



OLD NORTH BRIDGE

TOWN OF CONCORD

TOWN HOUSE - P.O. BOX 535
 CONCORD, MASSACHUSETTS 01742

Select Board Agenda

Monday, April 22, 2024 at 6:00 PM

Town House, Select Board Room, 22 Monument Square

Join Zoom Meeting

<https://us02web.zoom.us/j/81327128884?pwd=QUJWQ3lMTEJ3V3pWbTNsdmVqMHhzUT09>

Meeting ID: 813 2712 8884

Passcode: 413227

Dial In Toll-Free: 888 475 4499

#	Time*	Agenda Item
I.	6:00 PM	Public Comment: Public Comment is limited to up to 15 minutes, with no more than 3 minutes allocated to any one speaker. Public Comment is limited to items that are not on the agenda.
II.	6:15 PM	<p>Consent Agenda</p> <ul style="list-style-type: none"> a. Town Accountant Warrants: April 17, 2024 b. Proclamations: <ul style="list-style-type: none"> i. Administrative Professionals Day on April 24, 2024 ii. Holocaust Remembrance Day – May 5, 2024 iii. Professional Municipal Clerks Week from May 5 – May 11, 2024 iv. Concord Public Works Week from May 19 – May 25, 2024 v. Race Amity Day – June 9, 2024 c. One Day Liquor Licenses: <ul style="list-style-type: none"> i. Sara Killelea of Concord Country Club for All Alcoholic Beverages for the Dawson Invitational Day 1 on Friday, August 2, 2024 from 11:00 AM – 11:00 PM at 246 ORNAC ii. Sara Killelea of Concord Country Club for All Alcoholic Beverages for the Dawson Invitational Day 2 on Saturday, August 3, 2024 from 11:00 AM – 11:00 PM at 246 ORNAC iii. Sara Killelea of Concord Country Club for All Alcoholic Beverages for the Member-3 Guest on Wednesday, August 14, 2024 from 12:00 PM – 10:00 PM at 246 ORNAC iv. Sara Killelea of Concord Country Club for All Alcoholic Beverages for the Fall Member-Guest Day 1 on Thursday, September 5, 2024 from 11:00 AM – 11:00 PM at 246 ORNAC v. Sara Killelea of Concord Country Club for All Alcoholic Beverages for the Fall Member-Guest Day 2 on Friday, September 6, 2024 from

		11:00 AM – 11:00 PM at 246 ORNAC
III.	6:15 PM	<p>Select Board Appointments</p> <ul style="list-style-type: none"> i. Allison Aley of 47 Warner Street to the West Concord Advisory Committee as a Full Member to complete an unexpired term of April 30, 2026 ii. Gregory Dorothy of 188 Border Road to the West Concord Advisory Committee as a Full Member (current Associate Member) for a term to expire April 30, 2027 iii. Sue Gladstone of 339 Heaths Bridge Road to the West Concord Junction Cultural District Committee for a term to expire May 31, 2027 iv. Alternate Members to the Historical Commission for terms to expire May 31, 2025 <ul style="list-style-type: none"> - Lauren Meier of 36 Millrun Lane - Beth Van Duzer of 4 Granite Post Road - Douglas Ellis of 11 Concord Greene, Unit 1 - Daniel Frost of 10 Orchard Road
IV.	6:20 PM	Town Manager's Report
V.	6:30 PM	Chair's Report
VI.	6:40 PM	Select Board Liaison Reports
VII.	6:50 PM	<p>Review and Approve Concept Design and Notice to Proceed to the Design Development Phase for the Concord Prison Cemetery</p> <p>Presenter: Liz Rust, Chair of the Concord Prison Outreach</p>
VIII.	6:55 PM	<p>Review and Approve Request to execute Public Art on Town-Owned Property in West Concord – Painting of Traffic Signal Boxes and in Concord Center – Monument Square</p> <p>Presenter: Mimi Graney, Economic Vitality Manager</p>
IX.	7:00 PM	<p>Public Hearing for a Grant of Location Request for Concord Municipal Light Plant and Verizon New England for a Pole Petition at 1053 Main Street</p> <p>Presenter: Jeff Cosgrove, Lead Electrical Engineer at CMLP</p>
X.	7:15 PM	<p>Review and Approve Letter for Public Comment on the Hanscom North Airfield Environmental Report</p> <p>Presenter: Terri Ackerman, Liaison to Hanscom Field Advisory Committee</p>
XI.	7:30 PM	<p>Presentation on Annual Town Meeting Warrant Article 7 – Fiscal Year 2024 Budget Line Item Adjustments</p> <p>Presenters: Kerry Lafleur, Town Manager and Anthony Ansaldi, Chief Financial Officer</p>

XII.	7:40 PM	Consider Support of Anticipated Finance Committee Amendment to Annual Town Meeting Warrant Article 20 – CCRS Budget to Recommend Affirmative Action in the Guideline Amount Presenter: Henry Dane, Select Board Chair
XIII.	7:50 PM	Discuss Recommendations on Annual and Special Town Meeting Warrant Articles Presenter: Henry Dane, Select Board Chair
XIV.	8:00 PM	Consider Time of “No New Business” for evenings of Annual Town Meeting Presenter: Henry Dane, Select Board Chair
XV.		Meeting materials related to agenda items but not for discussion
XVI.		Adjournment

**Times are approximate and subject to change*

Upcoming Meetings:
Monday, April 29, 2024 (Pre-Town Meeting) Monday, May 13, 2024



The Town of Concord endeavors to make public meetings accessible to all members of the community. To request a meeting accommodation or modification, please contact our ADA Coordinator Jessica Porter at jporter@concordma.gov or at 978-318-3028. Please make any requests for accommodation or modifications at least two (2) business days prior to the scheduled meeting.

COMMONWEALTH OF MASSACHUSETTS
TOWN OF CONCORD
SELECT BOARD

PROCLAMATION

**ADMINISTRATIVE PROFESSIONALS' DAY
WEDNESDAY, APRIL 24, 2024**

- WHEREAS** Administrative professionals play an essential role in coordinating the office operations of government, businesses, educational institutions, and other organizations; and
- WHEREAS** Administrative professionals are vital contributors in today's team-oriented work environment and are key front-line public relations ambassadors for their organizations; and
- WHEREAS** The work of administrative professionals today requires advanced knowledge and expertise in communications, computer software, office technology, project management, organization, customer service and other vital office management responsibilities, and most importantly, have the willingness to learn and accept new challenges, and
- WHEREAS** Administrative Professionals Day is observed annually in workplaces around the world to recognize the important contributions of administrative support staff and is sponsored by the International Association of Administrative Professionals, and
- WHEREAS** The Town is extremely proud of our talented and highly skilled Administrative Professional staff and officially recognize and appreciate their hard work, support and continued professional growth
- NOW THEREFORE,** We, the Select Board of the Town of Concord, do hereby proclaim Wednesday, April 24, 2024 as Administrative Professionals' Day.



CONCORD SELECT BOARD

Proclaimed this 22nd day of April 2024

COMMONWEALTH OF MASSACHUSETTS
TOWN OF CONCORD
SELECT BOARD

PROCLAMATION

DAYS OF REMEMBRANCE FOR THE VICTIMS OF THE HOLOCAUST

WHEREAS The Holocaust was the state-sponsored, systematic persecution and annihilation of European Jewry by Nazi Germany and its collaborators between 1933 and 1945 - six million were murdered; Roma (Gypsies), people with disabilities, and Poles were also targeted for destruction or decimation for racial, ethnic, or national reasons; and millions more, including homosexuals, Jehovah's Witnesses, Soviet prisoners of war, and political dissidents, also suffered grievous oppression and death under Nazi tyranny; and

WHEREAS The history of the Holocaust offers an opportunity to reflect on the moral responsibilities of individuals, societies, and governments; and

WHEREAS We the people of Concord should always remember the terrible events of the Holocaust and the genocides in Armenia, Cambodia, Bosnia, Rwanda and Darfur, we all have a duty to use these memories as a catalyst to rid us of racial hatred, intolerance, tyranny, and discrimination; and

WHEREAS We the people of Concord should actively rededicate ourselves to the principles of individual freedom in a just society; and

WHEREAS May 6, 2024 has been designated pursuant to an Act of Congress and internationally as a Day of Remembrance for Victims of the Nazi Holocaust known as Yom Hashoah; and

WHEREAS It is appropriate for the people of Concord to join the international commemoration; and

NOW THEREFORE We, the Concord Select Board, call for a memorial service for the victims of the Holocaust to be held at the Concord Town House on Sunday, May 5, 2024 at 7:00 PM and proclaim the week of May 5, 2024 through May 11, 2024 as *Days of Remembrance* for the victims of the Holocaust.



Proclaimed this 22nd day of April 2024

CONCORD SELECT BOARD

COMMONWEALTH OF MASSACHUSETTS
TOWN OF CONCORD
SELECT BOARD

PROCLAMATION

**PROFESSIONAL MUNICIPAL CLERKS WEEK
MAY 5 - MAY 11, 2024**

- WHEREAS** The Professional Municipal Clerk, a time honored and vital part of local government exists throughout the world,
- WHEREAS** The Professional Municipal Clerk is the oldest among public servants,
- WHEREAS** The Professional Municipal Clerk provides the professional link between the citizens, the local governing bodies, and agencies of government at other levels,
- WHEREAS** Professional Municipal Clerks have pledged to be ever mindful of their neutrality and impartiality, rendering equal service to all,
- WHEREAS** The Professional Municipal Clerk serves as the information center on functions of local government and community,
- WHEREAS** Professional Municipal Clerks continually strive to improve the administration of the affairs of the Town through participation in education programs, seminars, workshops and town meetings, and
- WHEREAS** It is most appropriate that we recognize the accomplishments of the Town's Professional Municipal Clerk.
- NOW THEREFORE,** We do recognize the week of May 5 through May 11, 2024, as Professional Municipal Clerks Week, and further extend appreciation to our Professional Municipal Clerk, Kaari Tari, and to all Professional Municipal Clerks for the vital services they perform and their exemplary dedication to the communities they represent.



CONCORD SELECT BOARD

Proclaimed this 22nd day of April 2024

COMMONWEALTH OF MASSACHUSETTS
TOWN OF CONCORD
SELECT BOARD

PROCLAMATION

**PUBLIC WORKS WEEK
MAY 19 – MAY 25, 2024**

- WHEREAS** Public Works services are an integral part of our citizens’ everyday lives and quality of life; and
- WHEREAS** The support of and understanding of an informed citizenry is vital to the efficient operation of public works systems and programs such as water, sewer, engineering, streets, highways, solid waste & recycling, parks, athletic fields, fleet maintenance and cemeteries; and
- WHEREAS** The health, safety and comfort of Concord greatly depend on these services and facilities; and
- WHEREAS** The planning, design, construction and care of these facilities are dependent upon the effort, skill and commitment of the Concord Public Works Team; and
- WHEREAS** The efficiency of the qualified and dedicated Concord Public Works Team members is materially influenced by the citizen’s understanding of the importance of the work they perform; and
- NOW THEREFORE,** We, as the Select Board of the Town of Concord, Massachusetts, do hereby proclaim the week of May 19 through May 25, 2024 as Concord Public Works Week and call upon all Concordians to acquaint themselves with the issues involved in providing our public works services and to recognize the contributions which Concord Public Works makes every day to our health, safety, comfort, and quality of life.



CONCORD SELECT BOARD

Proclaimed this 22nd day of April 2024

COMMONWEALTH OF MASSACHUSETTS
TOWN OF CONCORD
SELECT BOARD

PROCLAMATION

**RACE AMITY DAY
JUNE 9, 2024**

- WHEREAS** Concord supports the Great Seal of the United States of America which bears the inscription, E Pluribus Unum, which translates from Latin as “Out of many, one”; and
- WHEREAS** The greatest asset of the Town of Concord is its people; and
- WHEREAS** The Town of Concord is comprised of multicultural, multiethnic and multiracial citizens; and
- WHEREAS** Friendship, collegiality, civility, respect, and kindness are commonly shared ideals of the collective citizenry of the Town of Concord; and
- WHEREAS** The Towards E Pluribus Unum Initiative has invited communities across the United States of America to join in introspection and reflection on the beauty and richness of the diverse people of this great nation while reaching out with a spirit of amity toward one another annually on the second Sunday in June; and
- WHEREAS** H. 2745, Chapter 163 of Acts of 2015 of the Commonwealth of Massachusetts establishes the Second Sunday in June Annually as Race Amity Day; and
- NOW THEREFORE** We, the Concord Select Board, do hereby proclaim June 9, 2024 to be Race Amity Day, and urge all the citizens of the Town to take cognizance of this event and participate fittingly in its observance.



CONCORD SELECT BOARD

Proclaimed this 22nd day of April 2024



TOWN OF CONCORD
Office of the Town Manager
Town House
P.O. Box 535
Concord, Massachusetts 01742

To: Concord Select Board

From: Shannon McAndrew, Executive Assistant to the Select Board

Date: April 22, 2024

Re: One Day Liquor Licenses for Sara Killelea of Concord Country Club

Included in your meeting packet are five One Day Liquor License applications for Sara Killelea of Concord Country Club. These applications are all for All Alcoholic Beverages to be held at the Concord Country Club, 246 ORNAC for the following events:

- Dawson Invitational Day 1 on Friday, August 2, 2024 from 11:00 AM – 11:00 PM
- Dawson Invitational Day 2 on Saturday, August 3, 2024 from 11:00 AM – 11:00 PM
- Member-3 Guest on Wednesday, August 14, 2024 from 12:00 PM – 10:00 PM
- Fall Member-Guest Day 1 on Thursday, September 5, 2024 from 11:00 AM – 11:00 PM
- Fall Member-Guest Day 2 on Friday, September 6, 2024 from 11:00 AM – 11:00 PM

Sara Killelea (General Manager) keeps an active file of TIPS Certifications for Concord Country Club bartenders with the Town Manager's Office, which I have confirmed is up to date. These applications are complete with payment.

ONE-DAY LIQUOR LICENSE

APPLICATION DETAILS

Application #:	<u>ODL-24-47792</u>	Date Issued:	<u> </u>	Permit #:	<u> </u>	Date Paid :	<u> </u>
Fee Payable: (\$)	<u>0.00</u>	Fee Paid: (\$)	<u>0.00</u>	Receipt # :	<u> </u>		

SECTION 1 - SITE INFORMATION

Name of Organization Concord Country Club

Street Name OLD RD TO 9 ACRE COR Map Block Lot 3079

Street Number 246 Zone AA

Unit Number

On Premises

Description of Premises

SECTION 2 - OWNER / CORPORATION INFORMATION

Owner / Corporation Name CONCORD COUNTRY CLUB

Street Number 246 Street Name Old Road to Nine Acre Corner

City CONCORD State MA Zip Code 01742

Telephone 978-371-1089 Email skillelea@concordcc.org

SECTION 3 - APPLICANT INFORMATION

Applicant Name Sara Killelea

Street Number	<u>246</u>	Street Name	<u>Old Road to Nine Acre Corner</u>		
City	<u>Concord</u>	State	<u>MA</u>	Zip Code	<u>01742</u>
Telephone number	<u>978-371-1089</u>	Email	<u>skillelea@concordcc.org</u>		

SECTION 4 - MAILING ADDRESS

Street Number	<u>246</u>	Street Name	<u>Old Road to Nine Acre Corner</u>		
City	<u>Concord</u>	State	<u>MA</u>	Zip Code	<u>01742</u>
Telephone	<u>978-371-1089</u>				

SECTION 5 - HOURS OF OPERATION

To Sell: (Check One) Wines & Malts All Alcoholic

Note: Please indicate A.M. or P.M.

Day of Event	<u>08/02/24</u>	Hours of Operation	From	<u>8am</u>	To	<u>11pm</u>
Activity	<u>Dawson Invitational Day 1</u>					
Approximate Number of Attendance	<u>100</u>					

SECTION 6- DECLARATION

I do hereby certify under the pains & penalties of perjury that the information provided above is true and correct.

Date 03/05/24

(Chapter 138, Section 14. General Laws of the Commonwealth of Massachusetts)

Indicates Mandatory Field.

Note: Please check the above checkbox to submit the form

ONE-DAY LIQUOR LICENSE

APPLICATION DETAILS

Application #:	<u>ODL-24-47793</u>	Date Issued:	<u> </u>	Permit #:	<u> </u>	Date Paid :	<u> </u>
Fee Payable: (\$)	<u>0.00</u>	Fee Paid: (\$)	<u>0.00</u>	Receipt # :	<u> </u>		

SECTION 1 - SITE INFORMATION

Name of Organization Concord Country Club

Street Name OLD RD TO 9 ACRE COR Map Block Lot 3079

Street Number 246 Zone AA

Unit Number

On Premises

Description of Premises

SECTION 2 - OWNER / CORPORATION INFORMATION

Owner / Corporation Name CONCORD COUNTRY CLUB

Street Number 246 Street Name Old Road to Nine Acre Corner

City CONCORD State MA Zip Code 01742

Telephone 978-371-1089 Email skillelea@concordcc.org

SECTION 3 - APPLICANT INFORMATION

Applicant Name Sara Killelea

Street Number	<u>246</u>	Street Name	<u>Old Road to Nine Acre Corner</u>		
City	<u>Concord</u>	State	<u>MA</u>	Zip Code	<u>01742</u>
Telephone number	<u>978-371-1089</u>	Email	<u>skillelea@concordcc.org</u>		

SECTION 4 - MAILING ADDRESS

Street Number	<u>246</u>	Street Name	<u>Old Road to Nine Acre Corner</u>		
City	<u>Concord</u>	State	<u>MA</u>	Zip Code	<u>01742</u>
Telephone	<u>978-371-1089</u>				

SECTION 5 - HOURS OF OPERATION

To Sell: (Check One) Wines & Malts All Alcoholic

Note: Please indicate A.M. or P.M.

Day of Event	<u>08/03/24</u>	Hours of Operation	From	<u>8am</u>	To	<u>11pm</u>
Activity	<u>Dawson Invitational Day 2</u>					
Approximate Number of Attendance	<u>100</u>					

SECTION 6- DECLARATION

I do hereby certify under the pains & penalties of perjury that the information provided above is true and correct.

Date 03/05/24

(Chapter 138, Section 14. General Laws of the Commonwealth of Massachusetts)

Indicates Mandatory Field.

Note: Please check the above checkbox to submit the form

ONE-DAY LIQUOR LICENSE

APPLICATION DETAILS

Application #:	<u>ODL-24-47794</u>	Date Issued:	<u> </u>	Permit #:	<u> </u>	Date Paid :	<u> </u>
Fee Payable: (\$)	<u>0.00</u>	Fee Paid: (\$)	<u>0.00</u>	Receipt # :	<u> </u>		

SECTION 1 - SITE INFORMATION

Name of Organization Concord Country Club

Street Name OLD RD TO 9 ACRE COR Map Block Lot 3079

Street Number 246 Zone AA

Unit Number

On Premises

Description of Premises

SECTION 2 - OWNER / CORPORATION INFORMATION

Owner / Corporation Name CONCORD COUNTRY CLUB

Street Number 246 Street Name Old Road to Nine Acre Corner

City CONCORD State MA Zip Code 01742

Telephone 978-371-1089 Email skillelea@concordcc.org

SECTION 3 - APPLICANT INFORMATION

Applicant Name Sara Killelea

Street Number	<u>246</u>	Street Name	<u>Old Road to Nine Acre Corner</u>		
City	<u>Concord</u>	State	<u>MA</u>	Zip Code	<u>01742</u>
Telephone number	<u>978-371-1089</u>	Email	<u>skillelea@concordcc.org</u>		

SECTION 4 - MAILING ADDRESS

Street Number	<u>246</u>	Street Name	<u>Old Road to Nine Acre Corner</u>		
City	<u>Concord</u>	State	<u>MA</u>	Zip Code	<u>01742</u>
Telephone	<u>978-371-1089</u>				

SECTION 5 - HOURS OF OPERATION

To Sell: (Check One) Wines & Malts All Alcoholic

Note: Please indicate A.M. or P.M.

Day of Event	<u>08/14/24</u>	Hours of Operation	From	<u>12pm</u>	To	<u>10pm</u>
Activity	<u>Member 3-Guest</u>					
Approximate Number of Attendance	<u>100</u>					

SECTION 6- DECLARATION

I do hereby certify under the pains & penalties of perjury that the information provided above is true and correct.

Date 03/05/24

(Chapter 138, Section 14. General Laws of the Commonwealth of Massachusetts)

Indicates Mandatory Field.

