

RTM Meeting (# 1 - #6)
October 6, 2020

The Call

1. To take such action as the meeting may determine, upon the recommendation of the Board of Finance and a request by the Director of Parks & Recreation, to approve an appropriation of \$310,000, along with bond and note authorization, to the Municipal Improvement Fund Account to replace the field lights at the Greens Farms field.
2. To take such action as the meeting may determine, upon the recommendation of the Conservation Commission and the Flood and Erosion Control Board, pursuant to Section 148-12 of the Town Code, to approve the WPLO application by the Town of Westport for the replacement of Cavalry Road Bridge over Saugatuck River approximately 0.66 miles west of Weston Road. (Application IWW-WPL #11047-20).
3. To take such action as the meeting may determine, upon the recommendation of the Conservation Commission and the Flood and Erosion Control Board, pursuant to Section 148-12 of the Town Code, to approve the WPLO application by the Town of Westport for the replacement of the Bayberry Lane Extension Bridge over the Aspetuck River. (Application IWW-WPL/E #11049-20).
4. To take such action as the meeting may determine, upon the recommendation of the Board of Finance and a request by the Director of Public Works, to approve an appropriation of \$150,000, along with bond and note authorization, to the Municipal Improvement Fund Account for Power Redundancy and IT Security Upgrades at Town Hall and Parks and Recreation.
5. To take such action as the meeting may determine, upon the recommendation of the Board of Finance and a request by the Director of Public Works, to approve an appropriation of \$71,500, along with bond and note authorization, to the Municipal Improvement Fund Account to design the replacement of underground fuel tanks, fuel system, and heating oil tanks at Parsell Public Works Center at 300 Sherwood Island Connector.
6. To take such action as the meeting may determine, upon the recommendation of the Board of Finance and a request by the Director of Public Works, to approve an appropriation of \$278,000, along with bond and note authorization, to the Municipal Improvement Fund Account for the Replacement of Heavy Equipment and Specialized Vehicles:
 - a. Requesting \$178,000.00 for the replacement of Truck #38 – F550 Plow Truck and Vehicle #44 – Kubota Mini-Excavator that are used together for culvert cleaning and excavation.
 - b. Requesting \$60,000.00 for the replacement of half of the Parsell Public Works Center, truck bay doors and waste oil storage shed.
 - c. Requesting \$40,000.00 for the replacement of the 40-year-old, non-functional Transfer Station Doors.
7. To take such action as the meeting may determine, upon the request of at least two RTM members, to adopt a sense of the meeting resolution asserting that racism is a public health crisis affecting Westport and all of Connecticut.

The Meeting

Moderator Velma Heller:

We're ready to begin. Will RTM members please mute their mikes; remember to unmute when recognized to speak and then mute after you comment. Please be sure to notify the secretary or the Moderator if you arrive late or need to leave the meeting and that your vote is being taken.

This meeting of Westport's Representative Town Meeting is now called to order and we welcome those who are joining us the evening. My name is Velma Heller and I'm the RTM Moderator. Procedures for this Electronic Meeting: Pursuant to the Governor's Executive Order No. 7B, this meeting is being held electronically. It will be live streamed on westportct.gov, and shown on Optimum Government Access Channel 79 or Frontier Channel 6020. Members of the electorate who wish to have their comments read during the public comment period for each agenda item may email their comments to RTMcomments@westportct.gov. We will make every effort to read comments if they state your full name and address and are received during the comment period for each agenda item. Public comments will be limited to three minutes. Let me just say, you don't have to wait until other people's comments have been read in order to get your comments in. You can email your comments as soon as that discussion item starts. That way we're sure to get people's comment in. Please note that meeting materials are available at westportct.gov along with the meeting notice posted on the Meeting List and Calendar page. Tonight's invocation will be delivered by our very own Noah Hammond from district 4.

Noah Hammond, district 4:

I would first like to say that I am not only honored to be one of the newest members of the Westport Representative Town Meeting, but I am almost equally honored that our Deputy Moderator Jeff Weiser has enough confidence in me to not fall on my virtual face while delivering tonight's invocation. It is truly an honor and privilege to open tonight's meeting.

As I sit here tonight I look at the Zoom Brady Bunch that is now our new normal for the RTM meetings I am comforted with our nonpartisan body's ability to have open dialogue, civil discourse and decorum across party lines, interests and personalities. It is a refreshing confirmation of my beliefs in the principles of American Governance and a testament to the dedication and purpose of the RTM that is embedded in the bedrock of Westport. Speaking of the new normal and our elusive pursuit of the normalcy that COVID so abruptly stole from us, I would like to take the time to thank each and every one of our town employees, first responders and educators. I have been impressed with the town's strides to balance resident's safety, both young and old, with the need for community, activity and again normalcy. Our children have their school routines back in a safe and thoughtful manner, and while we sadly missed seasons at the Westport Playhouse and the Levitt Pavilion, our town jewels of compo beach, longshore, senior center and the library continue to provide a much needed outlet for our residents and guests and we are all well informed about the status and approach of the town as information unfolds. I would also like to thank all of the local businesses, their employees and the Westport/Weston Chamber of Commerce for all of their efforts

in reopening and continuing to provide the vibrant atmosphere the Town is known for. There is no way that anyone could have prepared for the last seven months, but with the efforts of the entire community we have emerged stronger, more united and more compassionate as a result. We are better equipped to handle the challenge that COVID has presented and continues to present and must remain vigilant and dedicated to continuing to protect our friends, neighbors and families. Again, thank you to everyone in both the public and private sectors working tirelessly to ensure the continued success of Westport. I would also like to take this time to welcome all of the new residents throughout town that have joined our community. It is great to see the momentum within our local real estate market and is not surprising given everything Westport has to offer. We are an inclusive community that promotes diversity of thought, gender, race, religion and orientation. I encourage all of our new residents to get involved in the community as much as possible, whether it be through schools, sports, government or other interests. Our continued success as a town is directly correlated to the individual efforts and participation of the public. Lastly, as we head into election season, I urge each and every eligible member of our town to exercise their civil right to vote at every level. Whatever your party line, whoever your candidate, whatever your cause, voting is the foundation of our country. Elections matter. Let your voice be heard. Thank You.

Dr. Heller:

Thank you so much for your very thoughtful, very relevant remarks. You really touched all bases right now. Thanks again.

Again, the Pledge of Allegiance which follows presents a montage of RTM members compiled by Matt Mandell, District 1 Representative.

There were 31 members present. Ms. Meiers Schatz, Ms. Bram, Ms. Talmadge and Ms. Soloff notified the Moderator that they would be absent. Mr. Kraut was also absent. Ms. Batteau notified the Moderator that she would be late and Ms. Briggs notified the Moderator that she would be leaving the meeting and then returning.

Dr. Heller:

We have received both July and September minutes. Thank you Jackie, again. There are no corrections to the minutes right now. If you later find any corrections, please contact Jackie, Town Clerk, Patty Strauss, or myself.

Announcements

Birthday greetings to Karen Kramer, Greg Kraut, sorry you're not here, and First Selectman, Jim Marpe. Congratulations to all.

A special welcome back to Jackie Fuchs. I know that Jessica Bram did appear the other night at the Finance Committee meeting. We're happy to have you both with us again and I'm hoping we'll see Jessica with us again.

Our next scheduled RTM meeting will be Tuesday, Nov. 10 with Election Day on Nov. 3.

RTM Announcements

Matthew Mandell, district 1:

I have two announcements. It certainly shouldn't be a surprise.

Dr. Heller: No. It's not a surprise.

Mr. Mandell:

The first announcement is that today, we did our first debate for the Chamber of Commerce and Library with State Representatives. It went very smoothly. We are all wondering about debates these days but this one ran very civilly and smoothly. So, we are running a second one next Tuesday at noon. It will be for the State Senators for the two districts that represent Westport. So, you can sign up. You must register to get it. Go to westportwestonchamber.com on the front page, there is a link to be able to watch the debate. To watch the debate we had this morning, there is a link on the same page which we've already posted. So, if you want to see what the State Representatives had to say and the State Senators will say, you can do this. We also had Patty Strauss on who talked about how can you get your ballot, how you can vote with an absentee ballot, how you can get an absentee ballot and still vote; so, a lot of information on how to vote. It wasn't just who you should vote for, once you have that idea, how you can vote. Both of those are being offered.

The other thing is this summer, we've been running concerts and they came to a close on Saturday, but the Chamber of Commerce is donating its time to do one more show and that's for CLASP Homes. They lost their ability to have A Taste of Westport, which everybody goes to; they lost the ability to have their indoor concert at FTC because of the pandemic, as well. So, we stepped up and said "Take our concept and let's do one more show." On Oct. 15, there will be a concert starting at 6 p.m. on the Imperial parking lot and it is a benefit. All the money goes to CLASP Homes so I'm hoping that everybody can dig into their pocket and come on out and see Band Central play. They'll be doing an '80's and '90's retrospective. It will be one last time, outside, before the winter comes and it will help CLASP Homes, which is a wonderful organization that helps children with need.

Those are the two announcements and we'll see how the rest of this goes tonight.

One quick thing: In terms of birthdays, it's not just the month of Karen Kramer's birthday but today is actually her birthday. So, Karen, happy birthday.

Many Members: Happy birthday Karen.

Dr. Heller:

It's a wonderful way to spend your birthday, Karen. I have done it many times.

The secretary read item #1 of the call - To approve an appropriation of \$310,000, along with bond and note authorization, to the Municipal Improvement Fund Account to replace the field lights at the Greens Farms field.

Presentation

Jen Fava, Director of Parks and Recreation:

This request is for \$310,000 to replace the field lights that are at the Greens Farms field. The lights that are currently there are outdated and don't meet current standards and they create a safety issue. The current lights that we have are much older MUSCO system. What we are looking to do is to replace it with a new LED system. The field is used by a number of different entities: Little League, adult softball, youth football, men's flag football and, clearly, if we have other needs for it, we will use it, as well. That field has significant use of approximately 142 nights per year. The replacement lights are MUSCO TLC for LED system. In your packet, you should have received some brochures and detailed information on it. This project includes new poles as well as new light fixtures. There are currently eight poles. We will be going down to six. The new technology that they have is actually quite amazing. It does a great job lighting up the field; however, the spillage is very little. Where it is lit, it is lit and right outside of that it is dark so it doesn't interfere with anything outside of the field itself. That tends to be a concern of people so that is a huge improvement. MUSCO is a leader in field, court and other types of lighting systems. In my past, every place I've been, we've always had MUSCO lights. They are the best lighting and the one that everybody goes for. One of the really great things is there is a 25-year product maintenance and product assurance warranty which means that 100 percent of maintenance costs for 25 years is taken care of. We won't have to shell out money for anything that comes up. Along with it, it includes Control Link which is remote access and monitoring which will allow us to do things remotely; scheduling, we can schedule in advance. If there is a rain storm that comes up, we can turn the lights off remotely. The controlling system, MUSCO, are monitoring it 24/7 so if they think there is a problem, they will notify us and we can check it out and call them out to fix it if there is an actual problem. I think some of that information is also included in the brochure. We're doing this project utilizing Sourcewell which is a Cooperative Purchasing entity as allowed by section 3a-iii of the Towns' Purchasing Procedure and Policy. This is a method that is approved. This project is part of the Capital Plan. It has been on Capital five-year plan for some time. It was listed for completion FY'20 at \$290,000. Just to give you a little bit of cost comparison. This project includes demolition, the lights, the poles and installation. The bid price on it is \$283,784. Milford did the same project, same exact system. Their bids were in January, 2019 and theirs did not include any demolition. Their winning price was \$287,775. They only received three bids on their project: \$287,775, that I mentioned; \$291,317 and the top one was \$345,000 so I think we're getting a better price; especially since ours includes demolition when theirs did not. It's a really good comparison. In terms of support for this project, included in your packets, there were letters of support from Westport Baseball and Softball and also a parent cited a safety issue that I mentioned. Also, at the Board of Finance, they wanted to make sure that people used the system and we did get feedback from Little League that some teams played at the field in Ridgefield that used the system and they were very happy and liked the lights. We have had great luck with MUSCO lights. We have MUSCO lights at Staples Stadium and also at Longshore tennis courts. Everyone has been very happy with them in those locations. To get some additional feedback, I spoke with the Interim Director in Milford, CT to find

out how they like the lights. They said it is the best lit facility in the city. The players love them; umpires love them. They make it easy to see and call the game and they are simple to use with no light spillage. So they highly recommend them. I spoke with person who put them in Brookfield High School. They also love them and had rave reviews. I received feedback from Ridgefield Little League. They too are thrilled with them, love the lighting, lack of light spill and energy efficiency. I am going to turn it over to Steve Edwards who we brought on to help with this to take you through more of the detailed specifications.

