

CITY OF NORWALK
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**CITY OF NORWALK
PUBLIC WORKS COMMITTEE
May 1, 2018**

ATTENDANCE: John Igneri, Chair; Thomas Livingston; Doug Hempstead; George Tsiranides; Michael Corsello

STAFF: Bruce Chimento, Director; Lisa Burns, Principal Engineer; Kathryn Hebert, Administrative Services Manager

OTHERS: Nancy Rosett, Chair of the Bike/Walk Commission; Carlos Pujol, P3GM; Matt Finelli, P3GM

The meeting was called to order at 7:05 p.m. A quorum was present.

PUBLIC INPUT

There was no Public Input at this time.

NEW BUSINESS

1. APPROVE THE MINUTES OF THE PUBLIC WORKS COMMITTEE MEETING OF TUESDAY, APRIL 3, 2018.

There was no discussion on this item.

****MR. TSIRANIDES MOVED THE ITEM
MOTION PASSED UNANIMOUSLY

2. AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE AN AGREEMENT WITH P3 GLOBAL MANAGEMENT, INC. TO OPERATE AND MANAGE A CITYWIDE BIKE SHARE PROGRAM. NO COST TO THE CITY. (PRESENTATION BY BIKE/WALK COMMISSION).

Nancy Rosett, Chairman of the Bike/Walk Commission, gave background information on the Commission. Ms. Rosett said that Mr. Pujol will give a presentation on P3GM and their vision for Norwalk's bike share program. She stated that this initiative began in the Summer of 2016. She said that the former Health Department Director, Timothy Callahan was contacted by a bike share vendor and then he referred the vendor to the task force. She said that they invited the vendor to present to the task force then later in the fall another vendor contacted them and also gave a presentation. She said that the Commission brought the idea to the Mayor and he seemed very enthusiastic about the idea of bringing bike share to Norwalk. Ms. Rosett said that the Mayor told them to continue with bike share and was told by the Mayor that he would appoint someone when the time comes. She said that they formed a group with representatives from the Health Department, Planning and Zoning, Recreation and Parks and Public Works. She said that before they decided to continue with the vendor search they would determine if there was an interest from the residents for a bike share program. She said that they launched a survey during the Spring of 2017 and received 308 responses. She said that more than 50% of the responses said that they would be very likely to use a bike share program. Ms. Rosett said that they added the Purchasing Department to the team and based on the survey responses they issued a RFP last October, ranked the RFP and selected the top three which they scheduled interviews for ultimately selecting and recommending P3 Global Management as a vendor for the Bike Share Program. Ms. Rosett said that the next step was to appear before one of the committees of the Common Council because they would need the committee to recommend to the Common Council authorizing the Mayor to enter into a contract with P3GM. She stated that they are recommending to the committee to forward the item to the Common Council.

Mr. Pujol from P3GM gave a presentation to the Committee regarding the Citywide Bike Share Program. He said that they are a developer that develops programs for mobility. He said that they are currently doing bike share in a number of cities in the US, Hudson County in NJ, West Palm Beach, New Haven and New Rochelle. Mr. Pujol said that they have acquired experience in terms of operating these types of programs. He said that EXSA is the parent company of P3GM. He said the company has been in existence for over 40 years which has developed into a company of the field of mobility. He said that it includes electric car sharing, managing over 170,000 parking spots, and bike share and traffic systems. EXSA is owned by three mid-sized private equity funds out of Europe managing excessive two billion assets. He said that their vision is to establish a presence through the prospect in Norwalk because they would like to connect the Cities along the northeast corridor. He said that bike share is a program that they deploy and is a way to cater to local commuters and also visitors. He said that it is associated with first and last mile that fosters health and site seeing. He said that they have stations for the bikes and it is a form of public transportation. Mr. Pujol said that it has to be affordable and convenient, easy to use 24-7 at stations that are unmanned. He said that it provides people with bikes who like to ride bikes with the option to move around without having to worry about storage, the bike or the maintenance. He said that it works by downloading an app, sign up for membership with a credit or debit card, find an available bike from a station by looking it up on the app. He said then you take the ride and you can return to any station. (He displayed the app on the white board for the members to see.) He said that you can see the railroad stations on the right hand side and basically you ride from point A to point B but that doesn't mean you can't stop in between.

Mr. Tsiranides asked about a blue patch on the app and wanted to know if that shows the amount of available bikes at a station.

