

**TOWN OF EAST HAMPTON
TOWN COUNCIL MEETING
TUESDAY MAY 22, 2018
6:30PM**

**East Hampton Municipal Building
Quarterly Update – May 22, 2018**

Prepared by C&E Enterprise, LLC.

1. Schedule Update:

- *We are still moving forward on the same timeline as previously reported, with a September 2018 start date for site work and a building completion of December 2019.*

2. Current Financials:

Please see the attached report with invoices through 5/21/18

3. Project Progress to Date:

- *We have received approvals from both the Inland Wetlands and Planning and Zoning Commissions.*
- *We have submitted for the final OSTA approval and hope to have this back no later than mid-July.*
- *Boundaries, the civil engineer for the project has completed the full set of mylars of the approved site plan drawings and they have been recorded with the town.*

4. Architect Update re: Design Progress

- *The Schematic Design portion of the architectural plans was completed by Amenta Emma and the estimates were reconciled. The project costs were trending as planned and on budget.*
- *Amenta Emma has completed the Design Development phase of their architectural drawings and these are now in the process of being estimated by Newfield Construction and also the Architects professional Estimator. These are to be reconciled next week.*

- *Rob Adams from Amenta Emma attended the Building Committee meeting on April 26th to share some of the ideas for the interior design finishes with the Building Committee members. The Design Subcommittee has been having bi-weekly meetings with Amenta Emma in order to make some decisions and provide direction to the architects for finish preferences.*
- *We are currently working with Amenta Emma on the storage needs as well as the AV and security designs for the building. We will be touring a town clerks vault on June 5th in order to view the practical application of high density storage for this use.*

IMPORTANT DATES

May 24, 2018 – Completion of DD Estimate
May 31, 2018 – Reconciliation of DD Estimates completed
July 15, 2018 –Target Date for receipt of approval from OSTA

East Hampton Municipal Building - Financial Statement

AIA DOCUMENT G703

AIA Document G702, APPLICATION AND CERTIFICATION FOR PAYMENT, containing Contractor's signed Certification is attached.
In tabulations below, amounts are stated to nearest dollar.

SEE ATTACHED ADENDUM

APPLICATION NUMBER: 2
APPLICATION DATE: 5/21/2018
PERIOD TO: 5/21/2018

ARCHITECT'S PROJECT NO: Station /BOE Building
East Hampton: Town Hall / Police

Use Column I on Contracts where variable retainage for line items may apply.

A ITEM NO.	B DESCRIPTION OF WORK	C BUDGETED SCHEDULED VALUE	D ACTUAL VALUE	E WORK COMPLETED		F THIS PERIOD	G MATERIALS PRESENTLY STORED (NOT IN D O R E)	H TOTAL COMPLETED AND STORED TO DATE (D + E + F)	I BALANCE TO FINISH (C-G)	J RETAINAGE
				FROM PREVIOUS APPLICATION (D + E)	THIS PERIOD					
	Unit Renovations									
1	General Conditions & Soft Costs	\$ 3,636,067.00	\$ -	\$ 298,540.56	\$ 273,960.62	\$ -	\$ -	\$ 572,501.18	\$ 3,063,566.82	\$ -
2	Insurance & Bonds	\$ 355,453.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 355,453.00	\$ -
4	Construction Costs	\$ 12,760,395.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,760,395.00	\$ -
62	Design / Estimating Contingency	\$ 1,014,150.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,014,150.00	\$ -
63	Owner's Contingency 7%	\$ 1,214,935.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,214,935.00	\$ -
	TOTALS	\$ 18,981,000.00	\$ -	\$ 298,540.56	\$ 273,960.62	\$ -	\$ -	\$ 572,501.18	\$ 18,408,498.82	\$ -
									3.02%	
									15.75%	
									0.00%	
									0.00%	
									0.00%	



Office of the PLANNING & ZONING OFFICIAL

JEREMY DECARLI

jdecarli@easthamptonct.gov

MEMORANDUM

To: Melissa Engel, Town Council Chairperson
Michael Maniscalco, Town Manager
From: Jeremy DeCarli
Date: May 22, 2018
Re: Proposed Village Center TIF District

The Planning and Zoning Commission has made a motion to recommend adoption of the Village Center TIF district. As a result, the following steps will be required in accordance with CGS Section 7-339cc-7-339kk to move forward with adoption of the TIF:

1. A public hearing must be held prior to approving and adopting the plan.
 - a. Notice of the hearing shall be published at least ten days prior to the hearing and shall include: the date, time and place of the hearing, and the boundaries of the proposed tax increment district by legal description.
2. In accordance with the Statute, the TIF district plan cannot be adopted sooner than June 22, 2018 based upon that date being 90 days from when the plan was transmitted to the Planning and Zoning Commission.
3. If the Council desires, a TIF steering committee can be set up in order to oversee the plan and make recommendations.
4. Once approved, the plan must be reviewed at least once every 10 years. The plan is currently proposed to be in effect for 20 years; however, the Council can vote to extend the TIF up to a total of 50 years.

If you should have any questions, please feel free to contact me.



MEMORANDUM

To: Melissa Engel, Town Council Chairperson
Michael Maniscalco, Town Manager
From: Jeremy DeCarli
Date: May 22, 2018
Re: Chester Planning & Zoning Commission
Short Term Rental Regulation

The Planning and Zoning Commission in the Town of Chester is currently considering a text change in their Zoning Regulations which would add regulations for short term rental units and transient accommodations. At this time the Commission is working to limit the impacts of short term rentals in residential neighborhoods, but not eliminate them.

The draft regulations available online at the time of this memo pertain to rental units of less than 30 days at a time as a "General Principal Use" – giving the Zoning Enforcement Officer the authority to issue an administrative permit. This includes both owner occupied units and units being rented with an absent owner. Highlights of the proposed regulation include:

- A Short Term Rental definition: *"A family dwelling unit in which the owner or lessee rents or offers to rent all or a part of the family dwelling unit for overnight lodging for a period of less than 30 days. Short term rentals are a transient accommodation use."*
- Included in all zones throughout Town.
- Limited to three bedrooms with two guests per bedroom.
 - Renting more than 3 bedrooms requires a Special Permit
- All occupants must meet the current definition of "family"
- Limitations on "Special Events" – an event including more than 14 people – to be limited to between the hours of 9am and 11pm.
- No limits on the number of short term rentals across town at any given time.
- Annual renewal requirement for special permit uses.

A public hearing has been open since early April and discussions are on-going. Any portion of the regulation is subject to change prior to the close of the Public Hearing.

The Planning and Zoning Office monitors the short term rental listings in East Hampton on an intermittent basis on websites such as AirBnB and Homeaway. This is done in order to assess the need to create a regulation. The short term rental market appears to be fairly limited in East Hampton with no more than 5-6 units listed at any given time, fewer in the winter months. As a result of a discussion with the Planning and Zoning Commission over a year ago, at this time when a listing is discovered inside an occupied house (such as a bedroom or accessory space) our office cites the owner with a violation for running an unpermitted Bed and Breakfast. When a home is rented out in its entirety, it is viewed as any other rental property and not considered a violation.

I. Bed & Breakfast

This Section of the regulations is intended to allow for the offering of overnight accommodations and breakfast to travelers for a fee in residential areas where a home has structural and/or site characteristics which lend themselves to a Bed and Breakfast - type setting. It is not the intent of these regulations to allow Bed and Breakfast establishments in conventional residential developments settings in town. It is the intent of this Section to insure that Bed and Breakfast operations do not infringe upon the privacy, peace and tranquility of surrounding residents nor decrease the aesthetic or real value of surrounding properties.

Bed and Breakfast operations as defined in these regulations may be permitted in Residential Zones as a Special Permit, under Section 9.2 of these regulations provided that in addition to these regulations the following requirements must be met. The applicant shall provide written confirmation from the Health Official, Building Official and Fire Marshall that all requirements of the applicable Health, Building and Fire Codes, as they apply to the Bed and Breakfasts, can be met.

1. Maximum length of stay per guest is 14 days
2. Bed and Breakfasts must be owner – operated and be the principle residence of the owner. The applicant must be the owner at the time of the application.
3. The Bed and Breakfast shall be an accessory use of an owner occupied residence and include of all requirements of the zoning regulations
4. The Bed and Breakfast establishments shall be contained within the existing footprint of the residence
5. No more than 50% of the floor area of the residence shall be used for guest sleeping accommodations. This provision shall not apply to outbuildings used as part of the bed and breakfast establishment, however, under no circumstances shall an outbuilding contain more guestrooms than the owner occupied principal residence
6. No building addition or free standing building shall be constructed in order to accommodate or otherwise make room for the bed and breakfast establishment, except for additions for structures required under local or State Health and Safety codes. An existing outbuilding may accommodate rooms, but shall not be added on to or enlarged, provided it conforms to the minimum yard requirements of the respective zone.
7. Exterior alterations may be made to existing buildings or structures in order to preserve a valuable historic property, promote adaptive reuse of buildings, or comply with local State health and safety code requirements. However, in all cases, such alterations must be considered minimal exterior modifications of the building or structure which are compatible with the character of the area, ensure the residential character of the buildings, and preserve the existing features of the building.
8. Additions to the residence for primary use of the residence are allowed provided they are not an expansion of the Bed and Breakfast establishment
9. No more than 3 guest rooms rated for double occupancy are permitted in a structure which the owner is a resident
10. There shall be a maximum of two (2) guests per room (18 or older)
11. Complete bathrooms shall be provided at a rate of one per two guest rooms
12. Access to each guest room shall be via a main entrance or foyer within the residence. No guest room shall have a separate exterior access except as may be required by fire or building code or where an outbuilding is to be used. The Commission may grant a waiver for an additional access/s by a ¾ vote of the entire membership
13. The owner of the Bed and Breakfast Establishment shall make the Guest Book available to the Town, which shall record the lengths of stay, at the request of the Zoning Officer within 10 days of written receipt for same
14. The lot shall be of adequate size and shape to provide one parking spot for each guest room, employee and property owner screened from public view and preferably located to the rear of the residence where possible.
15. The Commission may require fencing, earth berms, evergreen vegetation or other buffers to reduce visual conflicts with neighbors
16. No guest, employee or owner parking shall be located on the street

17. Bed and Breakfast establishments shall be permitted no more than one suitable free standing sign to identify the property, provided the area of the sign does not exceed 6sq feet as measured on one side, which shall contain no lighting with the exception of indirect lighting which shall be specifically reviewed and subject to approval as part of the Special Permit review for its consistency and compatibility with the area in which the Bed and Breakfast is located (revision effective July 8, 2006).
18. A waiver for the number of guest rooms may be allowed with a ¾ vote of all of the members of the Commission members, where the Commission determines that the structure and size of property will not impact abutting property owners.

J. Country Inn

This Section of the regulations is intended to provide for the short term rentals of not more than (14) fourteen guest rooms, with the serving of meals. It is the intent of this Section to allow for these rentals, while still keeping the rural character of the Town intact.

Country Inn as defined in these regulations may be permitted in Commercial, POR, VC and DD Zones as a Special Permit, under Section 9.2 of these regulations provided that in addition to these regulations the following requirements must be met. The applicant shall provide written confirmation from the Health Official, Building Official and Fire Marshall that all requirements of the applicable Health, Building and Fire Codes, as they apply the Bed and Breakfasts, can be met.

