a readable way for City residents to easily see the connections between chapters.

The PC also discussed the format for presenting goals, policies, and actions, deciding to maintain a hierarchical structure similar to the main Comprehensive Plan rather than using a long list of unstructured actions. Mr. Schibler presented a proposed timeline and organization structure, grouping related themes like energy, natural environmental resources, and agriculture together. He said he would like to hear input on both timing and the grouping of the chapters. Mr. Massey discussed the idea of better including the Winooski River as a community asset, describing it is an untapped community asset for community recreation. Mr. Yuen discussed correspondence about this concept and noting potential opportunities through developer negotiations and private property coordination.

d. 2026 Land Development Code (LDC) Amendments – Updated Draft

Mr. Yuen said public outreach on the LDC is currently underway, and that information will be included in water/sewer bills. It will contain easily accessible information about form-based code. The DRB recently reviewed the LDC amendments. Mr. Yuen detailed changes which have been made to the LDC since the PC last reviewed it. The Commission discussed the unit mix requirements, splitting between keeping the current 20% requirement and increasing it to 30%, with a compromise reached at 25%. Ms.

ESSEX JUNCTION PLANNING COMMISSION

7/2/26

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Clemens spoke of the benefit to families from having a better mix of residential unit types. Mr. Massey said there is nothing preventing future Planning Commissions from adjusting this rate if necessary, or a change being requested by the City Council. Ms. Paschall said recent studies have shown that there is a strong need for one-bedroom units. The PC also reviewed technical changes including driveway apron surfacing standards, fenestration (the design, arrangement, and proportioning of openings in a building's exterior) definitions, and updates to municipal farming regulations due to new state legislation. Mr. Yuen discussed the 802 homes design prototypes, and said the location of the doors may not be in compliance with Essex Junction's regulations. All were amenable to future conversations with 802 Homes to ensure that they can comply. Ms. Clemens brought up technical concerns and other edits, which Mr. Yuen will review.

e. Reschedule August Meeting

The August meeting was rescheduled to August 11th, 2026.

6. MEMBERS UPDATES

None.

7. STAFF UPDATES

None.

8. ADJOURNMENT

SCOTT MCCORMICK made a motion, seconded by ELENA JUOSIDIUS, to adjourn. Motion passed 5-0. Meeting adjourned 9:01 PM.

Respectfully submitted,
Darby Mayville

**CITY OF ESSEX JUNCTION
BOARD of CIVIL AUTHORITY
REGULAR MEETING
DRAFT MINUTES OF MEETING
JULY 6, 2026**

BCA MEMBERS PRESENT: Jordan Verasamy, Vice-Chair; Kelly Adams (remote), Bethany Clark (remote), Diane Clemens, Cheri Davis (remote), Stephanie Holden, Susan McNamara-Hill (Clerk), Cathy Shearer, Amber Thibeault (remote), Carmon Verasamy, Elisa Ziglar

MEMBERS OF THE PUBLIC PRESENT: None

1. CALL TO ORDER

Ms. Jordan Verasamy called the meeting to order at 6:00 PM.

2. AGENDA ADDITIONS/ CHANGES

None.

3. APPROVE AGENDA

ELISA ZIGLAR made a motion, seconded by CARMON VERASAMY, to approve the agenda. Motion passed 11-0.

4. APPROVE MINUTES of PREVIOUS MEETINGS

a. May 4, 2026

CARMON VERASAMY made a motion, seconded by ELISA ZIGLAR, to approve the minutes of May 4, 2026. Motion passed 11-0.

5. PUBLIC to be HEARD

Ms. Carmon Verasamy said the caucus for nominating Justices of the Peace (JOPs) for the November ballot will occur on July 13. She requested that anyone who is interested in being nominated please let her know.

6. BUSINESS ITEMS

a. August 11 Primary Election

i. Help with receiving absentee ballots

Ms. McNamara-Hill said she will need a few JOPs to assist with opening absentee ballots. Several members indicated their ability to assist at various times.

ii. Sick ballots

Ms. McNamara-Hill said no requests have been received; however, it is ideal to have two members of opposing political parties working together to bring sick ballots to anyone who requests one. Members of the BCA will be available to assist with this.

iii. Early processing?

Ms. McNamara-Hill asked the BCA if they would like to investigate early processing for mail-in ballots. She said she is unsure if it is necessary for the primary but could save time in the general election. Ms. Clemens suggested engaging Republican election officials in this process. Ms. Carmon Verasamy discussed public concerns with election integrity. The BCA decided not to process ballots early for the primary.

b. Appoint Election worker(s)

JORDAN VERASAMY made a motion, seconded by ELISA ZIGLAR, to approve Marcus Certa and Kelly Adams to be election workers. Motion passed 10-0-1, with KELLY ADAMS abstaining.

c. BCA Rules of Procedure (for tax assessment appeals)

JORDAN VERASAMY made a motion, seconded by CARMON VERASAMY, to table the BCA Rules of Procedure (for tax assessment appeals) for the next meeting. Motion passed 11-0.

