



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

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Councilor Jack Hanson, Chair, *East District*
Councilor Mark Barlow, *North District*
Councilor Eugene Bergman, *Ward 2*

Inquiries:
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Transportation, Energy and Utilities Committee of the City Council

Tuesday, July 26, 2022, 5PM

DPW Front Conference Room
645 Pine St, Burlington, VT 05482
Masks Optional

Join via Zoom, <https://us02web.zoom.us/j/84603122855>

To call into the meeting, including to speak during public comment:

Phone number: 312-626-6799, Webinar ID: 846 0312 2855

If you prefer to attend in a physical location, you may join us at 645 Pine St in the front conference room

–DRAFT AGENDA–

- 1. Agenda**
- 2. Minutes of 6/21/22**
- 3. Public Forum**
- 4. Bikeshare Update**
 - Rob Goulding
 - Information
- 5. GMT Strategic Planning**
 - Chapin Spencer, Jon Moore
 - Information
- 6. Long-Term Control Plan Presentation**
 - Jenna Olson, Megan Moir
 - Information
- 7. Committee Mission Statement**
 - Jack Hanson
 - Action
- 8. Director's Report**
- 9. Councilors' Update**
- 10. Next Meeting 8/23/22**
- 11. Adjourn**

BURLINGTON'S LONG-TERM CONTROL PLAN (LTCP)



July 26, 2022

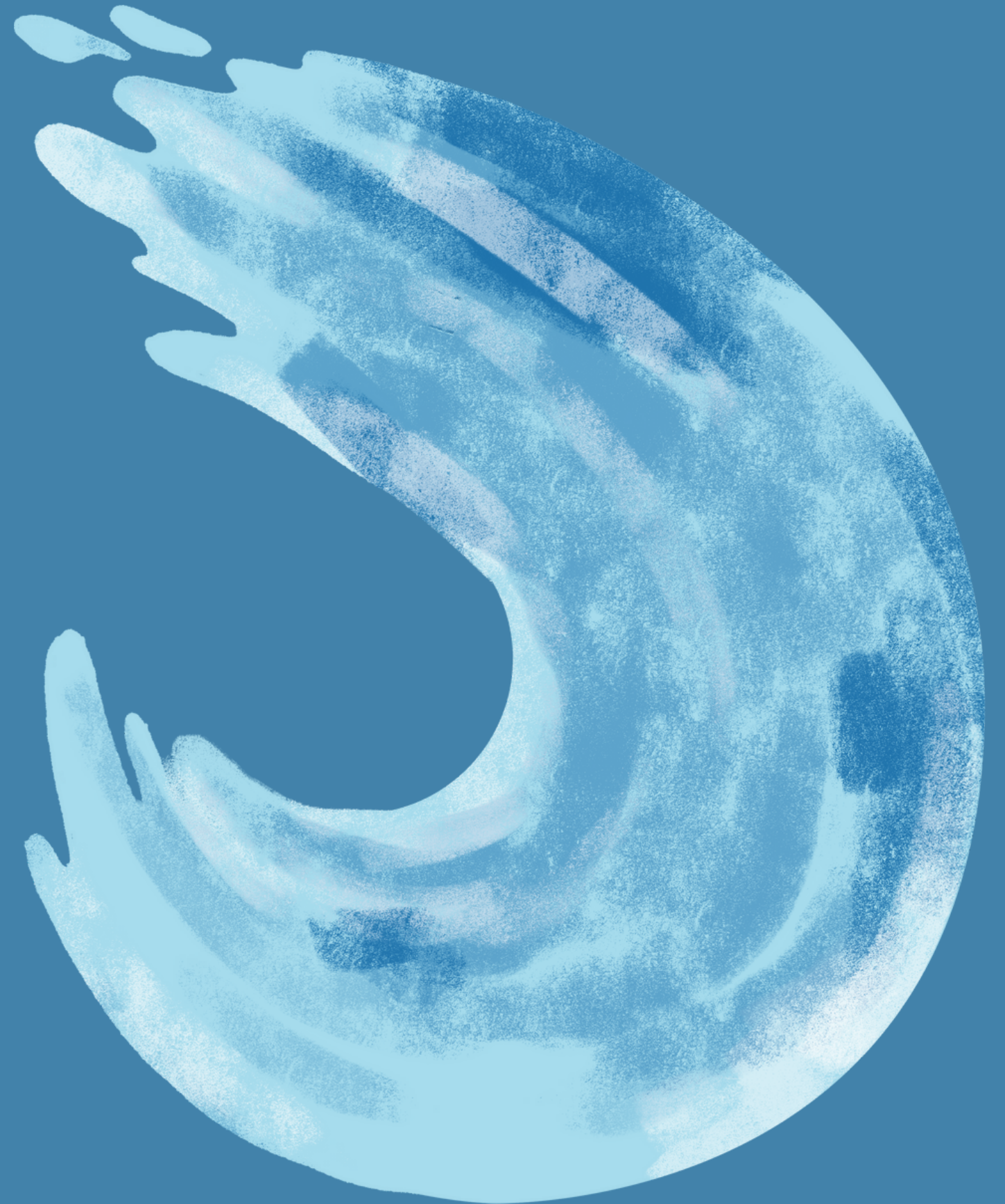
Jenna Olson

Water Policy & Programs Manager



AGENDA

- **Where** this fits with everything else
- **Why** do we need a Long-Term Control Plan?
- **What** is a Long-Term Control Plan?
- **How** are we meeting LTCP requirements?
- **Timeline** for implementation
- Next Steps
- Comments & Questions



WHERE DOES THIS FIT?



Integrated Water Quality Plan

Municipal Separate Storm Sewer System (MS4) Permit

Phosphorous Control Plan (Lake Champlain TMDL)

Municipal Roads General Permit

State Stormwater Permits & "3-Acre" sites

Wastewater Treatment Plant Permits (NPDES)

Flow Restoration Plans (FRPs)

Englesby Brook

Potash Brook

Centennial Brook

Long-Term Control Plan

1272 Order

WHY DO WE NEED A LTCP?

