

Jeffrey Hull

From: Jennings, Lynne <Jennings.Lynne@epa.gov>
Sent: Monday, April 01, 2019 5:37 PM
To: Jeffrey Hull
Cc: DiLorenzo, James
Subject: FW: Administrator Emphasis List PR

As discussed today, attached is the EPA press release regarding Olin.

From: Bender, Emily
Sent: Monday, April 01, 2019 4:01 PM
To: Gutro, Doug <Gutro.Doug@epa.gov>; Jennings, Lynne <Jennings.Lynne@epa.gov>; Cianciarulo, Robert <Cianciarulo.Bob@epa.gov>; Deegan, Dave <Deegan.Dave@epa.gov>; Senn, John <Senn.John@epa.gov>; Melanson, Kate <Melanson.Kate@epa.gov>
Subject: Administrator Emphasis List PR

I have scheduled the release to go out to our local outlets at 4:15pm today.

Thanks so much,

Emily



U.S. ENVIRONMENTAL PROTECTION AGENCY
NEWS RELEASE
WWW.EPA.GOV/NEWSROOM

CONTACT: Emily Bender, 617-918-1037 bender.emily@epa.gov

Administrator Wheeler Recognizes Accomplishments at Two Superfund Sites Moving Off the Administrator's Emphasis List

Wilmington, Mass. (April 1, 2019) — Today, the U.S. Environmental Protection Agency (EPA) announced significant accomplishments at two Superfund sites on the Administrator's Emphasis List of Superfund Sites Targeted for Immediate, Intense Action (Administrator's Emphasis List). After achieving critical short-term milestones, the **Madison County Anschutz Mine, Fredericktown, Missouri and Tar Creek, Ottawa County, Oklahoma** were removed from the list. One site – **Olin Chemical, Wilmington, Massachusetts** – was added to facilitate cleanup and redevelopment activities. With this update, there are a total of 15 Superfund sites on the list, and a total of 13 sites have been removed from the Administrator's Emphasis List since December 2017 because the short-term milestones were achieved.

“Removing Madison County Anschutz Mine and Tar Creek from the Administrator's Emphasis List and adding Olin Chemical demonstrate EPA's continued progress in accelerating cleanup activities that protect human health and the environment while revitalizing local communities,” said **EPA Administrator Andrew Wheeler**.

“The cleanups at these sites further the commitment EPA made in the federal *Lead Action Plan* to address lead contamination at Superfund sites and reduce exposure to residents.”

The **Madison County Anschutz Mine** was placed on the Administrator’s Emphasis List to promote the timely implementation of a property-wide cleanup of historical surficial mine waste contamination proposed by the new owners, which will also allow for the beneficial re-use of the property and potentially create significant economic benefit for the local community. The new property owners intend to re-open a former cobalt mine, which could employ hundreds of residents. EPA and the new owners signed an Administrative Settlement Agreement and Order on Consent to conduct the work. Sitewide, the EPA has completed the remediation of over 626,000 cubic yards of soil at more than 1,900 residential properties in and around Fredericktown, in addition to cleaning up approximately 87 acres of mine waste. EPA’s response actions have resulted in a significant reduction of elevated blood lead in children throughout Madison County where the percentage has dropped from around 27 percent in 1996, to less than 2 percent today.

EPA released a draft strategic plan to advance the cleanup of the **Tar Creek Superfund site** on March 11, 2019. The release of the strategic plan fulfills two major milestones identified for the site on the Administrator’s Emphasis List. The first milestone required identification and evaluation of opportunities to accelerate site cleanup. The second milestone compelled EPA and the Bureau of Indian Affairs to work with the Quapaw Nation to establish the tribe’s ability to establish institutional controls on their properties. Some near-term cleanup actions include the partial deletion of up to 5,000 acres, amending the 2008 record of decision for mining waste, and issuing a new record of decision for the watersheds. Long-term actions include exploring innovative technologies to expedite the cleanup and identifying additional re-use opportunities. Prior cleanup activities at the site resulted in a significant reduction of elevated blood lead levels in children from 35 percent to 4 percent.

