

Select Board Meeting

July 7, 2022

In attendance: David Dufresne, Chair; Rich Eichacker, vice-chair; Derick Veliz, Clerk; Jim Ferrera, Town Administrator; Karen Dusty, Administrative Assistant

1. **Call Meeting to order: 6:01 PM**
2. **Pledge of Allegiance:**
3. **Board of Health request to meet with the Board:** Brianna from the Board of Health let the Board know that in the future that it will be against the law to put any textile in your garbage. She has been in touch with a company called CMRK that furnished textile boxes to towns so that the residents can discard the textiles. They would like to meet with the Board to explain more about the boxes and their services. We scheduled them to come on July 28, 2022, Select Board meeting.
4. **Discussion about what we can do with the Quaboag Levee to get back into compliance:** Mr. Dufresne wanted to get a plan going about the Levee and getting compliance. That there are things with can do with very little cost that will help us get closer to be complying. The reason that we need to comply is that if the Levee breaches we are responsible for fixing it which is a large cost to the town and the town cannot afford, but if we bring it to compliance the Corp of Engineers will be responsible for the fixing of the Levee. There are things that were done to the levee that we didn't give permission to have done and needs to be put back or get the okay to have from the Corp. Mr. Eichacker said that maybe the guys at the Corp. can give us a place to start. If we show that we are working on getting stuff done, they will be happy. Mr. Dufresne said that the Corp. just wants to see come progress. For example, sand and sandbags and equipment to help if the Levee breaks. The vegetation cleaned up; the values worked. I think some of this we can do but others we need to hire a company to handle. At least at first. Let gets some cost of this and start working on it. We might be able to use ARPA funds.
5. **Municipal Vulnerability Plan extension:** Mr. Eichacker made a motion to accept the extension for the Municipal Vulnerability Plan extension. Mr. Veliz 2nd AIF Passed and signed.
6. **Rich Eichacker appointment to the Board of Selectmen alternate to the Central MA Regional Planning Commission:** Mr. Dufresne made a motion to appoint Richard Eichacker to the Board of Selectmen alternate to the Central MA Regional Planning Commission. Mr. Veliz second it. Mr. Dufresne and Mr. Veliz voted "yes" to approve the appointment; Mr. Eichacker abstained.
7. **Warrants & Bills:**
 - a. Mr. Eichacker made a motion to pay the following Warrants: after they were read Mr. Veliz 2nd AIF Passed

i. FY22 109	Payroll	\$42,041.43
ii. FY23 1	Retirement	\$499,592.00
iii. 2	Payroll	\$4,534.44
iv. 3	Veterans Payment July	\$4,803.66
 - b. Mr. Eichacker made a motion to pay the following Bills for FY 2022; After they were read Mr. Veliz 2nd AIF Passed.

i. WB Mason	\$589.51
ii. WB Mason	\$35.48
iii. WB Mason	\$58.30
iv. All Star Trophies & Awards	\$50.00

