



CITY OF BURLINGTON, VERMONT
CITY COUNCIL TRANSPORTATION, ENERGY & UTILITIES COMMITTEE

c/o Department of Public Works
645 Pine Street, Suite A
Post Office Box 849
Burlington, VT 05402-0849

802.863.9094 VOX
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov

Councilor Franklin Paulino, Chair *North District*
Councilor Jack Hanson, *East District*
Councilor Jane Stromberg, *East District*

Inquiries:
Peter Egolf
802.734.5172
pegolf@burlingtonvt.gov

Transportation, Energy and Utilities Committee of the City Council

Tuesday, July 28, 2020 5:30 PM

Due to current physical distancing measures, this meeting will be held virtually.

To view the meeting:

1. Join via Zoom: <https://us02web.zoom.us/j/84603122855>
2. Call in for audio-only – Phone number: 312-626-6799 and Webinar ID: 846 0312 2855

To participate in public comment:

1. You must either join the meeting via the Zoom link above (strongly encouraged) or by calling via the call-in information above.
2. If signed in via Zoom, please use the “Raise Your Hand” feature. This will alert DPW staff that you wish to speak and will automatically add you to the queue. When it’s your turn to speak, your name will be called and you will be unmuted.
3. If you are calling in, please press *9 which will alert DPW staff that you wish to speak. When it’s your turn to speak, your phone # will be called out and you will be unmuted.
4. If you encounter any difficulties when attempting to speak, please email DPWCommunications@burlingtonvt.gov.

–AGENDA–

1. **Agenda**
2. **Minutes of 6/23/2020**
3. **Public Forum**
4. **Consolidated Collection**
 - Lee Perry, DPW
 - 60-minute duration
 - Informative
5. **Integrated Planning**
 - Jenna Olson, Water Resources
 - Juli Beth Hinds, Birchline Planning LLC
 - 50-minute duration
 - Informative
6. **FY21 Fleet Recommendations**
 - Lee Perry and Martha Keenan, DPW
 - 30-minute duration
 - Action
7. **Director’s Report**
8. **Councilors’ Update**
9. **Adjourn**



City of Burlington
Department of Public Works
645 Pine Street
Burlington, VT 05402
802.863.9094 P
802.863.0466 F

Chapin Spencer
DIRECTOR OF PUBLIC WORKS
Martha Q. Keenan
Capital & Asset Mgmt. Program Manager
Lee Perry
Interim Assistant Director Maintenance Division

Date: July 23, 2020
To: Board of Finance, City Council
From: Chapin Spencer, Director Public Works
Lee Perry, Assistant Director – Fleet Maintenance Division
Martha Keenan, Capital & Asset Management Program Manager
Subject: Approval to Order and Finance 30 vehicles and equipment

Background:

The Department of Public Works coordinates fleet purchases for the General Fund and several enterprise / special revenue funds. In collaboration with the Clerk/Treasurers Office, we request approval to order (30) pieces of equipment and vehicles to be financed through two leases, one five year lease and one ten year lease; with the financing to be negotiated by the Clerk Treasurer's Office within 60 days of approval to purchase. The total cost of the equipment is \$2,300,334.00. We are seeking timely approval in August to ensure all equipment is received in time for upcoming work, as the delivery of some items can take up to a year.

The Department of Public Works Fleet Maintenance Manager has identified (30) pieces of equipment are to be replaced on the FY21 Fleet replacement schedule. Deferment of six pieces of equipment will maintain fiscal responsibility. The listing of the replacement vehicles is in the table below. Wherever possible, we are replacing gas and diesel vehicles/equipment with hybrid or electric power.

With the new Fleet Policy in place, the Fleet Maintenance Manager and the AD of Fleet Maintenance met with each Department Head to review the recommended replacements and receive input. With that information, the Fleet Maintenance Manager researched electric and hybrid options on each item, calculated the carbon pricing on fossil fuel options, and made his recommendations to the Fleet Committee. Department representatives and BED subsequently reviewed these recommendations. BED provided further recommendations and available incentives resulting in further refinement of the recommendations before you. The proposed equipment was reviewed by the Fleet Committee, Departments, BED, the Administration, and the TEUC for approval and the basis for each equipment recommendation.