- We have combined sewers
- 2016 CSO Rule
- 1272 Order

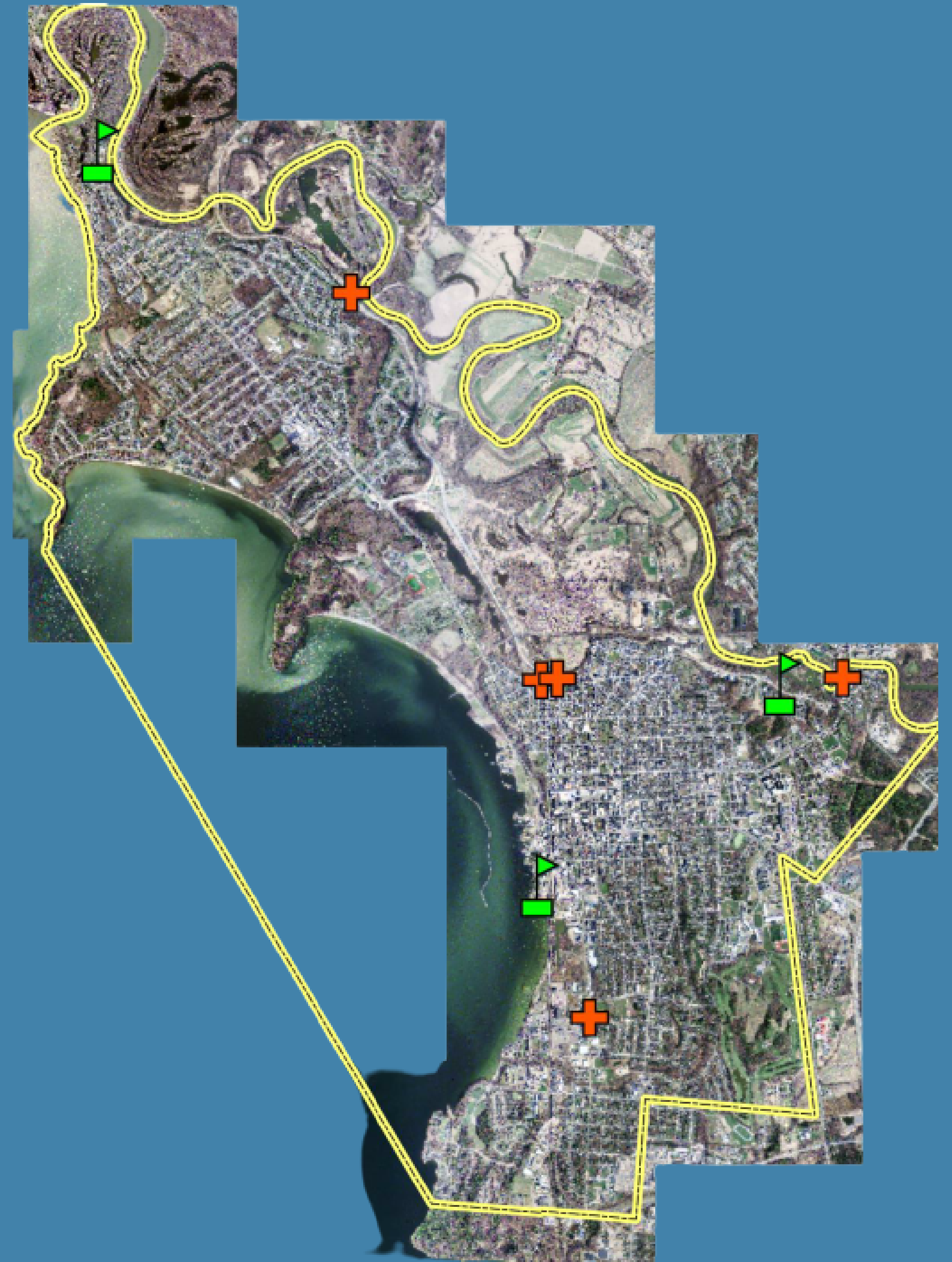




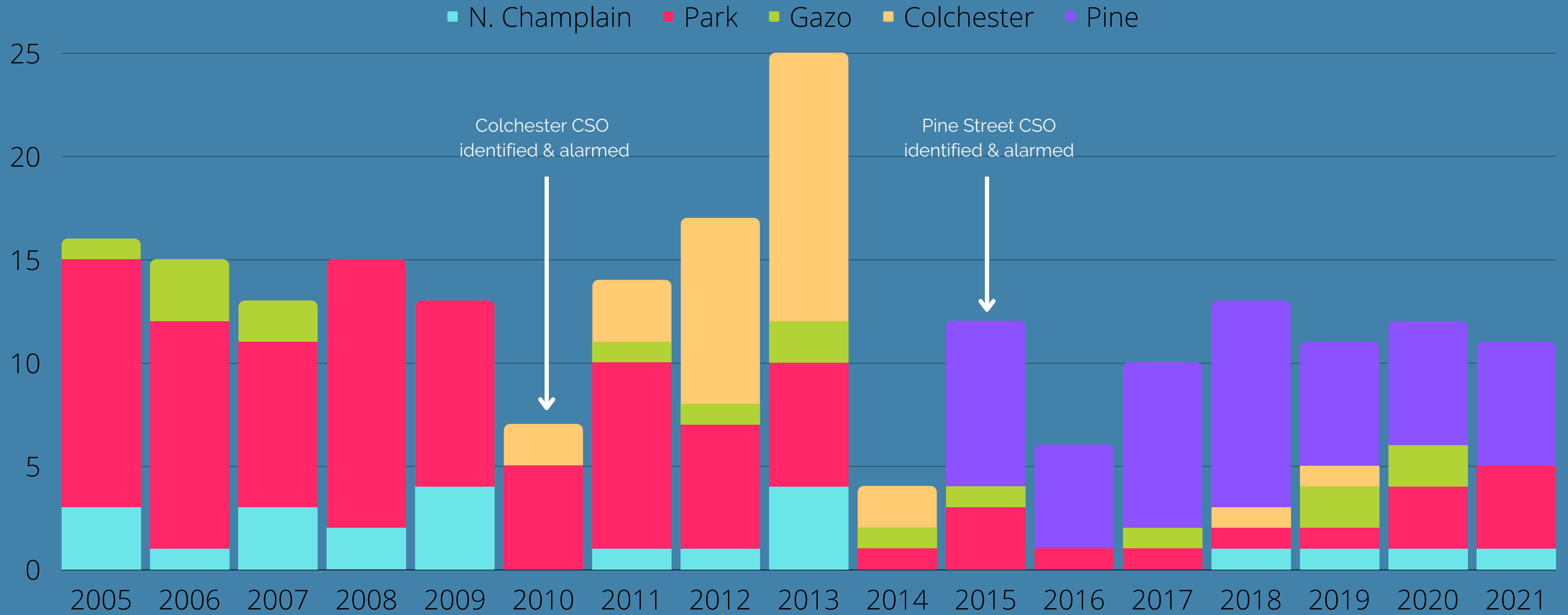
in 2022, Burlington has **5** combined sewer overflow locations, reduced from 12.



