



SELECTBOARD AGENDA & MEETING NOTICE

Mon., December 29, 2025

***Indicates item added after the 48 hour posting

bold underlined time = invited guest or advertised hearing
(all other times are approximate)

Location: Town Hall, 2nd floor meeting room, 325 Main Road, Gill

5:30 PM Call to Order (If the meeting is being videotaped, announce that fact. If remote participation will occur, announce member & reason, & need for roll call voting)

Old Business

- Review of Minutes: 3/24/25, 4/7/25, 4/22/25, 5/5/25, 5/20/25, 6/2/25, 6/16/25, 6/30/25, 8/11/25, 8/18/25, 9/8/25, 9/17/25, 10/6/25, 10/16/25, 10/20/25, 11/3/25, 11/17/25, 12/1/25, 12/15/25

New Business

- Highway Department equipment requests
 - Replacement of 1983 Kubota tractor using \$60,817.82 of Chapter 90 funds
 - Application to MassDOT Unpaved Roads Grant for \$246,000 to replace 2010 Komatsu loader with new Caterpillar 930 loader; if grant is awarded, Komatsu to be auctioned as surplus
- Food Concession Trailer License Renewal for 2026
 - Ryan Grandmont's Toasty Buns food truck located at 1 Main Road
- Appointment – Ellen Johnson, 15 Vassar Way, to the Board of Registrars through 6/30/2027
- Good News – Gill Elementary's 6th Grade Class was the MassDOT District 2 winner in the 2025 "Name a Snowplow" Contest in the 5th-8th grade category. Their winning entry is "Thaw Patrol." Kristen Carey is the teacher.
- Great News – CDBG Gill/New Salem Housing Rehabilitation Program was awarded \$630,000 to rehabilitate 9 housing units in the 2 towns. To apply, contact Bridget Phillips at the FCRHRA, 413-223-5203
- Date Change & Reminder – Senator Jo Comerford will attend the Jan. 12th Selectboard mtg (5:30-6:00PM) to:
 - Provide legislative updates
 - Listen to Gill's priorities
 - Answer questions (Ray will send questions to the Senator in advance so she can be prepared)
- Other business as may arise after the agenda has been posted.
- Public Service Announcements, if any
- Warrants
FY26 #13 – Vendors (\$587,393.28) & Payroll (\$41,704.54) – reviewed/signed on 12/15/25
FY26 #14 – review & sign

Adjournment

Other Invitations/Meetings:

Date	Time	Event	Location
Mon 1/12	5:30 PM	Selectboard meeting – Sen. Jo Comerford to attend	Town Hall
Mon 1/19		Dr. Martin Luther King Jr. holiday	
Mon 1/26	5:30 PM	Selectboard meeting	Town Hall

TOWN OF GILL

MASSACHUSETTS



SELECTBOARD MEETING MINUTES

December 1, 2025

Called to Order: The meeting was called to order at 5:30 PM in the 2nd floor meeting room at the Gill Town Hall.

Members Present: Greg Snedeker, Charles Garbiel Members Absent: John Ward

Others Present: Ray Purington, Town Administrator; Tim Batchelder, Kate Savage, Erin-Leigh Hoffman, Pam Lester, and Bill Tomb

Review of Minutes: No minutes were available for review.

Assistant to the Assessors – Search Update: Board of Assessors Chair Bill Tomb and member Pam Lester provided an update on the search for a new Assistant to the Board of Assessors. The position was offered to Danielle Roussel, but she declined for personal reasons. The Assessors are not recommending the position be offered to the other finalist, and instead asked to open a new search, this time for a Principal Assessor. There were no objections from the Selectboard regarding this new search, although it was suggested the posting should include the possibility that someone who has assessing experience but is not certified could apply so long as they are able to achieve certification within a reasonable amount of time.

Advertisements would be placed in local newspapers, on the town website, and the website for the Massachusetts Association of Assessing Officers (MAAO). To help cover the advertising costs for this second search the Assessors will look for funds within their operating budget lines and Purington will see if funds are available from the Selectboard's expense budget. Tupper Brown joined the meeting at 5:45 PM; Lester left at 5:48 PM.

Feedback to Six Town Regionalization Planning Board (STRPB): The Selectboard discussed a memo from Alan Genovese, Chair of the STRPB, in which he provided an update on the Board's activities and requested feedback from the six towns' Selectboards and Administrators on two topics. One feedback topic is whether towns favor pursuing a legislative change or special legislation that would allow all towns to hold a ballot election on the proposed regional agreement(s). The current law requires Montague to hold its vote as a town-wide ballot election because it has a representative town meeting. The other five towns must vote at a town meeting. A Bernardston representative to the STRPB suggested ballot elections in all towns will feel more inclusive and a consistent approach across all towns will be perceived as fair and equal. However, the timeline may be too long for either a change to the existing law or a home rule petition from all five towns to be enacted in time for votes in the 2026 town elections. There was consensus to support changes to allow a ballot election in all towns and Snedeker will relay this to the STRPB.

The other topic for feedback was whether the towns should vote on a single 6-town regional agreement or vote on two regional agreements, one for 6 towns and one for 5 towns. There has been an indication from Warwick's Selectboard of a strong desire for their town to retain its own school district, especially given how hard the town fought to leave the Pioneer district several years ago. By having the other towns vote on 6- and 5-town regional agreements, in the event Warwick's voters turn down the 6-town agreement there would still be a chance a 5-town agreement is approved in the other five towns, and the Pioneer and Gill-Montague districts could merge as a new district. Voting on multiple regional agreements is allowed by statute. There was consensus to support voting on 6- and 5-town versions of the regional agreement and Snedeker will relay this to the STRPB.

Warrants: The Selectboard reviewed and signed the FY 2026 warrant # 12 with totals of \$37,844.91 for vendors and \$34,118.24 for payroll.

The meeting adjourned at 6:15 PM.

Minutes respectfully submitted by Ray Purington, Town Administrator

John Ward, Selectboard Clerk

TOWN OF GILL

MASSACHUSETTS



Highway Department

Capital Project Request for Approval

Replacement of 1983 Kubota Tractor Using Chapter 90 Funding

Submitted by: John Miner, Town of Gill Highway Superintendent

Date: 12/19/2025

Executive Summary

The Town of Gill Highway Department seeks formal approval to replace its 1983 Kubota Tractor Model 5950DT using Chapter 90 funding. The existing equipment, after 42 years and 6,255 operational hours, has become increasingly unreliable due to the scarcity of replacement parts and mounting repair challenges. The proposed purchase is a new Kubota M7060 Utility Tractor, which will seamlessly integrate with our current attachments, support essential maintenance activities throughout the year, and help ensure continued reliability and operational excellence in municipal highway services.