The **Olin Chemical Superfund site** was added to the Administrator’s Emphasis List with the goal of expediting the selection of a remedy to remediate soil, surface water, and areas of highest groundwater contamination. EPA also hopes to work cooperatively with developers and local officials regarding potential reuse plans for the former Olin property. The site was originally added to the National Priorities List in April 2006. Under the Trump Administration, the Superfund program has reemerged as a priority to fulfill the EPA’s core mission of protecting human health and the environment.

Background

EPA established the Administrator’s Emphasis List in December 2017 in response to recommendations from EPA’s Superfund Task Force. Each site on the Administrator’s Emphasis List has a short-term milestone to provide the basis for tracking progress at the site. EPA will consider removing a site from the list once the milestone is achieved. Removal from the Administrator’s Emphasis List does not change the site’s status on the National Priorities List.

EPA remains dedicated to addressing risks at all Superfund sites, not just those on the Administrator’s Emphasis List. The Superfund Task Force Recommendations are aimed at expediting cleanup at all Superfund sites. EPA continues to accelerate progress at Superfund sites across the country.

The updated Administrator’s Emphasis List is available on the agency’s website at

<https://www.epa.gov/superfund/superfund-sites-targeted-immediate-intense-action>

The latest information on the work of the Superfund Task Force is available at

<https://www.epa.gov/superfund/superfund-task-force-recommendations-2018-update>

Administrator Wheeler and Special Counsel Peter Wright have recused themselves at this time from participating in any of these particular matters that involve any of their former clients or former employers in the preceding two years.

Emily Bender
U.S. EPA New England
5 Post Office Sq
Boston, MA 02109
Mail Code 01-3

Office: 617-918-1037
Cell: 857-366-0397



TOWN OF WILMINGTON

**121 GLEN ROAD
WILMINGTON, MA 01887**

**OFFICE OF THE
TOWN ACCOUNTANT**

**VOICE (978) 694-2029
FAX (978) 658-3334
EMAIL mmorris@wilmingtonma.gov**

April 5, 2019

To: Board of Selectmen

Re: Finance Director/Town Accountant Screening Committee

The recently formed Finance Director/Town Accountant Screening Committee has met on several occasions during the past two weeks. In addition to myself the Committee includes the Town Manager, the Assistant Town Manager and Jonathan Eaton as the representative of the Board of Selectmen. At our first meeting I was chosen to be chair of the Committee.

As outlined in the report completed by the Commonwealth of Massachusetts, entitled the Local Government Workforce Skills Gap Report, there continues to be a shortage of municipal professionals. The shortage in fields related to municipal finance is particularly acute. Due to a shortage of applicants the job posting remained open longer than originally planned, in hopes that the number of applicants would increase. We also discussed the position with other municipal finance officials at various meetings and at the March Town Accountants School.

Ultimately we received ten applicants and determined that three had had a reasonable level of experience, and were deserving of interviews. As we felt that it would have a detrimental effect on the number and quality of the applicants we have not made the names of the applicant's public at this time. The Finance Director/Town Accountant Screening Committee conducted interviews on April 3rd and 4th. Following the interviews we discussed the applicants and believe that two applicants are quite capable of filling the position.

As filling this position is considered a high priority, the candidates recommended for consideration likely have or will have opportunities in other communities and my retirement is scheduled for early July, the screening committee recommends the Board of Selectmen discuss conducting interviews, ideally for the week of April 15th. Such a schedule would enable the Board to discuss an offer of appointment at your April 22nd meeting.

Please feel free to contact me or any other member of the committee, I will be available to answer any questions you may have.

Michael Morris
Town Accountant

cc: Jeffrey Hull, Town Manager
Kerry Colburn-Dion, Assistant Town Manager



Wilmington, Massachusetts

INTER-DEPARTMENTAL COMMUNICATION

FROM THE TOWN MANAGER

April 5, 2019

TO: Board of Selectmen

RE: Ledges 40B Project

Concerns have been expressed about the impacts of the planned Ledges 40B project on Wilmington streets and residential areas. 1042 Main Street, Woburn, the location of the project is approximately 2,000 feet or nearly a half mile south of Old Main Street. The site currently is fenced off and had vehicles parked inside the fenced area. There is no indication that construction on the site will lead to parking of either personal vehicles or construction equipment on Old Main Street. While there is currently no parking restriction along Old Main Street, vehicles are parked along portions of the street with some regularity and presumably are associated with the Wilmington businesses in that area. Currently, the planned development of the Ledges 40B project does not appear to prompt the need for parking restrictions on Old Main Street. In the event parking or staging of vehicles from the project in Woburn becomes a problem, the Board could take up the matter at a future meeting and provide opportunity for businesses along Old Main Street to offer comment prior to making a decision.

