

GLENBARD WASTEWATER AUTHORITY

Executive Oversight Committee

MINUTES

Thursday, April 12, 2012

8:00 A.M.

**Meeting will be held at the Glenbard Wastewater Plant
21 W 551 Bemis Rd, Glen Ellyn, IL**

Members Present:

William Mueller	President, Village of Lombard
Mark Pfefferman	President, Village of Glen Ellyn
William Ware	Trustee, Village of Lombard
Phil Hartweg	Trustee, Village of Glen Ellyn
David Hulseberg	Village Manager, Village of Lombard
Mark Franz	Village Manager, Village of Glen Ellyn
Carl Goldsmith	Public Works Director, Village of Lombard
Julius Hansen	Public Works Director, Village of Glen Ellyn

Others Present:

Erik Lanphier	Wastewater Manager, GWA
David Goodalis	Sr. Plant Operator, GWA
Gayle Lendabarker	Administrative Secretary, GWA
Tim Sexton	Finance Director, Village of Lombard
Kevin Wachtel	Finance Director, Village of Glen Ellyn

1. Call to Order at 8:00 a.m.
2. Pledge of Allegiance
3. Roll Call: Mr. Mueller, Mr. Ware, Mr. Hartweg, Mr. Hulseberg, Mr. Franz, Mr. Goldsmith and Mr. Hansen answered "Present". Mr. Goldsmith arrived after roll call at 8:04 a.m. and Mr. Pfefferman arrived at 8:07 a.m.
4. Public Comment
5. Consent Agenda

Mr. Hulseberg motioned and Mr. Franz seconded the *MOTION that the following items on the Consent Agenda be approved. Mr. Mueller, Mr. Ware, Mr. Hartweg, Mr. Hulseberg, Mr. Franz, Mr. Goldsmith and Mr. Hansen responded "Aye" during a roll vote. The motion carried.*

- 5.1 Minutes from the February 9, 2012 EOC Meeting
- 5.2 Vouchers previously reviewed by Trustee Hartweg
- 5.3 Patten – Annual Generator Service Contract Renewal

As part of the St. Charles Road Lift Station project the Glenbard Wastewater Authority (GWA) replaced the 1978 Allis Chalmers Diesel Co-Generation unit with a new Caterpillar unit. GWA has solicited an updated service contract for your approval.

The updated quotation from Patten Power has been supplied to the EOC listing the proposed Annual Maintenance Agreement supplied at the Advantage Gold 53-point inspection and maintenance level recommended by each manufacturer. This service level

maintains the service level we have received in the past for all three (3) Co-Generation units.

Motion the EOC to award Patten Power of Elmhurst, IL the annual generator service agreement in the amount of \$11,814.

5.4 Auditor Contract Renewal

Wolf & Company LLP was selected as the Authority's auditor as a result of an RFP conducted in the spring of 2010. Their proposal was for a five year period, with annual renewal by the EOC. Proposal fees were \$12,440, \$12,700, \$12,900, \$13,200 and \$13,500 annually for audit services for the fiscal years ending on April 30, 2010 through 2014.

A Single Audit Report may be required to comply with the terms of the low interest loan from the Illinois Environmental Protection Agency to fund the new digester. This loan is funded in part with Federal dollars and necessitates additional detailed audit procedures. The cost for this added service is \$2,200.

Motion the EOC approve the annual renewal of independent audit services for the Authority's fiscal year ending April 30, 2012 including the fees for a Single Audit Report, at a cost not to exceed \$14,900 as identified in the Proposal for Auditing Services dated February 5, 2010 by Wolf & Company LLP.

5.5 ADS 2 Year Service Contract Award

During the previous five fiscal years ADS has successfully maintained our meters and provided accurate and timely metering analysis and reporting. ADS has provide a two year quote that holds the current total annual service and data reporting price at \$108,144 for the first year. The second year pricing will include a 2.0% increase making the second year cost \$110,376. This will be the first increase we have seen from ADS in three years.

Motion the EOC to award ADS of Huntsville, AL a 2 year contract for service/maintenance and data analysis/reporting of GWA's sixteen (16) flow meters and two (2) rain gauges in the amount of \$218,520.

5.6 Janitorial Cleaning Service Contract Renewal

In FY2012, the EOC Committee approved a three (3) year contract with contract with Coverall Cleaning Services to provide five (5) day a week services through FY2014.

GWA has been extremely satisfied with the level of service we have been receiving from Coverall and requests the approval of the second (2nd) year of the contract at a rate of \$15,588. As per the below schedule, there will be no increase in cost over the FY2012 contract.

FY2012 - \$15,588 annual
FY2013 - \$15,588 annual
FY2014 - \$16,056 annual

Motion the EOC to award the second (2nd) year of a three (3) year contract extension to Coverall Cleaning Service in the budgeted amount of \$15,588 to be invoiced to Glenbard Plant O&M account 270-520971.

Mr. Lanphier advised that the ADS contract is a flat rate contract in that they are not increasing their pricing in FY2013 but there will be an increase in FY2014. Mr. Lanphier added that since ADS took over the monitoring and reporting of the meter data, the accuracy has been improved without question over the years and that GWA staff is very pleased with the quality of the reporting and response they have received from ADS.