Background and Justification

Our current tractor, purchased in 1983, has served the department faithfully for over four decades. However, as of today, the machine's operational reliability is compromised, and ongoing repairs are hindered by necessary parts not being readily available. The need for a replacement has been recognized for two years and is supported by the Capital Improvements Planning Committee (CIPC). The CIPC voted for its recommendation on February 13, 2025; the relevant portion of those minutes are included on page 4 of this request.

Over the past few years, we have attempted to replace worn-out parts on the tractor, such as the front ball joints. When the machine needed new front ball joints, we spent many hours calling suppliers and searching online to find the necessary replacement parts no longer carried by dealerships.

The department has \$654,618.04 available in Chapter 90 funds as of December 22, 2025. While equipment purchases typically do not draw from this fund, the extensive town projects (Gill Elementary Roof and Riverside Building Roof) scheduled for the next two years make this allocation both necessary and practical.

Proposed Solution

We propose purchasing a Kubota M7060 Utility Tractor. This 70-horsepower model is compatible with our existing brush hog mower, posthole digger, York rake, and debris blower. The new tractor will be integral in:

- Clearing leaves and debris during spring and autumn.
- Mowing roadsides and fields in summer.
- Installing signposts.
- Spreading and leveling gravel on freshly graded dirt roads.
- Supporting both dirt and paved road maintenance.

With proper maintenance, the Kubota M7060 is projected to deliver reliable service for over 25 years, effectively replacing the aging 1983 model.

Since Chapter 90 funds will be allocated for this purchase, the new tractor must be equipped with a front bucket loader attachment. Selecting a smaller, more maneuverable machine featuring a bucket will facilitate clearing debris under guardrails, thereby allowing water to exit the roadway at the nearest point and mitigating erosion along the road edges. Additionally, the bucket will enable efficient removal of rocks, branches, and other obstacles during mowing operations, which helps to prevent damage to the mower.

Procurement Plan

The acquisition will proceed through the Sourcewell Contract, a pre-negotiated purchasing agreement for government entities, in collaboration with Bacon's Equipment Inc., the local Kubota dealer located in Williamsburg, approximately 30 miles from Gill. The quoted price for the new Kubota tractor (quote #2925978) is \$60,817.82, which matches the total amount requested from Chapter 90 funds. In FY2025, the proposed purchase was a John Deere Model 4066R, with quote #30295810 at \$45,210.24. For FY2026, the John Deere Tractor Model 4066R was proposed again, this time with quote #32263334 at \$61,799.09, reflecting an increase of \$16,588.85. After a thorough comparison of both brands, it was determined that the Kubota tractor provides additional features at a more competitive price, making it a suitable alternative to the John Deere. I did not request an updated quote from John Deere as the price of the new Kubota is already less than the quote from John Deere in FY2026.

Additionally, even though the existing 1983 Kubota tractor is no longer suited for the Highway Department's needs, there is likely to be a strong interest in it on the used equipment market and the Town could consider listing it with an online auction house such as Auctions International, who we have worked with in the past.

Additional Considerations

Our 2006 New Holland Tractor with side arm mower is ill-suited for off-road brush hogging due to its size and instability. This summer, it was out of service because of electrical issues, compounded by the

fact that its dealer is located in Washington state and parts have not been received for months. Replacing this machine is unlikely in the near future without significant grant funding, given the high costs involved (\$200,000 ballpark).

The department faces expanding workloads and broader maintenance requirements. Reliable equipment is critical to ensuring the safety and efficiency of our employee operators and our roads and communal spaces. By using Chapter 90 funds now, we can address immediate operational needs without jeopardizing future budgets or the quality of town services. In the event town finances improve in the near future, it is conceivable that Town Meeting could be asked to appropriate \$60,817.82 from Free Cash or a Stabilization Fund for a road repair or paving project, thereby effectively replacing the Chapter 90 funds that we “loaned” ourselves to buy the new tractor.

Conclusion

Approval of this request will allow the Town of Gill Highway Department to maintain its high standards of safety and service. The new Kubota M7060 Utility Tractor will ensure operational continuity and efficiency for years to come.

Thank you for your consideration.

Sincerely,

John Miner

John Miner
Town of Gill Highway Superintendent

CAPITAL IMPROVEMENTS PLANNING COMMITTEE MINUTES February 13, 2025

Highway Department - Tractor: Miner presented a request to replace the 1983 Kubota tractor with a new John Deere Model 4066R Compact Utility tractor. The Kubota has 6,139 hours on the engine, and parts for the machine are hard to get due to its age. The new John Deere will work with all of the attachments/implements the Highway Department already owns, including a brush hog mower, posthole digger, power-angle York rake, and debris blower. Miner did not include a bucket loader for the new tractor because the backhoe and front-end loader meet that need. The quotation for the John Deere includes an enclosed cab, which will allow the operator to remain comfortable during the hottest and coldest weather.

Pricing for the John Deere is from the Massachusetts statewide contract, and the \$60,271.30 quoted price was valid through February 1st. Miner included a 10% contingency (\$6,027.13) in his request in case of a price increase. The total requested is \$66,298.43.

Miner explained he considered used equipment for both the chipper and the tractor. Used models that are newer and in good condition are selling for almost the same as new ones and would not include a warranty. Miner stated the tractor is the top priority of the two requests.

Turban made a motion, seconded by Tomb, to recommend the chipper and the tractor requested by the Highway Department. The motion was approved by a unanimous roll call vote. The Committee noted its purview is more about need, rather than how to pay for items. Miner left the meeting at 5:35 PM.

