

BOARD OF SELECTMEN MEETING

November 28, 2022

Chairman Judith L. O'Connell called the meeting to order at 6:15 p.m. in Room 9 of the Town Hall. Present were Selectmen Gregory B. Bendel, Kevin A. Caira, Gary B. DePalma and Lilia Maselli.

A motion was made and duly seconded and by the affirmative roll call vote of all, it was

VOTED: That the Board of Selectmen enter Executive Session for the purpose of discussing the purchase, exchange, lease or other acquisition of real property at 333 Andover Street in accordance with Massachusetts General Law Chapter 30A, Section 21(a) 6 as an open meeting may have a detrimental effect on the negotiating position of the Town as Determined by the Chairman with the intention to return to open session.

Chairman Judith L. O'Connell reconvened the meeting at 7:12 p.m. in Room 9 of the Town Hall. Present were Selectmen Gregory B. Bendel, Kevin A. Caira, Gary B. DePalma and Lilia Maselli. Also present was Town Manager Jeffrey M. Hull.

Chairman O'Connell asked those present to rise and she led the pledge of allegiance.

TREASURY WARRANTS

Chairman O'Connell asked for a motion to accept the Treasury Warrants. A motion was made by Selectman DePalma, seconded by Selectman Bendel and by the affirmative vote of all, it was

VOTED: That the Board of Selectmen accept Treasury Warrants 202320, 202320WIRES, 20A, 202321, 202321WIRES and 21A.

MINUTES

A motion was made by Selectman Caira, seconded by Selectman DePalma and by the affirmative vote of four with Selectman Maselli abstaining, it was

VOTED: That the Board of Selectmen approve the minutes of their meeting held November 14, 2022 and all action taken is hereby ratified and confirmed.

KAREN L. RASSIAS, PRINCIPAL ASSESSOR, RE: PUBLIC HEARING FOR THE DISCUSSION OF LOCAL PROPERTY TAX POLICY WITH REFERENCE TO CLASSIFICATION

Chairman O'Connell noted this appointment is a public hearing and stated that notice was provided in the Wilmington Town Crier. A motion was made by Selectman DePalma, seconded by Selectman Maselli and by the affirmative vote of all, it was

VOTED: That the Board of Selectmen open the public hearing.

Ms. Rassias stated that, in accordance with Massachusetts General Law Chapter 40, Section 56, she was present to provide information to the Board of Selectmen. Also present was Finance Director/Town Accountant Bryan Perry. After careful analysis and review, the Board of Assessors recommends to the Board of Selectmen a classification shift of 1.75%, resulting in a minimum residential factor of .764168 for Fiscal Year 2023. She advised that the shift conforms to Proposition 2 ½ guidelines and is consistent with prior years' tax policies. Adoption of this recommendation allows the Town to assess and collect an equitable amount of taxes from the residential, commercial, industrial and personal property sectors. Ms. Rassias advised that assessed values were established by analyzing calendar year 2021 sales and income data. The Board's analysis resulted in the average single family residential property value increasing approximately 14.6 percent. The average commercial value increased approximately 10.7 percent and the average industrial value increased approximately 13.6 percent. It is the Board of

Assessors recommendation that the Board of Selectmen vote to shift the maximum allowed to the Commercial, Industrial and Personal Property classes.

Ms. Rassias noted that valuations have exceeded the \$6 billion mark. Ms. Rassias reviewed information that outlined different scenarios and the impact to the different tax classifications.

Town Manager Hull emphasized the increase in property values would occur regardless of the action taken at the Special Town Meeting.

It was noted that new growth was higher than projected and personal property was a large amount of new growth.

Chairman O'Connell stated that the 2021 housing market saw explosive growth. Homes selling for over \$1 million is unprecedented. She noted that the housing inventory is changing and asked the impact on the tax rate. Ms. Rassias noted that three-bedroom townhouses at 635 Main Street are starting at \$5,000 per month.

Chairman O'Connell asked if there were questions or comments from the Board. Members indicated their desire to shift the burden to the commercial, industrial, personal property sector.