6. Natural Gas Supply Award

After review of the suppliers pricing, and discussing options with Proliance Energy and Integrys Energy it was agreed that fixed pricing for a two or three year period was the best option. The natural gas market is at a 12 year low and as volatile as natural gas has been it was the best option to recommend to the Village managers for authorization. I proceeded to speak with Mr. Julius Hansen about his thoughts, and then took his recommendation to Mr. Mark Franz and Mr. David Hulseberg requesting an authorization to contract with Integrys Energy for a two year period at \$0.334/therm. Mr. Franz and Mr. Hulseberg responded that they felt locking into a three year deal at \$0.363/therm was the best alternative. The previous 5 year average GWA has paid for gas is \$0.478/therm. After receiving the approval from the Village managers I met with EOC Chairman, President Bill Mueller to have him authorize the contract document.

Motion the EOC award a 3 year contract with Integrys Energy for Natural Gas Supply for the Glenbard Wastewater Plant from April 1, 2012 through March, 2015 for an agreed upon fixed rate of \$0.363/therm.

Mr. Lanphier expressed his gratitude to everyone who responded when approval was sought to secure the contract prior to the EOC Committee meeting as the pricing was could not be guaranteed until a contract was in hand within twenty-four (24) hours. Mr. Lanphier advised the GWA had been paying \$.48/therm on average over the past four years, meaning GWA would see cost savings in natural gas and electrical expenses in the coming year.

Mr. Hulseberg motioned and Mr. Hartweg seconded the motion to award a 3 year contract with Integrys Energy for Natural Gas Supply for the Glenbard Wastewater Plant from April 1, 2012 through March, 2015 for an agreed upon fixed rate of \$0.363/therm. Mr. Mueller, Mr. Ware, Mr. Hartweg, Mr. Hulseberg, Mr. Franz, Mr. Goldsmith, and Mr. Hansen individually responded "Aye" during a roll vote. The motion carried.

7. Draft FY11 Glenbard Financial Statements

Wolf & Company LLP has provided independent auditing services to GWA for the Fiscal Year ending April 30, 2011. Financial highlights for the Authority's 2010/11 fiscal year are presented on pages 3 and 4 of the draft Annual Financial Report. A complete narrative summary of the Authority's operations and financial position is found in Management's Discussion and Analysis on pages 2 through 9. Mr. Kevin Wachtel will be at the meeting to present to you highlights of the 2010/2011 draft Annual Financial Report.

Motion the EOC to approve the draft Annual Financial Report of the Glenbard Wastewater Authority for the year ended April 30, 2011 and to forward the audit report to the full Authority Board for final approval at the April 2012 annual meeting.

Mr. Kevin Wachtel presented a summary of the FY2011 Audit Report. Mr. Wachtel reported that there were no substantial items to report in the Annual Budget report. Mr. Wachtel introduced Ms. Christina Coyle who is the new Assistant Financial Director for the Village of Glen Ellyn and will be working on the GWA Financials.

Mr. Hulseberg motioned and Mr. Goldsmith seconded the motion to approve the draft Annual Financial Report of the Glenbard Wastewater Authority for the year ended April 30, 2011 and to forward the audit report to the full Authority Board for final approval at the April 2012 annual meeting. Mr. Mueller, Mr. Pfefferman, Mr. Ware, Mr. Hartweg, Mr. Hulseberg, Mr. Franz, Mr. Goldsmith, and Mr. Hansen individually responded "Aye" during a roll vote. The motion carried.

Mr. Hulseberg requested that Agenda Item #8, Waste Management Leachate Hauling Contract Award, be moved to Agenda Item #9 and the Com-Ed Easement Alternative Route Feasibility Study be moved to Agenda Item #8 as reflected in the these minutes.

8. Com-Ed Easement Alternative Route Feasibility Study

In September 2011 GWA began discussion with Waste Management Inc. regarding treatment of landfill leachate. Those discussions led to an agenda item for the October EOC, which lead to meeting with the residents to discuss the impacts of the additional trucks on Bemis Road. Approximately seven (7) residents attended the meeting and alternative truck routes were discussed. Some routes that were identified were put to bed in the 1990's, and a couple of new alternatives surfaced. These ideas were the Stormwater facility offloading site, and the other was the Com-Ed Easement heading south to Butterfield Road accessing the Glenbard Plant from the east. The Stormwater Plant alternative was evaluated and dismissed due to numerous safety concerns dealing with sixty foot (60 ft.) tankers and radial turns at three different intersections.

This leads us to request the approval of the Com-Ed easement access road feasibility study to be performed by Trotter & Associates in the amount of \$5,815. The professional services contract is attached for your review. The sum of the contract would not normally warrant EOC action, but since this study is sensitive in nature, impacts both communities and the endless possibilities of revenue generation a dedicated access road could bring to the GWA, we felt it was of value to bring to you for discussion. I have attached correspondence from both Villages Public Works Departments and Village Managers indicating there are distinctly different opinions on this matter.

Motion the EOC Approve \$5,815 invoiced to Capital Account 40-580140 Infrastructure Improvements for the engineering study by Trotter & Associates Inc. of St. Charles, IL regarding access to the Glenbard Plant through a one mile stretch of Com-Ed easement, heading south of the GWA Plant property, and intersecting with west bound Butterfield Road.