Prior to 1994 upgrades, Burlington was discharging an average of 170 million gallons of untreated, non-disinfected combined flows directly to area waters every time it rained.







ARRA CSO Reduction Projects completed for N. Champlain, Park, and Gazo



Significant pipe cleaning upstream of Colchester Avenue CSO



GSI/CSO Grant reduction projects completed for Pine Street (end of year)

WHAT IS A LONG-TERM CONTROL PLAN?

- Specific plan to address combined sewer overflows (CSOs)
- Outlines explicit actions City will take to mitigate CSO discharges
- Establishes a schedule for implementation
- Provides a framework for DEC to monitor progress
- Establishes a financing plan / financial capability analysis



HOW DOES BURLINGTON PROPOSE TO MEET LTCP REQUIREMENTS?

STORAGE

300,000 gallon storage tank along Pine Street.

VOLUME CONTROL

Implementation of stormwater mitigation measures above CSO areas

SURCHARGE IDENTIFICATION AND PREVENTION

1. **Enhanced flow metering & modeling**
2. Backwater prevention program development
3. Pipe upsizing / distributed storage



STORAGE

Installation of a 300,000 gallon storage tank that will capture excess flow during storm events that exceed the capacity of the collection system. Once capacity is available at the treatment plant, the stored combined sewage will be released to the collection system so that those flows can travel to the plant for treatment

Estimated Cost:

\$4.7 million

Estimated Timeline:

Aug. 2022 - Mar. 2024 - Design

Apr. 2024 - Apr. 2026 - Bidding & Construction

May 2026 - July 2026 - Start-up & Commissioning





DISTRIBUTED VOLUME CONTROL

Part of the City's proposed Integrated Plan, this includes installation of distributed green infrastructure to provide volume control in the combined sewer - specifically above CSO points. A total of 65 systems are proposed, that would manage a collective 71 acres of impervious cover (**as much storage as almost 3 Olympic swimming pools!**)

Estimated Cost:

Will vary by system - estimated \$100K / acre managed

Estimated Timeline:

October 2021 - March 2030

>> 14 GSI projects were constructed in the South End above the Pine Street CSO in fall 2021; an additional 3 GSI systems will be installed in the ONE by the end of 2022. <<



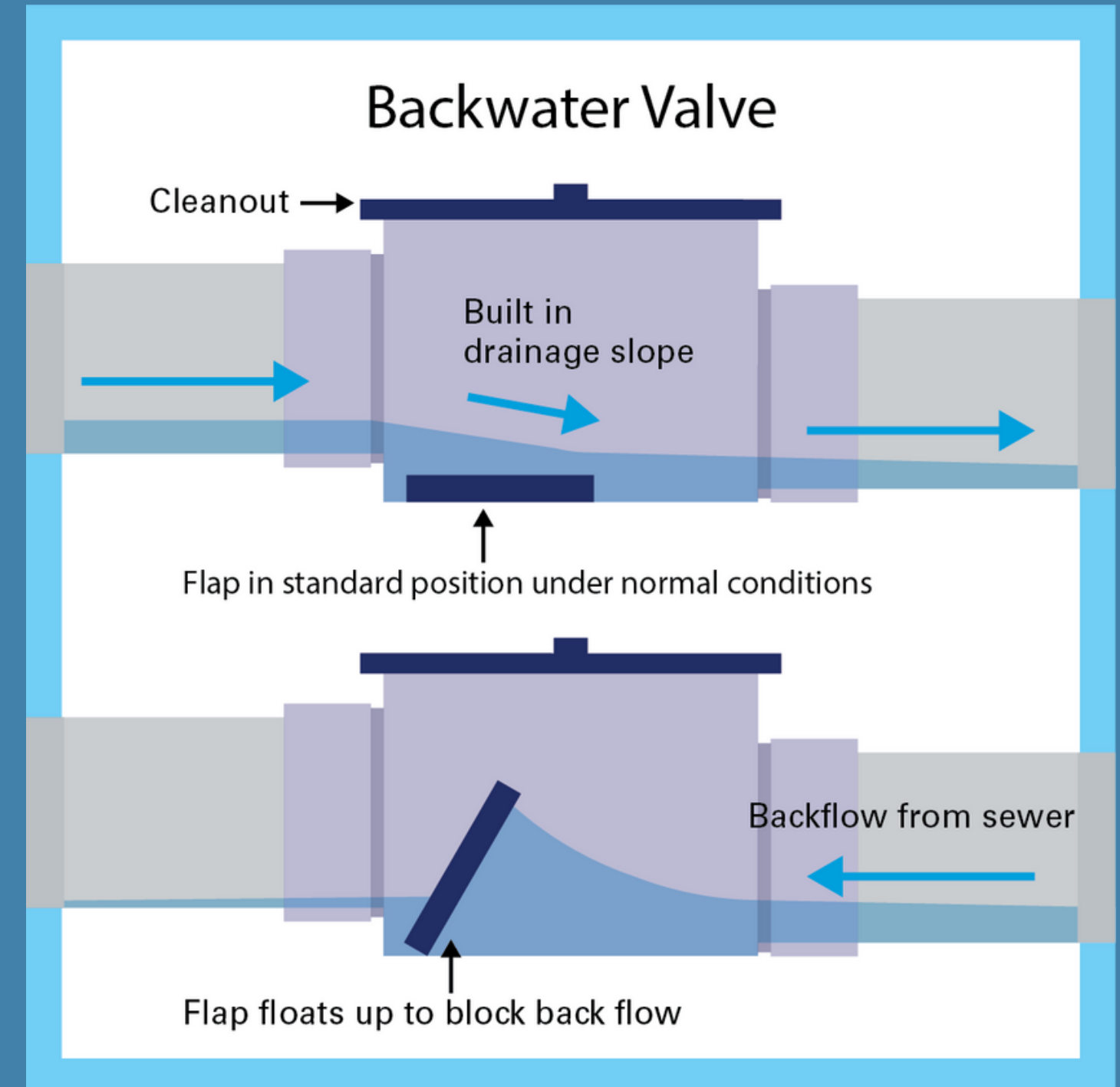
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SURCHARGE PREVENTION