Existing 1983 Kubota M5050DT tractor



Existing 1983 Kubota M5050DT tractor



Proposed Kubota M7060 Tractor



Proposed Kubota M7060 Tractor



-- Standard Features --

-- Custom Options --



M Series

**M7060HDC12
UTILITY CAB TRACTOR, 4WD, HYDRAULIC-SHUTTLE
TRANSMISSION**

*** EQUIPMENT IN STANDARD MACHINE ***

DIESEL ENGINE

Model # V3307-CR-TE4
CRS – Common Rail Fuel Injection
Electronic Governor Control
Turbocharged with EGR Valve
4 Cyl - 203 cu. in.
^ 71 Net Eng. HP
^ 64 PTO HP
EPA Tier IV Emission Certified
12V 700 CCA Battery
Charging Output 60 amps (CAB)

DRIVE TRAIN

Twelve Speed Models
HD12/HDC12 Models
Six Speed Fully Synchronized
12F/12R Speeds with Hydraulic
Shuttle
12TH Gear Overdrive maximum engine
RPM
2080, increases fuel economy
Planetary Final Drives

HYDRAULICS / HITCH / DRAWBAR

Open Center Gear Type
First Remote (SCD) with Self
Canceling Detents
Twelve Speed Models
6.1 gpm Power Steering
16.2 gpm Remotes / 3 Pt. Hitch
@ 2770 psi
23.1 gpm Total
Cat II 3-point Hitch
At lift Point 4200 lbs.
24" Behind 3307 lbs.
Telescoping Lower Links
Stabilizers
Swinging Drawbar

SAFETY EQUIPMENT

Flip-Up PTO Shield
Safety Start Switches
PTO – OPC (Operator Presence
Control, Alarm 10 seconds
Electric Key Shut Off
Mechanical Wet Disc Brakes
Parking Brakes
Turn Signals
SMV Sign

CAB MODEL

Integral Factory ROPS Certified
Retractable Seat Belt
Flat Deck
Grammer Deluxe Seat with Armrests
Tinted Glass
Dual Level Air Conditioning & Heater
Electric A/C Controls
Front Wiper w/Washer – 2 Speed
Radio Ready, includes 2-speakers,
antenna, and wiring harness.
Left & Right Side Exterior Mirrors
2 - Front Work Lights
2 - Rear Work Lights
2 Doors, Frameless all glass
Left & Right Side Steps
Sun Visor
Tilt Steering Wheel
Interior Dome Light
Accessory Plug 12V - 15 Amp
12V 30 Amp Coupler
Cup Holder
Ashtray
Horn

POWER TAKE OFF

Live-Independent Hyd. PTO
SAE 1 3/8" Six Spline
540/540E @ 1520 Eng. rpm on 12 speeds

FRONT AXLE

Hydrostatic Power Steering
4WD Bevel Gear
Cast Iron
55 Degree turning angle
Limited Slip Differential
Adj. (Rim) Tread Spacing
HDC12:
4WD Automatic braking from 2WD with
both brakes applied
Electro/hydraulic engagement of front
wheel drive

FLUID CAPACITY

Fuel Tank (Cab) 23.8 gal
Cooling System 6.6 qts
Crankcase 8.5 qts
Transmission and
Hydraulics 10.6 gal
Front Axle (4WD) 8.5 qts

^ Manufacturer estimate.

SELECTED TIRES

sub1390
FRONT LSW320/70R24 G DYR R14T

M7060HDC12 Base Price: \$62,022.00

Selected Kubota Attachments

(1) 2ND POSITION LEVER KIT M7687-2ND POSITION LEVER KIT	\$185.00
(1) SCD (SELF CANCELING DETENT) M7610-SCD (SELF CANCELING DETENT)	\$927.00
(1) FRONT LOADER (2 LEVER TYPE QUICK COUPLER) LA1154A-FRONT LOADER (2 LEVER TYPE QUICK COUPLER)	\$6,857.00
(1) STANDARD VALVE KIT /M6060/M7060HDC M7996-STANDARD VALVE KIT /M6060/M7060HDC	\$1,282.00
(1) 84" 2 LEVER QUICK COUPLER BUCKET M1815-84" 2 LEVER QUICK COUPLER BUCKET	\$1,197.00
(1) REAR WINDOW WIPER KIT W/WASHER M7649-REAR WINDOW WIPER KIT W/WASHER	\$313.00
(1) AIR RIDE SEAT SUSPENSION UPGRADE KIT M9270-AIR RIDE SEAT SUSPENSION UPGRADE KIT	\$736.00

Total Kubota Attachments: \$11,497.00

Total Attachments: \$11,497.00

Configured Price: \$73,519.00

Sourcewell Discounts:

Kubota Items: (\$16,174.18)

Total Discount: (\$16,174.18)

SUBTOTAL: \$57,344.82

Factory Assembly: \$325.00

Kubota Item Fees:

Dealer Assembly: \$951.50

Freight Cost: \$862.50

PDI: \$400.00

radio 77700-13485 \$334.00

rim gaurd loaded tires \$600.00

Total Unit Price: \$60,817.82

Quantity Ordered: 1

Final Sales Price: \$60,817.82

Purchase Order Must Reflect Final Sales Price.

To order, place your Purchase Order directly with the quoting dealer

LIGHTING

2 Headlights w/sidelights
2 Tail lights
4 Hazard Flasher Lights with Turn
Signals (CAB)
7 Pin Electrical Trailer Connector

INSTRUMENTS

Tachometer/Hour meter
Oil Pressure
Fuel Gauge
Coolant Temperature

***All equipment specifications are as complete as possible as of the date on the quote. Additional attachments, options, or accessories may be added (or deleted) at the discounted price.** All specifications and prices are subject to change. Taxes are not included. The PDI fees and freight for attachments and accessories quoted may have additional charges added by the delivering dealer. These charges will be billed separately. Prices for product quoted are good for 60 days from the date shown on the quote. All equipment as quoted is subject to availability.

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198.143.38.21

TOWN OF GILL

MASSACHUSETTS



www.gillmass.org
highway@gillmass.org

Request for Approval to Apply for the Unpaved Roads Grant Program – Equipment Purchase

Submitted by: John Miner, Town of Gill Highway Superintendent

Date: 12/20/2025

Executive Summary

The Town of Gill Highway Department respectfully requests approval from the Selectboard to apply for the Unpaved Roads Grant Program, and more specifically, the Equipment Acquisition option (pages 8-9). The purpose of this grant application is to secure funding for the replacement of our 2010 Komatsu Loader, Model WA250-6 (page 17), which currently has 30,972 miles and 7,832 operating hours. We propose the purchase of a new Caterpillar 930 Wheel Loader, which will be an essential asset that will support year-round road maintenance activities and ensure continued reliability and operational excellence in the delivery of municipal highway services. The proposal and quote for the Caterpillar 930 can be found on pages 10-15, and a photo is on page 16.