The Fleet Manager provided written specifications and requested bids from at least three vendors for each vehicle. He is recommending the best option available to move the City toward our NetZero goals and provide reliability for the work designated for each piece of equipment.

The Clerk Treasurers Office will seek competitive pricing from financial institutions to ensure the most advantageous lease terms are obtained for these vehicles with a rate not to exceed 4% for both the five year and ten-year leases.

Funding:

The payment of the lease is from the approved FY21 Fleet Budget within the newly created Fleet Reserve Fund, which was created through collaboration by merging Department vehicle line items approved as part of the FY20 budget.

	Account Number	Account Description	2021 Mayors Recommended
Fund: 115 - Fleet - Capital Lease			
REVENUES			
<i>INTERGOV - Intergovernmental Revenues</i>			
	4990_100	Interfund Transfer Proceeds General Fund	561,722.0000
<i>Account Classification Total: INTERGOV - Intergovernmental Revenues</i>			\$561,722.00
<i>OTHER REV - Other Revenue</i>			
	4720_100	Use of Fund Balance March 2019 Tax	284,246.0000
	4750	Gain/Loss On Asset	50,000.0000
<i>Account Classification Total: OTHER REV - Other Revenue</i>			\$334,246.00
REVENUES Total			\$895,968.00
EXPENSES			
	7200_115	Capital Leases Equipment	775,080.0000
	7250	Capital Lease Interest	120,888.0000
<i>Account Classification Total: GEN OPER - General Operating</i>			\$895,968.00
EXPENSES Total			\$895,968.00
REVENUE GRAND Totals:			\$895,968.00
EXPENSE GRAND Totals:			\$895,968.00
Grand Totals:			\$0.00

Motions:

Board of Finance:

To approve and recommend that the City Council authorize the Director of Public Works to purchase 30 pieces of equipment —subject to review and approval by the City Attorney—for a total value of \$2,300,334 with financing determined by the Clerk Treasurer's Office at a rate not to exceed 4% and a term of 5 years for some equipment and 10 years for the longer-term equipment, dependent on the expected life of the equipment.

City Council:

To approve and authorize the Director of Public Works to purchase 30 pieces of equipment —subject to review and approval by the City Attorney—for a total value of \$2,300,334 with financing determined by the Clerk Treasurer's Office at a rate not to exceed 4% and a term of 5 years for some equipment and 10 years for the longer-term equipment, dependent on the expected life of the equipment.

FY21 FLEET CAPITAL SUMMARY

Department	Division	Vehicle	Recommendation	Vehicle Units	Total Cost		
					Fossil Fuel	Hybrid (after rebates)	Electric (after rebates)
DPW	Maintenance	Forklift	Electric	1	\$ 25,930	\$ -	\$ 30,365
Police	Administrative	Taurus	Electric	1	\$ 33,023	\$ 34,670	\$ 36,820
Parks		P/U 150 4x2	Electric	1	\$ 29,361	\$ -	\$ 21,782
Parks		Walking Mower	Electric	2	\$ 12,000	\$ -	\$ 13,000
Fire		Car	Electric	1	\$ 20,964	\$ -	\$ 31,700
Police	Line	Cruiser	Hybrid	4	\$ 201,956	\$ 219,220	\$ -
Parks	Cemetery	P/U F150	Fossil Fuel	1	\$ 29,361	\$ 46,577	\$ -
Parks		P/U F250 XL 4x4	Fossil Fuel	2	\$ 86,900	\$ 115,672	\$ -
Parks		Flatbed F550XL	Fossil Fuel	1	\$ 56,223	\$ 71,824	\$ -
Parks		Van E350	Fossil Fuel	1	\$ 46,479	\$ 62,283	\$ -
Parks	Cemetery	Mower	Fossil Fuel	1	\$ 6,000	\$ -	\$ 6,500
Parks		Walking Mower	Fossil Fuel	2	\$ 6,000		\$ 6,500
DPW	Streets	Sidewalk Sweeper	Fossil Fuel	1	\$ 135,400	\$ -	\$ 283,900
Fire		P/U F150	Fossil Fuel	1	\$ 54,312	\$ 69,469	\$ -
Fire		P/U F350 with Plow	Fossil Fuel	1	\$ 41,567	\$ 57,658	\$ -
DPW	Streets	Street Sweeper	Fossil Fuel (No Alternatives)	1	\$ 236,377	\$ -	\$ -
Parks		Tractor JD 5225	Fossil Fuel (No Alternatives)	1	\$ 55,500	\$ -	\$ -
DPW	Streets	Backhoe	Fossil Fuel (No Alternatives)	1	\$ 138,768	\$ -	\$ -
DPW	Streets	Plow Truck 7500	Fossil Fuel (No Alternatives)	1	\$ 183,613	\$ -	\$ -
DPW	Streets	Sidewalk Tractor	Fossil Fuel (No Alternatives)	4	\$ 584,216	\$ -	\$ -
DPW	Streets	Recycling Truck	Fossil Fuel (No Alternatives)	1	\$ 286,731	\$ -	\$ -
Total			\$ 2,300,334.00	30	\$ 2,270,681	\$ 2,392,233	\$ 2,558,475