There are three proposed items nested within this category, including re-metering and enhanced H/H modeling of the collection system, development of a basement surcharge prevention program, and (depending on the outcome of metering and modeling) pipe upsizing and more distributed storage projects.

Estimated Cost:
TBD

Estimated Timeline:
2022-2023: Basement Surcharge Program
2022-2025: Re-metering & modeling:
2025-2040: Pipe Upsizing (if needed) / distributed storage



IMPLEMENTATION SCHEDULE

STORAGE	VOLUME CONTROL	SURCHARGE PREVENTION
Aug. 2022 - Mar. 2024: Design Apr. 2024 - Apr. 2026: Bidding & Construction May 2026 - July 2026: Start-up & Commissioning	Oct. 2021 - Mar. 2030: Project Design & Implementation	2022-2023: Basement Surcharge Program 2022-2025: Re-metering & modeling: 2025-2040: Pipe Upsizing (if needed) / distributed storage



NEXT STEPS

- DEC approves City's Long-Term Control Plan
- DEC issues a new 1272 Order
- City continues implementation & reporting process per Rule for 5-year term, and updates LTCP at the next cycle

QUESTIONS & COMMENTS





City of Burlington
Department of Public Works
645 Pine St
Burlington, VT 05401
802-863-9094
Burlingtonvt.gov/dpw

Chapin Spencer
Director of Public Works

MEMORANDUM

TO: Members of the Transportation, Energy, Utilities Committee

FROM: Chapin Spencer, Director, Public Works
Robert Goulding, Public Information Manager, Public Works
Elizabeth Ross, Transportation Planner, Public Works

DATE: July 26th, 2022

RE: E-Bikeshare Update & Next Steps

Public Works' staff recently learned through CATMA that Bolt was planning on ceasing operations. In consultation with our City partners, we directed our team to remove all bikes in the public right of way, at any parks and on Church Street Marketplace.

There has been no further communication from Bolt despite attempts by CATMA and DPW to reach representatives, including their CEO. Per direction from Burlington's Office of the City Attorney, we have asked Bolt to confirm their operating status and have informed them we are storing their property for 30 days. At that point, we will consider it abandoned which allows us to dispose, auction or donate the equipment.

We are incredibly disappointed given the recent contract amendment our regional partners and us signed with Bolt. We recognize that e-bikes and e-bikeshare are growing, but rapidly evolving industries. Given the public interest in Burlington's e-bike purchase subsidy and the potential for no-cost bikeshare, we would like to seek direction from the TEUC on next steps. Options to consider:

- Authorize DPW to enter into a regional partnership for a short-term e-bikeshare pilot for the remainder of 2022. We would seek this authorization at the August 15th, 2022 City Council meeting.
- Evaluate and include which operating conditions are important to include in any short-term pilots. E.g., speed restrictions, price considerations, location requirements, etc.
- If a pilot is considered successful, implement a public RFP process for a new permanent regional bikeshare system

There has been a lot to learn during these first few years of bikeshare. Given its growth in other communities, we think there is value in moving the next phase of bikeshare forward. We welcome your feedback and questions. In the meantime, do not hesitate to reach out with any questions.



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Transportation, Energy and Utilities Committee of the City Council
Tuesday, June 21, 2022 – Directly following the 4PM VFH Meeting

–DRAFT MINUTES–

Call to order by Chair Jack Hanson at 5:02PM

1. Agenda

Councilor Bergman moved to approve agenda. Seconded by Councilor Barlow. All in favor passed unanimously.

2. Minutes of 5/24/22

Councilor Barlow moved to approve minutes. Seconded by Councilor Bergman. All in favor passed unanimously.

3. Public Forum

No public comment.

4. FY 23 Fleet

- Lee Perry, Dave Hammond
- Action

Lee Perry – This year we identified 19 vehicles that need to be replaced. Overview of fleet needs and plans.

Councilor Mark Barlow – Differed equipment specifics

Lee Perry – Deferring increases need later for more at once. This adds repair expenses as well.

MB – Deferring increases risk due to supply chain shortages.

LP – Yes, this impacts services.

Chair Jack Hanson – Questions about budget and funding and electric options as well as lease options.

Chapin Spencer – We are looking to purchase some of these vehicles outright now so we are able to trade them in when electric options become available. Interest is high right now. Paying cash may be helpful for this.

JH – From climate perspective it is unfortunate we are reducing electric/hybrid percentage.

Dave Hammond – This is just showing what vehicles are most needed to be replaced from operational perspective.

Councilor Gene Bergman – Ongoing strategy for Fleet and how we can put language into this action for long term. Support push for net zero.