Background and Justification

The Massachusetts Department of Transportation (MassDOT) has introduced two new grant opportunities for municipalities, including the Community Culvert Grant Program (pages 6-7) and the Unpaved Roads Grant Program (pages 8-9). For the Town of Gill, the Unpaved Roads Grant Program presents the most relevant opportunity, specifically through the Equipment Acquisition option.

This grant is intended for use on unpaved roadways. Given the Town's responsibility for just over eight miles of gravel roads, purchasing a costly road grader at well over \$300,000 is not a practical or financially responsible choice. Instead, investing in a versatile and dependable Caterpillar 930 Wheel Loader provides a strategic and fiscally prudent solution for effective unpaved road maintenance.

As the 2010 Komatsu loader continues to age, numerous components—including pins, bushings, hydraulic hoses, and others—now require replacement due to normal wear. In FY2025 alone, repair costs have already exceeded \$6,000. For example, \$3,261.84 was spent to replace just one pin and bushing in the bucket assembly, leading to the postponement of additional necessary replacements due to cost. An additional \$2,140.03 was required for the bucket lever assembly and float control. While one set of pins and bushings has been addressed, many others remain, indicating significant future maintenance expenses. The loader also suffers from rust, and the windshield is pitted, reducing visibility and necessitating the replacement of all front glass panels.

Prolonged downtime of the loader would significantly hinder the Highway Department's ability to respond promptly to road repairs, especially during severe weather events or emergencies. This could result in unpaved roads becoming unsafe or impassable, delaying emergency services, and increasing risks for residents and motorists. In most instances borrowing a loader from a neighboring town is not an option because it would be an unplanned request and likely the other town needs its loader to respond to the same weather event we are responding to. Renting a loader for an extended time would be prohibitively expensive.

Given these escalating maintenance needs and the critical role, the loader plays in our operations, it is essential to pursue this grant opportunity now. The availability of this funding may be limited in the future, and our department cannot risk a period without a functioning loader, as this would directly impact on our ability to (1) maintain safe and passable roads for the community, (2) respond effectively to emergencies, and (3) uphold fiscal responsibility in light of other major commitments.

Operational Need

Unpaved roads require more frequent maintenance than paved surfaces. Industry guidance suggests that communities with over ten miles of unpaved roads benefit from owning a grader; however, the Town of Gill's network is below this threshold. Our unpaved roads are regularly impacted by New England's freeze/thaw cycles, heavy rainfall, and daily traffic, resulting in ruts, potholes, and washouts. These conditions pose safety risks, increase vehicle repair costs for residents, and may impede emergency response.

The recurring phenomenon of "mud season" now occurs multiple times annually due to repeated freeze/thaw cycles and can render unpaved roads impassable. In addition, traffic during mud season from heavy vehicles (school buses, milk trucks, large trucks) creates long deep ruts that often require crushed stone to be added (by a loader) to make the road navigable.

Pickup trucks and other front-heavy vehicles are prone to causing "washboards" on dirt road slopes, and a loader can be used to scrape away the humps and bumps. Additionally, heavy rain on steep unpaved grades such as Barney Hale Road, Pisgah Mountain Road, and Highland Road

leads to significant erosion and dangerous washouts. Weather patterns are changing, and the prediction is for more annual precipitation and more intense and longer-lasting rainfall events.

The dramatic increase in the availability and use of GPS for navigation, to the point that nearly every driver has a vehicle or smartphone equipped with GPS, has added traffic to several of Gill's unpaved roads. Most notable is Barney Hale Road, over which GPS will route drivers during all weather conditions and all seasons to shave off 3 minutes and a half mile from the paved primary road combination of Route 2 and Main Road. Bascom Road (as a shortcut to/from northeast Greenfield) and Hoe Shop Road (shortcut from south Bernardston) have also seen traffic increases likely caused, in part, by the pervasiveness of GPS devices.

Our wheel loader is the most important piece of equipment that we own. It is used for loading trucks with material (stone, gravel, sand, salt, culverts, etc.), moving downed trees that are blocking roads, grading gravel roads, cleaning roadside drainage, and even plowing snow when other equipment has broken down. The versatility of the loader means it is often the first piece of equipment to respond to a road repair situation. It is essential the Highway Department's loader be reliable and able to respond quickly and effectively to the myriads of challenges presented by unpaved road maintenance.

Additionally, the Caterpillar 930 loader is fully set up to accept the Forks and Power Angle Sweeper we currently own, maximizing its utility across a wide range of tasks. Looking ahead, when the aging, and recently repair-prone side arm mower on the New Holland tractor reaches the end of its service life, this loader is already equipped to accommodate a side arm mower attachment on the front of the machine, ensuring continued capability for roadside mowing and vegetation management.

Securing this Unpaved Roads Grant and acquiring the Caterpillar 930 loader will allow the Town to address the daily challenges of maintaining Gill's gravel roads efficiently and cost-effectively.

Financial Considerations

The Town of Gill faces two significant upcoming capital projects: the replacement of the Gill Elementary Roof and the Riverside Building Roof. Utilizing the Equipment Purchase category of the Unpaved Roads Grant Program provides a critical opportunity for the Highway Department to replace its 2010 Komatsu Wheel Loader without further straining the Town's finances. Since my appointment as Highway Superintendent in FY2021, the need to replace this loader has been documented annually in the Capital Improvements Planning Inventory, targeting replacement in 2025.

Under the Unpaved Roads Grant Program, the Town may apply for up to \$250,000 for a single piece of equipment. The quote received for a Caterpillar 930 Wheel Loader, utilizing MA Contract VEH111 pricing, is \$246,000.

Disposition of Existing Equipment

I recommend that we do not trade in the 2010 Komatsu Loader, as its trade-in value (\$22,000) does not reflect its remaining utility or market value. Instead, I propose that the Town should consider listing it with an online auction house such as Auctions International, who we have worked with in the past. I would also ask the Town to consider appropriating the proceeds from the auction toward the purchase of a new woodchipper for the Highway Department, which is a department priority and a recognized need supported by the Capital Improvements Planning Committee (CIPC) for the past two years. The CIPC voted to recommend this purchase on February 13, 2025; the relevant committee minutes are included on page 5 of this request.

The proposed replacement of the Komatsu loader, at an age and condition when it still has a resale value higher than scrap metal, is contrary to an equipment policy of squeezing every last mile and hour from a vehicle. The Komatsu has served the Town well, but it is time to replace it 1) while it still has a decent resale value, and 2) before it needs expensive repairs.