DEFERRED EQUIPMENT						
STREETS	S51	1994	ON THE RD TRLR	ET 800016 BVRTL	CONST. TRAILER	\$9,000.00
STREETS	S01	2011	FORD	F250 XL SD 4X4	STAFF	\$55,667.00
PARKS	PR53	2001	MID-ATLANTIC	MALS16	TRAILER	\$9,000.00
PARKS	PR54	2001	MID-ATLANTIC	MALS16	TRAILER	\$9,000.00
POLICE	P046	2004	FORD	E350	ID VAN	\$59,500.00
POLICE	P135	2001	PACE	CARGO SPORT	RANGE TRAILER	\$9,000.00
						\$151,167.00

If you have any questions, please contact me at lperry@burlingtonvt.gov or 802-540-0701.



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DEPARTMENT OF PUBLIC WORKS**

645 Pine St. Suite A
Burlington, VT 05401
802.865.7200 VOX
802.863.0466 FAX
802.863.0450 TTY

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

Lee Perry
*ASSISTANT DIRECTOR
DPW MAINTENANCE DIVISION*

MEMORANDUM

To: Transportation, Energy and Utilities Committee

From: Chapin Spencer, Director
Lee Perry, Assistant Director DPW Maintenance
Rob Goulding, Public Information Manager

Date: July 28, 2020

Re: Staff Comments on Consolidated Collection Feasibility Study

Background:

There are many ways communities coordinate the collection of trash, recyclables and food scraps. Consolidated collection is one option. It is a system where one, or more, private haulers are contracted by a municipality for the removal of curbside trash, recycling, and organics. Consolidated collection has been periodically evaluated by the region and the City for years. The Long-time staffers recall a City Council resolution seeking to explore the concept for trash collection around 2000. In 2009, the Chittenden Solid Waste District launched a countywide analysis of consolidated collection that ran until 2014. Here is a summary of the City's recent steps:

-) In April of 2018, City Council passed a resolution directing the Department of Public Works to undertake a citywide consolidated collection feasibility study with the City of South Burlington and Chittenden Solid Waste District.
-) In May of 2018, an RFP was released by CSWD on behalf of the City of Burlington and South Burlington to interested parties to conduct a feasibility study for residential curbside solid waste collection in Burlington and South Burlington.
-) In January of 2019 CSWD, the City of Burlington, and the City of South Burlington entered into a contract for services with Gershman, Brickner & Bratton (GBB) to conduct a feasibility study on consolidated curbside collection in which a private hauler is contracted by a municipality to collect trash, recycling, and organics.
-) On June 25, 2020, the City of Burlington Department of Public Works held our first of two virtual public meetings via Zoom to inform the public of the results of the recent Consolidated Collection Study. An independent consultant contracted by Chittenden Solid Waste District, on behalf of the City of Burlington, and South Burlington, performed the

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study. The consultant GBB and subcontractors C2Logix, LLC and Shappard Research presented their findings in a presentation. After the presentation the public was allowed time for input, and questions. Those not able to attend would be able to view the recorded meeting in its entirety on the City website, as well as submit questions, and comments via email.