The attached traffic circulation page and map, provided by the City of Woburn, indicate that the truck routes will be either Route 38 south to Route 128 or Route 38 north to Eames Street to Woburn Street to Lowell Street to Interstate 93. Weight restrictions exist on the bridge over the MBTA commuter rail tracks on Route 38 near Town Park. The attached information from Town Engineer Paul Alunni confirms the restrictions as being 16 tons for a 2 axle vehicle, 18 tons for a 3 axle vehicle, and 25 tons for a 5 axle vehicle. There are no posting restrictions on the Eames Street Bridge.

Truck exclusion signs have been posted, removed and reposted along Woburn Street over the past 20+ years. However, the Town has not taken the formal steps necessary to obtain a legally enforceable truck exclusion. The following information, which is taken from the "Massachusetts Amendments to the Manual On Uniform Traffic Control Devices" is required to be submitted to the Massachusetts Department of Transportation (MassDOT):

Before the Department can consider an exclusion proposal, the following data must be submitted by the municipality:

- A. *A twenty-four hour consecutive count of all vehicles using the subject street. (If the exclusion is requested for only twelve hours, a twelve-hour count will suffice.) The count shall be broken into one-half hour intervals showing: (1) Commercial vehicles with a carrying capacity over 2½ tons (2) Other vehicles*

- B. *Map of the area, with the excluded street marked in red, the alternate route in green.*
- C. *Physical characteristics of excluded and alternate streets in question, i.e, length, width, type and condition of surface and sidewalk.*
- D. *Types of buildings or property abutting street (Residential, Business, School, Playground, etc).*
- E. *Zoning of Street (Residential, Industrial, etc.).*
- F. *Proximity of probable alternate route to the proposed excluded route and the additional distance to be traveled using the alternate route.*
- G. *Types of traffic control existing on street.*
- H. *Hours during which exclusion is to be in effect.*
- I. *A written statement from the municipality as to the need for the exclusion, and acknowledgement of acceptance of the responsibility for installation and maintenance of appropriate signage.*

EXEMPTIONS: Exclusions shall not apply to heavy commercial vehicles going to or coming from places upon said streets for the purpose of making deliveries of goods, materials, or merchandise to or similar collections from abutting land or buildings or adjacent streets or ways to which access cannot otherwise be gained; or to vehicles used in connection with the construction, maintenance and repair of said streets or public utilities therein; or to Federal, State, Municipal or public service corporation owned vehicles.

Authorization for the formal exclusion comes from MassDOT which can take several months.



Jeffrey M. Hull
Town Manager

cc: Michael J. Woods, Public Works Director
Joseph A. Desmond, Acting Police Chief

4. Circulation – Traffic & Parking

The construction team is committed to minimizing the impact of all construction traffic (trucks, deliveries, personnel, etc.) on the surrounding neighborhood.

To ensure the construction teams commitment, prior to the start of construction, the team will distribute a construction schedule to the Inspectional Services Department and the Police Department. If construction work creates an excessive burden on current traffic patterns, the team will coordinate necessary police details with the Police Department.

- a. *Construction Vehicles/Equipment* – All construction vehicles shall enter and exit the site from Main Street. In the event that large equipment moved on/off site outside of normal business hours require that roads will be closed, the community will be given 48 hour notice via email. The following map depicts the construction Vehicles/Equipment Traffic Plan.
- b. *Truck Routing* - The design team has researched vehicle weight and size restrictions for the major truck routes to and from the site. The only restriction that was identified was for a weight restricted bridge on Route 38 over the MBTA tracks in Wilmington, MA. As a result of this deficient bridge, trucks weighing over 25 tons are restricted along Route 38 between Eames Street and Butlers Row / Cross Street. A designated truck route between I-93 and the site has been established, which does not require travel along this weight-restricted roadway. Figure 1 provides a graphical depiction of the proposed truck routes in relation to the weight-restricted roadway. The section of Main Street (Route 38) between Dexter Avenue and Elm Street is maintained by the City of Woburn. Eames Street, Woburn Street, and Lowell Street (Route 129) west of West Street are maintained by the Town of Wilmington. All other roadways along proposed truck routes are under the jurisdiction of MassDOT.