Mr. Lanphier advised that this has been an ongoing topic of conversation since the decision to revisit the idea of taking in leachate from residential landfills and how the neighbors on Bemis Road had issues with the matter back in the late 1990's early 2000 due to safety concerns with

the semi-truck traffic and the kids in the neighborhood. Mr. Lanphier indicated that when this conflict arose in the 1990's GWA spent time and resources to evaluate the feasibility of various alternate routes for the additional traffic, with no action being taken as the intake of leachate was terminated when industrial strength leachate made its way into the system. Mr. Lanphier indicated that he had investigate the possibility of using the CSO plant as an off loading point but dismissed this option due to the radius of the turns that the sixty-foot (60 ft.) tankers would have to make to reach the plant. Mr. Lanphier stated that the last option for thorough evaluation is an access road out the east side of the plant, then south bound through the Com-Ed easement. Mr. Lanphier indicated that Trotter & Associates would be contracted to reach out to the multiple agencies, Com-Ed, DuPage County, IDOT, etc., that would have to give their approval and determine whether, in fact, a road can be built.

Mr. Hulseberg stated that he had the Village of Lombard's Public Engineers, Mr. Dratnol and Mr. Gorman, who has substantial expertise in the area of wetlands, and they determined that an access road in this direction is not in any way viable due to the wetland issues and that he could not support spending the \$5,815 for something that his staff has evaluated and provided a sound determination on.

Mr. Goldsmith asked if back in the 1990's did any of the evaluation look at route Trotter would be evaluating. Mr. Lanphier advised that the routes evaluated were Valley View west subdivision, Bemis Road, Sheehan, going east on 22nd Street through an industrial park route which was going north from the plant through the Com-Ed easement but no evaluation of a south bound route east out of the plant and south to Butterfield Road.

Mr. Mueller thought he remembered an evaluation of the south route being done when the other options were evaluated. Mr. Lanphier indicated he did not see anything indicating the proposed route had been evaluated.

Mr. Goldsmith referred to Mr. Lanphier's memo wherein he indicated a desire to eliminate the traffic on Bemis and asked if there were any legal issues regarding weight limits on Bemis Road that would prohibit its use or is it just a perception to the residents. Mr. Lanphier advised that there were no longer weight limit restrictions and that Bemis Road is inherently dangerous for several reasons. Mr. Lanphier explained that as there are no shoulders on Bemis Road, there is no room for the trucks which means the road is hard to transverse if residents have landscapers parking in front of their homes or the garbage trucks are making their rounds or buses. Mr. Lanphier highlighted that recently one of the sludge trucks could not complete the turn onto Bemis Road because there was a car waiting to exit onto Route 53 and a landscaping truck was parked on the road blocking the trucks ingress onto Bemis Road, it is believed a similar situation resulted in two (2) sludge trucks being involved in a rear-end collision about a year ago; so there are limitations with the trucks, in general, on Bemis Road and back in the 1990's GWA spent \$40,000 on improvements to Bemis Road to accommodate the industrial traffic we bring to Bemis Road as well as inhibits GWA's ability to take on additional revenue streams without impacting the neighbors with the additional traffic. Mr. Lanphier indicated that even though three households were represented at the February meeting, the residents' opposition is to seeing any increase in the number of trucks on the road, increasing the revenue stream from \$117,000 to \$250,000. Mr. Lanphier added that the desire to increase the trucks is not solely about revenues and that in the facilities planning take place at this time, the goal of increasing production of methane gas in our digester by taking in additional waste options would enable GWA to reduce it natural gas costs even further as the these options would provide the "food" necessary to generate more methane gas which would enable GWA to go off the supply grid.

Mr. Lanphier expressed his appreciation to Mr. Hulseberg and his staff acknowledging Mr. Gorman's very strong background on wetland issues and work with the DuPage River Salt Creek Work Group which addresses wetland issues, but as no in depth detailed work done, no soil borings or discussions with the wetlands group and even with the Lombard project when getting into storm water retention and repairing work it is something GWA completed even though not much soil was disturbed on the project and knows it would have to be done on this project as well. Mr. Lanphier added that when he received the proposal of \$5,800 just to have a thorough and complete feasibility evaluation done, he felt it was worth the expenditure to have an independent third (3rd) party relieve the villages from the burden of the residents give an opinion as to whether or not the road can be done and then let the EOC Committee determine whether it is \$1.2 million or \$1.8 million or not feasible and that was his intent.

Mr. Mueller asked if one of the problems back in the 1990's was the costs associated with several of the options. Mr. Lanphier indicated that the research he saw did not highlight the money factor, more than the impact on residents to the point where residents on both sides retained legal counsel. Mr. Mueller indicated that he thought there had been substantial costs involved with going east out of the plant. Mr. Lanphier indicated that back in the 1990's the bridge over the river was not in place and that might have contributed to some of the costs, but that issue has since been addressed. Mr. Lanphier advised that he was able to locate a three (3) ring binder which contained most of the historical information from the 1990's.

Mr. Hansen asked if the road would be a haul road or public access road. Mr. Lanphier indicated it would be strictly a haul road and that the possibility of discussion with ComEd having buy-in as the road would have mutual benefit to them in allowing them access further north than they current have. Mr. Mueller indicated ComEd would not be willing to contribute any funding to the project. Mr. Lanphier agreed however, it stated that it would probably encourage them to grant any easements that GWA may need.

Mr. Pfefferman indicated that there are plans for a trail that would run along the river and asked if having the road serve as part of the trail would be a possibility to seek out funding partners. Mr. Lanphier indicated that there are existing easements with ComEd that may be open for re-negotiation with this proposal.