Proposed language:

Recommend the Board of Finance and City Council approve the proposed FY'23 Fleet Purchasing List and have the City Council, TEUC, DPW and CAO office develop a long-term fleet purchasing strategy that ensures the sustainability of all existing vehicles/equipment in Fleet, as well as one that brings the City closer to reaching its Net Zero 2030 goals.

Councilor Berman makes a motion, Councilor Barlow Seconds.

Chair Jack Hanson – Glad to be discussing more than once a year to make more informed decisions. Wants to find a better way to incorporate operational costs. Optimization of sharing existing fleet across departments, what are logistics? UVM hired car share VT to do this and were able to drop vehicles just by better sharing.

Lee Perry – We had those discussions and one result is to not grow our fleet any more. We try to share vehicles as first option.

Item passes unanimously.

5. Recycling Toter Requirement Roll Out

- Lee Perry
- Information

Chapin Spencer – Hearing about windblown recycling from bins.

Lee Perry – This initiative will help in many ways.

Councilor Gene Bergman – Timeline should reflect public outreach earlier.

Councilor Mark Barlow – What % of residents have this and what about those who don't need recycling service at all?

Lee Perry – 41% of residents have totes currently. No requirements to buy if resident don't get recycling picked up.

Chair Jack Hanson – Didn't the City require this of certain building sizes already?

CS – Yes, based on number of units. Now Universal rule makes it easier.

LP – This could also reduce number of stops needed for trucks if recycling totes don't fill up as quickly and easier on workers. We can have this messaging to residents with this initiative that they don't need to put out totes each week if they aren't full.

GB - Don't see anything in regards to enforcement in this ordinance, would recommend this be considered.

JH – What will happen with smaller bins.

LP – They are recyclable. We want to get rid of them and repurpose them where we can. Open to ideas.

6. North Winooski Avenue Update per Resolution

- Chapin Spencer
- Information

Chapin Spencer – Continuing to work on this. In touch with CHCB to advance TDM and parking options off street. We are in contact with CATMA for various TMD initiatives along the corridor. We have requested the CAO make sure there is carry forward from the Council Action in 22 for this \$15,000 included in the budget language for FY23.

Councilor GB – Discusses options for getting funding to businesses and possible small scale TDM solutions.

Chair JH – Are businesses able to request or apply for this \$15k funding?

CS – Last time we discussed DPW determining scope of available TDM services such as Trolleys and CATMA to get scope and cost and then you could figure out how we could implement.

JH – Based on what we passed I don't feel it's appropriate to prefer one business over others. Thought the intention was to have this be request based.

CS – At the next meeting we can discuss how we operationalize this process.

GB – CHC is big player here and if we take care of this, we can solve issues through corridor.

Councilor MB – TDM is one element. CHC is one of the big users of parking on corridor so solving this will solve other issues.

JH – Think allocation of funds should be based on demonstrated need and demonstrated outcome. Other entities could be less capable of responding to these changes.

1. Market Place Garage Assessment

- Jeff Padgett
- Information

See presentation.

Chair JH – This could be a change to repurpose this space in the heart of downtown.

Councilor GB – Provides us chance to have a real conversation of the future of transportation downtown.

Parking Division needs to be a participant in the transportation discussions we are having.

Jeff Padgett – We have budgeted for planning and visioning study. This is central to downtown so we need a vision for this important space.

JH – it's another reason for City wide TDM so we can reduce parking by reducing demand ahead of that.

Councilor MB – How would we pay for new garage if we do move forward with that option? With High School needs, funding will be limited.

JP – Parking Garages are self-funded by Charter. We will need to find some financing tool to allow this 265 fund to be fully responsible.

CS – The City could use general funds should they want to.

MB – Usage of garages

JB – Pre covid this garage was fully utilized frequently. Not as much now. Other Garages downtown are underutilized and have more capacity so we are trying to educate users to park here.

7. Director's Report

Chapin Spencer – Parkway. Last week there was a temporary restraining order that has since been lifted. The contractor returned on site today and clearing around Sear's Ln has commenced. There will be regular updates.

8. Councilors' Update

Councilor GB - Sent an email regarding GMT in light of the last two conversations. We should have bigger conversations with our representatives. Would like to speak to this at the next meeting.

Chair JH – Talking to Jared Wood he raised issues around stop sign compliance.

Chapin Spencer – Enforcement plays a roll along with engineering. Crash data is helpful here to prioritize resources.

9. Next Meeting 7/26/22

10. Adjourn

Councilor Barlow motions to adjourn. Seconded by Councilor Bergman. Passes unanimously. Meeting ends 6:48PM.

Green Mountain Transit Strategic Planning



TEUC

July 26, 2022

Agenda

1. Existing Conditions
2. FY24 Budget Considerations
3. Policy Development
4. Service Planning Goals
5. Short Term Service Considerations
6. Transit Strategic Plan Update

FY22 Urban Ridership Summary

- 1.78M Boardings
 - 77% of pre-pandemic ridership (FY19)
 - Local routes 82% of pre-pandemic ridership
 - Commuter routes 35% of pre-pandemic ridership
 - Telework impacts
 - Service reductions
 - Neighborhood Trippers 24% of pre-pandemic ridership
 - North Avenue service integrated into fixed route schedule – New BHS location
 - COVID-19 impacts

