

**RTM Meeting
September 6, 2022**

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 Human Services and the Westport Library, to approve a request for \$25,000.00 from the Westport's American Rescue Plan Act (ARPA) funds, to develop a new Job Search Support Program at the Library.
2. 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 and Recreation, to approve an appropriation of \$237,000.00 to the Capital and Non-Recurring Account for the installation of drainage on the Greens at Longshore Golf Course.
3. 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 \$313,500.00 to the Capital and Non-Recurring Account for a Traffic Study of the Cross Highway School Zone between North Avenue and Bayberry Lane.
4. To take such action as the meeting may determine, upon the request of the First Selectwoman, to adopt a resolution establishing and appointing a Long Lots Elementary School Building Committee for the renovation and improvement of the school.
5. To take such action as the meeting may determine to approve the Collective Bargaining Agreement between the Town of Westport and Council #4, AFSCME, AFL-CIO, Local 1303-385, Public Works for the period of July 1, 2022 thru June 30, 2026.
6. To take such action as the meeting may determine, upon the request of 3 RTM members, to adopt an ordinance restricting the use of gas-powered leaf blowers in Westport. (First reading. Full text available in the Town Clerk's Office).

The meeting

Moderator Jeff Wieser:

Good evening. This meeting of Westport's Representative Town Meeting is now called to order. My name is Jeff Wieser and I am the RTM Moderator. We welcome those who are joining us tonight in the Town Hall auditorium for our second in person gathering since March 2020, as well as those watching us streaming live on westportct.gov, and those watching on Optimum Government Access Channel 79 or Frontier Channel 99.

On my right tonight is RTM Secretary, Jackie Fuchs. Welcome back.

Members of the Westport electorate attending the meeting by telephone or video may comment on any agenda item. Comments will be limited to 3 minutes.

Emails may be sent to RTMmailinglist@westportct.gov, which goes to all RTM members. These emails will not be read aloud during the meeting.

Tonight's invocation will be delivered by our own Lori Church. Ms. Church, the floor is yours.

Invocation, Lori Church, district 9:

When Lauren asked me to give tonight's Invocation, I was honored, flattered, and then.... A bit panicked. What exactly is an Invocation at an RTM meeting? Feeling confused, I did what every self-respecting person would do. I Googled. Google didn't have anything specifically about an

“invocation for an RTM” but it did have a definition for a city council. Seemed close enough. An Invocation at a city council meeting is used, according to Google, “to solemnize the proceedings of the city council.” Shoot. Solemnize. There went my plans for an opening joke. Hoping for a different answer, I went to the next best place for information... Lauren Karpf.

Her definition was much more appealing.... No real time limit and is usually about anything inspiring. Inspiring. I can probably do something inspiring. So I decided to turn to Google again and ask, “what are some of the best inspirational speeches?” Not that I was going to steal any of those speeches, I just figured if they’re so good, they could inspire me to stop procrastinating and write this darn Invocation. I just kept thinking, what could I possibly say to this group, this experienced, smart group, that could newly inspire them? How could I, a “junior member of this elected body”, think of something important? Something that everyone will agree with? Something that will resonate? Then I realized that THAT is the point. That we are a town where every single person has something to say. Every single person has a RIGHT to say it. It may not be important to everyone. It may not be something valid, or logical, or even fair, to everyone. But every one has a right to speak what’s on their mind. But what if what’s on my mind is how I dropped off my oldest daughter at college last week? And how painful that was? What if I wanted to talk about that? I’m sure there are some people here who have grown up kids, already out of the house for years. Some other people don’t have kids Some people don’t even LIKE kids... at ALL. Would they be willing to hear me talk about that? Of course you would. I’m human, and you’re human, and you would connect with my feelings, my thoughts, my personal experience. And I think the same is true for all our topics tonight. Traffic studies, leaf blowers, or the exciting world of golf course drainage... we each have opinions worthy to share. What is our challenge? Our challenge as a group of 36 people? People with varied beliefs, varied experiences, ages, genders, ,musical tastes...!!!! Well, I believe our challenge is to listen. And to listen with open minds.

Google again: Open-mindedness describes how willing people are to consider other perspectives.

It also encompasses the belief that other people should be free to express their beliefs and arguments, even if you do not necessarily agree with those views. Even if you consider yourself a fairly open-minded person, there are probably certain topics on which you take a much harder stance: Experiences that you are passionate about or social issues, for example. Having convictions can be great, but strong belief does not negate an open mind. Being open-minded means having the ability to consider other perspectives and trying to be *empathetic* to other people, even when you disagree with them. So my hope tonight, my solemn hope, is that we remember who we are, who we serve and to listen to each other with open minds.

The members recite the Pledge of Allegiance.

Announcements:

Mr. Wieser:

Congratulations to our September Birthday celebrants Ellen Lautenberg and Jessica Bram. And also felicitations to the August celebrants whom we missed last month, Candace Banks, Lori Church, and the man who keeps us all going, Jeff Dunkerton. Happy Birthday to all. Also, a little birdy told me that today is Velma Heller’s birthday. I think she’s listening in so happy birthday Velma. It is also a great reminder, being Velma’s birthday because she is the one who told us all, which is important to remind us regularly, that if each one of us took 10 minutes on each item, we’d be here for six hours on each item. So, keep that in mind when you come to the podium.

I will begin the announcements in what is becoming a regular monthly event this year. The RTM has lost another former member. Ted Diamond passed away in early August at the age of 105. Ted served the Town of Westport in many ways, including on this body from 1961-1967. Could I ask for a moment of silence to honor Mr. Diamond and his service? May all of you live to a ripe old age.

RTM Announcements

Kristin Schneeman, district 9:

I just wanted to mention to folks that there is an effort ongoing as part of the Downtown Plan Implementation Committee called Reconnecting the River Front Masterplan looking to make improvements to Parker Harding Plaza, Jesup Green, Imperial Avenue lot, some of you are aware that we are looking to making plans around those spaces. I only found out from Sal that there is a public input session Sept. 16 from 1 to 2 p.m. It is virtual. You can find the zoom link on the Downtown Implementation Committee's website. I believe they are having another meeting at the end of September. So, if you are interested in giving input, plan to attend one of those meetings.

Matthew Mandell, district 1:

Something to think about: 50 years ago today, 11 athletes from Israel went to compete in sport to represent their country. Instead, tragically, they died for their country. I'm not looking for a moment of silence, just a moment of reflection and remembrance for 11 people who went to compete in sport and didn't complete their job.

Announcements: I'll do this in backwards order. Oct. 22, I'm calling it the "Back from COVID, Supper and Soul". We were slated to have Chris Jacobs play on May 7 but, tragically, not compared to what I was just talking about, the day before, the band calls me up and tells me they've got COVID. They had to cancel. Oct. 22, Super and Soul returns finally after two and a half years to the Westport Library and I think I just saw Bill Harmer. Bill and I have partnered on this project and are looking forward to it. Jessica Bram was the first person to buy tickets for this new show. We're hoping that everyone will come out and see Chris Jacobs and participate. There are 11 restaurants and two new restaurants online so we will have 13 restaurants to choose from and a great show in the library. That's Oct. 22.

The last week of September, the first week of October, will be Restaurant Week. We ran it through COVID but we will be running it full force for people coming out and eating. Believe it or not, we have a completely flexible scene to the point that Bar Taco will be represented in Restaurant Week but only in takeout. So, if you want to have some Bar Taco, they'll throw in guacamole and chips as part of the deal. So, Restaurant Week is shaping up.

The most important one is what's happening on Saturday. It is the tenth anniversary of A Slice of Saugatuck from two to five o'clock, the entire place will be activated with seven bands, four bouncy houses. The Fire Department will have their antique truck. They're giving tours and demonstrations. We will have roving performances; most of all,

24 different tasting opportunities from restaurants, caterers and other businesses that are there. So, come on out on Saturday. Viva Zapata is going to have a margarita making bicycle. So, make your own margarita and pedal hard to make it as frothy as you want. That's what's happening at Slice of Saugatuck.

In terms of the RTM, the RTM Planning and Zoning Committee has been activated because there is a large project appearing before Planning and Zoning which will start on the 12th. Railroad Place and that whole block in that area is looking to be rezoned. From my perspective, it is the largest change of anything I've seen in Westport. I'm not taking a position of whether it is good or bad. It's just large. To stay on top of it and know what's going on, go to the Town's website, P & Z, read up on what's going on. The staff report is coming out this week. The meeting is on the 12th. There is another one on Oct. 3. This may well go into November. So, this is why the Committee has been notified of this. Take your time reading it. We will be keeping up on it as the Planning and Zoning Committee always is.

Thank you and welcome back to the podium everyone.

Jimmy Izzo, district 3:

First, Jackie, welcome home. So good to see you. Happy birthday Velma if you're watching. I'm reading something from Andrew Colabella. He asked me to read this to you guys.

Andrew Colabella, district 4:

This Sunday marks the 21st anniversary of one of the darkest days in America. Two thousand, nine hundred, seventy-seven innocent Americans, heroes, to be more appropriate, perished that day from the hands of four coordinated terrorist attacks carried out by Islamist extremists eight years prior. The first terrorist attack took place on February 26, 1983 killing my cousin Don Giovanni. It impacted and touched all of us. For those of you who don't know, I have volunteered by reading names of those who died that day for 10 years. It is a tradition that will continue on 9/11 and 93 survivors' families for decades to come. The feeling of being there is unlike any other. So, here is what I am doing. I will be reading names this Sunday at Ground Zero. I will be early in the program starting with the last name Aldrich at 8:30 a.m. start time for the ceremony. I am inviting you, RTM members and full-time first responders and town employees to join me at Ground Zero. Space is limited so if you are interested in joining the beautiful ceremony and touring the museum, please contact me privately. If you cannot make it, you can watch it live from home or join me this Feb. 26 on another time in the city to go into the museum.

At this time, I request a moment of silence and like Matthew said, I remember where I was that day. I think I was seven years old when Jim McKay made that announcement. It was a horrible time for our country and our Israeli colleagues and friends.

Harris Falk, district 2:

Also, going on this weekend is the fifth annual Storyfest at the library. It will start on Friday, the largest literary fest in Connecticut. There will be author panels. Authors will be there selling their books, signing their books and it's always a good time.

Mr. Wieser:

Tonight we will have the first reading of the leaf blower ordinance. That means there will be little comment about that ordinance as it is currently proposed. Over the next month, I am asking the Environment, Parks and Rec., Health and Human Services and Public Works Committees to meet separately on the wording of that so if you are on those committees, plan on hearing from your Committee Chair about having a meeting as well as the ongoing business of the RTM.

Assuming that the business of our meeting is completed tonight, the next regularly scheduled meeting of the RTM will be on October 11, the second Tuesday of the month, recognizing that the first Tuesday, October 4 is the start of the Jewish holiday, Yom Kippur.

There were 29 members present. Absent: Gertzoff, Colabella, Talmadge, Batteau. Shackelford and Briggs arrived late.

Mr. Wieser:

We heard today that Christine Meiers Schatz has resigned for busy, busy young family reasons, all good. So the three members of district 2 are starting to look for someone to replace her, hopefully by the October meeting. So, if anyone is listening out there from district 2 and is interested in being on the RTM and applying with district 2 reps, please feel free to do so. We thank Ms. Meiers Schatz for her service. She really has done a great deal for the RTM over her time here and we will miss her.

Because there are some outside lawyers present for the union contract, we have been asked to move item #5 to the front of the agenda. With unanimous consent I will approve the change and ask the Secretary to read item 5 of the call. Is there any objection? [None]

The secretary read item #5 of the call – To approve the Collective Bargaining Agreement between the Town of Westport and Council #4, AFSCME, AFL-CIO, Local 1303-385, Public Works for the period of July 1, 2022 thru June 30, 2026.

Presentation

Ralph Chetcuti, Personnel Director:

Unfortunately, the attorneys have gotten bogged down so they will not be coming so if you want to move it back to 5?