Steve Edwards, former Public Works Director, recycled supporter of the venue here tonight:

I had never dealt with Sourcewell in my 30 some-odd years with the town. We had not had experience with them so I did a little digging to see what the actual process was for a bid and a selection. Sourcewell is a very large organization. They have been in business for more than 40 years. They support over 50,000 government, education and non-profit organizations. They are not a recent fly-by-night organization. They've got 100 competing soliciting contracts presently out there. Each year, they put out another 40 or 50 or 100 different contracts. The contract that we are interested in was bid on July 16, 2019, RFP 71619 in the State of Minnesota. The contract term was for a four year term and it dealt with field lighting. This is field lighting for football fields, softball fields, baseball fields or tennis courts so it is a wide range of products that they are soliciting prices for. From their bid process, we received nine proposals. Those proposals came in house and were reviewed by a team of Sourcewell employees; three individuals sat down and, using a 1000 point matrix, went through and rated each of the individual proposals. Out of the proposals, they identified three individual corporations: CHM Industries, Eden Industrial and MUSCO. Those three were selected based on their total points and identified as potential contract awardees. Of the 1000 points, MUSCO had 868, Eden has 849 and CHM Industries had 839. The lowest had 718 points. So, the range was from 718 to 868 points. The individuals were graded on price; the individuals were graded on their warrantee coverage, financial stability, their expertise in the field; a wide range of points, a wide range of criteria were used to grade the companies. MUSCO was the highest selected one so that was the one we chose to go forward with. We again reached out to MUSCO and asked MUSCO to give us a proposal for a specific project. The specific project was the Greens Farms School athletic field. They were familiar with it because they were the ones, about 30 years ago, who put in the present lighting system. One nice thing about MUSCO is that they have been around for a long time. So, when they talk about giving us a 25 year warrantee, they've been here for 25. They certainly anticipate being here for another 25. That's not something that could be said for all the companies who did bid on the project. The MUSCO quote came in, as Jen indicated at \$283,784. That was based on a design standard that we provided to them. That was based on the minimum lighting standards. We used the Little League standards which is 50 foot-candles on the infield and 30 foot-candles on the outfield. Currently, we have 40 - 50 foot-candles on the infield but the outfield is drastically below that. They also provided a control link system which, as Jen indicated, provided remote control of the system. It provides feedback if a light is out. It provides a mechanism to let the contractor know when they have to perform a

maintenance. There is, again, no spillage. Their proposal came back with six pre-cast concrete bases with galvanized steel poles which replaces the eight that are there presently. One point that Jen did not indicate was that the safety issues that we have there with the wooden poles. They were installed 30 years ago to the standards current 30 years ago. We have no idea what that standard is. The current pole standard is a 150 mph wind standard. That is far in excess of what the poles were designed for 30 years ago. That's for sure. The new poles will be 60 ft. in height versus 47 ft. This is an advantage to provide no spillage. The lights are shining down directly on the field. The concern we have now with the additional usage across the Post Road with the former Kowalski property going into residential/commercial property over there, light spillage would be a concern for future consideration. This avoids all of that. The issue that we've got going forward is the timetable to begin construction in November. There is a rebate program that we are applying for which will be somewhat contingent on when they get completion of the work. Unfortunately, the rebate will not be that extensive because it has intermittent use. But we do expect we will get several thousand dollars rebate for LED. The advantage of the LED, we're looking at about \$175,000 savings over a conventional halite. That was part of the consideration to go back with a halite, we would be looking at something in the neighborhood of 74 kW of energy consumption. The Led gives us something in the neighborhood of 35 kW. That will translate, over the 25 years, with the maintenance issues, control link, we are looking at a savings of about \$185,000 over the 25 year period of the warrantee based on Led lighting, based on the maintenance that being over the traditional halites. We feel that this is a good investment for the town, the safety issues, in and above themselves, and the cost factor. We feel it's appropriate to go forward with the project at this time.

Ms. Fava:

Just to wrap this up, you'll notice that we did ask for \$310,000 which is for contingency. We don't know, when they go to put in the concrete bases, what type of soils and things we are going to run into so we included that contingency. Hopefully, we don't need to use all of it but we wanted to make sure that money is there because we don't know what we're going to find. There may also be some additional repairs to the backstops because we are going to have to remove one wing in order to replace a pole so there may be some expenses. That would have to be taken out of this as well. So with that, we would be asking for the appropriation of \$310,000.

Committee report

Finance and Parks and Recreation, Seth Braunstein, district 6:

For the Finance and Parks and Recreation Committees, I will just provide a quick summary. Jen and Steve did a comprehensive job in laying out the details so I'll do my best not to be repetitive. We met jointly on Tuesday, Sept. 29. RTM Finance Committee Members Present: Jeff Wieser (Chair), Seth Braunstein, Cathy Talmadge, Richard Jaffe, Stephen Shackelford, and Jessica Bram. RTM Parks & Recreation Members Present: Chris Tait (Chair), Seth Braunstein, Jimmy Izzo, Lauren Karpf, Lisa Newman, Karen Kramer, Jack Klinge, Sal Liccione, and Jessica Bram. It was very nice Jessica was able to join us. Others present besides Jennifer Fava and Steve Edwards were Peter Ratkiewich, Velma Heller and Kristin Schneeman. To add a bit of context to what

Jen and Steve provided is that the existing lights are somewhere in the neighborhood of 30 plus years old and are no longer compliant with current safety standards. Jen mentioned that there have been injuries that have resulted on that field from the poor existing light system quality. For me, one of the interesting takeaways is that the field at Greens Farms actually gets played on over 140 nights of the year. I'm sure we've all driven by and seen baseball, softball. I've seen football there, soccer. I think that field get an awful lot of use year round so it's important that the quality of the lighting is A+. The only other thing that I find particularly noteworthy was the way which the town contracted for this project. As Steve mentioned, there was a cooperative purchasing organization, Sourcewell, that Steve had mentioned. We believe that the town got a better deal than they would have if the town had bid it out separately. Anything else that I would say would be repetitive so I will ignore it. It is detailed in the report that we have submitted. For Parks and Recreation, Sal Liccione made a motion which was seconded by Jack Klinge. The Parks and Recreation Committee passed this request by a unanimous vote of 9 - 0. For Finance, Cathy Talmadge made a motion which was seconded by Rick Jaffe. The Finance Committee passed this by a unanimous vote 6-0.

Members of the Westport electorate – no comments

Jeff Wieser, district 4:

Velma, if I can reiterate. I will be reading comments that are sent to comments@westportct.gov not emails that were sent to the whole RTM and that we all received. I am just reading comments that come to us for each individual item while we are doing the presentation or any time but I don't see anything right now.

Dr. Heller:

The only limitation on that is that it has to happen within the context of the item.

Mr. Wieser read the resolution and it was seconded.

RESOLVED: That upon the recommendation of the Board of Finance and a request by the Director of Parks & Recreation, the sum of \$310,000.00 along with bond and note authorization, to the Municipal Improvement Fund Account to replace the field lights at the Greens Farms Elementary School field is hereby appropriated.

Members of the RTM

Peter Gold, district 5:

I've got a couple of quick questions. You said that the new lights will reduce spill. Does that mean they are dark sky compliant?

Ms. Fava: I believe they are.

Mr. Gold:

The report from the committee meeting said, I believe, one of the lights will illuminate the parking lot. [That is correct.] The reason I ask that is I vote at the Greens Farms School and by 7:30 or 8:00 the parking lot is pitch black on election night. So, I'm glad

to know that in the future, we'll be able to see people coming and going and not have to worry about hitting people.

Mr. Edwards:

Let me correct that. This will not light the Greens Farms parking lot. This will light the parking lot behind the backstop umpires. It's not to light up the Greens Farms parking lot.

Mr. Gold:

You might consider adding some lights up there when you get a chance. You mentioned, Steve, that there is going to be a \$185,000 savings over the 25 year life of these things. The committee report said \$110,000. Which is the right number?

Mr. Edwards: The right number is \$185,000 over the life.

Mr. Gold: So the committee report is inaccurate in that regard?

Mr. Edwards:

It is \$110,000 in energy savings. The maintenance and control adds another \$75,000. I think it was a misinterpretation. \$110,000 is for energy.

Mr. Braunstein:

An apology. I authored the report. I probably should have been more specific in how I characterized that \$110,000.

Mr. Gold:

I just wanted to confirm the number since I listened to the presentation and I was confused. The rebate is from Eversource.

Mr. Edwards:

That is correct. That would be part of their energy fund. We've done parking lot projects over the past year and we've been able to pick up a little bit of money on the conversion. Right now, since they are going through November, they are installing a new program so they couldn't give me a definitive number. I don't plan on having these installed in place by November.

Mr. Mandell:

As a softball player and someone who has been playing there for the last 12 some-odd years, the new lights would be very beneficial. The problem with the lights being 47' is the balls are lost in the outfield because the lights are too low. I have seen some crazy things happen so this will be a very welcome change and I support it wholeheartedly. Also, just to add, the girls' varsity softball team plays there a couple of times a year so the girls can have a night game, most importantly, Senior Night. My daughter played softball so I know the field well. Thanks guys for putting in all the time and effort.

Dr. Heller: Thank you all for all your hard work.

Ms. Fava: Thank you.

By show of hands, the motion passes unanimously 30-0.

The secretary read item #2 of the call - To approve the WPLO application by the Town of Westport for the replacement of Cavalry Road Bridge over Saugatuck River approximately 0.66 miles west of Weston Road. (Application IWW-WPL #11047-20).