Mr. Hulseberg stated that the current approximate cost of this project is \$1.8 million dollars and where that funding would come from would eat up the first twenty (20) years of leachate revenue. Mr. Franz indicated that the roadway would allow \$225,000 in leachate and as indicated there are additional revenue sources available to accelerate the payback of the investment. Mr. Hulseberg indicated that there is a need to be realistic considering his staff had reviewed and provided feedback that the road way is not feasible.

Mr. Pfefferman asked Mr. Hulseberg to describe the review process used by the Village of Lombard staff to reach their determination. Mr. Goldsmith indicated the staff took into consideration the configuration of the existing wetlands, flood plain issues, current regulations that are in place right now with DuPage County and compensatory storage and other issues it would seem highly unlikely, first of all that it would seem to be a feasible option, even though boring samples have not been taken, based on the evaluation by the Village's staff, the road would not be able to be supported by the soils. Mr. Goldsmith added that the hundred year flood plain plays huge into the issue and indicated that Mr. Lanphier is aware of studies in the past that have identified the same issues. Mr. Goldsmith continued by stating that nothing is going to

change and that in fact DuPage County regulations have become more stringent over the years therefore from his staff's perspective and Dave Gorman's work with the State of Illinois' in the Wetlands Department, it really did not seem a feasible option.

Mr. Franz asked if the proposed DuPage County Storm Water changes would provide more flexibility for a project of this nature. Mr. Goldsmith advised that he did not think it would have much of an impact.

Mr. Franz asked if back in the 1990's the option to the south. Mr. Mueller indicated that he thought the option had been discussed but Mr. Lanphier indicated he could not have been able to locate any information where it had been. Mr. Mueller added that he remembered that the costs to go north then east through an industrial park were very high. Mr. Franz asked if the binder of information contained only the 22nd Street option. Mr. Lanphier advised that the binder consisted of all information on the topic and a lot of the information he has reviewed mainly relates to traffic studies and resident impacts to the neighborhoods of the various options and started counting parks and schools and different aspects of the trucks. Mr. Lanphier indicated that he had spoken with ComEd regarding a road and was advised that a feasibility report needed to be submitted before they would even consider to anyone about this type of project and that is what the driver behind the request for the study.

Mr. Ware asked what the approximate cost of the road was. Mr. Lanphier advised that the rough estimate is \$1.8 million dollars. Mr. Ware expressed his concern over the estimated costs and how costs increase by the time the road is actually built. Mr. Mueller expressed his concern over the costs of storm water control to meet the county requirements.

Mr. Lanphier indicated that Trotter & Associates included a lot of calculations in the table they provided, with the only exception being questions regarding retention requirements and costs associated with creating the retention area and excavation costs of pulling that material out was the only the adder they were not unsure of.

Mr. Lanphier indicated that the goal of the study is not to map out the method of payment for the road, but to reach a conclusion on the whether or not this can be done if so, then we begin looking at the other revenue streams, grease trap trucks, pre-treated industrial waste, portable toilets all of which are very large revenue generators that can provide the payback for the road and which could provide further assistance in reducing utility costs for not just today and tomorrow, but ten (10) to fifteen (15) years down the road.

Mr. Mueller asked if there are any projected revenues. Mr. Lanphier indicated that with the road the revenue for leachate would be \$225,000 per year. Mr. Franz indicated that clearly there are short term plans and long-term plans and a service road is a long term plan. Mr. Franz added we must look more than one or two years down the road in that the area around GWA will not become less residential but more residential and when considering four or five current residents recently execute pre-annexation agreements with the Village of Glen Ellyn and expressed concerns about the neighbor but not specifically GWA, and feels a) GWA owes it to them to get a preliminary analysis and get some real numbers of the costs as those provided are truly back of an envelope scenario and b) it could be envisioned twenty (20) years from that this would not be the main access to the plant all with it becoming the back of the facility and the main entrance being located to the south and away from the neighborhood making a road the only access point used for this facility. Mr. Franz stated that he felt there is a revenue benefit long term benefit and

long term benefit to the neighborhood and we owe to the neighbor to have a thorough analysis done.

Mr. Mueller stated that when he looks at the matter personally, he takes out the topic of revenue and sees that our main concern here is that we have to be responsive to the neighborhood and that is not going to get any better but to the neighbors that we have here, we have to be responsive to them, we have all along, and we need to continue to do so and he does not want, regardless of what the project revenues, put the money in front of the responsibility we have to the neighborhood.

Mr. Pfefferman indicated that they area will only become more residential as cul-de-sacs are becoming the building trend on these large lots in this area and as soon as the economy turns the building will begin.

Mr. Hartweg motioned and Mr. Franz seconded the motion to approve \$5,815 invoiced to Capital Account 40-580140 Infrastructure Improvements for the engineering study by Trotter & Associates Inc. of St. Charles, IL regarding access to the Glenbard Plant through a one mile stretch of Com-Ed easement, heading south of the GWA Plant property, and intersecting with west bound Butterfield Road. Mr. Mueller, Mr. Pfefferman, Mr. Hartweg, Mr. Franz, and Mr. Hansen individually responded "Aye", Mr. Ware, Mr. Hulseberg and Mr. Goldsmith responded "Nay" during a roll vote. The motion carried.