Good evening everyone. We recently reached a contract agreement with the Public Works Union. The contract had expired on June 30 of this year so it is relatively quick that we got a contract done. It was a very cordial negotiation. We got a lot accomplished

in a very small number of meetings. We both recognized we had a problem. We have had several retirements in the Public Works Department in this past year. We also had a difficult time hiring replacements for those individuals. It's a combination of the job market and our wage scales. I did a survey of 20 some-odd other towns and it turned out that on the higher end of the pay scales, we were really in a good position. Unfortunately, for the entry level positions, we were probably in the bottom third. So that was one of the reasons I think we were having a difficult time hiring people as well as, we had three or four individuals who we had hired and then they left to go somewhere else where they got a higher wage. With that in mind, we worked with the union to get a resolution to that and I think we did a good job. What we basically did is we had a seven step wage scale which is also unusual. Most other towns only have five steps. We removed the first two steps of the pay grades and now what used to be step three is now step one. So, we have a much more competitive starting wage and hopefully that will attract and retain the employees that we hire. I'll quickly go over the highlights of the contract. I'll start with the wages. We ended up negotiating the same wage package that we had with the Police Union which is 2 ¾ percent increase effective July 1, 2022; 2 ¾ percent effective July 1, 2023; 2.85 percent for 2024 and 2025. That is pretty much in the ballpark of where other towns are settling contracts. In some places, we've seen some threes. The other monetary issue was the employee's share of the health care contributions. We left the percentage, currently at 14 percent for this year. It will then go up by a half percent for each of the next three years. So, it will be 16 percent effective July 1, 2025. Again, the contract is effective from July 1, 2022 through June 30, 2026. If you look at the summary that we gave, a number of the items are basically incorporating memorandum of understanding that we had negotiated over the past several years and now making it part of the contract. One of the other issues that we were dealing with was to incentivize employees for staying with us. We've had an issue since arbitration in 2011 which limited the amount of pensions these individuals could earn. We talked about a longevity bonus which we agreed to do based on length of service. It ranges from \$300/year for an employee who has been here from five to 10 years up to \$900/year for an employee who has been here 21 plus years. The other increase was the productivity program that the town has with this union. We agreed to increase the annual cost by \$50 for each of the individuals. These employees also get a meal allowance. We came up with a solution to a very unwieldy process. This is basically designed to feed our employees when they are working plowing snow, going as much as they can and they need to take a break. In the past, they would get something, bring in receipts and the town would reimburse them. Now we are giving them a debit card which they will use for the entire year. There are three stages. If you are a full-time person and your job is to do snow plowing, we increased that benefit from \$250/year to \$300/year. If you work in the solid waste or the building area, you can plow snow as a side job, and we will give you a meal allowance of \$100 increased from \$80. Lastly, if you are an individual who just plows occasionally, we increased the benefit from \$50 to \$60. Like all the other unions, we agreed to give them Juneteenth as a holiday that the town celebrates. There is a clothing allowance that employees use for boots and things like that they will need throughout the year. We increased that from \$500 to \$600/year. When an employee works at a higher classification level, if they work for three consecutive days, they are paid at the higher scale. It is no longer five days required.

For an employee who does not take health insurance, they will now get a stipend of \$1,000 if they are single, \$2,000 for an employee plus one dependent, and \$3,000 if you have family coverage. We make sure that the individual has outside coverage so we are not giving money to someone with no coverage who might later cause a problem. The pension plan was part of the collective bargaining agreement. What we agreed to do was to separate that to a separate plan similar to what we have with the other unions. We have extended that plan through 2029 with a reopener in 2024 where the union can bargain openly for contributions that they make to the plan. Currently, they are contributing nine or 10 percent of their base wage into the pension plan. They tried to negotiate to get a lower rate this time and we refused, not refused, we agreed not to make any changes to the pension plan at this time. A number of their proposals were pension related and they were all rejected. The pension stays as it is. That's pretty much it. If there are any questions...

Mr. Wieser:

We'll have a committee report and then we'll get you back if there are questions. We have a joint committee report from Ms. Kail. I'd like to point out that we had a committee vote at 7:15 and the report was distributed at 7:30. I'm impressed.

Committees report

Employee Compensation, Finance, and Public Works Committees, Nancy Kail, district 9:

As Jeff said, the committees met tonight at 6:30 to discuss the collective bargaining agreement between the town and AFSCME, AFL-CIO, Local 1303-385, Public Works folks for the period July 1, 2022 to June 30, 2026. Several members of Employee Compensation, Finance and Public Works Committees were in attendance and also Director of Personnel, Ralph Chetcuti, Director of Public Works, Pete Ratkiewich, Finance Director, Gary Conrad and Sal from district 9. I apologize if I missed anybody else. A little background: Attorney Chris Hodgson from Berchem Moses represented the town of Westport and the negotiating team for the town included Director of Public Works, Pete Ratkiewich, Director of Personnel, Ralph Chetcuti, bof Chair, Sheri Gordon and I was observing on behalf of the RTM. AFSCME, Local 1303-385 represented approximately 35 Public Works employees that are covered by this contract. Our discussion tonight focused on some of the main features of the contract and the changes of this four year contract. We went over the annual wage increases which Ralph described to you, the contribution to the HSA premium, the step changes and eliminations, longevity and service payments, the increases in allowance for meals and clothing and then the separation of the pension agreement from the contract. The average percentage cost increase over the life of the contract is 4.68 percent. The annual increases to the town budget from the contract are roughly \$123,000/year. This estimate includes wages, new step structure, longevity payments and other benefits. It's net of insurance cost sharing and excludes pension costs. We also discussed that the agreement would serve to attract and retain the best employees. It would align the contract with other town contracts, also contracts of similar Public Works employees in neighboring towns. It would prevent turnover of newly trained employees and it would help fill current and any future vacancies. Right now, of the 35 positions in this union,

there are four vacancies and it's been a challenge for Pete to fill those vacancies. In observing, I added that the negotiation's participants felt the agreement fairly compensated employees for their work and their experience and their knowledge and their training and it demonstrated that the town really values these union members' contributions. I also got to thank the Public Works Union for negotiating in good faith. I thanked the members and I am delighted to be able to thank them at the full RTM meeting for their work in maintaining our 125 miles of roads and our transfer station, our 16 pumping facilities and sewage treatment facility, our 50 pieces of rolling stock. I'm probably forgetting a lot but these guys do a lot for our town and it was nice to be able to thank them in the committee meeting and here tonight. Don O'Day made a motion on behalf of all three committees because he was the triple crown, sitting on all three committees that were meeting tonight; Candace Banks seconded for Employee Comp., Noah Hammond seconded for Finance and Peter Gold seconded for Public Works to recommend to the full RTM approval of the contract and also to appropriate the \$167,832 for the current fiscal year which began July 1, 2022. All the other cost increases which as I said average \$123,000 will be included in subsequent years of operating budgets. The committee votes were unanimous: 6-0-0 for Employee Comp.; Finance was 4-0-0; Public Works did not have a quorum but they voted 4-0-0 in favor of recommending approval of the contract and making that appropriation for this fiscal year. We adjourned at 7:15 and this report was respectfully submitted by me at 7:29.

Members of the Westport electorate - No comments

Ms. Karpf read the resolution and it was seconded by Mr. Klinge.

RESOLVED: That the Collective Bargaining Agreement between the Town of Westport and Council #4, AFSCME, AFL-CIO, Local 1303-385, Public Works for the period of July 1, 2022 thru June 30, 2026.

Mr. Wieser:

As a result of this contract we also have to approve an appropriation of \$167,832.21 so if there is no objection, right after 2020 we are going to add:
and the appropriation of \$167,832.21 is hereby approved.

Members of the RTM

Louis Mall, district 2:

I just want to thank the town's bargaining team of Chris Hodgson, Ralph Chetcuti, Pete Ratkiewich, Sheri Gordon and most importantly, our RTM representative, Nancy Kail who spent a lot of time. It's really important that we show up and make our presence known at these negotiations. The town employees notice it and they appreciate it. So, Nancy, thank you for your time and your effort. I'd also like to thank the union members, AFSCME, AFL-CIO, Local 1303-385, in coming to an agreement with the town. I recommend that we approve this.

Mr. Wieser:

If there are no further comments, we are voting on the following resolution:

RESOLVED: That the Collective Bargaining Agreement between the Town of Westport and Council #4, AFSCME, AFL-CIO, Local 1303-385, Public Works for the period of July 1, 2022 thru June 30, 2026, and the appropriation of \$167,832.21 is hereby approved.

The resolution passes by a vote of 29-0.

The secretary read item #1 of the call - To approve a request for \$25,000.00 from the Westport's American Rescue Plan Act (ARPA) funds, to develop a new Job Search Support Program at the Library.

Presentation

Elaine Daignault, Director of Human Services:

Good evening everyone. I am Elaine Daignault and I am joined by Melanie Myers from the library and Bill Harmer as well. I am thrilled to be presenting this pilot job support program for the library. This is a joint effort. Much like we ordinarily do, we often collaborate to address the needs in our town. This program, in particular, is the result of many discussions and observations by both our case managers at Town Hall, the individuals who are working direct services in the library in addition to some of my other colleagues in social services realm like Homes with Hope and the Housing Authority. We have noticed a significant uptick in individuals looking for both employment resources, some of whom are unemployed but many of whom are underemployed. You may hear that term a lot. It's not easy to find statistics on underemployment but what we are seeing is individuals puzzling together several different jobs to make ends meet and we feel that there is a very big need to provide one on one services for this population. The whole idea is to provide barrier free access to any kind of job supports. It may be just sitting down and working with someone on their resume. It may be doing some skill building. It might be doing some self-assessments to determine what the skill level is and where to up-skill, interview practice, working alongside groups and getting that one on one support. As we go forward with these ARPA requests, I take very seriously the directive we got from the bof. I think I'm going to quote this right: We want to prioritize urgent need, measure impact and then make sure we are very clear in what our goals and objectives are. Our goals and objectives for this are to help individuals of all ages, stages, and incomes to get that one on one support. Previously, pre-COVID, we had several different resources in town including a library job-search program. We also had something called "the Career Bus" which human services used to manage. It was a big bus that sat outside in the back parking lot. We also had Goodwill Career Services where someone could go, get some computer skills, also do the job search and work on their resume. Today, we have none of those things so we feel it is very important. It will be very helpful to my department as a compliment to things we are already doing. One of the things that we recently started is the Employment is for Everyone initiative which is a program to encourage people with disabilities to find employment. That has been really fruitful and wonderful but also very time consuming. So this would be very helpful to bring a program like this to the community hub that already exists. Again, I did mention the barrier free. Transportation is an issue. Some people throughout the

process have asked for other options and other resources. There are other options in Fairfield County. There are none in Westport. We often refer people to bigger cities, Norwalk, Bridgeport, to gain access to these kind of resources. Many of them are specialized for certain populations but nothing like this currently exists in our community. To quantify this idea of why now and is this a post-COVID need, we would argue that it absolutely is. Many people lost their full-time or part-time income. The cost of living has increased significantly. We have seniors living on a fixed income, maybe with a part-time job who now really need to supplement that income to make ends meet. With food prices, gas prices, etc., we are really facing an issue that might not seem too significant when you look at the statistics. Somebody mentioned at the meeting that the percentages weren't that compelling and I will say that the unemployment rate has gone up. As of July, it's 3.3 percent but, again, we are talking about unemployment and underemployment. The last thing I'll mention is ongoing funding. That is a question that comes up continuously. So, what do we do if it's successful? I hope that becomes a problem and we'll do some research, look at grant money and determine operationally what it would cost for the library to continue this program but it is a group effort. Melanie and I will be working closely together to manage the metrics and provide reporting to this body and whoever else is interested. So, I thought I'd pass it over to Melanie to talk a little bit about that.

Melanie Myers, Westport Library:

The library is really well placed to partner with Human Services when you think of how many resources the library has to support job seekers whether it's our databases which allow for research into organizations, job opportunities, etc.; Whether it is our computers which support people to give them the technology that they need to do interviews, apply for jobs, etc.; Or the spaces we have for private meeting rooms. One of the most difficult aspects of job seeking is that feeling of being alone and being isolated. Where better to address that than the library. You have staff who can support you. You have other patrons who can provide that support. In this program, one of the goals is to get support from fellow job-seekers. Every job search will begin with a needs assessment. As you know, people have very different needs with regards to finding a job. They have very different skill levels. The goal of this position is really to work with each individual to determine how their needs can be met. Do they need the whole process from resume building, interview skills, through networking, building their Linked In profile or do they just need one piece of the process. Our goal, we are very committed in this pilot to measuring impact, success is going to mean something very different for each and every member of the support group and so we are going to be working with a part-time incumbent in this position to really determine how many people are coming into the program. We are going to be working very closely with our colleagues in Human Services to insure that people are getting referred to the program as well as other marketing efforts. Then, also, when they are in the program, are we meeting their individual objectives throughout the program. As Elaine said, there is no doubt for the enormous need for a program of this nature for our community. So, we really appreciate your support for this.