- J We have received 21 comments via email and in person from the first public meeting. Approximately 75% of the comments so far in favor of consolidated collection. Most cite environmental and safety benefits. Some residents have stated they had prior experience with consolidated collection in previous communities they lived in and were happy with their experience.

DPW Comments on Feasibility Study:

DPW staff reviewed a version of the feasibility study earlier this year from the consultant and provided comments. Many of our comments were incorporated, but a few key issues are still outstanding. Here is a bulleted list of items we seek to have addressed in the final report.

- J Include estimated cost savings per household or property. The estimated cost savings of a consolidated collection model is aggregated citywide, which is helpful at a high level, but residents should be able to better understand their potential savings under a consolidated collection model.
- J Clarify that savings in the Executive Summary are based on proposed every other week (EOW) trash and recycling – if we understand this correctly. Should we expect the savings to vary if the community chooses different service levels such as weekly trash and recycling pick-up? Please confirm in the report.
- J Revisit the recommendation that the municipality should bill in a private hauler model. We question whether it is practical to have one entity bill and another providing the actual service. With the proposed service options (toter sizes, back door pick-up, organics, etc), it seems operationally complex for the City to bill residents based on variable service levels the hauler provides to individual customers.
- J Clarify whether the billing costs are factored into the total estimated consolidated collection costs and projected savings. Whether the billing is done by the City or the haulers, there are real costs that need to be captured. These projected billing costs must be itemized in the report. While the City does have billing infrastructure in several departments, the added complexity of the bills and the additional customer service required to handle service inquiries will drive additional costs. The projected consolidated collection financial charts on page 44 and 45 need to clarify assumptions on billing costs and any other significant expense that is assumed but not explicitly described.
- J Re-confirm study's findings on fleet and staffing recommendations for trash, recycling and organics. The report states that recycling collection only requires two trucks. The City of Burlington currently uses three vehicles, and staff are having trouble keeping up with the amount of recycling put out. If the feasibility study is recommending only two trucks because of an every other week (EOW) pick-up, that needs to be clarified and discussed. Based on high recycling levels in Burlington and the difficulty residents have storing recycling in dense neighborhoods for two weeks, it is staff's recommendation that at least recycling be picked up weekly. Page 47, footnote 57 explains the use of two recycling trucks vs. three based on an EOW collection. It is unclear if this will change for the different

scenarios offered in Table 3 especially in regards to weekly collection where the number of routes double.

- J) The report needs to make clearer the options Burlington residents would have under the recommended consolidated collection model. While residents would lose their choice of hauler, they would retain several key options (whether to opt-out entirely, cart size, whether or not to have backdoor service and whether or not to have organics collection).
- J) Revisit opt-out maximum of 15% of customers. The report states that only 75% of Burlington households currently have solid waste collection service (with the remaining ~25% opting out to bring their trash to the CSWD Drop Off Centers or find alternate arrangements). If the City signs contracts with haulers with a maximum 15% opt out rate but 20% seek to opt out, would we require residents to participate? We recommend bidding the contracts with different bid prices based on participation thresholds – or some other strategy to allow for a wider potential range of participation. The report should reflect this.
- J) Expand the implementation timeline to include the full stretch from the point of City Council decision to the actual consolidated collection operation. The 9-12 months for procuring haulers is aggressive and appears to assume very little community engagement in finalizing the RFP service levels and options. Additionally, it does not appear to factor in the time for selected haulers to acquire equipment, hire and train staff and set-up administrative systems necessary to initiate service.

Why the Feasibility Study Evaluates a Private Hauler Consolidated Collection Model:

At a recent Transportation, Energy and Utilities Committee meeting as well as at the June 25, 2020 public meeting on the Feasibility Study, the question has been raised as to why the feasibility study did not evaluate a municipally operated consolidated collection model. The short answer is that:

- 1) The Feedback from CSWD's 2009-2014 countywide study showed strong public interest in trying to protect small Vermont haulers.
- 2) The Vermont communities we know about with consolidated collection have had success with a private hauler model (see section at bottom of memo for more detail).
- 3) The private hauler model is more common than the municipally operated collection model according to a survey provided to us by our consultant team.
- 4) DPW Maintenance Division leadership saw consolidated collection with private haulers as a way for the DPW Street Maintenance team to focus more on its core responsibilities – plowing, construction, and sewer line / road maintenance.