Not to Scale

Ledges at Woburn - Woburn, MA

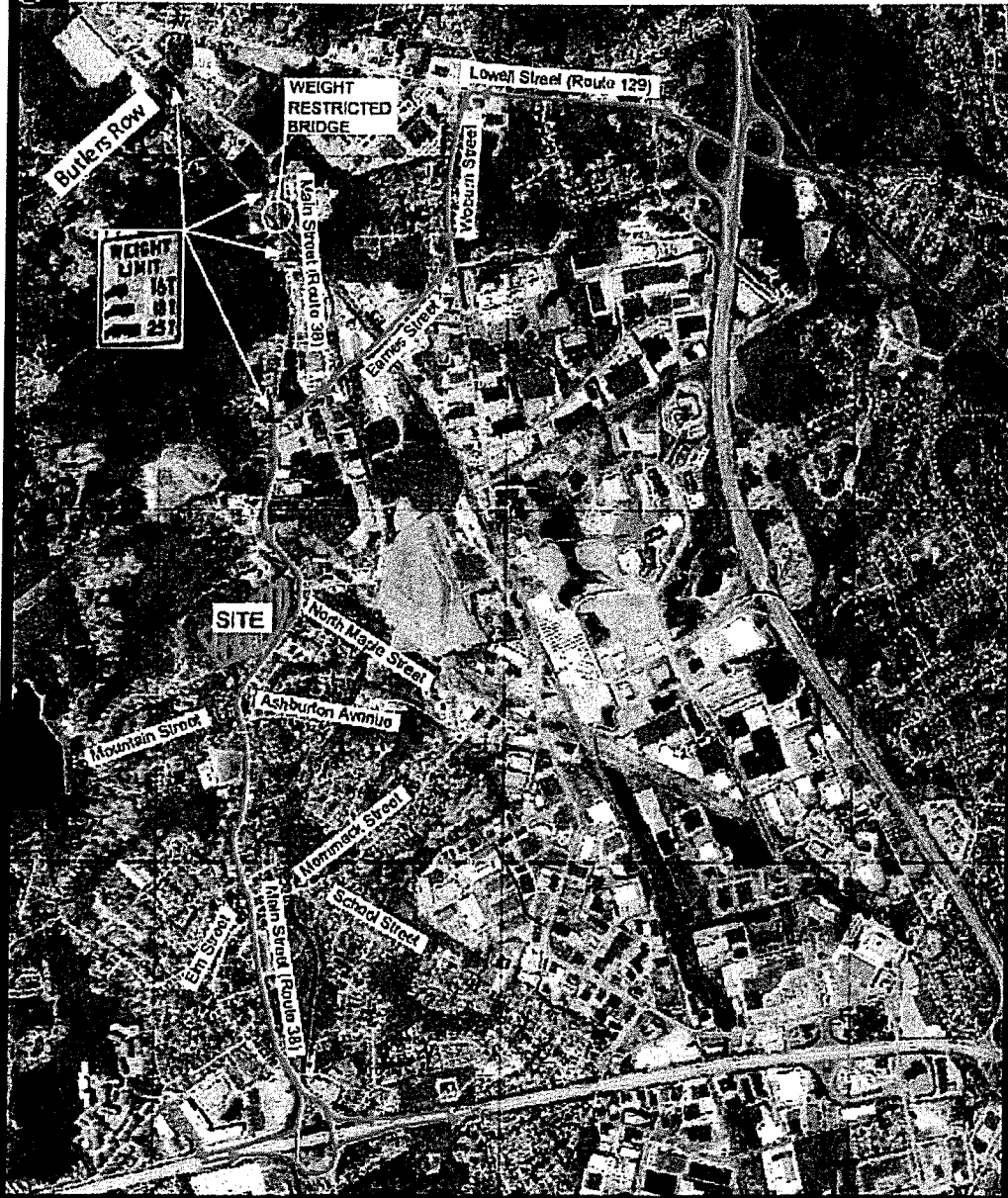


Figure 1

Proposed Truck Route

 Proposed Truck Route
 Alternate Truck Route

TEC

Jeffrey Hull

From: Paul Alunni
Sent: Friday, March 29, 2019 4:00 PM
To: Jeffrey Hull
Cc: Michael Woods
Subject: RE: Bridge Ratings