Committees report

Finance, Library, Arts & Museum, and Health and Human Services Committee, Jaime Bairaktaris, district 4:

We met on August 31 via zoom. We began with the presentation from Elaine and from Melanie. What we heard from them tonight is what we got as well. It is a program where it is about \$24,000/year. It's a pilot program which brought up a few questions. It is not continuing necessarily. It's to test the waters to see how we can get this going which is why it related to ARPA which was also questioned. It is a pilot program for \$24,000/year. They were thinking 10 to 15 hours per week for this employee for the career work and the building of the career services. The relationship between the library and Human Services was brought up a few times because we wanted to understand the logistics of it. The position is managed by the library but it will be in conjunction with the services of Human Services. They have the clientele. The library has the resources. Together, it's a good match. We also figured that a lot of these clients are going to the library anyway. So, they may as well as have the resources at the library in a public setting. One of the major things that came up is the fact that it is only a pilot program. A couple of members said that they would like to see it on the budget going forward. There was definitely support behind it. It was voted unanimously by all three committees with hope that it can foster something more sustainable in the future but a pilot program, for now, was definitely something people looked forward to.

Members of the Westport electorate – no comments

Ms. Karpf read the resolution and it was seconded by Mr. Klinge.

RESOLVED: That upon the recommendation of the Board of Finance and a request by the Director of Human Services and the Westport Library, the sum of \$25,000.00 from the Westport's American Rescue Plan Act (ARPA) funds, to develop a new Job Search Support Program at the Library is hereby appropriated.

Members of the RTM

Dick Lowenstein, district 5:

I want to ask a question which was asked privately but for the record, this program, while being administered by the library and preference will be given to Westport residents, it is open to any resident of the State of Connecticut. Can you confirm that please?

Ms. Meyers: Confirmed.

Mr. Mandell:

Switching hats, as Executive Director of the Chamber of Commerce, this is a no brainer. I get calls every week from people seeking jobs and how to do it. The chamber does not have that ability. Having the library do it, we can easily say "call the library" and it would be a good thing. Back to being an RTM member, in terms of this being ARPA, this is straight down the center of what ARPA should be spent on, helping people. Many people lost their jobs and are trying to find new jobs especially with the great migration going on. People want to find places to work so this is a great thing to be doing.

By show of hands, the motion passes unanimously, 30-0. (Mr. Shackelford arrived.)

The secretary read item #2 of the call – To approve an appropriation of \$237,000.00 to the Capital and Non-Recurring Account for the installation of drainage on the Greens at Longshore Golf Course.

Presentation,

Jen Fava, Director of Parks & Recreation:

Several years ago, back in 2015. we had installed XDG drainage systems on two of the greens, numbers two and six. We did those as kind of a trial run to see how it worked. It did make significant improvement on both the condition and the maintenance of those greens. So, what we're looking to do now is to install similar drainage with a slit trench system on the remaining greens. This project is included in the five year capital plan for fiscal year '21 and '22. It is anticipated to start and complete the work in October. It is expected to take about four weeks with minimal disruption to the course. So, folks will still be able to be out there playing. An RFP was issued and we received five responses ranging from \$215,752 up \$449,800. Going through everything, we think the low respondent which is Extreme Golf Management for \$215,752 is definitely capable of doing this work for us. The appropriation request is for \$237,000. That is with a 10 percent contingency. It will be taken out of the capital and non-recurring account. It has a lifespan of 20 to 25 years. We're really looking to do this. As I said, it will help the conditions of the greens as well as the maintenance and help improve the course.

Committees report

Finance and Parks and Rec. Committees, Chris Tait, district 1:

The first thing we have to understand is that the Parks and Rec. Department pays for itself through fees. It is a self-funded department compared to other departments. That being said, the cost of this was already put into increase golf fees prior so this is already paid for. This will be paid for by golfing fees. This was also done, as Jen said, two holes, two and six were done in 2015 which proved to be very successful. That's why they want to finish the project. And this will improve the maintenance of the golf course going forward. So, again, this is already paid for and there is no fee increase going forward. The vote was in favor. Again, this is a fee based capital improvement.

Members of the Westport electorate – no comments

Ms. Karpf read the resolution and it was seconded by Mr. Klinge.

RESOLVED: That upon the recommendation of the Board of Finance and a request by the Director of Parks and Recreation, the sum of \$237,000.00 from the Capital and Non-Recurring Account for the installation of drainage on the Greens at Longshore Golf Course is hereby appropriated.

Members of the RTM

Ms. Schneeman: Jen, would you come up and clarify if it has been paid for?

Ms. Fava:

When we increased the fees the last time, we increased them for an additional \$67,000 annually and this cost for annual debt repayment will be about \$17,000 so we're clearing that with the fees we've already established.

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

The secretary read item #3 of the call -To approve an appropriation of \$313,500.00 to the Capital and Non-Recurring Account for a Traffic Study of the Cross Highway School Zone between North Avenue and Bayberry Lane.

Presentation

Pete Ratkiewicz, Director of Public Works:

This project is actually a corridor and intersection and bridge and sidewalk and crosswalk project. A lot of elements are going into this study but it is a study primarily of this intersection of North Avenue and Cross Highway and at North Avenue and Bayberry Lane and all the space in between. As many of you know, the Wakeman Town Farm has been very popular in recent years. There is a lot of traffic in this area, foot traffic and bike traffic and just traffic in general. It traffic for the Town Farm and the ball fields and Bedford and obviously we have the traffic from the schools that uses this corridor as well. That traffic generally follows Wakeman Town Farm down this section of sidewalk that extends currently to Whippoorwill Lane. But where everybody wants to go is to the Porch, the restaurant on the opposite side of the road. So, the proposal is to continue the sidewalk from Whippoorwill Lane and create a proper crossing over to Vineyard Lane and then along the frontage of the restaurant all the way over to Bayberry Lane. In addition, we'll be filling in a sidewalk from North Avenue up to Wakeman Town Farm so that you have a continuous sidewalk between North Avenue and Bayberry. There are some challenges involved in that corridor. One is just the volume of traffic that flows through this area on a regular basis when school is in session and when it's not. We have a bridge crossing here at Dead Man's Brook, a narrow stone bridge that needs to be addressed. There are about six major parts to this proposal. First, we have to do a proper survey of the entire corridor which will include wetland delineation. Then, a traffic study which includes both data collection, data analysis and analysis of various alternatives in this area. The design of the two intersections, we've asked the consultant to look at three specific proposals. If he has any other proposals to speak up as well. The three proposals are an enhanced stop control intersection with whatever devices they can come up with to do that, looking at a roundabout for either or both intersections (the same as a rotary), and finally to look at the possibility of traffic signals. The reason for all this is that we have a pretty big accident history at the two intersections and the increase in pedestrian traffic that occurred after COVID and has just stayed around. People have rediscovered walking and they go through this area quite a bit because of all the amenities from the schools, etc. In the committee meetings, we were asked to provide traffic data. Our Safety Officer Al D'Amura was able to come up with traffic data from the U. Conn. traffic site. At

the committee meeting, we had a number of 21 accidents at both of the intersections. It looks like there are 32 in this report. That is because we expanded the study by a year or two and there were a few more accidents earlier in the year. I'm going to let Al talk to this. This is a print out for both North Avenue and Bayberry Lane intersections. Before I do that, the other thing that was asked of us was to compare this to other intersections. So, we'll start with that map. These dots are the intersections we're talking about. You can see where hot spots occur all around the town. Where the red spot is heavier, there have been more accidents. Most of these red spots are on State roads.

Staff Corporal D'Amura:

Thank you for having me this evening. The State of Connecticut and U. Conn work together. They provide data on any accidents that occur in the town of Westport, the town of Greenwich, the town of Easton. This is data that was given to them from the State Police or our Police Department. This heat map clearly indicates that most of the red is on State roads. Cross Highway, Bayberry and North Avenue are a very hot spot but they are local roads. That is a big concern for us and has been for a long time. Pete and I believe that in about 2018 we started receiving a lot of emails about accidents that were occurring there. We met citizens. We went out there and we changed line of sights, stop bars, new signage and accidents kept on occurring. A majority of the accidents that were happening at Bayberry Lane, they are usually angle accidents. There are a couple of accidents of following too close. There are also some accidents that occurred that were never even reported. People sometimes leave the scene and we're not even aware of it. In 2015, there were about eight to nine accidents; In 2019, there were 11 accidents. Eleven accidents happening close to two schools. Kids are crossing in that area. This is extremely dangerous. Pete and I listened to the citizens. We worked with First Selectman Marpe and now First Selectwoman Tooker and we're trying to move forward to help the community. Accidents are still happening as you can see. It happens in different parts of the day. From 8 in the morning to about 10 o'clock at night, the accidents happen. And they happen between one and three o'clock. The schools are getting out between two and 2:30. Once we saw this data we knew we needed to move on this. We are taking our time to make sure we do this properly. We don't want to make a mistake. We need a traffic consultant and a traffic study to make sure we do it properly. The other area is North Avenue and Cross Highway. A majority of the accidents are angled and you have quite a few who are following too closely and someone is at a stop sign and they are hit from behind. These accidents range from five to the peak of eight in 2021. Currently, this year, in 2022, we have four at that area. The accidents occur from eight in the morning to 10 o'clock at night. It looks like it peaks between 7 and 9 a.m. and it goes back up from about 3 p.m. to 7 p.m. It's when the kids are crossing, They are going to the porch and several different areas. When I am driving home, I live in Fairfield, I purposely drive that way to see what's going on with the traffic. I see cyclists and pedestrians jetting right across it. We need to extend the sidewalk and we need to have them to have a safe passage to get to that area. When you look at the heat map, it's shocking to me that a local road has that many accidents and we're comparing to accidents on State roads throughout the town, You can clearly see that the Post Road is where the majority of accidents happen. Everyone is familiar with Rte.

1 and 33. That's where a lot of accidents happen. In regard to that data, if you guys have questions, we can talk about it. To be continued.

Mr. Ratkiewich:

The total proposal here for \$315,000 sounds like a lot of money but there are a lot of elements that go into this. As I said, it's not just a traffic study. It is a traffic analysis, a traffic study to begin with but that leads into schematic designs for the intersections, a design for all that sidewalk along that corridor, a design for a proper mid-block crossing with flashing lights. They call it a RRFB, a Rapid Rectangular Flashing Beacon. We also may do something like we did here on Myrtle Avenue, embed lights in the street. We have LED lights that shine in the drivers' eyes to keep them aware of it. We will have a public involvement out of this study, as well. The consultants will meet with school officials; they will meet with Wakeman Town Farm; with the general public. We will have a public information meeting. That happens at about the 30 percent stage in the design before everything is finalized. The project also involves looking at the bridge over Dead Man Brook and doing a structural analysis on that stone bridge. A good portion of that \$300,000 is to account for the design of a pedestrian bridge to bypass that stone bridge because the stone bridge is fairly narrow and we can't fit a sidewalk and two lanes for cars on that bridge. There are folks in town that feel that bridge has some significance historically. So, we are trying to determine if it is savable. Can we restore that bridge? We might as well do that while we are designing the other bridge which would be downstream of it. From that, we would lead to final design, coordination of utilities, determining if any utilities have to be relocated depending on which way we go, mapping of easements in the event that we need easements for traffic devices or property impact. Finally, preparing these documents to go out to bid and then assisting us in the bidding phase. So, those are pretty much the basic elements in the design. Those are broken down in you packets as to what each one costs to come up with that figure. The actual figure is \$285,000 but I added a 10 percent contingency just in case we changed things during the design process. The proposal is very specific to the scope and the consultant is very careful as to exactly what we are bidding on. There is a whole list of exclusions and conditions and all. It doesn't mean we can't go into that. That is what a contingency is for. It's just when you put a price on a project like this, the consultant has to be very specific. With that, I think I have spoken enough and I will take any questions.

Committees report

Finance, Public Protection and Public Works Committees, Mr. Izzo:

The committee met on Aug. 31. Peter gave you a very good overview of it. Mr. Ratkiewich's presentation pointed out that this project has been in the Town Capital Plan long before our recent district studies so this came before our First Selectman met with all the districts, met with our traffic folks, fire and police. So, this didn't just come out of the woodworks of that discussion. It has a high accident rate. During this two hour meeting, we talked about the safety of bike lanes; we talked about neighbors' concerns; traffic density; most importantly, that it is in a school zone. I think that has a lot of importance for a lot of us. After two hours plus of great questions, debates, talks, by 16 RTM members of three committees, we came to a vote. Public Protection voted 7-1 to

recommend RTM approval; Public Works voted 5-2 to recommend RTM approval; Finance was 4-0 but they did not have a quorum so they suggested approval.