Chairman O'Connell noted that this was a public hearing and asked if there were any questions or comments from the audience and there were none.

A motion was made by Selectman Bendel, seconded by Selectman DePalma and by the affirmative vote of all, it was

VOTED: That the Board of Selectmen close the public hearing.

A motion was made by Selectman DePalma, seconded by Selectman Maselli and by the affirmative vote of all, it was

VOTED: That the Board of Selectmen adopt a classification shift of 1.75 as recommended by the Board of Assessors which results in the minimum residential factor of .764168 for Fiscal Year 2023.

JOSEPH DESMOND, POLICE CHIEF, AND JAMIE MAGALDI, DPW DIRECTOR, RE: TRAFFIC CALMING MEASURES AT NICHOLS STREET

Chairman O'Connell stated her understanding that Mr. Magaldi and Chief Desmond have been working on this for a while and noted that there had been public discussions as well as a meeting at the Public Safety Building with the intention of coming before the Board once more. She recognized that Dan Furbush who serves as the Traffic Enforcement Officer for the Wilmington Police Department was also in attendance.

Mr. Magaldi stated that they were present to discuss the Town's comprehensive level of effort relative to response to traffic concerns on Nichols Street over the last several years and demonstrate that the Town has been reactive to the concerns. He stated that the lack of major changes is sometimes perceived as a lack of response. Mr. Magaldi stated that growing concerns for issues related to current Nichols Street traffic patterns were raised by area residents at the August 22, 2022 Board of Selectmen meeting where the proposed 40B at 79 Nichols Street was discussed. He advised that the Wilmington DPW and Wilmington Police Department have collaborated to summarize their collective efforts in acknowledging, analyzing and implementing ongoing communication and solution strategies in the Nichols Street neighborhood over the last several years. He stated that the departments have well documented history of responding to area

complaints and will generally meet with residents if they so request. He stated that the issues that have been brought up about Nichols Street are not exclusive to Nichols Street, nor are they issues exclusive to the Town of Wilmington. Mr. Magaldi stated that on December 31, 2020, the Town Manager issued correspondence to the Board of Selectmen outlining traffic concerns from a Nichols Street resident related to traffic volume, reports of speeding and truck traffic. In response, the Town Manager directed members of the Wilmington Police Department and Wilmington Department of Public Works to meet with the resident to better understand the concerns in an attempt to offer solutions.

On January 7, 2021 a meeting was held with representatives from Nichols Street. Representatives of the Town of Wilmington at that meeting included Chief Joseph Desmond, Deputy Police Chief Brian Pupa, DPW Operations Manager Jamie Magaldi, Safety Officer Brian Moon and Officer Daniel Furbush. Topics that were discussed included roadway width, existing approved speed limit zones and regulatory signage, truck exclusion potential, potential for one-way traffic and other methods of traffic calming. Safety Officer Moon presented findings based on actual data collection and advised that the data did not suggest excessive speeding was a consistent and ongoing issue, existing truck volumes were less than the 5% minimum volume which is generally required in order to consider a truck exclusion and the various state and federal standards set forth in the Manual for Uniform Traffic Control Devices (MUTCD) and Massachusetts Amendments to the MUTCD which govern uniform standards for setting speed limits, truck exclusions and signage requirements were explained. At that meeting on January 7, 2021, the Town committed to creating an inventory of regulatory signage along Nichols Street and to replace missing signage. The Wilmington Police Department would increase patrols in the area and perform special speed enforcement.

Mr. Magaldi provided information on Nichols Street Special Speed Regulation. He explained that roadways with posted black and white speed limit signs are special speed regulations. Streets that do not have posted speed limit signs fall back to statutory speed limit.

