

**TOWN OF EAST WINDSOR
BOARD OF SELECTMEN**

REGULAR MEETING

February 2, 2023

7:00 p.m.

***THIS MEETING
IS BEING HELD IN-PERSON***

***In the John Daly, Jr. Meeting Room
Town Hall, 11 Rye Street, Broad Brook, CT 06016***

AND

REMOTELY via ZOOM Teleconference

Meeting ID: 332 683 3563

Passcode: townhall

MEETING MINUTES

********Minutes are not official until approved at a subsequent meeting********

Board of Selectmen

Jason E. Bowsza, First Selectman
Marie DeSousa, Deputy First Selectman
Alan Baker, Selectman
Sarah Muska, Selectman
Charles Nordell, Selectman

ATTENDANCE: First Selectman Bowsza hosted the in-person meeting. Deputy First Selectman DeSousa, Selectman Muska, and Selectman Nordell were present in person; Selectman Baker joined the Board remotely.

ABSENT: No one; all Selectmen were in attendance this evening.

GUESTS/SPEAKERS in-person: First Selectman Bowsza hosted the in-person meeting. Also present were Finance Director Amy O'Toole, also speaking during the Board of Selectmen's Regular Meeting were: Paul Anderson, James Barton, Chief of the Warehouse Point Fire Department, Tom Bulkeley, Randy Clifton, Don Platt, Patricia Shary, Wayne Shary.

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GUESTS/SPEAKERS signing in to meeting remotely: Selectman Baker, Noreen Farmer, Paul Gruhn, I-Phone 4, Jennifer, Bob Leach, Peg Hoffman, Recording Secretary.

1. TIME AND PLACE OF MEETING:

First Selectman Bowsza called the February 2, 2023 Regular Meeting of the East Windsor Board of Selectmen to Order at 7:00 p.m. in the John Daly, Jr. Meeting Room, Town Hall, 11 Rye Street, Broad Brook, CT 06016.

2. PLEDGE OF ALLEGIANCE:

First Selectman Bowsza requested Selectman Nordell to lead everyone in reciting the Pledge of Allegiance.

3. ATTENDANCE:

See Attendance noted at the beginning of the meeting.

First Selectman Bowsza requested a motion to RECESS the Regular Meeting of the Board of Selectmen.

MOTION: To GO INTO RECESS at 7:01 p.m.

Muska moved/Nordell seconded/DISCUSSION: None

**VOTE: In Favor: DeSousa/Baker/Muska/Nordell
(No one opposed/No abstentions)**

**PLEASE SEE SEPARATE MINUES FOR BOARD OF SELECTMEN/BOARD OF
EDUCATON BUDGET PUBLIC HEARING**

First Selectman Bowsza RECONVENED the Feburary 2, 2023 Regular Meeting of the Board of Selectmen at 7:40 p.m.

4. APPROVAL OF MEETING MINUTES:

First Selectman Bowsza called for comments/revisions, or motions of approval for the following Board of Selectmen Meeting Minutes.

A. January 5, 2023 Regular Meeting Minutes with Corrections:

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MOTION: To ACCEPT the Regular Meeting Minutes of January 5, 2023 as corrected.

DeSousa moved/Muska seconded/**DISCUSSION:** None

VOTE: In Favor: DeSousa/Baker/Muska/Nordell
(No one opposed/No abstentions)

B. January 19, 2023 Regular Meeting Minutes:

MOTION: To APPROVE the Regular Meeting Minutes of January 19, 2023 as presented.

Muska moved/Baker seconded/**DISCUSSION:** None

VOTE: In Favor: DeSousa/Baker/Muska/Nordell
(No one opposed/No abstentions)

5. PUBLIC PARTICIPATION:

First Selectman Bowsza noted the first opportunity for members of the in-person audience to comment.

Tom Bulkeley, Kings Court: Mr. Bulkeley noted when First Selectman Bowsza, and others, speak of the Senior citizens, what aged is considered a Senior? First Selectman Bowsza clarified the age would be 65.

First Selectman Bowsza queried the in-person audience for additional comments; no requested to speak at this time. First Selectman Bowsza then queried the remote participants regarding speaking; no one requested to be acknowledged.

6. COMMUNICATIONS:

A, Connecticut Trolley Museum Annual Vegetation Management Report:

First Selectman Bowsza noted receipt of the Annual Vegetation Management Plan submitted by the Connecticut Trolley Museum. The Plan is an annual submission made by Gina Alimberti, Executive Director of the Connecticut Electric Railway Association, Inc., regarding vegetation management along the Museum's right-of-way and property. (See Attachment A).

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First Selectman Bowsza noted this communication requires no action by the Board, other than acknowledging it's receipt.

7. BOARD AND COMMISSIONS RESIGNATIONS AND APPOINTMENTS:

- A. **Resignation:** None
- B. **Reappointments:** None
- C. **New Appointments:** None

First Selectman Bowsza noted there are no resignations, reappointments, or new appointments for the Board to consider this evening.

8. UNFINISHED BUSINESS:

- *A. **Discussion of Windbrook Homes Developers Agreement:**
Any starred (*) items will not be discussed but will remain on the agenda pending receipt of additional information.
- *B. **Discussion of Permit Link Proposal for Development of Land Use Module:**

Any starred (*) items will not be discussed but will remain on the agenda pending receipt of additional information.
- *C. **Youth Services Bureau presentation to Include Interim Deputy Chief Matt Carl:**

Any starred (*) items will not be discussed but will remain on the agenda pending receipt of additional information.
- *D. **Discussion of Blight Ordinance:**

Any starred (*) items will not be discussed but will remain on the agenda pending receipt of additional information.
- E. **Discussion of Next Steps Pertaining to Congressionally Directed Spending Awards:**

**UPDATED OPTIONS FOR CONGRESSIONALLY DIRECTED
SPENDING (CDS) AWARDS – Community Center Renovation and
Expansion:**

PLEASE REFER TO ATTACHMENT B.

1. **CDS Award:** First Selectman Bowsza reviewed the specifics related to this CDS Award. He noted the funds associated with this award can't be transferred to another project; the Board's only options are to cancel the project and return the funds, or to go back to the voters for approval of the project. First Selectman Bowsza noted a petition containing over 250 signatures has been submitted requesting taxpayers to reconsider this project.
2. **Project Details, Costs, and Other Factors:**
 - Updated Estimated Project Cost - \$4,720,000.00
 - 55% of project cost covered by CDS Grant - \$2,596,000.00
 - Local Match already encumbered - \$1,200,000.00
 - Project Balance - \$920,000.00

First Selectman Bowsza suggested the estimated project cost has been provided by a professional estimator, and the engineering and architectural costs are covered by the CDS Grant. Selectman Muska questioned if there was a cost for the estimator; First Selectman Bowsza replied \$3,000.00.

3. **Options to Fund ARPA Cost Balance:**
 - ARPA Appropriation
 - Gravel Pit Solar Impact Funds
 - Community Investment Fund Grant
4. **American Rescue Plan Act – Option 1:** First Selectman Bowsza noted the Town has \$2,000,000.00, which is available and uncommitted. He noted the use of the funds is unrestricted, with minor exceptions. Use of the \$924,000.00 project cost would leave a \$1,200,000.00 balance for other projects or purposes.
5. **American Rescue Plan Act – Option 2:**

First Selectman Bowsza noted the funding sources available, either through municipal balances or through ARPA or Federal Grants.