Members of the Westport electorate

Danielle Dobin, Chair, Planning and Zoning Commission:

I am here as Chair of the Planning and Zoning Commission and also as a very concerned mother. With regard to Planning and Zoning, I wanted to remind everybody that our 2017 Plan of Conservation and Development specifically asks for pedestrian pathways to be emphasized in the future around our schools and this really perfectly fits into that. As a concerned mother, I can tell you that several years ago when I joined the P&Z, I reached out to our Chief of Police and to Pete to ask for their help in insuring that this area could be safer, not because of the traditional traffic issues, people driving too quickly, people not stopping but more specifically because there are engineering and line of sight problems that can't simply be addressed by a police presence or enforcement. Our First Selectwoman who was then Second Selectwoman joined me and we spent several hours with Pete and the Police Department and this is something that matters a lot. I will take the advantage to speak with her since she is here as well because I know that she'd agree that we have been really working on it together. When I speak to members of the public, the first thing they talk to me about is traffic. When they talk about this area, they are talking about traffic safety. So, I can't emphasize how proud I am that all of this feedback has led to this proposal which is not a bandaid but a thoughtful approach to study the topography, the issues with line of sight, how do we create a walk around an historic bridge that fits the aesthetics of the neighborhood and how do we finally create a sidewalk so that the kids who are Coley Middle, BMS and the high school can traverse to the farm to the Porch at Christie's so that residents in a really large circle around that area can safely encourage their kids to walk to school because there is a sidewalk. So, thanks so much for taking the time to consider this tonight. I really hope that you'll choose to support this.

Mr. Wieser:

Thank you Ms. Dobin, I'm so glad I didn't have to call you on time!

Ms. Karpf read the resolution and it was seconded by Mr. Klinge.

RESOLVED: That upon the recommendation of the of the Board of Finance and a request by the Director of Public Works, the sum of \$313,500.00 from the Capital and Non-Recurring Account for a Traffic Study of the Cross Highway School Zone between North Avenue and Bayberry Lane is hereby appropriated.

Members of the RTM

Ms. Kail:

Thank you very much for addressing so many of the questions that were posed in that very robust discussion at the joint committee meeting. Can you just confirm that lots of different alternatives will be considered in the study and if the scope of the design study doesn't contemplate very aggressive measures to improve safety, are there ways that we, as a community can do that, including setting up a school zone and piloting, perhaps, with the State, cameras that as Don O'Day said change behavior and make

people who drive dangerously feel the pain of doing that. By the way, I grew up right in that corridor. I used to ride my bike up North Avenue to Christie's because that was the place to be. Now that has been replaced by the Porch and my parents still live there so I am there all the time experiencing all those dangerous situations.

Mr. Ratkiewicz:

After the committee meeting, I did go back to the consultant to clarify changes in the scope and what level of design effort that they were going to put into alternatives analysis and they assured me... unfortunately, the way the proposal was written was sort of negative in certain areas. Again, the consultant had to write very specifically what they were going to include for the price they gave us. If there is another widget out there that we don't know about, which probably a traffic engineer would know, I am open to all alternatives and encouraging that consultant to think about any way to do this. Also, I am very interested in possibly, at the same time, making this into a school zone. Right now it is not established as a school zone. That's a fairly simple thing to do. The thing that is not fairly simple is making these lighted crosswalks. They tend to be very expensive so, depending on what level of school zone you want this to be, that will vary the cost. Over at the Kings Highway School, we did make an official school zone on the Post Road there. We have purchased permanent flashing yellow lights as you enter the school zone and permanent time speed signs that are compared to the posted speed limit of 25 miles per hour. Those only go on during the school rush hour and then they turn off so that people don't get used to them all day long. I think that is the type of thing that is a good investment in these high traffic areas. It may not be good on the less busy road schools like Long Lots or perhaps Greens Farms. In the case of Kings Highway, you can see on our heat map that the heat at Kings Highway and the heat at the Cross Highway district is about the same. So, it would be pretty much appropriate to use that kind of approach. But there may be other things out there that the traffic engineer can suggest. That's why we're hiring a traffic engineer. I'm not a traffic engineer. I'm a municipal engineer. I know a lot about many things but not a whole lot about anything in particular. Something like that....you know what I meant.

Liz Milwe, district 1:

Pete, I know at Wakeman Town Farm, you were talking about the sidewalk. Is there going to be an emphasis on crossing the street from Wakeman Drive across the street? That's my concern. When the kids come now, a lot of the sophomores are parking in front of the farm and moms are parking on Cross Highway in the street. When I saw the study, I didn't know if you would be looking at that.

Mr. Ratkiewicz:

Right now, the proposal is looking at crossing at Vineyard Lane. That is primarily associated with the restaurant. But in the public involvement process, I'm sure that the Farm administrators are going to discuss this with you and that is an excellent suggestion. The problem is we generally do a crossing from a sidewalk to a sidewalk. If there is not a sidewalk on both sides of the road, it gets a bit tricky. Right now, the intent is to fill in the sidewalk the entire length of Cross Highway between North and Bayberry

so you will have a path to walk. Right in front of the Farm, right now that is not in the proposal but we can certainly look at it.

Ms. Milwe: Thank you so much. That would be great.

Mr. Lowenstein:

I was at the meeting on the 31st and there were two themes at that meeting. One was where is the big picture? The other one was that this is a lot of money to be spending on a study. There is no investment in a study. I want to point out when we concluded in May the nine district meetings we had on traffic, I was told that there were 350 or more suggestions made by the public at those meetings. My feeling is that this has been on the capital forecast for a couple of years. I think Mr. Ratkiewich mentioned at the committee meetings that he had been in touch with the Police Department on this over two years, before it went on the capital forecast. I would like to suggest that the time to do this is not tonight but in conjunction with the nine districts that have already been studies and we were told would be put into three buckets: Do it now, do it soon, can't do. Therefore I am going to make a **motion that we postpone this item until such time that the First Selectwoman presents to the RTM her plans for the traffic studies that were done in the winter and the spring of this year.** That's my motion. Thank you. Seconded by Mr. Gold.

Members of the Westport electorate

Jennifer Tooker, First Selectwoman:

Thank you for the opportunity to address the RTM on this issue. I greatly appreciate it. I want to say thank you to Pete and to Al and to Deputy Chief Ryan Paulsen who has not yet spoken and Chief Foti Koskinas who has not yet spoken either. The four of us are here tonight to answer as many questions as we can about the importance of this study and the importance of moving it forward. This corridor has been identified. Danielle spoke to it very well, identified years ago as a problem and it only continues to get worse. You saw the data tonight, subjectively and through other feedback that we have lots more pedestrian issues, not just traffic problems and safety problems. The time is now. There is no reason to delay this. We continue to do our work and that includes the four people I just mentioned, to look through and to analyze and to process all the feedback through the nine spring meetings we hosted on a per district basis. We will be delivering something to the public. Dick is right. We are breaking those 300 plus suggestions into three buckets. One is that we can get to these issues now. Some we have gotten to. Another bucket is we need a little bit of prioritization process around getting to some of these traffic issues. The third bucket is thank you for your suggestion but we can't do anything about it. We will be delivering it back to the public. It has been an incredible amount of work but there is absolutely no reason to delay this initiative. This is a priority. It came up multiple times in the spring and it has been on the books and on the docket for years.

Ms. Dobin:

I just want to echo everything that First Selectwoman Tooker had to say. I agree with her entirely. Choosing to fund this traffic study which involves an area that impacts

every district because all roads in Westport lead to Staples for all of our children. It does not preclude anybody to properly fund or examine or repair or fix or address any other traffic issue or traffic safety issue anywhere else in Westport. I would urge you not to wait. This was identified years ago and there is no reason not to act now to insure that the children are going to be able to walk to school safely; that people who are unfamiliar with our roads and parents who drive them every day are able to approach these intersections and have a clear line of sight to be able to avoid getting into one of the 42 accidents in this area. So, I really urge you to walk and chew gum at the same time ensuring that this situation is addressed and this will not keep you from looking at any one of the traffic issues in district 4 which I very much hope you will look at in the future. So, please, please don't think you can do one or the other. You can definitely do both.

Members of the RTM

Seth Braunstein, district 6:

I'm going to come down here on the side of the First Selectwoman and also sort of agree with the comments that Danielle Dobin has made. I was part of the committee discussion a week and a half ago. This is a lot of money. It's \$315,000 but it's also one of the most complicated stretches of road in the entire town. So, as you've heard, there are two of our most significant educational facilities right in the heart of this roughly half a mile stretch of road. There is an environmental issue, a sensitive environmental issue with Dead Man's Brook. There are topographical issues, most certainly at the Bayberry intersection. There are structural issues that cannot be easily remedied at the North Avenue intersection. There are unfortunately major traffic issues because at both ends of this roadway you have the two main north south corridors of the town, North Avenue and Bayberry. The volume on those roads is many times what they were designed for, certainly Cross Highway as well. So, if you say, 'Wow. \$315,000 for a study.' That actually undermines what is going to occur there. This is an exceptionally complicated area and the safety of the people who are attempting to walk it, attempting to run there, attempting to ride their bikes there and, more importantly, driving there, it is something that we must address forthwith. I don't think it makes any sense to delay. We have a plan. We should spend the money and when the results of that plan are submitted to us, we should be very thoughtful about proceeding at a rapid pace to resolve in any way we can the issues that are so blatantly present, given the number of accidents that we've seen there. So, I would encourage you guys to go back to the original discussion and to vote to approve the funding for the plan.

Mr. Izzo: I'd like to give my time to Chief Koskinas.

Chief Foti Koskinas:

I have spoken to all the parties that have spoken this evening, either individually or small groups, not official groups. Most recently, we met with our School Board of Education and the Superintendent and we talked about security measures in our Executive Session. I don't think any one of those measures is more important than this project proceeding. I can't make that any more clear. Bringing the 400 other topics for the town and comparing it to this would not be fair to all the people who travel in that area. Wakeman Town Farm has never been busier. The Porch is highly successful. It

serves the community and people with special needs. We can't not take that into account. Again, it's apples and oranges. I'd highly recommend that we proceed with this and I'm here to answer any questions.

Mr. Bairaktaris:

I definitely think that we need to move this along. When we think about public safety, it comes up in schools, it comes up everywhere. I think it's hard to quantify some of these things. It's a lot of money. And this is coming from someone who works on one of the ambulances, the data is a little underwhelming actually until I realized those are accidents. We have so many kids that I know and so many families that I know who go through those intersections not only for two schools but for four schools. They are walking all the way down North to get to those other two schools. The data isn't necessarily helpful in this situation because if a child gets struck sometime this week, it's going to be a very hard conversation for us. When we bring up the safety concern, I don't believe we can say it's not a concern. I think we should move forward because if we know there is a concern and we choose not to do something, I'm uncomfortable with it. I'll be on duty on Friday. I don't want to go to that call on Friday and go, 'you know, we were just about to look into this to answer some of these questions.' I think they will come back to us with answers. If they come back to us and say, 'Great intersections', great. I don't think that's going to happen. So, we have the choice. Let's go with it.

Lisa Newman, district 8:

I'm not going to repeat what has already been said but I'm going to make two points to urge you all to support this and support this tonight. The single most frequent email I get as a district 8 rep is about traffic and road concerns in that area. We host a large population of the town, not only each day in district 8 and district 7, to be fair, because of the schools up there but please not let us forget what Saturdays are like because we have a majority of the sports fields. So, Saturdays are not immune to the situation that we go through Monday through Friday. But the single most frequent topic that I receive as a representative for district 8 is about traffic and safety concerns whether that be that children are waiting for buses in the morning right around the corner from that intersection and our two experts sitting right here can tell you that they hear from me constantly because I am constantly getting emails. I emailed you today and Pete yesterday. These are the two concerns I constantly hear. That's number one, speaking for our constituents, this needs to be done. Number two, the one concern I had for consideration over the last week and I heard from a constituent about was what is the ROI on this large amount of money. I was looking forward to getting that question answered tonight. That question was answered because we have our two experts on behalf our PD and behalf of Public Works saying they're not the experts on this issue. That's the ROI to me. That is the return to me because we have our experts saying we need to do more, we need to do this right. When it comes to safety, we have to do it right. Not only does this encompass the two districts full of community members in that region, but it is everybody else in town who travels to North Avenue for the sports games all weekend, for the events that Staples hosts and, of course, the school day, and commuting over to the Merritt. So, I urge you all to vote for this and vote for this tonight.

Mr. Wieser:

Remember, we are speaking to and voting on whether to delay the main motion.