Mr. Magaldi advised that the signage survey indicated that a special speed regulation sign of 35 mph was missing on Nichols Street southbound, in the area of Ohio Street. That sign was replaced by DPW crews on January 11, 2021. Between January 5, 2021 and August 30, 2022, speed enforcement was conducted on 39 dates between 95 Nichols Street and 135 Nichols Street. In addition, there were several dates of “unassigned enforcement”. He advised that the results of that data was consistent with Officer Moon’s presentation. Data collected with the tube collectors revealed truck traffic was 3% of total volume, average truck speed was 30.7 mph and average car traffic speeds were 32.7 mph.

Mr. Magaldi reviewed efforts prior to 2020 which occurred in October 2014 where the DPW was directed to install two yellow cautionary 25 mph speed limit signs in the vicinity of 124 Nichols Street in an attempt to help curtail reported speeding. He stated that these signs are yellow and black because they are not enforceable. In March 2017, at the request of a Nichols Street resident, DPW crews installed a sign on Shawsheen Avenue, just north of Nichols Street, which helps alert motorists that Route 129 proceeds northerly into Billerica and does not veer off onto Nichols Street.

Mr. Magaldi advised that the Department of Public Works and the Wilmington Police Department frequently get requests by concerned residents along arterial and collector roadways, similar in character to Nichols Street, for additional traffic controls, alternate speed limit signage and truck deterrent signage. The Town has an obligation to ensure regulatory compliance and warning controls to national standards adopted by the Federal Highway Administration. He stated this is done to standardize driving conditions and roadway controls nationwide.

Mr. Magaldi reviewed frequently asked questions from residents who ask why the Town can't add speed limit signs, lower the speed limit, restrict truck traffic on particular streets, widen/narrow the road, install speed bumps or add stop signs every so many feet. Mr. Magaldi stated that there are regulations prohibiting these actions. The installation of stop signs for speed controls are prohibited in the Massachusetts MUTCD.

Mr. Magaldi advised that there are two sections of Massachusetts General Law (MGL) that relate to setting speed limits: MGL Chapter 90 Section 17 and MGL Chapter 90 Section 18. Mr. Magaldi explained the 85th %ile speed. He stated that this is the speed at which or below 85% of the vehicles are travelling. Speeds are typically assumed to be normally distributed which results in a probability distribution. Knowing this distribution allows for targeting of egregious violators. Additionally, studies have shown that, as vehicle speeds deviate from the mean, the risk of crash increases, using the 85%ile method lessens variation of speeds within a traffic stream. He noted that the studies are well documented.

Mr. Magaldi reported that 60 cities and towns have opted into a statutory speed limit change from 30 mph to 25 mph. Lt. Skory of the Wakefield, Massachusetts Police Department issued a letter that opined lowering the speed limit will not change the average speed vehicles will travel on a particular roadway. Traffic will continue to travel at the 85th %ile which is the speed the majority of motorists feel is safe. Mr. Magaldi noted that the speed limit on Glen Road is 25 mph and acknowledged that he feels very uncomfortable traveling a consistent 25 mph the length of the roadway. He stated that speeds must be considered reasonable and proper by a majority of the motoring public. Speed limits that are unreasonably low do not have the support of the general public and become desensitized to signage.

Professional Engineers are tasked with a legal, moral and ethical obligation to recommend solutions in the best interest of public safety.

Mr. Magaldi stated that one option is the Rapid Rectangular Flashing Beacon (RRFB). He stated that, in the right location, it is a great solution. The Massachusetts supplement to MUTCD states a permit for flashing beacon is not necessary as long as the town employs a Professional Engineer. He noted that the Federal Highway Administration cautions that RRFBs should be reserved in locations with significant pedestrian safety issues, as overuse may diminish their effectiveness. He advised that an engineer must make the determination of location as many factors must be considered for placement in the best interest of safety. In some cases, pedestrians feel protected by pushing the button and walk out too soon, forgetting that the flashers do not give a red light or stop traffic.

Mr. Magaldi reported that between August 5, 2022 and August 9, 2022 Town staff communicated with a concerned Nichols Street resident who had similar questions related to traffic control, setting regulatory speed limits, setting statutory speed limits, truck exclusions and police patrols. Efforts were made to help the resident understand the previously described traffic standards. The resident expressed appreciation for the comprehensive information and efforts to help explain current standards.