1. Maximum length of stay per guest is 30 days
2. Country Inns may be owner – operated or professionally managed. The applicant must be the owner at the time of the application.
3. The Country Inn may be an accessory use of an owner occupied residence.
4. The Country Inn must conform to all requirements of the zoning regulation (revision effective July 8, 2006).
5. Exterior alterations may be made to existing buildings or structures. The Commission promotes adaptive reuse of buildings, and encourages the preservation of any historical structures.
6. No more than 14 guest rooms rated for double occupancy are permitted in a structure
7. There shall be a maximum of two (2) guests per room
8. Complete bathrooms shall be provided at a rate of one per guest rooms
9. Access to each guest room shall be via a main entrance or foyer within the residence. No guest room shall have a separate exterior access except as may be required by fire or building code or where an outbuilding is to be used. The Commission may grant a waiver for an additional access/s by a 3/4/ vote of the entire membership
10. The owner of the Country Inn shall make the Guest Book available to the Town, which shall record the lengths of stay, at the request of the Zoning Officer within 10 days of written receipt for same
11. The lot shall be of adequate size and shape to provide one parking spot for each guest room, employee and property owner, screened from public view and preferably located to the rear of the residence where possible.
12. The Commission may require fencing, earth berms, evergreen vegetation or other buffers to reduce visual conflicts with neighbors
13. No guest, employee or owner parking shall be located on the street
14. Country Inns shall be permitted no more than one suitable free standing sign to identify the property, in compliance with Section 7.2 (Outdoor Signs) of these regulations and shall contain no lighting with the exception of indirect lighting which shall be specifically reviewed and subject to approval as part of the Special Permit review for its consistency and compatibility with the area.
15. Shall not include facilities for cooking in rooms, but may include meals served by the owner to guests.
16. Meals for dinner and Sunday brunch can be offered to the general public as an accessory use. When meals are offered to the general public all parking shall be in accordance with Section 7.1 of these regulations

Draft Short Term Rental and Related Regulation Amendment

Commission Commentary on the draft Regulations shall be noted by an asterisk and by italics.

SECTION 20 DEFINITIONS

ADD:

TRANSIENT ACCOMMODATIONS. Overnight lodging for persons, with or without meals (See Hotel, Motel, Bed and Breakfast and Short Term Rental).

SHORT TERM RENTAL. A family dwelling unit in which the owner or lessee rents or offers to rent all or a part of the family dwelling unit for overnight lodging for a period of less than 30 days. Short term rentals are a transient accommodation use.

ADD:

Short term rental of a family dwelling unit in which the owner or lessee rents or offers to rent the family dwelling unit for a period of less than 30 days containing three bedrooms or less and meeting the requirements of Section 132 as a General Principal Use in the following Districts:

RESIDENTIAL DISTRICTS R-2, R-1, AND R-1/2
PLANNED RESIDENTIAL DISTRICT (PRD)
CHESTER VILLAGE DISTRICT
COMMERCIAL DISTRICT
CONTROLLED DEVELOPMENT DISTRICT (CDD), WATERFRONT
DESIGN DISTRICT, RESEARCH AND LIGHT MANUFACTURING
DISTRICT (RLM)

**** The Commission has included Short Term Rentals as a General Principal Use in this draft in all Districts. The inclusion of Short Term Rentals as a General Principal Use in any District in the draft is not a final decision of the Commission.***

The Commission has the right in its discretion to remove Short Term Rentals as a General Principal Use in any of the above listed Districts in the Regulation it may adopt only after receipt of evidence and comment at the Public Hearing required for adoption of the new Regulations.

ADD:

Short term rental of a family dwelling unit in which the owner or lessee rents or offers to rent the family dwelling unit for a period of less than 30 days containing more than three bedrooms and meeting the requirements of Section 132 in all the above listed Districts.

** The Commission has also included Short Term Rentals as a Special Principal Use in this draft in all Districts.*

The inclusion is not a final decision of the Commission.

The decision as to the Districts in which a Short Term Rental will be allowed as a General Principal Use and/or as a Special Principal Use will be a discretionary decision of the Commission in the Regulation it may adopt, made only after receipt of evidence and comment at the Public Hearing required for the adoption of the new Regulations.

SECTION 132

STANDARDS AND CONDITIONS FOR SHORT TERM RENTAL

132A. GENERAL. A short term rental of a family dwelling unit as defined in Section 20 shall be subject to the following conditions when allowed as a General Principal Use or a Special Principal Use in a District.

**The regulations under Section 132A.2. shall be applicable in those Districts which the Commission in its discretion has determined appropriate for Short Term Rentals to be a General Principal Use.*

The regulations under Section 132A.3. shall be applicable in those Districts which the Commission in its discretion has determined appropriate for Short Term Rentals to be a Special Principal Use authorized by Special Exception.

All discretionary decisions of the Commission identified in the Draft will be made only after receipt of evidence and comment at the Public Hearing required for the adoption of the new Regulations.

132A.1. PURPOSE. The purpose of these regulations is to minimize any adverse effects of recurring transient accommodation use of family dwelling units in the Districts where permitted as a General Principal Use and by Special Exception where permitted as a Special Principal Use by establishing special standards to protect and preserve the character of Chester as described in its Plan of Conservation and Development, its property values and quality of life.

132A.2. GENERAL PRINCIPAL USE. The issuance of a Zoning Permit for short term rental of three bedrooms or less if permitted as a General Principal Use in a District, shall be subject to the following specific Special Standards:

**** The Commission has provided a three bedroom limit for a General Principal Use in this draft. The maximum number of bedrooms allowed for a General Principal Use is a discretionary decision of the Commission.***

(A) OCCUPANCY.

1. All of the occupants shall meet the definition of "Family" in Section 20.
2. The number of bedrooms shall be taken from the Assessor Records.
3. The number of occupants for each rental unit shall not exceed two (2) persons per bedroom. A child under the age of one year shall not be considered an occupant for the purpose of this regulation.

****The number is a discretionary decision of the Commission.***

4. The number of short term rentals in any specific time period, or the duration of any short term rental, is not limited by this regulation.

**** The Commission has provided for no limitation on the number of rentals, or for the duration of any single rental for a General Principal Use in this draft. The establishment of limits on the number of rentals and/or the duration of any single rental is a discretionary decision of the Commission.***

(B) SPECIAL EVENTS. For the purpose of this regulation, a Special Event will be deemed any use of the property beyond its primary use as a single family dwelling and customary incidental uses, including but not limited to, weddings, banquets, parties, or where the event involves the participation of more than 14 persons on the property at any time during the event. No outdoor Special Events shall be permitted before 9:00 a.m. or after 11:00 p.m.

**** The Commission has provided limits for Special Events in this draft. The establishment of limits on the number of participants, the hours of Special Events, the prohibition of outdoor Special Events, or the prohibition of any Special Events is a discretionary decision of the Commission.***

(C) EXCEEDING ESTABLISHED LIMITS. A property owner or lessee may only exceed the limits established under Section 132A.2.4, if any, or the requirements under Section 123.A.2 (B) by issuance of a Special Exception under Section 132A.3, subject to the requirements of Section 132A.3.

**** In the event the Commission in its discretion imposes limits on the number and duration of Short Term Rentals, or the conditions for Special Events, the Commission***

may allow those limits to be exceeded by Special Exception under Section 132A.3. as a discretionary decision of the Commission.

132A.3. SPECIAL PRINCIPAL USES. The issuance of a Special Exception for short term rental of more than three bedrooms if permitted as a Special Principal Use in a District, shall be subject to the following specific Special Standards:

A short term rental of a family dwelling unit as defined in Section 20 with more than three bedrooms shall be subject to the requirements of Section 120 and Section 130 when allowed as a Special Principal Use in a District. Where the requirements of this Section differ from the requirements of Section 120 and Section 130, the requirements of this Section 132 shall control.

** The Commission has provided that a short term rental of more than three bedrooms is a Special Principal Use requiring a Special Exception. The number of bedrooms for a Special Principal Use is a discretionary decision of the Commission.*

(A) OCCUPANCY.

1. The number of bedrooms shall be taken from the Assessor Records.
2. The number of occupants for each rental unit shall not exceed two (2) persons per bedroom. A child under the age of one year shall not be considered an occupant for the purpose of this regulation.

**The number is a discretionary decision of the Commission.*

(B) CODE COMPLIANCE. The application for the Special Exception shall be referred to the Building Official, Fire Marshal and Public Health Director or his designee for review and comments.

No Special Exceptions shall be granted unless the Applicant shall provide the Commission with written certification from the Building Official, Fire Marshal and Public Health Director or his designee, that there are no outstanding violations of record of the applicable Code relating to the dwelling, or the building in which the dwelling is located, or with respect to the property, nor any pending investigations regarding Code compliance.

(C) SECTION 120 AND SECTION 130 REQUIREMENTS. The Application for a Special Exception under Section 132.A.3. (D) shall meet all the requirements of Section 120 and Section 130 of these Regulations unless the requirement is waived by the Commission.

Dedicated on- site parking for one and one-half vehicles per bedroom (rounded up to the next whole number) shall be provided and demonstrated by the site plan required under Section 120 and Section 130 of these Regulations.

Parking requirements is a discretionary decision of the Commission.

The Commission may determine that the location of the short term rental is unsuitable based upon the standards of Section 120G.

(D) SPECIAL EVENTS. For the purpose of this regulation, a Special Event will be deemed any use of the property beyond its primary use as a single family dwelling and customary incidental uses, including but not limited to, weddings, banquets, parties, or where the event involves the participation of more than 14 persons on the property at any time during the event. No outdoor Special Events shall be permitted before 9:00 a.m. or after 11:00 p.m.

Dedicated on- site parking for one and one-half vehicles per bedroom (rounded up to the next whole number) plus one space for each 2 additional event participants shall be provided and demonstrated by the site plan required under Section 120 and Section 130 of these Regulations.

The issuance of a Special Event Permit shall be by Application for Special Event Permit under Section 132A.3. (C) .The fee for the Special Event Permit shall be established by the Commission.

**** The Commission has provided limits for Special Events in this draft. The establishment of limits on the number of participants, the hours of Special Events, the prohibition of outdoor Special Events, or the prohibition of any Special Events is a discretionary decision of the Commission.***

(E) MANAGEMENT.

1. On-site management of the property for the entire duration of the short term rental shall be required, as a condition of the Special Exception, unless the Commission shall authorize "local management", or a combination of both, under Section 132.A.3.2.

For the purposes of this Regulation, "on-site management" means the owner of the property or the person or persons designated by the owner, who shall be full time permanent residents of the property and available and responsible for maintaining the property, the occupancy and the activities thereon in compliance with this Regulation.

The identity of the on-site manager and the contact information shall be part of the information required for the statement of use under Section 120C.3. and shall be continuously updated so as to remain current.

2. For the purposes of this Regulation, "local management" shall mean the person, persons or entity designated by the owner the property who shall be responsible for maintaining the property, the occupancy and the activities thereon in compliance with this Regulation. The person, persons or entity shall be physically located within 15 miles of the dwelling on the subject property, qualified to perform the responsibilities and able to be at the property at all times of short term rental occupancy within 30 minutes the qualifications to perform the responsibilities shall be determined by the Commission, consistent with the character of the use.

The Commission may authorize more limited on-site management, local management or a combination of both, upon request of the Applicant for the Special Exception or for a Special Event Permit, provided the Applicant shall demonstrate that the proposed management meets all the requirements of Section 120G. The Commission may only allow the exception if it determines that the location of the short term rental is suitable based upon the standards of Section 120G.

The identity of the on-site manager and the contact information shall be part of the information required for the statement of use under Section 120C.3. and shall be continuously updated so as to remain current.

3. The Applicant shall be required to provide evidence of general liability insurance for the Short Term Rental use meeting reasonable commercial standards.

(F) PERMIT RENEWAL. The Special Exception Zoning Permit shall be renewed annually and any Special Event Permit may also be renewed annually for a fee established by the Commission.

Substantial noncompliance with the conditions of any special Exception, including any Special Event Permit issued under Section 132A.3(D), shall be grounds for non-renewal. Substantial evidence of illegal activity, including but not limited to one or more breaches of the peace, taking place on or with respect to the property shall be grounds for non-renewal.

Application may be made for reinstatement of a Permit after one year. The Reinstatement Application shall be made under and shall be required to meet the provisions of Section 132A.3.