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First Selectman Bowsza noted the remaining balance would be \$80,000.00, which doesn't require local tax dollars.

6. **Gravel Pit Solar** – First Selectman Bowsza noted Gravel Pit Solar is required to pay the Town an annual sum in lieu of taxes, plus an additional \$1,500,000.00 specifically to be used for infrastructure improvements.
7. **Community Investment Fund Grant:** First Selectman Bowsza noted East Windsor is one of several towns eligible for Community Investment Fund Grant funding; the second round of grant appropriations is to occur on March 6th. The CIF Grant Program is a Federally funded program that uses State dollars for community projects; the Community Center fits the program criteria. The grant request was rejected during the first round of funding only because they wanted to see if the Federal Government would fund the project. Should East Windsor be awarded funding under the CIF Grant the Community Center would be completely funded with no expenditure of local dollars.
8. **Notes To Be Considered:** First Selectman Bowsza noted the ARPA award is specifically designated for the renovation and expansion of Scout Hall for a multi-purpose multi-generational facility; the award can not be used for any other purpose.

First Selectman Bowsza also addressed use of the Kogut Property, noting that the site is unimproved land which would require bringing in utilities, public water, sewer, or gas. He also noted the Kogut property is encumbered by a farm lease which runs for an estimated 7 years.

Selectman Muska questioned the difference in option 1 and 2; Finance Director O'Toole suggested option 2 utilizes \$2,000,000.00 available via municipal funding, while option I uses the \$1,200,000.00 in Capital Non-Recurring funding while using \$924,000.00 in ARPA funding, leaving about \$1,000,000.00 ARPA funding for other community projects the public would like to see occur as noted in the community survey.

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Deputy First Selectman DeSousa questioned if the farm lease is binding at the Kogut property? First Selectman Bowsza noted he didn't have the lease document available but felt he recalled a one year lease notice of termination option.

Selectman Baker felt the Board should wait until March to make a decision, but he likes the options available.

Selectman Nordell felt the award was a win-win for everyone in the community, he felt why we wouldn't do the project is crazy. Selectman Nordell wanted to clarify this project has nothing to do with the Scantic Event Facility.

Selectman Muska also felt it's great to have these options available; she also concurred with Selectman Baker to wait until March to see the results of the next round of grant awards.

Deputy First Selectman DeSousa indicated she would do this project tomorrow but she feels it's up to the citizens of East Windsor. Deputy First Selectman DeSousa felt the Board should wait until March 6th, but to have the options to do something is a good thing.

Deputy First Selectman DeSousa also wanted to thank the three gentlemen who submitted the petition. Mr. Clifton or Mr. Platt reported they have acquired 247 signatures from various sources.

Selectman Baker requested First Selectman's Powerpoint presentation to be posted on the Town website to eliminate the misinformation and confusion within the community.

No action was taken this evening.

9. NEW BUSINESS:

**A. CIRMA 3-Year LAP (Liability, Auto and Property Insurance)
Engagement Contract:**

First Selectman Bowsza noted the Town is in year 3 of the CIRMA LAP policy, CIRMA is offering an option to extend the contract for 3 more years at 3% annual increases. This budget year the Town is locked into a

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5% increase, which would mean a zero increase in the LAP policy cost. First Selectman Bowsza also noted this insurance cost affects the Board of Education as well.

First Selectman Bowsza called for comments from the Board. Hearing no requests to be acknowledged he called for a motion to authorize him to sign the contract with CIRMA.

MOTION: To AUTHORIZE the First Selectman to sign the Letter of Commitment for Budget Stabilization Program between the Connecticut Interlocal Risk Management Agency (CIRMA) and the Town of East Windsor and the East Windsor Board of Education effective 7/1/2023-2024 and 7/1/2025-26.

Baker moved/Muska seconded/DISCUSSION: None

**VOTE: In Favor: DeSousa/Baker/Muska/Nordell
(No one opposed/No abstentions)**

B. ARPA Rural Road Grant Documents:

Selectman Bowsza reported this is another ARPA funded program specifically for rural roads. The application has been submitted by Acting Chief of Police Hart, this would provide another \$50,000.00 (\$5,000.00 per month) in ARPA Grant funding for rural traffic enforcement and rural speed enforcement.

First Selectman Bowsza called for comments from the Board.

Selectman Nordell questioned if they had a plan for these enforcement actions? First Selectman Bowsza suggested the plan isn't street specific or shift specific, it's additional funding to put another officer on the roads to enforce speeding complaints within the community. First Selectman Bowsza read Acting Chief of Police Hart's e-mail explaining the purpose and use of the funding.

Hearing no requests to comment First Selectman Bowsza called for a motion to authorize him to sign this contract.

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MOTION: To ACCEPT the State of Connecticut Grant Agreement of the SRO in the amount of \$50,000.00 utilized \$5,000.00 per month over Fiscal Year 2023 and AUTHORIZE the First Selectman to sign the agreement.

DeSousa moved/Muska seconded/DISCUSSION: None

VOTE: In Favor: DeSousa/Baker/Muska/Nordell
(No one opposed/No abstentions)

C. DESPP/DEMHS Emergency Management Grant:

First Selectman Bowsza noted this is another grant the Town receives annually, this grant provides \$6,417.00 if the Town agrees to spend \$6,417.00 in local funds on Emergency Management. First Selectman Bowsza noted this grant is a small portion of the actual funding for Emergency Management activities.

First Selectman Bowsza called for comments from the Board. Hearing no requests for acknowledgement, First Selectman Bowsza called for a motion to authorize him to sign this contract.

MOTION: To ACCEPT and AUTHORIZE the First Selectman to sign the Grant Contract with the State of Connecticut and the Department of Emergency Services and Public Protection.

Nordell moved/Muska seconded/DISCUSSION: None

VOTE: In Favor: DeSousa/Baker/Muska/Nordell
(No one opposed/No abstentions)

D. Tax Refunds:

MOTION: To APPROVE Tax Refunds in the amount of \$5,452.77

Nordell moved/Muska seconded/DISCUSSION: None.

VOTE: In Favor: DeSousa/Baker/Muska/Nordell
(No one opposed/No abstentions)

10. SELECTMEN COMMENTS AND REPORTS:

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A. Jason Bowsza:

(See Attachment C)

B. Marie DeSousa:

(See Attachment D)

C. Alan Baker:

Selectman Baker reported the Diversity Council is looking to raise their visibility in Town, so they're considering opportunities to becoming involved in other events occurring in town. As an example, they were considering attending the National Night Out, which he felt was a great fit. The other thing they're working on is nailing down the final \$5,000.00+/- funding on Witness Stone Project, which is research on what families may have been here in the founding of our town and may be done in the curriculum of the Middle School. Selectman Baker noted they've been working on that project for about a year; he's looking forward to that being completed.

Regarding Planning and Zoning, Selectman Baker indicated the only item to note was they voted on the Scantic Event Barn, and you probably all heard they denied that unanimously. That application was denied and will not move forward.