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|-------|----------------------------|------------|
| v. | KP Law | \$822.95 |
| vi. | Central MA EMS Corp. | \$132.00 |
| vii. | EZ True Value | \$19.47 |
| viii. | Verizon | \$134.65 |
| ix. | C2 MA Adams II, LLC | \$920.39 |
| x. | C2 MA Adams II, LLC | \$1,249.48 |
| xi. | Toomey Water Services, Inc | \$175.00 |
| xii. | Turley Publications, Inc | \$119.74 |
- c. Mr. Eichacker made a motion to pay the following Bills for FY 2023; after they were read Mr. Veliz 2nd AIF Passed
- | | | |
|------|---|------------|
| i. | Northeast IT | \$2,243.00 |
| ii. | B-G Mechanical for July & Aug maintenance | \$938.33 |
| iii. | Custom Drug Testing | \$100.00 |
8. **Minutes:** Mr. Eichacker made a motion to approve the corrected minutes for 6/23/22 Mr. Veliz 2nd AIF accepted. Mr. Eichacker made a motion to approve the corrected minutes for 6/30/22 Mr. Dufresne 2nd AIF Passed
9. **New Business: NONE**
10. **Old Business:** Mr. Dufresne wanted to know if the active shooter plans were going to be up to speed when the students get back in school. Do we have a list of the “Go Bag” items for the police and fire and do they know how to use them? Chief Lavoie stated that no communication with the school, but the “Go Bags” items are being priced and will get with Jim Ferrera to let him know the costs.
11. **Town Administrator Report:**
- a. Had our first department head meeting and it went well. Had some good discussions. Looking forward to having one a month.
 - b. EDA met with the Treasurer and Accountant moving right along with the ACH account to get the funds. Got what they were looking for and sent it off.
 - c. Working with the Police Chief to get two new officers. We had interviews today and some tomorrow and over the weekend.
 - d. Ralph the new Chief Operator at the wastewater treatment plant is starting Aug. 1st.
12. **Comments and Concerns:**
- a. Jeremy Olson the Highway Surveyor said that they were just about ready for paving on Bragg Road and then onto Bemis and right after that Coy Hill. The work is going forward. They were looking for a new truck because of the one that died on them last winter and they found one from the Greenfield Housing Authority. They wanted more money than we could pay but I just got word that they accepted our offer. This will be used mainly for Parks and the Cemetery. We started the repair on our woodchipper so we can start picking up the wood. National Grid has hired a company to come out and trim trees along several road and will be doing so for a couple more weeks.
 - b. Touch a truck this Friday at Dean Park, there should be lots of big truck to see. Fire is having some and Highway is bringing trucks for the kids to get in.
13. **Correspondence:**
- a. Municipal Viability Planning’s tour is on the 13th at 10:00 and 6:00 if we have people sign up. This is open to the public.

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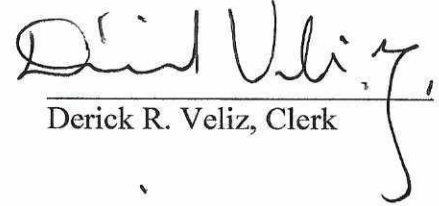
- b. "Bragg road took a beating on this last storm, but it held up better than I thought it would", reported Jeremy Olson. "But if we get another storm, it will still cause problems until we get it paved next week."
- c. Correspondence from the state about the closing of Cornerstone Bank came in this afternoon at 5:30. They will be closing. We fought a good fight to keep it opened but the Division of Bank couldn't stop it from closing. They will not have a bank lose money just to stay open.

14. Next Meeting Date: July 14, 2022, 6 PM

15. Adjourn: Mr. Eichacker made a motion to adjourn 2nd by Mr. Veliz AIF Adjourned 7:36 PM

Respectively Submitted by:

Karen Dusty Administrative Assistant


Derick R. Veliz, Clerk



**DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NEW ENGLAND DISTRICT
696 VIRGINIA ROAD
CONCORD MA 01742-2751**

June 15, 2022

Engineering Division

Mr. David Dufresne
Chairman, Board of Selectman
48 High Street, P.O. Box 609
Warren, MA 01083

Dear Mr. Dufresne:

Thank you for hosting and participating in our project walk-through and inspection on 5 May 2022. We greatly appreciate the engagement and input from the Board of Selectmen and other Town representatives. The purpose of this letter is to provide the results of our FY2022 inspection of the Quaboag River Left Bank Flood Damage Reduction (FDR) System, West Warren, Massachusetts.

The Levee Safety Program mission is to ensure levee systems provide benefit to the Nation by working with sponsors and stakeholders to assess, communicate, and manage the flood risks to people, property, and the environment from inundation associated with the presence of levee systems. As a result, the U.S. Army Corps of Engineers (USACE) Levee Safety Program (LSP) has moved towards a more comprehensive framework to managing the risks associated with living/working behind a levee system. The risk framework encompasses three key steps: Risk Assessment, Risk Communication, and Risk Management. Below is a summary of the fundamental elements of each step in the risk framework:

RISK ASSESSMENT – The assessment of the risk involves two components, identification, and estimation of the risk. USACE's inspection (routine and periodic) program is primarily used to identify the risks to the levee systems. USACE's levee risk assessment program is used to preliminarily screen and assess the key risk drivers for each levee system.

RISK MANAGEMENT – Risk management is the activity in which risk management measures are identified, evaluated, implemented, and monitored. The purpose of risk management is to take actions to manage risks effectively and efficiently by optimizing funding and resources. It encompasses activities related to making risk-informed decisions, prioritizing evaluations of risk, prioritizing risk reduction activities, and making program decisions associated with managing a portfolio of levee systems. The risk

management process emphasizes an ongoing and iterative process and the necessity of adapting to new information.