Note: Please check the above checkbox to submit the form

ONE-DAY LIQUOR LICENSE

APPLICATION DETAILS

Application #:	<u>ODL-24-47795</u>	Date Issued:	<u> </u>	Permit #:	<u> </u>	Date Paid :	<u> </u>
Fee Payable: (\$)	<u>0.00</u>	Fee Paid: (\$)	<u>0.00</u>	Receipt # :	<u> </u>		

SECTION 1 - SITE INFORMATION

Name of Organization Concord Country Club

Street Name OLD RD TO 9 ACRE COR Map Block Lot 3079

Street Number 246 Zone AA

Unit Number

On Premises

Description of Premises

SECTION 2 - OWNER / CORPORATION INFORMATION

Owner / Corporation Name CONCORD COUNTRY CLUB

Street Number 246 Street Name Old Road to Nine Acre Corner

City CONCORD State MA Zip Code 01742

Telephone 978-371-1089 Email skillelea@concordcc.org

SECTION 3 - APPLICANT INFORMATION

Applicant Name Sara Killelea

Street Number	<u>246</u>	Street Name	<u>Old Road to Nine Acre Corner</u>		
City	<u>Concord</u>	State	<u>MA</u>	Zip Code	<u>01742</u>
Telephone number	<u>978-371-1089</u>	Email	<u>skillelea@concordcc.org</u>		

SECTION 4 - MAILING ADDRESS

Street Number	<u>246</u>	Street Name	<u>Old Road to Nine Acre Corner</u>		
City	<u>Concord</u>	State	<u>MA</u>	Zip Code	<u>01742</u>
Telephone	<u>978-371-1089</u>				

SECTION 5 - HOURS OF OPERATION

To Sell: (Check One) Wines & Malts All Alcoholic

Note: Please indicate A.M. or P.M.

Day of Event	<u>09/05/24</u>	Hours of Operation	From	<u>7am</u>	To	<u>11pm</u>
Activity	<u>Fall Member-Guest Day 1</u>					
Approximate Number of Attendance	<u>150</u>					

SECTION 6- DECLARATION

I do hereby certify under the pains & penalties of perjury that the information provided above is true and correct.

Date 03/05/24

(Chapter 138, Section 14. General Laws of the Commonwealth of Massachusetts)

Indicates Mandatory Field.

Note: Please check the above checkbox to submit the form

 **ONE-DAY LIQUOR LICENSE**

APPLICATION DETAILS

Application #:	<u>ODL-24-47796</u>	Date Issued:	<u> </u>	Permit #:	<u> </u>	Date Paid :	<u> </u>
Fee Payable: (\$)	<u>0.00</u>	Fee Paid: (\$)	<u>0.00</u>	Receipt # :	<u> </u>		

SECTION 1 - SITE INFORMATION

Name of Organization Concord Country Club

Street Name OLD RD TO 9 ACRE COR Map Block Lot 3079

Street Number 246 Zone AA

Unit Number

On Premises

Description of Premises

SECTION 2 - OWNER / CORPORATION INFORMATION

Owner / Corporation Name CONCORD COUNTRY CLUB

Street Number 246 Street Name Old Road to Nine Acre Corner

City CONCORD State MA Zip Code 01742

Telephone 978-371-1089 Email skillelea@concordcc.org

SECTION 3 - APPLICANT INFORMATION

Applicant Name Sara Killelea

Street Number	<u>246</u>	Street Name	<u>Old Road to Nine Acre Corner</u>		
City	<u>Concord</u>	State	<u>MA</u>	Zip Code	<u>01742</u>
Telephone number	<u>978-371-1089</u>	Email	<u>skillelea@concordcc.org</u>		

SECTION 4 - MAILING ADDRESS

Street Number	<u>246</u>	Street Name	<u>Old Road to Nine Acre Corner</u>		
City	<u>Concord</u>	State	<u>MA</u>	Zip Code	<u>01742</u>
Telephone	<u>978-371-1089</u>				

SECTION 5 - HOURS OF OPERATION

To Sell: (Check One) Wines & Malts All Alcoholic

Note: Please indicate A.M. or P.M.

Day of Event	<u>09/06/24</u>	Hours of Operation	From	<u>7am</u>	To	<u>11pm</u>
Activity	<u>Fall Member-Guest Day 2</u>					
Approximate Number of Attendance	<u>150</u>					

SECTION 6- DECLARATION

I do hereby certify under the pains & penalties of perjury that the information provided above is true and correct.

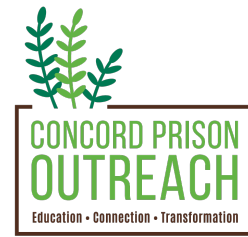
Date 03/05/24

(Chapter 138, Section 14. General Laws of the Commonwealth of Massachusetts)

Indicates Mandatory Field.

Note: Please check the above checkbox to submit the form

Concord Prison Outreach
100 Main Street, Suite 130
Concord, MA 01742



April 11, 2024

To: Henry Dane and members of the Concord Select Board

From: Liz Rust, Chair Concord Prison Outreach

Sam Williams, Executive Director, Concord Prison Outreach

The Concord Prison Cemetery is adjacent to the Bruce Freeman Rail Trail. The Concord Prison Outreach is spearheading an effort to commemorate the men buried there and honor the cemetery in general.

The attached Project Narrative provides a more detailed description of the initiative.

There are a few facets to the project, including an on-line gallery and adding a contemplative seating area in the Bruce Freeman Rail Trail Right of Way overlooking the cemetery.

The project started in 2021, and the current design stage is funded by CPA funds appropriated for the BFRT enhancements (along with Junction Park). A condition for those funds, is to obtain the Town/Select Board approval on the Concept Design before moving forward.

The next phase of construction is planned to be funded by a CPC article to the Concord Prison Outreach, at this coming Town Meeting. Once the design is approved, and the funds approved, CPO will be able to start the construction bid process. The plan is to have a contractor in place by June and complete the work by September. Our plan is to have the opening and host outdoor event in the Gerow pavilion (right across from the cemetery) in September.

Both MassDOT and Department of Corrections have approved the design. The BFRT Advisory Committee approved the CPC request in the fall. There have been no voiced concerns with the project with this design concept.

There are details to work out with the DPW, which will start once the design is approved.

This is a highly engaging human interest project which generally captures people's attention. It is very timely with both the 250 and the MCI closing.

Thank you for your consideration.

Concord Prison Cemetery - Naming the Unnamed: *Project Narrative*

From 1878 until 1996, a plot of land in Concord, Massachusetts became the final resting place for 217 people who served time in the Massachusetts Correctional system.

These people did not have friends or family claim one's body after they died. Their former existence is now reduced to only a small, numbered stone marker, placed flat on the ground, with a hand-drawn number. The markers do not record any other details of these people, and very little was known about them, until now.

The Concord Prison Cemetery is the burial site for the 217 forgotten men who died while incarcerated, buried in graves with only a number, no name.

By naming these forgotten men, we recognize them as people not numbers, we turn the markers into monuments, and honor those who died while in custody. Naming the unnamed.

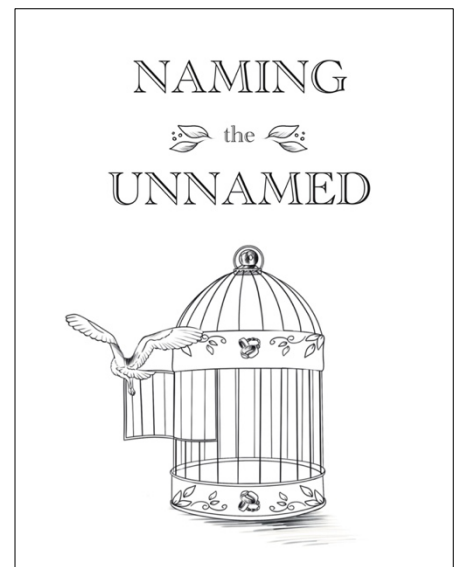
The Project

The **Concord Prison Cemetery - Naming the Unnamed** project started in 2021 by [Concord Prison Outreach](#) (CPO), with a spark of an idea, and grew through organic curiosity and community interest into the broader initiative project it is today.

Patty Ruze, the project originator, brought the concept to CPO in the COVID-bound summer of 2021. We brainstormed in the sweltering parking lot, and imagined what might be in lifting up the forgotten lives of the men buried here.

In 2022, the project started taking shape, scoping on the identifying and giving voice to each of the people buried at the Concord Prison Cemetery. From the very start, the Town and the Department of Corrections were supportive and encouraged the progression of the efforts.

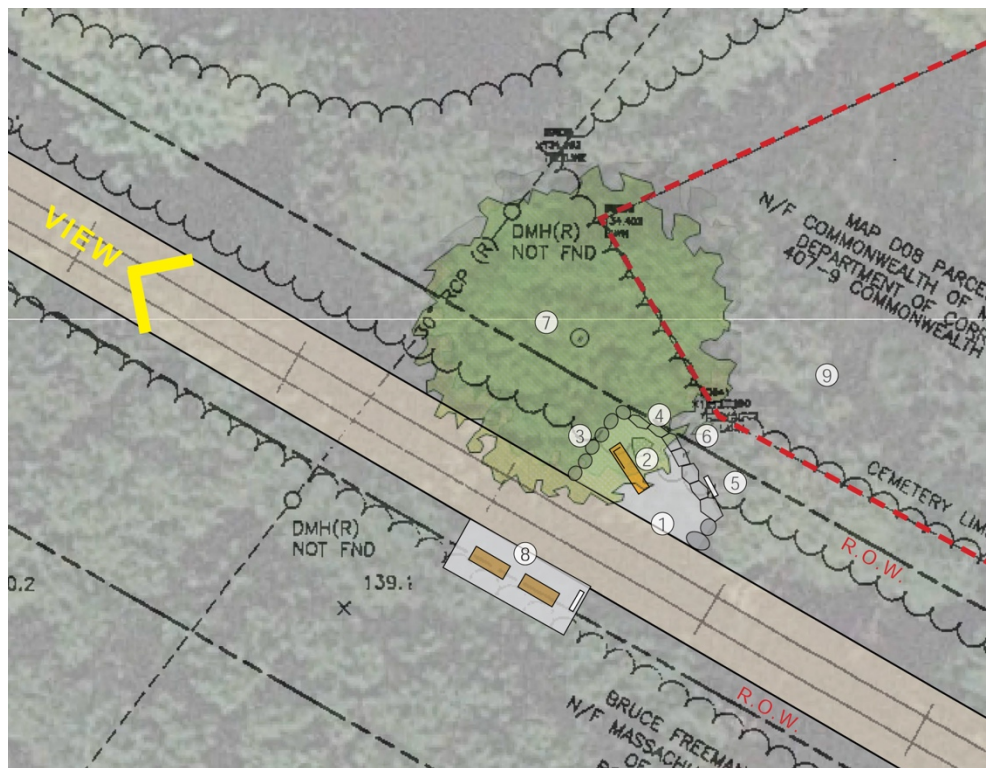
The initial phase was a collaboration with Massachusetts College of Art and Design. Led by Lisa Daria Kennedy, Associate Professor, students in the "Professional Illustration for the Community" course in the Spring of 2022, gathered and documented personal details for each of the men using extensive research of state annuals, genealogical records, logs, and prison records dating back to the mid-1800's, and



then created individualized illustrations that might reflect where he lived or his profession. This information and artwork will be represented digitally for the on-line gallery, physically for art exhibit installations and in print copies of the book titled 'Naming the Unnamed'.

CPO also staffed the project in 2022, committing to bringing forward the historical narrative of the cemetery and the men that are buried there. CPO assembled project Advisory Committee comprised of representatives whose charge overlaps with this initiative. The project touches many groups: Department of Corrections, Concord Library and Special Collections, Concord Veterans agent, Bruce Freeman Rail Trail Advisory Committee, Concord Cemetery, and more community groups.

The CPO research team set forward to completing the biographical research and individual narratives, reviewing all historical records including vital records (birth, death, marriage records), census information, Ancestry.com and Mass State Prison ledger, and reconciling all the information, resolving any differences. The original records are handwritten, and at times incomplete and inconsistent. CPO staff then prepared short biographical narratives for each of the men, and is able to summarize birth locations, and causes of death for summarized informational purposes. Now that the information is nearing publication, CPO has assembled a Reviewing Team comprised on Concord local historians and project supporters to assist before publication.



With that project context, the **Concord Prison Cemetery - Naming the Unnamed** project has three main components.

1. Contemplative Seating Area: The project includes a physical component, with a contemplative seating area and interpretive panel adjacent to the cemetery on

the Bruce Freeman Rail Trail. The design is completely within the BFRT Right of Way, with no disturbance to the cemetery or DOC land. The area will be bounded with boulders to discourage public access. The seating platform will have benches in the style of those at Walden Pond fashioned from ship timbers.



An interpretive panel will be installed in the sitting area (item 6) and will contain information on the cemetery, a site map (see below concept), and the summarized information gathered from the research. A QR code will direct people to the On-line Gallery for more information.

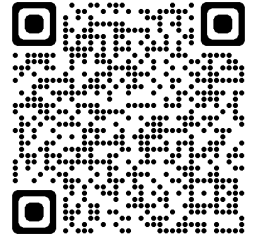


As part of the project, the white cross will be renovated – Remediated from lead paint, primed and painted.

The seating area is planned to be completed in the summer/fall 2024.



2. On-Line Gallery: Hosted by the Town of Concord Special Collections on-line platform, the project has a unique gallery and exhibit with information about the cemetery, providing the platform for the digital project – photos, video, site maps- as well as a plot by plot interactive scheme for the narratives, the art illustrations and digital photos of the grave markers. We have a working rudimentary [prototype](#), with a target completion of June 2024.

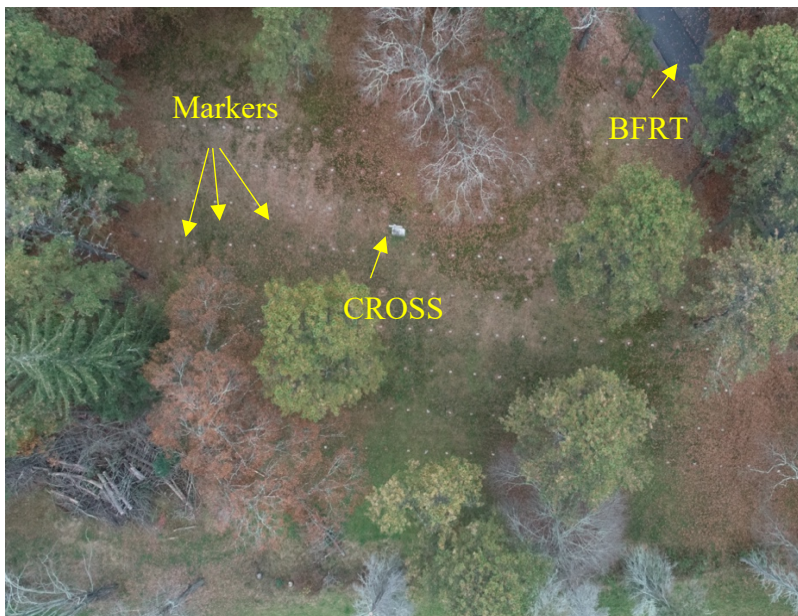


3. Community Curating: Creating public awareness and education is an important part of the project. CPO plans to host events and provide opportunities for the public and community to learn about and participate with the project and cemetery exploration. CPO plans to sponsor events in the fall 2024 and spring 2025, as part of the Concord 250, to highlight this important part of Concord’s history.

This project tells the story of the cemetery and the men buried there through the on-line gallery, the video, the contemplative seating area with interpretive panel along the Bruce Freeman Rail Trail, and the artwork.

The Concord Prison Cemetery

You can just see the large wooden white cross through a break in the trees, standing tall at over 7 feet atop its stone pedestal, along Route 2 in Concord, Massachusetts which marks the Concord Prison Cemetery. This land has been



owned by the Department of Correction since 1878 and has been relatively out of site to the public until the renovation of the Bruce Freeman Rail Trail in 2022.

The cemetery area is cleared, mowed, and reasonably maintained. It’s about 100 yards wide, sloping down to the front, highway in the distance, and dominated by the white cross in the middle. The graves start at

the bottom of the hill, and number east to west, with 10 rows. Mostly 25 to a row, but

uneven at the top amidst the trees, with the markers dodging the large roots. They are of standard design - Each 8 inches by 11, in cement, with only the grave number, from 1 to 217, no names. The design keeps the identity anonymous, and protects family members, and maybe also simplifies the process, burying the dead incarcerated individuals who had no one to claim their bodies.

The writing on the graves is irregular, the 5's resembling 8's, the letters unevenly spaced, clearly hand drawn. There's an abbreviated code before the number, reflecting the prison – MR (Mass Reformatory, Concord), MSP (Mass State Penitentiary, Charlestown), PCH (Prison Camp Hospital, Rutland) NPC (Norfolk), CHC (Cambridge).



The first grave, grave #1, commemorates Mr. Thomas Ford, who died on July 18 1878, 153 years ago - the same year the Concord prison opened. Mr. Abraham William grave #4. He was a private who fought in the Civil War serving in the 5th Coloured Cavalry of Massachusetts. There are 10 identified veterans altogether, 2 of them black men. And then the last grave, Grave 217, marks Mr. Gerald N Coleman who died in March 24, 1996.

In the beginning, there was one death every month or so, and over time it trailed off.

Overall, one-third (33%) were immigrants, with 21% from Europe. People came mostly from Ireland, followed by Canada, then the UK and Russia.

Many men – a full one-third - died from tuberculosis, over the 35 year period from 1879 to 1914. TB, or 'consumption' as it was commonly known back then, was wide-spread and deadly, especially in prison. The prison environment was a perfect breeding ground for TB - spreading quickly among the men who were housed together in damp, unhealthy, unsanitary and over-crowded quarters. It was such a pandemic, that in 1907 a tuberculosis 'hospital' was added to the prison farm in Rutland. The deceased Incarcerated individuals from Rutland were buried at their own cemetery, where 59 men were buried in the cemetery there. In 1908, some of the 'overflow' men (22) were taken to Concord to be buried.



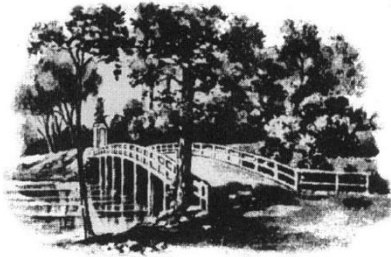
Most of the men in the Concord cemetery died in their 20's and 30's. However not everyone was young. Mr. Samuel Webb Hildreth (born in 1811 in Westford) died at age 76 in Charlestown, and was buried in Grave #56, though Mr. Hildreth was convicted when he was over 70.

The cemetery was half full in its first 20 years. By 1920, the Concord cemetery had 170 graves, and those last 47 men were buried over the remaining 76 years. The cemetery finally ran out of space, with the tree roots crowding the available land. The prison cemeteries at Gardner and Norfolk are still active.

Serving time in prison is difficult, and dying with having no friends or family claim one's body after death is a lonely ending.

This project tells the story of the cemetery and the men buried there through the on-line gallery, the video, the contemplative seating area with interpretive panel along the Bruce Freeman Rail Trail, and the artwork.

[Concord Prison Outreach](#) (CPO) is a 501 (c)(3) organization composed of a coalition of hundreds of individuals and nearly forty faith communities committed to helping people who are incarcerated build better lives for themselves and their families. Since its founding in 1968, when its first volunteers helped to support people in a local prison infirmary, CPO has developed into the largest organization of its kind in the Commonwealth of Massachusetts. Working cooperatively with the Massachusetts Department of Correction (DOC), CPO offers educational programs that focus on skill-building, personal growth, and essentials to help support people in prison to achieve success while incarcerated or post-incarceration.



OLD NORTH BRIDGE

TOWN OF CONCORD

TOWN HOUSE - P.O. BOX 535
CONCORD, MASSACHUSETTS 01742

To: Mary Hartman, Select Board Liaison to West Concord Junction Cultural District

From: Mimi Graney, Economic Vitality Manager

Date: April 4, 2024

Re: Public Art Proposal – **Signal Boxes**

Request for Approval to Execute Public Art on town owned property in West Concord.

Specific designs and artists finalized:

- Emily Morrison: Days of Old Concord
- Ivy Randall: Birds Eye view of West Concord
- Steve Bermundo: Connections

Sponsor:

The West Concord Cultural District wishes to execute a Traffic Signal Box Art project for West Concord. Helene Clayton is the project lead for the WCJCD.