Harris Falk, district 2:

I think this is important. I approve it. My only question is you spoke about you are open to all the widgets so all the proposals that could happen because I was also at the meeting. It's not in the proposal that we are here to approve so I'd just like to have something truly official saying that the widgets will be presented. Your just saying it doesn't mean they'll actually do it because they'll look at the contract and say it wasn't there.

Mr. Ratkiewich:

I want to confirm that they'll do that. If it does cost a little more, that is why I have a contingency of 10 percent on the price to cover any possibilities of something different.

Mr. Lowenstein:

I want to thank everybody for their real enthusiastic support for my motion. I guess I misjudged the meeting on the 31st in terms of the questions that were raised by a good handful of the members present. I see where this is going so I won't push it too much. Mr. Braunstein, in his remarks, gave a whole litany of reasons why we have problems in town and those problems exist throughout the entire town. If this is such a serious problem on this half-mile stretch between Bayberry Land and North Avenue, why hasn't something been done before? Why haven't simple things been done before? I have pointed out, for example, that approaching Cross Highway from the south on North Avenue, there is no warning sign that there is a stop sign ahead. How much money does it take to put a warning sign up there? There has never been one. If you look at traffic on Cross Highway, it is divided into two complexes. One complex is school traffic and worker traffic. Worker traffic is the morning and the evening and that's where things are going so slow that no one moves at all. The second situation is the other hours with no traffic but the speeds are horrendous and that is one of the more serious problems in town. I'm not going to withdraw this thing. I'll vote no. I intend not to vote for this thing. I believe that the money spent on the study, a lot of it could have been productively spent on fixing problems right now at that intersection. They haven't been done. These are maintenance issues almost. That has me furious. I hope I'm not showing my anger in too broad a sense but this is how I feel about it. There are lots of problems in this town with traffic. I appreciate the First Selectwoman's commitment to provide that information. Tonight I will vote no. I will withdraw my motion because there is no enthusiasm for mine but I will vote no on the main motion.

Mr. Wieser:

So, you are withdrawing your motion. [Sal Liccione seconded.] We will continue with the main motion.

Ellen Lautenberg, district 7:

I will be brief. I know many of these things have been said; however, I may be the only one who lives right in that area and I think this was alluded to but I want to make sure people understand. Obviously, safety is the most important thing. I drive through that intersection multiple times a day so I see the issues. But, as somebody just mentioned, I don't think people appreciate the impact that the traffic that stops there has on the whole rest of the town. It just radiates out from that area because you get the traffic coming off the Merritt, you get the school traffic, the work traffic, rush hour, you've got everything. I know that you can say that about other parts of town, as well, but honestly, I would support putting a traffic light there. That would support the crossings as well as the traffic flow and a whole lot of things. I understand that a lot of people will fight that idea. I want to suggest that something like a roundabout may not be appropriate and maybe the traffic study should not waste time looking at that because there is so little space to put sidewalks and things like that in there. They may just want to restrict it to things that make sense there. If you are talking about crosswalks, they should be in areas that would flow with any kind of traffic signals. I am curious as to why committee members voted against the plan if they want to talk about that but I want to urge people to support this because as much as there are many, many traffic issues in town, this is kind of a central place where it does radiate the traffic in so many directions and it's because it doesn't flow, They stop and look at the next guy and nobody knows who is supposed to go. I do believe if you implement something that affects that traffic flow, it will also help the safety too.

Karen Kramer, district 5:

I was adamantly against this at first as many of you know but I've seen the light and we really need to do this because there is so much traffic, there are so many kids and we don't want to have any problems there. But my question is what can we do right now? Is there anything we can do while the study is going on? Pete, to you. Something that could save the kids tomorrow.

Mr. Ratkiewich:

We have been trying everything in our tool box for the last four years especially at the Bayberry Lane intersection. We do have stop ahead signs in all four directions, Mr. Lowenstein.

Staff Corporal D'Amura:

What I will do tonight is I will check that. I will call in a condition report if any are down because what Scott Sullivan from Public Works has done, myself and Pete, we've put a lot of time into this and researched this. We care about it and we want to get it done. I was out there with Scott marking stop ahead signs, curb signs. They met all the standards. So, if a sign does get knocked down, a citizen can call that in. We can do a condition report and get that up immediately. We definitely did meet those standards.

Mr. Ratkiewich:

In terms of other things that we can do, right now, unfortunately, the North and Cross intersection would require sightline improvements that right now we really can't do that. There are limited things that we can do with our toolbox. That's why we need to get a

traffic engineer involved because it's complicated. It's not just a study, by the way. It's more than just a study. It is a design. It is a package. Once we finish the study and finish the design, we're going out to bid. So, this is not just a study that is going to go on a shelf. The consultant is also charged with putting together a bid package for construction of whatever we decide we're going to use. So, if you look at it, like I said earlier, one-third of the cost is design of a pedestrian bridge which we pretty much know we need to do. It's the design of the sidewalk section and finding safe places to cross the street and then putting that altogether in a bid package. It includes the design of two traffic signals which is not a simple thing. It requires permitting from a State office, the Office of State Traffic Administration. They have to sign off on every single traffic signal so there is permitting involved. There's wetland permitting involved. It's not just a study. It is a study leading into a solution. So, to answer your question Karen, the best thing we can do right now is move forward with this as quickly as possible.

Ms. Kramer:

I agree with you now. It took a while. But is there anything we can do up there while we're waiting for a study? If someone gets hurt, who could live with that?

Staff Corporal D'Amura:

What I will do is I will put a request in for both those intersections to do enforcement in those areas to watch the stop signs as the peak times such as in the morning and at the end of the school day until about five o'clock. When we're available, we can do that. If we have high call volumes, we cannot be there all the time. We'll try to do our best. In the area, there are the stop ahead signs. If they are down, we'll make sure they're up this week. All the vegetation in the area has been cleared, as well.

Ms. Kramer: Thank you. Like I said, we don't want anything to happen.

Peter Gold, district 5:

You mentioned making it a school zone. What is the effect of making it a school zone? Does it impose certain restrictions on traffic? Is there State funding available?

Mr. Ratkiewich:

The establishment of a school zone has a couple of options. One of the things we did at Kings Highway when we established that one is we can put up signs that say "School zone, fines doubled". So, in that school zone, if someone gets a ticket for going too fast or whatever, the fine gets doubled. In addition, we put up school zone signs so people know it's a school zone. If you are from out of town and you're coming down Cross Highway, you may not know that there's a school ahead. We can extend the school zone down North Avenue too to the entrance of Bedford and Staples.

Mr. Gold:

To Karen's question, is that something that we could do tomorrow? Just putting up a sign saying "school zone".

Mr. Ratkiewich: No. You have to get approval from the local Traffic Authority.

Mr. Gold: The local Traffic Authority is the Board of Selectpersons, correct?

Mr. Ratkiewich: Correct but then they have to submit it to the State.

Mr. Gold:

But that's something we can start now. We don't have to wait for the study to start that. The study calls for pedestrian counts at the intersection of Bayberry and North Avenue. You might want to suggest pedestrian studies at Wakeman Town Farm and the Porch. Apparently, people cross the streets there a lot so counting pedestrians there might make some sense as well. People talk about traffic. Traffic is really two things. Traffic is the volume of cars and the speed at which they're going and it's also the number of accidents. Is the intersection improvement going to address just the accidents or is it going to do things to slow traffic or effect the volume of traffic as well, improve traffic flow?

Mr. Ratkiewich:

I really can't answer that until I have the consultant's report. It will tell me what it's going to do. I don't have that report right now so I don't know what they're going to suggest. But, in terms of the intersections, you really have two different situations. Bayberry Lane is really a speed problem, primarily, whereas North Avenue is a sightline problem and a confusion problem, serious confusion problem because no one knows when to go. We've done as many things as we can at Bayberry Lane to make things more apparent so we want to get the professional in here to look at what else can be done here in the right way. Traffic engineering is not something simple. If you make change and something goes wrong, then you've done the wrong thing. We need to do it right.

Mr. Gold:

Again, the answer depends on the question that's asked of the consultants. Are the consultants going to be asked to provide solutions for just safety or safety and traffic?

Mr. Ratkiewich:

We asked the consultant to look at the entire corridor. As I stated earlier, there are a lot of issues in the corridor and they're all related. They are all different but they are all related. The consultant understands that they are looking at the entire corridor for improvements in the corridor. That's the general charge.

Mr. Gold: Hopefully, he'll look at improvements for both.

Mr. Wieser: Mr. Gold, we're not into traffic design here.

Mr. Gold:

I'm not trying to design it, Jeff. This goes to the proposal. I'm talking about what was written and submitted to us to review. One of the things that you said are going to be reviewed are roundabouts. Roundabouts, for a lot of reasons, are extremely unlikely. It would involve taking land which would take a lot of time. Would we save any money by

eliminating that from the proposal and not studying that since it is highly unlikely we're going to do it?

Mr. Ratkiewich:

That's not what's in the proposal. It is a viable option that needs to be explored and exhausted. There are lots of different kinds of roundabouts. The consultant may come up with something that we haven't explored. There are a lot of variations of roundabouts and I think we need to look at them because there are problems with traffic lights too. And there are problems with stop control intersections too. So, we need all three solutions to be analyzed and if there's a fourth solution or a fifth solution out there, we need to look at that too. That will be the brainstorming part of this project.

Mr. Gold:

There are already two speed humps on Cross Highway between Main Street and Compo Road. I know the town doesn't particularly like speed humps because they impact fire engines and things like that. But there are, on certain roads, speed humps. Would they look at that as a solution too?

Mr. Ratkiewich:

I'm shaking my head because the warrants for speed humps, in this town, speed humps are allowed on local roads. The section of Cross Highway between Main Street and Compo Road is considered a local road. As you go onto the section from Compo Road to North Avenue, it becomes a collector. It may even be a minor arterial at this point. The difference is that section of Cross Highway is not a major road. The traffic count on that road is much smaller so it can tolerate a couple of speed humps there. You can't do that on Cross Highway because it is a collector and it's an emergency access route.

Mr. Gold:

I've got no problem with sidewalks. We do them all over town. Do we always use consultants for sidewalks? Can we save money by just having Public Works just do the sidewalks here?

Mr. Ratkiewich:

It's part of the whole corridor. We need them to design the crossings, the safe locations with safe methodology. We do put this all on a plan that we can go out to bid with. If the consultant is doing the plan, they might as well do the sidewalks.

Mr. Gold: Thank you. I'm just looking at ways to save money.

Mr. Mandell:

When I first approached this, I looked at it as 'wow, we're going to spend \$300,000 when we're going to spend hundreds of millions of dollars' and we need to save money. Was this another Hennie penny moment? Wow, we have to take care of this because it's been brought up and if we don't, we're going to get sued at a later date. But what occurred proves that our system of committee meetings allows people to get educated. I was not part of any of the committee meetings that went before. I was ignorant of the

situation because I was looking at district 1 and was not part of what was happening. I listened to what Pete had to say in the committee meeting. He outlined the issues. It's not going to be a study to gather dust and be thrown on a shelf on the DPW's office. It's going to be a document that we can move forward with. I think it's a proper thing to be doing at this time. We do have issues. You could have paid me a dollar and I could have told you that there's too much traffic and the intersections were designed when we were traveling by horse and buggies. We need people to tell us how to make the modifications. If we take this up in the future, we're going to decide if we're going to spend a half million dollars or a million dollars to fix the particular situation that will come before us. The first step is to take the time, design it, look at the bridge, look at the road, look at the sidewalks, look at the intersections. In the meantime, Foti, could we give out some tickets to people who are going through? Maybe we could set up a silent little moment there, have a cop there and word gets out that if you go through the intersection of Cross and Bayberry, you're going to get a ticket. I think that might put the fear of you know who into people because that intersection is ridiculous. We need to put up something that says "hey, there's a stop sign coming up". People need to slow down. They go through it. We need a little bit of enforcement there but, in the meantime, I'm comfortable now. I went into this saying I don't want to spend this money but I listened to what happened in the committee meeting and again tonight and I think this is what we should be doing.

Mr. Falk:

Like I said before, I'm for it. This is actually a good amount of money for what we're getting. It's not just one intersection, it's two intersections and the stretch of road in between them. I do have a question if the bridge is included in that because it's listed as an add on but I don't see the price in there, so that's coming up later.

Mr. Ratkiewich:

The proposal copy that got into the package, for some reason, it got blanked out. At the committee meeting, I did bring up the actual proposal which did have the dollar amount for the bridge. Here is the actual proposal. Of the \$285,000, item #3, the design of the standalone pedestrian bridge, hydraulics and permitting, \$92,000. That's about a third of the \$285,000.