RISK COMMUNICATION – The risk of living behind a levee system involves all stakeholders and risk communication focuses on communicating the nature of the risk, the uncertainties in the risk assessment, and the risk management options.

Please find below a detailed summary of all levee safety activities related to the Quaboag River Left Bank FDR System located in West Warren, Massachusetts.

RISK ASSESSMENT

USACE plans to use risk assessments and risk-informed decision making to prioritize life safety risks for its own levee safety activities and to use risk assessments as a basis for communicating risk so levee sponsors and other stakeholders can make more informed decisions. Putting levees in a risk context is a consistent and credible way to prioritize actions in a time of constrained resources. To place levee systems in a risk-informed context, it is important to know how levees are expected to perform and what the potential consequences of non-performance would be.

Summarized below are the results of the key risk assessment activities performed during Fiscal Year (FY) 2022.

a. Risk Identification

Routine Inspection

The routine inspection (RI) of the Quaboag River Left Bank FDR System, was conducted on May 5, 2022, as part of our project walk-through. The FDR System components (e.g., floodwalls, levee embankments) and associated rated items (e.g., concrete surfaces, rutting) were evaluated based on the general criteria outlined in the USACE levee inspection checklist. Each of these items is rated “acceptable”, “minimally acceptable”, or “unacceptable”. The system rating is derived from the ratings of the individual system components.

The Quaboag River Left Bank FDR System was rated as Unacceptable. The unacceptable rating means that deficiencies were identified that require immediate attention and may prevent the system from performing as intended during the next significant flood event or one or more serious deficiencies that were previously rated as minimally acceptable were not corrected within 2 years or another timeframe established by USACE.

The Quaboag River Left Bank FDR System has been determined to be Ineligible in the Rehabilitation Program based on the results of this inspection. Please refer to the Interim Eligibility Checklist for the specific items used to make the determination.

The deficiencies that form the basis for the system rating are summarized below. However, the inspection report must be reviewed in its entirety to gain a proper appreciation of the required work effort to formulate a realistic labor and cost schedule. Please note that the deficiencies reflect the condition of the system at the time of the inspection and may not reflect work that has been performed in the period between the inspection and the issue date of the report.

Items rated Unacceptable

Levee Embankments:

- The South Street Bridge superstructure and piers were replaced in about 1980 and alterations were made to the FDR System. USACE does not have a record of review of approval for this work. The original system included a stone floodwall around the original bridge pier on the south bank of the river, an earthen dike from the east end of stone floodwall to the corner of the building east of South Street, and an earthen dike from the west end of the stone floodwall to the South Street Bridge abutment. The stone floodwall appears to have been removed and the dikes appear to have been removed or altered during the bridge pier replacement. USACE contacted the Massachusetts Department of Transportation (MassDOT) and was able to obtain a copy of the structural drawings for the bridge, but MassDOT was unable to locate and provide record drawings for the grading plan and system alterations beneath the southern span of the South Street Bridge. We recommend that the Town perform a topographic survey beneath the existing bridge and along the limits of the original earthen dike and stone floodwall to determine if the grade has been lowered below the original grade and to determine if any of the riprap along the channel was removed as part of the work. Once the survey is completed, provide the findings to USACE and work with USACE to determine if an engineering evaluation is required to assess whether the new bridge pier construction negatively impacted the integrity of the FDR system or if restoration of the original earthen dike is required.

Floodwalls:

- An undocumented concrete sluice gate structure is located riverward of the I-wall, east of the pump house. The Record Drawings for this location show an existing stone wall along the riverbank, but no concrete sluice gate structure. It appears that the sluice gate structure was installed after FDR system, and it is not known if a conduit or other penetration associated with this structure passes beneath the floodwall. However, based on observations during our inspection, it appears that this structure may serve as a pump house intake structure to replace the original intake pipes in the river. A portion of the steel cover over the concrete structure was raised to observe the interior of the concrete structure. Two pipes appear to exit the concrete structure toward the pump house and not toward the floodwall. USACE does not have

a record of the structure construction and pipe installation, and it is unknown if the floodwall was modified to accommodate installation.

If possible, obtain as-built drawings and specifications for the concrete structure and associated piping along with details of any modifications to the FDR system. Otherwise, investigate the concrete structure and piping further to determine the piping alignment and full limits of the concrete structure.