The Police Department deployed temporary "Driver Feedback Signs" between August 29, 2022 and October 3, 2022. These signs were acquired by the Police Department through a grant and are designed to be portable. Permanent installations work for a few months but lose their effectiveness. The signs gather speed data and tubes were set to gather data on truck volumes. Data collected August 29 through October 3, 2022 revealed that 85% of the speeds were 34 mph northbound and 31 mph southbound. Data collected November 1 through November 3, 2022 revealed that truck traffic is 3% of total volume and the average truck speed is 30.3 mph.

Chief Desmond stated that the data has been consistent and noted that Officer Furbush found data from 1995 which reported the same speeds. The volume has increased around Town and it frustrates residents. He cited the incident where a woman walking on the sidewalk in her neighborhood was injured. The issue in this case, and others, is driver responsibility and not due to signage. His department understands the frustration but there are many roads that need attention.

Chairman O'Connell expressed her appreciation to Mr. Magaldi, Chief Desmond and Officer Furbush. She noted that the Board sympathizes with the resident mentioned and understand what she has to endure through recovery. She stated it is clear the Police Department has made a commitment.

Chairman O'Connell recognized that this agenda item is not a public hearing however, as there are area residents present this evening she would open it up to public comments following comments from the Board of Selectmen.

Chairman O'Connell asked if there were any questions or comments from the Board. Selectman DePalma expressed his appreciation and noted that he received a phone call from a resident. He expressed concern that there are three different speed limits on the road and asked whether it can be more uniform. Residents are concerned about traffic that will be generated if a potential development at 79 Nichols Street is realized. Mr. Magaldi stated that the question is raised frequently including Aldrich Road which has three speed limits. Speed limits are set as a function of surroundings, set as a function of horizontal curves in roadway and noted that records from the mid-1990s indicate that the Town had requested the state change Nichols Street to a consistent speed limit and it was recommended against. There is a danger in trying to do a reassessment.

Officer Furbush commented that, although there have been a few crashes, the findings of the Police Department are that speed was not the cause.

Selectman Caira asked how many portable digital signs the department owns. Chief Desmond stated that the department has five and were obtained through safety grant funds. They are more valuable when they are moved around.

Selectman Caira commented about the volume of trucks and asked what types of trucks are utilizing Nichols Street, excluding moving trucks or delivery vehicles. Officer Furbush stated that it is usually box trucks and noted that the data collected is based on axel width. Selectman Caira asked whether under the sign that says "Route 129 West", a sign could be placed that says "Truck Route". Mr. Magaldi stated that the Town could come up with a color that would indicate it is advisory and not regulatory.

Town Manager Hull commented that relative to truck exclusions the Town has to be mindful that if a truck exclusion is being considered, the redirection of the trucks has to be an acceptable route. Mr. Magaldi noted that to have a truck exclusion the Town has to have the support of the surrounding Towns.

Chairman O'Connell asked if there were any comments from members of the audience. Thomas O'Brien, Nichols Street, thanked the Board for having this on the agenda and expressed his appreciation to the Police Department and Officer Furbush. He noted that the portable speed sign is effective in slowing motorists down. He asked whether the tubes to collect data, which are placed at Flagstaff Road, can be relocated and expressed concern there is a significant amount of traffic not being counted.

Officer Furbush assured the resident that the Police Department will continue to conduct traffic enforcement.

Kevin MacDonald, Andover Street, noted the number of accidents on Route 93 in the area of Route 129 and asked Chief Desmond why accidents are occurring there frequently and whether his department has done anything so Wilmington resident's insurance is not increasing. Chief Desmond stated that the volume during commuting hours of people cutting through Wilmington results in increased crashes.

Chief Desmond advised that he cannot speak to insurance rates. Officer Furbush stated that the data on the crashes is under the jurisdiction of MassDOT. He stated that it is helpful for residents to contact MassDOT so they are not hearing strictly from law enforcement.