Mr. Falk:

Thank you. It was completely blank there. That takes care of pretty much everything although I will back up what Peter said. There is a portion of the proposal that says: "Therefore, based on our review of the discussions, design of modern roundabouts is excluded." It sounds like they're not going to bother looking at them.

Mr. Ratkiewich:

That is for the purposes of the proposal They have to put in a number. They have to be specific as to what their scope is. I did speak with their project manager and he confirmed that they would be going into preliminary design of roundabouts. It is listed in the proposal as task #3, item #3. It says "A full geometric concept design is not included. A limited roundabout feasibility determination at both study intersections will

include capacity analysis using the Georgia Roundabout Analysis Tool and geometric fitness defined property impacts.” They are going to do a preliminary study into roundabouts and see if they work. The whole idea of roundabouts is people continue to move. They don’t have to stop and there are no lights involved in them in a rural neighborhood. So, it is something we may want to look at and, at least, exhaust before just saying no.

By show of hands, the motion passes 30-1. Lowenstein opposed.

The secretary read item #4 of the call - To adopt a resolution establishing and appointing a Long Lots Elementary School Building Committee for the renovation and improvement of the school.

Presentation

Ms. Tooker:

I am really excited to be before you tonight to present to you a charge for a Building Committee and, quite frankly, an improved charge after today’s committee meeting and to present to you the names of committee members who are tried and true, have shown to be experts in this area and have delivered, most recently, specifically, at Coleytown Middle School. As far as I’m concerned, we have only received positive feedback from community members on the renovation of that school. As I said today at the committee meeting, I assume you read the two and a half pages that were in your packet for this agenda item. From a 10,000 foot level, we have a charge that is associated with this committee that runs in two parts. The first part of the charge is to evaluate the building and to make recommendations for actions going forward on the Long Lots School Building. The second part of the charge is to execute the project. As you can imagine, based on the charge, it was incredibly important to us to find experts, experts in the area of engineering, architectural services, people who understand the trades, people who understand construction because that’s the role of this committee. It is to evaluate the current building, make recommendations on how to make this building better and then execute the building project. Like I said, I couldn’t be more thrilled to have the people come back after having given 2 ½ years of their volunteer time and energy and talents to deliver a fabulous Coleytown Middle School building but this entire group, minus one who moved to Wilton so she can’t serve anymore, to come back and do this again. We needed very specific skill sets. We need people who are willing to devote their time and talents. I will defer to the experts on the timetable on this but I would guess it’s probably a solid three year commitment, if not longer, talking about hundreds of hours of volunteer time. If I make more statements, the people in this room may get up and walk out. And we needed Building Committee members who did not have a conflict of interest. That means people who had children in the Long Lots School; people who did not want to bid on this professionally so the pool of people that we can choose from is pretty tight. We are delighted that such experts are back yet again.

With that, I will talk to the amendment to the charge that I sent to you late this afternoon. Who just made the comment about the committee structure working? Thank you Matt. It did for me today too. It was a learning experience for me of how the committee structure really does help with the process. Embedded in the members that I put before you, the five people as voting members and the two ex-officio non-voting members, we had a number of sustainability experts on this committee. So, in my naïve mind, I thought that was appropriate and operationally sound and it was the right way to move forward. As we talked at the Education Committee today, there was strong feedback from that group that we wanted to be more overt as a community in supporting sustainability initiatives and design capabilities on this school and it was clearly an opportunity in that area that we do not want to lose sight of. We wanted to hold ourselves accountable and so we tweaked the charge wording to be more overt about our commitment to sustainability and to hold the committee accountable to that commitment. The amended wording was sent to you at 4:30 this afternoon that would change the charge to publically state our commitment to sustainability on a going forward basis and to reference our community commitment to net zero by 2050. With that, I am happy to take questions. I will definitely ask Jay to help me in fielding some questions. We're happy to talk through whatever you would like to talk through.

Committee report

Lauren Karpf, district 7:

I don't want to read all of this. Sorry, it was a little bit lengthy but since we met today, I tried to turn it around quickly. The individuals who were present are in the report. Our First Selectwoman explained pretty clearly how the members were chosen and based on what skill sets. I'm just going to add in a few things. Jay explained that the committee will utilize a two phase approach. Phase one will focus on working with envelope consultants and other experts to set forth pricing and timetables for renovating, rebuilding, or a combination renovation/rebuild, in terms of making a recommendation for some type of decision on renovate, rebuild or some hybrid of the two. Phase two will focus on the actual renovation or rebuild. Our First Selectwoman explained there was a lengthy discussion about including some sustainability goals or initiatives in the charge and potentially a member of Sustainable Westport to the committee either as a voting member or a non-voting member. We also discussed what sustainability initiatives were included in the Coleytown Middle School renovation. Those were included in the report. In terms of adding a Sustainable Westport representative, that idea was really not met favorably due to the fact that they felt, as our First Selectwoman already explained, existing committee members have worked on energy efficient buildings in the past. They wanted a five person committee to move this project forward in a timely manner and that they will do everything they can to make the new building or the renovation as sustainable as possible. We went through several different items, the fact that the Board of Education doesn't have a voting member on the committee. The process as how the members were appointed was discussed and the fact that the committee is not an advisory committee but is a public agency and is therefore subject to FOIA requirements and will hold public meetings. After much discussion, the committee decided not to vote on the resolution this morning due to the fact that our First Selectwoman had agreed to revise the charge prior to our meeting tonight as she did to

include language emphasizing sustainability. She agreed to work with representatives from Sustainable Westport on the language rather than have our committee vote on hypothetical language that did not yet exist, we agreed to adjourn. The committee members did state that they did not want to delay the process of appointing the Building Committee and are hopeful that the RTM can vote on this tonight with the appropriate language.

Members of the Westport electorate

Gately Ross, Co-Director, Sustainable Westport:

I am the Co-Director of Sustainable Westport with Joanna Martell who is unable to walk to the front or speak tonight due to surgery. First, I would like to say that we are super encouraged that so many of your members have voiced interest in appointing a sustainability representative to the committee. At the meeting this morning, we left with the understanding that there would be opportunity for representation in the second phase but, in the meantime, First Selectwoman Tooker was explicit that there would be collaborative work to put specific language into the resolution reflecting her commitment to sustainability in the Long Lots Building Committee. During the day today, we suggested some language to her that was likely too specific and after exchanging some drafts, we are comfortable accepting her language but feel very strongly that it should be defined as a goal of the committee as opposed to folded into another resolution which defines the powers of the committee. It should be a mandate of the committee rather than a power. As it stands, it is not sufficiently ambitious. The language propose said “Explore and research sustainable and energy efficient design to achieve the best long-term value and benefit for the town in support of the 2017 resolution committing Westport to use best efforts to become a net zero community by 2050.” Westport public schools are a crown jewel in this community. If you are truly committed to best efforts in support of advancement of that 2017 RTM resolution, we need to take advantage of this incredibly rare opportunity, hold ourselves accountable, and mandate that sustainability be one of the goals of the committee.

Mr. Wieser:

The wording Ms. Ross just read, that was from the amended point one? I want to make sure we’re working with the right wording of the amended point one.

Ms. Karpf read the resolution and it was seconded by Mr. Klinge.

RESOLVED: That upon the request of the First Selectwoman, a resolution establishing and appointing a Long Lots Elementary School Building Committee for the renovation and improvement of the school is hereby adopted. Full text available in the Town Clerk’s office.

Members of the RTM

Ms. Schneeman:

I was in the Education Committee meeting this morning and was one of the people who had raised questions about the role of sustainability in the committee and the committee membership. I appreciated the fact that Ms. Tooker committed to work with the group to come up with amended language. The one thing I wanted to say was I would encourage

you under any circumstances to consider adding a member who is recommended by Sustainable Westport before phase two. Lauren kind of described the phase one versus phase two conversation because I don't know a lot about building buildings but I do know something about, many of us in our work have to build projects and craft timelines and come up with options and build budgets. And I know that in many cases, by the time you get to the point of proposing options and budgets and timelines, you've already ruled out a lot of stuff. I know there is some expertise on the committee already but having some additional expertise that the Sustainable Westport people really talked about in the meeting this morning around knowing what Federal money might be available for this kind of work and maybe existing members aren't familiar with their other aspects of sustainability would be really helpful. But, leaving that aside, I feel personally that it is very important to have this line which Sustainable Westport thinks is important. Although, I think that the language you put in the amended draft is similar, it's clearly important to them that it be part of the goals as opposed to part of the powers so I wondered if you would be willing to comment on whether you would be willing to adopt the language they originally suggested in that goals section as opposed to powers and/or why you thought it was better to put it into the powers section.

Ms. Tooker:

Sure, I'm happy to answer that and I may rely on Jay and a few others to help me navigate this because, like many people in this room, I am not a building expert and I am not a construction expert. So, it really does matter where we put certain language when it comes to the process of navigating assessing a building then coming up with alternatives of how to move forward to make that building better and how to manage the project. It does matter where we put words like this. My understanding, from the experts, is that for our commitment to sustainability and to the net zero by 2050 commitment that we made as a community in 2017, for that to sit in the second section becomes an important part of the process at the second stage which is where that work belongs. To put it in the first section of the charge changes where this would come into play and it makes sense from the way we handle building projects that it would sit in the second section so it becomes part of the second phase of the project officially and to be held accountable to it in that phase.

Ms. Schneeman:

I was just going to ask if there was somebody else because I'm still not sure I understand... Eileen or Jay or Don, somebody else who has been in other building committees. I feel like goals versus powers doesn't feel to me like phase one versus phase two of the project as I read the charge.

Jay Keenan, district 2:

It is exactly where it belongs as the First Selectwoman placed it. The reason is, as she explained it, this is a two phased project. Our first, initial part, is really looking at feasibility. We're going to come up with some broad scope things. One, is the building renovatable? That's really the biggest part of phase one, working with the building envelope engineer to make sure that, if we decide to go down that path, renovation is actually feasible...it's not going to cost insane amounts of money where we might as

well build a new building. During that feasibility part, we're really not designing the building. We're really not designing the systems within the building. We are coming up with bulk solutions; feasibility of building in the field; feasibility of renovating; maybe something in between that we are going to do. Really, that part of it doesn't belong in there. It really belongs in the part where Jen put it which is in the part that is guiding us. We have the educational specifications. We have energy efficiency. We have sustainability and all that in order to get, as it states, the best long-term value for the town.

Ms. Schneeman:

So, it's not really a phase one versus phase two issue. It's more about...

Mr. Keenan:

It's really what's guiding us. In the second part, it's what's guiding us. Again, that's educational specifications, sustainability, energy efficiency to get the best value.

Ms. Schneeman:

I'm going to let other people have a chance up here but I might come back.

Sal Liccione, district 9:

How can you deny someone from Sustainable Westport from being appointed? Can I ask you why?

Ms. Tooker:

It was considered. We made a decision that to get the Building Committee up and running and to tackle phase one which is the feasibility, it's looking at the building in detail and a feasibility study and trying to determine what the path forward is that the five individuals, voting members, and the two ex-officio non-voting members, have the best skill sets to do that. We specifically and let me be very clear, of the five voting members, we have three of the five with specific sustainability, energy efficiency backgrounds and professional expertise. It's represented already in the Building Committee in the voting members. We specifically put in the charge, I think it's number four in the second part of the charge, that gives us the opportunity to add more members which, of course, the process is the same. I would come before you and recommend more members. When we get to the second phase which is managing and overseeing the project, if we find that we need more skill sets, different skill sets around the table, we will at that point come to you with those skill sets and individuals and ask you to appoint them to the committee to execute the second phase. The phases are different. We think we have the right skill sets around the table in the seven names that are before you to execute phase one professionally and they've done it before. These aren't people we're taking a chance on. They've done it before and they've done it well and it's really exciting to get that expertise back in the room.

Ross Burkhardt, district 3:

I would like to support the Sustainable Westport's recommendation that the goal of all phases of the study should be making sure that this building comes as close to if not

actually a net zero building. I believe, if you are going to be evaluating the renovation of the existing building, one of the bigger questions is going to be is it going to be feasible to meet the zero goals through a renovation process? I just think that the energy consumption of this building next to designing a facility that really meets high standards of educational attainment we need to keep in the town really needs to coexist in the overall evaluation of the project.