Selectman Baker noted the Agricultural Commission and the Conservation Commission, they're both kind of working on the same stuff at this time. The two main items, which they asked Selectman Baker to bring to the Board's attention, was to consider a succession plan for the Community Garden. While they're working on getting the site ready for participants this year the Commission noted they're not getting any younger, and the work they're doing is extensive. They've built a nice product which is well-used by the community; they would hate to see it fall apart after all the effort that's been put into it. They're looking into options to getting it started in the Spring, and put to bed in the Fall.

The second thing the Conservation Commission and the Agricultural Commission are both looking at is the Kogut property. As people may recall Selectman Baker reporting on a number of times they've been

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working on reclaiming a portion of the Kogut property that isn't under the agricultural lease. They're working on a portion of the property which was used for shade tobacco and when the farmer stopped he left all the wires and poles and the trees growing around it has taken that prime agricultural land and made it pretty much useless. They've been working on a farmland restoration grant to make that agricultural land useful again.

Selectman Baker noted the Agricultural and Conservation Commissions are also trying to do something to remediate the tobacco barn located on the Kogut property. It's one of those things that if we don't do something with it it will become a hazard and we'll lose the barn, and we could be getting some revenue from that as well.

Selectman Baker noted he had 2 other meetings he wasn't able to attend as they were last evening, and he was traveling. One was the Wetlands Commission and the second was the Pension Board. Selectman Baker indicated he'll update the Board next time.

D. Sarah Muska:

(See Attachment E)

E. Charlie Nordell:

Selectman Nordell reported he attended the BMX Committee Meeting earlier this week. At that meeting Alex Reggerio presented his Eagle Scout project, which would be to enhance their sign at the entrance to the BMX Park. He's also proposing to build them a picnic table at the park.

The BMX Committee also discussed potential fundraising projects for the Spring. They also received a \$5,000.00 grant from the Hartford Foundation for Public Giving they're getting to their next step for purchasing more equipment for the park.

11. PUBLIC PARTICIPATION:

First Selectman Bowsza noted this is the second opportunity for anyone present in the in-person audience to offer comments or raise questions.

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Jim Barton, 158 South Water Street: Mr. Barton questioned if the tax refunds included a refund for the Warehouse Point Fire District? First Selectman Bowsza replied negatively, noting he would discuss the process with Mr. Barton after the close of the meeting.

Randy Clifton, 7 Hickory Trail: Mr. Clifton noted he and his 2 friends are thrilled to find the Board has found ways to fund the Community Center. Mr. Clifton noted he and his friends worked hard on that issue, they knew the Board had worked hard on the options as well. Mr. Clifton reported they appreciate what the Board has done, noting the informative presentation of how the money would be provided and not cost the Town a dime. Mr. Clifton felt that point needs to be emphasized – it's not going to cost the Town a dime.

Don Platt, 3 Mockingbird: Expanding on Mr. Clifton's comments, Mr. Platt suggested it's a neutral budget, there's no line item, it's not going to cost us any money, the money is there. Mr. Platt noted he didn't understand the Board wanting to wait until March 6th, he suggested we've kicked this stone down the road for 22 years; let's get it done. Mr. Platt suggested not waiting until March 6th, vote on it, he suggested the ball was in the Board's court. Let's have a referendum so we can vote on it, and get it done. The townspeople want this; when they went out knocking on doors with their petition 99% of the people want this. They need it, they want this, let's get it done.

Paul Anderson, 89 Main Street, Broad Brook: Speaking as President of the Broad Brook Library Mr. Anderson noted the Library has had a few things completed lately. One was an Eagle project that put in a ramp which provides much more comfortable access, and a Hartford Foundation Grant to replace the floor. Mr. Anderson invited everyone to visit the Broad Brook Library to see how wonderful the improvements are. Mr. Anderson noted they now have more space just because the floor was taken care of. The Library is much more comfortable than it ever has been.

Patricia Shary, 119 Depot Street: Mrs. Shary reported she's heard from people who live at Park Hill who are worried about getting to Scout Hall because a lot of them don't have cars. Mrs. Shary suggested if maybe someone could talk to them and let them know there will be transportation. Mrs. Shary questioned if she was correct in that assumption. First Selectman Bowsza indicated there is transportation now, and there will continue to be transportation.

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Wayne Shary, 119 Depot Street: Mr. Shary suggested that hypothetically, he's taxed \$1,000.00 for a motor vehicle for a year. If he gets a new vehicle he'll be pro-rated for the tax, right? First Selectman Bowsza concurred, noting he would also get a supplemental tax bill. Mr. Shary questioned what the situation would be if he got rid of the motor vehicle in the middle of the year? First Selectman Bowsza suggested if he notifies the Town of the sale it goes away, if you don't notify us you're going to keep getting a bill. If you sell the vehicle and notify the Town you would be included in the Tax Refund List.

Deputy First Selectman DeSousa referenced First Selectman Bowsza's comment in his Selectmen's Report this evening about the \$250 rebate as long as they meet certain criteria. She questioned the specifics of the criteria. First Selectman Bowsza indicated an applicant must be income qualified, which would require the applicant to make less than approximately \$49,900.00 annually. Deputy First Selectman DeSousa questioned what documentation must be provided? First Selectman Bowsza suggested an applicant must provide an income verification under an IRS 2022 filing, the property must be the applicant's primary residence for at least half of the year, and the applicant must be age-appropriate.

Wayne Shary, 119 Depot Street: Mr. Shary questioned the status of the Property Maintenance Ordinance the Town is considering. First Selectman Bowsza indicated Staff has come up with a bit more streamlined version which he felt was less intrusive and more moderate in its approach and yet dealt with safety concerns. Discussion will occur at a future Selectmen's Meeting.

First Selectman Bowsza called for additional comments from the in-person audience, or the remote participants. No one requested to be acknowledged.

First Selectman Bowsza noted there would be an **EXECUTIVE SESSION** this evening, noting it would include the Board of Selectmen. First Selectman Bowsza called for a motion to go into **EXECUTIVE SESSION**.

12. **EXECUTIVE SESSION** – Pursuant to C.G.S. 1-200 (6)(b), strategy and negotiations with respect to pending claims or pending litigation, (6)(e) discussion of any matter which would result in the disclosure of public records, or the information contained therein described in subsection (b) of section 1-210. Discussion of Attorney-Client Privileged matters. Discussion of contract matter. Action possible:

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MOTION: To GO INTO EXECUTIVE SESSION Pursuant to C.G.S. 1-200 (6)(b), strategy and negotiations with respect to pending claims or pending litigation, (6)(e) discussion of any matter which would result in the disclosure of public records, or the information contained therein described in subsection (b) of section 1/210. Discussion of Attorney-Client Privileged matters. Discussion of contract matter. The Board entered the EXECUTIVE SESSION at 8:30 p.m. Attending the Executive Session will be First Selectman Bowsza, Deputy First Selectman DeSousa, Selectman Baker, Selectman Muska, and Selectman Nordell.

Baker moved/Nordell seconded/DISCUSSION: None

VOTE: In Favor: DeSousa/Baker/Muska/Nordell
(No one opposed/No abstentions)

LET THE RECORD SHOW the Recording Secretary signed out of the Meeting at 8:30 p.m.

First Selectman Bowsza reported the Board had exited the Executive Session at 9:03 p.m.

First Selectman called for a motion to ADD an Agenda Item.