**The duration of the Permit and the conditions for renewal is a discretionary decision of the Commission.*

Connecticut Yankee Fuel Storage Advisory Committee

Meeting Agenda

Tuesday, May 15, 2018

**Riverhouse at Goodspeed Station, Rte. 82, 55 Bridge Rd.,
Haddam, CT**

Agenda

**6:00 Call FSAC Meeting to Order – Terry Concannon
Approval of May 9, 2017 meeting summary**

**Status Report – Shae Hemingway
ISFSI Operations – Including change in ISFSI Manager
Security and Equipment Upgrades
ISFSI Pad work
Cask Relicensing**

Federal Nuclear Waste Management Program Update – Bob Capstick

DOE Spent Fuel Lawsuit Status Update – Bob

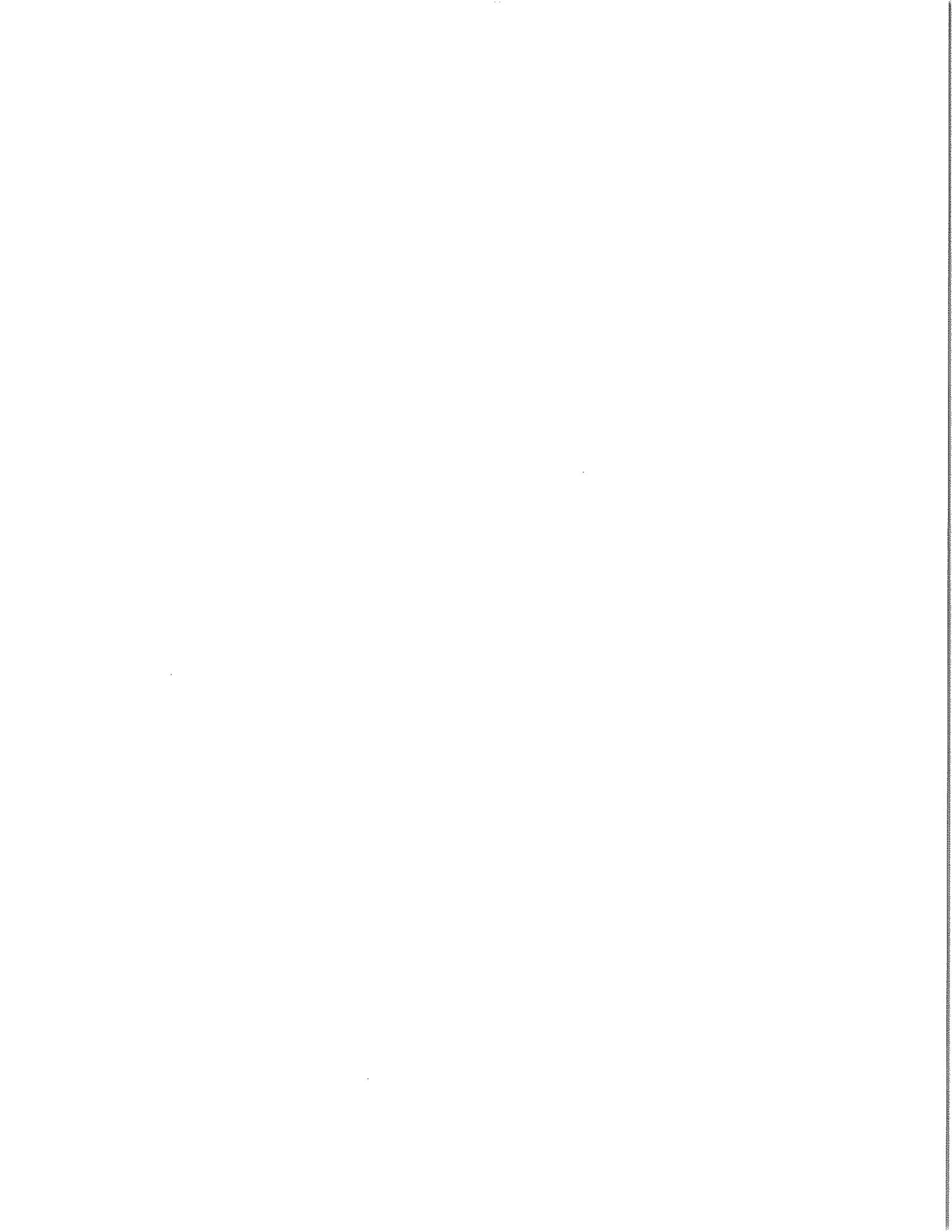
**Northeast High Level Radioactive Waste Transportation Task Force – Uldis
Vanags, Director**

Public Comment and Questions

Express appreciation to Harvey Thomas for dedicated service

Suggested 2019 Meeting date: May 14, 2019

8:00 Adjournment



CONNECTICUT YANKEE FUEL STORAGE ADVISORY COMMITTEE UPDATE – MAY 2018

ISFSI Status Report

Industrial Safety

No first aid cases, OSHA Recordable injuries or Lost Time Accidents have occurred since the last report.

ISFSI Operations

ISFSI Operations are normal.

The Biennial Quality Assurance ISFSI Operations Audit was completed in March with positive overall results.

Security and Operational Equipment Upgrades

Over this past year we have made several upgrades to address obsolescence in our operational systems. During the summer of 2017 we made upgrades to our Temperature Monitoring System (TMS). This system monitors temperature at our cask heat removal system by taking temperatures at all the cask outlet vents and then relays the data to our alarm station. Review of this temperature data allows us to meet our technical specification requirement for surveillance in order to determine operability of the heat removal system. Modifications were made to the electric wiring carrying the signal from the Resistance Temperature Detector (RTD) to head end unit. This head end computer system was also replaced as part of the upgrade effort along with replacements of data transfer equipment and modifications to review spreadsheets.

We started a project in the beginning of 2018 to replace our onsite Uninterruptible Power Supplies (UPS) devices. These battery-based systems carry the power load to essential Security equipment when there is a power loss event until backup generator power can take over. The system replaced had become obsolete after being in place for approximately 13 years. The newly installed system offers better monitoring of the incoming power and provides additional margin for the conversion to backup power. This work is scheduled to wrap up in the beginning of May.

Currently, minor modifications are underway for the canal camera system that was installed after removal of the boom at the end of the canal. After a considerable amount of run time on this equipment we have trended several equipment

issues related to elevated temperature conditions inside the equipment boxes. Replacement data transfer devices and larger equipment housings equipped with more efficient heat removal capabilities are being installed.

For the remainder of the year we will be making a significant effort to upgrade the current Security system software. This software is essentially the brain that assesses alarms from site Security systems. The software has gone through several updates over approximately 10 years but has now become obsolete. The task at hand is to develop new software, train the staff to the new software, and procure devices that will be needed in the change out, with eventual installation and testing. This work is scheduled to go through the end of this year and most likely will still be underway at the time of this meeting next year.

ISFSI Pad Work

Issues with the ISFSI Pad surface delamination have been documented and worked on over the last 9 years. This issue involves a thin top layer of the pad flaking or delaminating from the pad base. This issue is not structural in any way but does create tripping hazards and visually makes for an unattractive appearance. Several iterations of test repairs were completed in 2013, 2014, and 2015. During last year's post winter inspection we noted issues with the test repair areas not being effective. A more aggressive approach leading to a more lasting repair is currently being pursued. The repair plan in place calls for a limited area repair in 2018 followed by more extensive repair in 2019 and 2020 that incorporate lessons learned from the 2018 effort. The work for this year's effort has begun and incorporates an area involving one of the former repairs as well as adjacent new testing areas. This work is scheduled to be completed by the end of May however additional testing and evaluation activities will continue throughout the year.

Dry Storage System Relicensing Update

Dry storage system relicensing activities are ongoing and on track for an early 2020 submittal, appropriately in advance of the April 10, 2020 expiration date. An important part of preparing an appropriate and informed renewal application is to conduct a pre-application inspection of a lead dry storage system. That is scheduled to take place at a sister plant this July and sponsored by the dry storage system users group, which is comprised of 7 nuclear power plants and the dry storage system designer and supplier. Subsequent to this, the renewal application efforts will continue to completion and ultimately submittal to the NRC. The review and approval process is expected to take at least 2 years. The term of the renewal certificate is 40 years.

NRC

Site Inspection

The biennial NRC security inspection took place on April 26, and the operations inspection took place on May 3rd. There were no findings or violations. Observations discussed during both inspections are being captured in the corrective actions process for disposition. Overall results from both inspections were very positive.

NRC Region 1 Quarterly Conference Call

The last NRC regional quarterly call occurred in April. The next call is scheduled for July.

Federal Nuclear Waste Issues Update

Administration

Department of Energy

In January the Northeast High-Level Radioactive Waste Transportation Task Force sent a letter to the DOE objecting to the DOE's Office of Nuclear Energy notice to them that planning activities to prepare for the eventual shipment of commercial spent nuclear fuel were being curtailed due to financial and national policy uncertainty. The three other State Regional Groups (SRGs) and the Tribal Radioactive Materials Transportation Committee (TRMTC) also sent similar letters.

In March DOE responded in a letter to the SRGs and TRMTC saying that faced with limited resources, DOE found it necessary to scale back on regional meetings, cancel the 2018 Transportation Core Group meetings, and focus its efforts on more broadly attended national events. It also stated that as planning for spent nuclear fuel management evolves and additional Congressional direction and appropriations are received, further participation in state regional group and tribal government engagement activities and conducting Transportation Core Group meetings may be reconsidered.

On a recent quarterly conference call of the Yankee companies with New England state officials regarding spent nuclear fuel storage issues, Uldis Vanags (Project Director for the Northeast High-Level Radioactive Waste Transportation Project) and John Giarrusso (Co-Chair of the NEHLRWTF) provided information regarding the important collaborative work of the SRGs with the DOE on high-level radioactive waste transportation in the region and the need for advance

transportation planning and national coordination for future spent nuclear fuel shipments that would be adversely impacted if DOE does not reconsider their decision.

In support of the SRGs and the TRMTC, the Nuclear Waste Strategy Coalition (NWSC), of which Connecticut Yankee is a member, sent a letter on April 16th to Secretary Perry requesting reconsideration of DOE's decision and requesting a meeting with him to discuss the importance of restoring the Department's support and other near and long term strategies for making progress on the nuclear waste management issue.

President's FY 2019 Budget Request

As with last year's budget request, the President's FY 2019 Budget Request that was released in February proposed \$120 million (\$90M from the Nuclear Waste Fund and \$30M from the Defense Fund) for DOE to resume the Yucca Mountain license application process and to establish a robust interim storage capability. It also requested \$47.7 million for NRC to support activities for the resumption of the Yucca Mountain License review and did not include was any proposal to reinstate the Uranium Enrichment Decontamination and Decommissioning (D&D) Fund fee on utility customers.

Department of Energy Secretary Perry testified before the House Appropriations Subcommittee on Energy and Water Development in March regarding the DOE's FY19 Budget request and also before several Senate Committees where the Secretary reiterated that he would follow the law and complete the Yucca Mountain licensing process if Congress provided the funding. The NRC budget proposal was the subject of review by the authorizing committees and NRC Chairman Svinicki testified that there were sufficient appropriations to review two Consolidated Interim Storage (CIS) license applications at the same time.

Congress

FY 18 Omnibus Bill

The FY 18 Omnibus Bill that passed and was signed into law in March provided no funding in the DOE budget for Yucca Mountain - or direction for DOE to move forward with interim storage. This is because the Senate Majority Leader is supportive of Senator Heller (R-NV) who is running for re-election in November and objects to any funding for Yucca Mountain - and because the House would not support funding for consolidated interim storage without funding for Yucca Mountain. This was also despite several House member joint letters to the Appropriations Committee leadership in

support of funding for DOE to move forward on an integrated waste management program – one that was sponsored by Chairman Shimkus and signed by 83 members (Congressman Courtney was the lead Democrat) and one by several Congressional members with shutdown sites (including Congressman Courtney) requesting funding for CIS and ultimate disposal.

The Omnibus Bill Committee Report Section for Fuel Cycle R&D however stated that for Used Nuclear Fuel Disposition \$63.9M is provided to continue R&D activities on SNF storage, transportation and disposal including \$22.5M for integrated waste management systems activities -- with no further direction provided.

Final action on a FY '19 funding bill is unlikely until after the results of the November 2018 mid-term elections are known.

Nuclear Waste Legislation

House Nuclear Waste Policy Amendments Act of 2017

The Nuclear Waste Policy Amendments Act of 2017" (HR 3053) was introduced by House Energy Subcommittee on Energy and Environment Chairman Shimkus to amend the Nuclear Waste Policy Act to move the Yucca Mountain licensing process forward, as well as authorize the DOE Secretary to begin to develop at least one interim storage facility under certain conditions with priority for permanently shutdown sites. It also included funding provisions that make certain program funding amounts and access to the Nuclear Waste Fund available that are not subject to the normal Congressional appropriations process.