FRANK WEST, RE: TOYS FOR TOTS PROGRAM

Mr. West was before the Board with Sergeant Jerald Everett to provide information on the Toys for Tots program. Mr. West noted this would be Sgt. Everett's last year as coordinator. Mr. West reviewed upcoming events to raise funds/toys for Toys for Tots. Mr. West noted that collection boxes are multiple locations in Wilmington and Tewksbury including schools, Town Hall, Senior Center, Market Basket and 12 boxes at Analog Devices. Residents are welcome to drop new, unwrapped toys at any drop-off location or his office at West Real Estate. Residents in need can go to toysfortots.org and complete a request for donated toys.

Sgt. Everett related the history of the Toys for Tots Program, noting that the logo with the train was created by Walt Disney. Sgt. Everett advised ways in which donations can be made through the Toys for Tots website. Sgt. Everett presented a certificate of appreciation to the Board of Selectmen to thank the Town for supporting the Toys for Tots program.

Chairman O'Connell asked the Board if there were any questions or comments. Members of the Board expressed sincere thanks to the West family for coordinating the program and Sgt. Everett for his service.

COMMUNICATIONS

Town Manager Hull reviewed his memorandum regarding a lease agreement for tennis courts and ballfields on Lowell Street advising the Board of Selectmen that he has been working with Shirin Everett, of Town Counsel's office, to finalize a draft lease agreement to provide to the representative from National Development. He advised that his goal is to finalize the draft and issue it to National Development by mid-December. It is his expectation that counsel from National Development will work with Town Counsel to reach a tentative agreement on language that can be recommended to the Board of Selectmen for execution.

Town Manager Hull reviewed his memorandum regarding 64 Wildwood Street which advised the Board of Selectmen that bids were opened on October 26 for demolition of the house on 64 Wildwood Street. The project was awarded to Brighter Horizons Environmental, Inc. for \$32,500. The contractor agreed to hold off on beginning the project until the week of November 28th to allow the Fire Department to use the house for training. Chief Cavanaugh reported that training was conducted the week of November 17. In addition, Town Manager Hull advised that the contract pulled the demolition permit application, an exterminator was hired to address any rodent issues and a "clean" asbestos containing materials report was obtained. The contractor is expected to pull the underground oil tank and obtain a sign-off from the Fire Department. The work consists of demolition of the house and the shed outbuilding, removal of all debris, removal of the foundation and filling the cellar hole with clean material supplied by the Town. Weather permitting the

contractor's work is expected to be completed by December 15. Public Works will restore the area to previous ground cover until such time that the site can be permitted for future regrading and the layout of new cemetery plots.

Town Manager Hull reviewed the memorandum from him and School Superintendent Glenn Brand which provided an update on the MSBA Wildwood School Project. Town Manager Hull and Dr. Brand advised the first step in completing a feasibility study for school space to replace the current Wildwood School is the engagement of an owner's project manager (OPM). The OPM is a requirement for participation in the Massachusetts School Building Authority (MSBA) program and serves as the Town's representative in dealing with the designer and contractor for building construction projects. Eight firms submitted proposals, and each meet the minimum requirements to qualify for consideration as the Town's OPM. In accordance with MSBA requirements, a subcommittee of the Wildwood School Building Committee was convened to review the proposals and shortlist the proponents for purposes of conducting interviews.

The firms Collier Project Leaders, Hill International and SMMA were shortlisted for interviews by the subcommittee. Following interviews, each subcommittee member scored the three finalists which led to SMMA of Cambridge being ranked as the preferred firm and recommended to serve as the OPM. Upon meeting with representatives from the firm a lump sum fee of \$150,000 for the feasibility study and schematic design and \$35,000 for cost estimating service was negotiated. An extensive package of information describing the procurement and selection process was prepared and submitted to the Massachusetts School Building Authority so that the selection of SMMA can be considered at the MSBA OPM Review Panel meeting on December 5, 2022.