MOTION: To ADD to the Agenda under NEW BUSINESS, Approval of a Contract between the Town of East Windsor and Pullman and Comley.

Muska moved/Nordell seconded/DISCUSSION: None

VOTE: In Favor: DeSousa/Baker/Muska/Nordell
(No one opposed/No abstentions)

9. E. APPROVAL OF CONTRACT BETWEEN THE TOWN OF EAST WINDSOR AND PULLMAN AND COMLEY:

MOTION: I MOVE TO APPROVE the Engagement Letter with Pullman and Comley to represent Jason Bowsza in his official and individual capacity

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**and to AUTHORIZE the signature of the Deputy
First Selectman.**

**Muska moved/Baker seconded/DISCUSSION: None
VOTE: In Favor: DeSousa/Baker/Muska/Nordell
(No one opposed/No abstentions)**

First Selectman Bowsza called for a motion to adjourn.

13. ADJOURNMENT:

MOTION: To ADJOURN this Meeting at 9:04 p.m.

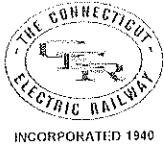
**Muska moved/Nordell seconded/DISCUSSION: Non-debatible
VOTE: In Favor: DeSousa/Baker/Muska/Nordell
(No one opposed/No abstentions)**

Respectfully submitted, -----
Peg Hoffman, Recording Secretary, East Windsor Board of Selectmen

ATTACHMENTS:

- A. Connecticut Trolley Museum Annual Vegetation Management Report.
- B. Updated Options For Congressionally Directed Spending (CDS) Awards –
Community Center Renovation And Expansion:
- C. First Selectman Bowsza's Report
- D. Deputy First Selectman DeSousa's Report.
- E. Selectman Muska's Report

Selectman Baker's Report and Selectman Nordell's Report transcribed in the Meeting Minutes.



The Connecticut Electric Railway Association, Inc.
58 North Road, P.O. Box 360
East Windsor, Connecticut 06088-0360
Office: 860-627-6540 Fax: 860-627-6510



Attachment A

January 18th, 2023

Board of Selectmen
Town of East Windsor
11 Rye Street
Broad Brook, CT 06016

Subject: Vegetation Management Plan (VMP) submittal for 2023.

Dear Board Members:

Attached is Rev. 0 of the Vegetation Management Plan (VMP) for the Connecticut Trolley Museum which is submitted in accordance with the requirements of Connecticut General Statutes Section 22a-66a(j). Per the statute our VMP must be submitted to the chief elected official or board of selectman of each municipality through which the railroad operates and maintains track as well to the Connecticut Department of Transportation.

The Connecticut Trolley Museum is committed to its obligation to maintain its rights of way in accordance with both state and federal safety standards. Vegetation management is an integral component of those safety efforts.

Should you have any questions concerning this VMP please feel free to contact myself or our President Rob Brogle via the Museum office.

Sincerely,

Gina Maria Alimberti
Executive Director
Connecticut Electric Railway Association, Inc.



The Connecticut Electric Railway Association, Inc.
58 North Road, P.O. Box 360
East Windsor, Connecticut 06088-0360
Office: 860-627-6540 Fax: 860-627-6510



VEGETATION MANAGEMENT PLAN

For

Connecticut Electric Railway, Assoc., Inc.
DbA: The Connecticut Trolley Museum

**For Railroad Rights-of-Way
In the State of Connecticut**

Rev. 0
December 19, 2018

Approved by the Board of Directors:

Revision

Approved Date

Rev. 0

December 19, 2018

Introduction

Notification

Connecticut law Statue Section 22a-66a (j) requires that railroads who operate in Connecticut and apply pesticides to their rights of way must file a Vegetation Management Plan (VMP) with the Department Of Transportation on or before February 1 of each year and must send copies of the plan to the chief elected official of each town in which pesticides will be applied.

Railroads Operating Under This Plan

The railroad companies listed here have agreed to use this Vegetation Management Plan (VMP):

Connecticut Electric Railway Association, Inc.

Purpose of this VMP

This VMP describes a variety of operational practices which include physical, chemical, and other methods used to manage, control and eradicate vegetation on railroad ROW. This VMP outlines and interprets a long-term program for managing vegetation on railroad ROW. This document represents careful planning and collaboration between qualified professionals so that the general welfare and safety of railroad personnel/employees and the public are ensured, and that no unreasonable effects are caused to the environment.

The VMP addresses the major components of vegetation management including: an overview of vegetation management along a railroad ROW; the vegetation management requirements of railroad ROW; the principles of VMP and vegetation management techniques; the protection of sensitive areas and the operational guidelines for herbicide applicators.

Understanding the design of a rail bed and how vegetation influences its structure is critical to understanding the management practices necessary for maintaining a safe rail line.

Components of the Railbed (See Appendix A for diagram)

The typical railroad roadbed consists of ballast on a graded and compacted earthwork section. The track is supported by the ballast. The earthwork section typically slopes downward to drainage ditches on each side of the track.

The entire railroad roadbed and adjacent area are designed to carry water away from the tracks. The ballast is the material between and under the ties. It consists of crushed stone or gravel and is compacted around and under the ties to support them vertically and laterally. Pore space in the ballast allows water to drain away from the ties and into drainage ditches which carry it away from the track. Dirt falling from passing trains or washed or blown into the ballast can inhibit drainage and can provide adequate seedbed areas for some plants.

How Vegetation May Affect the Integrity of the Railbed

Plant seeds carried to the track area by the same mechanisms as the dirt can sprout and begin to develop. During plant development, fibrous root systems appear which expand through the ballast and accumulate additional dirt. The fibrous roots of most plants are continuously dying and renewing themselves adding decaying plant material to the accumulating dirt. This mixture of dirt and plant material holds moisture and provides a seedbed for new plants. The drainage capacity of the ballast is greatly reduced and moisture is retained around the ties contributing to their decay.

During rain, the fouled ballast can retain enough moisture to become saturated. This results in a loss of support for the track both vertically and laterally leading to movement under the train.

Vegetation and Fire Hazards

In dry weather, vegetation within the roadbed can be easily set on fire by brake shoes on steel wheels. The exhaust from diesel locomotives is another source of sparks, particularly as the throttle position is being increased or decreased. Track maintenance activities such as cutting, grinding, or welding rail are another ignition source. In order to minimize the potential for fires, railroads keep their ROW clear of flammable material, including vegetation.

Other Safety Issues that May Result from the Presence of Vegetation in the Ballast Area

An additional problem occurs with the above ground portion of plants growing near the rails. Trains depend on friction between the steel rails and steel wheels for moving and braking. Anything that reduces friction between the wheels and rails can create dangerous problems. A light rain which wets the track can double or triple minimum stopping distances required, depending on the train's weight, speed, and the slope involved. Most plant tissues are immediately crushed between the wheel and rail, but release water and plant sap which acts as a lubricant just as rain does and may increase stopping distance by the same proportions.

Vegetation also creates unsafe footing for railroad personnel/employees, particularly train crews which may be at work at any hour and in any weather. The vegetation itself may be the hazard or it may conceal objects or areas of unsafe footing.