Mr. Finelli answered yes it shows real time availability at all of the stations.

Mr. Livingston asked if you could reserve a bike.

Mr. Pujol answered no, not at this time.

Mr. Igneri asked about the cost for this.

Mr. Finelli answered that they have a number of pass options available throughout a number of cities. He said that none of the annual passes are more than \$100 per year. He said that they want to be cost competitive to most of the public transit or more competitive. He said that they offer a range of passes that include a single ride pass for a user that may just want to use it a single day or time and not beyond that. He said that they have passes with terms whether it is a week or a month and also passes for the members of the community. He gave an example from New Haven stating that they give a community pass to anyone that qualifies for a state benefit, so the annual pass for that person would be subsidized by them and the cost for the person would be \$15 and for a student the cost is \$50 and both passes are for a full year.

Mr. Livingston asked how this compares to New York City.

Mr. Finelli answered that it is cheaper. He said that in New York City the cost is \$165 per year and the minimum commitment is three days.

Mr. Pujol interjected that this buys a person unlimited rides as long as they are under ½ hour so that means if your rides are always under ½ hour the cost is free but you still have to have a membership which makes it competitive if you're a resident.

Mr. Tsiranides asked if this was similar to the bike program in New York City.

Mr. Pujol answered that it is similar because there are a set of stations around the city and you go from one place to another yet the technology is more updated. He said that the bikes would be placed into a dock system and if you don't have a dock you will need to go to another station if that station happens to be full. He said in their case because the bikes lock onto themselves, if a station happens to be full you need to go ½ mile to another station and lock it up there geo fenced because the bikes are tracked and your trip is over. He said that they rebalance all of the bikes.

Mr. Livingston asked about rebalancing and if they would have an office in town.

Mr. Finelli answered yes all the markets where they operate has stock local to that City operating 7 days a week. He said that they work with the bike shop called Devil's Gear in New Haven and they are running their rebalancing operations from 6am to Midnight in the City of New Haven. He said that they have their own team in Hudson County, NJ, they are

working with Danny Cycles in New Rochelle in Westchester and they have their own team in West Palm Beach, Florida.

Mr. Tsiranides asked if they have anyone in particular in mind for Norwalk.

Mr. Pujol said that their plan would be to use Danny Cycles in Darien because they are close to Norwalk and they have an active interest. He said that Danny Cycles have over 13 stores and they are evolving, however walk in bike sales are down. He said that they do more fulfillment and servicing and see this as a great opportunity to be a part of a shared mobility program. He said that they also have a pool of mechanics so they have the resource.

Mr. Corsello asked if P3GM was planning to reach out to Norwalk bike shops.

Mr. Pujol said that they do not have a binding contract with Danny Cycles right now and that they would have to see if they are interested.

Mr. Corsello said that they would be in favor of this if they could help a local business. He said that there has been an issue arising in various places, people go to drink at establishments, they drink and then they take them on the road. He said there is no law prohibiting them to ride a bicycle under the influence nonetheless there is a potential for danger. He asked if there were any safe guards in place that you envision making it difficult for someone who is impaired to actually get a bike and get moving. He asked if they have encountered anything like that and if they have a solution for such.

Mr. Finelli answered that they have not encountered that nor have they had any significant accidents in any of their systems across the East Coast. He said that even a big city had their first fatality four (4) years after launching last Spring that did not involve an accident it was a motor vehicle accident. He said there is nothing they can do to prevent it. He said that all the riders sign a waiver that they are not authorized to ride impaired with terms and conditions that the user ops into before using their first rental.

Mr. Corsello said that he read an article that said that there is some type of procedure that can be put in place to make it a more cumbersome process to actually get the bike to move whereas if someone was impaired they wouldn't be able to do that. He asked P3GM if they were familiar with that.

Mr. Finelli responded that he had not seen anything like that.

Mr. Hempstead said that he is surprised that there isn't anything to authorize. He said that there isn't anything in the backup that speaks of the terms and conditions.

Mr. Igneri said that they could push this forward to the Council and then they can send it back with the terms.

Mr. Hempstead asked about the survey and wanted to know how many people responded.

Ms. Rosett answered 308.

Mr. Hempstead said that there are four (4) railroad stations in Norwalk not two (2). He said that all the railroad stations should be covered, including the one (1) in Rowayton and one (1) on Route 7 (Merritt 7). He asked about the statement that was made about potential stations and if they have completed a field check to see if there is room for all of this.