Rachel Cohn, district 8:

I think that this work is important. I'm glad that we are looking at it before and I am glad we have these experienced committee members who are joining us again on a volunteer basis. For any path forward to be recommended, I'm not sure how this committee could be successful in recommending a path forward without the additional context of the needs of some of our other school buildings, Coleytown Elementary, in particular. Of course, other needs have budget implications and I'm wondering what we might do to parallel path similar work so that we can look at a full picture of the construction needs, the budget needs, the net zero needs for both of the facilities as opposed to doing this piecemeal. Can we look at it together so that we can make a good decision with all the budget implications for multiple facilities?

Ms. Tooker:

It's probably more of a question for a Board of Education member but how I will answer it and it's a good question. At the moment, the Board of Education has staggered their major building renovation projects. I don't have the details in front of me now, They will start with Long Lots and probably within year six or seven of a 10 year forecast is when Coleytown Elementary School will be tackled as well. As you can imagine, it will be virtually impossible for us to take on two major projects like this as a community for dozens of reasons but I don't want you to think that people aren't thinking about the next major renovation which is already included in the 10 year capital forecast, Coleytown Elementary School. Details of it, not yet but it is included in the horizon of spending and resource allocation,

Lisa Newman, district 8:

I have, I guess more of a comment, for the Selectwoman. I was in the Education Committee meeting this morning and I raised the question, was there a public call for interest in this committee? The Selectwoman informed me there was a general public call in the spring. But what I have since clarified is that the general public call is for anybody who wishes to serve on any committees. There was not a specific call made for this specific charge. That, to me, is a little bit concerning. I don't know that there is anything we can do at this juncture but I trust that the list of people that we've got who are willing to do this work, they sound experienced. The sound like they have the skill set we're looking for. I don't doubt that and I commend those who are willing to give their time like we all do. We know what that commitment looks like and I appreciate everybody willing to step up but I daresay we don't actually know who is willing to step up with this and that gives me great pause. We have heard over the last week or so from Sustainable Westport that there were many more people who might want to step up and be involved. But there wasn't a true specific open call for all public interest in this

particular committee. That gives me great pause moving forward tonight with an affirmative vote for this task force because I don't know that we've really exhausted, that we have found all of the best possible skill sets in this community willing to do this work. To that end, I know that we have self-limited the group to five but it begs the question: Could there be seven? Could there be two more people in this community, possibly with the help of Sustainable Westport, who are willing and wanting to be involved and they are asking to be at the table and we are saying no. That gives me great pause. I don't know where I'm falling on this vote tonight. I'm hesitant because I do feel we should have opened up this public call further.

Mr. Mall:

This is a simple decision to say yes or no. Is it feasible to renovate this building or is it not? The members of this committee, I think there are three or four people on it who have been involved in five different buildings. Am I correct? I know that Jay has been involved in Staples, Kings Highway, Bedford, Saugatuck and Coley Middle School. We only have three other schools. Now, it's going to be Long Lots so that's six out of eight. Don O'Day was on the Board with Kings Highway School. He just finished Chairing Coley Middle School. I don't know if you were involved in Staples or Bedford but there is expertise already here. They know buildings and what they are out to do is to determine whether we make a decision to renovate or they say we can't renovate and we have to look at building a new school and what is it going to be? That's when phase two kicks in. Let's get the yes or no decision on what we're going to do with Long Lots moving forward and keep the ball rolling. We can't just stop, add people, take people off and so forth. We have five very capable people who will make this decision for us. They are the ones with the expertise so let's leave it with the people with the expertise to do their work.

Mr. Falk:

I share the concerns that there is no one from Sustainable Westport on. Lisa took all my stuff that nobody knew that this committee was being formed. So, we are going to get the people who were asked not the people who would have volunteered. I would also like to know why the person from the Board of Education doesn't get a vote. The CMS one seemed to have been appointed with a voting right. I also want to know if we're going to have to take a vote before this to allow Jay and Don to be on the committee because RTM members can't be on elected or appointed committees.

Ms. Tooker:

There are a couple of questions embedded in that. I guess the first thing: There are many RTM members in this room who are on other committees in town. I'm looking at a number of them right now so maybe there is a preference that we don't want to double down on the same number of volunteers doing everything in town, the reality is we already have that situation on the RTM...Liz Milwe, Mathew Mandell, Peter Gold, so people serving on appointed committees and also serving on the RTM is already something that happens. I will tell you though that it is my operational preference because I do firmly believe that our appointed Boards and Committees in town are the way we get more people involved and the way we get more ideas and more opinions

around the table. That's why my preference is not to do that but in this instance, Harris, this is so important to have the right skill set and the right expertise at the table to make multi-million dollar decisions on behalf of the town that my operational preference is put aside because I think this is the best group of people at this moment in time for the stage one portion of this project to help guide us. If that includes two RTM members, then so be it. I put my operational preference aside to make that happen, to make that suggestion and I feel very strongly that is the case with the two RTM members who are also listed as Building Committee members. I can't remember what the other questions were, I'm sorry.

Mr. Falk:

How come the Board of Education member doesn't have voting privilege when they did before?

Ms. Tooker:

My understanding is the Board of Education member did not vote. I'm looking at Don and Jay. We looked back in history and again, the role of this Building Committee is very specific. It is to evaluate a current building, suggest paths forward for making that building better and then managing and overseeing the building project. So, it's incredibly important to insure that the people on this committee who are voting have the right skill sets and expertise to execute the charge. While it's also incredibly important, we must incorporate educational specifications, we must, with our reworded charge be held accountable to execute sustainability principles. Those are part of the dialog. But when we are talking about the people and the charge of the committee, it's incredibly important to have a particular skill set. My understanding is the Board of Education member has not been a voting member historically on the Building Committee.

Mr. Falk:

They have been. Ex-officio doesn't mean you can't vote. It just means you're there just because it's your office to be there. Going back to being on the committee, Peter is on a State Committee. It's not a town committee. [From the audience: No, it's a town committee.] The apparently, we have other problems.

Ms. Tooker: There's no problems. We'll have Eileen clarify that.

Assistant Town Attorney Flug:

The Town Charter says no elected official can serve on an appointed Board or Commission but RTM members have often served on committees. This is not a Board and it's not a Commission. It's a committee.

Mr. Falk:

Team Westport is a committee. They seem to be having problems lately where they have to follow the rules for these things as well. We are perfectly capable of taking a second vote and saying 'Yes. Be on it.' Nobody is questioning their capability of being on the Board or whether or not they should be on the Board. Sorry, the Committee.

Stephen Shackelford, district 8:

My question is following up on Ms. Cohn's comment earlier. I agree we can't take on multiple giant building projects at once and I'm glad that something like Coley EI is in the queue for six or seven years down the line. What I don't understand is when I read the resolution, there is a lot of different things that the committee is going to do. But it starts with evaluate the existing conditions of the school building and provide feasibility studies for different options. Is there a reason we couldn't have this committee at least do the evaluation phase at the same time for more than one of our buildings, at least for another one that we are all very worried about? Because the concern for some of us is we go through the process for Long Lots and we come up with a great plan for it and spend a lot of money on it and what if when we do this evaluation for Coley EI, it's a worse problem that will somehow cost more money but we've exhausted the town's interest in spending that level of money. So, is there anything stopping us from at least doing the first part of this process for more than one of our school buildings?

Mr. Keenan:

I'm actually not sure how to answer that. It was hard enough twisting arms to get them to evaluate one building, all the people that volunteered for this. I'm not sure if I throw Coley Elementary at them that they will stick around. But it could be a process that comes sooner than six to seven years. I just think right now the committee that has been formed needs to concentrate on one building and not two. But if the Board of Education and the Administration decide that they want to do that, we could then fully engage the building engineer that we've hired to look at Long Lots to then sequence that into their next phase while the committee is working to evaluate their report and come up with some solutions for Long Lots. It's not a bad idea. It's just that the Committee right now is going to concentrate on Long Lots but I think it's not a bad idea for the building envelope engineer to take a look at that building, as well.

Don O'Day, district 3:

To answer the easy question first and that was on the CMS Building Committee, the Ex-Officio Board of Education Rep had voting rights. That's kind of on me. During the discussions that we had at our scores of meetings, I'd seek everyone's opinion. Whether or not the opinion from the Board of Education member, the Ex-Officio, was labeled just as an opinion or an official vote, I could have been a little tighter or that but I will tell you, never was there ever a time where that mattered. It was just team building. And I think we got a pretty good result. That's how that worked. My understanding going in and my understanding to this day is that the Ex-Officio members of Building Committees from the Board of Education is not a voting member. Goals versus whether it's in phase one or specific language, I failed a goal. I failed perhaps the most important goal for CMS. I didn't get the building open by 8/2020. You didn't fire me. We did everything we could do to get it open by 8/2020. COVID and the condition of the building sort of prevented that. Honestly guys, I really don't get this. We have a group of volunteers who are going to put in hundreds and hundreds of hours not just for their specialty but for everything. What was my specialty? I got to manage things pretty well in my professional career. I think that served me well on the committee. But I was carrying stuff out of trailers. I was cleaning stuff. I was on the roof. I was doing

everything. So, you have our specialty but then you had better jump in to do everything else. If you don't, you're not a team member and I'm pretty comfortable that the five people that I worked with on the CMS Building Committee do that very thing on Long Lots. They are going to get the job done. Whether it be in phase one or phase two, come on man, what's the difference? Phase one, here's what we're going to do. We're going to decide whether it's going to be renovated or whether it should be rebuilt, a new Long Lots. So, let's say we decide that everything points to renovating. I'll tell you, job one of renovating better be a brand new eight track system to keep that building dry, to keep that building cool and hot, not humid, and then we've got to look at the skin to keep the water out. What we did at CMS is we purchased and by the way we hired really, really strong eight track professionals and we bought top of the line eight track equipment. The building is dry and it is highly energy efficient. Nothing short of what we did at CMS will be acceptable at Long Lots. Probably, in a year or two, the energy efficiency will increase. So, the first thing that we have to do is the five of us, if you vote to create this committee, we're going to get right on the job...hit the ground running. That's why you're the Chair and I'm not. We're going to hit the ground running and we will decide what needs to be done. It may take a while. We're going to get that done and once we come back with that proposal, we believe it should be renovated. Here are the reasons for that. This is why we need to spend X because X will include the different things that I just described, skin, keeping the water incursion from continuing, and super-sizing the eight track, brand new. If we decide to renovate, we'll do what I just said. If we decide to rebuild, it gets a little bit different. It's a brand new school and you start looking at other things involved with sustainability. We have to define if it's net zero, it's net zero. Then we'll just figure it out. If we need to bring on a sustainability expert, we'll do that. But, it's not just on sustainability. You carry in boxes. You are doing all the things that every one of our members did because that's what the Building Committee will do. So, decide if this committee proposal from Jen is okay. If it is, we'll hit the ground running. We'll figure out what phase one is going to be. Is it a renovate or is it a brand new school? If it's a brand new school, we'll start talking about sustainability after that.

Mr. Braunstein:

I have a lot to say but I am going to try to edit myself a bit largely because, in many respects, Don really set the table here really well. When I looked at tonight's agenda, I actually felt that this would be one of the least controversial items that we would be discussing. I thought we would still be discussing that half mile between North and Bayberry. I think in terms of elapsed time, we had exceeded that on this issue which is fine. It's an important issue. But I think we're somewhat losing sight of what we're actually here to discuss this evening. What we're actually here to discuss is taking the very next step, important step of moving forward and trying to determine what's in the best interest of the children that are going to spend their days in that school. We need to find a way, in a timely manner to come up with a solution. We're not here necessarily to debate what some might view as party platform language that we're discussing mandates versus goals. I think the town of Westport as well as the individuals arrayed here this evening all share a common view that our environment is of utmost importance and that we are living on a plan that has limited resources and that we have to be

focused on sustainability but I think trying to debate whether it should be a goal or a mandate in phase one of a project that's here to just determine what the right step to move forward is, frankly, isn't necessarily a productive use of this body's time this evening. I do think we'll get to a point where inclusion of sustainable considerations, when it comes time for the actual construction plan project is going to be, that there will be a time that will take more of our mind share. I think volunteers' time is a scarce resource and I think we have some people that have, in a very real way, demonstrated expertise both in their professional lives and, most certainly, with their direct service to the town of Westport. I don't think we want to take that for granted. I don't think we want to make an assumption that those are limitless, that the time, the patience, the willingness to contribute is to be taken lightly. And I just wanted to respond to Harris' question as to whether there should be a voting member of the Board of Education. I think it was kind of laid out in the memo that First Selectwoman Tooker provided earlier. One of the considerations is that we have to find people that don't have a conflict of interest. I would say the Board of Education and its admirable quality is going to fight tooth and nail to get what they perceive to be the best outcome. But their perception of the best outcome may not necessarily be consistent with what the town's conception of a best outcome is and they are inherently conflicted. Whether it's an actual conflict or a perceived conflict, I think not having them as a voting member makes more sense. I think those are the points I wanted to make.