Purpose:

This art will enrich the quality of life for citizens and visitors by enhancing the beauty of West Concord and creating exciting public spaces through visual art. The commissions provide an opportunity to support emerging local artists. These “mini murals” advance the identity of West Concord as a cultural center and foster a unique sense of place. This art fits within the charge of the WCJCD to foster a vibrant cultural community to sustain West Concord as an enjoyable place to live, work and play.

Three signal boxes in West Concord will be painted with unique designs. (Signal boxes are the metal cabinets that house the electronic equipment for roadway traffic signals.) This initiative is inspired by comparable programs conducted nationwide.

Site(s):

Three signal boxes in West Concord:

- Intersection of Main Street and Church Street
- Intersection of Main Street and Baker Ave
- Intersection of Main Street and Commonwealth Avenue

These signal cabinets are Town property. They were selected in coordination with Concord Public Works and approved by CPD to be painted as detailed in this agreement.

Project Description:

Artist Selection: Through a well-publicized Call for Artists the WCJCD executed a transparent and fair process to select artists to execute their design ideas on the assigned metal cabinets. 15 applications were received. Members of the West Concord Junction Cultural District chose the finalists.

Artist Agreements: Before beginning work each artist will be required to execute a contract, reviewed and approved by the Town Manager, that details the final approved design, permitted materials, copyright and ownership title, terms for use of the site to execute the design, maintenance of the artwork and other responsibilities. A budget of up to \$1,000 per signal box has been budgeted by the WCJCD to cover the artist's time, supplies, and insurance. The funds are provided by a Mass Cultural Council Cultural District grant administered by the Committee.

Site constraints: The switchboxes are on sidewalks along busy roadways with limited space to accommodate both the artist during installation and pedestrian movement. Concord Public Works and Police will be consulted to determine an appropriate means to maintain a safe workspace and pedestrian access. Funds are available within the WCJCD to pay for police details should those be required.

Materials: Concord Public Works has agreed to prime the signal boxes prior to the art installation. The WCJCD agrees to provide to CPW two weeks' notice to undertake this work. Artistic designs will be executed in exterior latex paint as detailed in the artist agreement.

Term & Maintenance: The intention is for these designs to remain for appropriately three years. Formal agreements with the artists will specify that the artwork can be removed at any time at the sole discretion of the Town. Maintenance, such as graffiti removal, will be the responsibility of the WCJCD. It is expected, should maintenance of the artwork require more than a minor paint touch up, the WCJCD will consult with Public Works to repaint the box either in a solid color or with a new design.

Schedule:

February 2024: Call for Art issued

March 25: Call for Art applications close

April 2: Artist selection by WCJCD

May 15: Engagement with neighbors to review the design. Artist Contracting.

June: Concord Public Works applies primer on the switchboxes. Artists execute designs to be completed by June 30.

September 2024: Community celebration

Community:

Artists will be encouraged to create designs that enhance and reflect the site of installation. Designs by Concord based artists will be given priority. The proposals shall be selected by the West Concord Junction Cultural District, a Town Committee that operates within the guidelines set forth by the Massachusetts Cultural Council for cultural districts. Members of the WCJCD will share the selected designs before they are executed with nearby businesses and residents to inform them of the initiative and to respond to any concerns should they arise. A Community Celebration upon the

completion of the artwork will provide an opportunity to spotlight the work of the artists, invite people to the West Concord neighborhood, and build relationships among local partners.

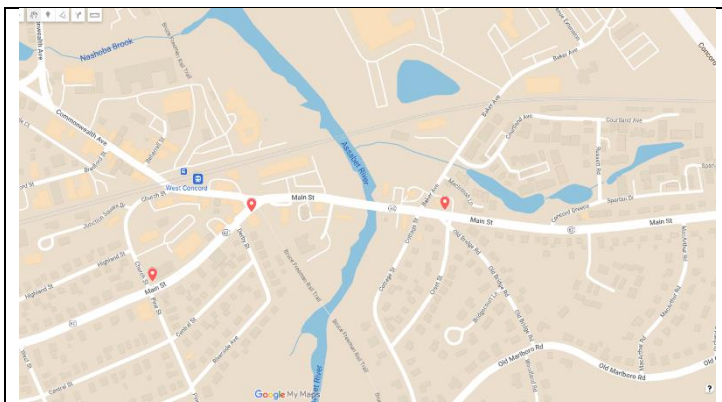
Administration and Town Responsibilities:

Concord's model Artist Agreement will be the basis for individual agreements to be executed with each of the select artists before any work may proceed. Each agreement will include the final approved design along with certificate of insurance (\$1M incident/\$2M aggregate) covering the artist with the Town of Concord listed as an additional insured.

Economic Vitality Manager Mimi Graney is the staff liaison to the WCJCD and will assist the committee with executing artist contracts and the pass-through of the MCC grant funding.

Steve Dookran of Engineering advises on the selection of the individual cabinets for the artwork. Aaron Miklosko of Highway & Grounds will oversee the assignment of priming the cabinets.

When the artwork is scheduled for installation Concord Police and Public Works will be engaged to assist with maintaining pedestrian access. Should police details be required funds are available within the WCJCD budget.



Map of Selected Sites



Main and Church



Commonwealth

Main and Baker



Main and Baker

Emily Morrison: Days of Old Concord

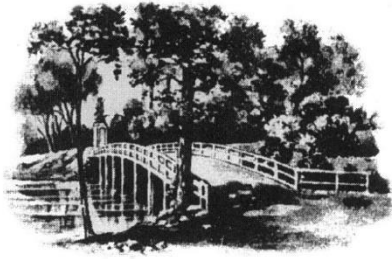


Ivy Randall: Birds Eye view of West Concord



Steve Bermundo: Connections





OLD NORTH BRIDGE

TOWN OF CONCORD

TOWN HOUSE - P.O. BOX 535
CONCORD, MASSACHUSETTS 01742

To: Concord Select Board
From: Mimi Graney, Economic Vitality Manager
Date: April 17, 2024
Re: Public Art Proposal – Freedom’s Silhouette

Request for Approval to Install Public Art on town-owned property in Concord Center identified as Parcel 1693 Installation of *Freedom’s Silhouette* in September 2024 for an anticipated period of ten months.

Sponsor:

The Town of Concord, as part of a program sponsored by the Metropolitan Area Planning Council and the New England Foundation for the Arts, wishes to install temporary public art. This program seeks to support more diverse, inclusive, and equitable public artmaking across Massachusetts.

Additional funding was made available from the Massachusetts Cultural Council as designated by the Concord Center Cultural District Taskforce.

A Steering Group made up of 19 community representatives and town staff, with input from the community at a hybrid public meeting, approved the selection of this specific piece of art for installation.

As part of a fledging public art approval process, the Select Board will be the final town entity to review and approve the artwork before it can be installed.

Purpose:

This commission of temporary art installation seeks to creatively interpret the ways in which people have struggled for the fight for freedom through time in Concord, Massachusetts. Taking inspiration from the 250th anniversary of the start of the American Revolution in 2025, the work considers the ways in which two 19th century Concord residents – Henry David Thoreau (1817 – 1862) and Ellen Garrison (1823 – 1892) - continued this fight for independence through the abolitionist cause. Through the artwork, we hope to more deeply investigate a pivotal time in Concord’s past to bring overlooked stories to the fore and to more actively grapple with our generation’s work to provide liberty and justice for all.

Site:

The site is a partially shaded, sloping lawn at 12 Main Street on Monument Square in Concord, Massachusetts, almost called Parcel 1693. The attached plan designates the general area between the sidewalk and underground drains where the artwork will be installed.

Project Description:

Artist Selection: A Steering Group of 19 community representatives and Town staff including those with expertise in public art, local history and historic preservation, and deep familiarity with the themes within the call was convened. A Call for Art was issued in October 2023 and widely distributed. Three semi-finalists were selected to refine and present their proposals at a Community Art Forum on March 6, 2024. Informed by community feedback the Steering Group selected Liz Helfer's proposal.

Design: "Freedom's Silhouette" is a life-sized scaled installation of two six-foot long benches. Two silhouetted figures face each other on the benches. The benches are made of historically accurate materials for the mid-to-late 19th century with oak and cast iron. The cast iron arm rests, in the usual place for a maker's signature, instead have the name of each seated figure. "Ellen Garrison" on one bench and "Henry David Thoreau" on the other. The figures are made of one-way transparent acrylic, a material that allows viewers from one side to look through and from the other, to see themselves reflected. Viewers may see themselves mirrored in these historical figures or see through them, using them as a lens through which to view the present.

Materials: Cast iron with black powder coating, oak with polyurethane sealant, ¾" acrylic sheet, bolt hardware, concrete footings.

Site Installation: A preliminary presentation September 2023 regarding the selection of the site to the Historic Districts Commission received generalized support.

The 250th Committee is working towards construction of a permanent memorial on this site. The groundbreaking date has rescheduled to Spring 2025. Removal of the artwork will be coordinated with that group and/or other appropriate town entities to not interfere with the construction.

The artwork will be mounted on small concrete footings within lawn. Concord Public Works approved this installation approach and will be consulted to determine the specific placement in this area. Any soil displacement will be replanted with grass seed.

Term: Artwork would be installed in September, 2024. The original Call for Art was for temporary public art for a period of just a three months to accommodate the anticipated start of construction for the 250th Memorial at the site. That groundbreaking for the permanent memorial has since pushed out to April 2025 while the robust design of the selected artwork lends itself to a longer period of public display. The period of display is now proposed to be through until late Spring, early Summer 2025 in coordination with that group. In recognition of factors beyond anyone's control, the Artist Agreement with the Town allows removal from the site at any time, for any reason within the sole discretion of the Town Manager.

Maintenance: Maintenance of the artwork will be detailed in a contract between the artist and the town. Public Works will continue to maintain the grass.

Artist Agreements: Liz Helfer is the contracted agent for the art installation.

- *Approvals:* Approvals and reviews will be secured from appropriate town agents including Public Works and the Historic Districts Commission. Using the Public Art Approval Process a memo detailing the proposal will be presented to the Select Board as the final authorizing agent.
- *Contract with Artist:* Has was reviewed by Town Counsel and Town Staff (Deputy Town Manager Megan Zammuto, Risk & Compliance Manager Chris Carmody) and with Select Board approval is signed by the Town Manager. This contract details the final approved design, permitted materials, copyright and ownership title, terms for use of the site to execute the design, maintenance of the artwork and other responsibilities.
- *Approvals Required:* NEFA, MAPC, Concord Center Cultural District Taskforce, Concord Public Works, Historic District Commission, Select Board. A hearing before the Historic Districts Commission is scheduled for April 17, 2024
- *Funding:* \$20,000 to the artist includes construction and installation materials, insurance, signage and artist fees via grant funds from the New England Foundation for the Arts and Mass Cultural Council. In addition, the Concord Center Cultural District Taskforce has designated \$8,000 in Massachusetts Cultural Council funds for four anticipated creative programs to activate and illuminate the artwork in the fall of 2024.

Schedule:

April 2024: Local reviews and approvals. Contracting with artist

May-August 2024: Construction

May 2024: Contracting for Companion Creative Programs

September 2024 through Spring 2025: Installation at Parcel 1692

Community: Public programs are being coordinated with the Concord Center Cultural District Taskforce.

Administration and Town Responsibilities:

Concord’s model Artist Agreement to be executed with artist Liz Helfer, with updates reflective of the specific considerations of specific artwork. With Select Board approval, this contract, signed by the Town Manager, will be fully executed before any work may proceed. The agreement will be accompanied by the final approved design, certificate of insurance (\$1M incident/\$2M aggregate) covering the artist with the Town of Concord listed as an additional insured, and approval of Concord Public Works and the Historic District Commission.

Economic Vitality Manager Mimi Graney is the staff liaison executing the artist contract and the pass-through of the grant funding.

Steve Dookran of Engineering and Aaron Miklosko of Highway & Grounds will advise on any site and contract-related requirements.

When the artwork is scheduled for installation Public Works will be informed to ensure there are no negative impacts on other work happening in the area.

Attachments:

- **Budget**
- **Final art design with installation details and sample signage design**

BUDGET

Item	Note	Total
Artist Fee	25%	\$5000
Studio Assistant	\$25/hr for 10 hours	\$250
Installation Assistant	\$25/hr for 4 hours	\$100
¾" Oak	60 linear feet	\$960
Polyurethane (Varathane Clear Satin VOC Oil Based Exterior)	1 gallon	\$70
Iron Casting	6 pieces	\$7200
Powder Coating	6 pieces	\$1200
Cast iron brackets	10 pieces	\$150
One way mirror film (outdoor rated)	60" x 25' roll	\$330
½" polycarbonate sheet (installation and replacement set)	4 sheets 48" x 96"	\$2,290
Concrete footings	8	\$80
Hardware	Screws, nuts, bolts, adhesive	\$50
Miscellaneous tooling	Bits, brushes, etc	\$100
Insurance		\$180
Signage	Printed Aluminum and A-frame	\$450
Contingency	Approximately 7%	\$1590
	TOTAL	\$20,000

FIGHT FOR FREEDOM:

FREEDOM'S

SILHOUETTE

by Liz Helfer



Description

SCALE: LIFE SIZE

Two silhouetted figures face each other on separate benches. The cast iron armrests, in the usual place for a maker's signature, instead have the name of each seated figure. "Ellen Garrison" on one bench and "Henry David Thoreau" on the other. In addition to the names are the silhouettes of

FIGURE THIS:

It was “unsafe...to go

out...”
- ELLEN GARRISON

SPEAKING ON HER EXPERIENCE

AS A BLACK WOMAN IN PORT

DEPOSIT, MD

A Lens Through the Centuries



REVOLUTION

How might they have been

influenced by their

forebears?



ABOLITION

How did their efforts

impact their

contemporaries?



TODAY

How do they continue to

influence their successors –

us – today?



Material

CAST IRON

The benches are made of historically accurate materials for the mid-to-late 19th century with oak and cast iron. Pattern to



Material

TWO-WAY MİRRORED ACRYLIC

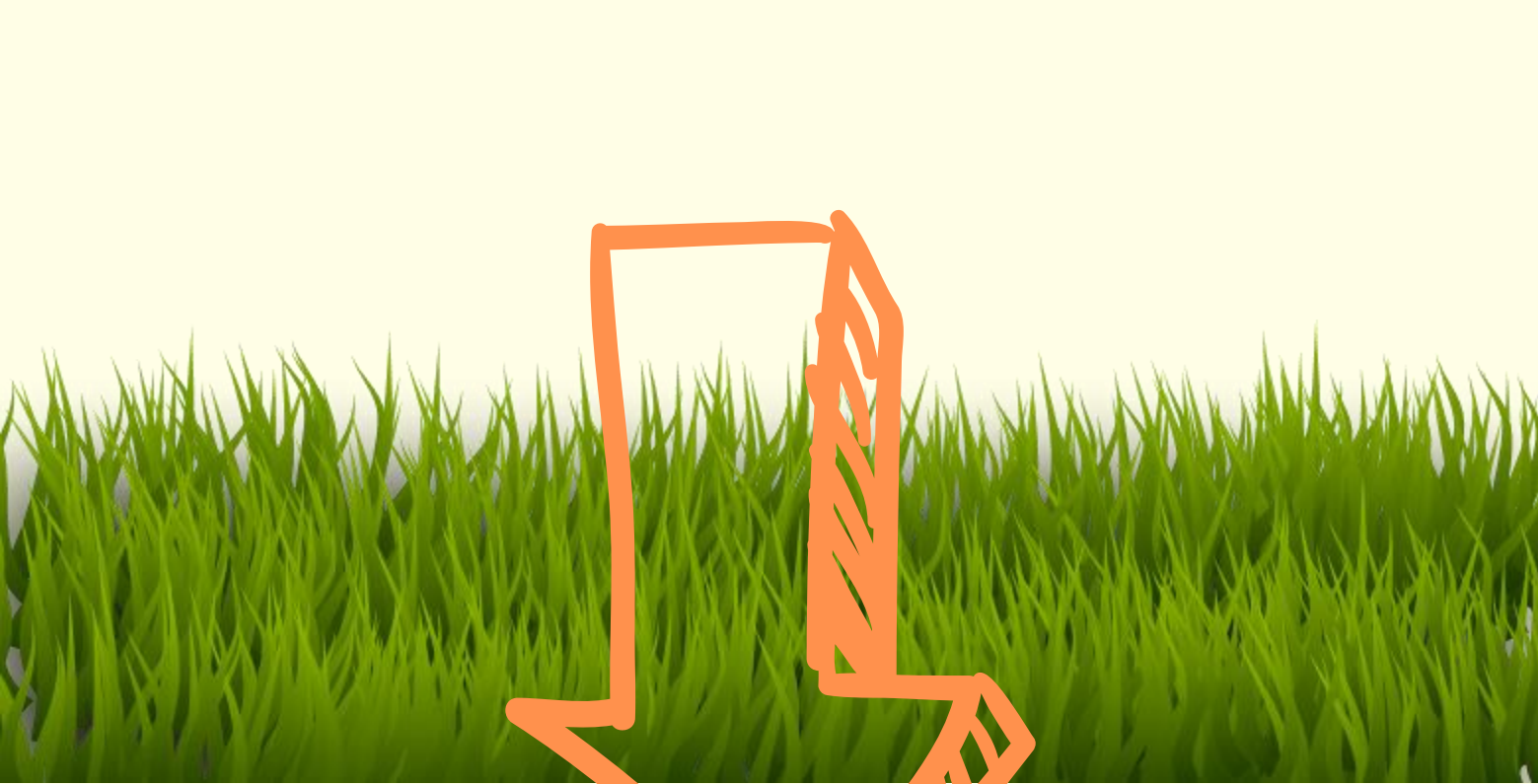
Also called “two-way” glass. 1/4" sheets. Two-way mirrors look like a mirror from one side and a window from the other side when correctly lit. When the light is equal on both sides it appears as a mirror but you can also see through to the other side.



Material

OAK

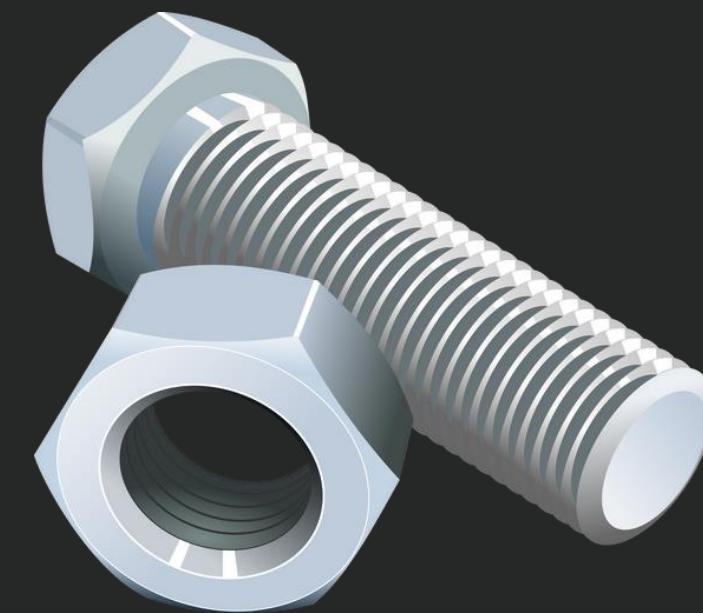
A traditional and durable choice. Finished with UV resistant polyurethane.



INSTALLATION

CONCRETE FOOTINGS

Pre-formed concrete blocks and bolt system.



Freedom's Silhouette

by Liz Helfer

Acylic, cast iron, and oak

Educational text developed in partnership with project stakeholders.

How were Ellen Garrison and Henry David Thoreau influenced by previous movements for societal freedom?

How do you contribute to the ongoing fight for freedom?



EDUCATION

Printed aluminum sign for display near the installation

with link to more resources. Text to be developed with

REFLECTION

project stakeholders.

An invitation to sit. Targeted questions developed for

seasonal tours of historic Concord.

PROGRAMMING

Artist-led "close looking" exercise as accompanying

programming that emphasizes individual's role in

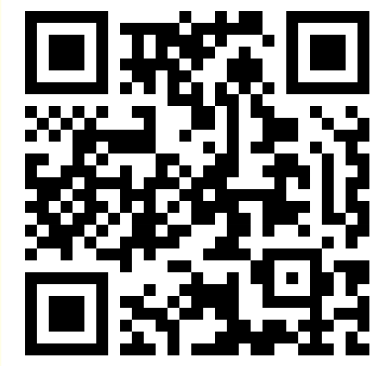
perpetuating freedom.