Mr. Finelli said that Mr. Pujol and one of the team members that is not currently present did a tour.

Mr. Pujol interjected and said that there is a proposed map, however they are not seeking approval for that map at this time because it is a detail that has several layers in terms of reaching out and working with other committees.

Ms. Rosett said that they would like to involve the public in making that decision partly because they would like to get the word out about the program and it gives people a sense of ownership when they are included in the decision making. She said that this would be a phase program starting with six (6) stations and then build it out as the program gains momentum.

Mr. Hempstead asked if they need authorization if it is going on the sidewalk.

Mr. Chimento said that it was decided that if that was the case based on what they presented to them then they would need an encroachment permit for the use of sidewalk.

Mr. Hempstead said that there are places in their presentation that may be troublesome because the City doesn't own them. He said that there is a lot of information that may need to go another step for informational purposes. He asked P3GM to revert back to a slide and asked about signage on a pole and wayfinding signage.

Mr. Finelli asked the Committee to look at the top slide for New Haven which showed that the signage was two sided, one side has the New Haven side which shows a map with all the existing stations at that time and on the opposite side which is New Rochelle, it would have the same information.

Mr. Hempstead asked if there were any signs along the way informational signs.

Mr. Finelli answered no.

Mr. Corsello asked if there is an app to find bikes that are available.

Mr. Finelli answered yes they are in their application and two of their systems are integrated with the transit app which has nothing to do with bike share they are all about multi mogul transportation also connecting buses, trains, bikes and ubers to those that don't own a car themselves.

Mr. Hempstead asked about their profit structure.

Mr. Pujol replied that their agreements with the City's range between five (5) and 20 years. He said they invest and rely on sponsors with no cost to the City. The initial funding has been taken care of by the company. He said they employ an equity council.

Mr. Hempstead asked if their initial cost for installation and bikes is covered by the parent company.

Mr. Pujol replied correct. He said that depending on how just to give them an idea would be in the range of \$700,000 in Norwalk by the time the whole thing is deployed. He said that in the initial proposal they suggested 200 bikes and a station for every 10 bikes so that would be 20 stations. He said that it may not happen all at the same time. He said that they may use existing infrastructures or perhaps put up a virtual station to test it out. He said they would test the stations first so they don't have bikes that are underutilized in a specific location or just taken up space so they would have the ability to test as they deploy.

Mr. Hempstead asked about the revenue fees.

Mr. Pujol said that the revenue fees are the user fees and the sponsors.

Mr. Hempstead asked him to explain sponsors.

Mr. Pujol explained what he meant by sponsors using an example from Hoboken stating that they started with six (6) local sponsors that included a hospital, a developer, a real estate company and others. He said that they will consult with the City prior to taking on a sponsor.

Mr. Hempstead asked what the sponsors get for this.

Mr. Pujol said that the sponsors get presence on the app and website. He said that they also do activations and some bike sponsors get their name on the bike. He said that they also have station sponsors which don't have their name on the bike but will be on the bottom of the race sign to establish presence for the sponsor.

Mr. Igneri asked if the sponsor or the City determines the type and color of the bike.

Mr. Pujol said that they propose the type of bike to the City. He said that they propose the bike because it allows the residents that become a member to use the bike in another City.

Mr. Igneri asked if a City could choose a particular color.

Mr. Finelli responded yes. He said in New Rochelle they have the same model of bike and they were okay with the default matte black, New Haven requested green and New Haven got green.

Mr. Corsello asked if the color would be written into the contract.

Mr. Finelli responded yes.

Mr. Corsello asked what happens during the winter.

Mr. Finelli answered that it depends City to City and how the winter goes. He gave an example from a winter in 2016/2017 stating that it didn't snow that often so there was steady usage exceeding 10,000 every month that winter in Hoboken. He then said that during this winter where it snowed every Wednesday for six weeks the fleet was reduced to a point where based on usage patterns so that anyone could use a bike while not exposing the entire fleet to the winter elements.

Mr. Hempstead asked if they still leave some bikes and the snow and who is responsible for taken off the snow.

Mr. Finelli said that their company is responsible for taking the snow off of the bikes in each station.

Mr. Hempstead wanted to know how a person would get to a bike station.

Mr. Finelli explained how the station locations are chosen. He said that they use a lot of community input when making those decisions. He said that they try to find a central location based on the community input they receive and then figure out how to connect a station with a bus or a train or where a bike can serve as a first or last mile way to a bus or a train. He said that they look at commercial and residential density to find the hot spots. Mr. Finelli said that they try to connect where people live to where they want to go.