Provide USACE with an engineering evaluation of these structures demonstrating that they do not negatively impact the FDR system and apply for a variance.

- The 6-inch pipe drain, and sump installed below the basement floor slab in Building 7 (shown as Building No. 11 on USACE project Record Drawings) have not been inspected in past five years, and the 80 gallon per minute (gpm) portable pump was not found during the inspection. Visually inspect sump and video inspect 6-inch pipe drain. Provide USACE with inspection results and status on the 80-gpm pump.
- More than 1.6 feet of soil over about a 75-foot length was removed from the landside face of floodwall near the Atlantic Furniture building during Summer of 2021, and the excavated area was paved. The floodwall is an I- type wall and wall stability and capacity are highly dependent on support from the soil against the wall and the soil weight at the landside face of the wall. Even minor excavations can significantly reduce wall stability and load capacity. This work was not approved by USACE. Perform an engineering evaluation to demonstrate that the wall will remain stable and have adequate structure capacity, with appropriate safety factors, during the design flood, and apply for a variance. Otherwise, restore the area to the original grade using fill having a similar gradation and compaction as the material that was removed.

Interior Drainage:

- There are four 12-inch CIP-type, one 12-inch AC-type, five 4-inch CIP-type, two 8-inch CIP-type, and one 8-inch tile-type interior drainage pipes in the system that require inspection. These have not been video inspected in the past five years. Perform video inspection of all penetrations and drainage structures and provide USACE with results.
- There are five flap valves in Building Nos. 8 and 9 (formerly Building No. 7) and one through the dike between Building No. 7 (formerly Building No. 11) and the South Street Bridge pier footings. In addition, there are five post indicator valves in Building Nos. 8 and 9 (formerly Building No. 7) and one 8-inch CIP-type pipe with a gate valve. In accordance with the O&M manual these flap and gate valves are to be examined, oiled, and trial operated every 90 days.

- Headrace sluice gates have not been exercised or maintained in accordance with the O&M Manual. Exercise gates and perform maintenance in accordance with the O&M Manual.
- The sump pit cover in Building No. 7 (formerly Building No. 11) is severely corroded and may pose safety risk to personnel.

Additional Concerns

- Minimally Acceptable Rated Items: Please refer to the inspection report for all “minimally acceptable” rated items. Please note that failure to correct the noted deficiencies in the inspection report could lead to the item being rated “unacceptable”.
- Semi-Annual Reports: Start submitting semi-annual reports as required by the O&M manual. The reports should include a summary of work performed, significant flood events and any other information pertinent to the operation and maintenance of the system over the reporting period. Reports should be submitted every February and August.
- Emergency Action Plan: Provide USACE with a copy of the current System Emergency Action Plan (EAP).
- During the inspection, the Sponsor expressed concern that exercising the toe drain valves might result in breakage of the valve due to their current lack of maintenance. Ensure the toe drain valves are operable and perform repair and maintenance as required. If they are inoperable and cannot be repaired, the valve should be replaced.
- The sponsor asked about the requirements and process for abandoning portions of the toe drain system. To abandon the toe drain system or valves, the sponsor is first required to submit an engineering analysis to USACE for review and approval demonstrating that the toe drains are not needed and that the FDR System is expected to function as designed during the design flood event. If USACE agrees that the toe drains are not required, the sponsor is required to submit an abandonment plan to properly abandon the toe drains by completely filling with flowable fill or grout or by completely removing the toe drain piping and backfilling the excavations using materials and methods approved by USACE.

b. Risk Estimation

There are potential life safety and economic risks associated with living and working behind any levee system (riverine or hurricane barrier), regardless of how well the system was designed, constructed, and maintained. For example, all levee systems have potential risks associated with overtopping. Unlike dams that are designed to not be overtopped, levee systems are designed for specific water levels associated with a

design event. As a result, it is possible for a levee system to experience water levels above the design water level and be overtopped.

The Corps of Engineers assessed the Quaboag River Left Bank FDR System in 2014 using a screening level risk estimation tool. The purpose of the risk estimation is to identify and estimate the key risk drivers for every levee system. The purpose of the risk estimation was to evaluate the magnitude of potential risk to the public associated with a number of potential failure modes commonly associated with levee systems and to identify any potential risk drivers that require action to mitigate the risk. The inspection program in combination with the risk estimation tool provide valuable information to all stakeholders involved in managing the flood risk of a levee system.