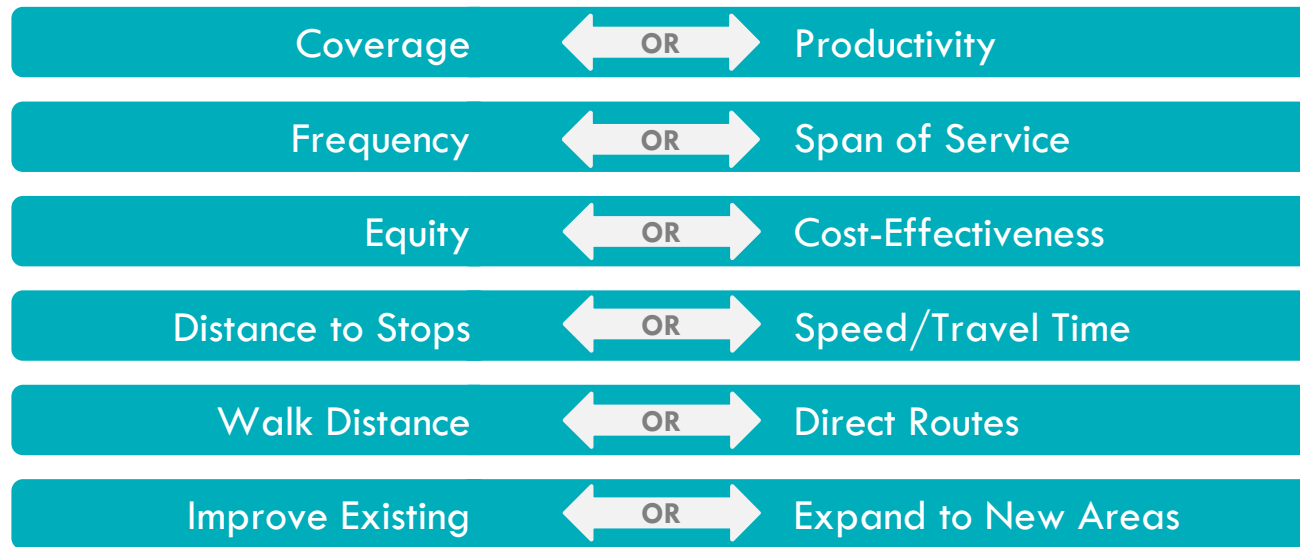
FY23 Budget Pressures

- ADA Program
- Fuel budgeted at \$2.75/gal, average price of \$4.77/gal in Q4
 - 330K annual gallons
- Wages/benefits
- Fare revenue
 - \$1.4M in T-bill
 - \$1.6M originally budgeted in FY23 (based on ridership projections)
 - \$2.3M collected pre-pandemic

FY24 Budget Considerations

- GMT will begin FY24 budgeting in coming months:
 - Expect same budget pressures as FY23
 - Exploring ways to reduce volatility of ADA assessments
 - Shift to origin and destination model to reflect regional program
 - Analyzing fixed-route assessment adjustments based on service changes (before and during COVID-19)
 - Burlington projected at 4-6% increase for current service levels and 12-14% increase for full-service restoration (Airport route and increased PM service)
- Combined **projected** assessment for Burlington:
 - 7-9% (99K-124K) for current service levels
 - 14-16% (\$200K-223K) for service restoration
- \$750K anticipated non-federal match deficit in FY24
 - Additional non-federal funding will be needed to maintain service levels
 - **Highlights the needs identified in the CCRPC Transit Financing Study!**

Policy Trade-offs



Goals and Objectives

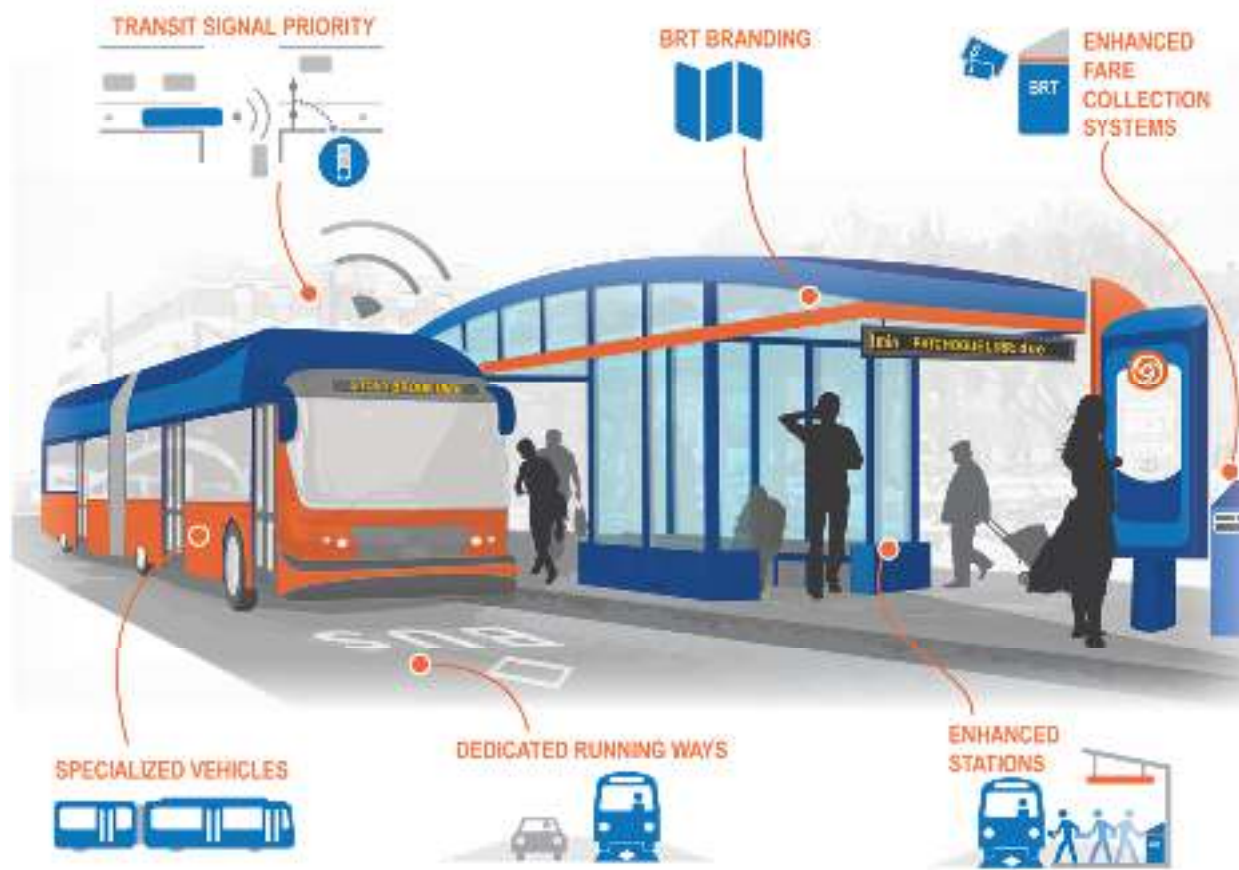
GOAL 1	ENHANCE → Make service more convenient Objectives: • Provide convenient alternatives to travel by personal automobiles • Simplify service to make it easier to understand • Adjust route alignments and schedules to provide faster and more direct service • Provide more frequent service throughout the day and on weekends on high ridership routes • Expand service to new areas with transit-supportive origins/destinations • Improve passenger comfort at stops and on-board vehicles
GOAL 2	CONNECT → Connect people to life's activities Objectives: • Connect people with jobs and services that are part of daily life • Connect people with medical facilities and social services • Provide service that helps people live independently • Emphasize services that will benefit the largest numbers of people • Coordinate with other transportation providers and transportation-related organizations to develop comprehensive transportation strategies
GOAL 3	THRIVE → Improve the region's quality of life Objectives: • Improve economic opportunities for disadvantaged residents • Provide services that will help the GMT service area retain and attract younger residents • Provide services that help people age in place • Provide services that help new residents adapt to life in Vermont
GOAL 4	SUSTAIN → Provide financially and environmentally sustainable service Objectives: • Effectively match services with demand • Provide services that meet GMT's service guidelines • Provide services that meet VTrans' productivity and cost-effectiveness guidelines • Develop partnership and prioritize services where private and public partners provide funding and/or other transit-related assistance • Provide services that will reduce single occupancy vehicle miles travelled