The bill passed by the House Energy and Commerce Committee last June with a strong bi-partisan vote of 49-4 but was stalled from advancing to the floor for a vote because of House Appropriations and Budget Committee leadership objections over the directed spending provisions and discussions are said to continue between the leadership on the authorizing and appropriations committees to get to a resolution. It was subsequently scheduled for a House vote on May 10th. While there were changes to the funding provisions, there were no significant changes to the items that the Yankee's and Decommissioning Plant Coalition focused on (such as consolidated interim storage provisions) during the House Energy Committee markup. Wayne Norton, as Chair of the Decommissioning Plant Coalition, signed on to a joint organization letter to House members in support of the legislation.

Senate Legislation

The Senate Energy Committee and Energy & Water Development Appropriations Committee leaders have yet to reintroduce the bi-partisan comprehensive nuclear waste reform bill that they have introduced in the past two sessions aimed at implementing several of the recommendations of the Blue Ribbon Commission, including the establishment of a pilot consolidate interim storage facility for shutdown plant site material. It is expected that those Senator co-sponsors intend to reintroduce the comprehensive nuclear waste reform bill at some point this year, but it would unlikely involve any action this year beyond a hearing and Committee markup.

Nuclear Regulatory Commission

NRC Commissioner Nominations

Three of the five Commission seats are currently filled. The Senate Environment and Public Works Committee held hearings and voted last summer approving two Republican nominees (David Wright and Annie Caputo) to go to the Senate for confirmation; as well as the re-nomination of current Commissioner Jeff Baran (the Democratic affiliated member). All three remain pending full Senate confirmation. If the confirmations go past June 30th, Commissioner Barron will be off the Commission and it will operate as a single administrator Commission.

Decommissioning Rulemaking

The NRC staff is expected to issue a draft Decommissioning Rulemaking to the Commission in May that will be followed by a Commissioner vote and a public comment period. The Decommissioning Plant Coalition submitted comments to the NRC Executive Director of Operations in the March timeframe that emphasized the direction that the DPC would like to see the NRC take when issuing the rule: continue to rule on codifying the commonly granted exemptions to increase efficiency and reduce costs; ensure that implementation of the rule does not have any unintended consequences for the Stand alone ISFSI/Decommissioned Reactor sites like CY; and not proceed with additional staff recommended rules and guidance documents without a safety or security basis for doing so. It was noted that the tentative schedule for the new rule is for the rulemaking to go to the Commissioners in mid-2018 with a final rule issuance in 2019.

Indefinite SNF Storage Petition For Rulemaking (PRM)

The NRC posted a notice in the Federal Register on March 22nd that it had received a PRM from Citizen's Oversight (based in California) requesting NRC amend its regulations regarding spent fuel stored at Independent Spent Fuel Storage Installations. The petitioners raised 14 contentions proposing specific revisions to 10 CFR part 72 to address

issues concerning the indefinite surface storage of spent nuclear fuel in dry cask storage systems. In particular to require 1,000 year design life goal for spent nuclear storage systems; estimates for the operating costs over the design life; determination of the safety margins over the design life; and time limited aging analyses demonstrating that structures, systems, and components important to safety will continue to perform for the design life. The Yankees' are participating in the development of an industry comment letter. Comments are due by June 5th.

Private Consolidated Interim Storage (CIS)

New Mexico Proposal

In March, the NRC formally docketed the Holtec application to construct and operate a CIS facility for commercial spent fuel in Lea County, New Mexico. Docketing the application means that the NRC determined the application is sufficiently complete for the staff to begin its detailed safety, security and environmental reviews -- it does not indicate approval of the application. On March 30th the NRC issued a notice of intent to prepare an environmental impact statement for the proposed CIS facility and hold public meetings in April and May in New Mexico. Comments are due May 29, 2018.

Texas Proposal

In January, Waste Control Specialists announced the completion of their sale to an investment affiliate of J.F. Lehman & Company ("JFLCO") which is a private equity firm focused on the government, defense, aerospace and maritime sectors. In March, Orano USA (formerly Areva Nuclear Materials) and WCS announced their intent to form a joint venture to license a CIS facility at the WCS site. Connecticut Yankee's cask system vendor NAC will also continue to participate in that effort. The parties have not yet formally notified NRC of that joint venture, but intend to request that the NRC resume its review of the WCS license application (note -- it was originally submitted April 2016 and docketed by the NRC for review in January 2017. NRC suspended review of WCS's license application at the company's request in April 2017.)

20th Anniversary of federal government's failure to begin removing SNF

The NWSC and other national organizations such as the National Association of Regulated Utility Commissioners and the Nuclear Energy Institute issued press releases on January 31, 2018 highlighting the 20th anniversary of the federal government's failure to meet its statutory deadline to begin removing commercial SNF and high-level radioactive waste as required by contract and the Nuclear Waste Policy Act. The releases called for the Administration and Congress to take immediate action to implement and fund action on the nuclear waste issue.

DOE Spent Fuel Lawsuit Status Update

Phase IV Case

The Phase IV case was filed in May 2017 in the U.S. Court of Federal Claims and addresses damages resulting from the federal government's ongoing failure to honor its contract obligations for the 2013-2016 timeframe (approximately \$104M). Since the end of January there have been several conference calls between the parties and Judge Nancy Firestone and between the Yankee Companies and the Department of Justice counsel. Topics of discussion have included issues expected to be contested at trial; the status of discovery; and the amount of requested damages that are not in dispute. Discovery is scheduled to end on August 15, 2018. Judge Firestone is expected to set a trial date after the close of discovery.

NOTE: The ongoing litigation between the three Yankee companies and the Department of Energy is being conducted in phases as an earlier U.S. Federal Appeals Court decision ruled that utility companies cannot receive damage awards for costs that have not yet been incurred. As a result, the three companies have, and expect to continue to litigate with the DOE every several years to request damages for costs incurred by the ratepayers for the federal government's failure to meet its statutory and contractual obligation to begin removing the SNF and GTCC waste from the sites beginning in January 1998. The total damages awarded to date for the Phase I, II, and III lawsuits are \$471.8 million (\$159.6 million + \$235.4 million+ \$76.8 million). The total awarded to CY thus far is \$198.6 million. These awards are paid out of the US Judgment Fund - not the Nuclear Waste Fund.

Planning for Transportation of Commercial Spent Nuclear Fuel

Uldis Vanags, Project Director

Northeast High Level Radioactive Waste

Transportation Project

Northeast Task Force

- Assembled in 1995
- Representatives from 10 Northeast States from Maine to Delaware.
- Funded by DOE Cooperative Grants
- Managed by the Council of State Governments/
Eastern Regional Conference located in Manhattan,
NY

Task Force Activities

- Develop and Coordinate transportation policy with the DOE, State Regional Groups, and Tribes.
- WIPP, Foreign shipments, and commercial spent nuclear fuel

Northeast Task Force

- Hold at least 2 regional group meetings per year
- With one meeting at the National Transportation Stakeholder Forum annual meeting
- 2017 annual meeting was in Pittsburgh, and 2016 annual meeting will be in Omaha

In summary, even though there presently is no destination for spent nuclear fuel, we can continue to plan for safe transportation and build regional and tribal understanding of the diverse issues.





Department of Energy
Washington, DC 20585

March 12, 2018

John Giarrusso, Jr. and Jerry Humphreys
Co-Chair Northeast High-Level Radioactive Transportation Task Force
22 Cortlandt St. Floor 22
New York, NY 10007

Dear Mr. Humphreys and Mr. Giarrusso Jr.,

Thank you for your January 10th letter, regarding the Department of Energy (DOE) Office of Nuclear Energy's (DOE-NE) engagement with state and tribal governments on spent nuclear fuel transportation planning.

DOE recognizes the responsibility that state and tribal governments have to ensure the health and safety of their communities. The Department also appreciates that effective engagement between DOE and state and tribal governments, such as the engagement that takes place with the Co-Chair Northeast High-Level Radioactive Transportation Task Force has contributed to the success of various DOE radioactive materials shipping programs.

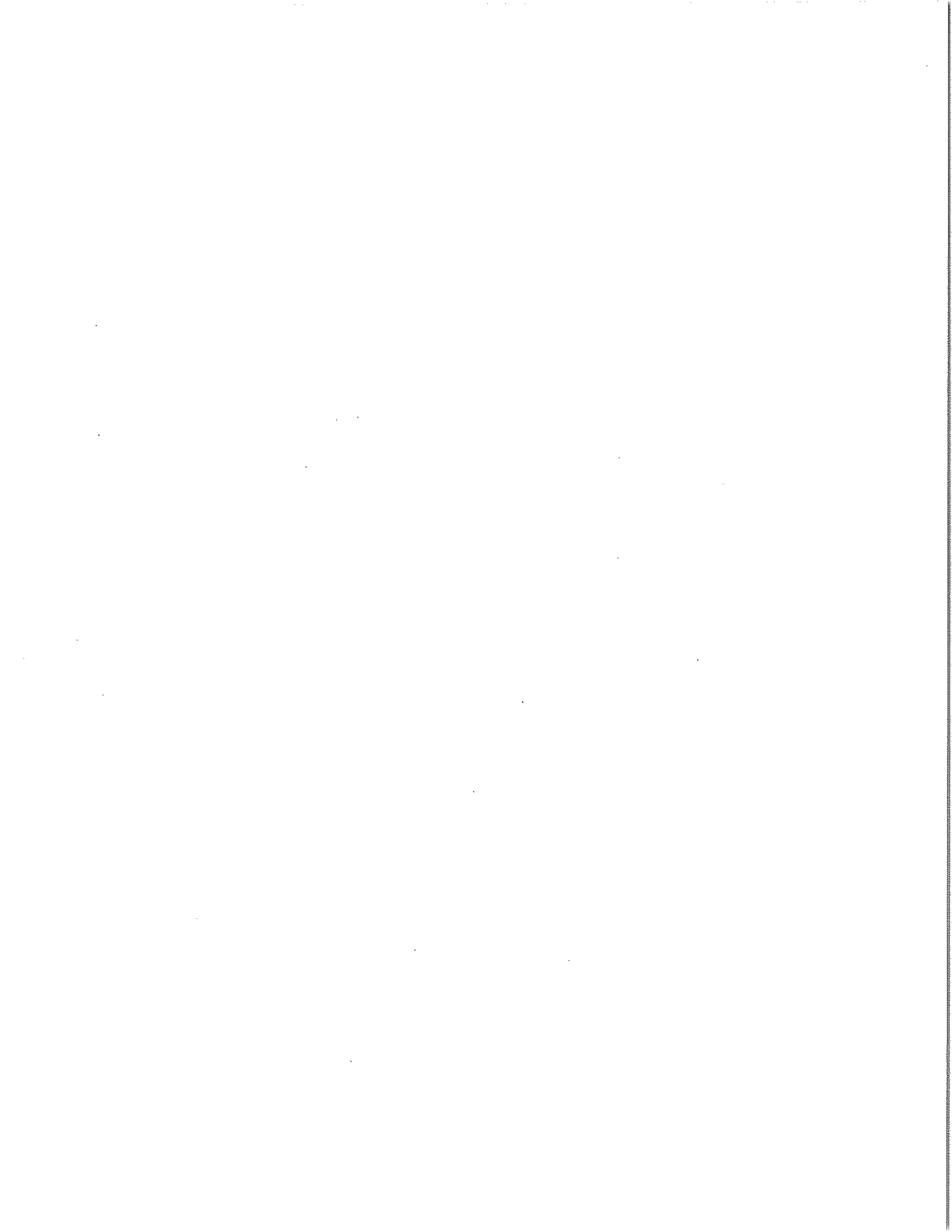
Faced with limited resources, DOE-NE has found it necessary to scale back travel to regional meetings, cancel the 2018 Transportation Core Group meetings, and focus its efforts on more broadly attended national events. Participation in national meetings, such as DOE's annual meeting of the National Transportation Stakeholders Forum, enables DOE-NE staff to efficiently interact with numerous state and tribal government representatives, as well as other stakeholders interested in spent nuclear fuel shipments. As planning for spent nuclear fuel management evolves and additional Congressional direction and appropriations are received, further participation in state regional group and tribal government engagement activities and conduct of Transportation Core Group meetings may be reconsidered.

Regards,

A handwritten signature in cursive script that reads "William J. Boyle".