Request

I respectfully request the Selectboard's authorization for the Highway Department to apply to the Unpaved Roads Grant Program for the purchase of a new Caterpillar 930 Wheel Loader. A successful application and grant award will ensure continued safe and effective maintenance of the Town's unpaved roads, safeguard public safety, and support fiscal responsibility considering other major capital commitments.

It is important to note that the Unpaved Roads Grant Program is a competitive grant, and Gill may not be successful in this round or future rounds. As Town finances allow, it is recommended money start to be set aside toward the replacement of the Komatsu loader. With a successful grant application, the funds set aside can be repurposed to other projects and purposes.

Thank you for your consideration.

Respectfully submitted,

Highway Superintendent, Town of Gill

CAPITAL IMPROVEMENTS PLANNING COMMITTEE MINUTES February 13, 2025

The meeting was called to order at 5:03 PM in the 2nd floor meeting room of the Gill Town Hall. Members Present: Greg Snedeker (remote), Bill Tomb, Dan Trenholm, and Peter Turban. Absent: None. Others: Ray Purington, and John Miner Turban chaired the meeting due to the remote participation of Snedeker. The Committee began its review of capital project requests submitted for the FY26 budget cycle.

Highway Department - Chipper: Highway Superintendent John Miner presented a request to replace the 39-year-old 1985 Morbark woodchipper with a new Bandit Intimidator Model 15XP chipper. Miner highlighted several safety features the new chipper would have, including emergency pull ropes and a hydraulic winch. The winch would mean employees would no longer need to carry or drag logs and branches to the chipper. It would reduce the risk of back and neck injuries and reduce injuries from tripping while pulling brush and logs. The proposed chipper has a 15" log capacity, which is the same as the current chipper. However, due to its age and condition, the current chipper struggles to work at or near its maximum capacity. Pricing for the Bandit Intimidator Model 15XP is from the Massachusetts statewide contract. The current price is \$64,323.75 and Miner added 5% (\$3,216.19) to his request in case of a price increase. The total requested is \$67,539.94. Highway Department

Miner explained he considered used equipment for both the chipper and the tractor. Used models that are newer and in good condition are selling for almost the same as new ones and would not include a warranty. Miner stated the tractor is the top priority of the two requests.

Turban made a motion, seconded by Tomb, to recommend the chipper and the tractor requested by the Highway Department. The motion was approved by a unanimous roll call vote. The Committee noted its purview is more about need, rather than how to pay for items. Miner left the meeting at 5:35 PM.

New Grant Programs



Community Culvert Grant Program

Background

- \$200M authorized for MassDOT to administer a grant program that funds:
 - Culvert repair, replacement, removal, modernization, and resiliency improvements
- 10-year investment
- Program developed in consultation with EEA
- Funds design and construction

Program Structure

- Competitive application program via Grant Central
- Grants awarded in two phases:
 - Design
 - Construction
- Design awards are advanced by MassDOT-led consultants:
 - Design fully funded
 - Designer assists with permitting
- ***Up to \$150K provided in cases where design has already begun**
- Projects with completed designs may apply for construction:
 - Construction grants up to \$1M
 - Construction implemented by municipality

Community Culvert Grant Program Cont.



Eligibility Criteria

- Culverts are defined as existing road or waterway crossing structure 10 feet or less in span
- Culvert must be municipally owned and maintained
- Roadway must be open to public
- Only municipal officials may submit applications
- Eligible expenses include design and construction costs related to:
 - Culvert replacement, removal, repair, modernization, and resilience
 - ROW acquisition and permitting costs
 - Replacing a culvert with a structure greater than 10 feet in span

Ineligible Projects/Expenses

- Projects not associated with a public roadway
- Culverts over coastal tidal waterway crossings
- Municipal administrative costs
- Legal costs
- Traffic or police details
- Insurance premiums
- Ongoing maintenance or operating costs

Community Culvert Grant Program Cont.



Selection Criteria

Community Impact

- Access to Essential Services
- Access to Economic Activity
- Financial Efficiency
- Local Support
- Support for Underserved or Rural Communities

Ecological

- Barrier Removal, Habitat Connectivity, and Stream Function Restoration
- Watershed and Riparian Impact

Resilience

- Community Resilience Planning
- Flood Risk Reduction

Transportation

- Active Transportation Improvements
- Detour Length if Road Closed
- Functional Roadway Classification
- Structural Condition

Application Information

- Program will accept applications on Grant Central
- Applications will be accepted through the **Fully Integrated Application (FIA)** for the Community Culvert Grant Program from November 6, 2025, to January 9, 2026.
- Email the shared inbox with any questions regarding the program or eligibility - CulvertGrantProgram@dot.state.ma.us
- Stay updated and learn more on Grant Central: <https://madothway.my.site.com/GrantCentral/s/community-culvert-grant-program>

Unpaved Roads Grant Program



Background

- This is a pilot program funding equipment and improvements to municipally owned dirt and gravel roads created after its passage in the Massachusetts Supplemental Budget Bill in June 2025.
- Provides up to \$1 million in funding to support the maintenance, repair and improvement of locally owned dirt and gravel roads.

Program Structure

- Competitive application program via Grant Central.
- After a grant is awarded, MassDOT and the municipality will enter into a contractual agreement for the municipality to complete the approved project.
- Unpaved Roads grants are reimbursement-based, which means municipalities are reimbursed for approved costs after expenses are incurred.
- Municipalities can request reimbursement at any time during project implementation.

Unpaved Roads Grant Program Cont.



Eligibility Activities

Funding may support a wide range of maintenance and repair activities, including but not limited to:

Road surface work:

- Reconstruction, Surface grading, Crown and shoulder restoration, Removal of washboarding, Repair of potholes

Safety improvements:

- Guardrail repair or replacement, and Signage repair or replacement

Drainage improvements:

- Installation or restoration of swales

Equipment acquisition:

- Purchase or lease of equipment (such as graders, rollers, and loaders) to be used for the maintenance or repair of unpaved roads

Ineligible Activities

- Construction of new roadways
- Paving or converting unpaved roads to paved surfaces
- Landscaping or removal of vegetation not related to an eligible project
- Construction or repair of culverts or retaining walls
- Costs for police details or municipal employee payroll
- Costs related to right of way acquisition or easements
- Projects which are on unaccepted roadways within MassDOT's road inventory

Unpaved Roads Grant Program Cont.