Vegetation, Visibility, and Signals

Visibility is important both for railroad personnel working on or near trains and for motorists crossing railroad tracks. Train engineers and other operating personnel must be able to see all types of railroad signals. These signals indicate the status of the traffic on the track ahead and also indicate when whistles must be sounded as the train approaches a road crossing. Signs also provide other types of safety information as well. Motorists must be able to see trains as they approach railroad crossings and employees must be able to visually inspect moving rail equipment. Locomotive engineers must be able to see around curves and see that switches and derails are in the correct position.

Federal laws require vegetation control to ensure proper functioning of signals and communication lines. Trees and plants short out electrical equipment and cause failure of communication systems and signals.

Inspections and Vegetation Management

Vegetation in and around the rails and ties must be managed in order to permit routine inspections of the roadbed structural integrity. Vegetation that hinders the ability to inspect roadbed structures must be eliminated in order to ensure the safety of railroad personnel and operations.

Adopting an Integrated Vegetation Management Approach

Integrated Vegetation Management, as performed by the railroads, involves careful planning, organizing, and implementing an overall program involving all operational departments and personnel, so that all appropriate techniques of vegetation control will be considered.

All appropriate non-chemical techniques and methods which remove or control pest vegetation will be identified and integrated into the overall vegetation management program. No sector or area of the ROW will receive herbicide treatment if a routine or operational activity will remove the vegetation during the process. This operational procedure is intended to further reduce the reliance on chemical control and the amount of herbicide applied each year.

Whenever possible and wherever consistent with the ROW system, the railroad industry should implement an integrated approach to vegetation management by encouraging plant communities which hinder the development of target vegetation.

Ensuring the VMP Approach is Successful

A team of professionals comprised of road masters, engineers of track and vegetation control, and herbicide application specialists will develop an annual plan that select those vegetation control methods which minimize risk to personnel and operator, for the general public and the environment. The railroads will monitor and evaluate the success of their program and integrate appropriate new methods in their VMP.

Federal Railroad Administration (FRA) Regulations

FRA regulations (49 CFR Part 213.37) require that vegetation be controlled so as not to interfere with the track inspector's duties. Specifically 49 C.F.R. Subsection 213.37 states:

Vegetation on railroad property which is on or immediately adjacent to roadbed must be controlled so that it does not:

- (a) Become a fire hazard to track carrying structures
- (b) Obstruct visibility of railroad signs and signals
- (c) Interfere with railroad personnel/employees performing normal trackside duties
- (d) Prevent proper functioning of signal and communication lines
- (e) Prevent railroad personnel/employees from visually inspecting moving equipment from their normal duty stations

Annual vegetation control is necessary in the following areas:

- Ballast section
- Ballast shoulder
- Yards
- Switches, signals, and signs
- Highway grade crossings
- Bridges, bridge abutments, and buildings
- Off-track areas
- Inside of curves

The statutory and regulatory intent is specific: the safety of the railroad must be guaranteed through inspection, maintenance, and repair of the ROW.

Meeting FRA Requirements

In areas such as those adjacent to the ROW roadbed where total vegetation control is not required, various selective vegetation control techniques are practiced. The goal and purpose of this integrated vegetation control approach is to increase competition for light and growing space for desirable species by selectively eliminating tree species.

By selectively removing these target species by physical or chemical methods, the non-target species will not be affected. In these cases, the target vegetation is eliminated and the desirable, low growing species will be able to rapidly grow and fill the area due to an increase in sunlight, water, and nutrients.

The selective elimination of trees and brush species is site, species, and density dependent. The selection of technique will also take into consideration the preservation and enhancement of non-target desirable species. In no case would a pre-emergent herbicide be used in these areas.

In certain adjacent areas of the ROW, branches and limbs of trees grow into or have the potential to move into the roadbed area striking trains or fouling overhead communication lines. In these cases, the tree will not be eliminated if a selective side trimming of the encroaching limbs can be made from an aerial lift mounted on hi-rail equipment, or on a truck.

Selective side trimming will be considered on a site by site basis according to the type and density of target vegetation present and its propensity to invade the roadbed area or foul communication lines.

Trees and shrubs on the ROW which act as a buffer between the adjacent property and ROW will only be managed if they will interfere with the function and safety of the ROW. Selective vegetation management increases desirable vegetation, prevents erosion, and is aesthetically pleasing to adjacent property owners.

In summation, this VMP can also be considered an integrated plant management program. The ROW will be subject to monitoring the vegetation on the roadbed and adjacent areas. On those areas, in which the vegetation will not be controlled by operational activities, an assessment will be performed to determine the most selective vegetation management approach.

General Definition of VMP

VMP is a sustainable approach to managing vegetation by using all appropriate technology and management practices in a way that minimizes health, environmental, and economic risks. IVM includes, but is not limited to: monitoring plant populations; education; structural maintenance and physical, mechanical, and chemical controls.

Components of VMP:

Timing

Timing is the consideration given to applying a treatment action during the most vulnerable time in the life cycle of the vegetation or pest with the least impact on natural predators or other non-target organisms.

Monitoring

Railroad ROW must be monitored (inspected) on a regular basis for integrity of the track and the condition of vegetation in the ROW. This process involves regular inspections under stringent federal guidelines. These inspections take place several times a week, and more frequently during periods of extreme weather. Records of each visit must be kept. If vegetation is present in the track structure or obstructing lines of sight, this must be noted in the Track Inspection and a course of action must be formulated to address control of the vegetation. Weeds or grass gradually invading or germinating in a track area can be monitored during inspection periods.

Evaluation

Evaluation involves analysis of treatment strategies and prescriptions to help determine the effectiveness of the control program. These records are useful in developing future pest management plans.

Railroad Related Terms

Culverts

Culverts are generally constructed with steel pipe, concrete pipe or stone and are normally placed at right angles to the track. Culverts which are not of sufficient length to extend beyond the roadbed spray pattern plus required buffer, or which are shallow to the roadbed and constructed of stone and could allow herbicide to enter a watercourse, will not be treated.

Ditches

Drainage ditches must be maintained so that their function is not impaired. Drainage ditches must be maintained weed-free if necessary to permit the flow of water away from the ballast and track structure and to maintain a stable roadbed.

Railbed

The *rail bed* is a man-made structure which consists of the rail and ties, ballast, ballast shoulder, and its drainage system. The ballast and ballast shoulder are constructed of hard stone which supports the track. It distributes the load on the track evenly and drains water away from the roadbed. The roadbed drainage system is constructed to carry water draining out of the ballast away from the track.

Railroad Yards

Railroad yards include yards, buildings, fueling facilities and off-track areas. Yards are areas with multiple tracks and switches where trains are assembled, disassembled, and equipment is stored. Buildings include offices, maintenance and repair buildings and signal towers, usually within yards. Fueling areas are locations where locomotive fuel is stored and distributed. Off-track areas are locations that are not assessable from rail.

ROW Area Adjacent to the Shoulder

Trees and shrubs growing adjacent to the shoulder should be managed to promote the growth of low growing shrubs. Treated trees and shrubs will be those which have the potential to block visibility or invade the roadbed and/or overhead communication lines.

The diagram in Appendix A illustrates typical areas on the ROW area adjacent to the shoulder. These areas are generally between the roadbed and the edges of the ROW on either side. Shrubs in these areas provide a visual screen blocking the view of railroad traffic. These areas may be maintained to include a wide variety of shrubs and herbaceous plants.