Mr. Tsiranides asked if the bike stations will be in a residential or business area.

Mr. Finelli answered that the City of New Haven is a mixture of both.

Mr. Tsiranides asked if any of the stations are located in parks.

Mr. Finelli said that they do have locations in parks in the City of New Haven. He said that they are hitting residential areas while also targeting community hubs like a park that are within walking distance to where someone lives and also a community asset like a park or bike trail.

Mr. Livingston said that he supports this but all the questions lead to the need to see an agreement making bikes accessible. He said that they also would need to know how P3GM would guarantee performance in terms of making the bikes available, workable and making sure everything runs smooth.

Mr. Corsello interjected that they need to know the duration of the agreement, what P3GM are looking for and how long the Mayor would be in agreement with this. He said that they need more information before agreeing to recommend this to the Mayor.

Mr. Livingston said that he would like to see an agreement.

Mr. Igneri said that he likes the concept and has seen them in other cities but feel that they should table this item to the next meeting until they get more information.

Mr. Corsello wanted to know if the Committee should ask P3GM to come back with an agreement or a proposed contract. He wanted to know if they should ask them to engage in negotiations with Corporation Counsel.

Mr. Chimento said that they currently have an agreement with other cities. He suggested that they take a look at those, alter it to fit Norwalk's needs and then forward to Corporation Counsel for review and then bring it back to Committee.

Mr. Pujol said that New Haven has a 5 year renewable contract which was renewed twice. He said that to ensure they would do what they say they will provide the purchase orders for everything they do.

Mr. Livingston said that he would like to see their commitments in the contract that they would maintain the bikes and the stations going forward.

Mr. Pujol responded absolutely. He said that they would work with them to determine where the bike stations should be and makes sense for everyone. He said that if they install a bike station at a certain location and they see that the bikes are used 0.5 times per day they may reevaluate that station. He said that they would like to see the bikes being used at least 3xs a day after a couple of years. He said that would show a real need at a location. He said that in regards to residential, they would like to have agreements with condominiums, multi-unit locations because it is an amenity that they could offer to the residents. He said that the success they have so far is when they really serve the commuters.

Mr. Igneri asked if a person could only use a bike for a half of an hour.

Mr. Finelli answered not only for a half of an hour. He said that a half of an hour is included in the base pass and then there would be incremental charges for every 30 or 45 minute period. He explained the charges to the Committee.

Mr. Corsello asked if the bike has to be taken back to the base every half an hour.

Mr. Finelli responded no. He said that you can bypass the fee structure by going back to base returning the bike and renting a new one.

Mr. Corsello asked how long P3GM has been located in New Haven.

Mr. Finelli answered they launched on February 20, 2017. He said that they have been planning their stations for eight (8) months and just went to their first Commission meeting in November and broke ground in January.

Mr. Pujol said that they have been operating in West Palm Beach since the Summer of 2015 and Hoboken since the Fall of 2015.

Mr. Igneri asked how much has ridership risen since inception.

Mr. Finelli answered they broke their rides record last year and in February they had their best month ever. He said the busiest months are November through March.

Mr. Pujol said that if a person takes a bike home it could become very expensive. He said that all of the bikes are tracked with a GPS system. He said that this is a shared resource so that is why the fees go up over time depending how long you keep the bike.

Mr. Hempstead public or private.

Mr. Pujol answered private.

Mr. Igneri asked about competitors, how long have they been in or out of business.

Mr. Finelli said that it varies. He said that beginning in 2008 a lot of systems had financial struggles. He said that Montreal and Toronto had gone through multiple owners, Montreal almost went bankrupt and Toronto took it over from the private operator and now runs it themselves at a deficit losing $\frac{3}{4}$ of a million dollars last year. He said that some of the others that began in 2017 are doing well, others not so good.

Mr. Hempstead asked if you take a bike and go to work do you pay for eight (8) hours.

Mr. Finelli responded no, the bike has to be dropped off at the nearest station.

Mr. Hempstead asked what if there isn't a station where you work.

Mr. Finelli said that there should be a station within a mile of your workplace.

Mr. Hempstead said so when someone uses the bike they have to make sure they return it to the station, so the use is from station to station.

Mr. Finelli answered yes that is the point.

Mr. Igneri said that he thinks everyone is in favor for this.