Jeff,

I've received the bridge rating reports from MassDOT for both bridges identified in your email. A copy of each report is available electronically, however they are very large files, so I transferred them onto a flash drive and will drop that off to you. The following is a summary of each:

Main Street Bridge over MBTA (W-38-002):

Bridge rating report prepared by GPI, dated June 2014. Based on the Bridge Rating Report, GPI determined that the bridge shall be posted as:

Type "H" (2-axles)	16 Tons
Type "3" (3-axles)	18 Tons
Type "3S2" (5-axles)	25 Tons

Eames Street Bridge over MBTA (W-38-001):

Bridge rating report prepared by FST, Inc., dated February 2004. Based on the Bridge Rating Report, FST determined "no posting" was required for this bridge. As such, the allowable load rating is the inventory rating for the bridge which is:

Type "H" (2-axles)	22.4 Tons
Type "3" (3-axles)	40.7 Tons
Type "3S2" (5-axles)	64.6 Tons

My understanding is that a faction of the State police is responsible for enforcement.

Please let me know if you'd like any additional information.

Thanks, Paul

Paul M. Alunni, PE
Town Engineer
Town of Wilmington
121 Glen Road - Room 7
Wilmington, MA 01887

Phone: 1 978 658 4499
Fax: 978 658 6722



TOWN OF WILMINGTON

DEPARTMENT OF PUBLIC WORKS

interoffice memorandum

To: Jeffrey M. Hull, Town Manager
From: Jamie Magaldi, PE, MCA, Operations Manager *JM*
Subject: Vegetation Management Plan Renewal
Date: March 29, 2019
Cc: Michael J. Woods, Director of Public Works

As discussed with the Selectmen on January 22, 2018, The Department of Public Works (DPW) has seen an increase in roadside growth over recent years and mechanical control methods alone (string trimmers, mounted flail mower, and hand cutting) have not been able to keep up with the rate of growth across Town. As a result, roadside weeds have greatly impacted intersection sight distance, travel lane width, and pedestrian paths throughout Wilmington Right of Ways.

In an effort to improve the current level of service in mitigating roadside vegetation and help minimize traffic exposure risk to town workers, the DPW has submitted a renewed 5-year Draft Vegetation Management Plan (VMP) to the Massachusetts Department of Agricultural Resources (MDAR). As required by 333 CMR 11, the plan is required in order to apply EPA approved herbicides to Rights of Way as part of an integrated annual roadside weed and overgrowth maintenance program. The VMP, which covers calendar years 2020-2024, defines target vegetation and sets restrictions for the responsible use of herbicides around sensitive environmental areas.

As required by the regulation, the plan will be available for public comment until May 24, 2019. The regulation also requires a public hearing be held to provide a forum for public comment. MDAR has scheduled the hearing for **Thursday May 23, 2019 from 11:00 am to 12:30 pm in Room 9 of Town Hall**. Once the VPM is approved by MDAR, the DPW commits to creating and maintaining a Yearly Operations Plan (YOP) for each of the 5 years of the VMP. Each YOP is also open for public comment prior to approval by MDAR.

The DPW hopes to continue upon the success of the previously approved VMP which covered calendar years 2014-2018. Assuming the MDAR issues approval of the VMP renewal after the public comment process, the DPW will be on schedule for calendar year 2020 to resume responsible herbicide use as part of our ongoing roadside weed and overgrowth maintenance program.

REMOVED - DOWN MANAGER



19 APR -3 AM 11:44

March 30, 2019

10000
WILMINGTON MASS

Board of Selectmen
Town of Wilmington
121 Glen Road
Wilmington, MA 01887

Re: Acorn TV

Dear Chairman and Members of the Board:

We are committed to keeping you and our customers informed about changes to Xfinity TV services. Accordingly, please note that as of May 2, 2019, the monthly rate for Acorn TV will change from \$4.99 to \$5.99 per month. This price change is due to an increase in programming costs from Acorn TV.

We are notifying customers who currently subscribe to Acorn TV through bill messages.

Please feel free to contact me at 781-769-5986 if you have any questions.

Very truly yours,

Catherine Maloney

Catherine Maloney, Sr. Manager
Government Affairs