Presentation

Keith Wilberg, Town Engineer:

We are here to finalize the approval from the Flood and Erosion Control Board and Conservation Commission for two bridges. This is the first. We were at Flood and Erosion Control Board on Sept. 2 and we were at Conservation Commission the week following on the ninth. We were also at the DPW Subcommittee of the RTM last week and got a favorable vote there. The first bridge I'm going to talk about is Cavalry Road Bridge which is over the west branch of the Saugatuck River. This is a location map. You are looking at the northwest corner. This bridge is about 175' north of Crooked Mile Road. It is about 260' south of West Branch Road which is in Weston. On the slides, you'll see that this bridge is half in Westport and half in Weston. On this slide, this is the road that goes to Weston. The road is in the center and above that is Weston and below is Westport. Down here is Crooked Mile Road. This is the plan view. The current bridge was built in 1957 so it is 63 years old according to DOT records and it has been rated by the DOT as needing to be replaced, structurally deficient with leaks and cracks. We'll show some of the geometry of the new bridge. The old bridge had three spans with a parapet in the middle. It had two spans and three parapets. The total length from one bank to the other is 63'. The new bridge is going to open it up a little bit. It is going to be 72' wide. The old bridge is 25 ½ ' wide this way as you're driving down left and right. The new bridge is going to be slightly wider, 28' wide with one additional detail. Right now there is a gas and a water line outside the bridge. Those are going to be tucked underneath the bridge. When you look at the bride when it's all said and done, it's going to look much wider than the existing bridge. Let me show you a profile. This is the old bridge with the two span, the old parapet which is to be removed. The new bridge is one single 72' span. That was per DEEP comments. They wanted to open up the river with one single span. They also wanted us to replace some river holders having to do with some fishery requirements. If you look at the cross-section, as I explaining before, It's going to be replaced with pre-stressed concrete beams which is this T pattern and the utilities are going to be tucked up under the bridge. They are not going to be on the outside of the bridge, as before. So, we'll have a nice 24' wide curb to curb here with the railings on the outside of that so, while the bridge is going to be wider, the utilities will be tucked underneath and it won't seem too much wider. In terms of hydraulics, the existing bridge right now is such that if there is a 10 year flood event which is 5 ½ " of rain in 24 hours, this bridge is passable. Anything larger, it's not. The proposed conditions for the new bridge, it will be passable for a 25 year storm. It's called modest

improvements in the hydraulic capacity of the bridge. The reason why you can't get better hydraulics on a bridge, in other words, you could raise it higher for, say, a 100 year flood, is you'd have to build up the road on either side; you'd have to build up driveways and it actually becomes highly impractical. In terms of methodology as to how this is going to get built, we are going to install cofferdams around the existing parapets including the old one in the middle, silt fencing, sediment and erosion control measures, take out the old bridge, take out the old deck, take out the old parapets; put the piles in and build the concrete new parapets, two parapets on either side and put the new deck on. The last thing is the utilities will get tucked up underneath. Scheduled construction is scheduled to start in the spring of 2021. This bridge has actually gone through and gotten most of its permitting from the State DOT, from the town of Weston which includes the Conservation Commission and they've got a P&Z 8-24. With this bridge, I've gone through local permits: P&Z 8-24, as I said, Flood and Erosion Control Board, and Conservation Commission, which is why we're here tonight. So this is the last stop on the trail of local permitting, hopefully. We are going to start in the spring of 2021 and it will take six to eight months in what we call "construction season" to get it built. The last two things I want to touch on are the detour plan. Obviously, when the bridge is being built, Cavalry Road will be closed in this place. Take Crooked Mile Road up to Broad Street and down Cavalry Road. This plan was looked at by both Nate Gibbons in the Fire Department and Al Damura in the Police Department and they were fine with it. It was also looked at by the Weston Police Department and the Weston Fire Department. Last, but by no means least, is the cost of the bridge. The bridge is estimated to be about \$2.5 million. The reason we are doing it is it falls under the Federal Local Bridge Program in which the State pays 80 percent and the town pays 20 percent. Of that 20 percent, per Connecticut General Statutes, the 20 percent is apportioned between Westport and Weston. There has been some back and forth on this. Basically, Westport is paying 74 percent of that 20 percent. That's been hashed out earlier. Of that \$2.5 million, Westport's share is \$275,000. If anyone has any questions, I will be glad to answer them.

Committee reports

Public Works Committee, Jay Keenan, district 2:

This report is for both the Cavalry Bridge and the next item on the agenda, the Bayberry Lane Extension Bridge. Public Works met on Sept. 29. Keith presented pretty much what you just saw for both bridges to the committee. One thing to note, the RTM has already approved the funds for the design of both of these bridges. Just a note on the WPLO, the RTM is the last hurdle on the WPLO approval process. The work has already been approved by P&Z, Flood and Erosion Control and Conservation. The RTM can either approve this, disapprove or take no action. If we take no action, after a certain amount of time, it is deemed approved. There wasn't a lot of discussion. The Public Works Committee unanimously approved recommendation to the full RTM approval of both of the bridge budgets.

Members of the Westport electorate – no comments

Mr. Wieser read the resolution and it was seconded.

RESOLVED: That upon the recommendation of the Conservation Commission and the Flood and Erosion Control Board, pursuant to Section 148-12 of the Town Code, the WPLO application by the Town of Westport for the replacement of Cavalry Road Bridge over Saugatuck River approximately 0.66 miles west of Weston Road (Application IWW-WPL #11047-20) is hereby approved.

Dr. Heller: We have a motion which has been made and seconded.

Members of the RTM

Mr. Gold:

I'm just a little bit confused about something. Keith, the cost, you said Westport's share would be \$374,000 and Jay mentioned that we had previously approved the design costs. Is the \$374,000 the construction cost that you'll come back to us later to approve or is it the design cost or is it the total cost?

Mr. Wilberg:

That includes the construction costs. It's not just the design costs.

Pete Ratkiewich, Director of Public Works:

That does not include the design costs that you have already approved.

Mr. Gold:

You are going to come back to us to approve construction costs of \$374,000 at some point.

Mr. Ratkiewich:

Yes. Probably very soon because they are looking to go to bid this coming spring if I'm not mistaken.

Harris Falk, district 2:

I remember this bridge from the whole us getting hosed on the price. But I don't remember if this came through before because I don't remember this coming to the Environment Committee and I'm wondering what effect this is going to have on the river if it's a little bit larger and if there are any changes to the flow or even while it's being built.

Mr. Wilberg:

No. No changes to the flow. That's what I outlined very quickly in the methodology how they are going to put down cofferdams and how we're going to build this. That's why we're going through getting Conservation permitting, DEP permitting, etc., DOT permitting.

Mr. Ratkiewich:

If I might add, the DOT hydraulic analysis process includes a requirement that there are no changes to the flow within a zone of influence of the bridge. In fact, because they are opening the orifice of this bridge by making it slightly higher and slightly longer, the flow

will be smoother so it won't be backed up upstream and the changes are so small, it will have a small effect downstream; within about 1,000 feet, there will be no change. The process is such that they do not allow that changing this bridge will modify the hydraulics of the river so much that it will have adverse effects either upstream or downstream. But there is a zone of influence of the bridge both before and after construction.

By show of hands, the motion passes unanimously, 30-0.

The secretary read item #3 of the call - To approve the WPLO application by the Town of Westport for the replacement of the Bayberry Lane Extension Bridge over the Aspetuck River. (Application IWW-WPL/E #11049-20).

Presentation

Mr. Wilberg:

I swear this is a different bridge even though it looks like the same presentation. Bridge #2, Bayberry Lane Bridge over the Aspetuck River. This is on the extreme other side of Westport in the northeast corner on Bayberry Lane and just north of Easton Road. It's literally just south of Newman Poses Preserve. It is the bridge, if you've driven up in the last 2 ½ years which is now a single lane usage. It has been downgraded because of the loading. It has fallen apart. This bridge needs some help. This bridge was built the same year according to DOT records, 1957, so it is 63 years old. It is also critically structurally deficient. The decking is leaking and cracking. There was some work done on this bridge in the 80's; there was also some work done in 2014, we scoured at the base of the abutments in 2017. DOT downgraded this bridge to single lane traffic loading only and it has been waiting to be replaced ever since. On the site plan, Newman Poses is to your right. Easton Road is to your left. This bridge is narrow. The span from abutment to abutment is just shy of 20'. The new bridge is going to be 45'. The width of the bridge is 24' wide and the new bridge is going to be 30.5', about six feet wider. This bridge now has utilities that are outside the bridge and they will be tucked up underneath the bridge. In terms of flow dynamics, this bridge is passable for only a five year storm. Any more and it overtops. The proposed bridge will make it passable for a 10 year storm. Again, as with the other bridge, a modest improvement in the hydraulic capacity. Methodology for this is going to be pretty much the same as the other one. Here is a cross section of the existing bridge. You can see right inside, the new bridge span on top of that. This one is not going to have those T shaped beams. It is designed with box beams. The utilities will be tucked in the end beams. In terms of methodology for building this, we are going to put in a cofferdam on either side. This bridge has the unique feature that the existing parapets are so narrow that we can leave those in and use them as a shoring and a protection while we build the new parapets behind them. When the new parapets are build, they'll take out the old ones and put in a new deck, put in utilities and pave the road. This bridge is also scheduled to start next spring of 2021 with a similar timeframe, six to eight months. There is a detour plan. This bridge will be closed during construction, Bayberry going to White Birch in Weston. The idea is to come down Coleytown, Lyons Plains Road and then this way. Some people

have asked why not use North Avenue? This road is bigger and a much better collector road. It is also the detour that was used when the North Avenue Bridge was done several years back. In terms of cost, we could not, unfortunately, get Weston to pay any part of this. It's not bordering Weston. The total estimated cost is about \$2 million. It's \$1.999 million. It's 80/20 Federal Local Bridge Program. Twenty percent of that is about \$400,000. Again, it's construction costs, not just the design. That's my presentation.

Dr. Heller: We already had the committee report from Public Works.

Members of the Westport electorate – no comments

Mr. Wieser read the resolution and it was seconded.

RESOLVED: That upon the recommendation of the Conservation Commission and the Flood and Erosion Control Board, pursuant to Section 148-12 of the Town Code, the WPLO application by the Town of Westport for the replacement of the Bayberry Lane Extension Bridge over the Aspetuck River (Application IWW-WPL/E #11049-20) is hereby approved.

Dr. Heller: Thank you. The motion has been made and seconded.

Members of the RTM

Mr. Falk:

I assume the answer is going to be the same as the last time, the 1,000' away from it and no change to the river.

Mr. Wilberg:

That's a good question. It came up in Conservation: If you open these up, are you actually bringing more flow downstream? We checked with our hydraulic engineer and no, it does not.

Mr. Falk: I hadn't even thought about all the way downstream.

By show of hands, the motion passes unanimously.

The secretary read item #4 of the call - To approve an appropriation of \$150,000, along with bond and note authorization, to the Municipal Improvement Fund Account for Power Redundancy and IT Security Upgrades at Town Hall and Parks and Recreation.