Answering a question from Ms. Ziglar, Ms. McNamara-Hill discussed the tax appeal process and timeline. The Vermont League of Cities and Towns will also offer virtual training opportunities for BCA members.

7. ADJOURNMENT

ELISA ZIGLAR made a motion, seconded by JORDAN VERASAMY, to adjourn the meeting. Motion passed 11-0. Meeting adjourned at 6:19 PM.

Respectfully Submitted,
Darby Mayville
Recording Secretary

**CITY OF ESSEX JUNCTION
BOARD of ABATEMENT
REGULAR MEETING
DRAFT MINUTES OF MEETING
JULY 6, 2026**

BCA MEMBERS PRESENT: Jordan Verasamy, Vice-Chair; Kelly Adams (remote), Bethany Clark (remote), Diane Clemens, Cheri Davis (remote), Stephanie Holden, Susan McNamara-Hill (Clerk), Cathy Shearer, Amber Thibeault (remote), Carmon Verasamy, Elisa Ziglar

MEMBERS OF THE PUBLIC PRESENT: Priscilla Bouffard

1. CALL TO ORDER

Ms. Jordan Verasamy called the meeting to order at 6:22 PM.

2. AGENDA ADDITIONS/ CHANGES

None.

3. APPROVE AGENDA

CARMON VERASAMY made a motion, seconded by **ELISA ZIGLAR**, to approve the agenda. Motion passed 11-0.

4. APPROVE MINUTES of PREVIOUS MEETINGS

a. May 4, 2026

JORDAN VERASAMY made a motion, seconded by **CATHY SHEARER**, to approve the minutes of May 4, 2026. Motion passed 11-0.

5. PUBLIC to be HEARD

None.

6. REQUESTS for ABATEMENT

a. Chris Russell (Boo Co World Wide), 10-12 Pearl Street

JORDAN VERASAMY made a motion, seconded by **STEPHANIE HOLDEN** for the Board of Abatement to take a five-minute recess. Motion passed 11-0.

Ms. Jordan Verasamy called the meeting back to order at 6:30 PM.

Ms. McNamara-Hill confirmed that the applicant was invited to the meeting but is not present. Answering a question from Ms. Thibeault, Ms. McNamara-Hill said there is no time limit to requesting an abatement. Ms. Clemens expressed confusion at the materials submitted by the applicant, Mr. Russell, whom she said seemed to view the materials sent by the City as threatening. Ms. McNamara-Hill said Mr. Russell stated that he never received a bill, however the finance department ensures all new property owners are sent a bill. The bill was sent to the business mailing address submitted by Mr. Russell to the City. Ms. Thibeault said she will be recusing herself from this discussion as her office represented Mr. Russell on the property sale. Ms. McNamara-Hill said the September installment was paid on October 29 and the March installment was paid on April 1.

b. Priscilla Bouffard, 3 Lillia Drive

Ms. Jordan Verasamy administered the oath to Ms. Bouffard.

Ms. McNamara-Hill said this is the City's first abatement request under this type of statutory criteria. This criteria states that the exemption amount available to certain veterans and their family members otherwise eligible for exemption for file a claim on or after May 1st but before October 1 due to the claimant's sickness or disability or other good cause as determined by the Board of Abatement; but that exemption amount shall be reduced by 20 percent of the total exemption for each month or portion of a month the claim is filed. Ms. Bouffard became eligible to file for this after the death of her husband in June 2025.

Ms. Bouffard said she was unsure of her benefits after her husband's death and discussed her efforts and difficulties in working with the Vermont Office of Veteran's Affairs. Ms. McNamara-Hill said the BoA would need to know the date of submittal with the state of Vermont. Ms. Bouffard confirmed that her husband was a fully disabled veteran. She has lived in her home for 26 years. She will be continually approved for the abatement for the remainder of time she resides in the property. Ms. Bouffard requested that her abatement be backdated to September, as she believes that she would have been able to apply on time had she not been misled by City staff on the process. Ms. McNamara-Hill clarified that applications are through the state, not the City. She said she does not believe that the BoA has the authority to waive taxes in the method requested by Ms. Bouffard, but that the process set out by the state is statutory and must be followed.

Ms. Thibeault said the credit will be on the assessed value, which will likely change due to reappraisal. Ms. Adams clarified that an assessment increase does not necessarily equate an increase in taxes. Ms. McNamara-Hill clarified that eligibility confirmation from the Vermont Office of Veteran's Affairs has not been received, possibly due to a staff member's illness. Ms. Bouffard said she received a response from the state on June 9th regarding her request. Ms. Holden confirmed that the date of filing may still be required by the BoA. Abatement is requested to begin for the current tax year, not retroactively.

ELISA ZIGLAR made a motion, seconded by KELLY ADAMS, to enter into Deliberative Session. Motion passed 11-0.

7. ADJOURNMENT

ELISA ZIGLAR made a motion, seconded by CARMON VERASAMY, to adjourn the meeting. Motion passed 11-0. Meeting adjourned at 7:46 PM.

Respectfully Submitted,
Darby Mayville
Recording Secretary