Mr. Wieser:

Let's have a five minute break.

Ms. Bram has gone home and Mr. Gold took her home. Dick Lowenstein left a long time ago. If anyone else leaves, we might lose a quorum so don't anybody go away. Could you lock the doors please. Just kidding.

Ms. Karpf:

I want to be very clear that I personally want a building committee. I wanted it five years ago and I wanted it seven years ago and I want it today. It's overdue and it can't start fast enough. Mostly, want to say thank you to both of you. I have full faith and confidence in the five members of the committee. But we're voting on a massive dollar amount no matter what we decide. This is a very big vote. It's going to be scrutinized and I think we really need to make sure everything is done purposefully and carefully today and going forward. As I said, we are really fortunate to have a great group that has worked on prior buildings. I think new blood is a good thing. We didn't put out a call for applications for this committee and I think there are many new residents who could have the skill set who didn't have the chance to either be on the committee or to get involved. So, I ask you guys to please work with the Board of Education, with community members because there are non-building issues that will come up in phase one...where to put students during renovation, how to handle Stepping Stones, things along those lines. So, I think it's really important, these are public meetings. I think it's really important that the community attends. I think it's really important for Sustainable Westport to attend those meetings and for all of you to stay involved and be involved. I am going to vote for this tonight. I'm hoping you can get this up and running quickly and get going. I do think there are some matters to be worked out with Sustainable Westport

which we discussed this morning and I'll leave to others but I wanted to make those points.

Mr. Bairaktaris:

These are publically noticed meetings. The public is invited to attend. Minutes are taken. I'm not going to speak to anything else that has been said tonight; however, I hope that everyone who wants to go to these meetings will go to these meetings and they will speak and they will be recorded and there will be a record of what was said, who said it and what they wanted to say. Like any other meeting we attend, I have to imagine that there will be public input regardless of whether the person is on the committee or not. People will have the opportunity to use their voices like at every other meeting. My hope is that people will attend those meetings and use that power whenever they can regardless of what decisions are made or how it goes.

Ms. Schneeman:

I'm feeling very awkward being a person who is hung up on semantics because that is not usually my thing but in this instance, I am coming back to the question of goals versus powers. As I go back and read through this language again, this is a legal document and it is important to get this right and to put the emphasis where it should go. The First Selectwoman actually said at some point this evening that with this language that with this revised language we must be held accountable to sustainability goals. That's actually not true if we don't put it in the goals, if we put it in the powers. Goals are what the Building Committee is intending to achieve and powers are what it can do. The language that Sustainable Westport provided doesn't say that the Building Committee has to achieve of a net zero building or has to achieve a specific goal in terms of sustainability but to explore sustainable energy efficient design to achieve blah, blah, blah and use that to become a net zero community by 2050. So, their language is putting the emphasis on the net zero community in the goals as opposed to the powers. The powers are that they report to the First Selectwoman, they confer with the Board of Education, they can request appropriation. It's things they can do. As I read it, it's not a question of phase one or phase two so it sounds like Sustainable Westport is willing to wait to be asked more formally if and when that's appropriate to not pursue a specific spot on the committee but they are also very intent on emphasizing that this language should go in the goals portion of the charge and not in the powers. So, I am actually going to make a motion. I hate to be that person. Sorry, Jay. I am going to make a motion **to add Sustainable Westport's suggested language to the section of the charge in the first section, under resolved, they've asked for a new section three, using the language that they provided.** I don't think we need to take out the language that was added today. It feels like it makes it more complicated than even I am making it. As a goal:

Explore and research sustainable and energy efficient design to achieve the best long-term value and benefit for the town in support of the 2017 resolution committing Westport to use best efforts to become a net zero community by 2050.

I want this Building Committee to go forward tonight. I have no reservations about the composition. I'm really grateful that the people agreed to serve in the previous round in

addition to this round. This feels like an easy thing to do, to me. I don't think it puts any constraints in particular on the Building Committee but it does put this as a priority front and center as a goal and not as a thing that we do. So, apologies for keeping you here longer but I am going to make that motion.

From the audience: Can this language be emailed to us. I can't grab it.

Ms. Schneeman:

This is the language that Sustainable Westport suggested and also shared with us in Gately's comments earlier.

Mr. Wieser:

So, we are including Ms. Tooker's wording in the powers in the first section.

Ms. Schneeman: I am not recommending taking that out.

Mr. Wieser:

So, the motion is including Ms. Tooker's and you are adding a second further resolved.

Ms. Schneeman:

Under the resolved section at the top. After number two, a new number three.

Explore and research sustainable and energy efficient design to achieve the best long-term value and benefit for the town in support of the 2017 resolution committing Westport to use best efforts to become a net zero community by 2050.

Seconded by Mr. Liccione.

RTM Comments

Kristin Mott Purcell, district 1:

I think by engaging this language we are splitting hairs a little bit. More importantly, if we look at where the educational emphasis is, it falls under powers not under goals. The educational impact of this is tantamount. The sustainability is essential as well but it is not a goal. It should be at the same level as education because this is about teaching our children. I will not be supporting the change but will be supporting the motion.

Mr. Keenan:

I just want to emphasize what I said before. The language is exactly what Kristin said. It's where it belongs in the resolution and it should stay where it is.

By roll call vote, the motion fails 8-17-1.

In favor: Schneeman, Milwe, Burkhardt, Banks, Karpf, Lautenberg, Shackelford, Church.

Opposed: Mandell, Purcell, Tait, Keenan, Mall, Izzo, O'Day, Bairaktaris, Hammond, Kramer, Shaum, Braunstein, Briggs, Klinge, Kail, Liccione.

Abstaining: Cohn.

The following people had left the meeting prior to the vote: Falk, Gold, Lowenstein, Bram and Newman.

Main motion RTM comments:

Mr. Izzo:

I can't believe we went down this path tonight. I want to thank the committee, First Selectwoman and everybody who is doing what they're doing. We have a great team ahead of us. Thank you guys for volunteering your time. Good luck.

Mr. Wieser:

Because of the changes made today by the First Selectwoman, I will read the charge and section 1 of FURTHER RESOLVED:

RESOLVED: That upon the request of the First Selectwoman, a Long Lots School Building Committee(the "Committee" or "LLSBC") is hereby established in order to meet the following goals (the "Goals"):

FURTHER RESOLVED, that the Committee shall have the following powers:

1. To determine the scope of work and timing of the Project, and to prioritize the scope of work to accomplish the Goals in an expeditious manner, incorporating the Board of Education's educational specifications for the building and incorporating sustainable and energy efficient design practices to the extent possible into the scope of work as appropriate to achieve the best long-term value for the town in support of the 2017 resolution committing Westport to use best efforts to become a net zero community by 2050.

The motion passed 24-0-1. Burkhardt abstained. Keenan recused himself.

The secretary read item #6 of the call - To adopt an ordinance restricting the use of gas-powered leaf blowers in Westport. (First reading. Full text available in the Town Clerk's Office).

Mr. Wieser:

Typically there are no comments on a first reading. I am happy to adjourn this meeting. See you October 11.

The meeting adjourned at 11:07 p.m.

Respectfully submitted,
Jeffrey M. Dunkerton
Town Clerk

Jacquelyn Fuchs

by Jacquelyn Fuchs

ATTENDANCE: September 6, 2022

DIST.	NAME	PRESENT	ABSENT	NOTIFIED MODERATOR	LATE/ LEFT EARLY
1	Matthew Mandell	X			
	Liz Milwe	X			
	Kristin M. Purcell	X			
	Chris Tait	X			
2	Harris Falk	X			Left 10:45 pm
	Jay Keenan	X			
	Louis M. Mall	X			
3	Ross Burkhardt	X			
	Arline Gertzoff		X	X	
	Jimmy Izzo	X			
	Don O'Day	X			
4	James Bairaktaris	X			
	Andrew J. Colabella		X	X	
	Noah Hammond	X			
	Jeff Wieser	X			
5	Peter Gold	X			Left 10:45 pm
	Karen Kramer	X			
	Richard Lowenstein	X			Left 9:45 pm
	Claudia Shaum	X			
6	Candace Banks	X			
	Jessica Bram	X			Left 10:45 pm
	Seth Braunstein	X			
	Cathy Talmadge		X	X	
7	Brandi Briggs	X			Arr. 8:50 pm
	Lauren Karpf	X			
	Jack Klinge	X			
	Ellen Lautenberg	X			
8	Wendy Batteau		X	X	
	Rachel Cohn	X	X	X	
	Lisa Newman	X			Left 10:45 pm
	Stephen Shackelford	X			Arr. 8:20 pm
9	Lori Church	X			
	Nancy Kail	X			
	Sal Liccione	X			
	Kristin Schneeman	X			
Total		31	4		

Item #4 Resolution as amended:

RESOLVED: That upon the request of the First Selectwoman, a Long Lots School Building Committee(the “Committee” or “LLSBC”) is hereby established in order to meet the following goals (the “Goals”):

1. In consultation with Building Envelope Engineers, MEP Engineers and other available information (i.e., Antinozzi, Colliers, Tools for Schools, Maintenance Committee reports, etc.), evaluate the existing conditions of the Long Lots Elementary School building envelope, MEP systems and site conditions.
2. Provide feasibility studies for both a new build and renovate as new options inclusive of cost and schedule.
3. Provide a recommendation to the First Selectwoman regarding a course of action for either a new build or renovate as new (the “Project”).
4. Execute the Project as approved by the Town Boards.

FURTHER RESOLVED, that the Committee shall have the following powers:

1. To determine the scope of work and timing of the Project, and to prioritize the scope of work to accomplish the Goals in an expeditious manner, incorporating the Board of Education’s educational specifications for the building and incorporating sustainable and energy efficient design practices to the extent possible into the scope of work as appropriate to achieve the best long-term value for the town in support of the 2017 resolution committing Westport to use best efforts to become a net zero community by 2050.
2. To report to the First Selectwoman or her designee for overall Project management on at least a monthly basis.
3. To confer as necessary with the BOARD OF EDUCATION and all appropriate Town boards, commissions, committees, departments and officials regarding the Project;
4. To request appropriations for the Project from the Board of Finance and the Representative Town Meeting (the “RTM”).
5. To select, hire, and oversee such project managers, construction managers, contractors, professionals and other third parties as the Committee may deem necessary to plan, design, manage, and execute all aspects of the Project.
6. To present all contracts for the Project to the Board of Selectwomen for approval and for execution by the First Selectwoman.
7. To review and recommend to the First Selectwoman all expenditures for the Project.
8. To determine, in consultation with professionals, Town departments and officials and the Board of Education, when the Goals of the Project have been completed and the building is ready for use for educational instruction.
9. To take such other action as may be necessary in order to implement and complete the Project.

FURTHER RESOLVED, that

1. The Committee shall consist of five (5) voting members. Two additional members, one (1) Board of Education member and one (1) Town of Westport employee representing the Administration, shall serve in a non-voting, ex-officio capacity.

2. The RTM shall appoint members to the Committee, with the recommendation of the First Selectwoman.
3. If there is a vacancy on the Committee, the remaining members of the Committee shall continue to function as the entire Committee, and the RTM shall appoint successors with the recommendation of the First Selectwoman.
4. The Committee, once the Project has been determined by the funding bodies, may elect to add additional members whose expertise may be beneficial to the outcome of the Project. These new members shall be presented to and recommended by the First Selectwoman to the RTM for approval.
5. Committee members may resign by submitting a written resignation to the Town Clerk and the First Selectwoman.
6. The Committee shall choose its Vice Chair and Secretary.
7. The term of the Committee shall begin upon adoption of these resolutions and end when the Certificate of Occupancy for the Project is issued.
8. Committee members shall serve without compensation. The architects and engineers serving on the Committee are not engaged to provide professional services to, and will have no professional duties to, the Committee, the Town or the Board of Education.
9. The Committee shall be a public agency.
10. The Committee will use good faith efforts to accomplish the Goals in an expeditious manner, understanding that there may be delays due to circumstances beyond their reasonable control.

FURTHER RESOLVED, that at the request of the First Selectwoman, the following individuals are hereby appointed to the Committee:

Jay Keenan, Chair

Tim Wetmore

Joe Renzulli

Don O'Day

Srikanth Puttagunta

Liz Heyer, ex-officio

John Broadbin, ex-officio