Presentation

Mr. Ratkiewich:

This proposal is to put in an uninterruptable power supply (UPS), a secondary transfer switch and building access controls at various IT resources at our Parks and Rec.

facilities. This originally started back in 2018 with an IT audit where there were certain vulnerabilities identified. We have since looked at events that have happened to our server system and identified three distinct events that have caused us to say that we absolutely need a global system, an uninterruptable power supply. Back in 2015, we had a circuit breaker that failed that caused the server room to go down that caused several hours of backup for the IT staff. Christmas eve of 2018, we had a transfer switch failure. The generator actually went on. Then when the power came back on, the transfer switch failed to go back into full street power mode and caused the system to think that the street power was on so the generator turned off and there was no power to the server room. That caused a shut down after 10 minutes of individual UPS systems that were on the computers and essentially was a situation where we did not have the time to respond. The UPS that we are proposing will provide a backup power supply as well as a power filter, if you will, for the server room and the switch room that will last for two hours, at least, in a power outage; two hours at full load. It may be longer at half load. Two hours is what we think is prudent to allow us to respond with both personnel and equipment, if necessary, to address any issues with the backup generator or, if the backup generator cannot be addressed, to bring in an alternate backup generator and connect it to the manual transfer switch that's part of the proposal. At least, at that point, we have unlimited time to recover. That's in a nutshell what we are looking for. We did go out to an electrical engineer to have this system designed before we proposed it. We went out to bid and had several bids on this project. The low bidder is still willing to hold his price even though that was over a year ago. We originally proposed this in June 2019. It is now a year later and we did experience a third problem. That was when we had tropical storm Isaias which turned out the power at Town Hall for several days. Town Hall was running on a generator, very successfully, all systems go and when the power came back on there was a major surge. We don't have the full building back up right now but the major surge went through and blew out several of the individual UPS's that we had on the servers to try to protect them. So, in effect, we had a failure of several servers that required IT to go back in. We actually lost some data and had to go to backup units. It was just the day before the primary election. Our print servers went down. We were unable to do any printing. It was really touch and go for quite a while. IT came through and got the minimum that we needed for the primary but we had financial systems down for several days. We also had phone system failures. So, a lot of things can go wrong and we came back to the conclusion that we still need this backup system. If you read through the literature dealing with the UPS system, it covers nine different types of failures. We have experienced three different types of failures so far and I'd rather not experience the rest of them. This system will cover all the servers in Town Hall which covers several of the Board of Ed. servers, as well, as well as our switch gear that connects us to data sources in the cloud. Even if we took all servers and put them in the cloud, we still have equipment here at Town Hall. We really need a redundant system to maintain our business practice. In your packet, you should have an estimate that is based on our actual bid from Banton Construction and a hard quote from Security Solutions as well as

a 10 percent contingency because Town Hall is a very old building and we're not sure what we're going to find when we start going through it but I'm sure we'll be able to cover it with that. The total comes to \$149,407 and I rounded it up to \$150,000. I'll be happy to answer any questions.

Committees report

Stephen Shackelford, district 8:

The RTM Finance Committee and Public Works Committee met on September 29, 2020 to review the request. Finance Committee members present were Jeff Wieser, Chair, Seth Braunstein, Jessica Bram, happily, Richard Jaffe, myself and Cathy Talmadge. Public Works Committee members present were Jay Keenan, Chair, Andrew Colabella, Peter Gold,

Jack Klinge, Richard Lowenstein, Louis Mall, Matthew Mandell, Chris Tait and Cathy Talmadge. Other RTM members present were Madam Moderator Velma Heller, Karen Kramer and Kristin Schneeman. Mr. Ratkiewich made a presentation to us which was very similar to what he just presented to the entire RTM. I'm not going to go back over all of that.

RTM members asked various questions, including about the benefits of the UPS system. Mr. Ratkiewich explained that UPS guarantees clean power, regardless of the source, and also guarantees servers don't go down during a changeover, because it gives the Town a two-hour window of backup power to bring portable generators on site if needed (whereas the current non-UPS solution only provides a few minutes of power, not enough to get a portable generator on site). The UPS solution will cover computer and communications equipment at Town Hall. We already have UPS backup for our Fire and Police systems. The appropriation will also cover recommended improvements to access controls to certain IT equipment at Parks & Recreation. At the conclusion of the discussion, Mr. Jaffe moved that the Finance Committee approve the requested appropriation and bond and note authorization, Mr. Braunstein seconded, and the Finance Committee approved 6-0. Mr. Gold then moved that the Public Works Committee approve the requested appropriation and bond and note authorization, Mr. Klinge seconded, and the Public Works Committee approved 9-0.

Information Technology Committee, Rick Jaffe, district 1:

The Information Technology Committee met yesterday to discuss this issue. I was there, Noah Hammond, Harris Falk. That is a quorum because we're a lean and mean committee. Where we are is that for both governmental agencies and companies, as the online accesses and the business systems become more and more important how we get our jobs done. We go through a series of increasing sophistication with how we try to make our systems available all of the time. So, first, it's resiliency so we're looking for single points of failure and you have plenty of single points of failure when all you have is street power running through switches. Single point of failure would be a bridge going out with no detours. All of a sudden, your transportation system is out and it's stuck until you fix the bridge. We don't want that so resiliency includes security, no unauthorized people coming in and you want clean power. So, uninterruptable power supply is a big battery and it steps in to make our systems more resilient in the event of certain kinds of failure. There are two very significant differences between uninterruptable power

supplies and generators. First, UPS is like a big battery so it drives our electrical equipment. Therefore, if the power goes out, there is no crash. There is no downtime while a generator kicks in because the battery has been supplying power all along, it simply continues to supply power without being refilled until the electricity comes back on. Secondly, Pete mentioned that there are eight or nine other things that UPS does for us but mainly it gives us clean power. When the power comes back on with a power surge to burn out your equipment or a power dip comes to burn out your equipment, UPS takes care of that by providing clean power all along. Next in line after resiliency, and Information Technology people and Public Works are already thinking about this, next comes disaster planning so with a hurricane you can recover and keep going and then comes business continuity planning so, if one day, Town Hall disappears from the face of the earth, how do you keep going? Where is your data? Where are your systems and so on. So, we do think of those things and we're getting there. UPS is the first stage so when our systems are down, in addition to the accompanying business interruption, extra time is lost. Our staff has to drop what they're doing. They have to bring the equipment back online, reset it, reboot it. If data has been lost they have to go for transactions that have been lost. That's a lot of time but, even more than that, it's a stress on our Information Technology people that we don't need to put on them. Finally, what will happen during this two hours that the UPS is protecting our systems and keeping them running? One of three things will happen: the power will come back online and we'll live happily ever after; or we'll have time to bring in portable generators up and tested and running and take over; or, in the worst case, we get to make an orderly shutdown of our systems which is very important when bringing them back. A motion was made by Harris Falk in favor of supporting this request, seconded by Noah Hammond and passed unanimously.

Dr. Heller:

Thank you Mr. Jaffe. We certainly have had thorough explanations of what this expenditure is for by all involved.

Members of the Westport electorate – no comments

Mr. Wieser read the resolution and it was seconded.

RESOLVED: That upon the recommendation of the Board of Finance and a request by the Director of Public Works the sum of \$150,000.00 along with bond and note authorization, to the Municipal Improvement Fund Account for Power Redundancy and IT Security Upgrades at Town Hall and Parks and Recreation is hereby appropriated.

Members of the RTM - No comments

By show of hands, the motion passes unanimously, 29-0. (Ms. Briggs left.)

The secretary read item #5 of the call - To approve an appropriation of \$71,500, along with bond and note authorization, to the Municipal Improvement Fund Account to design the replacement of underground fuel tanks, fuel system, and

heating oil tanks at Parsell Public Works Center at 300 Sherwood Island Connector.

Presentation

Mr. Ratkiewich:

This request is for a design of the fuel tanks at the Parsell Public Works Center. Right now, we have three fuel tanks and a fueling system that is approximately 29 or 30 years old as well as a heating oil tank that supplies the Public Works Highway Building with heating oil. We have been working for the last 10 or 15 years to try to get our tanks out of the ground to avoid liability. We have completed back in 2018 removal of the Police Department tanks and replacement above ground. So, we are looking to do the same thing here at Parsell Public Works. We want the heating oil tanks out of the ground. We want the fuel tanks out of the ground and a modern system. Right now, the system works but DEP regulations require us to replace them and they are due to be replaced according to those regulations right now. They are on the capital forecast. This particular stage is the design stage. Design and construction is listed in the capital forecast at a price of \$400,000. We'll have to refine that as soon as we get a design and opinion of the cost from the engineer. We went out to RFP for this project so that we'd get some accurate costs. We came in with three bidders. The low bidder was CLA Engineers out of Norwich, Connecticut at \$61,300 with a \$6,000 contingency on that so I just left it at \$71,500. There were two other bidders; the next bidder above CLA was \$88,200 and Weston and Sampson of Rocky Hill did \$106,000 on this project. CLA Engineers, you may recognize the name because at the last RTM meeting I requested an appropriation for pump station #3 design and they were also the winning engineer. CLA has been successful on a lot of bids in Westport lately. The two most recent were parking lots and the pump station #3 main bid. They are experienced in fuel design and they have partnered with a fuel design specialist in this case. So we feel confident that they are going to do a good job. We anticipate the design process to be completed in the winter of 2020/21. Then we will request funds based on the opinion from the engineer. We anticipate it will be on the \$350,000 range based on some of the projects in other areas of the state. I'll be happy to answer any questions.

Committees report

Mr. Jaffe:

The two committees met jointly on Sept. 29 to discuss this issue. Finance Committee Members Present: Jeff Wieser, Chair; Jessica Bram, Seth Braunstein; Rick Jaffe; Stephen Shackelford; Cathy Talmadge. Public Works Committee Members Present: Jay Keenan, Chair; Andrew Colabella; Peter Gold; Jack Klinge; Richard Lowenstein; Louis Mall; Matthew Mandell; Chris Tait; Cathy Talmadge. I congratulate Cathy for being there twice. Other Town Officials Present: Pete Ratkiewich, Public Works Director; Velma Heller, RTM Moderator; Karen Kramer and Kristin Schneeman, RTM. The new system will consist of above ground tanks, which will reduce our environmental liability. The existing tanks are due for replacement because of age and liability issues, but also according to Department of Energy and Environmental Protection (DEEP)

regulations that say we should replace them. The existing, underground, fuel tanks are estimated at 25-27 years old. The current fuel system, though functional, is out of date. And the current heating oil tank is also in need of replacement. To date, Public Works has replaced about 70 percent of the town's formerly underground tanks. The new tanks are to be double wall tanks, which will reduce the town's liability. Risk of contamination will also be reduced because above ground tanks can be inspected, whereas underground tank problems are detected when they appear. The requested "design" funding of \$71,500 consists of the \$65,000, the expected cost, expected cost, plus a 10 percent contingency. The \$65,000 design cost is from the low bidder, and is in line with previous cost estimates. DPW is comfortable with the low bidder, an engineering firm with extensive experience both on previous town projects, and with fuel system projects in particular. The requested design funds represent the first stage of the overall design and construction, which is listed in the capital forecast at a total expected cost of \$400,000. The current estimate for the remaining construction phase is \$350,000. The expected total cost, \$71,500 for design plus \$350,000 for construction, or \$421,500, is close to the forecast of \$400,000, which was made approximately five years ago so we are comfortable with that. Public Works expects the design work to be completed during the winter '20/'21.

Motions in favor of supporting the requested funding were made and seconded for Public Works (Cathy Talmadge / Peter Gold) and Finance (Cathy Talmadge / Seth Braunstein). Both motions passed unanimously: Public Works: 9-0 and Finance: 6-0.

