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Selectmen's Correspondence

December 3, 2019

- A. Thank you letter from Christopher Clark, Harwich Town Administrator.
- B. Letter from Robert A. Zibbell regarding opening prayer at town meeting.
- C. Letter from Comcast Re: Internet Essentials with monthly pricing.
- D. Letter from Nextera Energy Services regarding NextEra Services Massachusetts Disclosure Label LLC.
- E. Letter from MassFiscal.org regarding Information on the Transportation Climate Initiative Tax.
- F. Notice of Project Change; Multi-Purpose Machine Gun Range Camp Edwards. File on copy in Town Administrators Office)
- G. Upper Cape Cod Regional Technical School District Committee; October 10, 2019 Meeting; Minutes.
- H. Letter from Bourne Water District regarding 230 Sandwich Road, Chase Estates

OFFICE OF THE TOWN ADMINISTRATOR

Christopher Clark, *Town Administrator*
Joseph F. Powers, *Assistant Town Administrator*

Phone (508) 430-7513

Fax (508) 432-5039

732 MAIN STREET, HARWICH, MA 02645



Town of Bourne
Office of the Selectmen
24 Perry Avenue
Buzzards Bay, MA 02532-3441

RECEIVED

NOV 14 2019

TOWN OF BOURNE
BOARD OF SELECTMEN

November 7, 2019

To Whom It May Concern:

The Town of Harwich was struck at approximately noon time on Tuesday, July 23, 2019 by a tornado and various microbursts throughout the community. The town had limited warning and yet saw unprecedented devastation throughout the community within minutes of the tornadoes passing. The town was very fortunate to not have any injuries or fatalities as result of the storm event. The devastation throughout the community was well beyond our local means to clean up in a timely manner. Shortly after the tornado The Board of Selectmen declared a state of emergency and our resources for the town were fully engaged in rescue and cleanup efforts. When the town put out the call for assistance, your response was not only timely and helpful but was deeply appreciated. The Board of Selectmen for the Town of Harwich along with its Town Administrator want to express our sincere appreciation for the efforts of your agency to help the town, its residents, visitors to our community and our businesses at the community back in order to short amount of time.

Throughout this whole experience the one thing that we acknowledge and appreciate the most is the spirit of community that continues to exist with neighbor helping neighbor. Thank you for all you have done for the town of Harwich!

On behalf of myself as Town Administrator and the Board of Selectmen.

Sincerely,

Christopher Clark, Town Administrator

B

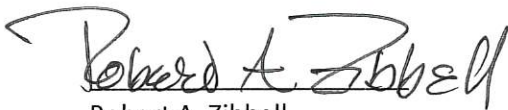
November 7, 2019

Judith McLeod Froman
Chair, Board of Selectmen
Town of Bourne
Perry Ave.
Bourne, MA 02532

RECEIVED
NOV 13 2019
TOWN OF BOURNE
BOARD OF SELECTMEN

Dear Ms. Froman,

I am writing to protest a small, but distressing activity that has occurred at the last two special town meetings related to the approval/denial of recreational marijuana retail stores. That was in October 2018 and again this year. I am not a regular town meeting attendee, so I cannot speak to this issue at regular town meeting. I am referring to the opening prayer that began each of those meetings. I have no issue with the minister's frequent mention of God throughout his prayer, but I did find offensive his final words, "In the name of Jesus Christ, Amen." I thought on both occasions (might have been a different clergyperson, I am not sure) that he was doing fine up until that point. After all, God is allowed in the Pledge and our founding fathers included that in important documents, like the Declaration. It's even written on our currency. The prayer to that point was fairly ecumenical, which is significant as, one: this was a public meeting in a public school, and two: in that 700+ person audience may have been Buddhists, Muslims, Jews, or non-believers, for that matter. The minister had no way of knowing what the faith composition of the audience was, yet he went ahead and, by his last words, made that into a specifically Christian prayer. It was at best, insensitive, and at worst, possibly illegal, and certainly offensive. Last year, I wrote a note to Mr. Meier (who I think was acting moderator), but he said this prayer was up to the minister). While not a constitutional lawyer, I thought that – in such a public meeting – that there was supposed to be a separation of church and state, a practice intended so that the state could not favor one religion over those of (minority) faiths. That minister was acting as an arm of the government – town government in this case – and, in my opinion, should have had more sensitivity and respect for those who might not have been from one of the Christian denominations. It is my hope, even my expectation, that someone in authority would ask any clergy opening that public meeting in the future to confine him or herself to a more ecumenical prayer. Please let me know if this will be changed in the future. Thank you for considering this.