Selection Criteria

Projects will be evaluated for funding based on the following criteria

- Current condition of roadway as described through text and photos
- Frequency of closures due to seasonal weather or storm events
- Critical locations accessed via the roadway, such as housing, schools, or hospitals
- Impacts of road conditions or closures on residents, emergency responders, school bus routes, service providers or other critical users
- Demonstrated feasibility to complete the project within one construction season and within the proposed budget
- Demonstrated ability to secure any additional funding necessary for the project if the project budget exceeds the \$1 million grant maximum
- A municipality's designation as a rural and/or an underserved community

Application Information

- Applications will be accepted through the **Fully Integrated Application (FIA)** for the Unpaved Roads Program from November 6, 2025, to January 9, 2026.
- Only municipal officials may apply, and official municipal Grant Central accounts must be used.
- Stay updated and learn more on Grant Central: [Unpaved Roads Grant Program](#)

Increased Grant Max and Eligibility



- **Design grants** now available up to \$150,000 through the Unpaved Roads, Complete Streets, and Shared Streets and Spaces programs.
 - MassDOT-led design consultants will continue to support communities in the Community Culvert, Local Bottleneck Reduction, and Municipal Small Bridge Programs.
- **Construction Grants** up to \$1,000,000 through all programs noted above.
 - A \$500,000 increase from the prior grant maximum!
- **Equipment Grants** up to \$250,000 through some programs.

Program Guidance

Updated guidance for each program are now available on Grant Central which reflect the above changes and help applicants prepare for success.

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Proposal

PREPARED FOR:

Town of Gill Highway Dept
196C Main Road
Gill, Massachusetts 01354

CATERPILLAR 930 Wheel Loader

MA Contract VEH111



One (1) New Caterpillar Model: 930 WHEEL LOADERS with all standard equipment in addition to the additional specifications listed below:

Standard Features

POWERTRAIN

- Cat C7.1 ACERT engine
- -Auto Idle shut down feature
- -Auto Engine RPM
- -Power modes (Standard and Performance)
- -Power by range (High power in range 4)
- -Tier 4 final/Stage V compliant
- -Turbocharged and aftercooled
- -Filtered crankcase breather
- -Diesel particulate filter
- -Selective catalyst reduction
- Dry type air cleaner
- Coolant protection to -34C (-29F)
- Fuel priming pump, automatic
- Fuel Water separator
- Differential lock in front axle
- Axle seal guards
- Enclosed wet disc full hydraulic brakes
- Parking brake, electric
- Lubed for life driveshafts
- Hydrostatic transmission with electronic control
- -Operator modes(TC, Hystat, Single Pedal and Ice)
- -Directional shift aggressiveness (Fast, Medium, Slow)
- -Auto Rimpull control, adjust wheel torque
- -Creeper control, adjust ground speed
- Single plane cooling package wide 6 fins per inch density
- Hydraulically driven demand cooling fan
- S-O-S port,engine,coolant,transmission oil

HYDRAULICS

- Automatic lift and bucket kickouts, adjustable in-cab
- Bucket and fork modes, adjustable in-cab
- Cylinder damping at kickout and mechanical end stops
- Fine mode control (fast, medium, slow) in Fork Mode
- Hydraulic response setting (fast, medium, slow)
- Hydraulic diagnostic connectors and S-O-S ports
- Hydraulic sight gauge, visible
- Load sensing hydraulics and steering
- Seat mounted hydraulic joystick controls
- Cat Payload 250 hours of Demo

ELECTRICAL

- Alternator, 115-amp, heavy duty
- 12V power supply in cab (2)
- Batteries, 1,000 CCA (2) 24 volt system, disconnect switch
- Back up alarm
- Emergency shutdown switch
- LED rear stop and turn lights
- Heavy duty gear reduction starter
- Product Link
- Remote jump start post
- Resettable main and critical function breakers
- Rooding lights front and rear

DATE: Dec 09, 2025 | QUOTE NUMBER:
OFFER EXPIRES: June 30th, 2026



OPERATOR ENVIRONMENT

- 75 mm (3 in) retractable seatbelt
- Automatic temperature control
- Cab, enclosed ROPS/FOPS pressurized and sound suppressed
- Push to Start
- 8 Inch Touch Screen
- Jog Dial with Screen Control
- Programmable Joystick
- Cup holders
- External mirrors with lower parabolic
- Ground level cab door release
- Hydraulic control lockout
- Interior cab lighting, door
- Lunch box storage
- Operator warning system indicators
- Radio ready speakers
- Rear window defrost, electric
- Seat mounted electronic implement controls, adjustable
- Sliding glass on the side windows
- Column mounted multi function control
- -lights, wipers, turn signal
- Suspension seat, fabric
- Tilt steering wheel
- Tinted front glass
- Wet arm wiper/washer, 2-speed and intermittent, front
- Wet arm wiper washer, rear
- Mounting Provision
- Gauges
 - -Digital hour meter, odometer and tachometer
 - -Digital ground speedometer and direction indicator
 - -Engine coolant temperature gauge
 - -Fuel and diesel exhaust fluid level indicator
 - -Hydraulic oil temperature gauge

OTHER STANDARD EQUIPMENT

- Large-access enclosure doors with adjustable close/open force
- Parallel lift loader linkage
- Recovery hitch with pin
- Remote mounted lubrication points
- Vandalism protection-
 - lockable compartments
 - 1000 hour Service Intervals (after initial 500)

DATE: Dec 09, 2025 | QUOTE NUMBER:
OFFER EXPIRES: June 30th, 2026



Machine Configuration

930 14A WHEEL LOADER	579-7701
PRODUCT LINK, CELLULAR PLE643	573-8455
FILM GP, WARNING, PL, ANSI	638-5475
STANDARD LIFT, COUPLER READY	593-8921
HYDRAULICS, STANDARD	536-5283
HYDRAULICS, 3V	593-8923
JOYSTICK 3V, STEERING WHEEL	593-8916
STEERING WHEEL, STANDARD	579-7717
DIFFERENTIAL, OPEN REAR	333-6529
ENVIRONMENT, STANDARD	579-7720
WEATHER, COLD START 120V	579-7726
CAB, STANDARD	578-1363
AIR CONDITIONING, R134A REF	579-7735
ENGINE	593-8993
PUSH START, PASSCODE SECURITY	579-7738
CAMERA, REAR VIEW	579-7761
MIRROR, HEAT ONLY	578-1408
SEAT, DELUXE, TILT AND TELE	593-8962
LIGHTS, AUX, LED, PREMIUM	590-8903
LIGHTS, ROADING, HALOGEN, RH	633-0624
STANDARD RADIO (12V)	590-8872
WINDSHIELD ACCESS STEPS	598-2802