Members of the Westport electorate – no comments

Mr. Wieser read the resolution and it was seconded.

RESOLVED: That upon the recommendation of the Board of Finance and a request by the Director of Public Works, the sum of \$71,500.00 along with bond and note authorization, to the Municipal Improvement Fund Account to design the replacement of underground fuel tanks, fuel system, and heating oil tanks at Parsell Public Works Center at 300 Sherwood Island Connector is hereby appropriated.

Dr. Heller: The motion has been moved and seconded.

Members of the RTM

Mr. Falk:

I'm pretty sure I'm going to know the answer to these questions but I'm on the Environment Committee and we're trying to get away from gas engines. Have we looked at electric replacement vehicles?

Mr. Ratkiewich:

Yes. We have. We have an active program ever since 2018. Unfortunately, we have applied twice for electrical vehicle grants under the Volkswagen Digital Division's settlement that the State has made available to us and, unfortunately, without having a fleet that I can replace all at once, it's very difficult to compete with trucking companies that can replace with high energy diesels. They can add a little more money to the occasion. My last request was last year, 2019, for an all-electric sweeper when we were

trying to replace some of our equipment. The diesel benefit that was realized from that was overwhelmed by the diesel benefits from some other applicants. When I talked to fleet managers from school bus companies, regular bus companies, trucking companies, these are the ones that are getting the grants. But, as we move forward, looking into this on an active basis, we realize that there are lots of opportunities coming up as the technology improves. For instance, we purchased three, what we call low pro trucks on our truck buying spree in 2018 and now there is a prototype of those trucks in an all-electric vehicle. I don't know if it will be available this year or next year; since we replaced all our fleet of heavy trucks, we probably don't need one but that's an example of how the technology is coming along. We're keeping our ear to the ground. I'm a former member of Sustainable Westport so I am always looking for opportunities to improve our fleet. Right now, the technology isn't there yet but I am hoping it will come along quickly and heavy equipment will soon be in the realm of being affordable.

Mr. Falk:

Thank you. That's pretty much exactly what I thought was going to happen. The do make really cute excavators. Really tiny ones.

Mr. Ratkiewich: I have looked at them.

Mr. Gold:

Velma, are we still on the fuel tanks? [Yes] Harris' question seemed to go to the next item. I was confused.

Mr. Falk:

I was doing a little bit of both for the next one and this one and I got myself confused.

By show of hands, the motion passes unanimously, 29-0.

The secretary read item #6 of the call – To approve an appropriation of \$278,000, along with bond and note authorization, to the Municipal Improvement Fund Account for the Replacement of Heavy Equipment and Specialized Vehicles:

a. Requesting \$178,000.00 for the replacement of Truck #38 – F550 Plow Truck and Vehicle #44 – Kubota Mini-Excavator that are used together for culvert cleaning and excavation.

b. Requesting \$60,000.00 for the replacement of half of the Parsell Public Works Center, truck bay doors and waste oil storage shed.

c. Requesting \$40,000.00 for the replacement of the 40-year-old, non-functional Transfer Station Doors.

Dr. Heller: Those appear in the resolution as one \$278,000 item.

Presentation

Mr. Ratkiewich:

Truck #38, the F550 plow truck and vehicle #44, the Kubota Mini-Excavator: The plow truck is ending its useful life and the excavator is over 25 years old. We use this equipment year round. We use them to clean culverts. We use them to clean streams, general excavation work. This is a mini-excavator, very important to our operations. It's got steel tracks on it, not rubber tracks so it is much more useful to us in a trench situation. Rubber tracks are not really very friendly in mud. They often fall off. The thing with 25 year old equipment is that you want to make sure that you're on top of it because we could have failures of all sorts of the components of that equipment and, if you recall, we had a 710 backhoe that was over 25 years old and the hydraulic system failed and one of our workers got hurt. We can repair this equipment at this point for the cost of about \$11,000 and its salvage value on the market after repair is about \$13,000 or \$14,000. It's not really good business practice for us to do that. I think we're at the point where we need to get rid of it and purchase a new one. The second part is the Parsell Public Works Center truck bay doors. The truck bay doors that house the freight liners and house our plows do not have any doors on them. This results in a lot of issues with birds in the spring nesting within the garage doors; the lack of garage doors also makes us pull the trucks in forward in the winter time to keep the motors a little bit more warm. What we are proposing is to replace half of them this year and wait a year or two to replace the other half of them so that all of our doors close. This will allow us to pull front forwards out during a storm and it will keep the birds and the vermin out of the sheds and help us maintain our equipment. Currently, we go through a lot of plastic tarps to do the same thing and we generally keep the trucks outside the truck bays because the tarps are usually not that successful. In addition, with the \$60,000 appropriation for the truck bay doors and the waste oil shelter, is the waste oil shelter itself. Currently, we have to store the waste oil that we collect. It has to be in a container that if one of the 55 gallon drums ruptures, it will hold the oil so we can go in and clean it up. Right now, the structure that they are in does not meet those requirements which puts us outside of our compliance with our spill prevention control and counter measures plan for the highway garage. We have DEEP regulations for what we can do, what we can store and how that is stored and this is out of compliance so it needs to be replaced. The third part of this request is our transfer station doors. I apologize because, at the committee hearing, I incorrectly stated that there were two doors. There are three doors. The cost of replacing the three doors is \$40,000. The cost in the capital forecast is \$75,000. These three doors are the three doors facing the public at the transfer station. None of the three work at this point. So, two are open and one is closed. We need the flexibility to close all of them or open two, close one, etc., etc. because that allows us to do flow control. When we're in that transfer station, we often get clogs in the compactors and we need to service those compactors. At that point, we may shut down one bay door to service the compactor to try to unclog it. In the meantime, the trash keeps coming into the station so we would open another door and put the trash on the floor and push it to another compactor with one of the bucket loaders. So, it's an operational thing. In addition, these are three of seven doors on this station that have not worked for quite some time. By DEEP permit, we are actually required to have all doors closable. Right now, we do not have a violation and, for \$40,000, I can fix half of the doors. When these folks come in and replace these three doors, I want them to look at some of the larger doors which are 25' tall and much more

expensive and maybe they will be able to repair them. Our goal, overall, within the next couple of years is to try to repair all the doors so we are in compliance with our permit. This is a first start and it's a good start. I think this is a safety issue, as well, to be able to shut the doors on the front of the bays. I'd love to be able to shut all the doors right now but, as I said, I will have this company get them repaired. As far as bids on this project, we actually went out to bid for these doors to four suppliers last year and we got one supplier responding. At the Board of Finance hearing, the Board of Finance told us to try again and we did. We sent it out to four or five other suppliers and we got two bids in. Crawford Door was still the low bid on these industrial doors. The second bidder was significantly higher. Overhead Door was the second bidder. Their cost was about \$6,000 higher than Crawford Door per door. So, bottom line is this building, which is very critical to the town of Westport because it's where all the solid waste flows through, really needs to have the ability to be secure. We are asking to replace these doors for security and it's also a safety measure for the transfer station. We realize that the entire transfer station is fenced in but with the doors open we have had breaches of our fenced in area. There is equipment in this building that can kill people if it's improperly activated. We are working towards compliance at the highway garage and also at the transfer station. We are trying to get everything closed up so we can secure everything.

Committees report

Jay Keenan, district 2:

This is an appropriation of \$278,000 for four items broken down into three separate line items. These items are in the five year capital forecast and will be funded to the Municipal Improvement Account with Bond and Note Authorization. The first item was the replacement of an F550 Plow truck and Kubota Mini-excavator. Both pieces of equipment are beyond their useful life and are in need of replacement. These items are bundled together as they are typically used together for stream and culvert cleaning as well as general excavation. The second item was the Garage Door/Shed Replacement – Replacement of half of the garage doors at the Public Works Center and the waste oil shed storage shelter on Sherwood Island Connector. The current waste oil enclosure does not meet spill standards and must be upgraded to a shelter which can contain an oil spill. The Garage Doors are a two part project to install doors on the truck bays. They will be coming back to us at a later date for the remainder of the doors. The current plastic tarps are ineffective at keeping the birds out and they are a constant problem causing damage and man hours to deal with the problem, clean up the trucks and clean out all the nests. Additionally it will keep the winter elements out of the building will keep the diesel trucks in ready/warmer condition. The next item was replacement of the 40 year old Transfer Station Doors, which currently do not work at all. New working doors would allow DPW to better control the flow of people who access the facility and in a safer manner should the need arise when one of the compactors is down for maintenance. This will also allow DPW to secure the building at night. Regarding the transfer station doors, Dick Lowenstein made a motion from the Public Works Committee to eliminate the transfer doors, the \$40,000. After a motion, the Public Works Committee voted 4-4. We didn't get Andrew Colabella's vote due to a technical glitch. Since that did not pass, a motion was made for each committee for three individual appropriations. The excavator and the truck passed unanimously by both

committees. The garage door replacement passed unanimously by both committees. The transfer station garage doors passed unanimously by the Finance Committee and 6-2 by the Public Works Committee.

Members of the Westport electorate – no comments

Mr. Wieser read the resolution and it was seconded.

RESOLVED: That upon the recommendation of the Board of Finance and a request by the Director of Public Works, the sum of \$278,000.00 along with bond and note authorization, to the Municipal Improvement Fund Account for the Replacement of Heavy Equipment and Specialized Vehicles is hereby appropriated.

Dr. Heller: We have a resolution and a second.

Members of the RTM

Kristin Schneeman, district 9:

Thanks Pete and to the committees for all the information about all of these items. I think because we were talking about two sets of building doors, I may have gotten myself confused so I apologize if this was answered. I have two questions: Pete, I think you mentioned about the truck bay doors in the public works center that you were requesting funding for only some of the doors, not all. So, my question was why not all at this point?

Mr. Ratkiewich:

We just felt if we split the doors over a couple of years, it would be less painful financially.

Ms. Schneeman:

It doesn't totally solve the birds or the cold trucks. It's better than what you've got but...

Mr. Ratkiewich:

We built the building in 1998 so another year or two isn't going to hurt.

Ms. Schneeman:

That segues into my second question about the transfer station doors. I don't remember what you said in the committee meeting about how long those had not been operational. My second question that I don't remember you mentioning in the committee meeting was about the DEEP and that we are out of compliance. Could you say a little bit more about what we should be compliant with.

Mr. Ratkiewich:

In between the committee meeting and now, me and Scott Sullivan, our Highway Superintendent and Equipment Superintendent, and Solid Waste Superintendent met with Dick Lowenstein to review the condition of the doors. Mr. Sullivan mentioned that we also have a DEEP compliance issue because that requires that all doors should close. DEEP doesn't necessarily go around issuing tickets for this but, if they were given

the opportunity, they could. If I were to come to you with a proposal to bring us into 100 percent compliance with the doors, it would be around \$300,000 so these three are the low hanging fruit that I can get right off the bat. They are only \$40,000. I am going to try to repair two doors. The remaining two doors, we will take a look at, as well. The remaining two doors are where the trailers come in and back into the compactors. Most of the time, the compactors are attached to the trailers but we do need to have the ability to close those. Those and the main doors where the commercial trucks come in are things that I'm going to have Crawford Door look at and see if they can do some repairs rather than do a full replacement which would be very expensive.