Town Manager Hull reviewed correspondence from Charlotte Gray, United States Environmental Protection Agency, regarding the September Community Update for Olin. Ms. Gray advised that the EPA finalized the quarterly community update for September and the outreach methods will be by email, posting to the web, hard copy mailing and sharing with the Wilmington Town Crier, the Wilmington Apple and WCTV. Ms. Gray provided information that the EPA conducted a series of interviews to further understand community members' concerns. The feedback received will help inform the Agency's Community Involvement Plan. Under EPA oversight, Olin collected additional data to fill data gaps. Such data helps determine the depth and shape of bedrock, ultimately improving the effectiveness of future remediation. In May, Olin began a study to evaluate treatment options for groundwater contaminated with "Dense Aqueous Phase Liquid" (DAPL) Olin collected and mixed 200 gallons of contaminated groundwater and DAPL for use in the study. In August, EPA and MassDEP approved Olin's proposal to move forward with treatability testing on the DAPL/groundwater mixture. The EPA and MassDEP continue negotiations with the potentially Responsible Parties for the site with the goal of reaching an agreement to conduct or finance the cleanup actions selected in EPA's March 2021 Record of Decision.

Town Manager Hull reviewed correspondence from Charlotte Gray, United States Environmental Protection Agency, which provided a Draft Community Involvement Plan for Olin Chemical Superfund Site. The CIP is a site-specific strategy to enable meaningful community involvement throughout the Superfund cleanup process. COPs, which are required by the National Oil and Hazardous Substances Pollution Contingency Plan, specify EPA-planned community involvement activities to help communities understand the Superfund clean-up process, how, when and where EPA will provide site-related information to the public, how the public can be actively involved in the cleanup process and the key points in the cleanup process and the ways in which EPA takes public input into consideration during interim and final decisions. The COP reflects community needs, concerns and expectations that are identified through community interviews and other

means. The CIP is both a document and the culmination of a planning process. Ms. Gray provided information on how comments may be submitted by midnight December 15.

Town Manager Hull reviewed correspondence from Kerry Morris, Sr. Manager, Government & Regulatory Affairs, Comcast, providing information on price changes. She advised that rising programming costs, most notably for broadcast TV and sports, continue to be the biggest factors driving price increases. While Comcast absorbs some of the costs, the fee increases affect service pricing. As a result, starting December 20, 2022, prices for certain services and fees will be increasing including the Broadcast TV Fee and the Regional Sports Network Fee. Notices will be provided to customers with their bill starting November 20, 2022.

Town Manager Hull reviewed a memorandum from Jamie Magaldi, DPW Director, regarding the Lake Street / Shawsheen Avenue / Hopkins Street Traffic Signal Project. Mr. Magaldi advised that bids were opened for the project on August 24, 2022. Since the Town received one bid for this project and it was over budget, the specifications were modified to broaden the field of qualified bidders for more favorable bid competition by requiring the subcontractor performing the signal work to hold the MassDOT prequalification for traffic signals in lieu of requiring the general contractor to hold this designation. The project was then re-bid and public bids were opened on Wednesday, October 26, 2022. The Town received 8 sealed bids during the second bid opening. The apparent low bidder was Dagle Electrical Construction Corporation for a total construction cost of \$619,282.00. Mr. Magaldi noted that the town secured FY23 capital funding for this project at the 2022 Town Meeting in the amount of \$550,000. The Department of Public Works applied for \$120,000 in uncommitted Chapter 90 funding from the MassDOT District 4 State Aid office to help offset the higher-than-expected construction cost and also fund construction engineering services for the project. The request has been approved by MassDOT. The Town executed a contract with Dagle Electrical Construction Corporation for construction services related to the project on November 14, 2022. Due to supply chain issues related to traffic signal equipment and from discussions with consulting engineers and signal contractors on other maintenance projects, it is not unreasonable to assume that the project materials may take upwards of 8 months or more to be delivered once ordered and is likely that the project will need to be carried into Fiscal Year 2024.