Short Term Service Considerations

- Minimize FY24 service reductions
 - Ridership Demand
 - Fare collection impacts
 - Vehicle ownership costs (fuel, parking, etc.)
 - Land-use planning a development (i.e., CityPlace)
 - Environmental benefits
 - Service policies
 - Funding
- Restore remaining COVID-19 reductions
 - 30-minute headways on the Airport (#11) route
 - Increase PM service
- 20-minute base frequencies on North Avenue & Shelburne routes
- Bus Rapid Transit

Bus Rapid Transit (BRT)

- Bus Rapid Transit (BRT) is a high-quality bus-based transit system that delivers fast, comfortable, and cost-effective services.
 - Dedicated lanes
 - Improved passenger amenities
 - Off-board fare collection
 - Fast and frequent operations.
- Weekday Service Example:
 - Service from 5a – midnight (2a on Friday & Saturday)
 - 10-minute peak hour service
 - 15-minute midday service
 - 30-minute evening service



Transit Strategic Plan (TSP)

- In early stages of drafting a TSP planning for the next 10 years
 - Coordinating with CCRPC
 - Existing Services Analysis
 - Identify strengths and weaknesses
 - Identify improvements
 - Market Analysis
 - Determine underlying demand for transit
 - Population and employment density
 - Socio-economic factors
 - Travel patterns
 - Location of major activity centers
 - Needs Analysis/Proposed Investments



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Transportation, Energy and Utilities Committee of the City Council

Tuesday, July 26, 2022 – 5PM

–DRAFT MINUTES–

Call to order by Chair Jack Hanson at 5:03PM

1. Agenda

Councilor Bergman moved to approve agenda. Seconded by Councilor Barlow All in favor passed unanimously.

2. Minutes of 6/21/22

Councilor Bergman moved to approve minutes. Seconded by Councilor Barlow. All in favor passed unanimously.

3. Public Forum

No public comment. Closes at 5:03PM

4. GMT Strategic Planning (moved to top of agenda to accommodate staff schedules)

- Chapin Spencer, Jon Moore, Charlie Baker, Tom Derenthal, Jamie Smith
- Information

Councilor Bergman – Begin conversation regarding alignment of City's climate change and transportation goals with work from City Reps. Net Zero Energy Road Map passed in 2019, talks about paradigm shift that needs to happen.

Chair Hanson – CC has taken a stand and supported fair free transit and expansion of transit. Looking to find better ways to coordinate with specific end goal in mind.

Director Spencer – GMT Board recognized we want to expand services and be more sustainable and reliable. Regional transit financing studies have been done for decades and have not moved forward.

Jon Moore – Presents

Charlie Baker – Discusses how communities can benefit wholistically from transit. Will look into GMT state wide funding discussions at upcoming CATMA meeting.

Tom Derenthal – Significant financial pressure moving past FY24 shortcomings. Budget does not allow flexibility or investing.

Jon Moore – 1.5 million projected need in FY25 – even after factoring in the reintroduction of fares. FY24 we are looking to minimize service cuts at best.

Max Schindler – CCRPC alternate. Supports coalition building, fare free service, and mass transit expansion.

Jon Moore – For FY24 we will assume we will be charging fares because we are unsure of funding we will receive to compensate.

Chair Hanson – Budget shortcomings can change if we change the status quo. Need to work now to identify new money for FY24

Councilor Barlow – Questions on FY23 ridership projections and funding shortcuts. Covid Projections, are they returning to 'normal'. Masks required? How do we lobby early to the state?

Jon Moore – Ridership is still unpredictable. Masks encouraged. GMT lobbies early. VPTA has a lobbyist contracted for this purpose. Annual meeting for VPTA is tomorrow and we will talk about this state wide funding perspective.

Councilor Bergman – Starting tomorrow at VPTA we should be pushing for something big to present at the CATMA meeting. Report back after meeting tomorrow so we can begin to build this coalition. There should be a November meeting with legislators. Try to get a caucus. Transportation is number one emissions generator in Vermont.

Jon Moore – Status quo is a problem. Coalition building, advancing transit financing study is best shot at growing and meeting demand. Will provide update on tomorrow's VPTA meeting. Each regional planning agency could build their own coalition to then come together for the state.