DATE: Dec 09, 2025 | QUOTE NUMBER:
OFFER EXPIRES: June 30th, 2026



TIRES,20.5R25 MX XSNOPUS * L2	366-6892
FENDERS, EXTENDED COVER	593-8952
CTWT, HEAVY, 2668LBS, 5PCS	552-4465
TOOLBOX AUX	491-7922
HYDRAULIC OIL, STANDARD	619-8443
LINES, AUX 3RD, STD LIFT	530-1623
RIDE CONTROL	579-7697
MIRROR, INTERNAL 2X REAR VIEW	623-6438
Roof mtd LED strobes: 2 front/2 rear (amber & green)	0P-2266
QUICK COUPLER, JRB 416	648-3135
JUMPER LINES, AUX 3RD, JRB 416	662-6399
3.0 cyd GP bucket JRB 416	
AUTOLUBE GREASE SYSTEM	579-7764
BROOM & WATER CONTROL KIT	638-9773

DATE: Dec 09, 2025 | QUOTE NUMBER:
OFFER EXPIRES: June 30th, 2026



MA Contract VEH111

EQUIPMENT SUMMARY	LIST PRICE	CONTRACT PRICE
New Caterpillar Model: 930 Wheel loader	\$335,000.00	\$246,000.00
930-36 MO/1500 HR PREMIER	Included	
Total State Contract Price Delivered (after trade-in)		\$224,000.00

Quote Summary	
SELL PRICE	\$240,000.00
EXT WARRANTY	Included
LESS KOMATSU WA250-6 TRADE	(\$22,000.00)
NET BALANCE DUE	\$224,000.00

DATE: Dec 09, 2025 | QUOTE NUMBER:
OFFER EXPIRES: June 30th, 2026





This is a stock photo from the internet showing what the new loader will look like.



This is a current picture of the Town of Gill 2010 Komatsu WA250-6 loader.

2025 "Name a Snowplow" Contest Winners

From Simone, Alexandra (DOT) <alexandra.v.simone@dot.state.ma.us>

Date Fri 12/19/2025 11:14 AM

To Simone, Alexandra (DOT) <alexandra.v.simone@dot.state.ma.us>

Cc Romano, John R. (DOT) <John.Romano@dot.state.ma.us>; Bickford, Gus P. (DOT) <gus.p.bickford@dot.state.ma.us>; Goggin, John (DOT) <John.Goggin@dot.state.ma.us>; Fielding, Daniel (DOT) <Daniel.Fielding@dot.state.ma.us>; Racicot, Daniel J. (DOT) <daniel.j.racicot@dot.state.ma.us>; Verseckes, Michael (DOT) <Michael.Verseckes@dot.state.ma.us>; Baker, Anna A. (DOT) <anna.a.baker@dot.state.ma.us>

Good morning all:

See below for the winners of our 2025 Name A Snowplow Contest.

Should any further questions arise, feel free to reach out.

Kind regards,

Alex Simone

Legislative Affairs Co-op

Massachusetts Department of Transportation

10 Park Plaza, Boston, MA 02116

alexandra.v.simone@dot.state.ma.us



For immediate release:

December 19, 2025

MassDOT Announces the Winners of the 2025 “Name A Snowplow” Contest

BOSTON — The Massachusetts Department of Transportation (MassDOT) has announced the winners of the fourth annual “Name A Snowplow” contest for elementary and middle school students in Massachusetts.

This contest received entries from public school classrooms across the Commonwealth to name the 12 MassDOT snowplows that will be in service during the 2025/2026 winter season. The purpose of the

contest is to celebrate the snow and ice season and to recognize the hard work and dedication shown by public works employees and contractors during winter operations.

“Thank you to all of the students who participated. Your creativity allows us to highlight to all, the importance of the work performed by our workforce. Our workforce takes pride as they clear snow and ice, keeping our roads safe during adverse weather events for all that need to travel. To our contest winners and participants, know that you have added some fun to the serious task of operating plows. I’m proud of the skill and dedication from our crews and thank the public of the shared responsibility to slow down, give plows space and put safety first every time there is a winter weather event,” said **Interim MassDOT Secretary and MBTA General Manager and CEO Phil Eng**.

“MassDOT’s annual Name a Snowplow contest is a fun tradition that gets Massachusetts schools involved in winter safety.” said **Undersecretary and State Highway Administrator Jonathan Gulliver**. “It gives students a chance to be creative while learning about the important work our crews do to keep our roads clear and safe. Thank you to everyone who took part in this contest, and congratulations to our winners.”

The 12 winning classrooms are listed below.

Winning Submissions for K through 4th Grade	School	Town	Grade and Teacher	Chosen Plow Name
District 1	Colrain Central School	Colrain	4th, Tabitha Shearer	Master Snowda
District 2	Harris Brook Elementary School	Ludlow	2nd, Aimee Carvalho	Frost Responder
District 3	Davis Hill Elementary	Holden	4th, Steve Vincent	You're Killing Me Squalls
District 4	Tyngsborough Elementary School	Tyngsborough	4th, Jillian McCoy	Flake Maye
District 5	George R. Austin Intermediate School	Lakeville	4th, Amie Best	Darth Blader
District 6	Saint Peter School	Cambridge	4th, Leah Toomey	K Pop Snow Hunter
Winning Submissions for 5th through 8th Grade	School	Town	Grade and Teacher	Chosen Plow Name
District 1	Lanesborough Elementary School	Lanesborough	5th, Gina Wagner	The Blizzard Boss
District 2	Gill Elementary School	Gill	6th, Kristin Carey	Thaw Patrol
District 3	Trotter Middle School	Southborough	8th, M. Leone	Clearopathra
District 4	Beverly Middle School	Beverly	5th, Taylor Cross	Sleet Caroline
District 5	Blessed Sacrament School	Walpole	5th, Mrs. Cree	Scrape Codder

District 6	F.A Day Middle School	Newton	7th, Ms. Alegbeleye	Jon Bon Snowvi
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Applications for the Snowplow Naming Contest were submitted by Friday, December 19. There was no limit to the number of applications that could be submitted per school.