On the side of the ROW containing overhead signal and communication lines, low growing shrubs and most herbaceous plants will be maintained and encouraged in an effort to reduce the invasion of tall growing trees into these areas. Tall growing trees growing near overhead signal and communication lines must be controlled.

Low growing vegetation will be encouraged in areas containing underground communication or signal lines. In areas where above ground lines are present, low growing vegetation will be encouraged on the area opposite the lines

Sensitive Areas

Sensitive Areas are sites where environmental or anthropogenic features occur adjacent to the ROW that require additional consideration in order to provide protection from ROW vegetation management activities. Sensitive areas may include surface waters, public and private drinking water supplies, threatened and endangered species, and areas with a high level of human activity. Herbicides shall not enter the waters of the State.

Treatment/Vegetation Management Related Terms:

Physical (Mechanical) Control Methods

Physical (Mechanical) Control Methods that manage vegetation through mechanical or physical means, generally are methods restricted to shrub species. Only trees that interfere with the ROW will be targeted. Currently, mechanical methods are not effective in controlling vegetation within the ballast area.

Mowing: the mechanical process of cutting vegetation, including brush, trees and shrubs, with cutting heads. Mowing includes mechanical vegetation and brush cutting with rotary cutting heads. The cutting heads may be mounted on hydraulic arms that greatly extend the lateral reach of the equipment. These machines can be mounted on off-track, on-track, or hi-rail equipment. Large machines are required for railroad application because of the wide range of conditions found on the ROW.

On-track equipment has the advantage of not having to operate over rough terrain. Off-track equipment can work independently of train movement but production may be limited by the difficulty of moving over rough terrain. Off-track equipment also has the advantage of being able to operate under communication and signal lines.

Railroad safety guidelines may restrict the use of brush cutters within developed or recreational areas. Cutting can be accomplished using chain saws, axes, and other hand tools; however, most railroad cutting is done using rotary-type hydraulic cutting equipment. In certain no-spray and buffer zones, target vegetation may be removed by manual cutting by a ground crew. Practicality prevents the entire adjacent area from being managed with this technique based on the following limitations. Lack of skilled woodsmen, prohibitive costs, inaccessible areas, and time requirements are just a few of the factors which prevent the railroad from fully utilizing this technique.

Manual removal or mowing of the ballast area is not feasible because of logistic problems and inefficient vegetation control. Cutting heads are too large to fit between or near the rails and can turn stone ballast into projectiles. As discussed earlier, plants growing in the ballast quickly produce roots that prevent the flow of water away from the track area. Mechanical cutting of vegetation in the ballast area would only remove the plant tops. The roots would be left to re-sprout or if killed, will continue to

decay, accumulate additional dirt, and hold moisture. Cutting also allows the upper portion of the plant to decay on the site and add to the growing seedbed litter between the stones.

Brush Cutting (Machine): The process of cutting trees and brush along the railroad ROW with the use of hydraulic cutting heads on rail mounted machines. These machines are designed to cut along the outside of the ballast area and out along the ROW to clear trees and brush from interfering with the safe passage of trains and equipment, and to prevent hampered visualization.

Brush Cutting (Manually): Manual labor using chain saws and axes to cut trees and brush away from the railroad road bed where developments, recreation fields and obstacles are in close proximity to the road bed where using track mounted brush cutting machines would be a hazard to the public.

Chemical Control Methods:

Chemical Control Methods that include the use of herbicides to manage, control, or eradicate unwanted, targeted vegetation. The categories include:

Pre-emergent Herbicide Program: A program directed primarily to the yards, and incorporates VMP strategies to minimize the amount of herbicide used. The scheduling of a main line or yard track section for a pre-emergent herbicide application will depend on a review of the previous years vegetation density and control efforts and an estimate of vegetation density for the upcoming season.

Pre-emergent herbicide applications within the yards may be accomplished from a hi-rail spray truck. This on-track vehicle has the advantage of not having to operate over rough terrain. These hi-rail trucks have a rear mounted boom located approximately 18 inches above the ground.

Pre-emergent herbicide applications along the rail bed will be made no more frequently than biannually unless conditions warrant rescue treatment which will be based on vegetation density reports.

Post-emergent Herbicide Program: A program directed primarily toward vegetation management on the railroad ROW main lines and branch lines. These areas comprise the bulk of railroad's ROW and accordingly, account for the greatest proportion of herbicide use.

Pesticide Minimization

All ROW spraying must be done by certified applicators or by persons working under the direct supervision of a certified applicator. All herbicide applications should be done in a manner and under weather conditions that: (1) minimize the extent and duration of foliar brownout and (2) prevent herbicides from entering areas outside of the ROW.

Labels/MSDS/EPA Fact Sheets

All applications must be accompanied by current labels and Material Safety Data Sheets (MSDS) for each pesticide formulation. These can be obtained through either the manufacturer or distributor of the pesticide formulation. Current EPA Fact Sheets applicable to the active ingredient(s) found in each pesticide formulation must accompany each application when available (when one exists).

Preparation for Herbicide Application

1. Basic Requirements

To protect the public welfare and eliminate adverse impacts on the environment, railroad herbicide application crews must have a Supervisor and operator who is licensed and certified in the State of Connecticut. Applicators must also have a licensed and certified Supervisor who reports daily to the railroad representative or other qualified railroad personnel/employee who is assigned to this task. The railroad is responsible for adherence to this VMP by railroad personnel/employees or their contractor. Applicators must follow all railroad safety regulations and all herbicide label directions.

Daily Field Report of Vegetation Control Activities

The daily field report of Vegetation control activities will be filled out each day by operators doing the work. The daily field report will include, but not be limited to:

- Date
- Vehicle and Equipment Numbers
- Track Name, Number, and Designation

- Weather
- Wind Velocity at time 6am 9am 12noon 3pm 6pm
- Wind direction at time 6am 9am 12noon 3pm 6pm
- Temperature at time 6am 9am 12noon 3pm 6pm
- Rain (in inches) at time 6am 9am 12noon 3pm 6pm

- Acres Treated

- Roadbed Area
- Area Adjacent to the Shoulder
- Mainline
- Sidings
- Branch
- Industrial Track
- Bridge
- Crossings
- Daily Summary

- Beginning Time
- Ending Time
- Hours Treating
- Total Hours Reported

- Contractor Person on Job (list each individual)
- Railroad Person on Job (list each individual)
- Daily Summary of Chemicals Applied

- Name
- EPA Establishment No.
- EPA Registration No.
- Concentrate: gals/lbs.
- Mix Rate and Application Rate per Acre

- Herbicide Application Log

In addition to a daily Field Report, a Herbicide Application Log will be filled out. The herbicide log will include, but not be limited to:

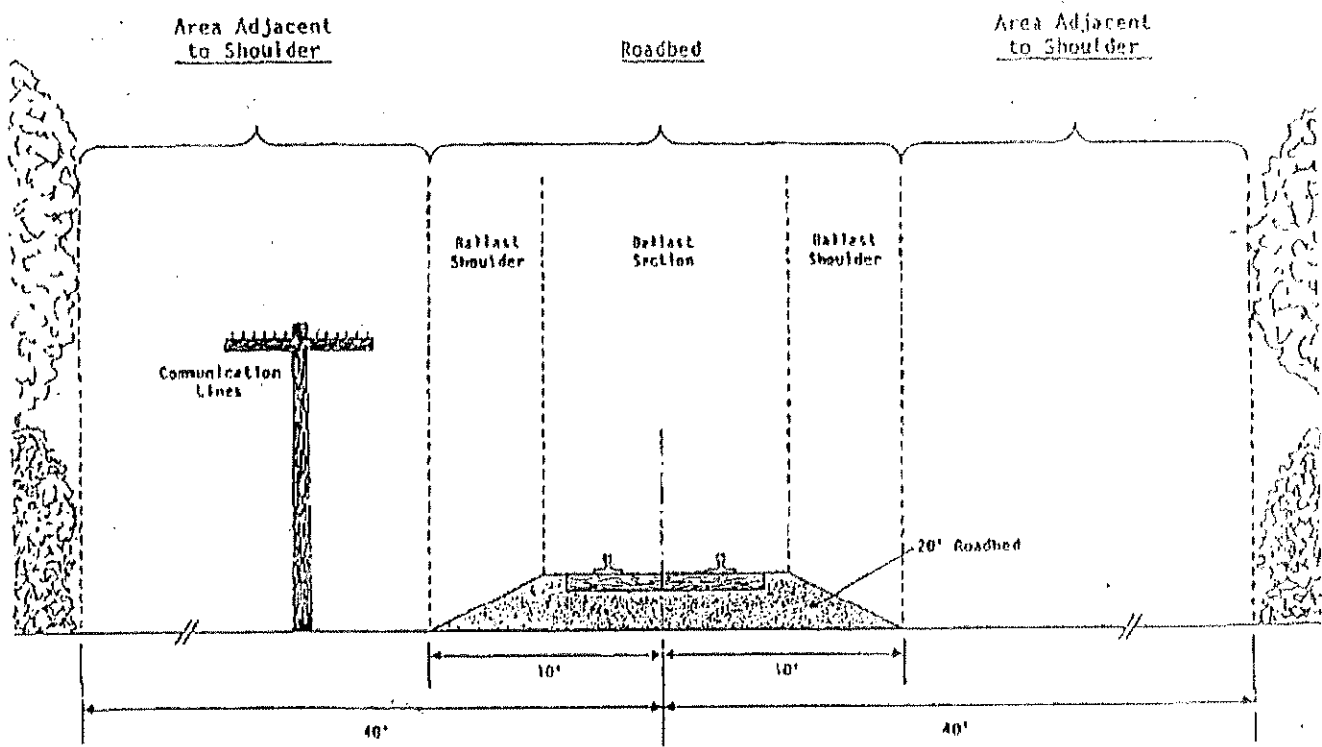
- Time
- Mile Post and Location
- Spray Type and Meter Reading
- Remarks: Spray Plan, City, Vegetation, Weather, etc.
- Condition of Vegetation Along ROW

2. Herbicide Application

The applicator shall follow label and State regulations on how to handle, mix or load herbicide concentrate on a ROW within a sensitive area. Whenever possible, the applicator will handle, mix or load herbicide while parked on a non-porous surface such as concrete or asphalt. Water for mixing of herbicide will be obtained from ponds or streams using approved anti-siphon devices.

Railbed Diagram

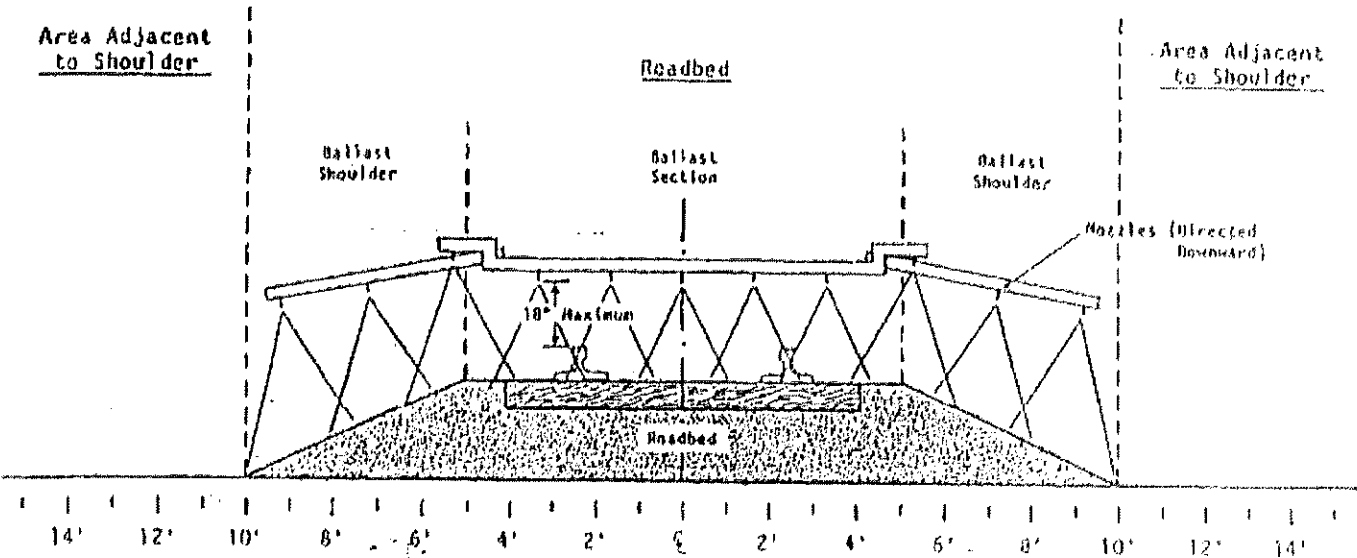
Figure 1
Railroad Areas Requiring Vegetation Control



Hi-Rail Spray Truck Diagram

Figure 2
Typical Spray Pattern

Note: Spray can be controlled to selectively treat all portions (Ballast, Shoulder, and Adjacent Area) or any of the individual portions alone.



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Updated options for Congressionally Directed Funding(CDS) Award

Community Center Renovation and Expansion

CDS Award

- Included in the federal Omnibus Budget Bill
- Appropriation funds 55% of the project cost, up to a \$5 million project
- Federal funds are “last in” funds for the project, meaning the project balance needs to be secured through some other means
- The renovation and expansion of Scout Hall to be converted into a community center is specifically stated in the federal budget and awarded through USDA.
- Our only options are to notify the federal government that we don’t want the funds, or to ask the voters for approval for the project

Project Details, Costs, and Other Factors

- Updated Project Cost: \$4,720,000
 - Estimate provided by independent third-party professional estimator
 - Project cost includes architecture/engineering costs already spent, reimbursable by federal grant
- 55% of project costs covered by federal grant
 - \$2,596,000
- \$1.2 Million local match already encumbered
- Project Balance: \$924,000

Options to Fund Project Cost Balance

ARPA
Appropriation

Gravel Pit
Solar Impact
Funds

Community
Investment
Fund Grant

American Rescue Plan Act (Option 1)

- Municipal Balance on Hand: Approximately \$2 million
- Balance is unrestricted – it can be used for any purpose traditionally provided by a government*
- Utilization of funds should follow the normal appropriations process
- Use of ARPA would leave approximately \$1.2 million available for other municipal purposes