Overall, the Quaboag River Left Bank FDR System provides a significant value to the town of Warren with people living and working behind the system. A potential failure of the system could result in economic damages up to \$1,275,000 and could involve loss of life. The FDR System has never been fully loaded and has never been partially loaded to more than 25% of its capacity. Therefore, there is little to no performance history during a flood event. The screening level risk assessment identified the key risk drivers listed below that require action. The key risk drivers requiring action are grouped into the three key elements of risk:

Hazard (Quaboag River):

- No identified risk drivers.

Performance (Levee System including all pertinent structures):

- Uncertainties about the stability of the floodwall due to the unauthorized sluice gate structure and due to the 2021 excavation and paving on landside of floodwall near the western end of the project.
- Uncertainties with the performance of the sluice gate structure for the headrace during a flood event. The sluice gates have not been operated or maintained, and the condition of the gates is unknown.
- Uncertainties associated with grade modifications beneath the South Street Bridge during the 1980 bridge replacement. If the grade has been lowered beneath the bridge, the west wall of the adjacent building could be loaded during a significant flood event and breach, causing structural damage to the building, allowing floodwaters into the building.
- Uncertainties with how the toe drain systems will perform during a flood event due to their condition being unknown.

Consequences:

- Lack of community awareness relative to flood risk could lead to life loss and property damage.
- Lack emergency evacuation effectiveness could lead to life loss.

RISK MANAGEMENT

Risk management involves the three key elements of risk: hazard, performance, and consequence. Therefore, the reporting of the risk management activities will be grouped based on the element of risk in which they aim to manage.

Based on a review of the pre-inspection form and information contained within the semi-annual reports, the following risk management activities should be performed:

Management of the Hazard:

- Not Applicable

Management of Performance:

- To reduce uncertainty about the floodwall stability, evaluate the impacts of the unauthorized sluice gate structure and 2021 excavation, and provide mitigation measures to reduce the risk of floodwall instability during a flood event.
- To reduce the uncertainty, perform a condition assessment of the sluice gates and repair as needed.
- To reduce the uncertainty, obtain copies of the South Street Bridge as-built drawings and survey the grades beneath the South Street Bridge. Evaluate modifications to the levee embankments constructed beneath the original South Street Bridge and review existing grades. Repair the levee embankments and raise the grades as required to prevent floodwaters from reaching the west wall of the adjacent building during the design flood event.
- To reduce the uncertainty, video inspect the toe drain system and assess the condition of all associated valves and repair or replace any damaged components as needed.

Management of Consequences:

- Improve community awareness of the flood risk by communicating to all stakeholders the risks and steps that can be taken to reduce their flood risk.
- Develop and continually update the EAP on a regular basis and consider a tabletop exercise to test the effectiveness of the EAP.

RISK COMMUNICATION

The primary goal of the LSP risk communication efforts is to ensure the levee sponsor understands how information from inspections and risk assessments can best be used to support the development of risk management options and support the levee sponsor in communicating risk and involving other community decision-makers and stakeholders in risk management activities. Risk communication is the open, two-way

exchange of information and opinion leading to a better understanding of the risks and improved risk management decisions. The objective is to foster informed decision-making concerning levee risk.

CLOSING REMARKS

If you have any questions concerning the Quaboag River Left Bank FDR System, please feel free to contact Dan Vellone, Project Manager, at (978) 318-8948 or Kevin DiRocco, Levee Safety Program Manager, at (978) 318-8396.

Sincerely,



David I. Margolis, P.E., PMP
Chief, Engineering Division
Levee Safety Officer

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Digitally signed by
HAMILTON.AMY.M.1274577017
Date: 2022.08.14 16:40:05 -04'00'

Amy M. Hamilton
Chief, Emergency Management

Enclosures

Copy Furnished (with Enclosures):

James Mckeon
Emergency Management Director
48 High Street, PO 609
Warren, MA 01083

Adam Lavoie
Fire Chief
1012 Main Street
Warren, MA 01083

Copy Furnished (w/o Enclosure):

Mr. Dean Savramis, P.E.
Director, Mitigation
Division,
FEMA Region 1
99 High Street, 6th Floor
Boston, MA 02110

Senator Elizabeth Warren,
U.S. Senate
317 Hart Senate Office Building
Washington, DC 20510

Senator Edward Markey,
U.S. Senate
218 Russell Senate Office Building
Washington, DC 20510

Representative Richard Neal (1st MA District),
U.S. House of Representatives
341 Cannon House Office Building
Washington, DC 20515

Subset of Inspection Items for Rehabilitation Program Eligibility Determination

In order to be eligible, all of the following items must be rated A, M, N/A or Yes.