9. Waste Management Leachate Hauling Contract Award

Discussions began in September 2011 regarding Leachate treatment resuming at the Glenbard Wastewater Authority. Leachate was suspended indefinitely in 2003 after a series of violations in Fall 2002, and then again in Winter 2002/2003. The impacting factor of the leachate treatment was the inability to control how much was being dumped at the VGE Public Works department and what the chemical composition of the leachate was. The discussions that began in August - September last year between GWA and Waste Management included discussion about the following:

- Origination of Leachate
- How many loads
- Hauling hours
- Composition of the leachate
- Name and location of each landfill responsible for leachate
- Length of contract
- Contract verbiage
- Safety

The second (2nd) of two (2) public meetings was held on February 29, 2012 at 7:30 p.m. at the Glenbard Wastewater Authority to update the Bemis Road residents on the leachate hauling status, Bemis Road improvements and associated Intergovernmental Agreement with Milton Township regarding said improvements, and an update on the alternative evaluations that had been completed. I have attached the meeting minutes for your review. I have also attached within the packet the power point presentation given to the three (3) residents that attended. The discussion informed the residents that GWA is planning to evaluate the easement access to the East of the facility, but no promises can be made whether it will be feasible or not to redirect

large truck traffic away from Bemis Road via a one (1) mile road leading South from GWA to Butterfield Road.

With that being said I informed the residents that it is GWA's intent to start bringing three (3) trucks a day down Bemis Road while we are doing the study on the easement alternative. Three (3) trucks a day at \$0.025/gallon will provide GWA with approximately \$117,000/year in additional revenue. The contract is a two year deal with a 90 day out clause, and a 48 hour stop clause. If for any reason the leachate has any ill effects on the treatment process Waste Management will halt all deliveries until the process recuperates. The Waste Management contract is attached for your review and approval.

Motion the EOC award Waste Management Inc. a two (2) year contract to deliver leachate to the Glenbard Plant at a cost of \$0.025/gallon delivered from Wheatland Prairie Landfill, and Green Valley Landfill with the understanding that Waste Management shall not exceed three (3) trucks per day Monday through Friday on Bemis Road.

Mr. Lanphier indicated this contract is a two (2) year agreement for the delivery of leachate to the plant with the number of deliveries not to exceed three (3) per day.

Mr. Hulseberg stated that the Village of Lombard has had explored with the Lombard Park District in regards to trucks accessing Bemis Road and they expressed interest about entering into a three (3) way partnership and suggested the use of their service road off of Route 53. Mr. Hulseberg asked Mr. Goldsmith to provide a status to the EOC Committee.

Mr. Goldsmith stated that he had conversations with Paul Friedrichs, Executive Director of the Lombard Park District which is responsible for maintaining Western Acres golf course which sits basically at the corner of Route 53 and Butterfield Road. Mr. Goldsmith continued by stating that the access road to the maintenance garage is just north of the intersection off of Route 53 and they are looking to make some improvements there anyway and he broached the subject with them, in relation to some other items they were working on, and asked if they would be interested and Mr. Friedrichs' preliminary indication is that the Park District would be interested and based on a very back of the envelope review of a plan, noting there are challenges there as well but there is a site that is willing to take it and obviously for some involvement financially, they would be interested. Mr. Goldsmith indicated there could be IDOT issues with whether or not they would allow another access off of Route 53 as well, but as an alternative to appease the neighbors it might be a nice site that we all could generate additional revenue with our first option being to explore fully with GWA but if that falls through, there is another option that the Village of Lombard has identified. Mr. Goldsmith did state that there is a lot of work to be done in front of us as they have not done anything beyond discussion.

Mr. Mueller asked what kind of work has to be done. Mr. Goldsmith explained that some sewer lines would have to be extended. Mr. Mueller asked if the lines went to the SRI. Mr. Lanphier stated that the lines are Illinois American lines. Mr. Goldsmith indicated that flow meters would have to be installed and things of that nature, so there is some work ahead of them not only engineering and IGA's.

Mr. Franz asked if everything GWA needed to do could be done with just an access to the sewer or is there additional reason for being on plant. Mr. Lanphier advised that the reason for being on plant was to allow for testing of the product being delivered, which is where things went bad the last time since there was no staff on hand to monitor the number of trucks and test what was

being dumped into the system at Public Works. Mr. Lanphier explained GWA plans to dump the leachate into an existing 250,000 gallon tank pre-treat it and then release into the plant for treatment, thus being able to control the quality with pH, dissolved oxygen and ammonia testing being done give staff and snapshot of the material content before the truck leaves the property, is the reason GWA wanted the trucks coming to the plant.

Mr. Mueller asked how the flow from a dumping site would make it to the plant. Mr. Lanphier explained that the leachate would be dumped directly into the SRI which would convey the leachate along with other flow to the plant. Mr. Lanphier advised that the area Mr. Goldsmith referred to is part of the Illinois American Water system which Illinois American Water is scheduled to begin performing work on in the near future. Mr. Mueller asked if this work was going to bring more flow into GWA. Mr. Lanphier advised that it is correctivet work to address some flow issues they have been having with their lines. Mr. Lanphier expressed his gratitude to Mr. Goldsmith and Mr. Hulseberg for bringing this additional option to the table.

Mr. Ware asked if the hauling was affecting mainly the residents of Glen Ellyn. Mr. Lanphier explained they are in an unincorporated area at this time. Mr. Ware asked where the coverage of the cost was coming from. Mr. Franz indicated that this item relates to awarding the contract for the delivery of leachate to the plant and evaluation or construction of any drop site.