Richard Lowenstein, district 5:

Pete mentioned that he invited me to come down to the transfer station yesterday to take a walk around. The folding gate doors, which I had suggested, would not work because the DEEP, not only want to keep people out, they want to keep vermin and birds out, as well. Gates don't work as well as doors. What bothers me, and it is not a reflection on Pete or anybody in town, is the way the State establishes requirements without any kind of recommendations. There's always the threat of money which the State holds over the towns, as well. I would like to see a more conciliatory approach by the DEEP when they say something is not required but is nice to have. So, I'll support this even though at the meeting last week, I was one of the people who objected to it.

Carla Rea, district 8: I'm okay. I got my answers. Thank you.

Mr. Falk:

I basically jumped the question with the last question and you've already answered regarding electric cars to get us away from fossil fuels. This is why the comment about the cute little excavator.

By show of hands, the motion is approved unanimously, 29-0.

ATTENDANCE: October 6, 2020

DIST.	NAME	PRESENT	ABSENT	NOTIFIED MODERATOR	LATE/ LEFT EARLY
1	Richard Jaffe	X			
	Matthew Mandell	X			
	Kristin M. Purcell	X			
	Chris Tait	X			
2	Harris Falk	X			
	Jay Keenan	X			
	Louis M. Mall	X			
	Christine Meiers Schatz		X	X	
3	Mark Friedman	X			
	Arline Gertzoff	X			
	Jimmy Izzo	X			
	Amy Kaplan	X			
4	Andrew J. Colabella	X			
	Kristan Hamlin	X			
	Noah Hammond	X			
	Jeff Wieser	X			
5	Peter Gold	X			
	Dick Lowenstein	X			
	Karen Kramer	X			
	Greg Kraut		X		
6	Candace Banks	X			
	Jessica Bram		X	X	
	Seth Braunstein	X			
	Cathy Talmadge		X	X	
7	Brandi Briggs	X			Left 8:30./ Arr. 9.40
	Lauren Karpf	X			
	Jack Klinge	X			
	Ellen Lautenberg	X			
8	Wendy Batteau	X		X	Arr. 9:40
	Lisa Newman	X			
	Carla Rea	X			
	Stephen Shackelford	X			
9	Velma Heller	X			
	Sal Liccione	X			
	Kristin Schneeman	X			
	Lauren Soloff		X	X	
Total		31	5		

Appendix I – Item #1

RESOLVED: That upon the recommendation of the Board of Finance and a request by the Director of Parks & Recreation, the sum of \$310,000.00 along with bond and note authorization, to the Municipal Improvement Fund Account to replace the field lights at the Greens Farms Elementary School field is hereby appropriated.

BOND RESOLUTION

RESOLVED: That upon the recommendation of the Board of Finance, the Town of Westport (the “Town”) hereby appropriates the sum of Three Hundred Ten Thousand and 00/100 Dollars (\$310,000) for the costs associated with replacing the field lights at Greens Farms field including the purchase and installation of an LED lighting system, warranty program and a system that allows for remote access, advanced scheduling and monitoring and administrative, engineering, financing, contingency and other related costs (the “Project”).

As recommended by the Board of Finance and for the purpose of financing Three Hundred Ten Thousand and 00/100 Dollars (\$310,000) of the foregoing appropriation, the Town shall borrow a sum not to exceed Three Hundred Ten Thousand and 00/100 Dollars (\$310,000) and issue general obligation bonds for such indebtedness under its corporate name and seal and upon the full faith and credit of the Town in an amount not to exceed said sum for the purpose of financing the appropriation for the Project.

The First Selectman, Selectmen and Finance Director are hereby appointed a committee (the “Committee”) with full power and authority to cause said bonds to be sold, issued and delivered; to determine their form, including provision for redemption prior to maturity; to determine the aggregate principal amount thereof within the amount hereby authorized and the denominations and maturities thereof; to fix the time of issue of each series thereof and the rate or rates of interest thereon as herein provided; to designate the bank or trust company to certify the issuance thereof and to act as transfer agent, paying agent and as registrar for the bonds, and to designate bond counsel. The Committee shall have all appropriate powers under the Connecticut General Statutes including Chapter 748 (Registered Public Obligations Act) to issue the bonds and, further, shall have full power and authority to do all that is required under the Internal Revenue Code of 1986, as amended, and other applicable laws and regulations of the United States and the state of Connecticut, to provide for issuance of the bonds in tax exempt form, including the execution of tax compliance and other agreements for the benefit of bondholders, and to meet all requirements which are or may become necessary in and subsequent to the issuance and delivery of the bonds in order that the interest on the bonds be and remain exempt from federal income taxes, including, without limitation, to covenant and agree to restriction on investment yield of bond proceeds, rebate of arbitrage earnings, expenditure of proceeds within required time limitations and the filing of information reports as and when required and to execute Continuing Disclosure Agreements for the benefit of holders of bonds and notes.

The Bonds may be designated “Public Improvement Bonds of the Town of Westport,” series of the year of their issuance and may be issued in one or more series, and may be consolidated as part of the same issue with other bonds of the Town; shall be in serial form maturing in not more than twenty (20) annual installments of principal, the first installment to mature not later than three (3) years from the date of issue and the last installment to mature not later than twenty (20) therefrom, or as otherwise provided by statute. The bonds may be sold at not less than par and accrued interest at public sale upon invitation for bids to the responsible bidder submitting the bid resulting in the lowest true interest cost to the Town, provided that nothing herein shall prevent the Town from rejecting all bids submitted in response to any one invitation for bids and the right to so reject all bids is hereby reserved, and further provided that the Committee may sell the bonds, or notes, on a negotiated basis, as provided by statute. Interest on the bonds shall be payable semiannually or annually. The bonds shall be signed on behalf of the Town by the First Selectman and the Finance Director, and shall bear the seal of the Town. The signing, sealing and certification of said bonds may be by facsimile as provided by statute. The Finance Director shall maintain a record of bonds issued pursuant to this resolution and of the face amount thereof outstanding from time to time, and shall certify to the destruction of said bonds after they have been paid and cancelled, and such certification shall be kept on file with the Town Clerk.

The Committee is further authorized to make temporary borrowings as permitted by the General Statutes and to issue a temporary note or notes of the Town in anticipation of the receipt of proceeds from the sale of the bonds to be issued pursuant to this resolution. Such notes shall be issued and renewed at such times and with such maturities, requirements and limitations as provided by statute. Notes evidencing such borrowings shall be signed by the First Selectman and the Finance Director, have the seal of the Town affixed, which signing and sealing may be by facsimile as provided by statute, be certified by and payable at a bank or trust company incorporated

under the laws of this or any other state, or of the United States, be approved as to their legality by bond counsel, and may be consolidated with the issuance of other Town bond anticipation notes. The Committee shall determine the date, maturity, interest rates, form and manner of sale, including negotiated sale, and other details of said notes consistent with the provisions of this resolution and the General Statutes and shall have all powers and authority as set forth above in connection with the issuance of bonds and especially with respect to compliance with the requirements of the Internal Revenue Code of 1986, as amended, and regulations thereunder in order to obtain and maintain issuance of the notes in tax exempt form.

Upon the sale and issuance of the bonds authorized by this resolution, the proceeds thereof, including any premium received upon the sale thereof, accrued interest received at delivery and interest earned on the temporary investment of such proceeds, shall be applied forthwith to the payment of the principal and interest of all notes issued in anticipation thereof or shall be deposited in trust for such purposes with a bank or trust company, or shall be applied or rebated as may be required under the provision of law. The remainder of the proceeds, if any, after the payment of said notes and of the expense of issuing said notes and bonds shall be applied to further finance the appropriation enacted herein.

In each fiscal year in which the principal or any installment of interest shall fall due upon any of the bonds or notes herein authorized there shall be included in the appropriation for such fiscal year a sum equivalent to the amount of such principal and interest so falling due, and to the extent that provision is not made for the payment thereof from other revenues, the amount thereof shall be included in the taxes assessed upon the Grand List for such fiscal year and shall not be subject to any limitations of expenditures or taxes that may be imposed by any other Town ordinance or resolution.

Pursuant to Section 1.150-2 (as amended) of the federal income tax regulations the Town hereby expresses its official intent to reimburse expenditures paid from the General Fund, or any capital fund for the Project with the proceeds of the bonds or notes to be issued under the provisions hereof. The allocation of such reimbursement bond proceeds to an expenditure shall be made in accordance with the time limitations and other requirements of such regulations. The Finance Director is authorized to pay Project expenses in accordance herewith pending the issuance of the reimbursement bonds or notes.

The Town of Westport, or other proper authority of the Town, is authorized to take all necessary action to apply to the State of Connecticut, and accept from the State or other parties, grants, gifts and contributions in aid of further financing the Project. Once the appropriation becomes effective, the First Selectman, or other appropriate official of the town, is hereby authorized to spend a sum not to exceed the aforesaid appropriation for the Project and is specifically authorized to make, execute and deliver any contracts or other documents necessary or convenient to complete the Project and the financing thereof.

The Committee is hereby authorized to take all action necessary and proper for the sale, issuance and delivery of the bonds (and notes) in accordance with the provisions of the Town Charter, the Connecticut General Statutes, and the laws of the United States.

Appendix II – Item #4

RESOLVED: That upon the recommendation of the Board of Finance and a request by the Director of Public Works the sum of \$150,000.00 along with bond and note authorization, to the Municipal Improvement Fund Account for Power Redundancy and IT Security Upgrades at Town Hall and Parks and Recreation is hereby appropriated.

BOND RESOLUTION

RESOLVED: That upon the recommendation of the Board of Finance, the Town of Westport, Connecticut (the "Town") hereby appropriates the sum of One Hundred Fifty Thousand and 00/100 Dollars (\$150,000) to pay costs associated with the Power Redundancy and IT Security Upgrades which costs include the installation of an uninterruptible power supply and secondary transfer switch, access controls to various IT resource areas at both the Town Hall and Parks and Recreation offices, and related equipment controls and connections and related design, engineering, analysis, auditing, administrative, financing, contingency and other soft costs (the "Project").

Section 1. As recommended by the Board of Finance and for the purpose of financing One Hundred Fifty Thousand and 00/100 Dollars (\$150,000) of the foregoing appropriation, the Town shall borrow a sum not to exceed One Hundred Fifty Thousand and 00/100 Dollars (\$150,000) and issue general obligation bonds for such indebtedness under its corporate name and seal and upon the full faith and credit of the Town in an amount not to exceed said sum for the purpose of financing the appropriation for the Project.