When it started, Burlington's Recycling Program was leading in an emerging industry. Now recycling collection services are commonplace. The Recycling Program's every weekday operation regularly pulls staff from other critical tasks within DPW to complete recycling activities – whether it is Equipment Maintenance staff to keep the finicky recycling vehicles on the road or Street Maintenance crews to cover for time off for recycling crew members. Lately, we've had to double up on some recycling routes because recycling quantities have grown (mostly cardboard) during the COVID-19 pandemic.

Staff brought this perspective of studying a private hauler consolidated collection model to three public meeting in early 2018:

1. January 23, 2018 Transportation, Energy and Utilities Committee meeting
2. February 21, 2018 DPW Commission meeting
3. April 30, 2018 City Council meeting

The written memos to each public body described consolidated collection as “a system in which a municipality contracts with one or more haulers to provide curbside collection of trash, recycling, and organics for specific routes within that community, rather than having multiple haulers serve a scattering of customers in each neighborhood.” Furthermore, each memo plainly stated a key potential benefit of consolidated collection – “uniting all residential solid waste collection into a seamless system would allow Burlington Public Works to get out of the recycling collection business:

- Ending administration of Burlington’s recycling tax
- Ending our challenge of high employee turnover
- Ending our need to acquire and maintain expensive collection equipment”

With this clear description of a private hauler consolidated collection model, the feasibility study was favorably reviewed at each public meeting and the Council approved a resolution advancing the evaluation.

DPW Observations Regarding a Municipally Operated Consolidated Collection Model:

If the City Council requests the City and our consultant evaluate a municipally operated consolidated collection model, here are some of the considerations we’d need to evaluate:

-) Understand the Study’s Financial & Timing Considerations: To evaluate a municipally operated collection model before advancing a Council recommendation would require additional time – and additional cost if we want the consultant to assist with the evaluation.
-) Vet Legal Considerations: If we advance a service model that replaces existing private trash hauling operations with a municipally run operation, what legal issues would we need to address?
-) Propose an Organizational Structure: Given the size of a consolidated collection operation, we would likely need to establish a new division within Public Works. We would need to propose the organizational structure and project the management costs to oversee this operation.
-) Propose a Staffing Level: DPW would have to hire enough staff to support a fully functioning consolidated collection operation. This includes drivers, and back up drivers, manager, customer service support, outreach and enforcement support, likely another Fleet Technician, as this would add to the City fleet that already has our Fleet team at capacity.
-) Develop Conceptual Operating and Capital Budgets: DPW would have to acquire an estimated six new pieces of equipment required for a consolidated collection operation. DPW would need to procure enough trash, recycling, and food scrap carts to cover the various scenarios offered.
-) Draft a Site Expansion Plan: With the recent moves of Zoning and Water Resources to 645 Pine Street, the building and parking are both at capacity. Parking Enforcement is now proposed to come to 645 Pine Street by the end of the year. Significant effort would be required to develop the facilities, whether at 645 Pine Street or another municipal property, to accommodate the additional vehicles, carts and staff.

Vermont Communities That Have Consolidated Collection

- J **Brattleboro Vt.** - The City of Brattleboro has had consolidated collection of trash, and recycling since the early 90's, and compost collection since 2013. As recently as 2016 they have gone from weekly trash to EOW trash pick up, as the addition of compost collection has reduced the amount of waste put in the trash, and weekly recycling pick up. Currently they offer EOW trash, and weekly recycling, and organics pick up. This service is being offered by use of a private hauler contracted through the municipality. The system is set up as a pay as you throw model where residents buy either a 15-gallon \$2.00 EA, or 32-gallon \$3.00 EA yellow or purple trash bag. These are the only bags that are allowed to be used. Recyclable materials must be in a container clearly marked recycling. Compost material must be in a sealed container/cart.
- J **Westford Vt.** - The town of Westford currently offers consolidated collection to their residents via a private hauler contracted by the town. They offer weekly same day 64 gallon trash, and recycling per household pick up. Their select board chose at this time not to include foods scraps in the collection. The service is funded through residents' property taxes.