Thank you!

FOR MORE ABOUT LIZ HELFER STUDIOS:

www.elizabethhelfer.com



PETITION FOR JOINT POLE LOCATION

Concord, Massachusetts

March 15, 2024

To the Select Board of Concord, Massachusetts:

The TOWN OF CONCORD acting through the MUNICIPAL LIGHT PLANT along with VERIZON NEW ENGLAND request permission to locate a pole, wires, and cables, including the necessary anchors, guys, and other such sustaining and protecting fixtures to be owned and used in common by your petitioners, along and across the following public way or ways:

Main St

- Relocate utility pole #100 approximately 15 feet Southeast from its existing location.

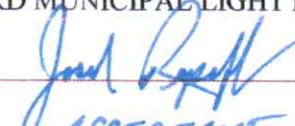
1 New J.O. Pole

1 Existing J.O. Pole to Remove


Wherefore they pray that after due notice and hearing as provided by law, they be granted a joint location for and permission to erect and maintain a pole, wires, and cables, together with anchors, guys, and other such sustaining and protecting fixtures as they may find necessary, said pole to be erected substantially in accordance with the plan filed herewith marked - No. 24-01, dated March 7, 2024.

Also for permission to lay and maintain underground laterals, cables, and wires in the above or intersecting public ways for the purpose of making connections with such poles and buildings as each of said petitioner may desire for distributing purposes.

1. CONCORD MUNICIPAL LIGHT PLANT

By 
 Title ASSISTANT DIRECTOR

2. VERIZON NEW ENGLAND

By 
 Title Albert C. Bessette, Right of Way Manager

ORDER FOR JOINT POLE LOCATION

In Select Board of the Town of Concord, Massachusetts

Notice having been given and a public hearing held, as provided by law,

IT IS HEREBY ORDERED: that the CONCORD MUNICIPAL LIGHT PLANT and VERIZON NEW ENGLAND be and they are hereby granted a joint location for and permission to erect and maintain a pole and its respective wires and cables to be placed thereon, together with anchors, guys, and other sustaining and protecting fixtures as said petitioners may deem necessary, in the public way or ways herein after referred to, as requested in the petition of said petitioners dated March 15, 2024.

All construction under this order shall be in accordance with the following conditions:

The pole shall be of sound timber and reasonably straight, and shall be set substantially at the point indicated upon the plan marked - No. 24-01, dated March 7, 2024 - filed with said petition. All materials including but not limited to poles, wires, cables, together with anchors, guys, and other such sustaining and protecting fixtures as indicated in the petition shall be installed using common industry standards in accordance with the most recent National Electrical Safety Code requirements.

The following are the public ways or parts of ways along which the guy pole above referred to may be erected, and the number of poles which may be erected thereon under this order:

Main St

- Relocate utility pole #100 approximately 15 feet Southeast from its existing location.

1 New J.O. Pole

1 Existing J.O. Pole to Remove

Also for permission be and hereby granted to each of said petitioners to lay and maintain underground laterals, cables, and wires in the above or intersecting public ways for the purpose of making connections with such poles and buildings as each of said petitioner may desire for distributing purposes.

I hereby certify that the foregoing order was adopted at a meeting of the Board of Selectman of the Town of Concord, Massachusetts held _____ day of _____ .

Clerk of Board of Selectmen

We hereby certify that on _____, at _____ O'clock _____, at Concord, Massachusetts, a public hearing was held on the petition of the CONCORD MUNICIPAL LIGHT PLANT and VERIZON NEW ENGLAND permission to erect the poles, wires, and cables, including the necessary anchors, guys, and other such sustaining and protecting fixtures described in the order herewith recorded, and that we mailed at least seven days before said hearing a written notice of the time and place of said hearing to each of the owners of real estate (as determined by the last preceding assessment for taxation) along the ways or parts of ways upon which the said petitioners are permitted to erect the pole, wires, and cables, including the necessary anchors, guys, and other such sustaining and protecting fixtures under said order.

And that thereupon said order was duly adopted.

Selectmen of the Town of Concord, Massachusetts

CERTIFICATE

I hereby certify that the foregoing is a true copy of a joint location order and certificate of hearing with notice adopted by the Board of Selectmen of the Town of Concord, Massachusetts, on the _____ day of _____, and recorded with the records of location orders of said Town, Book _____, Page _____. This certified copy is made under the provisions of Chapter 166 of General Laws and additions thereto or amendments thereof.

Attest: _____
Town Clerk

PETITION PLAN

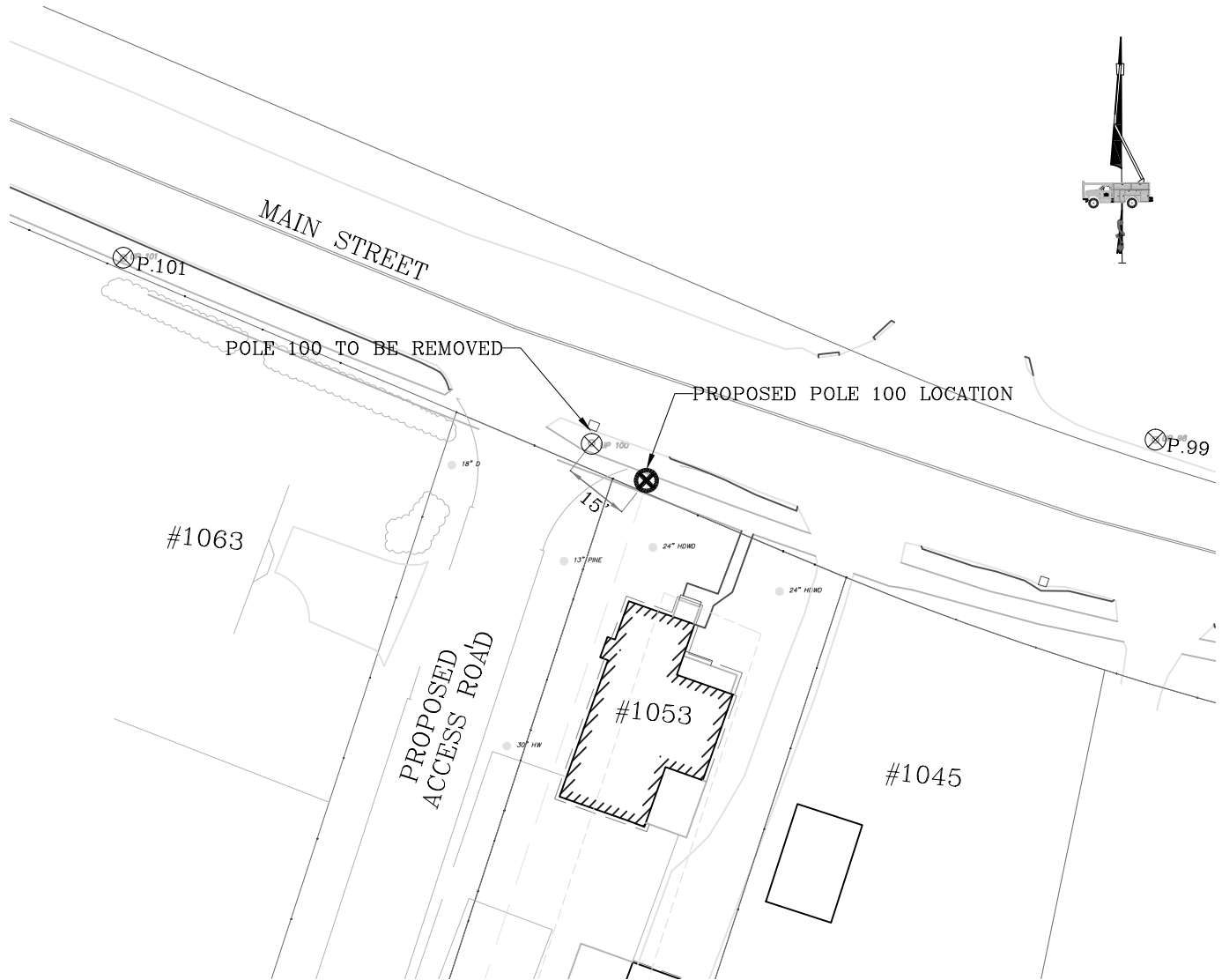
No. 24-01

Municipality Concord

Date March 7, 2024

Concord Municipal Light Plant and Verizon New England

Showing Pole 100 MAIN STREET TO BE RELOCATED



SCALE: 1"=40'

DISTANCE SHOWN ARE APPROXIMATE

Prepared by: JS
Checked by: JJC

LEGEND

- | | |
|---|---|
| ○ - Proposed Verizon New England Pole Location | ⊗ - Existing Joint Pole to Remain |
| ⊖ - Verizon New England Pole Location to be Abandoned | ✱ - Power Co. Pole Location to be Abandoned |
| ○ - Verizon New England Pole to Remain | ⊗ - Present Joint Pole Location to be Abandoned |
| ⊗ - Proposed Joint Pole Location | ⊗ - Power Co. Location to be Held Jointly |
| ⊗ - Verizon New England Location to be Held Jointly | |
-
- | | |
|---|--|
| □ - Existing Verizon New England Manhole | — - Proposed Verizon New England Conduit Location |
| ■ - Proposed Verizon New England Manhole Location | - - - Existing Verizon New England Buried Cable |
| — - Existing Verizon New England Conduit | - - - Proposed Verizon New England Buried Cable Location |

**TOWN OF CONCORD
SELECT BOARD**

PUBLIC HEARING NOTICE

Notice is hereby given that a public hearing will be held at the Town House in the Select Board Hearing Room on the 2nd floor, 22 Monument Square, Concord, MA on Monday, April 22, 2024 at 7:00 PM to hear the petition of Concord Municipal Light Plant along with Verizon New England for a Pole Petition:

- **Main Street** – To relocate utility pole #100 approximately 15 feet southeast of its existing location
 - o 1 New J.O. Pole
 - o 1 Existing J.O. Pole to Remove

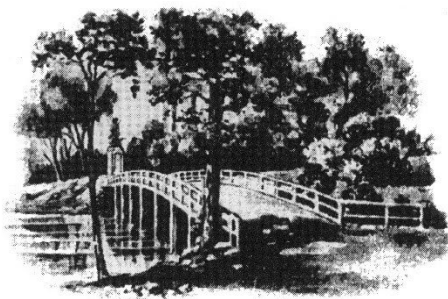
By Order of the
Select Board

/s/ Mary Hartman
Clerk

For Publication in the Concord Bridge

Intended date of posting: April 19, 2024

Send invoice to: Shannon McAndrew, Town of Concord
22 Monument Square
smcandrew@concordma.gov
978-318-3003



OLD NORTH BRIDGE

TOWN OF CONCORD

TOWN HOUSE - P.O. BOX 535
CONCORD, MASSACHUSETTS 01742

To: Mr. Alex Strysky, MEPA Analyst
Delivered via email: alexander.strycky@mass.gov

From: Town of Concord Select Board, Concord, MA 01742

Subject: EEA No. 16654 - L.G. Hanscom Field North Airfield Development, Bedford

Cc: The Honorable Governor Maura Healy
Secretary Rebecca Tepper, Executive Office of Energy and Environmental Affairs
Senator Michael Barrett
Representative Simon Cataldo, Representative Carmine Gentile
Concord Town Manager, Concord Deputy Town Manager
Concord DPW Director, Concord Transportation Advisory Committee
Hanscom Field Advisory Committee
Hanscom Area Town Select Boards

April 29, 2024

Dear Mr. Strysky:

We, the Select Board of Concord, wish to comment on the Draft Environmental Impact Report for the proposed North Airfield Expansion at Hanscom Airport.

As you know, the Town of Concord, as well as neighboring towns, and the Commonwealth of Massachusetts, have all been diligently working, separately and together, to reduce our greenhouse gas emissions. We have been making significant progress toward our 2030 reduction targets.

The North Airfield Expansion proponents claim that their proposed project would not generate any new greenhouse gases. But their analysis only counts emissions from buildings, while disregarding emissions from aircraft. At the same time, the project's expansion of aircraft storage, fueling and maintenance capability, all point to a likely increase in the number of flights.

If these new flights are included in the analysis, the expansion project is likely to significantly increase greenhouse gas emissions. That would directly contradict the climate goals pursued by our towns, the Commonwealth, and the nation. Furthermore, this expansion stands in stark contrast to Massport's own Master Plan of 1978 and the MAPC MetroCommon 2050 plan. It

undermines Massport's goal of zero greenhouse gas impacts by 2031, a commitment acknowledged in the project's Environmental Notification Form.

We are disappointed that the DEIR does not include a comprehensive public cost/benefit analysis. We ask for the proponent to revise the DEIR, to include both qualitative and quantitative information that addresses the incremental, direct, and cumulative impacts to the Concord community, the region, and the Commonwealth of Massachusetts.

For example, the proponent asserts that the proposed development will reduce the number of 'ferry flights' and has implied that the number of overall flights will be reduced, but they have provided no substantiating evidence. Instead, the evidence seems to say that the project will INCREASE the number of flights: Section 2.2.1 states that operations will increase by an estimated 12 flights per day. To support these additional flights, the project calls for 4 new fuel tanks and an additional 15,000 gallons delivered daily.

If the proponent is serious about claiming a reduced number of flights, then guarantees of this reduction should be documented in a revised DEIR, along with well researched analysis addressing noise levels, air quality, vehicle traffic, environmental justice concerns, impacts on rare species, and effects on the local economy.

Concord residents are deeply concerned that the proposed project will increase aviation activity which in turn will cause negative health effects due to increased air pollution and noise. Yet the DEIR does not adequately describe or evaluate these risks. We ask for you to revise the DEIR to contain a full analysis of all scientifically documented health risks associated with the project. For example, the EPA has stated that lead from aviation is a significant health risk. Studies are also underway regarding ultrafine particles. Airborne noise has been found in large public health studies to be a contributor to heart disease and physical stress. None of these health risks are adequately analyzed in the DEIR.

Regarding noise levels, the DEIR claims to include a detailed assessment of the noise generated by the project's increased air traffic. However, it only assesses noise (and GHG and air quality) impacts from localized airport activity, without considering these impacts from airborne planes. Ignoring impacts from airborne planes seriously minimizes the quality of life that the public will be forced to endure if this expansion moves forward. For example, wildlife at Great Meadows is routinely disturbed by jet noise, and overhead jets disrupt important events such as the traditional Patriot's Day ceremony at the North Bridge on April 15, 2024.

Most importantly, the revised DEIR must contain comprehensive well-researched analysis of the project's expected effect on greenhouse gas emissions and the carbon footprint. In its present form, the DEIR only analyzes aircraft CO2 emissions during takeoff and landing at the airport. The revised DEIR should also include analysis of GHG emissions of aircrafts in flight.

For more detail, please see Appendix A, which contains the complete list of our original comments, the proponents' response in the DEIR, and the Town's follow-up comments.

In conclusion, the Draft Environmental Impact Report has serious flaws that need to be corrected. As proposed, the North Airfield Expansion at Hanscom Airport directly undermines our Town's and State's efforts to reduce greenhouse gases. It would also increase health risk, noise and other environmental concerns, while providing little or no benefit to the general public. We strongly recommend a revised DEIR, followed by careful and complete study before a decision is made on whether or not to approve this project.

Sincerely,

Henry J. Dane, Concord Select Board Chair

Concord Select Board

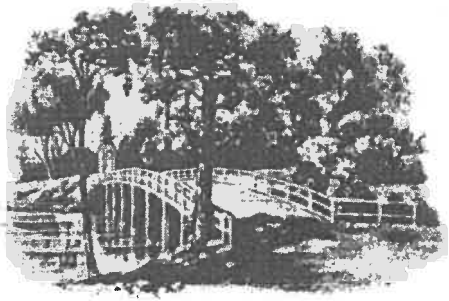
Henry Dane, Chair

Mary Hartman, Clerk

Terri Ackerman

Linda Escobedo

Mark Howell



OLD NORTH BRIDGE

TOWN OF CONCORD

TOWN HOUSE - P.O. BOX 535
CONCORD, MASSACHUSETTS 01742

February 14, 2023

Mr. Alexander Strycky, Environmental Analyst

Massachusetts Environmental Policy Act Office

100 Cambridge Street, Suite 900

Boston, MA 02114

Re: Public Comment EEA #16654 – L.G. Hanscom Field North Airfield Development ENF

Dear Mr. Strycky,

This letter is in response to the Environmental Notification Form received by the Town of Concord. After attending the site visit on Monday, February 6th and the public meeting conducted via Zoom that same evening, the Concord Select Board offers the following observations, comments, and questions.

Hanscom Airfield is within the four communities of Bedford, Concord, Lincoln, and Lexington. These four communities exhibit intrinsic qualities of scenic, historic, recreational, cultural, archaeological, and natural features that are recognized for their national significance and considered representative, unique, irreplaceable, or distinctly characteristic of this area. Greatly valued by residents, these intrinsic qualities draw visitors from around the world seeking connections and inspiration from the American story. The federally owned Great Meadows Wildlife Refuge, the Minute Man National Historical Park and the Battle Road Scenic Byway are on a direct path with the east-west runway, as well as many cultural resources and open spaces that bring visitors to this region. As Hanscom Airfield has grown and expanded over the years, the incremental increases in vehicular traffic, aircraft traffic, noise, air pollution and so forth, has eroded the quality of life for residents and wildlife and diminishes the visitor

experience. The cumulative impact of these incremental increases adversely affects the natural, cultural, and historical resources of the communities.

The Draft Environmental Impact Report (DEIR) should include both qualitative and quantitative information that addresses questions of the incremental, direct, and cumulative impacts to the Concord community of not just the proposed development but the resulting increases in use at Hanscom resulting from the proposed development. The proponent has offered that the proposed development will reduce the number of 'ferry flights' and has implied that the number of overall flights will be reduced – guarantees of this reduction should be documented and realized. The DEIR should include a comprehensive public cost/public benefit analysis, addressing quality of life issues such as:

- Noise and Visual Intrusions – impacts to humans and to wildlife of the air traffic numbers resulting from the proposed development (including the frequency, volume, size of aircraft, and flight paths) and the disruption of biological rhythms, peace of mind, communication, foraging, navigation, and mating.
- Vehicular Traffic – increased traffic volumes (and potentially, speeds) on Route 62, which may affect pedestrian and bicyclist safety along this road, particularly since there is no sidewalk for a major length of the road corridor.
- Air Quality – increased aviation use at Hanscom may result in reduced air quality, particularly given changes in wind patterns resulting from climate changes. Also, the health impacts of lead added to the environment resulting from the use of leaded (aircraft) fuel should be quantified. What is the general direction of wind patterns in relation to sensitive receptors such as child-care facilities, affordable housing developments and similar sites?
- Climate Change – the increase in impervious pavement and the resultant loss of the woodland and grassland areas in the area proposed for development will create a "heat-island" effect that may impact surrounding neighborhoods and businesses without mitigation measures taken. Additionally, what is the condition of the existing soils in the area and what will be the effect of recharging groundwater resources by retaining stormwater on site? How will groundwater be protected in the event of a fuel spill or similar occurrence.
- Rare Species Impacts – the proposed development is immediately adjacent to mapped areas of Estimated and Priority Habitats, which may negatively impact rare wildlife. In addition, the flight path crosses many other mapped rare species habitats. The DEIR should evaluate the effects of increased noise and air pollution on resident, migratory, and overwintering wildlife species that occur in Concord (rare and otherwise).
- Carbon Footprint – The four communities encircling Hanscom are working to reduce their respective carbon footprints. The carbon footprint of the proposed use should be evaluated, including both direct impacts from new impervious surface,

construction materials and heating/cooling required for the new buildings, as well as increased aircraft fuel usage.

- Economic. Adverse effects of the increased air traffic diminish the very intrinsic qualities that attract tourists, impacting local economies.
- Public Benefit(s) – The primarily private nature of the proposed development benefits a few users while the adverse impacts will be borne by the public. Statements made during the presentation on Monday indicated that these new hangers would be a benefit through the reduction in the number of “ferry flights”; guarantees of this future performance should be provided. This statement should be supported with accurate numbers (how many such flights per day/week/month) and requests/reservations for the proposed hanger space. Other public benefits (implied or stated) should be documented and supporting information provided.

The Concord Select Board recognizes that the MEPA process is not a permitting process, but a means of assessing the environmental impacts of the proposed development. It is the responsibility of the proponents to provide complete and accurate information as part of the DEIR (Draft Environmental Impact Report) and FEIR (Final Environmental Impact Report) process, which will help inform those making decisions at different points in time. The questions and issues raised in this memorandum reflect the information obtained during the site visit and public meeting presentation. Further questions may arise with completion of the Draft Environmental Impact Report.