Section 2. The First Selectman, Selectmen and Finance Director are hereby appointed a committee (the "Committee") with full power and authority to cause said bonds to be sold, issued and delivered; to determine their form, including provision for redemption prior to maturity; to determine the aggregate principal amount thereof within the amount hereby authorized and the denominations and maturities thereof; to fix the time of issue of each series thereof and the rate or rates of interest thereon as herein provided; to designate the bank or trust company to certify the issuance thereof and to act as transfer agent, paying agent and as registrar for the bonds, and to designate bond counsel. The Committee shall have all appropriate powers under the Connecticut General Statutes including Chapter 748 (Registered Public Obligations Act) to issue the bonds and, further, shall have full power and authority to do all that is required under the Internal Revenue Code of 1986, as amended, and other applicable laws and regulations of the United States and the state of Connecticut, to provide for issuance of the bonds in tax exempt form, including the execution of tax compliance and other agreements for the benefit of bondholders, and to meet all requirements which are or may become necessary in and subsequent to the issuance and delivery of the bonds in order that the interest on the bonds be and remain exempt from federal income taxes, including, without limitation, to covenant and agree to restriction on investment yield of bond proceeds, rebate of arbitrage earnings, expenditure of proceeds within required time limitations and the filing of information reports as and when required and to execute Continuing Disclosure Agreements for the benefit of holders of bonds and notes.

Section 3. The Bonds may be designated "Public Improvement Bonds of the Town of Westport," series of the year of their issuance and may be issued in one or more series, and may be consolidated as part of the same issue with other bonds of the Town; shall be in serial form maturing in not more than twenty (20) annual installments of principal, the first installment to mature not later than three (3) years from the date of issue and the last installment to mature not later than twenty (20) therefrom, or as otherwise provided by statute. The bonds may be sold at not less than par and accrued interest at public sale upon invitation for bids to the responsible bidder submitting the bid resulting in the lowest true interest cost to the Town, provided that nothing herein shall prevent the Town from rejecting all bids submitted in response to any one invitation for bids and the right to so reject all bids is hereby reserved, and further provided that the Committee may sell the bonds, or notes, on a negotiated basis, as provided by statute. Interest on the bonds shall be payable semiannually or annually. The bonds shall be signed on behalf of the Town by the First Selectman and the Finance Director, and shall bear the seal of the Town. The signing, sealing and certification of said bonds may be by facsimile as provided by statute. The Finance Director shall maintain a record of bonds issued pursuant to this resolution and of the face amount thereof outstanding from time to time, and shall certify to the destruction of said bonds after they have been paid and cancelled, and such certification shall be kept on file with the Town Clerk.

Section 4. The Committee is further authorized to make temporary borrowings as permitted by the General Statutes and to issue a temporary note or notes of the Town in anticipation of the receipt of proceeds from the sale of the bonds to be issued pursuant to this resolution. Such notes shall be issued and renewed at such times and with such maturities, requirements and limitations as provided by statute. Notes evidencing such borrowings shall be signed by the First Selectman and the Finance Director, have the seal of the Town affixed, which signing and sealing may be by facsimile as provided by statute, be certified by and payable at a bank or trust company incorporated under the laws of this or any other state, or of the United States, be approved as to their legality by bond counsel, and may be consolidated with the issuance of other Town bond anticipation notes. The Committee shall determine the date, maturity, interest rates, form and manner of sale, including negotiated sale, and other details of said notes consistent with the provisions of this resolution and the General Statutes and shall have all powers and authority as set forth above in connection with the issuance of bonds and especially with respect to compliance with the requirements of the Internal Revenue Code of 1986, as amended, and regulations thereunder in order to obtain and maintain issuance of the notes in tax exempt form.

Section 5. Upon the sale and issuance of the bonds authorized by this resolution, the proceeds thereof, including any premium received upon the sale thereof, accrued interest received at delivery and interest earned on the temporary investment of such proceeds, shall be applied forthwith to the payment of the principal and interest of all notes issued in anticipation thereof or shall be deposited in trust for such purposes with a bank or trust company, or shall be applied or rebated as may be required under the provision of law. The remainder of the proceeds, if any, after the payment of said notes and of the expense of issuing said notes and bonds shall be applied to further finance the appropriation enacted herein.

Section 6. In each fiscal year in which the principal or any installment of interest shall fall due upon any of the bonds or notes herein authorized there shall be included in the appropriation for such fiscal year a sum equivalent to the amount of such principal and interest so falling due, and to the extent that provision is not made for the payment thereof from other revenues, the amount thereof shall be included in the taxes assessed upon the Grand List for such fiscal year and shall not be subject to any limitations of expenditures or taxes that may be imposed by any other Town ordinance or resolution.

Section 7. Pursuant to Section 1.150-2 (as amended) of the federal income tax regulations the Town hereby expresses its official intent to reimburse expenditures paid from the General Fund, or any capital fund for the Project with the proceeds of the bonds or notes to be issued under the provisions hereof. The allocation of such reimbursement bond proceeds to an expenditure shall be made in accordance with the time limitations and other requirements of such regulations. The Finance Director is authorized to pay Project expenses in accordance herewith pending the issuance of the reimbursement bonds or notes.

Section 8. The Town of Westport, or other proper authority of the Town, is authorized to take all necessary action to apply to the State of Connecticut, and accept from the State or other parties, grants, gifts and contributions in aid of further financing the Project. Once the appropriation becomes effective, the First Selectman, or other appropriate official of the town, is hereby authorized to spend a sum not to exceed the aforesaid appropriation for the Project and is specifically authorized to make, execute and deliver any contracts or other documents necessary or convenient to complete the Project and the financing thereof.

Section 9. The Committee is hereby authorized to take all action necessary and proper for the sale, issuance and delivery of the bonds (and notes) in accordance with the provisions of the Town Charter, the Connecticut General Statutes, and the laws of the United States.

Appendix III – Item #5

RESOLVED: That upon the recommendation of the Board of Finance and a request by the Director of Public Works, the sum of \$71,500.00 along with bond and note authorization, to the Municipal Improvement Fund Account to design the replacement of underground fuel tanks, fuel system, and heating oil tanks at Parsell Public Works Center at 300 Sherwood Island Connector is hereby appropriated.

BOND RESOLUTION

RESOLVED: That upon the recommendation of the Board of Finance, the Town of Westport, Connecticut (the "Town") hereby appropriates the sum of Seventy-One Thousand Five Hundred and 00/100 Dollars (\$71,500) for the initial costs of replacing the underground fuel tanks, fuel system, and heating oil tanks at the Parsell Public Works Center at 300 Sherwood Island Connector including engineering, design and inspection services, and related consultant, administrative financing and other soft costs (the "Project").

As recommended by the Board of Finance and for the purpose of financing Seventy-One Thousand Five Hundred and 00/100 Dollars (\$71,500) of the foregoing appropriation, the Town shall borrow a sum not to exceed Seventy-One Thousand Five Hundred and 00/100 Dollars (\$71,500) and issue general obligation bonds for such indebtedness under its corporate name and seal and upon the full faith and credit of the Town in an amount not to exceed said sum for the purpose of financing the appropriation for the Project.

The First Selectman, Selectmen and Finance Director are hereby appointed a committee (the "Committee") with full power and authority to cause said bonds to be sold, issued and delivered; to determine their form, including provision for redemption prior to maturity; to determine the aggregate principal amount thereof within the amount hereby authorized and the denominations and maturities thereof; to fix the time of issue of each series thereof and the rate or rates of interest thereon as herein provided; to designate the bank or trust company to certify the issuance thereof and to act as transfer agent, paying agent and as registrar for the bonds, and to designate bond counsel. The Committee shall have all appropriate powers under the Connecticut General Statutes including Chapter 748 (Registered Public Obligations Act) to issue the bonds and, further, shall have full power and authority to do all that is required under the Internal Revenue Code of 1986, as amended, and other applicable laws and regulations of the United States and the state of Connecticut, to provide for issuance of the bonds in tax exempt form, including the execution of tax compliance and other agreements for the benefit of bondholders, and to meet all requirements which are or may become necessary in and subsequent to the issuance and delivery of the bonds in order that the interest on the bonds be and remain exempt from federal income taxes, including, without limitation, to covenant and agree to restriction on investment yield of bond proceeds, rebate of arbitrage earnings, expenditure of proceeds within required time limitations and the filing of information reports as and when required and to execute Continuing Disclosure Agreements for the benefit of holders of bonds and notes.

The Bonds may be designated "Public Improvement Bonds of the Town of Westport," series of the year of their issuance and may be issued in one or more series, and may be consolidated as part of the same issue with other bonds of the Town; shall be in serial form maturing in not more than twenty (20) annual installments of principal, the first installment to mature not later than three (3) years from the date of issue and the last installment to mature not later than twenty (20) therefrom, or as otherwise provided by statute. The bonds may be sold at not less than par and accrued interest at public sale upon invitation for bids to the responsible bidder submitting the bid resulting in the lowest true interest cost to the Town, provided that nothing herein shall prevent the Town from rejecting all bids submitted in response to any one invitation for bids and the right to so reject all bids is hereby reserved, and further provided that the Committee may sell the bonds, or notes, on a negotiated basis, as provided by statute. Interest on the bonds shall be payable semiannually or annually. The bonds shall be signed on behalf of the Town by the First Selectman and the Finance Director, and shall bear the seal of the Town. The signing, sealing and certification of said bonds may be by facsimile as provided by statute. The Finance Director shall maintain a record of bonds issued pursuant to this resolution and of the face amount thereof outstanding from time to time, and shall certify to the destruction of said bonds after they have been paid and cancelled, and such certification shall be kept on file with the Town Clerk.

The Committee is further authorized to make temporary borrowings as permitted by the General Statutes and to issue a temporary note or notes of the Town in anticipation of the receipt of proceeds from the sale of the bonds to be issued pursuant to this resolution. Such notes shall be issued and renewed at such times and with such maturities, requirements and limitations as provided by statute. Notes evidencing such borrowings shall be signed by the First Selectman and the Finance Director, have the seal of the Town affixed, which signing and sealing

may be by facsimile as provided by statute, be certified by and payable at a bank or trust company incorporated under the laws of this or any other state, or of the United States, be approved as to their legality by bond counsel, and may be consolidated with the issuance of other Town bond anticipation notes. The Committee shall determine the date, maturity, interest rates, form and manner of sale, including negotiated sale, and other details of said notes consistent with the provisions of this resolution and the General Statutes and shall have all powers and authority as set forth above in connection with the issuance of bonds and especially with respect to compliance with the requirements of the Internal Revenue Code of 1986, as amended, and regulations thereunder in order to obtain and maintain issuance of the notes in tax exempt form.

Upon the sale and issuance of the bonds authorized by this resolution, the proceeds thereof, including any premium received upon the sale thereof, accrued interest received at delivery and interest earned on the temporary investment of such proceeds, shall be applied forthwith to the payment of the principal and interest of all notes issued in anticipation thereof or shall be deposited in trust for such purposes with a bank or trust company, or shall be applied or rebated as may be required under the provision of law. The remainder of the proceeds, if any, after the payment of said notes and of the expense of issuing said notes and bonds shall be applied to further finance the appropriation enacted herein.

In each fiscal year in which the principal or any installment of interest shall fall due upon any of the bonds or notes herein authorized there shall be included in the appropriation for such fiscal year a sum equivalent to the amount of such principal and interest so falling due, and to the extent that provision is not made for the payment thereof from other revenues, the amount thereof shall be included in the taxes assessed upon the Grand List for such fiscal year and shall not be subject to any limitations of expenditures or taxes that may be imposed by any other Town ordinance or resolution.

Pursuant to Section 1.150-2 (as amended) of the federal income tax regulations the Town hereby expresses its official intent to reimburse expenditures paid from the General Fund, or any capital fund for the Project with the proceeds of the bonds or notes to be issued under the provisions hereof. The allocation of such reimbursement bond proceeds to an expenditure shall be made in accordance with the time limitations and other requirements of such regulations. The Finance Director is authorized to pay Project expenses in accordance herewith pending the issuance of the reimbursement bonds or notes.