Requested Committee Guidance:

City staff seeks the following input from the Transportation, Energy & Utilities Committee at its July 2020 meeting:

- J Does the Committee want a municipally operated collection model vetted at this time?
- J Are there any outstanding issues that the Committee wants addressed in the final report before bringing the report and the TEUC's recommendation to the Council?
- J Does the Committee want additional public engagement prior to developing a Council recommendation?
- J When does the Committee want to develop its Council recommendation and when does it want to bring this item to Council?

Thank you for your interest in this consolidated collection feasibility study. Don't hesitate to contact us with any questions.



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Transportation, Energy and Utilities Committee of the City Council

Draft Minutes – Tuesday, July 28, 2020 5:30 PM

1. **Meeting Started at 5:32 PM**
2. **Minutes of 6/23/2020. On motion of Councilor Paulino the minutes were approved as written (seconded by Councilor Stromberg).**
3. **Public Forum**
 - Gene Bergman – Disappointed regarding the options for consolidated collection. There was not a fair public review, and staff has many questions to be answered. Privatization is not the right way to go.
 - Jean Waltz – Cedar and Rose Street, location of completed traffic-calming project, needs attention (toxic paint, flooding due to raised area). Traffic in the area drives too fast as evidenced by fatal motorcycle accident. Desires a recommendation on how to make this area better, will email Rob Goulding for direction.
 - William Calfee – Supports efforts around consolidated collection. Wants the City to be proactive to use electric trash trucks.
4. **Consolidated Collection**
 - Lee Perry (DPW); Jennifer Porter, Sam Lybrand (GBB)
 - Gershman, Brickner and Bratton, Inc. (GBB), consultant, conducted a study for the City of Burlington to explain the feasibility of residential solid waste collection contracts. Assessed the viability of consolidating residential trash, recycling and food scraps in both the City of Burlington and the City of South Burlington.
 - Presented an evaluation of consolidated collection scenarios to include (8) options. One example shared by GBB showed that by the City moving towards bi-weekly consolidation, the City could show a potential annual savings of \$700K - \$2.8M. A second example using weekly consolidation could show a potential annual savings of \$1.6M - \$3.6M.
 - Presented data on the greenhouse gas savings. Estimated that a consolidated collection system will save up to 2/3 of current miles traveled. Using weekly waste collection scenario, City would save an estimated 182,043 pounds of carbon dioxide per year.
 - GBB has made (8) recommendations in order to efficiently move the City in the direction of consolidating our collections.
 - Should the City move forward with the next steps, the proposed timeline is 9-12 months to complete the selection process for haulers.
 - Director Spencer – Data on resident survey analysis is also available but was omitted tonight to leave the most time for Councilor questions. Staff seeks the following input from the Committee tonight: Do you want to vet a public municipal system? Are there other outstanding issues to discuss? Is there additional public engagement that you want? When do you want to move to make a recommendation? Overall, staff is pleased with the report though there are still outstanding items identified in our memo that need to be incorporated. Suggested that if the Council wants to explore a municipally-operated consolidated collection approach, the most expedited way would be to have the City put in a bid for the consolidated collection service.
 - Councilor Discussion
 - Councilor Hanson – Expressed support for consolidated collections regarding both sustainability and cost savings. Worth looking into a municipal option as well. Would like more understanding of merging the three components versus separating them into different collections from GBB.
 - Councilor Stromberg – In agreement with Councilor Hanson regarding sustainability and cost savings. Would like to look at options for Burlingtonians to separate food scrap composting. Likes the idea of having the collections being public, however, would favor what is most efficient for the City. Would like more time to study the options.
 - Councilor Paulino – Likes the idea of having collections being public, but does not see this as a feasible option. Feels that the City must complete the billing on order to have control over payments.
 - Public Discussion
 - William Calfee – Supports consolidated pick up and believes it would be great to encourage Burlingtonians to recycle and compost. Desires to see the collection vehicles produce fewer emissions and noted brake pad dust is mitigated by use of electric vehicles with regenerative braking. Concerned about putting off a decision.