Sincerely,



Linda L. Escobedo,

Member of the Concord Select Board and Liaison to Hanscom Area Town Selectmen (HATS)

Cc: US Senator Edward Markey
US Senator Elizabeth Warren
US Representative Lori Trahan
State Senator Michael Barrett
State Representative Carmine Gentile
State Representative Simon Cataldo
Office of Governor Maura Healey
Kerry Lafleur, Town Manager

Town of Bedford
Town Hall, 10 Mudge Way
Bedford MA 01730

Rebecca Tepper, Secretary
Executive Office of Energy and Environmental Affairs (EEA)
Attn: MEPA Office
Alexander Strysky, MEPA Analyst for the Project
100 Cambridge Street, Suite 900
Boston MA 02114
VIA EMAIL: Alexander.strycky@mass.gov

April 16, 2024

Re: Draft Environmental Impact Report (DEIR)
EEA No. 16654, L.G. Hanscom Field North Airfield Development

Dear Secretary Tepper and Mr. Strysky:

Thank you for the opportunity to submit public comments on the Draft Environmental Impact Report (DEIR) for the proposed North Airfield Development at L.G. Hanscom Field in Bedford, EEA No. 16654.

We appreciate the Proponent's request to extend the public comment period on this DEIR an additional two weeks, given the length of the DEIR and the significant impact of the proposed Project on the surrounding communities.

The DEIR seems comprehensive on its face, and we thank the Proponent for attempting to address many of the comments and concerns raised by EEA, the Town of Bedford, and other critical stakeholders in response to its Environmental Notification Form filed in January 2023. **Upon further review, however, the DEIR relies on repetition and surface-level inquiry more than deep analysis, which results in an incomplete, and in some cases misleading, assessment of the impact of the Project on the environment and surrounding communities.**

Our chief concerns with the DEIR relate to the Project capacity, the Proponent's methodology, and traffic.

I. CAPACITY

Central to the Proponent's justification for the Project is the notion of "ferry flights"—that they exist, that they are a problem, and that the Project is the solution. By providing additional hangars to house aircraft that currently use Hanscom as a stopover, the Proponent predicts the Project will result in approximately 3,500 fewer flights annually, or a 2–3% reduction in overall operations (page 1-3).

This assumption colors every assessment of the Project's impact. The Proponent simultaneously asserts, however, that the Project will result in 12 daily operations on average, representing 3–4% of total operations at Hanscom (page 2-2), thereby negating the promised reduction.

In Bedford we know that increased capacity does not necessarily result in decreased demand. The widening of Route 3, for example, rather than alleviating traffic or decreasing commuting times, has instead increased both, and sent more drivers off the highway and onto our local roads. The Proponent's claim that increased hangar capacity at Hanscom Field will decrease overall operations should be met with skepticism unless and until it is supported by considerable evidence—which the DEIR does not provide.

Indeed, the Proponent notes on page 1-3 that "Massport anticipates that business air travel will continue to use Hanscom whether the Project is constructed or not," and further states that it "intends the Project to meet existing demand." The Proponent's assessment of the proportion of Hanscom operations that are ferry flights is driven by its own criteria, which are applied to a limited set of data from Massport and FAA (Section 2-3). The Proponent has not, and under FAA rules cannot, confirm or document whether a recorded flight is a ferry flight, because identifying information on operators and the purpose of flights is not publicly available. Based on this limited data and the conclusions in Section 2.4, the Project's expected impact on ferry flights lies somewhere between "eliminate all" and "eliminate none."

We ask the Proponent to revise and republish its analyses of the Project's impact on overall operations and emissions without the assumed 2–3% reduction in ferry flights, since said reduction is not supported by sufficient evidence in the DEIR.

II. METHODOLOGY

General

The Proponent's assessment of the Project's impact on the local environment is based largely on the assumptions, projections, and models featured in the 2017 Environmental Status & Planning Report (ESPR). Data for this report was gathered in 2017—seven years ago—and shared with the public in May 2019.

The ESPR is prepared and published every five years, using data gathered two years prior to the publication date. The 2022 ESPR, therefore, is due from Massport in May 2024. Given the significant impact of the Project on airport operations and on the built and natural environments at Hanscom, it seems prudent that the DEIR and any further environmental assessments be based on the most current data available. The 2030 projections made in 2017–2019 may be very different from those made in 2022–2024, and it would behoove the Proponent to understand all the impacts of the Project in the current moment.

We ask that the Proponent review all its assessments and models against the 2022 ESPR once it is published, and that the EEA's review of this DEIR pause until that publication and review take place.

Air Quality

The Proponent's assertion that the Project will have negligible impact on overall emissions is based on its current design plans, which aim for LEED Gold certification. We appreciate the efforts the Proponent

is making to ensure its design incorporates as many sustainable and climate-friendly elements as possible, and we understand that ultimate responsibility for aircraft emissions rests with FAA, not with the Proponent. **To assert, however, that “no significant adverse air quality impacts would be expected to result from implementation of the Project” (page 8-12) is disingenuous at best.**

The Project is not an office building; it is not a biotech lab or a large apartment complex. It exists to house aircraft, and aircraft have disproportionate negative impacts on air quality. The specific aircraft that the Proponents are targeting—private and corporate jets—have a particularly egregious passenger-to-emission ratio. To fail to acknowledge the very nature of the Project in an attempt to minimize its holistic impacts on regional air quality is profoundly disappointing.

The four contiguous Hanscom towns and the Hanscom Field Advisory Commission have recently undertaken a study by Professor Neelakshi Hudda of Tufts University to determine the current baseline levels of ultrafine particles in the air around Hanscom Field. We anticipate this study will be complete within the next several weeks, and its findings should be helpful in understanding the existing conditions of ultrafine particles as well as airborne lead.

The EPA recently issued a finding that lead emissions from aircraft engines that operate on leaded fuel—which could include aircraft housed at the Proponent’s new hangars, since 55% of all operations at Hanscom Field come from aircraft using leaded avgas—cause or contribute to air pollution that may reasonably be anticipated to endanger public health and welfare. The Town of Bedford submitted a public comment in support of this finding, which is attached as an appendix to this public comment.

We ask MEPA to require a deeper analysis of the Project’s impacts on air quality, understanding the full context of the Project and not simply the building design, to determine whether the Project is truly capable of “advanc[ing] the Commonwealth’s climate agenda” (page 9-5).

Noise

The Proponent claims that the Project will have minimal impact on noise pollution in the area, based on its assumption that overall operations will be reduced, and that its building design and infrastructure will be attractive for aircraft using more sustainable, and therefore quieter, technology.

In our comment on the ENF, we noted that Bedford residents consistently log the highest number of monthly noise complaints to Massport, and urged the Proponent to minimize or absorb ground noise from planes in the new hangars. The Proponent’s response in Table 14.2, page 14-20, says only that “the Project’s predicted ground noise levels . . . will not exceed the FAA’s threshold for compatible land use.”

We note that FAA is currently reviewing its standards and metrics for measuring noise from aircraft and airports, in recognition that the longstanding Schulz curve, on which all noise metrics are currently based, is inadequate to capture actual levels of noise and annoyance from noise. Public standards and tolerance for noise have changed over time, and our understanding of the long-term dangers of noise pollution has increased. Planes may be quieter now than they were in the 1970s, but they are not less annoying to nearby residents.

The Town of Bedford submitted public comments to FAA in response to both its initial Neighborhood Environmental Survey and its more recent noise policy review, to encourage exploration of other noise

metrics to more accurately capture and assess environmental impacts of noise. Both letters are attached as an appendix to this public comment.

We ask the Proponent to revisit its assessment of the likely impact of noise pollution from the Project, incorporating real data gathered in person from existing Hanscom operations, rather than relying solely on AEDT, SoundPlan®, and other modeling methods.

III. TRAFFIC

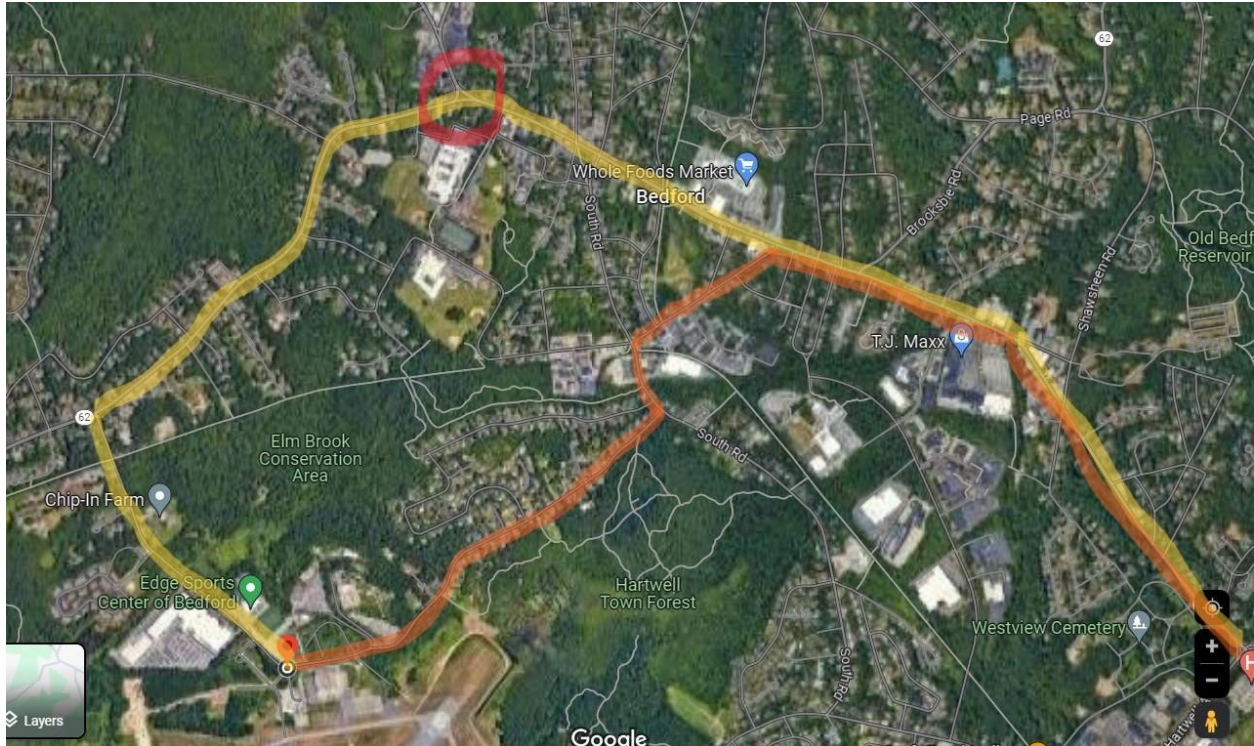
The Proponent's assessment of the Project's impacts on local roads is notably optimistic, and fails to account for local traffic patterns and infrastructure that may complicate the planned travel routes and expected daily trips.

The prospect of an internal service road off Route 2A/Hanscom Drive to take truck, construction, fuel, and other Project traffic off local Bedford roads, discussed on page 2 of our ENF comment, is dismissed by the Proponent in section 12.3.4.1 as "not feasible" after discussions with Massport (page 12-6), without delineating the reasons for this assessment. **We ask that the Proponent revisit this question with Massport**, given the clear advantages of Route 2A's wider width and less residential surroundings in the stretch between 95/128 and Hanscom Field.

Instead, the Proponent asserts that all traffic to and from the Project will follow a prescribed route shown in Figure 4.2 and in yellow below, which takes vehicles, including heavy trucks during construction and tankers carrying fuel and other hazardous materials pre- and post-construction, all the way through the center of Bedford before making a sharp left-hand turn onto Hartwell Road to head back east toward one of the four Project curb cuts.

The Proponents claim this route will "minimize neighborhood impacts," but the facts on the ground suggest the opposite. Great Road (4/225/62) is the main thoroughfare through Bedford and is regularly backed up with traffic during morning (eastbound) and evening (westbound) rush hours. The road splits at North Road and Concord Road, part of the proposed travel route. Concord Road is also a critical route for school buses serving three of Bedford's four public schools at the start (~7:00am) and end (~3:00pm) of the Proponent's proposed construction hours.

A more direct route off Route 95/128 that would avoid doubling back east, shown in orange below, would take trucks down Great Road, left on Loomis Street (a residential and commercial road), left on South Road at Depot Park, and then right on Hartwell through a long residential area. This option, while shorter, does not improve impacts to Bedford's neighborhoods and also features sharp turns and narrow streets. Students from the nearby middle school on Railroad Ave also regularly use part of this route to reach Great Road on foot and bike.



The Proponent's description of the preferred route for fuel trucks is confusing, due to the reliance on state route numbers rather than local road names. On page 1-6 the Proponent states that the fuel storage facility will be accessed "from a designated route via Route 2 to Hartwell Road." We assume this is a typo, as there is no clear or direct way to reach Hartwell Road from Route 2.

Assuming that the Proponent means Route 62, as referenced elsewhere in the DEIR, and not Route 2, this is a state road that encompasses The Great Road in Bedford from the Lexington town line until the road splits at Concord and North Roads (circled in red above), with Route 62 continuing southwest toward Concord as Concord Road, and Routes 4/225 continuing northwest as North Road.

The Proponent's statement on page 6-2 that "Fuel delivery trucks are expected to arrive . . . from Route 62, traveling westbound on Hartwell Road," therefore, is not possible. Either the trucks are taking Route 62 all the way to Hartwell and then traveling east toward the Project site, or the trucks are leaving Route 62 at Loomis St and weaving their way through the Depot Park neighborhood to Hartwell Road traveling westbound. The Proponent should know the difference.

Similarly, in Table 13-1 on page 13-9, the Proponent aims "to establish a construction vehicle route to remain on Route 4/225 until turning onto Hartwell Road," which is also not possible.

Of less import but troubling nonetheless, the Proponent's suggestion that providing MBTA schedules to employees is a suitable Transportation Demand Management measure **demonstrates a lack of awareness of MBTA service in Bedford**. The closest MBTA stop to the Project is a bus shelter at the corner of South Road and Loomis Street, 1.4 miles from the Project site. In theory, a commuting employee could take the 62 bus to this stop and then bike (10 minutes) or walk (30 minutes) to the Project, but Hartwell Road is narrow and winding, with limited visibility in many sections and sidewalks that extend only to Bagley Avenue, half a mile from the Project site.

The Proponent also **misstates the number of curb cuts** in several places within the DEIR, acknowledging the use and reconstruction of two existing curb cuts, but failing to account for the two additional new curb cuts required for the proposed fuel storage facility east of the Navy Hanger. Every curb cut counts, even if the vehicles using it are limited.

IV. ADDITIONAL CONCERNS

Fuel Storage: We are concerned by the introduction of up to 85,000 gallons of Jet A and other fuels on the border of the Project site, adjacent to local roadways and a Superfund site (see below). Section 7.4.2 also indicates that captured petroleum waste products from stormwater discharge will be “stored in a hold tank and recovered for disposal at least once per year” (page 7-13). We ask the Proponent for more details regarding the proposed location of this hold tank and strategies to avoid spills and contamination if its contents lay stagnant for months at a time.

Superfund Proximity: We appreciate that the Proponent has been in contact with the Restoration Advisory Boards of the US Navy and Air Force regarding ongoing environmental cleanup of the Superfund site adjacent to the Navy Parcel. We remain concerned, however, that disturbances to the soil and groundwater at that site, as well as installation of underground storage tanks of jet fuel, could interfere with existing and future mitigation efforts.

Project Phasing: The Proponents claim that the Project will be constructed in five phases. These phases are poorly defined, however, and seem to overlap significantly, with all phases beginning in spring 2025, three ending in 2026, and two ending in 2027.

Misidentification:

- The Proponent references the “Bedford Historical Commission (BHC)” in Section 11.1.3 (page 11-3), which does not exist. Bedford has a Historic District Commission, whose area of oversight does not encompass the Project, and a Historic Preservation Commission, which is responsible for the preservation, protection, development, and management of Bedford's historical, archaeological, and cultural assets, as well as jurisdiction of the Town's Demolition Delay by-law, which affects any structure built prior to 1943. We assume the Proponent means the HPC.
- Table 11-1 also references “300 Hartwell Road,” which is not a valid address; this should be 200 Hartwell Road, as it's also part of the Chip-In Farm complex.
- Page 11-6 identifies the Instrumentation Laboratory building at 180 Hartwell Road (now Werfen), stating “it likely has associations with Hanscom Field and Hanscom AFB. Its original name and function has not been identified.” This building was part of the Naval Weapons Industrial Reserve Plant complex, built in 1959 and operated by the US Navy and Raytheon as the Systems Building for decades. Its provenance is common knowledge in the region, as the complex was a significant factor in Bedford's post-war growth in the 1950s and 1960s. See <https://atlantic.navfac.navy.mil/LinkClick.aspx?fileticket=xOBz2vjwCVY%3D&portalid=71> (page 3, map page 5) and <https://www.bedfordma.gov/ArchiveCenter/ViewFile/Item/275> (pages 2–3).

V. CONCLUSIONS

We ask MEPA to require additional information from the Proponent before issuing any final determination regarding the environmental impact of the Project. In addition to the requests noted in the sections above, we also ask for:

- **More detailed evidence of the existence, number, type, and purpose of “ferry flights,”** ideally with examples of other general aviation airports in the US that have increased hangar capacity in a similar manner as the Project and seen a subsequent reduction in aircraft operations;
- **Updated analysis of all models and projections** for aircraft operations, climate change impacts, noise, and emissions based on the 2022 ESPR, expected from Massport in the coming months, and without the assumption of operational reductions due to ferry flights;
- **Further serious exploration with Massport of an internal service road** to serve the Project, which would keep construction vehicles, tankers, and other heavy equipment off local roads.

Thank you again for the opportunity to comment on this Project.

Sincerely,

The Select Board of Bedford

Shawn Hanegan, chair; Paul Mortensen, clerk; Emily Mitchell, liaison to Hanscom Field Advisory Commission and Hanscom Area Towns Committee; Daniel Brosgol; and Bopha Malone

*Office of the Bedford Town Manager
Bedford Department of Public Works
Bedford Planning Department
Bedford Fire Department
Bedford Code Enforcement Department
Bedford Health and Human Services Department
Bedford Housing & Economic Development Department*

Cc: State Representative Kenneth Gordon
State Senator Michael Barrett
Christopher Eliot, Chair, Hanscom Field Advisory Commission
Rick Muse, Runway Realty Ventures, LLC/North Airfield Ventures, LLC:
rick@charlesriverrealty.com
Michael Argiros, Runway Realty Ventures, LLC/North Airfield Ventures, LLC:
michael@charlesriverrealty.com
Ken Schwartz, VHB: kschwartz@vhb.com
Sharon Williams, Massport: swilliams@massport.com

Appendices attached:

- Town of Bedford comment on FAA NES, March 8, 2021
- Town of Bedford comment on FAA NES, January 10, 2023
- Town of Bedford public comment on FAA noise policy review, June 10, 2023

Town of Bedford
Select Board
Town Hall, 10 Mudge Way
Bedford MA 01730

U.S. Environmental Protection Agency
EPA Docket Center, OAR
Docket EPA-HQ-OAR-2022-0389
Mail Code 28221T
1200 Pennsylvania Avenue NW
Washington, DC 20460.
Submitted via <https://www.regulations.gov/document/EPA-HQ-OAR-2022-0389-0001>

January 10, 2023

Re: Proposed Finding that Lead Emissions from Aircraft Engines that Operate on Leaded Fuel Cause or Contribute to Air Pollution that May Reasonably Be Anticipated to Endanger Public Health and Welfare, Document ID EPA-HQ-OAR-2022-0389-0001

To Whom It May Concern:

Thank you for the opportunity to submit public comments regarding the EPA's proposed finding regarding lead emissions from aircraft, Document ID EPA-HQ-OAR-2022-0389-0001.

Laurence G. Hanscom Field (BED) is a general aviation facility operated by the Massachusetts Port Authority (Massport) and located partially within the Town of Bedford. The Bedford Select Board agrees with the proposed finding that lead emissions from aircraft contribute to air pollution and endanger the health of residents who live near BED and under or adjacent to flight paths.