Mr. Goldsmith asked if the primary concern the impact on the residents or safety, because if it is safety then GWA could address the safety by putting shoulders in assuming there is sufficient room to do so. Mr. Franz indicated he did not think the residents would like the aesthetics of that option not to mention that the most of the properties have drainage ditches which the shoulders would take away. Mr. Hansen indicated that pipes could be installed to take care of the water that the drainage ditches handle now. Mr. Mueller asked who was going to handle the cost. Mr. Hansen noted it was the least expensive option that had been discussed thus far.

Mr. Goldsmith asked where the points of origin for the leachate trucks were. Mr. Lanphier advised Plainfield and Naperville via 355. Mr. Lanphier stated that in conversations with Waste Management and the prospect of a road off of Butterfield they indicated that the trucks would be right off of and right onto Butterfield Road.

Mr. Mueller asked what the truck total would be. Mr. Lanphier indicated that with leachate the total is three (3) per day. Mr. Mueller asked what the other truck traffic is currently on Bemis Road. Mr. Lanphier explained that as of right now, GWA sees one to one and half (1 to 1-1/2) sludge trucks per day, and garbage trucks three (3) per week. Mr. Mueller asked if the residents were complaining about the low number compared to the number of trucks coming in the last time leachate was being accepted. Mr. Lanphier explained that when leachate was taken in last time, eight (8) a day were coming in as well as GWA making 2 trips a day to haul out the dried sludge. Mr. Lanphier added that the delivery point was moved to the Village of Glen Ellyn's Public Works Department to alleviate the traffic as a result. Mr. Lanphier advised that the residents were willing to work with the three (3) trucks a day and were excited that GWA is willing to look at alternatives however, they also voiced their point that the leachate that is being brought in is not tributary from either village with no benefit to them.

Mr. Hartweg expressed his thought that we might be able to use the promise of an improved road with the leachate revenue if they agree to more trucks in the future and if the alternative to the east does not work then that is probably where the focus and funding should turn. Mr. Mueller indicated that some of the biggest objectors were neighbors located south of Bemis Road and

were more vocal than the residents on Bemis Road which only demonstrates that it is not just residents on Bemis Road, but an entire neighbor focus.

Mr. Franz asked if the trucks only used Bemis Road or did they sometimes come in Sunnybrook. Mr. Lanphier indicated they did not as Sunnybrook is dangerous for cars much less trying to introduce semi traffic because the line of sight.

Mr. Goldsmith asked if the daily volume of trucks is lower than it was ten (10) years ago. Mr. Lanphier stated that it is since GWA is no longer performing the land application tasks so not only are there less trucks, but there are less pieces of equipment being used to perform this work on the road. Mr. Franz added that since the number of employees has also been reduced over the years, that has most likely also contributed to the reduction of traffic.

Mr. Hulseberg stated that he felt the Village of Lombard will defer to the Village of Glen Ellyn since these are Glen Ellyn's future residents, and as they see fit, the Village of Lombard will follow. Mr. Franz indicated that he feels comfortable proceeding with the approval.

Mr. Pfefferman motioned and Mr. Hartweg seconded the motion to award Waste Management Inc. a two (2) year contract to deliver leachate to the Glenbard Plant at a cost of \$0.025/gallon delivered from Wheatland Prairie Landfill, and Green Valley Landfill with the understanding that Waste Management shall not exceed three (3) trucks per day Monday through Friday on Bemis Road. The members responded unanimously to a verbal call of "Aye". The motion carried.

10. FY2013 Budget Approval

The FY2013 draft budget is proposed as agreed upon between the Village of Lombard and the Village of Glen Ellyn per the last draft budget meeting held on February 6, 2012. Changes were agreed upon during the budget discussions that have been either added or subtracted depending on the particular budgeted item. The major capital drivers for the FY2013 draft budget are indicated within the supporting document.

The EOC is requested to recommend the approval of the FY2013 Budget to the board at the scheduled Annual Board Meeting to be held April 19, 2012 in Lombard.

Motion the EOC recommend to the GWA Board for approval the proposed FY13 Annual Budget for the Operation, Maintenance and Capital Improvements for all GWA Facilities for a total amount of \$7,337,410.

Mr. Lanphier brought to the attention of the EOC Committee an email he had sent out to the village managers and the public works directors regarding a potential shortfall \$100,000 on a project that was currently out to bid and the engineer's estimate was higher than GWA was budgeting for, he asked the EOC how to proceed with accounting for the potential shortfall whether he should redo the budget keeping the \$160,000 allocation budget for distribution to the NRI Fund 42 in Fund 40, a change which would result in an increase contribution from Glen Ellyn of \$21,000 plus or minus and a decrease in contribution from Lombard by \$21,000 plus or minus.

Mr. Hulseberg and Mr. Franz both indicated they were comfortable allowing the budget to proceed as formatted and addressing any shortfalls due to the project with a budget amended. Both Mr. Hulseberg and Mr. Franz thanked Mr. Lanphier for his transparency on the matter.

Mr. Hansen asked if it was possible for the engineer's estimate to be high. Mr. Lanphier indicated there is a good chance the estimate is high. Mr. Hansen asked if it was too late to change the scope of the project. Mr. Lanphier advised that the project had already gone out to bid and that it was during the pre-bid meeting that the discrepancy came to his attention.