William J. Boyle
Deputy Assistant Secretary for Spent
Fuel and Waste Disposition





Sarah Hofmann, Chair

Commissioner, Vermont Public Utility Commission

Renze Hoeksema, Vice Chairman

Vice President, Corporate & Government Affairs, DTE Energy

Julie I. Brown, Membership Officer

Commissioner, Florida Public Service Commission

Robert W. Capstick, Jr., Finance Officer

Director of Regulatory Affairs, 3 Yankee Companies

Mike Huebsch, Communications Officer

Commissioner, Public Service Commission of Wisconsin



April 16, 2018

The Honorable Rick Perry
Secretary
U.S. Department of Energy
1000 Independence Avenue, SW
Washington, DC 20585

Dear Secretary Perry:

The Nuclear Waste Strategy Coalition (NWSC)¹ writes to thank you for your leadership on nuclear waste management issues since taking the helm at the Department of Energy (DOE) and to seek your help to ensure that DOE continues its longstanding support of, and collaboration with, states and tribes in preparing for the removal of spent nuclear fuel (SNF) and high-level radioactive waste (HLW) currently stored at both operating and shutdown reactor sites in our states and communities.

First, we thank you for your numerous statements in support of DOE honoring its commitments per the Nuclear Waste Policy Act (NWPA) and contracts with utilities to remove and dispose of commercial SNF and HLW. In addition, we are grateful that DOE's FY 2018 and FY 2019 budget requests aligned with the following critical elements of an effective nuclear waste management program:

- Completion of the Yucca Mountain Licensing Review
- Implementation of Pilot Consolidated Interim Storage (CIS) with Priority for Stranded Reactor Fuel
- Preparation for SNF and HLW Transportation

While recognizing that FY 2018 appropriations unfortunately did not include funding for the first two elements, we understand that DOE has sufficient resources to continue – and perhaps even expand upon – good transportation preparedness work underway at DOE. Progress on transportation is beneficial regardless of whether SNF and HLW are destined for CIS, a permanent repository, or both. Therefore, the NWSC has consistently called on Congress to fund transportation work such that DOE may (i) test, certify, and procure rail cars, as well as licensed transportation casks and components, in sufficient quantities; and (ii) increase financial and technical assistance to states and tribes for transportation and related emergency preparedness activities that will provide the public greater assurance that the health, safety, and welfare of its communities will be preserved as SNF is transported.

Consistent with our calls for Congress to fund DOE's support of state and tribal government work on SNF and HLW transportation, today the NWSC urges you and your team to reconsider the recent decision to cancel the 2018 Transportation Core Group Meetings and scale back DOE staff participation in regional meetings with the State Regional Groups (SRGs) and Tribal Radioactive Materials Transportation Committee (TRMTC). We echo their concerns as memorialized in attached letters sent to the Office of Nuclear Energy in January 2018. While DOE in its March 2018 responses cites financial and national policy uncertainty for curtailing these important activities, we ask DOE to allocate from the FY 2018 omnibus appropriations the funds needed to continue the DOE's full support of these five key organizations by taking the following actions:

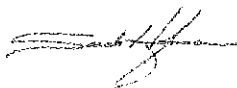
1. Reschedule the Transportation Core Group Meetings for 2018 (perhaps in May or June in Washington, DC, as suggested by the CSG Midwest, and a second meeting later in the year);
2. Resume travel of key DOE-NE personnel to regional transportation meetings;
3. Resume activities of the DOE's National Transportation Stakeholders Forum (NTSF) ad hoc working groups on Section 180(c) Policy and SNF Rail/Routing; and
4. Avoid future curtailment of these important collaborative efforts on transportation preparedness.

Our members view DOE's support of collaborative transportation planning and training with the state and tribal governments as essential to ensuring public health and safety involving the transportation of radioactive materials. We offer the following points in support of our specific requests herein to reverse DOE's recent curtailment decision:

- Curtailment is inconsistent with the NWSA Section 180(c) mandate for DOE to provide technical assistance and funds to states for training public safety officials of appropriate units of local government and tribes through whose jurisdiction the DOE will transport SNF and/or HLW, including Greater-Than-Class-C (GTCC) waste also stored at decommissioned reactor sites in NRC-licensed transportation-ready canisters.
- Curtailment is inconsistent with your recent Congressional testimony supporting the DOE's budget request to fund restarting the Yucca Mountain license application review and establishing a robust CIS capability. Both of these facilities will involve a national transportation program requiring significant and early state and tribal involvement.
- The license applications submitted to the NRC for proposed private CIS facilities in Texas and New Mexico will potentially result in one or both of these sites being operational and accepting waste within the next 4-5 years. The transportation planning, procedures, policies, and training necessary to protect the public must be in place and cannot be accomplished without the collaboration of DOE, states, and tribes.
- The adverse impact on the states and tribes is exacerbated by the increasing loss of emergency planning-related funding from nuclear utilities once their nuclear reactors are shutdown and 10-mile Emergency Planning Zones are reduced to the independent spent fuel storage installation (ISFSI) site boundaries.
- As cited in the letters from the SRGs and the TRMTC, there are radioactive waste transportation shipments occurring now throughout the U.S. that require federal/state/tribal/local government collaboration that will be adversely impacted by curtailment.
- Regardless of the ultimate destination, commercial SNF and HLW, including GTCC waste, must be transported from nuclear reactor and defense facility sites in accordance with the NWSA.
- The loss of DOE expertise on Yucca Mountain-related matters following the federal government's "curtailment" of Yucca Mountain activities should serve as an example of the potential devastating and long-lasting impacts of decisions to scale back programs supporting a long-term national commitment.

We hope that we have demonstrated why DOE support of the states and tribes is critical to adequately prepare for the continued safe transportation of nuclear waste in this country. The NWSC respectfully requests a meeting with you and your leadership team to discuss the matters raised here as well as other near-term and long-term strategies for making progress on nuclear waste management issues. We stand ready to serve as a resource throughout your leadership. Thank you for your consideration, and please do not hesitate to contact NWSC Executive Director Katrina McMurrian at katrina@theNWSC.org or 615.905.1375 to coordinate meeting plans or otherwise reach out on these issues.

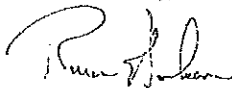
Sincerely,



Sarah D. Hofmann

Chair, NWSC

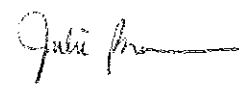
Commissioner, Vermont Public Utility
Commission



Renze Hoeksema

Vice Chairman, NWSC

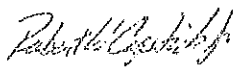
Vice President of Corporate &
Government Affairs, DTE Energy



Julie I. Brown

Membership Officer, NWSC

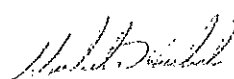
Commissioner, Florida Public Service
Commission



Robert W. Capstick, Jr.

Finance Officer, NWSC

Director of Regulatory Affairs, 3 Yankee Cos.



Mike Huebsch

Communications Officer, NWSC

Commissioner, Public Service Commission of Wisconsin

Attachments

cc: Mr. Brian McCormack, Chief of Staff, U.S. Department of Energy
Mr. Edward McGinnis, Principal Deputy Assistant Secretary for Nuclear Energy, U.S. Department of Energy
Mr. Dennis Michael Miotla, Chief Operating Officer, U.S. Department of Energy

¹ The NWSC is an ad hoc organization representing the collective interests of member state utility regulators, state consumer advocates, state energy and radiation control officials, tribal governments, local governments, electric utilities with operating and shutdown nuclear reactors, and other public and private sector experts on nuclear waste policy matters. For over two decades, we have called for the removal and ultimate disposal of SNF and HLW currently stranded at numerous sites across the country *and* for the protection of electric consumer payments into the Nuclear Waste Fund (NWF), which total in excess of \$40 billion (including accumulated interest).



Sharing capitol ideas

The Council of State Governments

Midwestern Office

January 10, 2018

The Honorable Edward McGinnis
Principal Deputy Assistant Secretary for Nuclear Energy
U.S. Department of Energy
1000 Independence Avenue SW
Washington, DC 20585

701 East 22nd Street
Suite 110
Lombard, Illinois 60148
Tel: 630.925.1922
Fax: 630.925.1930
E-mail: csgm@csg.org
www.csgmidwest.org

Michael H. McCabe
Regional Director

Dear Mr. McGinnis:

Lexington
1776 Avenue of the States
Lexington, Kentucky 40511
Tel: 859.244.8000

We are writing on behalf of the members of The Council of State Governments' Midwestern Radioactive Materials Transportation Committee to express our strong commitment to maintaining a productive working relationship with DOE's Office of Nuclear Energy (DOE-NE). Since 2012, with support from CSG Midwest's cooperative agreement with DOE-NE, we have built strong ties to DOE-NE's Spent Nuclear Fuel and Waste Disposition Program and to our partners in the state regional groups and the Tribal Radioactive Materials Transportation Committee. We are in agreement with our regional and tribal colleagues that ongoing efforts to collaborate and cooperate on the development of DOE-NE's transportation system are necessary to support a successful program to move spent nuclear fuel and high-level radioactive waste.

Atlanta
P.O. Box 98129
Atlanta, Georgia 30359
Tel: 404.633.1866

New York
22 Cortlandt Street,
22nd Floor
New York, New York 10007
Tel: 212.482.2320

For the past three decades, multiple programs within the Department of Energy have engaged the Midwestern states in transportation planning because state government agencies have an important role in planning and overseeing shipments of radioactive waste and material. The states have the primary responsibility for assuring the health and safety of the public and the environment within our jurisdictions. In addition, we exercise authority as co-regulators of transportation along with the U.S. Department of Transportation and the U.S. Nuclear Regulatory Commission. Because states have well-established working relationships with local community officials, law enforcement, and first responders along shipping routes, we also serve as the intermediary between the federal government and local officials.

Sacramento
1107 9th Street
Suite 730
Sacramento, California 95814
Tel: 916.553.4423

Washington
444 North Capitol Street, NW
Suite 401
Washington, DC 20001
Tel: 202.624.5460

Many states in the Midwest have a long history of being involved in planning and preparing for DOE shipments, including shipments of spent nuclear fuel from the West Valley Demonstration Project, Oak Ridge National Laboratory, and foreign research reactors. These shipments have contributed to national nonproliferation objectives and to extensive cleanup of the environmental legacy of our nation's nuclear defense program. The federal, state, and tribal governments work together as partners to reduce and manage the risks associated with shipping radioactive waste and material. As a result of our collaborative efforts, the safety record for radioactive waste shipments is exceptional. This work will need to continue in full force in order to meet the challenges associated with future campaigns to transport thousands of shipments of spent nuclear fuel and high-level radioactive waste to facilities for storage or disposal.

The Honorable Edward McGinnis

January 10, 2018

Page 2

We understand that DOE-NE is awaiting program direction and funding from Congress and, as a result, shipments are far from imminent. Much of the states' involvement in shipping campaigns, however, takes place long before shipments are scheduled to occur. To prepare for a campaign, states need to have resources in place and work with DOE as a shipper to plan how, when, and where the shipments will occur. Years in advance of shipments, the states work hand-in-hand with DOE, tribal governments, carriers, and other federal agencies on measures to prevent accidents and on actions to ensure emergency response capabilities exist should an accident occur. Activities such as the development of a reciprocal safety inspection program for rail shipments require long lead times and are not dependent upon precise points of shipping origin and destination.

Transportation will be a critical component of the Spent Nuclear Fuel and Waste Disposition Program regardless of whether Congress decides to move forward with disposal at Yucca Mountain or chooses to implement interim storage at a different facility. Over the past five years, the program's staff have worked very hard to build new working relationships with the states and tribes, replacing those that fell victim to the previous administration's cancellation of the Yucca Mountain repository program in 2009. The states feel strongly that these successful efforts should continue despite the temporary uncertainty in program direction. It is especially important that the program continue its active collaboration with us to develop the plans for privatizing the transportation system. Although consistent with Congress's intent in the Nuclear Waste Policy Act, privatization could have significant impacts on the states. Reflecting Secretary Perry's strong interest in having DOE seek input from its intergovernmental affairs partners, we request that DOE-NE continue to actively work with us on this important initiative so that the result will bring needed efficiencies without creating a burden on the states and tribes affected by shipments.

We would welcome the opportunity to meet with you in person or by phone to discuss our experience with DOE shipments and the value states add to DOE-NE's transportation planning for future shipments. We had hoped to meet with you during the March 2018 meeting of the Transportation Core Group in Washington, DC, but we understand that, due to program uncertainties, the decision has been made to cancel both Transportation Core Group meetings this year. We respectfully request your reconsideration of this decision to allow the Transportation Core Group to meet in May or June in Washington, DC, so that we are able to continue the important work we have been doing and so we can discuss with you our respective visions for state and tribal engagement.