According to the 2021 Annual Noise Report from Massport, the annual FAA tower count for operations from 7:00am to 11:00pm was 124,580. Of that total, 55% of all operations were single-engine piston (SEP) aircraft, flown by private owners and flight schools, with touch-and-gos—brief, repeated takeoffs and landings, also called “locals”—comprising 50–60% of all SEP flights. These older planes are one of the few remaining aircraft that still use leaded avgas, which means residents of Bedford and surrounding towns are particularly vulnerable to lead emissions from aviation.

We know that there is no safe level of lead exposure for humans. The United States has taken steps to reduce or eliminate lead exposure, especially in children, through regulations for manufacturing and operations in many industries. Continuing the work of reducing lead exposure by acknowledging the risks of leaded avgas emissions makes sense, and would have significant benefits to the people of Bedford and all those who live near our nation's airports.

The Bedford Select Board urges the EPA to take action as recommended in the proposed finding, to reduce the dangers to public health and welfare under the terms of section 231(a) of the Clean Air Act.

Sincerely,
The Bedford Select Board
Emily Mitchell, chair; Bopha Malone, clerk; Margot Fleischman; Shawn Hanegan; and Ed Pierce

Town of Bedford
Select Board
Town Hall, 10 Mudge Way
Bedford MA 01730

Mr. Donald Scata
Office of Environment and Energy (AEE-100)
Federal Aviation Administration
800 Independence Ave. SW
Washington, DC 20591
Submitted via <https://www.regulations.gov/#!submitComment;D=FAA-2021-0037-0001>

March 8, 2021

Re: Neighborhood Environmental Survey and Noise Research Portfolio, Docket No. FAA-2021-0037

Dear Mr. Scata:

Thank you for the opportunity to submit public comments regarding the Neighborhood Environmental Survey and Noise Research Portfolio, Docket No. FAA-2021-0037.

The Bedford Select Board agrees with the survey's conclusion showing a substantial increase in the percentage of people who are highly annoyed by aircraft noise, regardless of decibel level, and the insufficiency of the Schultz Curve as a model for measuring resident annoyance. Although neither our local airport, Laurence G. Hanscom Field (BED), nor the nearby Boston Logan airport (BOS) were included in the research, our community has experienced similar significant increases in actual and perceived aircraft noise over the past several years.

BED's effect on noise levels in Bedford can be measured in several ways, using the Massachusetts Port Authority's (Massport) own data compiled from flight operations, resident noise complaints, and noise measurements through BED's six localizers, two of which are located in Bedford.

From 1977 to 2018, tower counts out of BED decreased 48%, from 235,750 in 1977 to 121,664 in 2018. As the 1977 Hanscom Master Plan noted from the start, however, individual noise events are the greatest source of community concern, rather than overall noise from BED operations. Having fewer planes in the air means little if those planes are creating more, and more significant, noise events for residents in our community.

Evidence of noise events in Bedford can be seen through the following metrics:

- **Noise complaints:** In just the past two years, total noise complaints at BED have increased 263%, from 768 in 2018 to 2,019 in 2020.
- **Touch-and-gos:** BED hosts several flight schools, where pilots train on single-engine piston aircraft and perform takeoff and landing maneuvers called touch-and-gos. Touch-and-gos count as two separate operations in tower totals, doubling the number of noise events for nearby

residents from a single flight. In 2018, touch-and-gos accounted for 31.1% of all aircraft operations, at 42,280 flights.

- **db levels at BED localizers:** BED has six localizers to measure noise levels in its surrounding communities. The two localizers in Bedford, RMS ID 32 (Bedford Localizer) and RMS ID 34 (Bedford–DeAngelo Drive), consistently measure at or near 60 decibels, far above the baseline 50 db outlined in the NES.

The Town of Bedford encourages the FAA to consider the following, in response to this NES and in future research regarding aircraft and airport noise:

- **Impacts of area navigation (RNAV)** in concentrating flight paths over certain neighborhoods. While RNAV may reduce the total number of residents experiencing disruptive aircraft noise, the residents who are under these flight paths carry a disproportionate share of unwelcome and excessive noise events.
- **Periodic use of actual noise measurement** to inform and improve models. We recognize that FAA has determined that noise modeling is a more practical way of reliably determining geospatial noise events in surrounding communities. We feel, however, that these models should be regularly compared and revised according to actual noise measurements from localizers to ensure greater accuracy.
- **Revisiting approved flight paths for pilot training** to avoid saturation over certain areas. Our partners at Massport have developed guidelines for appropriate training operations that they share with flight schools and pilots, but FAA is the responsible entity for enforcing pilot behavior and noise issues in the air.
- **More frequent and accessible communication between FAA and local communities**, to address problems sooner and more effectively. Through our involvement in the Hanscom Field Advisory Commission (HFAC) and Hanscom Area Towns Committee (HATS), we communicate regularly with Massport and share concerns about aircraft noise, among other airport-related topics. Massport's responsibility for aircraft operations, however, is limited to the ground, so its ability to mitigate noise disturbances is similarly limited.

Again, we appreciate the opportunity to share our thoughts on the Neighborhood Environmental Survey and Noise Research Portfolio, Docket No. FAA-2021-0037.

Sincerely,
The Bedford Select Board
Ed Pierce, chair
Margot Fleischman, clerk
Bopha Malone
Emily Mitchell
William Moonan

cc: Gail Lattrell, Director, New England Region, FAA
Sharon Williams, Director, Hanscom Field/Massport
HFAC: Christopher Eliot, Margaret Coppe, Thomas Hirsch
HATS: Suzie Barry, Jonathan Dwyer, Linda Escobedo

Town of Bedford
Select Board
Town Hall, 10 Mudge Way
Bedford MA 01730

Docket Operations, M-30
U.S. Department of Transportation (DOT)
1200 New Jersey Avenue SE
Room W12-140, West Building Ground Floor
Washington, DC 20590-0001

June 12, 2023

Re: Docket FAA-2023-0855

To Whom It May Concern:

The Bedford Select Board commends the FAA for undertaking a review of its current noise policy. **We believe that transitioning to an expanded system of metrics would provide a more accurate understanding of the impact of aviation noise on individuals and communities.**

Laurence G. Hanscom Field is a general aviation facility operated by the Massachusetts Port Authority (Massport) and located partially within the Town of Bedford. The current system of a single metric, DNL, to measure noise, along with the 65-decibel threshold to assess significant noise impacts, is inadequate to understand and address the impacts of aviation noise from Hanscom Field on local residents.

DNL gives additional weight to aviation noise occurring overnight, when sleep is more likely to be disrupted. Our residents, however, have also noted **significant disturbances during the day**, making it difficult to enjoy the outdoors, work from home, or carry on conversations in their backyards. These disturbances have long-term effects on the health and well-being of Bedford residents.

We encourage FAA to **discontinue use of the Schulz curve in favor of the more recent National Curve**, as a measure of annoyance from noise. The National Curve better reflects the current experiences of people living near airports and under flight paths, and its use may expand the boundaries delineating significant noise impacts around the airfield.

Of the additional metrics suggested by the FAA, we encourage use of the following:

- **Equivalent Sound Level (8 hour Leq):** This cumulative metric offers more flexibility and accuracy to determine the levels and impact of aviation noise over time, both on a daily basis and in shorter increments. The 8-hour Leq could potentially be used to identify significant noise events and attribute noise complaints to those specific events.

- **Number Above (NA) and Time Above (TA):** These single-event/operational metrics provide a more accurate picture of the actual experiences and impacts of aviation noise on residents than an averaged metric such as DNL.
- **Average Individual Exposure (AIE):** This single-event/operational metric can support an individual's assessment of significant aviation noise at their location, and could help FAA review and potentially revise its flight paths to reduce persistent noise in particular neighborhoods.

We also encourage FAA to improve its response policy for individuals who submit noise complaints. Currently, a resident can submit a complaint to the local airport authority (in our case, Massport) and/or directly to the FAA, and receive a notification that their complaint has been received. There is no easy way, however, for a complainant to receive additional information or ask further questions about the causes of the complaint, and FAA rarely reports that any action has been taken in response to a complaint. Residents have told us they do not feel their concerns about aviation noise in their neighborhoods are truly heard or addressed by Massport or FAA.

Again, we appreciate the opportunity to submit public comment, and support a change in FAA noise policy to use an expanded system of metrics to measure noise.

Sincerely,

The Bedford Select Board

Bopha Malone, chair; Shawn Hanegan, clerk; Margot Fleischman; Emily Mitchell; and Paul Mortensen

DRAFT

Town of Bedford
Town Hall, 10 Mudge Way
Bedford MA 01730

Rebecca Tepper, Secretary
Executive Office of Energy and Environmental Affairs (EEA)
Attn: MEPA Office
Alexander Strysky, MEPA Analyst for the Project
100 Cambridge Street, Suite 900
Boston MA 02114
VIA EMAIL: Alexander.strysky@mass.gov

Re: EEA 16654, L.G. Hanscom Field North Airfield Development

Dear Ms. Tepper and Mr. Strysky:

Thank you for the opportunity to submit public comments regarding the proposed North Airfield Development at L.G. Hanscom Field in Bedford, EEA 16654.

The proposed North Airfield development lies within the Town of Bedford and relies on Town infrastructure to operate. Our residents will feel the greatest impact from both construction and daily operations of the new facilities. We encourage the Proponent to consider more broadly the needs and interests of the Town, particularly of the residential neighborhoods both west and east of the Project boundaries, and the youth sports facility located directly across Hartwell Road from the Project.

The following comments come from the Select Board and Town departments, including Public Works, Fire, Health and Human Services, Planning, and Code Enforcement.

I. INFRASTRUCTURE

The proposed Project creates substantial impacts to the Town of Bedford's infrastructure, including roadways and utilities. We understand that Massport is exempt from local zoning regulations, though the Project will require several regulatory permits and approvals from the Town (page 1-7, Table 1-3).

The full extent of growth and activity in the North Airfield area cannot be understood without acknowledging the ongoing construction of T-Hangars abutting the west side of the Project. These hangars should be reflected on the site plan, if only in grayscale, to allow local officials and residents to see the full picture of increased development at Hanscom Field.

Traffic

The Project will significantly impact local roads in Bedford. Hartwell Road is a narrow local road that curves along the edge of the airfield property, with limited sight distance in many key spots. Other local access points include Loomis Street, South Road, and the Hanscom AFB "Fam Camp" area near the northeast end of Runway 5-23. During the 2017 reconstruction of Runway 11-29, Massport used local

roads in Bedford (chiefly Hartwell Road and South Road) for construction vehicle access, causing persistent and significant disruptions to neighborhoods and residents. **We urge consideration of the following items related to traffic and roadway impacts from the Project.**

1. Traffic Study

A full traffic analysis should be required to determine average daily trips and peak hour impacts to the intersections of Hartwell Road at Concord Road and Hartwell Road at South Road, including an evaluation of traffic signal warrants for each intersection.

2. Internal Service Roads

We note that the Proponent is exploring the feasibility of using the airfield to accommodate construction vehicle traffic and ongoing fuel delivery (page 1-5, 1.5 Anticipated Project Schedule and Phasing) by constructing a new inner roadway. **We strongly encourage this option, which would allow construction vehicles and fuel trucks to access the Project site from Interstate 95/128 to State Route 2A and Hanscom Drive, which are designed to handle heavy equipment at high volumes, unlike Bedford's local roads.** The Proponent should confirm whether such internal circulation route used for construction will be closed following completion of the Project.

The scope of review should be expanded to include any potential changes to the existing service road that extends around the periphery of Runways 23 and 29. There are several wetlands, watercourses, and flood plains adjacent to the service road that could be impacted by any proposed improvements or construction activity. The types of vehicles and internal traffic that might use this service road should be identified (e.g., fire apparatus, fuel trucks, service vehicles, employee vehicles, etc.). **If an internal service road is not available between facilities on the south and north sides of the airfield, the resulting impact on local streets from moving people and materials around the airfield must be examined and addressed.**

The scope should also address whether there is any proposed connection of a service road from the T-hangars westerly to the existing service road around Runway 11.

3. Long-term Changes to Roadways

The Proponent proposes to use "an existing curb cut" (ENF, page 6) off Hartwell Road for staff and passengers to enter the Project area, while Figure 1.2 appears to show two curb cuts—one for the North Airfield and one for the Navy Parcel. **We encourage the Proponent to minimize the use of Hartwell Road as an access point for the Project,** especially during construction.

Among mitigation options for increased traffic impacts, **the DEIR should examine potential changes to the layout of Hartwell Road,** including possible realignment to reduce the sharp curvature of the roadway along the Project boundaries and improve sight distance and safety for all users. The project may affect the public access easement over Hartwell Road where the land is currently owned by the Federal Government; additional information is required on this point.

The Town encourages assessing the feasibility of adding sidewalks and bike lanes on Hartwell Road, for eventual connections to an ongoing effort to expand pedestrian mobility and the sidewalk and trail network throughout Bedford.

Utilities

In preparation of the DEIR, **the Proponent should confirm with Bedford DPW whether improvements are required in the water and sewer system to accommodate the Project.** The List of Anticipated Regulatory Permits and Approvals (page 1-7, Table 1-3) shows a Water Service Connection and Sanitary Sewer Service Connection for the Navy Parcel only, not for the new construction at the North Airfield. Given the anticipated 13,500 gallons per day of additional water use and 12,150 gallons per day of additional wastewater generation and treatment, as outlined in the Summary of Project Size and Environmental Impacts (ENF, page 3), we expect each parcel will need its own water and sewer connection and associated permits, and may also be subject to Inflow and Infiltration under the Town's Sewer Bylaw. Additional capacity analysis for both water and sewer demand should be performed by the Town's consultants at the Proponent's expense for the full buildout of both sites.

The applicant team should also explore potential electric supply/capacity issues, including the potential need for expanded capacity at the existing substation at the intersection of Hartwell Road and South Road; installation of new wires/poles/transformers along Hartwell Road; or installation of any on-site substation to supply the Project, given the Proponent's stated intent of increasing the use of electric-powered aircraft.

Capacity/Growth

The Proponent states that the Project will decrease operations in and out of Hanscom Field, due to reductions in so-called ferry flights by aircraft based elsewhere. The ENF repeatedly notes that current hangar capacity is oversubscribed, with existing hangar owners reporting wait lists for aircraft wishing to be housed at Hanscom. Without clear data on the number of ferry flights and existing hangar capacity, we question the assumptions underlying the Project and the expectation that the Project will meet both current and future needs. **We ask the Proponent and Massport to provide current data on the number of ferry flights and justification for the claim of fewer total flights due to the Project.**

II. ENVIRONMENTAL

The Project will have significant impacts on Bedford's natural resources, including stormwater management, air quality, noise pollution, and wetlands and wildlife protection.

Noise

Bedford is a member of the Hanscom Field Advisory Commission (HFAC), a coalition of neighboring towns that meets monthly with Massport to review noise and capital project reports, among other relevant items. Bedford residents consistently log the highest number of noise complaints each month

from aircraft operations, including takeoffs, landings, and touch-and-gos. Flights in the air are under the jurisdiction of the FAA, but Massport has jurisdiction over aircraft when they are on the ground.

Aircraft stored in the new hangars will need to taxi to and from the Project area to the runways. Adjacent residential neighborhoods will feel increased noise impacts due to the proximity of idling aircraft, maintenance, and site operations. The noise from this ground movement may not be captured in monthly noise reports, which rely on technology that matches the site of a noise complaint with available data on planes in the air (airnoise.io, Flight Tracker, etc.).

We urge Massport and the Proponent to minimize or absorb such ground noise, whether through physical barriers, restrictions on operations, or other measures, and to take proactive steps to measure actual noise in the future.

Stormwater Management

The Proponent should be aware of the Town's Stormwater Management Bylaw and Regulations, as these standards are more stringent than MassDEP's stormwater standards. Per the project description (ENF, page 6), the site will "be designed to encourage positive drainage away from the hangar buildings." Water that drains away from the hangars must go somewhere, and we are concerned that additional stormwater could end up in Bedford's neighborhoods, wetlands, or conservation lands.

We appreciate the consideration for pervious pavement in parking and other areas to reduce the potential for excessive stormwater runoffs, but **we remain concerned about impacts of new construction and use on local waterways and our water table.**

Wetlands/Aquifer Protection

The North Airfield site lies within one of the Town's aquifer protection districts, and wetland buffers cover more than half of the total airfield property. Since the 2017 ESPR, Bedford has ceased use of its Shawsheen wells due to PFAS/PFOA contamination, which we believe was caused at least partly by firefighting foam and other chemicals in use on and around Hanscom Field. The North Airfield and Navy Parcel sites are also adjacent to the former Naval Weapons Industrial Reserve Plant, which remains under EPA cleanup protocols as a Superfund site.

An initial wetland survey of the development area by a third-party consultant would be helpful. The Town GIS map shows an area of wetlands north of the long east-west running wetland feature. While isolated vegetated wetlands are not protected under the state Wetlands Protection Act, they are under the Town's Wetlands Bylaw.

In a briefing to Bedford Town officials prior to the filing of the ENF, the Proponent indicated that no new fuel storage was intended within the Project. Presenters at the virtual information session on February 6, however, indicated that on-site fuel storage was now proposed. **The DEIR should include identification and method of such storage, and the measures to be taken to ensure protection of the surface waters and groundwater.**

Air Quality/Emissions

The Air Quality section of the ENF (page 24) claims that the Project does not meet or exceed any review thresholds related to air quality. We caution the Proponent, however, that many of the pollution sources outlined by MEPA are not regularly tested at Hanscom Field, or are evaluated using modeling only and not sampling, based on the 2017 ESPR and the approved scope of the 2022 ESPR. We note in particular that the state's definition of "lead" under 301 CMR 11.03(8) only relates to lead paint, as measured by the proportion of residences built prior to 1960 (Appendix B, EJ Screen Report). In 2021, 55% of all operations at BED were single-engine piston aircraft. These older planes are one of the few remaining aircraft that still use leaded avgas, which means **residents of Bedford and surrounding towns are particularly vulnerable to lead emissions from aviation**. These emissions are not captured by MEPA's review and have not been measured in ESPRs, but are likely present in soil and groundwater at the airfield.

Additionally, given that the fueling concept is not yet defined, **modeling for air quality should include all potential fueling scenarios**: specifically, whether the trucks used to fuel aircraft onsite will be filled from offsite or onsite (on-airport) fuel farms. The filling from onsite fuel farms could represent a doubling of the opportunity for onsite HAP/VOC emissions.

More broadly, prevailing winds will transport ambient fumes from fueling operations and idling aircraft exhaust into an adjacent residential neighborhood. During construction, these winds may also transport dust and other sediments. **The DEIR needs to identify mitigation measures for airborne impacts**, both during construction and during future operations.

Wildlife

The development site abuts both Core Habitat and Critical Natural Landscape as depicted on the MA Division of Fisheries & Wildlife biomap. **Wildlife impact analysis should be undertaken to evaluate the impacts to habitat for the many species of wildlife that live on the airport grounds**.

Other Environmental Concerns

- The DEIR should address the status of any remaining contaminant mitigation affecting the former Navy Hangar site.
- New impervious surfaces created by additional pavement and rooftops, combined with the loss of existing vegetation, may yield heat island impacts. The DEIR should evaluate the microclimate created by the Project and identify possible mitigation measures.

III. ADDITIONAL CONSIDERATIONS

Emergency Response

We understand that discussions to date suggest Hanscom's internal Fire Department would respond to incidents involving aircraft and hangars, but Bedford's Fire Department would respond to incidents

involving civilians and office spaces. This is not an environmental issue for the ENF, but something that needs further negotiation, particularly with regard to local taxes and/or a PILOT agreement between the Proponent and the Town of Bedford.

Public Process and Notifications

We urge the Proponent to conduct proactive outreach to residents in Bedford and the other Hanscom area towns, rather than wait for community members to request such a meeting (Appendix B, page 3). Given the significant impacts the Project will have on our community, during both construction and later daily operations, connecting with residents, boards, and professional staff early and often to understand our concerns will be key to a productive relationship in the long term. The Town is happy to coordinate with the Proponents and Massport to arrange such meetings.

Educational Partnerships

The ENF lists as a project benefit a potential partnership with Bridgewater State University and its Aviation Management degree program. We note that Middlesex Community College (MCC), located in Bedford and Lowell, offers an associate's degree program in Aviation Maintenance Technology, in partnership with the National Aviation Academy at Hanscom Field. If the Proponent seeks local students to train and recruit for future employment opportunities, **we encourage a partnership with MCC as well.**

Again, we appreciate the opportunity to submit public comment on this project. We look forward to developing a productive relationship between the Proponent and the Town of Bedford as the permitting process continues.