Mr. Franz indicated he is open to any of the options for making the adjustment, but added that, even though there still are philosophical differences, he felt the way to handle items of this nature instead of going to either Glen Ellyn or Lombard and asking for money would be to go to those other funds and using them because he sees it all as one (1) capital fund.

Mr. Hulseberg motioned and Mr. Ware seconded the motion for the Executive Oversight Committee to recommend to the GWA Full Board approval of the proposed FY2013 Annual Budget for the Operation, Maintenance and Capital Improvements for all GWA Facilities for a total amount of \$7,337,410. Mr. Mueller, Mr. Pfefferman, Mr. Ware, Mr. Hartweg, Mr. Hulseberg, Mr. Franz, Mr. Goldsmith, and Mr. Hansen individually responded "Aye" during a roll vote. The motion carried.

11. Vehicle Purchase Authorization

In previous years the EOC has approved the purchase of vehicles through the Illinois State Joint Purchase Program to allow for the cost saving benefit. The State Joint Purchase allocation periods are held only until the mid-spring of the year, closing this year on May 15, 2012. This assures the vehicles will be obtainable during the current manufacturing year season prior to factory refit for 2013 model year, yet delivery will not occur before the FY2013 budget year.

The State Joint Purchase Program has proven to provide cost savings to the Authority in several ways.

- The Authority receives the lower cost benefit of the State Joint Purchase Program unit bids, while the State of Illinois Management Services Group administers the specifications and bidding process.
- We are still able to choose from a variety of options supplied under this program, and receive a more than competitive price.
- The current State Joint Purchase Program has within it several vehicles which are compatible to our scheduled vehicle replacements within Purchase Contract No. 4015998.

For the FY2013 budget year, the Authority has scheduled the replacement of the following:

- Unit 608, a 2001 Ford F350 having a Hydraulic Crane Service Body will be replaced with:
 - Ford F550 4x4 Cab/Chassis -- \$40,039 including license, title, and delivery.
 - IMT Dominator I Service Body w/Hydraulic Crane -- \$ 69,150 mounted on the Cab/Chassis.

- Unit 631, a 2006 Ford F250 pickup truck utilized by the Operations Group as the Fuel Transfer Truck will be replaced with:
 - Ford F250 4x4 Pickup Truck w/snow plow -- \$29,799 including license, title, and delivery.

The Joint Purchase Contract agency for these units is currently Morrow Brothers Ford Inc., RR 2 Box 120, Greenfield, IL, 62044.

Motion the EOC award the purchase of these vehicles, subsequent to budget approval, in the amount of \$139,200.00 to Morrow Brothers Ford Inc., RR 2 Box 120, Greenfield, IL. Payment shall be invoiced to the Capital Improvement Fund, Vehicle Replacement account 40-570155.

Mr. Lanphier indicated that it is traditional for GWA to come to the EOC Committee before the start of each fiscal year to request approval for vehicle purchases as orders are usually required to be placed by May 15th in order to receive the vehicles in a timely manner. Mr. Lanphier advised that all specifications for the vehicles have been replaced with the Village of Glen Ellyn's Fleet Maintenance Supervisor to make sure everything is agreement with needs and comparable to what the Village has purchased.

Mr. Hulseberg asked what the trade-in value of the vehicles might be. Mr. Lanphier estimated that the value of the F250 to be approximately \$8,000 to \$10,000 and the crane truck to be worth approximately \$30,000 to \$40,000. Mr. Hulseberg asked if the possibility of trading the existing vehicles toward the price of the new trucks was discussed. Mr. Lanphier advised that they had not as GWA vehicles, like the Village of Glen Ellyn's, are now posted on an on-line auction site, which had garnered acceptable revenue and is less expensive than using the DuPage Mayors and Managers annual live auction event to sell the vehicles, but estimates in its current condition to.

Mr. Mueller asked if Morrow Brothers assembles the truck or do they subcontract. Mr. Lanphier explained that they do subcontract out the assembly however Morrow Brothers is responsible for making payment to the assembler.

Mr. Hulseberg requested that Mr. Lanphier provide the EOC Committee with revenue totals from the sale of the vehicles once it has taken place. Mr. Lanphier indicated that this notification is standard and has been done in the past.

Mr. Pfefferman asked if there was any benefit to the Villages of Lombard, Glen Ellyn and GWA of pooling their vehicles purchase together for better pricing. Mr. Goldsmith indicated that everyone seems to using the State Joint Purchase Program. Mr. Pfefferman asked if it was really the best price. Mr. Goldsmith advised that most often than not, it is the best pricing available and indicated that there are rare incidents where a local dealer will match the State's pricing but not often does this happen.

Mr. Hulseberg indicated that group purchasing of this nature would probably prove more cost efficient on something like roofing or asphalt paving etc.

Mr. Goldsmith asked who the vehicles are title to. Mr. Lanphier advised they are titled to GWA and insured through MICA. Mr. Goldsmith asked if an ordinance declaring the vehicles as

surplus was required to their disposal. Mr. Lanphier advised this has not been past practice and that in the past he does make a request to the EOC Committee to have the items deemed as surplus thus making them available for sale.

Mr. Hulseberg motioned and Mr. Hartweg seconded the motion to award the purchase of these vehicles, subsequent to budget approval, in the amount of \$139,200.00 to Morrow Brothers Ford Inc., RR 2 Box 120, Greenfield, IL. Payment shall be invoiced to the Capital Improvement Fund, Vehicle Replacement account 40-570155. Mr. Mueller, Mr. Pfefferman, Mr. Ware, Mr. Hartweg, Mr. Hulseberg, Mr. Franz, Mr. Goldsmith, and Mr. Hansen individually responded “Aye” during a roll vote. The motion carried.