Thank you very much for your attention to this matter. We appreciate DOE-NE's support for engaging states in transportation planning and preparedness to ensure the safe, uneventful transport of radioactive waste throughout the Midwestern region. Please contact Lisa Janairo at 920.458.5910 or ljanairo@csg.org to set up a time to meet or if you have any questions about this letter.

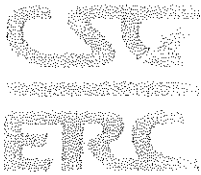
Sincerely,



Kevin C. Leuer, Co-Chair
CSG Midwestern Radioactive
Materials Transportation Committee



Greg Gothard, Co-Chair
CSG Midwestern Radioactive
Materials Transportation Committee



The Council of State Governments

Eastern Regional Conference

22 Cortlandt Street, Fl. 22
New York, NY 10007
T: (212) 482-2320
F: (212) 537-4188
www.csg-erc.org

Co-Chair
Senator James R. Land
New York

January 10, 2018

Assemblyman Michael Bonaccorso
New York

Secretary
Governor Andrew Cuomo
New York

The Honorable Edward McGinnis
Principal Deputy Assistant Secretary, Office of Nuclear Energy
United States Department of Energy
1000 Independence Avenue, SW
Washington, DC 20585

Dear Assistant Secretary McGinnis:

The Northeast High-Level Radioactive Waste Transportation Task Force (Northeast Task Force) has received notice from the Department of Energy (DOE) Office of Nuclear Energy that planning activities to prepare for the eventual shipment of commercial spent nuclear fuel are being curtailed this year due to financial and national policy uncertainty.

We are writing to express the importance of continued collaboration between the Northeast Task Force and our fellow State Regional Groups (SRGs) in the West, Southeast and Midwest, and Tribes in order that public health and safety will be guaranteed as radioactive materials are transported across the Nation.

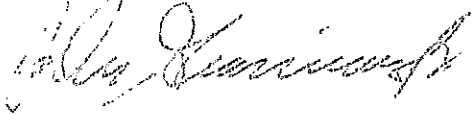
For years the DOE has worked collaboratively with the Northeastern states and tribes to assure the safe and uneventful transportation of high-level and low-level radioactive wastes from the Brookhaven National Laboratory, Knolls Atomic Laboratory, the West Valley Demonstration Project and other northeast locations. Additionally, spent fuel shipments from the Chalk River reactor in Ontario, Canada are presently being conducted by the National Nuclear Security Administration (NNSA). All these various shipments continue to be successful because of the planning, training and collaboration with states, tribes, local communities and the DOE.

While we fully understand the uncertainty and pressures on resources to fund the many important programs that the DOE undertakes, the planning for the eventual removal of spent nuclear fuel (SNF) from shutdown commercial nuclear power sites is of utmost importance to the states and tribes in the northeast. Transportation of SNF would likely travel through many states and tribal lands in the Nation and it is imperative that the states and tribes have procedures, policies and training that meet the needs of their citizens. This cannot be accomplished without the collaboration of the SRGs, Tribes and the DOE. While Congress and the President have not yet given firm direction to a site where spent nuclear fuel will be stored and/or disposed, there is much planning that has been done with DOE and much more that can be accomplished prior to a site designation.

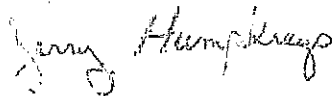
We respectfully seek your support to continue the collaboration of the states, tribes and the DOE via the Transportation Core Group meetings in 2018 and to continue this important collaborative program.

If you would like to learn more about the importance of the work that the Northeast States have accomplished with the DOE on the safe transportation of radioactive wastes we would be pleased to meet or discuss at your convenience by phone or in person.

Respectfully,



John Giarrusso, Jr.
Planning and Preparedness Division Chief
Massachusetts Emergency Management Agency
Co-Chair Northeast High-Level Radioactive Transportation Task Force
Phone: 508-820-2040 | Email: john.giarrusso@state.ma.us



Jerry Humphreys
Bureau of Nuclear Engineering
New Jersey Department of Environmental Protection
Co-Chair Northeast High-Level Radioactive Transportation Task Force
Phone: 609-984-7469 | Email: jerry.humphreys@dep.state.nj.us

TRMTC

**TRMTC
Tribal Radioactive
Materials Transportation
Committee**

Mr. Edward McGinnis
Principal Deputy Assistant Secretary for Nuclear Energy
Office of Nuclear Energy
1000 Independence Ave. SW
Washington DC 20585
202-586-5000

Agua Caliente Band of Cahuilla
Indians

January 10, 2018

Catawba Indian Nation

Confederated Tribes
of the Umatilla Indian Reservation

Morongo Band of Mission Indians

Navajo Nation

Nez Perce Tribe

Oneida Nation of Wisconsin

Consolidated Group of
Tribes and Organizations

Prairie Island Indian Community

Pueblo de San Ildefonso

Pueblo of Jemez

Pueblo of Laguna

Pueblo of Pojoaque

Santa Clara Pueblo

Seneca Nation of Indians

Shoshone-Bannock Tribes

Timbisha Shoshone Tribe

Dear Mr. Edward McGinnis

The Tribal Radioactive Materials Transportation Committee (TRMTC) recently learned the Department of Energy, Office of Nuclear Energy has decided to cancel the 2018 Transportation Core Group meetings and not attend the upcoming TRMTC mid-year meeting scheduled for January 24-26 in Omaha, NE. TRMTC is deeply troubled by this decision due to its fiduciary responsibility to meet with tribes as agreed upon and similar agreements with the Council of State Governments-Midwest/Northeast, Southern States Energy Board, and the Western Interstate Energy Board. Our collective views are vital to understanding our respective needs and help shape Departmental discussions relating to future shipments of Spent Nuclear Fuel and High-Level Waste. TRMTC urges the Department to seriously reconsider the merits of our interactions, so as not to impede the strong partnership that has existed since 2010.

Currently, TRMTC is comprised of more than 17 tribes from throughout the country, who like the states, are or will be impacted by the DOE shipments. DOE Order 144.1 reaffirms the Department's trust responsibility to tribes and engaging in ongoing discussions relating to initiatives that potentially impact American Indian and Alaska Native traditional, cultural, and religious values and practices, notwithstanding natural resources; treaty and other federally recognized reserved rights. It is critical for the Department to ensure these responsibilities are fulfilled and that equal consideration is given to states that also rely on this important information that is necessary to make informed decisions and promote transparency and partnership.

TRMTC, is committed to identifying resources necessary for building capacity and enhancing emergency management opportunities. We continue to bring insight into our discussions to better understand the potential impacts to tribal communities associated with existing and future shipping campaigns. Outreach to tribal communities remains a critical component that is destined to diminish without continuing our meaningful interactions.

We urge the Department to give serious reconsideration to attending the upcoming TRMTC meeting and modifying the 2018 Transportation Core Group interactions where states, tribes and DOE engage in meaningful discussions to enhance program planning and implementation. As we have mutually agreed, the Department must reassess the implications of reducing TRMTC and SRG engagement who maintain the institutional knowledge that is necessary to sustain the important work of the DOE-NE.

We recognize the challenges of the current DOE budget is forcing travel constraints to these important stakeholder meetings, however, the benefit of maintaining the current infrastructure and communication pathway is vital to our co-existence and levels of productivity. We are open to having a conference call with you to discuss resolutions for maintaining engagement and ongoing participation in our upcoming mid-year meeting January 24-26, 2018 in Omaha, NE.

Sincerely,

Richard Arnold, Pahrump Paiute Tribe/ Consolidated Group of Tribes and Organizations
TRMTC Co-Chair

Ron Johnson, Prairie Island Indian Community
TRMTC Co-Chair

Tribal Radioactive Materials Transportation Committee

Cc: Suzanne Jaworoski, Department of Energy – Office of Nuclear Energy, Senior Advisor and Chief of Staff
Andrew Richards, Department of Energy – Office of Nuclear Energy, Deputy Chief of Staff



May 8, 2018

The Honorable Paul Ryan
Speaker, U.S. House of Representatives
1233 Longworth House Office Building
Washington, D.C. 20515

The Honorable Nancy Pelosi
Minority Leader, U.S. House of Representatives
233 Cannon House Office Building
Washington, D.C. 20515

Dear Speaker Ryan, Minority Leader Pelosi, and all U.S. Representatives:

The undersigned organizations¹ seek your leadership to ensure that H.R. 3053, the Nuclear Waste Policy Amendments Act of 2018, receives the strong, bipartisan support of the U.S. House of Representatives upon upcoming floor consideration.

We commend the House Energy & Commerce Committee and H.R. 3053 sponsors for their work to build an extensive record and reach out to colleagues to find compromise on more contentious issues. As a result, House Members are now well-prepared to take action on H.R. 3053, a bill that not only recognizes the federal government's obligation to remove and dispose of spent nuclear fuel (SNF) and high-level radioactive waste (HLW) currently stored at operating and shutdown reactor sites and Department of Energy (DOE) sites in our states and communities, but also provides additional tools and guidance to help the federal government fulfill that obligation.

With a showing of strong, bipartisan support by the House, we hope that H.R. 3053 will serve as a vehicle for Senate consideration and lead to a bipartisan product of the 115th Congress to strengthen the Nuclear Waste Policy Act (NWPA), resolve the nation's nuclear waste management challenges, and protect electric customers and U.S. taxpayers.

Specifically, H.R.3053 addresses many nuclear waste management policy priorities, including:

- **Completion of the Yucca Mountain Repository License Application Review**
H.R. 3053 recognizes that a repository is a critical feature of a responsible, integrated waste management program and importantly reaffirms the commitment of the federal government to proceed with the Nuclear Regulatory Commission (NRC) review of the DOE license application for the proposed repository at Yucca Mountain.
- **Implementation of Pilot Consolidated Interim Storage (CIS) with Priority for Stranded Reactor Fuel**
Likewise, H.R. 3053 recognizes the important role of consolidated interim storage (referred to as Monitored Retrievable Storage in the bill) in an integrated waste management program. The bill authorizes DOE to either develop its own CIS facility or contract with private entities for such development. It authorizes the development and \$150 million in funding for one pilot CIS facility that is not linked to the NRC decision on the Yucca Mountain license application and provides priority for nuclear waste stranded at sites without an operating reactor. This enables the government to begin meeting its obligations sooner as well as to gain valuable experience.
- **Funding Reform**
Recognizing the significant complexities involved with the federal government budgeting and appropriations processes, H.R. 3053 contains thoughtful and creative approaches to provide access to the Nuclear Waste Fund (NWF) for nuclear waste management program needs and to prevent restarting collection of fees from electric customers at least until the NRC issues its decision on the Yucca Mountain license application and DOE conducts a new fee-adequacy assessment. We would like to see additional steps taken in the future to ensure mandatory, sustained access to the NWF, including both contributions and interest, to carry out the NWF's intended purpose under the NWPA.
- **Governance Reform**
H.R. 3053 correctly emphasizes the importance of re-establishing the NWPA-required Office of Civilian Radioactive Waste Management (OCRWM) and proposes two key changes: (i) an extension of the tenure of the OCRWM Director

—for up to two five-year terms, appropriately recognizing that consistency beyond any one Administration is necessary for a program of this duration, magnitude, and importance; and (ii) a clarification that all nuclear waste management activities at DOE are to be carried out by OCRWM. Over the longer term, we support movement of these critical activities to an independent waste management organization.

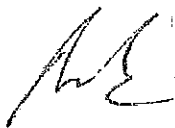
- **Preparation for Transportation**

H.R. 3053 authorizes increased financial, technical, and other appropriate assistance to states and tribes for transportation safety activities. These preparatory measures will help enhance public confidence that the nation's extensive and exemplary record of safely transporting radioactive materials will continue.