- Jenn Greene (BED) shared historic context that the City in the past has recommended consolidated collections.
- Gene Bergman – Encourages the City to study the collections options in more detail.
- Councilors expressed interest in having more time to study a public consolidated collection option including additional data requirements.
- Director Spencer – Staff and TEUC comments will be incorporated into GBB report. Staff will bring a concept and scope, or at least a framework, for a municipally-operated consolidated collection system to the next TEUC meeting.

5. Integrated Planning for Water Resources

- Jenna Olson (DPW); Juli Beth Hinds (Birchline Planning LLC)
- Introduced process and provided context for how the many active projects fit into the integrated process plan, and discussed public engagement.
- 2017 agreed to model wastewater, combined sewer and stormwater systems, ID specific phosphorus reductions, and to develop project portfolios.
- Clean water resiliency plan and phosphorus challenge: CWRP \$30M investment in wastewater treatment plants, pump stations, stormwater outfalls and stormwater infrastructure. In return the City must reduce phosphorus by 63% by 2036.
- Achieving regulatory compliance: data collection of separate vs. integrated permits.
- Meeting the challenge: what combination of projects will get the City to where it needs to be in order to meet the reduction requirement? Some projects will have an impact on neighborhoods and privately owned land. Each project portfolio has different impacts, costs and benefits.
- Developing project portfolios: (5) highlights to include opportunities, analysis, options, scoring and selection.
- Community involvement and next steps: community involvement needed! Overall investment approach, private property rebates and incentives vs. additional regulations, and City operations. Next steps: public outreach and portfolio evaluation, meetings with US EPA and VT Department of Environmental Conservation to select the preferred portfolio, presentation to City Council, and finalizing the integrated plan.
- Councilor Discussion
 - Councilor Stromberg – Happy with this. How do to engage the public and get more public input? Does plan have to be set by end of year?
 - Jenna Olson – Yes.
 - Councilor Paulino – The City should be a leader. What have been your difficulties as a staff person to make this happen? Does this plan bind the City moving forward?
 - Jenna Olson – Yes, but can be amended and adjusted. The purpose of the plan is to utilize an adaptive management approach.
 - Julie Beth Hines - Binding on the approach and commitment to a level of investments.
 - Councilor Hanson – What is the scale of upgrade to treatment plants? High cost requires evaluation. Support this work.

6. FY21 Fleet Recommendations

- Martha Keenan, Lee Perry (DPW)
- Answered questions from last year to alleviate concerns about City vehicles and process including Net Zero goals.
- Proposed lease of (30) vehicles and pieces of equipment, (10) of which are electric or hybrid.
- Cost of carbon included for each option, except equipment with run-time hours. Working with BED to create calculation for that equipment.
- Funding approved in FY21 budget and presumes there will be a master lease for these vehicles.
- Explained process for selecting vehicles including selection of electric vehicles where feasible. Any vehicles or equipment powered by fossil fuel is the result of the alternatives not being feasible for the work outlined, or cost prohibitive.
- Councilor Discussion
 - Councilor Hanson – Clarification regarding carbon pricing in calculations and choice of vehicles. Desire to see options for moving more vehicles into (5) year leases instead of (10) year for sooner divestment of fossil fuel vehicles. Lease choices to be shown in memo to Council as well as carbon pricing where applicable.
 - Councilor Stromberg – Can a lease be broken if something a more sustainable option becomes available? Is there the option not to purchase at end of lease?
 - Council Hanson – Amendment to Motion: All 10 year fossil fuel leases will be changed to 5 year leases, where financially feasible.

On Motion by Councilor Paulino (seconded by Councilor Stromberg)

- **Recommend that the Council approve and authorize the Director of Public Works to purchase 30 pieces of equipment—subject to review and approval by the City Attorney—for a total value of \$2,300,334 with financing determined by the Clerk Treasurer's Office at a rate not to exceed 4% and a term of 5 years for some equipment and 10 years for the longer-term equipment, with the further direction to put as much of the fleet that is expected to have viable electric options in the coming years into the shorter 5 year lease as is financially feasible. Passes Unanimously.**

7. Director's Report

- Tabled to next meeting.

8. Councilors' Update.

- No update.

9. Next TEUC Meeting

- August 25, 2020 at 5:30 PM.

10. Adjourn

- On Motion by Councilor Paulino (seconded by Councilors Hanson and Stromberg), meeting adjourned at 8:35 PM.