Sincerely,

The Select Board of Bedford
Emily Mitchell, chair; Bopha Malone, clerk; Margot Fleischman, Shawn Hanegan, and Edward Pierce

Office of the Bedford Town Manager
Bedford Department of Public Works
Bedford Planning Department
Bedford Fire Department
Bedford Code Enforcement Department
Bedford Health and Human Services Department
Bedford Housing & Economic Development Department

Cc: State Representative Kenneth Gordon
State Senator Michael Barrett
Christopher Eliot, Chair, Hanscom Field Advisory Commission



Article 7: FY2024 Town Budget Line-Item Adjustments

Mr. Dane moves that the Town vote to amend the FY24 Budget approved under Article 9 of the 2023 Annual Town Meeting by making the adjustments shown in the handout pertaining to the Article, for a total net adjustment of \$0, for the purpose of rebalancing the FY24 Town Budget.



Manner of Appropriation

- The Town's budget is appropriated by Town Meeting in 16 distinct line items
- The Town Manager must then manage to the “bottom line” of each line-item appropriation
- Adjustments are then only allowed:
 - By further Town Meeting action; or
 - Year-end transfer process provided under MGL Ch. 44, §33B

Note: It is generally accepted that remedies to cure budget issues should be taken up by Town Meeting when practicable



Why is an adjustment needed?

- Allocation error found late in the budget process
- Due to timing, full adjustment posted to Line Item 1, General Government
- ATM action requested to equitably allocate adjustment across budget
- *Note: approval of this transfer does not increase the total appropriation approved under 9-ATM-2023*

ARTICLE 7: FY2024 Town Budget Line-Item Adjustments

Proposed Adjustment



Line No.	Department	FY24 Appropriation	Decrease	Increase	FY24 Appropriation (Adjusted 04.29.2024)
1	General Government	\$ 4,913,601	\$ (97,220)	\$ 515,402	\$ 5,331,783
2	Legal Services	\$ 450,000	\$ -	\$ -	\$ 450,000
3	Finance	\$ 2,473,813	\$ (40,740)	\$ -	\$ 2,433,073
4	Planning & Land Management	\$ 2,505,856	\$ (41,266)	\$ -	\$ 2,464,590
5	Human Services	\$ 3,451,331	\$ (56,837)	\$ -	\$ 3,394,494
6	Public Safety	\$ 11,928,437	\$ (196,441)	\$ -	\$ 11,731,996
7	Public Works	\$ 4,958,795	\$ (81,663)	\$ -	\$ 4,877,132
8	Employee Wellness	\$ 75,000	\$ (1,235)	\$ -	\$ 73,765
9	Reserve Fund	\$ 200,000	\$ -	\$ -	\$ 200,000
10	Salary Reserve Fund	\$ 755,000	\$ -	\$ -	\$ 755,000
11	Land Fund	\$ -	\$ -	\$ -	\$ -
	Total: FY Town, General Fund	\$ 31,711,833	\$ (515,402)	\$ 515,402	\$ 31,711,833



Will budget adjustments impact service levels?

- No, given where we are in the current fiscal year, we do not expect these adjustments to impact service levels
- The majority of the required adjustment will be absorbed by planned under-spending in various lines
- The proposed FY24 budget adjustments have also already been taken into account in planning for FY25



What happens if the adjustment isn't approved?

- If the transfer is not approved by Annual Town Meeting, the Town's only other remedy is to seek a year-end adjustment under MGL Ch. 44, §33B
 - May 1 – July 15 with approval of both FinCom & Select Board



Article 7: FY2024 Town Budget Line-Item Adjustments

Mr. Dane moves that the Town vote to amend the FY24 Budget approved under Article 9 of the 2023 Annual Town Meeting by making the adjustments shown in the handout pertaining to the Article, for a total net adjustment of \$0, for the purpose of rebalancing the FY24 Town Budget.

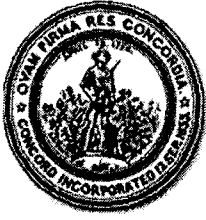
Henry Dane

From: Henry Dane
Sent: Friday, April 12, 2024 7:42 PM
To: Laurie Hunter
Cc: Anthony Ansaldi; Kerry Lafleur; Victor Liang; Parashar Patel; Ryan McLane; KReid@carlislema.gov; Mary Hartman
Subject: CONCORD CARLISLE REGIONAL SCHOOL DISTRICT BUDGET
Attachments: SB - MEMOS RE CCRSD BUDGET VS GUIDELINES.pdf

Dr. Hunter, We have given serious attention to your attached memo dated April 4 regarding the failure of the Regional School District to bring its FY'25 Budget within the Guidelines established by the Concord Finance Committee. While virtually every department has perceived needs that exceed the available resources, the Finance Committee is an important and disinterested arbiter whose function is to impose a measure of discipline on the competing demands for resources, and this discipline has been accepted by both the Town and the CPS. As Chair of the Select Board, I have been a strong defender of the function of the FinCom and have repeatedly emphasized the importance of the Select Board and the FinCom working together to support each other. This cooperation, in concert with the Chair of the Carlisle Select Board, led to the reconsideration of the Amenities Building at the high school. I have discussed the need for the same cooperation with my colleague Mary Hartman, and Mr. Patel, who provided a comprehensive response to your April 4 memo with his own of April 10, and he has made it known that the FinCom will move an amendment to the CCRSD Budget to reduce it to the Guideline number. While the Select Board has not yet taken a formal position on this matter, it is my intention to ask that it, like the FinCom, vote to support the CCRSD Budget at the Guideline level; and thus recommend affirmative action on the FinCom's proposed amendment. We think it would be a better solution for the School Committee to take action on its own and have all three Committees in agreement in support of your budget rather than have it be a contentious matter before the Town Meeting. You have an opportunity to buy a great deal of good will for \$120,000. If you wish, I will be happy to discuss further.

Henry J. Dane
Chair, Town of Concord Select Board
PO Box 540 Concord, Massachusetts 01742
hdane@concordma.gov
hdane@danelaw.com
Phone: 978-369-8333 Ext. 18
Fax: 978-369-3106

Unless otherwise indicated, the views expressed in this email are my own and not (necessarily) those of the Board.



Town of Concord
Finance Committee
22 Monument Square
P.O. Box 535
Concord, Massachusetts 01742

To: Dr. Laurie Hunter, Superintendent

From: Parashar Patel, Chair, Concord Finance Committee

Cc: Concord Finance Committee
Anthony Ansaldi, Chief Financial Officer
Kerry Lafleur, Town Manager
Concord-Carlisle Regional School District Committee
Carlisle Finance Committee
Henry Dane, Chair, Concord Select Board

Date: April 10, 2024

Re: Fiscal Year 2025 CCRSD Budget

Dear Superintendent Hunter,

Thank you for your letter regarding the Fiscal Year (FY) 2025 budget for the Concord-Carlisle Regional School District (CCRSD).

In the spirit of ensuring all facts are accurate and clear, please note that the Finance Committee (FC) did not vote "No Action" on the CCRSD budget (Article 20). We voted to make a motion at the Annual Town Meeting to recommend "Affirmative Action" at the FC guideline amount.

We appreciate the effort by you, School leadership, the School Committee, the Town Manager, Town leadership, and the Select Board in developing your respective budgets. And we appreciate that the Concord Public School and Town FY 25 budgets met the FC guideline amounts.

With respect to the concerns expressed in your letter, while I believe many of the issues are best discussed in person, I hope to address some of them below.

"The FY25 CPS budget is at guideline. The CPS Capital plan was reduced from \$900,000 to \$446,000. The CCRSC amenities building warrant article was withdrawn at my recommendation." The Finance Committee weighs the merits of each article individually. We voted to recommend affirmative action on the Concord Public School operating and capital budget articles, and the sense of the FC is that the withdrawal of the "amenities" building article was the right approach. However, none of this is relevant to the CCRSD operating budget article.

"All compromises have been made only by the schools." The Finance Committee has consistently stated in our reports and meetings over many years that we balance a number of priorities and factors when setting guidelines. We believe the statement that only the schools have made compromises ignores the difficult choices the Finance Committee makes when setting guidelines and the Town makes when developing the Town budget.


“Previously, the CFC guideline would factor in these [fixed costs] variables and adjust the guideline to compensate.” This statement implies that we did not consider these variables.... As noted above, in our guideline process we look at a number of factors. For example, we increased CPS and CCRSD guidelines during the pandemic to account for unforeseen costs while decreasing Town guidelines to moderate the impact on property taxes.

“In listening to the recent CFC deliberations, references to the information provided are rare. I would appreciate future guidance on whether the context in which we build the budget will be considered in the guideline process. In fact, at one meeting this winter, I arrived ready to present and answer questions. Instead, the meeting opened with a presentation that had not been shared before the meeting and set a tone of irresponsible spending and declining performance of the schools. Conclusions had apparently already been made.” We carefully consider the information provided to us by the Town, CPS and CCRSD. While we may not cite specific information presented, our role has been to set overall guidelines rather than micromanage specific proposed line items. With respect to the data presented in February, the presentation ended with questions for all of us involved in the budget process and most importantly, for residents. The Finance Committee has always invited input and data from the Town, Schools, and the public. We welcome your perspective on these and other questions.

“...one comment was pulled out of context in the FY24 Finance Committee Report to make it appear that I expected to bring 4% budget increases in the future.” The exact quote in the FY 24 report was “four percent is probably likely in the coming years”. The statement last year was not definitive, and neither was the discussion in the FY24 annual report. When the FC started asking the Schools and the Town for 5-year projections several years ago we were very clear that we recognize projections may change and subsequent budget requests may be slightly higher or lower than projected the prior year. We also made clear that the Schools and the Town would not be held to the projections given that circumstances change over time. At the same time, reasonably accurate projections will improve planning and give residents a better sense of expected future tax impacts. We continue to believe this is the case.

We thank you for the information regarding how you propose closing the gap between the FC guideline amount and the proposed budget. As noted above and consistent with our long-standing policy, we leave the specific changes to your discretion and that of the School Committee.

Sincerely,



Parashar Patel
Chair
Concord Finance Committee

**CONCORD PUBLIC SCHOOLS
CONCORD-CARLISLE REGIONAL SCHOOL DISTRICT**

120 MERIAM ROAD CONCORD, MA 01742 PHONE: 978.318.1500 FAX: 978.318.1537
www.concordps.org

Dr. Laurie Hunter
SUPERINTENDENT OF SCHOOLS
lhunter@concordps.org

To: Concord Carlisle Regional School Committee
 Concord Finance Committee
Cc: Anthony Ansaldi, Concord Finance Director
 Kerry LaFleur, Concord Town Manager
 Carlisle Finance Committee
From: Dr. Laurie Hunter, Superintendent
Re: FY25 CCRSD Budget
Date: April 4, 2024

I write to provide an overview of the FY25 Concord Carlisle Regional School District (CCRSD) budget status. Given that the Concord Finance Committee (CFC) voted No Action on the CCRSD budget on March 30, 2024, in a 10-1 vote, and the resulting lack of alignment with the approved Concord Carlisle Regional School Committee (CCRSC) budget going into the 2025 Annual Town Meeting, all of the facts must be accurate and clear.

Budget Process and Factors

As has been explained on multiple occasions, the budget is built from the bottom up. This is done at every level and in every category. From the outset, it results in a lean budget that aims to reduce costs to offset increases.

Bringing a 3.08% operational increase was a tremendous task in FY25. Costs are increasing in essentially every category, including salaries, utilities, insurance, workers' compensation, special education, facilities and maintenance, and materials. It is worth noting that the CFC guideline does not appropriately provide sufficient funds to cover the known contractual obligations going into the budget process.

All aspects of the budget are reviewed, including enrollment. The enrollment decline allowed three FTEs to be reduced (one math teacher, two special education teachers). To realize FTE savings in a high school schedule, we must review every section, class size, and course offering. The math teacher reduction was made after the initial budget presentation due to ongoing review and the goal of getting closer to the CFC guideline. Several retirements are also assumed to reduce costs. The FY25 budget reductions offset teacher salary increases by only 1.3%. In addition, four full-time tutors were reduced during the budget build.

The intensive in-district special education programs currently serve almost 40 students who would have gone out of district. The budget accounts for current out-of-district placements for students' needs more significant than those in the intensive programs. Students from other districts are now tuitioning in,

resulting in revenue. Circuit breaker (special education state subsidy) is used to manage unexpected additions. In FY24, it is anticipated that between \$300,000-\$400,000 of circuit breaker will be expended. All unbudgeted placements will draw from circuit breaker in FY25.

Schools must manage ongoing mandates and regulations. In July of 2023, an extensive overview of the many mandates and related fiscal outcomes was shared. The mandates are the foundation of the budget. The emergency shelter students have not impacted the CCRSD budget, given healthy state subsidies.

The region's operating budget includes revenue incomes. Currently, \$300,000 has been a standing revenue drawn from the Excess and Deficiency (E and D) Fund. Other revenues primarily come from state aid. The budget understates the state aid number by \$84,000 based on current state projections.

E and D is the region's stabilization fund akin to free cash at the town level. State law allows for up to 5% of the operating budget. While recent amounts have been almost 5%, CCRSD now faces \$395,000 in insurance run-off costs due to a transition in the group provider. This brings E and D to 3.8%.

Concord's assessment is increased by \$55,000 in FY25 due to the student enrollment shift where additional Concord students and few Carlisle students attend CCHS. This is not an operational increase and should be considered a fixed cost outside of guideline.

All COVID ESSER funds are allocated and must be spent by September 30, 2024. The only position funded within those over the years has now been absorbed.

The delta currently between the CFC guideline and the approved budget is \$120,582. These will be applied to the regional formula, and reductions will be made to Carlisle's assessment because the total amount must be proportional to the overall assessment. The total required budget reduction is thus \$157,789.

Other Local Budget Comparables

FY25 is proving to be a challenging budget year in many districts, including some that are regularly considered our peers. Below, it is shown that the average increase this year is 4.85%.

	% FY24 to FY25
Acton Boxborough*	7.68
Bedford	6.1
Lexington	4.29
Lincoln Sudbury	3.4
Needham	6.01
Newton	3.68
Wayland	4.94
Wellesley	3.37
Westford*	5.81
Weston	3.31
*override needed	4.859

Concerns

In FY24, the Concord Public School (CPS) budget required funds beyond the guideline. For FY25, my administrative team worked diligently to bring responsible budgets that met student needs. In this environment, I was proud to bring budgets that met both the school and community needs. I looked forward to a budget season of collaboration and shared purpose.

The FY25 CPS budget is at guideline. The CPS Capital plan was reduced from \$900,000 to \$446,000. The CCRSC amenities building warrant article was withdrawn at my recommendation. All compromises have been made only by the schools.

CCRSD is beginning to tap its reserves to bring reasonable budget numbers, including the 3.08% in FY25. In 2018, we were cited by Moody's for E and D being under 3% and a lack of any circuit breaker funds for special education. I grow more concerned that we are beginning a path to return to this direction.

The CCHS guideline includes fixed costs not included in the Town's guideline. The resulting impact is that items such as health insurance increases of over 10% need to be negated within the increase. Previously, the CFC guideline would factor in these variables and adjust the guideline to compensate.

I met with the CFC at least six times between July and February. Each time, the intent was to share facts and patterns seen in the budgeting process with a goal of level service. In listening to the recent CFC deliberations, references to the information provided are rare. I would appreciate future guidance on whether the context in which we build the budget will be considered in the guideline process. In fact, at one meeting this winter, I arrived ready to present and answer questions. Instead, the meeting opened with a presentation that had not been shared before the meeting and set a tone of irresponsible spending and declining performance of the schools. Conclusions had apparently already been made. At many meetings, it has been difficult to present or respond before being interrupted. Last spring, one comment was pulled out of context in the FY24 Finance Committee Report to make it appear that I expected to bring 4% budget increases in the future. I have proven that not to be the case.

Since 2017, the CSC and CCRSC, along with my administrative team, have effectively managed well over \$500 million in school budgets and other allocations like the \$110 million new CMS. In 2017, there was no trust between the schools and town, the schools and unions, the schools and CFC, and the schools and community. We have worked tirelessly to build transparency and trust. I still regularly receive accolades from previously critical community members thanking me and my team for the change. What more needs to be done to reset the tone and process with the CFC based on the current dialogue is unclear to me.

Budget Reduction Recommendations

Given the use of reserves, risks in revenue, and lack of contingency for unbudgeted needs, I am making the following recommendation for reductions should the CCRSC approved budget not be funded. There are no options that do not touch students and programs, as we have already taken them. The recommendations and impact are as follows:

Reduction	Description	Amount
1 FTE Computer Science Teacher	Retirement not to be replaced Loss of electives and engineering certificate program requirement	\$134,330
.25 Chorus Teacher	Reduce select chorus sections	\$ 25,108
Total		\$159,438

Conclusion

The administration is very determined to collaborate with the local leaders to provide sustainable, responsible, and effective budgets for the children in the Concord schools. The hope is that the named reductions can be avoided through cooperation and mutual respect with the goal of aligning in what is best for the entire community.

2024 ANNUAL TOWN MEETING

Article #	Article Name	Sponsor	Select Board Recommendation
1	Choose Town Officers	Select Board	N/A
2	Hear Reports	Select Board	N/A
3	Meeting Procedure	Finance Committee	Affirmative Action – 5-0-0
4	Ratify Personnel Board Classification Actions	Personnel Board	Affirmative Action – 5-0-0
5	Ratify Personnel Board Classification & Compensation Plan	Personnel Board	Affirmative Action – 5-0-0
6	Personnel Bylaw Amendments	Personnel Board	Affirmative Action – 5-0-0
7	Fiscal Year 2024 Budget Line Item Adjustments	Chief Financial Officer	Report at Town Meeting – 5-0-0
8	Fiscal Year 2025 Town Budget	Town Manager	Affirmative Action – 5-0-0
9	Capital Improvement & Debt Plan	Town Manager	Affirmative Action – 5-0-0
10	OPEB Trust Fund Appropriation	Chief Financial Officer	Affirmative Action – 5-0-0
11	OPEB Trust Fund Expense	Chief Financial Officer	Affirmative Action – 5-0-0
12	Appropriation to the Opioid Prevention Programs Fund	Chief Financial Officer	Affirmative Action – 5-0-0
13	Funding Public Safety during the Concord250 Celebrations in 2025 Commemorating the Beginning of the American Revolution, April 19, 1775	Concord 2025 Executive Committee	Affirmative Action – 5-0-0
14	Use of Free Cash	Finance Committee	Report at Town Meeting – 5-0-0
15	Establish a Permanent Senior Means Tested Property Tax Exemption	Board of Assessors	Affirmative Action – 5-0-0
16	Create Stormwater Enterprise Fund	Public Works Commission	Affirmative Action – 5-0-0
17	Nagog Pond Improvements and PFAS Mitigation	Public Works Commission	Affirmative Action – 5-0-0
18	Select Board to Accept Easements	Public Works Commission	Affirmative Action – 5-0-0
19	Minuteman Regional Technical High School District Budget	Minuteman Regional School Committee	Affirmative Action – 5-0-0
20	Concord-Carlisle Regional School District Budget	Concord-Carlisle Regional School Committee	Report at Town Meeting – 5-0-0

21	Amenities Building at Concord-Carlisle High School	Concord-Carlisle Regional School Committee	Report at Town Meeting – 5-0-0
22	Authorize New Middle School Naming – Name the New Concord Middle School Ellen Garrison Middle School	DEI Commission	Affirmative Action – 4-1-0
23	Concord Public Schools Operating Budget	Concord Public School Committee	Affirmative Action – 5-0-0
24	Concord Public Schools Capital Budget	Concord Public School Committee	Report at Town Meeting – 5-0-0
25	Appropriation to Middle School Stabilization Fund	Finance Committee	Warrant Article withdrawn
26	Town Meeting Study Committee	Town Moderator	Affirmative Action – 5-0-0
27	Citizen Petition: Town Meeting Voting Reform	Dinos Gonatas	No Action – 5-0-0
28	Citizen Petition: Remote Participation at Annual and Special Town Meetings	Scott Gillis & Mark Martines	Affirmative Action – 3-1-1
29	Citizen Petition: Use of Hand-Held Electronic Voting at Town Meetings	Scott Gillis & Mark Martines	Affirmative Action – 4-0-1
30	Authorize Select Board to Petition for Changes to Previously Approved Home Rule Petition regarding a Check Out Bag Charge	Agriculture Committee	Affirmative Action – 5-0-0
31	Update Town Goals to Meet the Climate Challenge	Climate Action Committee	Affirmative Action – 5-0-0
32	Fossil Fuel-Free Demonstration: Bylaw Amendments for Program Participation	Select Board	Affirmative Action – 5-0-0
33	In-Town Solar Expansion	Solar Implementation Task Force	Report at Town Meeting – 5-0-0
34	Zoning Bylaw Amendment: Zoning Map & MBTA Communities Multi-Family Overlay District	Planning Board	Affirmative Action – 5-0-0
35	Zoning Bylaw Amendment: Two-Family Dwelling Unit in Residence B Zoning District	Planning Board	Affirmative Action – 5-0-0
36	Zoning Bylaw Amendment: Floodplain Conservancy District	Planning Board	Affirmative Action – 5-0-0
37	Zoning Bylaw Amendment: General Housekeeping – Multiple Sections	Planning Board	Affirmative Action – 5-0-0