Item numbers listed below refer to their placement in the Inspection Checklist.

Rehabilitation Program Eligibility Determination	
Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Public sponsor provided maintenance information per the Public Sponsor Pre- Inspection Form.
Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	Non-federal levee system meets Initial Eligibility criteria.
If either of the above items is marked "No" the levee system is not eligible.	
Rating	Rated Item
Levee Embankments	
A <input type="checkbox"/> M <input type="checkbox"/> U <input checked="" type="checkbox"/>	3. Encroachments
A <input type="checkbox"/> U <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	4. Closure Structures (Stop Log, Earthen Closures, Gates, or Sandbag Closures)
A <input checked="" type="checkbox"/> M <input type="checkbox"/> U <input type="checkbox"/>	5. Slope Stability
A <input checked="" type="checkbox"/> M <input type="checkbox"/> U <input type="checkbox"/>	6. Erosion/ Bank Caving
A <input checked="" type="checkbox"/> M <input type="checkbox"/> U <input type="checkbox"/>	10. Animal Control
A <input type="checkbox"/> M <input type="checkbox"/> U <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	11. Culverts/Discharge Pipes (This item includes both concrete and corrugated metal pipes.)
A <input type="checkbox"/> M <input type="checkbox"/> U <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	14. Underseepage Relief Wells/Toe Drainage Systems
Floodwalls	
A <input type="checkbox"/> M <input type="checkbox"/> U <input checked="" type="checkbox"/>	2. Encroachments
A <input type="checkbox"/> M <input type="checkbox"/> U <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	3. Closure Structures (Stop Log Closures and Gates)

PL 84-99 Interim Eligibility Checklist

Levee System/Segment: Quaboag River LB – West Warren, MA FY22 Routine Inspection

A <input type="checkbox"/> M <input checked="" type="checkbox"/> U <input type="checkbox"/>	5. Tilting, Sliding, or Settlement of Concrete Structures
A <input type="checkbox"/> M <input checked="" type="checkbox"/> U <input type="checkbox"/>	6. Foundation of Concrete Structures
A <input type="checkbox"/> M <input type="checkbox"/> U <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	8. Underseepage Relief Wells/Toe Drainage Systems
Interior Drainage System	
A <input type="checkbox"/> M <input type="checkbox"/> U <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	9. Culverts/Discharge Pipes
A <input type="checkbox"/> M <input type="checkbox"/> U <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	10. Sluice/Slide Gates
A <input type="checkbox"/> M <input type="checkbox"/> U <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	11. Flap Gates/Flap Valves/Pinch Valves
Pump Stations	
A <input type="checkbox"/> M <input type="checkbox"/> U <input type="checkbox"/>	17. Intake and Discharge Pipelines
A <input type="checkbox"/> M <input type="checkbox"/> U <input type="checkbox"/> N/A <input type="checkbox"/>	18. Sluice/Slide Gates
A <input type="checkbox"/> M <input type="checkbox"/> U <input type="checkbox"/> N/A <input type="checkbox"/>	19. Flap Gates/Flap Valves/Pinch Valves
Rehabilitation Program Status	
Active <input type="checkbox"/>	System meets all interim eligibility criteria, including having received a rating of A, M, N/A or Yes for all subset items and is therefore eligible for rehabilitation assistance.
Inactive <input checked="" type="checkbox"/>	System does not meet interim eligibility requirements.



BOARD OF SELECTMEN MEETING

CHARLES E. SHEPARD MUNICIPAL BUILDING

DATE: 7/7/22

Attendee:

Joseph Kaudrat Jr.

Attendee:

Attendee:

C. Millette

Attendee:

Attendee:

Adam Lavoie

Attendee:

Attendee:

Brianna Dunn

Attendee:

Attendee:

Jeff An

Attendee:

Attendee:

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