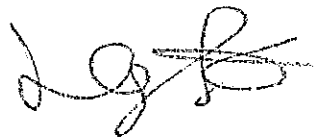
Our organizations support legislation that addresses these important issues and respectfully seek your support of H.R. 3053. Passage will send a clear message that the U.S. House of Representatives is committed to ensuring that the federal government carries out its statutory responsibility to manage and dispose of SNF and HLW and will encourage similar action by the U.S. Senate. We additionally urge Congress to appropriate sufficient funds for waste management activities in FY 2019 and future years consistent with H.R. 3053 and to hold DOE and NRC accountable for following the law.

Thank you for your consideration, and please do not hesitate to contact Katrina McMurrian, NWSC Executive Director, at katrina@theNWSC.org or 615.905.1375, for more information.

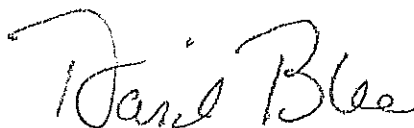
Sincerely,



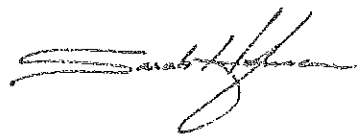
Robert Coward
President, American Nuclear Society (ANS), and Principal
Officer, MPR Associates, Inc.



Wayne Norton
Chair, DPC Steering Committee, and
President & CEO, Yankee Atomic Electric Co.



David Blee
President & CEO
U.S. Nuclear Infrastructure Council (NIC)



Sarah Hofmann
Chair, Nuclear Waste Strategy Coalition (NWSC), and
Commissioner, Vermont Public Utility Commission

cc: The Honorable Rick Perry, Secretary, U.S. Department of Energy

¹A brief description of each signing organization follows:

The American Nuclear Society (ANS) is a not-for-profit scientific and educational organization, dedicated to promoting awareness and understanding of nuclear science and technology. The Society is composed of approximately 11,000 professional engineers, scientists, administrators, and educators working in government, the private sector, and universities. ANS provides opportunities for professional development and operates as a forum for continued learning, the sharing of technological advancements, and engagement of policymakers and the public.

The Decommissioning Plant Coalition (DPC) was established in 2001 to highlight issues unique to decommissioning nuclear power plants. DPC focuses on addressing the needs of reactor sites where all operating units have permanently shutdown and are undergoing or have completed decommissioning activities.

The U.S. Nuclear Infrastructure Council (NIC) is the leading American business consortium advocate for new nuclear energy and U.S. nuclear energy exports. Composed of nearly 100 companies, the Council represents the Who's Who of the American nuclear energy supply chain including key movers, technology developers, construction engineers, manufacturers and services companies.

The Nuclear Waste Strategy Coalition (NWSC) is an ad hoc organization representing the collective interests of member state utility regulators, state consumer advocates, state energy and radiation control officials, tribal governments, local governments, electric utilities with operating and shutdown nuclear reactors, and other public and private sector experts on nuclear waste policy matters.



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Cromwell, CT 06416

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Inv. #: 0032109
Customer: EAST HAMPTON SENIOR CENTER
Address: 105 MAIN STREET
City: EAST HAMPTON, CT 06424-
Phone 1: (860) 267-4426 Ext:
Phone 2: (860) 267-4426 Ext:
Vehicle: 2007 FORD E450 VAN
License: 42411
VIN: 1FDXE45S07DB43899
Engine: V10-415 6.8L SOHC
Mileage: 40996
Trans: AUTO

Fleet #
Trim: SD
Prod: 07/2007
PO #:
Page: Page 2 of 3
Date: 7/19/2017

Technician	Service Description		Parts	Labor	Job Total
		WHEEL SEAL	35.10	2	70.20
		GEAR OIL SYNTHETIC PINT	9.95	4	39.80
JR	REPLACE REAR BRAKE CALIPERS Remove brake calipers and replace with premium quality brake caliper. Scale rust and clean caliper slides and lube with synthetic grease. Top off brake fluid and bleed brakes.		407.93	217.26	625.19
		BRAKE CLEANER	6.95	1	6.95
		SHOP SUPPLIES	2.59	2	5.18
		BRAKE CALIPER ASSY	197.90	1	197.90
		BRAKE CALIPER ASSY	197.90	1	197.90
JR	BRAKE SYSTEM FLUSH & SERVICE DOT 4 Flushes All Oxidized and Corrosive Fluid From the Entire Braking System to Help Prevent Deposit and Varnish Build Up - Which Can Lead to Serious Malfunction of the Braking System.		31.08	71.87	102.95
		BRAKE FLUID DOT 4	18.95	1	18.95
		SHOP SUPPLIES	2.59	2	5.18
		BRAKE CLEANER	6.95	1	6.95
JR	REPLACE AIR FILTER Remove components as needed to gain access to air box, open air box and remove old air filter. Vacuum out air box and replace air filter with premium quality air filter. Reassemble air box and reinstall any components removed to gain access to air box.		28.96	0.00	28.96
		AIR FILTER	28.96	1	28.96
	REPLACE WIPER BLADES with premium quality wiper blades.		39.90	0.00	39.90
		EXTREME WIPER	19.95	2	39.90

Vehicle Inspection Results

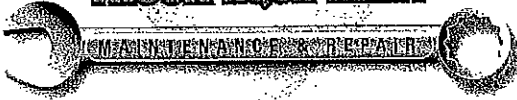
- ABS Light - OK
- Air Bag Light - OK
- Check Engine Light - OK
- TPMS Light - Not Applicable
- Service Reminder - Not Applicable
- Other Warning Lamp - OK
- Horn Operation - OK
- Backup Lamps - OK
- Brake Lamps - OK
- Headlamps - OK
- Fog Lights - Not Applicable
- Parking Lamps - OK
- Turn Signals - OK
- Windshield/Glass - OK
- Front Wipers - Torn - Needs wipers 20 Inch
- Rear Wiper - Not Applicable
- Washer Operation - OK
- Heating/AC Operation - Poor Cooling
- Parking Brake Operation - OK
- Brake Pedal Feel - OK
- Engine Performance - OK
- Transmission Shifting - OK
- Air Filter - Dirty - Needs air filter
- Battery Condition - OK
- Battery Terminals/Hold Down - OK
- Belt Condition - OK
- Belt Count - Serpentine - 1
- Belt Count V-Belt - Not Applicable
- Belt Tensioner - OK
- Heater Hoses - OK
- Radiator Hoses - OK
- Brake Fluid Level - OK
- Brake Fluid Condition - Not Tested
- Coolant Level - OK
- Coolant Freeze Protection - 50%/50%
- Coolant Ph - OK
- Engine Oil Level - OK
- Engine Oil Condition - OK
- Transmission Fluid Level - OK
- Transmission Fluid Condition - OK
- Power Steering Fluid Level - OK
- Power Steering Fluid Condition - OK
- Left Front Tire Pressure - 36
- Left Front Tire Tread - 12/32"
- Right Front Tire Pressure - 36
- Right Front Tire Tread - 12/32"
- Right Rear Tire Pressure - 36
- Right Rear Tire Tread - 12/32"
- Left Rear Tire Pressure - 36
- Left Rear Tire Tread - 12/32"
- Tire Rotation - OK
- Alignment - OK
- Front Shocks/Struts - OK
- Rear Shocks/Struts - OK
- Brake Fluid Leak - OK
- Coolant Leak - OK
- Engine Oil Leak - OK
- Transmission Fluid Leak - OK
- Power Steering Fluid Leak - OK
- Exhaust System Condition - OK
- Left Front Axle - Not Applicable
- Right Front Axle - Not Applicable
- Left Rear Axle - OK
- Right Rear Axle - OK
- Other Items - OK

Copier



Thank you for your business!

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Customer: EAST HAMPTON SENIOR CENTER

Address: 105 MAIN STREET

City: EAST HAMPTON, CT 06424-

Phone 1: (860) 267-4426 Ext:

Phone 2: (860) 267-4426 Ext:

Vehicle: 2007 FORD E450 VAN

License: 42411

VIN: 1FDXE45S07DB43899

Engine: V10-415 6.8L SOHC

Mileage: 40996

Trans: AUTO

Fleet #

Trim: SD

Prod: 07/2007

PO #:

Page: Page 3 of 3

Date: 7/19/2017

Technician	Service Description	Parts	Labor	Job Total
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P.O. # _____
 Acct # 23330330 / 5699
 Project # 33011 (Middlebury Transit)
 Approved by [Signature]
 Date Approved 8/1/17
 Close P.O. Yes ___ No ___

COMMENTS

Our work is warranted for 36 months or 36,000 miles whichever occurs first. Commercial and Fleet vehicle repairs are warranted for 12 months or 12,000 miles whichever occurs first, some exclusions may apply. Ultimate Auto, Truck & Equipment does not have any other warranty, either expressed or implied, including any warranty of merchantability or fitness for a particular purpose. Some parts may have a longer warranty provided by the manufacturer. Please ask for details.

Customer satisfaction is our number one priority. We're committed to providing quality products and services, superior warranties, convenience and courteous professional service. In our continuing efforts to provide the best possible customer service, our staff is eager to be of help, and readily available at (860)635-4133, Ultimate Auto, Truck & Equipment. Div. of SPD Services Inc.

Customer Signature: _____

Waiver of Advanced Estimate
 I voluntarily request the repairs be performed on my vehicle without an advanced estimate of their cost. By signing this form I authorize reasonable and necessary costs to remedy the problems complained of up to a maximum of \$
 The repair shop may not exceed this amount without my written or oral consent. Identification of
 Vehicle: 2007 FORD E450 VAN
 Date 7/19/2017 Time 2:28 pm
 VIN 1FDXE45S07DB43899
 Customer Signature: _____

TOTAL PARTS	\$1,224.69
TOTAL LABOR	\$1,134.50
SUBLET	\$0.00
Enviro Fee	\$87.29
SUBTOTAL	\$2,446.48
OTHER FEES	\$0.00
SALES TAX	\$0.00
INVOICE TOTAL	\$2,446.48
PAID	\$0.00
DUE	\$2,446.48

I hereby authorize the above work to be done along with necessary materials. You and your employees may operate above vehicle for purposes of testing, inspection or delivery at my risk. An express mechanics lien is acknowledged on above vehicle to secure the amount of repairs thereto. You will not be held responsible for loss or damage to vehicle or articles left in vehicle in case of fire, theft, accident or any other cause beyond your control.

X



Thank you for your business!

fixed - 7-27-17

2003



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Inv. #: 0032122
Customer: EAST HAMPTON SENIOR CENTER
Address: 105 MAIN STREET
City: EAST HAMPTON, CT 06424-
Phone 1: (860) 267-4426 Ext:
Phone 2: (860) 267-4426 Ext:
Vehicle: 2008 FORD E350 VAN
License: 41276
VIN: 1FD3E35S48DB44306
Engine: V10-415 6.8L SOHC
Mileage: 28379
Trans: AUTO
Fleet #:
Trim: BUS
Prod: 5/2008
PO #:
Page: Page 1 of 3
Date: 7/27/2017

Technician	Service Description	Parts	Labor	Job Total
MF	COMPLEMENTARY VISUAL VEHICLE ASSESSMENT Perform complementary 34 point Visual Vehicle assessment. Inspect items on inspection checklist and note condition and/or levels. Inspect includes item such as lights, belts, hoses, fluid levels and conditions, battery, tire pressures and overall condition.		0.00	
MF	PERFORM SERVICE BUS INSPECTION ***** Perform inspection as required by department of motor vehicles for servicebus.		108.63	108.63
MF	PERFORM SCHOOL BUS INSPECTION ***** Perform brake inspection as required by department of motor vehicles prior to annual school bus inspection. Inspect operation of emergency door and window alarms. Make sure doors and windows operate properly.		162.95	162.95
MF	ULTIMATE'S OIL SERVICE Includes: Oil and Filter Change.Chassis Lubrication(As Needed) Drain engine oil, inspect drain plug and replace gasket. Reinstall drain plug and replace oil filter with premium oil filter. Lubricate chassis if needed. OIL STICKER PRINTED. OIL TYPE:5w20 Recommended Viscosity 5W-20 Engine Oil Capacity Quarts 6.0 INCLUDES FILTER CAPACITY	43.74	131.36	57.10
	SHOP SUPPLIES 2.59 1 2.59 OIL PLUG GASKET 0.00 1 0.00 5W20 PENNZOIL CONV. 6.15 6 36.90 Visc Class: 5W20 Brand Name: PENNZOIL Eng Srv Cat: WSS-M2C946-A&930-A,SN Inact Svc Cat: MS6395,6094M,GF-5 OIL FILTER 4.25 1 4.25			
MF	MOUNT & BALANCE THREE TIRES Right side inner tire and both left rear tires. Remove old valve stems (rubber) and old tires from wheels. Inspect wheels for corrosion and recommend cleaning if needed. Install new valve stems and mount new tires. Inflate to proper pressures. Balance tires and reinstall wheels on vehicle.	648.66	217.26	865.92
	VALVE STEM 4.25 3 12.75 WHEEL WEIGHTS 2.59 6 15.54 DISCOVERER HT3 198.84 3 596.52 TIRE DISPOSAL 7.95 3 23.85 Rating: LRE Size: 225/75R16			
STW	Repair chip in windshield. WINDSHIELD REPAIR KIT	33.78	54.32	88.10