A selection panel composed of MassDOT employees chose two elementary/middle school classroom winners that are located within each of the **six Highway Division districts**. The winning submissions were evaluated based on two grade-level categories: 1) kindergarten through fourth grade, and 2) fifth grade through eighth grade.

For more information, visit the [Name A Snowplow 2025–26 Contest webpage](#).

John Goggin
MassDOT Communications



Housing Rehabilitation Program

Town funded, 0% interest loans to improve the safety of your home!

Eligible improvements could include:

- Electrical and plumbing upgrades
- Structural repairs
- Accessibility modifications
- Septic repair or replacement
- Heating & hot water system repair or replacement
- Roof repair or replacement
- Replacement windows
- Wells
- Lead paint abatement
- Insulation and weatherization



For more information and an application, contact:

Bridget Phillips at bphillips@fcrhra.org
or call: **(413) 223-5203.**

Combined household income may not exceed the following income limits

- 1 person - \$67,000
- 2 person - \$76,550
- 3 person - \$86,100
- 4 person - \$95,650

Please call for larger households
Income guidelines as of 5-1-25

The purpose of the program is to provide income-eligible homeowners with interest-free loans to correct health and safety code deficiencies and improve the energy efficiency of their homes.

*All loans are deferred payment, 0% interest, and may be **forgiven** over a 15-year period as long as you own your home!*

*Other restrictions do apply ~ Federally funded through the CDBG program
Administered by Franklin County Regional Housing & Redevelopment Authority located at
241 Millers Falls Rd, Turners Falls, MA 01376.*



Gill and New Salem Housing Rehabilitation Project Description

The Towns of Gill (lead) and New Salem aim to address the problem of substandard housing in their towns. The proposed Gill-New Salem Housing Rehabilitation Program (the “Program”) will serve eligible residents town-wide throughout each town. Eligible participants are resident households determined through income verification procedures to be low or moderate income (LMI); 100% LMI benefit for single family homes; at least 50% LMI for duplexes; at least 51% LMI for multi-families of three or more units). The proposed Program will rehabilitate 9 housing units.

The Town of Gill will contract with the Franklin County Regional Housing and Redevelopment Authority (HRA) to administer its FY2025 CDF regional grant and to implement this Program. CDBG funds will be used for Initial Lead Paint Risk Assessments or Full Lead Abatement Inspections, Post Lead Remediation Compliance Inspections, and Rehabilitation Work related to the correction of code violations and energy efficiency upgrades. Utilizing 0% deferred payment loans (DPLs), the program will provide LMI homeowners and owners of rental property an affordable funding mechanism to correct code violations and make energy efficiency upgrades, bringing housing units into compliance with building and/or sanitary codes and making them more energy efficient through weatherization measures and the installation of Energy Star rated appliances. Up to \$25,000 of expenses associated with lead paint remediation work will be given as a grant to participating homeowners. Through a criteria point system, the program will target the most distressed, substandard housing units with the most code violations that are occupied by LMI persons.

Housing rehabilitation funds loaned to owner-occupants will be in the form of a 0% interest DPL, whereby 1/15th of the DPL will be forgiven each full year after the date of closing; after 15 years of compliance, the loan will be fully forgiven. Housing rehabilitation funds loaned to investor-owners will be in the form of a full 0% interest DPL. The DPL will be repaid upon the sale or transfer of the property with no interest assessed. DPLs will be enforced through a mortgage lien recorded at the Franklin County Registry of Deeds. The Program will require owner-occupants with up to 4 rental units to sign rental agreements that limit rents not to exceed HUD FMRs for 15 years, require owners to notify HRA of vacant units, and assert the owner’s commitment to rent to low- and moderate-income tenants. Although it is not anticipated that the program will serve investor-owners, any investor-owners and owner-occupants with more than 4 units will execute an Affordable Housing Restriction provided by EOHLIC, which will be recorded with the mortgage. The Towns will permit transfer of loans to income-eligible family members, subordination to allow LMI homeowners to obtain more affordable first mortgages, debt consolidation, or in certain cases to use the equity in the home for emergency situations. The Towns may also consider forgiveness of DPL mortgages in emergency or hardship cases.

HRA will use additional funds as needed from the Housing Rehab Revolving Loan Fund (HRRLF) to supplement FY2025 funds. The HRRLF is a program income fund established and administered by HRA into which the towns have authorized depositing loan repayments from prior CDBG-funded housing rehabilitation programs. The purpose of the fund is to recycle the money to future CDBG-eligible housing rehab projects. (See also Program Income Plan, HRRLF contracts, and certifications in this application).

Whenever possible, the USDA 504 loans/grant Program, MassHousing HILP and “Get the Lead Out” Program, CEDAC Home Modification Loan Program, and Community Action of Pioneer Valley’s Weatherization and Heating Repair/Replacement Program (the area’s designated Weatherization Assistance Program), are utilized to maximize the use of CDBG funds.

These funding mechanisms and matched opportunities best meet the needs of LMI owners and offer an affordable way to correct code violations and make energy improvements within their homes. In addition, the program’s Anti-Speculation and Recapture Plan ensures 15-year affordability for LMI tenants.

The maximum loan amount under this Program will be \$70,000 per unit for properties that involve lead paint remediation, septic system replacement/repair, asbestos removal, well drilling, historic preservation, or handicapped access work. The maximum for units not including these work items will be \$60,000. With respect to the recent average cost per housing rehab unit of approximately \$60,000 for full projects (excluding emergency repair projects and projects involving one or two trades) and the expected construction cost increase of approximately 5% for 2026, this rehab loan grant budget was prepared to cover the costs for a total of 9 projects at the maximum loan/grant amount of \$70,000, with up to \$25,000 in project funds given as a grant to homeowners for lead paint remediation work. Any funds remaining after the 9 units are completed will be used to address additional units. See Contingency Plan for an explanation of maximum loan amounts and required waivers.

Based on the current Waitlist Applications, allocation of CDBG funds will be as follows:

GILL (lead)	5 units (loan) Lead Paint Risk Assessments (grant)	5 units at \$70,000	\$350,000
NEW SALEM	4 units (loan) Lead Paint Risk Assessments (grant)	4 units at \$70,000	\$280,000
FY 2025 HOUSING REHAB – 9 units		TOTAL REQUEST	\$630,000