38	Citizen Petition: Citizen Support for a New Cell Tower Located at the Landfill at 755 Walden Street	Alisha Boyajian	Report at Town Meeting – 5-0-0
39	Citizen Petition: Citizen Support for a New Cell Tower Located at the Public Works Parcel on Keyes Road	Alisha Boyajian	Report at Town Meeting – 5-0-0
40	Community Preservation Appropriation Recommendations	Community Preservation Committee	Affirmative Action – 5-0-0
41	Authorize a Task Force to Review and Update the Charges, Policies, and Protocols of the Historic Districts Commission and the Historical Commission	DEI Commission	Warrant Article withdrawn
42	Tourist Bylaw Amendments	Select Board	Affirmative Action – 5-0-0
43	Amend Departmental Revolving Funds Bylaw	Town Manager	Affirmative Action – 5-0-0
44	Authorize Expenditure of Revolving Funds under Mass. Gen. Laws 44 § 53 E1/2	Town Manager	Affirmative Action – 5-0-0
45	Light Plant Expenditures and Payment in Lieu of Taxes	Town Manager	Affirmative Action – 5-0-0
46	Solid Waste Disposal Fund Expenditures	Town Manager	Affirmative Action – 5-0-0
47	Sewer System Expenditures	Town Manager	Affirmative Action – 5-0-0
48	Sewer Improvement Fund Expenditures	Town Manager	Affirmative Action – 5-0-0
49	Water System Expenditures	Town Manager	Affirmative Action – 5-0-0
50	Authorize Expenditure from PEG Access & Cable-Related Fund	Town Manager	Affirmative Action – 5-0-0
51	Beede Swim and Fitness Center Enterprise Fund Expenditures	Town Manager	Affirmative Action – 5-0-0
52	Unpaid Bills	Chief Financial Officer	Affirmative Action – 5-0-0
53	Debt Rescission	Chief Financial Officer	No Motion Expected

2024 SPECIAL TOWN MEETING

Article #	Article Name	Sponsor	Select Board Recommendation
1.	In-Town Utility Scale Battery	Town Manager on behalf of Concord Municipal Light Plant	

2024 ANNUAL TOWN MEETING – SPEAKERS TIME CHART

Article		CC/ NME	Speaker(s)	Time
1	Choose Town Officers	NME	-----	
2	Hear Reports (FinCom Report)	CC	FINCOM – Parashar Patel	5
3	Meeting Procedure	CC	FINCOM – Parashar Patel	3
4	Ratify Personnel Board Classification Actions		PERS BD- Liz Cobbs	4
5	Ratify Personnel Board Classification & Compensation Plan		PERS BD- Liz Cobbs SB –	4 2
6	Personnel Bylaw Amendments		PERS BD- Liz Cobbs	5
7	Fiscal Year 24 Budget Line Item Adjustments		TM – Kerry Lafleur FINCOM- N/A	4
8	Fiscal Year 25 Town Budget		TM – Kerry Lafleur SB – Henry Dane	8 2
9	Capital Improvement and Debt Plan		TM- Kerry Lafleur SB – Henry Dane	6 2
10	OPEB Trust Fund Appropriation	CC	CFO– Anthony Ansaldi	3
11	OPEB Trust Fund Expense	CC	CFO– Anthony Ansaldi	3
12	Appropriation of Opioid Settlement Funds Received from the State Settlement Fund	CC	CFO– Anthony Ansaldi	3
13	Funding Public Safety for Concord250 Celebrations		250th Comm- Gary Clayton & Fred Ryan	5

14	Use of Free Cash	NME		
15	Establish Permanent Senior Means Tested Property Tax Exemption	CC	Bd of Assessors – Brendan Kemeza	5
16	Create Stormwater Enterprise Fund		PWC- Swen Weber SB – Terri Ackerman	6 2
17	Nagog Pond Improvements and PFAS Mitigation		PWC- Swen Weber SB – Terri Ackerman	6 2
18	Select Board to Accept Easements	CC	PWC- Jim Terry	3
19	Minuteman Regional Technical High School District Budget		Steve Ledoux (introduce) & Kevin Mahoney (presentation)	6
20	(i) Concord-Carlisle Regional School District Budget (ii) FinCom Amendment		Superintendent: Dr. Hunter SC- N/A FINCOM – Parashar Patel SC- SB- Henry Dane	7 3 3 2
21	Amenities Building at Concord-Carlisle High School	NME		
22	Authorize New Middle School Naming – Name the New Concord Middle School Ellen Garrison Middle School		DEI- Joe Palumbo SB- Mark Howell SC-	5 2 4
23	CPS Operating Budget		Superintendent- Dr. Hunter	6
24	CPS Capital Budget		Superintendent – Dr. Hunter	5
25	Appropriation to Middle School Stabilization Fund	NME		
26	Town Meeting Study Committee		Moderator – Carmin Reiss SB – Linda Escobedo	5 2
27	CITIZEN PETITION: Town Meeting Voting Reform		Petitioner – Dinos Gonatas	5

			SB – Mark Howell	2
28	CITIZEN PETITION: Remote Participation at Annual and Special Town Meetings		Petitioner- Scott Gillis	5
29	CITIZEN PETITION: Use of Hand-Held Electronic Voting at Town Meetings		Petitioner- Mark Martines <ul style="list-style-type: none"> • Scott to follow-up 	5
30	Authorize SB to Petition for Changes to Previously Approved Home Rule Petition regarding Check Out Bag Charge	CC	AgCom- Liza Bemis	4
31	Update Town Goals to Meet the Climate Challenge		CAC- Brad Hubbard Nelson	5
32	Fossil Fuel-Free Demonstration: Bylaw Amendments for Program Participation	CC	TMO- Eric Simms	4
33	In-Town Solar Expansion	NME		
34	ZONING BYLAW AMENDMENT – Zoning Map & MBTA Communities Multi-Family Overlay District		PB- Linda Miller SB- Mary Hartman	8 2
35	ZONING BYLAW AMENDMENT – Two-Family Dwelling Unit in Residence B Zoning District		PB- Andrew Boardman	4
36	ZONING BYLAW AMENDMENT – Floodplain Conservancy District	CC	PB- Rob Almeida	3
37	ZONING BYLAW AMENDMENT – General Housekeeping – Multiple Sections	CC	PB- Sue Felshin	2
38	CITIZEN PETITION: Citizen Support for a New Cell Tower Located at the Landfill at 755 Walden Street		Petitioner- Alisha Boyajian	5
39	CITIZEN PETITION: Citizen Support for a New Cel Tower Located at the Public Works Parcel on Keyes Road		Petitioner- Alisha Boyajian	5

40	Community Preservation Appropriation Recommendations		CPC- Burton Flint	8
41	Authorize a Task Force to Review and Update the Charges, Policies, and Protocols of the Historic Districts Commission and the Historical Commission	NME		
42	Tourist Bylaw Amendments	CC	TMO- Megan Zammuto	5
43	Amend Departmental Revolving Funds Bylaw	CC	TMO- Kerry Lafleur	3
44	Authorize Expenditure of Revolving Funds Under Mass. Gen. Laws c. 44 § 53E1/2	CC	TMO- Kerry Lafleur	3
45	Light Plant Expenditures and Payment in Lieu of Taxes	CC	CMLB	4
46	Solid Waste Disposal Fund Expenditures	CC	PWC- Jim Terry	5
47	Sewer System Expenditures	CC	PWC- Jim Terry	5
48	Sewer Improvement Fund Expenditures	CC	PWC- Jim Terry	5
49	Water System Expenditures	CC	PWC- Jim Terry	5
50	Authorize Expenditure from PEG Access & Cable-Related Fund	CC	IT/CMLP- Jason Bulger	5
51	Beede Swim and Fitness Center Enterprise Fund Expenditures	CC	RecComm- Jess Porter or Leigh Jackson	5
52	Unpaid Bills		CFO- Anthony Ansaldi	3
53	Debt Recision	NME		

2024 SPECIAL TOWN MEETING – SPEAKERS TIME CHART

1	In-Town Utility Scale Battery		CMLP – Jason Bulger SB – Mary Hartman	6 2
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**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 66TH AIR BASE GROUP
HANSCOM AIR FORCE BASE MASSACHUSETTS**

March 22, 2024

Mr. Jim Maravelias
66 ABG/CEIE
120 Grenier Street
Hanscom AFB, MA 01731-1910

Ms. Linda Escobedo
P.O Box 519
Concord, MA 01742

Dear Ms. Escobedo,

In accordance with the National Environmental Policy Act of 1969 (NEPA) and the Air Force Environmental Impact Analysis Process (32 Code of Federal Regulations 989 et seq.), the Department of the Air Force (DAF) is preparing an Environmental Assessment (EA) to evaluate impacts associated with the Proposed Action to construct a steel lattice-type tower with radome atop the structure, and an appurtenant equipment shelter and external diesel fuel tank within the Hanscom Air Force Base (Hanscom AFB) boundaries.

The new installation would construct an 80-foot-tall, steel lattice-type tower on Hanscom AFB with a 14-foot radome atop the structure, which would house a Ground Entry Point (GEP) terminal antenna and transmitter. The structure would be marked/lighted in accordance with Federal Aviation Administration Advisory Circular 70/7460-1M, Obstruction Marking and Lighting, to promote aviation safety. The proposed tower would be constructed on an approximately 24-foot by 24-foot tower foundation. A 40-foot-long by 10-foot-wide by 10-foot-high shelter would be constructed, and a 4,000-gallon external diesel fuel tank would be installed on a 50-foot by 30-foot shelter/tank foundation. The need for the Proposed Action arises from a new Joint Staff directed program with a 24/7/365 mission. The Proposed Action includes all work required to construct the GEP terminal antenna and transmitter tower, as well as the adjacent shelter and fuel tank. The EA will discuss the purpose and need for the Proposed Action, describe the affected environment and the environmental impacts of the proposed project, and present proposed mitigation.

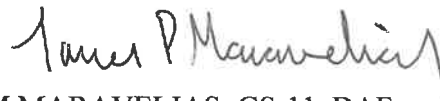
With this letter, we seek your input on the Proposed Action to assist the DAF in fully developing the range of issues to consider in conducting a comprehensive environmental review, particularly issues for which the DAF may be unaware. Once completed, the Draft EA will be made available for public review and comment. We currently expect this to occur sometime in Summer 2024.

If you choose to provide input at this time, we respectfully request you respond within 30 days from receipt of this letter. We request that you send any written input you may have at this time via e-mail to: james.maravelias.1@us.af.mil, or via US Mail to:

Mr. Jim Maravelias
66 ABG/CEIE
120 Grenier Street, B1825
Hanscom AFB, MA 01731-1910

Included with this letter are a project location map (attachment 1). If you have any questions, please feel free to contact me anytime at (781) 225-6209 or james.maravelias.1@us.af.mil.

Sincerely



JIM MARAVELIAS, GS-11, DAF
NEPA/EIAP Manager

1 Attachment:

1. Project Location Map



C:\Work\6072213\MIT\Maps\GEP_Attachment_1.mxd



0 200 400 800 Feet

Legend

- Action Alternative (Location F)
- Hanscom Air Force Base
- Town Boundary

ATTACHMENT 1

PROJECT LOCATION MAP



Date: 3/21/2024



**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 66TH AIR BASE GROUP
HANSCOM AIR FORCE BASE MASSACHUSETTS**

27 March 2024

Mr. Jim Maravelias
66 ABG/CEIE
120 Grenier Street
Hanscom AFB, MA 01731-1910

Ms. Linda Escobedo
Town House
22 Monument Square
Concord, MA 01742

Dear Ms. Escobedo

In accordance with the National Environmental Policy Act of 1969 (NEPA) and the Air Force Environmental Impact Analysis Process (32 Code of Federal Regulations 989 et seq.), the Department of the Air Force (DAF) is preparing an Environmental Assessment (EA) to evaluate potential environmental impacts associated with proposed construction of a new fire station and air passenger terminal at Hanscom Air Force Base (AFB) (the "Proposed Action").

The Proposed Action includes the demolition of the existing fire station and air passenger terminal, and the construction of a new air passenger terminal and fire station in distinct locations on Hanscom AFB (see attached Proposed Action Location Map). The current building for the fire station and air passenger terminal is undersized and does not provide for a functional and efficient configuration. The proposed new air passenger terminal is an approximately 5,150 square foot (sf) single-story building to be located north of the existing fire station. The proposed new fire station is an approximately 26,325 sf single-story building proposed at the site of a former single-story gas station.

To assist the DAF in fully developing the range of issues to consider in conducting a comprehensive environmental review, particularly issues for which the DAF may be unaware, we are seeking your input on the Proposed Action. Included in this letter is a Proposed Action Location Map. If you wish to provide input, we request you respond within 30 days from receipt of this letter.

Any written input you may have at this time can be e-mailed to james.maravelias.1@us.af.mil or mailed to:

Mr. Jim Maravelias, NEPA/EIAP Program Manager
66 ABG/CEIE
120 Grenier Street, B1825
Hanscom AFB, MA 01731-1910

Once completed, the Draft EA will be made available for public review and comment. We currently expect this to occur in spring 2024. If you have any questions, please feel free to contact Mr. Jim Maravelias at (781) 225-6209 or james.maravelias.1@us.af.mil.

Sincerely





JIM MARAVELIAS
NEPA/EIAP Manager

Attachment:



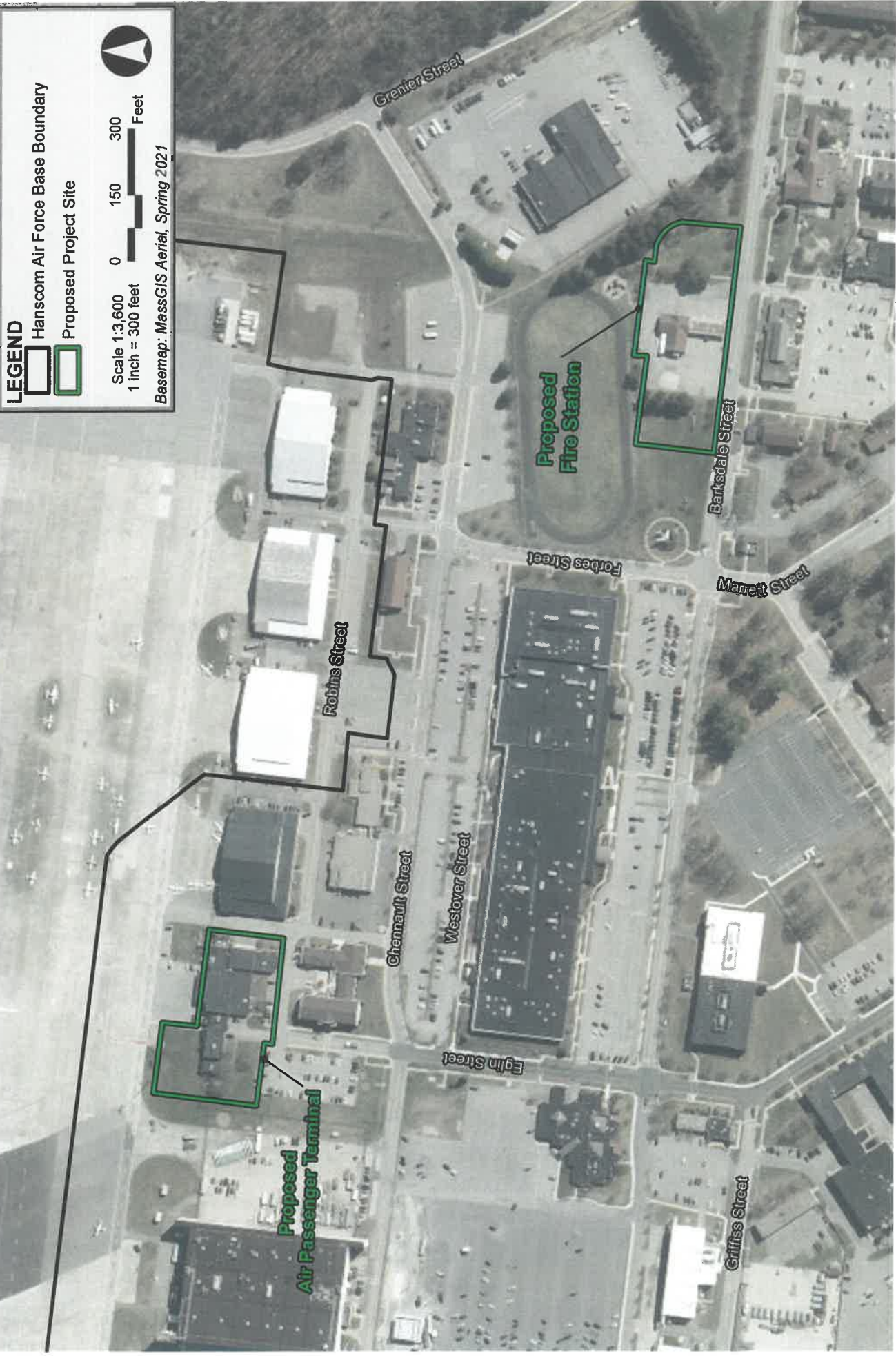
1. Proposed Action Location Map

LEGEND

-  Hanscom Air Force Base Boundary
-  Proposed Project Site

Scale 1:3,600
1 inch = 300 feet

Basemap: MassGIS Aerial, Spring 2021



TOWN OF CONCORD
Office of the Town Manager
Town House
P.O. Box 535
Concord, Massachusetts 01742

April 17, 2024

Mr. Jim Maravelias
66 ABG/CEIE
120 Grenier Street
Hanscom AFB, MA 01731-1910

Dear Mr. Maravelias,

Thank you for providing the Town of Concord with an opportunity to comment on both the proposed construction of a new fire station and air passenger terminal and the proposed construction of a steel lattice-type tower with radome atop the structure and an appurtenant equipment shelter and external diesel fuel tank within the Hanscom Air Force Base Boundaries. Please find our comments and questions on the project below:

New Fire Station and Air Passenger Terminal

1. All efforts should be made to create the passenger terminal and fire station as highly energy efficient buildings, with a focus on achieving net-zero energy use. This is consistent with the most energy efficient building codes in Massachusetts and consistent with MA greenhouse gas reduction goals, as outlined in the MA Specialized Stretch Building Codes. The use of fossil fuels for any heating and cooling systems should be avoided, and instead electrification of those systems should be employed via air- or ground-source heat pump technologies. Given that the facilities appear to be adjacent there could be the potential to use one geothermal field to serve both buildings. The installation of rooftop and/or canopy solar PV and battery storage should be considered to offset any power demands and to increase resiliency.
2. Consideration should be taken to minimize the amount of impervious surface on the site, and green stormwater infrastructure measures taken to capture and minimize storm runoff. Low albedo surfaces or coatings should also be employed where possible to minimize the heat absorption of artificial surfaces and reduce heat island effects and impacts.
3. EV charging infrastructure should be installed to support the use of electric service and support vehicles for both buildings, and for passenger terminal visitors.

Radome Tower and Equipment Shelter

1. It would be helpful to learn more about how the 4,000-gallon external diesel fuel tank factors into the project. Will it serve as the main source of power for the 24/7/365 operation of the radome and associated equipment, or it only used as a back-up fuel supply as needed? If the former is true, we strongly support the use of

- a cleaner energy source to be used for regular operations, given the adverse impacts of diesel fuel use on greenhouse gas emissions and air quality.
2. Could you please outline the anticipated levels of noise pollution associated with operating the radome and associated support equipment 24/7/365?
 3. The installation of solar PV and battery storage should be considered to help offset any of the regular or back-up power demands of the project and increase resiliency.

Thank you for the opportunity to respond to these projects. We look forward to reviewing the Environmental Assessment upon its completion.

Sincerely,



Megan J. Zammuto
Deputy Town Manager
Town of Concord

CC: Concord Select Board