Town Manager Hull reviewed a memorandum from Joseph Lobao, DPW Deputy Director, re: North Shore Water Resilience Task Force. Mr. Lobao noted that the Town signed a charter agreement to join the North Shore Water Resilience Task Force. The group, convened by the region's legislative delegation and chaired by state Senator Bruce Tarr (R-Gloucester), is comprised of 20 local municipalities, public water suppliers and environmental organizations. The Task Force's goal is to develop consensus on one or more initiatives to increase the health of the Ipswich River and strengthen water supply sustainability for municipalities. According to the Charter, "members will engage in discussion, information sharing, problem solving and consensus building to advance the mission of the task force." There is no financial cost to join this regional collaboration and as a member, Wilmington will have an opportunity to participate in roundtable discussions that focus on water resource resiliency of the Ipswich River Watershed area and specifically how decisions may impact Wilmington. Furthermore, as a member, Wilmington may be able to secure future funding opportunities to address issues relative to the supply of drinking water.

PUBLIC COMMENTS

Kevin MacDonald, Andover Street, asked questions regarding topics on the agenda including the tennis courts/ballfield lease agreement, 64 Wildwood Street, Wildwood School Building Project and Olin Chemical.

ANNOUNCEMENTS

Selectman Bendel congratulated David Flibotte, Custodial Supervisor at West Intermediate School, upon his retirement.

Chairman O'Connell stated that she and Tewksbury Selectman Mark Kratman had a friendly wager on the outcome of the Thanksgiving football game between Wilmington High School and Tewksbury High School. She offered congratulations to both teams and donned a Tewksbury High School cap.

NEW BUSINESS

Chairman O'Connell noted that January 3 is approaching and in 2021 the Board had proclaimed it as Sean Allen Collier Day. She requested that Town Manager reach out to the family for input on how they would like to see the day observed. She requested that the Board provide comments to the Town Manager.

Selectman Caira requested that the Town Manager's Fiscal 2024 budget invest significant funds into the Town Museum. He stated that he received information from the Museum Curator of the need for new windows and roof repair.

Selectman Caira congratulated Shawsheen Tech Football and noted that they will be participating in the Super Bowl at Gillette Stadium on Friday.

IMPORTANT DATES

Town Manager Hull reviewed important dates including:

November 28-- Curbside Collection of Yardwaste
December 2

November 29– Wildwood School Building Committee – Wilmington High School – 6:00 p.m.

November 30– Brush Drop Off – Old Main Street – 8:00 a.m. to 2:00 p.m.

November 30– Joint Senior Center and Town Hall / School Administration Committees
Town Hall – Room 9 – 6:00 p.m.

December 1 – Santa's Workshop – Town Hall – Room 9 – 6:00 p.m. to 7:30 p.m.

December 2 – Festival of Trees – St. Dorothy's Church, Main Street – 10 a.m. to 9 p.m.

December 3 – Brush Drop-Off – Old Main Street – 9:00 a.m. to 4:00 p.m.

December 3 – Christmas Tree Lighting – Town Common – 4:00 p.m.

December 3 – Festival of Trees – St. Dorothy's Church, Main Street – 9 a.m. to 9 p.m.

December 4 – Santa Parade

December 4 – Festival of Trees – St. Dorothy's Church, Main Street – 11 a.m. to 2 p.m.

December 4 – Holiday Social – Harnden Tavern – 2:00 p.m. to 5:00 p.m.

December 5- – Curbside Collection of Yardwaste
December 9

December 8 – Ice Rink and Recreation Facility Committee – Town Hall – Room 9 – 7:00 p.m.

December 12 – Board of Selectmen – Town Hall – Room 9 – 7:00 p.m.

SALUTE TO SERVICE

Selectman Bendel recognized David Malone, United States Army Sergeant (Retired). He entered in the Army in 1970 and remained active until 1973. Mr. Malone is a lifelong resident of Wilmington and is active in the DAV, VFW and the American Legion.

A motion was made by Selectman DePalma, seconded by Selectman Maselli and by the affirmative vote of all, it was

VOTED: That the Board of Selectmen adjourn.

Meeting adjourned at 9:35 p.m.

Respectfully submitted,

Recording Secretary