Mr. Corsello said that he is happy to refer this to the bike/walk task force.

Mr. Igneri made a motion to table this item until they have a list of questions and come back with a sample contract for the next meeting.

Ms. Rosett said that they could give them a sample from New Haven and asked Ms. Hebert to forward that to the Committee.

Ms. Hebert said that she would. She said that she believes the Committee is asking for specific and general terms referring to Norwalk.

Mr. Livingston said that if they could receive the New Haven contract with terms of how you expect to do this.

Mr. Tsiranides asked if approved how long will it take to implement.

Mr. Pujol responded Spring in 2019 but would be happy to do a soft launch and test in the Fall of 2018. He said that as soon as the contract is signed the funding will be there and they will begin immediately.

****MR.IGNERI MOVED TO TABLE THE ITEM**

****MOTION PASSED UNANIMOUSLY**

3. **AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE ALL REQUIRED DOCUMENTS RELATED TO THE EXECUTION OF THE EASEMENT AGREEMENT BETWEEN THE CITY OF NORWALK AND THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION FOR A TEMPORARY CONSTRUCTION EASEMENT OF 11,130± SQUARE FEET FOR THE PURPOSE OF STORAGE OF CONSTRUCTION MATERIALS AND EQUIPMENT DURING THE WALK BRIDGE REPLACEMENT PROJECT FOR A PERIOD OF THREE (3) YEARS, UNLESS EXTINGUISHED SOONER BY THE STATE UPON COMPLETION OF THE PROJECT, AS DEPICTED ON A MAP PREPARED BY THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION ENTITLED “COMPILATION PLAN TOWN OF NORWALK MAP SHOWING EASEMENT ACQUIRED FROM CITY OF NORWALK BY THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION WALK RAILROAD BRIDGE REPLACEMENT,” DATED FEBRUARY 2018, OR SUBSEQUENT REVISIONS, AT A SCALE OF 1” = 20’ ON FILE IN THE DEPARTMENT OF PUBLIC WORKS IN EXCHANGE FOR A PAYMENT OF \$100,000.00.**

Mr. Igneri asked if this item was revised.

Ms. Burns answered yes, this item was tabled and now brought back to the Committee.

Mr. Corsello asked if this was the item with the 3 year term or indefinitely and now it is 3 years or less.

Mr. Chimento responded yes.

Ms. Burns said that they put that in the resolution. She said that the map was revised and the easement. She said that it is a three (3) year contract.

The Committee began a discussion on what the Mayor would be authorizing and the issue they are having with the easement. The Committee agreed that the easement will be for a term of three (3) years or less. It was stated that every easement they receive is for a three

year term or until the project is complete. The Committee referred back to the appraisal that was based upon three (3) years.

Ms. Burns stated that the three (3) years is the length the State determined the project should take which may be plus or minus. She said that this project is not the Walk Bridge but the project located on Crescent Street which is under construction now. She said that the Committee had already authorized the temporary easement for this project.

Mr. Tsiranides asked if the project goes beyond three (3) years do they have to request more funds.

Ms. Burns replied no. She said that if they don't act on this the State could condemn and take the property.

****MR. IGNERI MOVED THE ITEM**

****MOTION PASSED UNANIMOUSLY**

- 4. AUTHORIZE THE MAYOR, HARRY S. RILLING, TO ENTER INTO AN AGREEMENT WITH WSP USA INC. FOR STATE PROJECT 102-360 TRAFFIC SIGNAL UPGRADE AND INSTALLATION OF DYNAMIC MESSAGE SYSTEMS FOR AN AMOUNT NOT TO EXCEED \$604,661.00.**

ACCOUNT NO. GRANT – FHWA-STATE OF CONN DOT CMAQ PROGRAM.

Mr. Livingston asked if they are paying for just consulting work.

Mr. Chimento said that the State is paying for this 100%.

Mr. Livingston asked how this came about.

Ms. Burns responded that Mike Yeosock pursues grant opportunities that relieves traffic. She said that traffic signal projects rank very high on air quality mitigation.

Mr. Chimento added that this is a diversion plan so if I95 shuts down for whatever reason, there would be a plan in place to divert traffic off I95 and these are some of the things that they are going to look at. He said that the State has decided to do this so they can look at the cost, what they would do and upgrading all the lights.

Mr. Livingston asked if the other lights would be synchronize.

Mr. Chimento responded yes.