*The American Rescue Plan Act precludes funds to be used for tax relief, to pay down pension obligations, to pay down debt, or to replenish fund balances

American Rescue Plan Act (Option 2)

- Municipal Balance: Approximately \$2 million
- Federal share of project cost: \$2,596,000
- ARPA + Federal Total = \$4,596,000
- Delta between funds and project cost: \$80,000
- This option does not require local tax dollars
- Project would be entirely covered by federal funds (ARPA + CDS)

Gravel Pit Solar

- In addition to an annual payment in lieu of taxes, Gravel Pit Solar is required to pay an additional \$1.5 million to the town
- Additional payment is specifically for infrastructure improvements
- Commitment of funds should follow the normal appropriations process

Community Investment Fund Grant

- Second Round Awards of CIF Projects are expected on or about March 6th
- Request would cover the balance of the project

Notes to Consider

- Federal Award specifies that the funds are for the renovation and expansion of Scout Hall, for the purpose of converting it into a multi-purpose, multi-generational community center
- Connecticut Water Company estimated in November 2022, that the cost to run WATER to Park Hill and School is approximately \$3.7 million
 - The Kogut property also does not have sewer, gas, adequate electrical service, or grading work
 - The Kogut property is encumbered under a long-term agricultural lease

First Selectman's Report – February 2, 2023

Tonight, I presented my preliminary recommendations for this year's Town budget, and Dr. Tudryn presented his preliminary recommendations for this year's Board of Education budget. I want to thank Finance Director Amy O'Toole and all of the Town department heads who helped with the formulation of this initial proposal. This is only the first step in a lengthy budget process. After tonight, the Boards of Selectmen and Education will now get to work and meet to consider the recommendations from Dr. Tudryn and me, they will hear from relevant department heads and boards and commissions, and both boards will continue to solicit public feedback.

After the Boards of Education and Selectmen make changes to our proposals, the Board of Finance follows a similar process. The public is invited and encouraged to attend and offer feedback every step of the way.

As we head into income tax filing season, the Town is pleased to partner with AARP to provide assistance to residents in our community. AARP tax preparation services are being offered at the East Windsor Senior Center from now until April 10th. Participants need to be East Windsor residents aged 60 and over. There is no charge for the tax preparation assistance. Call the Senior Center to make an appointment at 860-292-8262.

We are now accepting applications for summer Parks and Rec jobs. We have openings in the snack bar, gate house, we're looking for lifeguards, camp counselors. Applications can be found on the Town's website.

And just a reminder: the Town recently passed a new elderly property tax credit program. The Assessor's office is accepting applications from February 1st through May 15th. Qualifying households will receive a \$250 tax credit on their July tax bill. The state elderly homeowners' program will follow the same enrollment schedule of February 1st through May 15th. Contact the Assessor's office for more information.

On Saturday, January 28th, I attended two notable events. The first was at the Somers Veteran's Coffee House, where my friend Captain Tim Keeney (also Somers' First Selectman) gave a presentation on some of his experiences as a Navy Seal. In addition to being a Navy Seal and a Vietnam Veteran, Captain Keeney was on the dive rescue team for Apollo 17 and led the dive rescue for SkyLab II. I've reached out to Tim and asked if he'd be willing to give his presentation at the East Windsor Senior Center, and we're working on dates. At that same event, Nick Duray was in attendance, just two days before his 102nd birthday. Nick is a veteran of Iwo Jima during World War II. I was grateful for the opportunity to get a photo with both Nick and Tim with my son, Elliott.

That same day, I was delighted to speak at the Eagle Court of Honor for La'Shion Robinson, a local East Windsor Eagle Scout. La'Shion works at East Windsor Park in our Parks and Rec program in the summer time, and this bright young man will be attending college in Germany!

Yesterday, I had the opportunity to offer the keynote address at East Windsor Middle School's first annual Career Day. After the keynote, I was one of more than thirty breakout session speakers with whom the students had an opportunity to visit. The kids were great, they were interested and attentive, and they asked great questions. Kudos to the staff at EWMS for putting on a great event, and I look forward to participating again next year.

Last night, I was happy to join the Board of Education for an update on the property tax system, how it works, how the Grand List is integrated into that, and what the Boards of Education, Finance and Selectmen should be thinking about as we begin the budget process.

Heating costs are affecting many lower income households in our area, especially with fuel prices this winter. To help raise money for local heating assistance programs, the Town is sponsoring our Panther Plunge for the first time in several years. The plunge will be at East Windsor Park on Saturday, February 18th at 1pm. Prizes will be given out for the largest donation by team, by individual, and for best costumes. All proceeds will benefit the East Windsor Fuel Bank. Anyone interested in signing up to take the plunge can reach out to Parks and Recreation at 860-627-6662.

Respectfully Submitted,

Jason E. Bowsza
First Selectman

**TOWN OF EAST WINDSOR
BOARD OF SELECTMEN
Regular Meeting – February 2, 2023
In-Person AND
ZOOM Teleconference
Meeting ID: 332 683 3563
Passcode: townhall
MEETING MINUTES**

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BOARD OF SELECTMEN 2/2/2023

ATTACHMENT D

February 02, 2023
Deputy First Selectmen Liaison Report

I attended the East Windsor Water Pollution Control Authority meeting on January 25, 2023.

Public Hearing for West River Farms LLC was held without any public or Zoom participation. West River Farms #26, 28, 35, 45 and 46 passed unanimously for Facility Connection Charges.

Mr. Enderle provided the Commission with the Fiscal Year 23/24 Budget and Financials in order to discuss amongst the members. The highlights for me are the professionalism, concern for rate payers and the ability to run the WPCA without any debt owed. The budget was approved unanimously holding the rates steady and operating under a healthy fund balance.

Respectfully Submitted,

Marie E. DeSousa

Deputy First Selectmen

**TOWN OF EAST WINDSOR
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**BOARD OF SELECTMEN - 2/2/2023 REGULAR MEETING -
ATTACHMENT E**

Selectmen's Report - February 2, 2023

Last night I attended the Board of Education Special Meeting, which was a make up because of a cancellation last week.

First Selectman Jason Bowzsa gave the Board a presentation on the Property Revaluation process and thoroughly explained the pros and cons of the three options that we were faced with and ultimately why the Board of Selectmen chose the path they did.

Ryan Galloway gave a brief Financial Report stating that he continues to find a few lines that weren't properly recorded as he continues to clean up MUNIS. Some of these lines were grant off sets that were not properly recorded or positions that the funding is split between schools that needed correcting. He hopes to have everything where it needs to be within a two month time period.

Superintendent Dr. Patrick Tudryn provided a booklet of his draft Proposed FY 24 Spending Plan and gave a brief overview of his budget in anticipation for tonight's public hearing. I would like to commend Dr. Tudryn on this booklet, which will be made public for residents to review. In the past six plus years that I've been attending Board of Education meetings, I have not seen such a document and this was well thought out and will be a great tool for resident's to review throughout the Budget process. The booklet is filled with numbers, pictures, goals and explanations. It will answer many questions along the way!

Submitted With Sincerity,

Sarah A. Muska, Selectman
smuska@eastwindsorct.com