The Town of Westport, or other proper authority of the Town, is authorized to take all necessary action to apply to the State of Connecticut, and accept from the State or other parties, grants, gifts and contributions in aid of further financing the Project. Once the appropriation becomes effective, the First Selectman, or other appropriate official of the town, is hereby authorized to spend a sum not to exceed the aforesaid appropriation for the Project and is specifically authorized to make, execute and deliver any contracts or other documents necessary or convenient to complete the Project and the financing thereof.

The Committee is hereby authorized to take all action necessary and proper for the sale, issuance and delivery of the bonds (and notes) in accordance with the provisions of the Town Charter, the Connecticut General Statutes, and the laws of the United States.

Appendix IV – Item #6

(6)

RESOLVED: That upon the recommendation of the Board of Finance and a request by the Director of Public Works, the sum of \$278,000.00 along with bond and note authorization, to the Municipal Improvement Fund Account for the Replacement of Heavy Equipment and Specialized Vehicles is hereby appropriated.

BOND RESOLUTION

RESOLVED: That upon the recommendation of the Board of Finance, the Town of Westport, Connecticut (the "Town") hereby appropriates the sum of Two Hundred Seventy-Eight Thousand and 00/100 Dollars (\$278,000) to fund costs associated with the replacement of: i) one F550 plow truck and attached Kubota mini-excavator; ii) half of the Parsell Public Works Center, truck bay doors and the waste oil storage shelter; and iii) the Transfer Station doors, including related administrative, financing and other soft costs (the "Project").

As recommended by the Board of Finance and for the purpose of financing Two Hundred Seventy-Eight Thousand and 00/100 Dollars (\$278,000) of the foregoing appropriation, the Town shall borrow a sum not to exceed Two Hundred Seventy-Eight Thousand and 00/100 Dollars (\$278,000) and issue general obligation bonds for such indebtedness under its corporate name and seal and upon the full faith and credit of the Town in an amount not to exceed said sum for the purpose of financing the appropriation for the Project.

The First Selectman, Selectmen and Finance Director are hereby appointed a committee (the "Committee") with full power and authority to cause said bonds to be sold, issued and delivered; to determine their form, including provision for redemption prior to maturity; to determine the aggregate principal amount thereof within the amount hereby authorized and the denominations and maturities thereof; to fix the time of issue of each series thereof and the rate or rates of interest thereon as herein provided; to designate the bank or trust company to certify the issuance thereof and to act as transfer agent, paying agent and as registrar for the bonds, and to designate bond counsel. The Committee shall have all appropriate powers under the Connecticut General Statutes including Chapter 748 (Registered Public Obligations Act) to issue the bonds and, further, shall have full power and authority to do all that is required under the Internal Revenue Code of 1986, as amended, and other applicable laws and regulations of the United States and the state of Connecticut, to provide for issuance of the bonds in tax exempt form, including the execution of tax compliance and other agreements for the benefit of bondholders, and to meet all requirements which are or may become necessary in and subsequent to the issuance and delivery of the bonds in order that the interest on the bonds be and remain exempt from federal income taxes, including, without limitation, to covenant and agree to restriction on investment yield of bond proceeds, rebate of arbitrage earnings, expenditure of proceeds within required time limitations and the filing of information reports as and when required and to execute Continuing Disclosure Agreements for the benefit of holders of bonds and notes.

The Bonds may be designated "Capital Equipment Bonds of the Town of Westport," series of the year of their issuance and may be issued in one or more series, and may be consolidated as part of the same issue with other bonds of the Town; shall be in serial form maturing in not more than twenty (20) annual installments of principal, the first installment to mature not later than three (3) years from the date of issue and the last installment to mature not later than twenty (20) therefrom, or as otherwise provided by statute. The bonds may be sold at not less than par and accrued interest at public sale upon invitation for bids to the responsible bidder submitting the bid resulting in the lowest true interest cost to the Town, provided that nothing herein shall prevent the Town from rejecting all bids submitted in response to any one invitation for bids and the right to so reject all bids is hereby reserved, and further provided that the Committee may sell the bonds, or notes, on a negotiated basis, as provided by statute. Interest on the bonds shall be payable semiannually or annually. The bonds shall be signed on behalf of the Town by the First Selectman and the Finance Director, and shall bear the seal of the Town. The signing, sealing and certification of said bonds may be by facsimile as provided by statute. The Finance Director shall maintain a record of bonds issued pursuant to this resolution and of the face amount thereof outstanding from time to time, and shall certify to the destruction of said bonds after they have been paid and cancelled, and such certification shall be kept on file with the Town Clerk.

The Committee is further authorized to make temporary borrowings as permitted by the General Statutes and to issue a temporary note or notes of the Town in anticipation of the receipt of proceeds from the sale of the bonds to be issued pursuant to this resolution. Such notes shall be issued and renewed at such times and with such

maturities, requirements and limitations as provided by statute. Notes evidencing such borrowings shall be signed by the First Selectman and the Finance Director, have the seal of the Town affixed, which signing and sealing may be by facsimile as provided by statute, be certified by and payable at a bank or trust company incorporated under the laws of this or any other state, or of the United States, be approved as to their legality by bond counsel, and may be consolidated with the issuance of other Town bond anticipation notes. The Committee shall determine the date, maturity, interest rates, form and manner of sale, including negotiated sale, and other details of said notes consistent with the provisions of this resolution and the General Statutes and shall have all powers and authority as set forth above in connection with the issuance of bonds and especially with respect to compliance with the requirements of the Internal Revenue Code of 1986, as amended, and regulations thereunder in order to obtain and maintain issuance of the notes in tax exempt form.

Upon the sale and issuance of the bonds authorized by this resolution, the proceeds thereof, including any premium received upon the sale thereof, accrued interest received at delivery and interest earned on the temporary investment of such proceeds, shall be applied forthwith to the payment of the principal and interest of all notes issued in anticipation thereof or shall be deposited in trust for such purposes with a bank or trust company, or shall be applied or rebated as may be required under the provision of law. The remainder of the proceeds, if any, after the payment of said notes and of the expense of issuing said notes and bonds shall be applied to further finance the appropriation enacted herein.

In each fiscal year in which the principal or any installment of interest shall fall due upon any of the bonds or notes herein authorized there shall be included in the appropriation for such fiscal year a sum equivalent to the amount of such principal and interest so falling due, and to the extent that provision is not made for the payment thereof from other revenues, the amount thereof shall be included in the taxes assessed upon the Grand List for such fiscal year and shall not be subject to any limitations of expenditures or taxes that may be imposed by any other Town ordinance or resolution.

Pursuant to Section 1.150-2 (as amended) of the federal income tax regulations the Town hereby expresses its official intent to reimburse expenditures paid from the General Fund, or any capital fund for the Project with the proceeds of the bonds or notes to be issued under the provisions hereof. The allocation of such reimbursement bond proceeds to an expenditure shall be made in accordance with the time limitations and other requirements of such regulations. The Finance Director is authorized to pay Project expenses in accordance herewith pending the issuance of the reimbursement bonds or notes.

The Town of Westport, or other proper authority of the Town, is authorized to take all necessary action to apply to the State of Connecticut, and accept from the State or other parties, grants, gifts and contributions in aid of further financing the Project. Once the appropriation becomes effective, the First Selectman, or other appropriate official of the town, is hereby authorized to spend a sum not to exceed the aforesaid appropriation for the Project and is specifically authorized to make, execute and deliver any contracts or other documents necessary or convenient to complete the Project and the financing thereof.

The Committee is hereby authorized to take all action necessary and proper for the sale, issuance and delivery of the bonds (and notes) in accordance with the provisions of the Town Charter, the Connecticut General Statutes, and the laws of the United States.

(7)

RESOLVED: That upon the request of at least two RTM members, the following sense of the meeting resolution is hereby adopted.

TOWN OF WESTPORT
RESOLUTION OF THE REPRESENTATIVE TOWN MEETING
ASSERTING THAT RACISM IS A PUBLIC HEALTH CRISIS AFFECTING
THE TOWN OF WESTPORT AND ALL OF CONNECTICUT

WHEREAS, racism is a social system with multiple dimensions: individual racism that is interpersonal and/or internalized or systemic racism that is institutional or structural, and is a system of structuring opportunity and assigning value based on the social interpretation of how one looks; and
 WHEREAS race is a social construct with no biological basis; and
 WHEREAS racism unfairly disadvantages specific individuals and communities, while unfairly giving advantages to other individuals and communities, and saps the strength of the whole society through the waste of human resources, and
 WHEREAS racism is a root cause of poverty and constricts economic mobility; and
 WHEREAS racism causes persistent discrimination and disparate outcomes in many areas of life, including housing, education, employment, and criminal justice, and is itself a social determinant of health; and
 WHEREAS racism and segregation have exacerbated a health divide resulting in people of color in Connecticut bearing a disproportionate burden of illness and mortality including COVID-19 infection and death, heart disease, diabetes, and infant mortality; and
 WHEREAS Black, Native American, Asian and Latino residents are more likely to experience poor health outcomes as a consequence of inequities in economic stability, education, physical environment, food, and access to health care and these inequities are, themselves, a result of racism; and
 WHEREAS more than 100 studies have linked racism to worse health outcomes; and
 WHEREAS the collective prosperity and wellbeing of Westport depends upon equitable access to opportunity for every resident regardless of the color of their skin: and
 WHEREAS in August 2005, recognizing the need to achieve and celebrate a more welcoming, multicultural community, the Town of Westport established the TEAM Westport Committee to advise Town officials; and
 NOW, THEREFORE, BE IT RESOLVED, that the Town of Westport asserts that racism is a public health crisis affecting Westport and all of Connecticut;

BE IT FURTHER RESOLVED that the Town of Westport will work to progress as an equity and justice-oriented organization, by continuing to identify specific activities to enhance diversity and to ensure antiracism principles across our leadership, staffing and contracting;

BE IT FURTHER RESOLVED that the Town of Westport will promote equity through all policies approved by the Town of Westport and enhance educational efforts aimed at understanding, addressing and dismantling racism and how it affects the delivery of human and social services, economic development and public safety;

BE IT FURTHER RESOLVED that the Town of Westport will improve the quality of the data Westport collects and the analysis of that data—it is not enough to assume that an initiative is producing its intended outcome, qualitative and quantitative data should be used to assess inequities in impact and continuously improve;

BE IT FURTHER RESOLVED that the Town of Westport will continue to advocate locally for relevant policies that improve health in communities of color, and support local, state, regional, and federal initiatives that advance efforts to dismantle systemic racism;

BE IT FURTHER RESOLVED that the Town of Westport will further work to solidify alliances and partnerships with other organizations that are confronting racism and encourage other local, state, regional, and national entities to recognize racism as a public health crisis;

BE IT FURTHER RESOLVED that the Town of Westport will support community efforts to amplify issues of racism and engage actively and authentically with communities of color wherever they live; and

BE IT FURTHER RESOLVED that the Town of Westport will identify clear goals and objectives, including periodic reports to the Representative Town Meeting, to assess progress and capitalize on opportunities to further advance racial equity.