Ms. Burns stated that they will get five (5) upgraded traffic signals for free.

Mr. Livingston asked if it's State funded.

Ms. Burns said that it is their money and they will do what makes sense.

Mr. Hempstead asked if they had an example of what the signs are.

Ms. Burns responded that they are little signs.

Mr. Chimento stated that they are not putting anything on their road, there will be no signs.

****MR.IGNERI MOVED THE ITEM
MOTION PASSED UNANIMOUSLY

5. **AUTHORIZE THE PURCHASING AGENT TO ISSUE A PURCHASE ORDER TO GABRIELLI TRUCK SALES FOR THE PURCHASE OF ONE (1) 2018 FORD F-250, FOR A SUM NOT TO EXCEED \$36,754.00.**

ACCOUNT NO. 09 18 4031 5777 C0313

Mr. Igneri asked for an explanation of why they need to purchase this truck.

Mr. Torre responded that they would be replacing a 2005 F250 that has 180,000 miles. He said that they were supposed to get two (2) truck last year but only received one.

****MR.IGNERI MOVED THE ITEM
MOTION PASSED UNANIMOUSLY

6. **AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE A 2ND AMENDMENT TO THE JUNE 5, 2017 CONTRACT WITH TIGHE AND BOND, INC., TO PROVIDE PROFESSIONAL ENGINEERING SERVICES RELATIVE TO INVESTIGATING DEFICIENCIES AND OPTIONS FOR THE PORTION OF THE NORWALK LEVEE LOCATED SOUTH OF THE PERRY AVENUE BRIDGE, ADJACENT TO THE NORWALK RIVER FOR AN AMOUNT NOT TO EXCEED \$148,200 FOR CONSTRUCTION OBSERVATION SERVICES OF PROJECT NO. PM 2018-1 PAVEMENT MANAGEMENT PROGRAM.**

ACCOUNT NO. 09 18 4021 5777 C0021

Ms. Burns explained that the contractors had refused to sign the Indemnification Clause from Corporation Counsel. She said that Tighe & Bond had signed the clause for the Rowayton Pond Damn and would not sign a new agreement so they retracted the authorization and amended the original LPP contract for Rowayton Pond Damn. She said that now they want to select Tighe and Bond to do the Pavement Management Inspection for Public Works. She said that they lost their construction inspector in January due to retirement and the position cannot be filled until the severance has been paid out and they will not be able to advertise until July 2018 losing the construction season.

Mr. Livingston asked if that was going to cost \$148,000.

Ms. Burns responded that they are bringing in a contract inspector and paying it out of pavement management.

Mr. Livingston reiterated that the guy that use to do this is retired and they can't hire until severance expels.

Ms. Burns responded yes. She said that this is to amend the Levee contact to pay for the inspector.

Mr. Igneri asked how long the person would be doing this.

Ms. Burns responded for 1,700 hours.

Mr. Livingston said so this is less than a year and instead of hiring someone they are going to pay out \$148,000.

Mr. Hempstead said that when someone retires the position is considered still funded until the severance is paid out.

Ms. Burns stated that the operating budget and the capital budgets are two different budgets in Finance.

Mr. Livingston stated that this is money that shouldn't be spent on this.

Ms. Burns said that an inspector could make \$80,000 plus benefits would not be that far off. She said that this would be for the entire season. She said that it is included in this due to the clause that Tighe & Bond has already signed.

Mr. Hempstead said that they should accrue for that but they don't.

Mr. Livingston asked about a liability issue.

Ms. Burns said that because they already had the clause in place, they amended the contract instead of entering into a new contract.

Mr. Corsello said that it is easier to amend an existing agreement then to go into a new one.

Ms. Burns said that they are trying to get the person on board right now because the paving season has begun.

****MR LIVINGSTON MOVED THE ITEM**
****MR. CORSELLO OPPOSED**
****MOTION PASSED UNANIMOUSLY**

7. **AUTHORIZE THE DIRECTOR OF PUBLIC WORKS TO EXECUTE ORDERS WITH THE GRASSO COMPANIES INC., ON CONTRACT FOR PROJECT PM 2018-1 PAVEMENT MANAGEMENT PROGRAM, FOR A SUM NOT TO EXCEED \$227,915.00.**

**ACCOUNT NO. 09 16 5010 5777 C0516
09 19 5010 5777 C0516**

Mr. Chimento reported on this item. He said that it was the Grasso Contract. He said that they will be working on the Parking Lot and Driveway of Tracey School and Silvermine School.