12. Roof Rehabilitation Contract Award

The approved FY2012 Capital Improvement Budget includes funds for annual roofing system replacements, and estimated costs through FY2017 in accordance with the proposed Roof Replacement Schedule. This schedule proposes rehabilitation of roofing systems which have gone at least 8-years beyond their warranted periods, and proposes completion prior to reaching 10-years beyond warranty periods.

For FY2012 the roofing systems on the Grit (Bld. C) and Co-Gen (Bld. V) are scheduled for rehabilitation, having a total of 3,700 square feet of roof area, or roughly 7% of our roofing systems. The budget includes \$50,000.00 under Capital Improvement Division 40, Roof Replacement Account 580145. This budget figure includes the cost of physical roof replacements as a result of Public Bids.

The approved FY2012 budget also includes \$4,000.00 under O&M Division 270, Building and Grounds Support Account 520971. This budget figure includes the cost of physical roof system repairs as a result of Public Bids. The Contractor included a bid amount of \$5,000.00 for these identified required repairs to comply with current specifications.

Motion the EOC award a contract to Glenbrook Roofing, in the amount of \$62,500.00, and approve funds subject to a not to exceed amount of \$65,625 including a 5% contingency invoiced to Capital Fund 40-580145.

Mr. Lanphier indicated that the project is short approximately \$11,600 compared to the budgeted amount with economic factors contributing to the cost increase namely, petroleum based roofing materials and some repairs costs coming in higher than expected. Mr. Lanphier stated that roof repairs are done on an as needed basis and usually eight (8) to ten (10) year period after the roofs have gone out of warranty, which is typically fifteen (15) years. Mr. Lanphier advised there are some areas of the FY2013 O&M and Capitals budgets that can absorb the overage without a substantial impact on other projects.

Mr. Franz asked if a formal budget amendment is required. Mr. Lanphier indicated that amendments have not been required in the past.

Mr. Hansen asked if the prospect of deferring the repair to one of the buildings was possible. Mr. Lanphier indicated that it simply becomes a domino effect which impacts each of the following year's replacement plan as the FY2013 budget was set based on the consultant's evaluation that was completed back in November/December and as the overage can be directly associated with

the increased costs in petroleum based products there was no way to know those costs would increase so dramatically from last winter.

Mr. Franz recommended that the costs be covered entirely from the Capital 40 fund. Mr. Hulseberg agreed.

Mr. Mueller asked if there was tear-off work being done. Mr. Lanphier advised that both were being torn off.

Mr. Franz motioned and Mr. Hulseberg seconded the motion to award a contract to Glenbrook Roofing, in the amount of \$62,500, and approve funds subject to a not to exceed amount of \$65,625 including a 5% contingency invoiced to Capital Fund 40-580145. Mr. Mueller, Mr. Pfefferman, Mr. Ware, Mr. Hartweg, Mr. Hulseberg, Mr. Franz, Mr. Goldsmith, and Mr. Hansen individually responded “Aye” during a roll vote. The motion carried.

13. Other Business

13.1 Bio-Solids Hauling notice to Bemis Road neighbors

13.2 FY2013 EOC Committee meeting dates

13.3 Flag Pole Damage – *On Sunday prior to the meeting, a private citizen’s vehicle collided with the GWA flag pole. The driver was not harmed and that GWA was contacted by the driver’s insurance company the repairs are to be completed within in the next 30 to 45 days.*

13.4 St. Charles Lift Station – *Mr. Pfefferman asked if the lift station work is complete. Mr. Lanphier indicated that the final payment application is awaiting approval by Strand Associates and then a date can be determined for the ribbon cutting ceremony, possibly in June.*

Mr. Pfefferman did ask if the number of no parking signs on the fence was really necessary as they take away from the aesthetics of the area. Mr. Lanphier indicated that the no parking signs are to deter park district users off the area so the grass can take root and grow as well as keeping the access area clear in the event staff needs to access the facility with a vehicle instead of using the man gate access at the northwest corner of the plant. Mr. Lanphier indicated he will evaluate the situation and see what can be done.

Mr. Pfefferman advised the EOC Committee that Mr. Lanphier, Mr. Goodalis and Mr. Peters paid a visit to a school and gave a presentation to an Eco Kids group on wastewater and how the plant operates. Mr. Pfefferman advised that the presentation went over well and brought awareness to what Glenbard does and its importance to protecting the environment.

14. Next EOC Meeting – The next regularly scheduled EOC Meeting will be on **Thursday, May 10, 2012 at 8:00 a.m. at the Glenbard Plant.**

Mr. Hulseberg moved to adjourn the February 9, 2012 EOC Meeting and Mr. Hartweg seconded the motion. The members responded unanimously to a verbal call of “Aye”. The motion carried. The meeting adjourned at 9:14 a.m.

The Annual Board Meeting will be held in the Community Room at Lombard Village Hall on Thursday, April 19, 2011. Refreshments will be provided at 6:00 p.m. with the meeting schedule to begin at 6:30 p.m. This meeting will need to be adjourned by 7:20 p.m. due to a regularly scheduled Village of Lombard Board meeting at 7:30 p.m.

Submitted by:

Gayle A. Lendabarker
GWA Administrative Secretary