Chair Hanson – Need fundraising plan and who we would go to and how we could raise money.

Jon Moore – We are looking at ways of creating public private partnerships. CATMA is one partner who is invested and we will model this agreement with other businesses.

Chapin Spencer – After years of great work, Jon Moore is leaving GMT. As a result, the Board will be focused on finding a replacement over the coming months.

Chair Hanson – Amtrak service starts Friday. Are you making changes to make connection?

Jon Moore – Not immediately. Waiting 6 months to see how train preforms and what time works best.

Chair Hanson – Asked about real time signage and tracking at the Downtown Transit Center.

Jon Moore – Previous vendor could not support this but current vendor can.

Jamie Smith – They are currently part way there with some real time signage.

Chair Hanson – Continue conversation at next meeting.

Closes item at 6:19

5. Bike Share Update

- Rob Goulding
- Information

See memo.

Chapin Spencer – Staff has worked well with other partners to explore putting together a pilot for the rest of the year but it would be a heavy lift. Need time to work with stakeholders such as the local bike shops. Would recommend we work with community and plan for 2023 but open to hearing committee members' thoughts.

Councilor Bergman – The bike shops weighed in and were skeptical. Have there been conversations with them about a local consortium they could be involved in, even if on design front?

Chapin Spencer – Previously had conversations but not since recent Bolt news. If we hold until 2023 we could better work with local community.

Rob Goulding – Worked closely with local shops to understand concerns and have worked with them on expanding bike rentals on the waterfront.

Councilor Barlow – Questions about Bolt equipment, is City in possession of everything?

Rob Goulding – We are in possession of any bike left in the City ROW that we have seen. We have vast majority that were still in operation in Chittenden County.

Councilor Barlow – What will happen to all the equipment?

Chapin Spencer – Usually we auction but could consider some sort of repurposing. Maybe some entity could give them new life in the area.

Councilor Barlow – Is there any City financial liability from this right now?

Rob Goulding – Some resources gathering equipment and staff time. Believe Contract language removes liability from our half, can talk to attorney to confirm.

Chair Hanson – Was anything spelled out in the contract to plan for this?

Rob Goulding – Unsure. We want to evaluate best use for these bikes at the end of these 30 days.

Chair Hanson – What are next steps? My interest is to patch something in, in the meantime to not lose critical time with summer months and colleges coming back. Less robust process because this is a short-term pilot and circumstantial. Years of input from TEUC so you have the background of where council stands on this.

Councilor Bergman – Curious as to how realistic this is?

Jack Hanson – Authorizing, not mandating. Showing partners if we want to make this happen, the City is on board. If there is an entity that is ready to roll then we should be open to that to fill need and get a pilot that can inform longer term solution.

Chapin Spencer – Direction of giving us the option to move forward if possible is friendly. We have communicated with three vendors to explore a pilot option.

Councilor Barlow – Supportive of, as soon as reasonably possible, replacing bikeshare. Wondering if we have been in contact with other communities that were left by Bolt to see what their ideas are?

Rob Goulding – CATMA and CCRPC have helped with this coordination. Have been in contact with four communities that have recently been left by Bolt.

Item closes at 6:45 PM.

6. Long-Term Control Plan Presentation

- Jenna Olson
- Information

See presentation.

Councilor Bergman – Budget Council passed has all this work included? Financing?

Jenna Olson – FY23 budget passed accounts for what is currently under way and short term. We are aggressively perusing state level financing.

Chapin Spencer – This is historic time with federal funds to act now.

Jenna Olson – Green infrastructure systems in south end and those going in the ONE were funded by \$1 mill grant at the end of 2018. Match free dollars from the state.

Councilor Barlow – Storage tank at Calahan. Impacts to programming?

Jenna Olson – We are working very closely with Parks to continue to work to minimize disruptions. There will be some impacts with the scale of project. Timing with Parkway to minimize construction and traffic impacts. We have plenty of time to plan and be deliberate and give adequate notice.

Councilor Bergman - When are you looking to contact users of two fields? Suspect the fields are scheduled a year out.

Jenna Olson – Still in preliminary design. Suspect more directed outreach will come when we are close to 90% design and we have some construction phase plans in mind. Providing as much notice as possible.

Item closes at 7:12PM

7. Committee Mission Statement

- Jack Hanson
- Action

The Transportation, Energy, and Utilities Committee studies and makes recommendations to the City Council on issues concerning all modes of transportation, and interrelated development issues; ~~energy plans, rates, and other issues;~~ issues related to energy and the City's Net Zero Energy Roadmap, and utility matters regarding, but not limited to, electric, water, sewer, and telecommunications.

Closes at 7:20PM

8. Director's Report

Chapin Spencer - Looking at long term Water Resources capital needs. Our wastewater plants have not had substantial capital work since the mid-90s. Significant needs at all plants. Planning to come to August Council meeting to request authorization to apply for State Revolving Funds to pay for Preliminary Engineering. Estimated price is ~\$1.2 million for the preliminary engineering. State revolving funds are available and favorable for this review and upgrade of wastewater treatment facilities. REP – Have gotten close to refining three alternatives. Will meet again with stakeholders in next three weeks and then have public meeting to inform a preferred alternative.

Councilor Barlow – Question about LTCP and funding.

Chapin Spencer – We are taking a broad look at our upcoming needs holistically. Will come to you with a good sense of what all these investments will require.

Bergman – Would like to know impact on rates.

9. Councilors' Update

Councilor Bergman – N Winooski Bike Lane issues going in August to NPA?

Chapin – NPA reached out and asked us to present. There were questions about if we would go in August or September. We have been reaching out to try to get a meeting with BHA and update from CHC. We want to come when there is substantial news. TBD on date.

10. Next Meeting 8/23/22

Front Conference Room not available. GMT potential location. Councilor Bergman remote.

11. Adjourn

Councilor Bergman motions to adjourn. Seconded by Councilor Barlow. Passes unanimously. Meeting ends 7:30PM