****MR. CORSELLO MOVED THE ITEM
MOTION PASSED UNANIMOUSLY

- 8a. **AUTHORIZE THE MAYOR, HARRY W. RILLING TO EXECUTE AN AGREEMENT WITH P & S PAVING, INC. FOR PROJECT PM 2018-2 BITUMINOUS CONCRETE PERMANENT REPAIRS, FOR A SUM NOT TO EXCEED \$382,102.25.**

ACCOUNT NO. 03 00 00 2602

- 8b. **AUTHORIZE THE DIRECTOR OF PUBLIC WORKS, BRUCE CHIMENTO TO EXECUTE ORDERS ON CONTRACT WITH P & S PAVING, INC., FOR PROJECT PM 2018-2 BITUMINOUS CONCRETE PERMANENT REPAIRS, FOR A SUM NOT TO EXCEED \$38,210.23.**

ACCOUNT NO. 03 00 00 2602

Mr. Hempstead asked if they were the lowest bidder to start off before the adjustment or was there an adjustment made that made them the lowest bidder.

Mr. Chimento said yes and there was an adjustment made to correct the value. He said that the bottom number for P&S Paving was the low bid and that it didn't look right in the middle of the bid documents because one of the numbers were wrong so they corrected the number and they were still the lowest bidder.

****MR. TSIRANIDES MOVED THE ITEM
MOTION PASSED UNANIMOUSLY

- 9a. **AUTHORIZE THE MAYOR, HARRY W. RILLING TO EXECUTE AN AGREEMENT WITH SEALCOATING INC., FOR PROJECT PM 2018-3 CRACK SEALING AT VARIOUS LOCATIONS, FOR A SUM NOT TO EXCEED \$187,775.00.**

- 9b. AUTHORIZE THE DIRECTOR OF PUBLIC WORKS, BRUCE CHIMENTO TO EXECUTE ORDERS ON CONTRACT WITH SEALCOATING INC., FOR PROJECT PM 2018-3 CRACK SEALING AT VARIOUS LOCATIONS, FOR A SUM NOT TO EXCEED \$18,777.50.**

ACCOUNT NO. 09 18 4021 5777 C0021

Mr. Chimento stated that this project is for the crack sealing where they go all around town and seal any cracks in the pavement. He said that they do this every year. He said that Sealcoating is the low bid and have been doing this for about three (3) years now.

****MR. LIVINGSTON MOVED TO T ITEM
MOTION PASSED UNANIMOUSLY

INFORMATION / DISCUSSION

A. MONTHLY SOLID WASTE REPORT – MARCH 2018

Mr. Chimento gave a brief report to the Committee. He said that recycling is right where it should be. He said that there has not been much of a variance. Mr. Chimento said that it would probably pick up this month and next month. He said that the bulk waste pick up is working very well and there are 45 requests for tomorrow. He said that they have picked up about 18.5 tons through February and have not had any complaints. He said that there are a few frequent callers that had to be turned away. He said that this courtesy is for residents to throw something away but not every month.

Mr. Tsiranides asked how things are tracked such as a contractor bringing things home and then calling for bulk pick up.

Mr. Chimento replied that they can see when the person calls, what they are calling about and the types of materials that they are putting out. He said that it seems to be working. He said that he has spoken to Dave Shockley and was told by Mr. Shockley that there seems to be a reduction of trash on the streets since the inception of this program.

Mr. Hempstead asked how the bulky items are picked up and where are they supposed to put those items.

Mr. Chimento responded that the resident calls for pickup and puts it out front then it's picked up.

Mr. Tsiranides asked if refrigerators are picked up.

Mr. Chimento responded yes but anything with Freon has to be brought down to the transfer station.

B. CUSTOMER SERVICE REPORT – APRIL 2018

Mr. Chimento gave a brief report to the Committee. He said that Customer Service is running rather well and all reports have been on time. He said there were 733 service calls with 665 calls for request for service related to Public Works.

C. CORRESPONDENCE

UPCOMING PROJECTS

Next meeting is scheduled for Tuesday, June 5, 2018 in Room 225.

****MR. TSIRANIDES MOVED TO ADJOURN**

****MOTION PASSED UNANIMOUSLY**

There was no further business and the meeting was unanimously adjourned at 8:24 p.m.

Respectfully submitted,

Monique Cipriano
Executive Assistant
Public Works Department