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Prod : 5/2008
PO # :
Page : Page 2 of 3
Date : 7/27/2017

Technician	Service Description	Parts	Labor	Job Total
------------	---------------------	-------	-------	-----------

Vehicle Inspection Results

- | | |
|--|---|
| <ul style="list-style-type: none"> ABS Light - OK Air Bag Light - OK Check Engine Light - OK TPMS Light - OK Service Reminder - Not Applicable Other Warning Lamp - OK Horn Operation - OK Backup Lamps - OK Brake Lamps - OK Headlamps - OK Fog Lights - Not Applicable Parking Lamps - OK Turn Signals - OK Windshield/Glass - Cracked Front Wipers - OK Rear Wiper - Not Applicable Washer Operation - OK Heating/AC Operation - OK Parking Brake Operation - OK Brake Pedal Feel - OK Engine Performance - OK Transmission Shifting - OK Air Filter - OK Battery Condition - OK Battery Terminals/Hold Down - OK Belt Condition - OK Belt Count - Serpentine - 1 Belt Count V-Belt - Not Applicable Belt Tensioner - OK Heater Hoses - OK Radiator Hoses - OK Brake Fluid Level - OK Brake Fluid Condition - Not Tested | <ul style="list-style-type: none"> Coolant Level - OK Coolant Freeze Protection - 50%/50% Coolant Ph - 7.5 Engine Oil Level - OK - 29472 Engine Oil Condition - Dirty Transmission Fluid Level - OK Transmission Fluid Condition - OK Power Steering Fluid Level - OK Power Steering Fluid Condition - OK Left Front Tire Pressure - 36 - 75 Left Front Tire Tread - 12/32" Right Front Tire Pressure - 36 - 75 Right Front Tire Tread - 12/32" Right Rear Tire Pressure - 36 - 65 Inner tire has dry rot cracks in sidewall near rim Right Rear Tire Tread - 12/32" Left Rear Tire Pressure - 36 - 65 Tires have dry rot cracks in sidewalls Left Rear Tire Tread - 10/32" Tire Rotation - OK Alignment - OK Front Shocks/Struts - OK Rear Shocks/Struts - Rusted Brake Fluid Leak - OK Coolant Leak - OK Engine Oil Leak - OK Transmission Fluid Leak - OK Power Steering Fluid Leak - OK Exhaust System Condition - OK Left Front Axle - Not Applicable Right Front Axle - Not Applicable Left Rear Axle - OK Right Rear Axle - OK Other Items - Needs Service - Rear Diff level 1 |
|--|---|

	Checked	Recommended		Checked	Recommended
BATT/TERMS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BELTS	<input checked="" type="checkbox"/>	<input type="checkbox"/>
COOLING SYS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	DRIVETRAIN	<input type="checkbox"/>	<input checked="" type="checkbox"/> R DIFF SERVICE
F BRAKES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	R BRAKES	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ELECT SYS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ENGINE	<input checked="" type="checkbox"/>	<input type="checkbox"/>
TRANSMISSION	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EXHAUST	<input type="checkbox"/>	<input checked="" type="checkbox"/> LS MANIFOLD AGED
STEERING	<input checked="" type="checkbox"/>	<input type="checkbox"/>	SUSPENSION	<input checked="" type="checkbox"/>	<input type="checkbox"/>
TIRES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	LIGHTS	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FILTERS	<input checked="" type="checkbox"/>	<input type="checkbox"/>			

COMMENTS





Office of the COLLECTOR OF REVENUE
KRISTY MERRIFIELD, CCMC
kmerrifield@easthamptonct.gov

May 22, 2018

To: The East Hampton Town Council,

The documentation for the tax refunds listed below is available in the Office of the Collector of Revenue for your review. There are three refunds totaling \$804.65.

Respectfully Submitted,

Kristy L. Merrifield, CCMC
Collector of Revenue

	188.86	⊕
	434.83	⊕
	180.96	⊕
003	804.65	⊕
	0.	⊕

Lance Harbec
10 Ridgeview Dr
East Hampton ct 06424

5/11/18

The Honorable Melissa Engel
East Hampton, CT

Dear Melissa Engel:

I am writing you this letter because of Loos Pond. I live about half a mile from it, i take my dog there almost every day for a swim and every year I see it get smaller and smaller. It breaks my heart. I have been there recently a lot and I notice that there is less and less wild life there: they are all dying because the pond is drying up. I am asking you to bring this issue up to the community and see if they can find the money and the man power to rebuild the dam, so the wild life and joy of Loos Pond can come back.

Loos Pond was once a very peaceful place for people to see wonderful things, but in 2008 the dam was destroyed from a huge storm, and ever since, the pond dries up a little more each year. Now ten years later the pond is almost completely gone. There are a couple of small sticks and rocks holding back the water, but soon enough maybe even two years, there will be no more Loos Pond.

Loos Pond is a protected area in East Hampton, but it seems like no one is protecting it. They just leave it alone and let the wild life and beautiful place suffer. This pond does more than make people happy. It helps out the local fire department because the pump water from it which helps put out fires. Ever since the dam has been broken, White Birch Road has been getting flooded with water over the road and into a very nice ladies yard. (I know this because I talk to her.)

Please I hope you can consider this, Loos pond is one of the greatest parts in East Hampton and it is slowly dying with the local wildlife. Maybe one day it can be as big as Sears Park. So many people miss Loos Pond. There were so many great memories made there and it is helpful to the community. Please find the money and the workers to rebuild the dam for Loos Pond, so the wildlife can grow and become happy again.

Thank you for your time and considering my request.

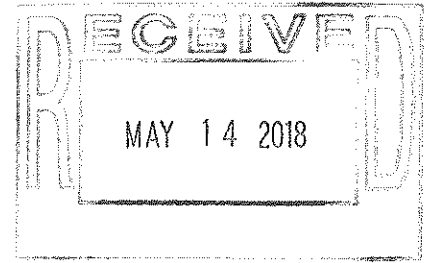
Sincerely,


Lance R. Harbec

Tyler D'Anna
74e Clark Hill Road
East Hampton, CT 06424

May 7, 2018

The Honorable Melissa Engel
20 East High Street
East Hampton, CT 06424



Dear Madam Chair Engel:

For the past several years, our town has been lacking a recreational location for the purpose of skateboarding and biking. Without this, skateboarders choose to turn their town into the skatepark itself and putting themselves and others in danger of injury. This lack of a skatepark is completely unfair to those who enjoy the sport as they have no safe location to do what it is they love. They constantly receive abuse from others in the community when skateboarding and can even receive fines or be placed in custody for doing what they love to do. Unfortunately, many community members feel that the skateparks will only make the issue of skateboarding worse. Although, in a recent meeting in the town of Carol Stream in Illinois, those who believed that skateparks cause bad behavior soon found out that it does the exact opposite in that it prevents it and found that there had been less vandalism, graffiti, less drinking, less bullying or free-flowing obscenities. Therefore, a skatepark should be constructed within the town of East Hampton as it gives community members an area to do what they love in a safe manner while also being a less expensive alternative to lessen vandalism and property damage these kids could be causing.

The main reason our town should have a skatepark is because it would provide a reduction in property damage and vandalism within the town. This is a big complaint from many of the residents and they feel it is an issue that truly needs to be put to an end. Many locations like Stop & Shop, Memorial School, and other many locations around Center School. Many brand new and newly constructed areas are also being affected like the newly renovated East Hampton High School, where many bikers and skateboarders damaged the edges near the main entrance. In an interview conducted by Roanoke Times around the topic regarding skateboarding in the community, Zach Crizer states, "They block the sidewalks. I Also have nearly run over kids who skateboarded into the street from behind cars. Can't go to eat with my elderly mother because I am afraid she will be knocked down. Just not worth the hassle and definitely affected my use of merchants in the area." With this, we can see that it truly is a dangerous environment without a skatepark in town, and is extremely unfair for everybody in the community.

Second, the construction of a skatepark would not be as expensive as many think. Skateparks are affordable to design and build, approximately \$40-\$45 a square foot says research from the Tony Hawk Foundation. Therefore, a reasonably sized skatepark would cost about \$150,000 including paving, landscaping, and maintenance. In direct comparison, the town is willing to spend almost \$250,000 on the Seamster Park Playground, according to The Middletown Press. If are willing to spend this amount of money on a playground renovation then we are more than capable of spending almost half of this on a skatepark that will benefit the town both community wise and economically.

Overall, there is no reasonable explanation for not being capable of constructing this skatepark. Funding could be done through donations and fundraisers in order to afford the payment with the help of the community. In conclusion, the town needs to include a skatepark as it would only be beneficial and would, in turn, bring in many more people to our town, earning more money for the town as a result. If we really want to make a better environment for the people, this skatepark in town will be a beneficial step in the right direction to accomplishing this goal.

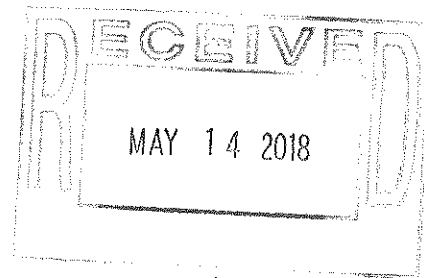
Thank you for your time and considering my request.

Sincerely,

A handwritten signature in black ink, appearing to read "Tyler D'Anna". The signature is fluid and cursive.

Tyler D'Anna

Megan Bosse
23 Edgerton street
East Hampton, CT, 06424



May 3rd, 2018

The Honorable Melissa Engel
20 East High Street
East Hampton, CT 06424

Dear Town Council Chair, Melissa Engle:

Recently there has been a search in our town budget for finding new ways to revenue. At a town meeting there was a proposed idea that would collect about ten thousand dollars in revenue for the town of East Hampton. The proposal was to collect parking fees for students who drive themselves to school and park at the highschool. It is always hard to find new and creative ways to fund for our town but, taxing a portion of the student body is not the way to do so. There are many downfalls to this; such as the the students might not be able to afford it and, It is unfair and may begin some conflict.

High school students are already financially burdened with, school trips, school lunches, class dues, sports, a car, gas, car repairs, car insurance, Testing, and College. Students have a difficult time finding ways to fund for that. Adding an additional fee would be absurd. The students won't be able to fund for the parking fee so it will then become a burden on the parents and qualify as a veiled tax. We want the future of the students generation to be successful and that wont happen when the town is taking away what little money the kids of this town have.

Implementing a parking fee for the high school student of East Hampton is unfair. Thr teachers wouldn't have to pay. There are some students who aren't even assigned a bus route. So they have to walk to school and some live almost a mile away from the school. They half to walk in rain, snow, heat, and cold. They shouldn't be denied free parking and a bus. This would start conflicts with rebellious kids. The kids of EHHS already park on the road or at the VFW if they don't have passes and then they get in trouble for it but, some kids do it over and over again. Having to Pay for a parking pass will increase the amount of students that park illegally on the road or without permission at the VFW. THis would make our school deal with unnessaccary complications that are inconvenient. This isn't a solution it will just create more conflict.

There could be different ways to raise money and find revenue for our town. I just strongly stand by the fact that students in East Hampton shouldn't have to pay anymore fees than they do. It would be raising conflict and just unfair. Maybe the town could fundraise for the materials that the elementary schools need, or for any materials our towns needs that is included in the current budget. I want to stress the fact that I know it is complicated and difficult to find ways of creative revenue but, please understand that adding more cost for the students at the highschool is a stressful thing for them on top of thinking about their future.

Thank you for your time and considering my request.

Sincerely,

Megan Bosse
Megan Bosse