Robert A. Zibbell
25 Sea Breeze Dr.
Bourne, MA 02532

cc: Robert Troy, town counsel.

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NOV - 6 2019

TOWN OF BOURNE
BOARD OF SELECTMEN

October 28, 2019

Board of Selectmen
Town of Bourne
24 Perry Avenue
Buzzards Bay, MA 02532

Dear Chairman and Members of the Board:

As we are all aware, the Internet is an essential tool in our everyday lives. It is the way we connect to a world of knowledge and opportunities, including access to education, healthcare, employment, news, and information. Therefore, we wanted to share the latest news about **Internet EssentialsSM from Comcast**. We recently announced a significant **expansion to eligibility for the program to include all qualified low-income households in our service area**. The expansion is the most significant change in the program's eight-year history. We estimate that more than three million additional low-income households, including people with disabilities, are now eligible to receive affordable high-speed Internet service.

Internet Essentials provides high-speed Internet service for \$9.95 a month plus tax, the option to purchase a desktop or laptop computer for \$149.99, and access free digital literacy training in print, online, and in person. Individuals may qualify* if they have at least one child who is eligible for the National School Lunch Program, or if they receive public assistance through such programs as housing assistance, Medicaid, SNAP, SSI, and others. Those wishing to apply can call 1-855-8-INTERNET (1-855-846-8376) or visit InternetEssentials.com.

Since the launch in 2011, Internet Essentials has connected more than 8 million low-income Americans. We have worked hard over the past 8 years spreading the word with school districts, community based organizations, cities, church groups, and many others, but we know we can do more to close the digital divide and we couldn't do it without our amazing partners. Together we can bring the Internet home to even more individuals across the county and help transform even more lives.

If you have additional questions or are interested in ordering program materials (completely free of charge) to share with your constituents, please contact us directly at [contact us directly @ ned_newenglandcommunitypartners@cable.comcast.com](mailto:ned_newenglandcommunitypartners@cable.comcast.com) or visit our website at InternetEssentials.com/Partner where complimentary flyers, brochures, and postcards are available in 16 languages.

Sincerely,



Timothy Kelly
Vice President, Government & Regulatory Affairs

* Restrictions apply. Visit InternetEssentials.com for restrictions and complete details.

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NOV - 6 2019
TOWN OF BOURNE
BOARD OF SELECTMEN



October 30, 2019

Town Of Bourne
24 Perry Ave
BOURNE, MA 02532

RE: NextEra Energy Services Massachusetts Disclosure Label LLC

Dear Town Of Bourne:

The Massachusetts Department of Public Utilities requires that electric suppliers who operate in the state of Massachusetts provide disclosure labels on a quarterly basis to inform their customers about the power sources and air emissions of service provided by their electric supplier. Your electricity is delivered by your distribution company but is supplied by NextEra Energy Services Massachusetts LLC.

Please find enclosed a copy of your quarterly NextEra Energy Services Massachusetts Disclosure LLC Label. If you have any questions concerning the details of the disclosure label, or any general questions regarding your service, please contact our Customer Care department at 1-877-528-2890, Monday through Friday, 7:00am - 8:00pm EST, or email us at custserv@nexteraenergyservices.com.

Thank you for choosing NextEra Energy Services Massachusetts LLC as your retail electricity provider. We appreciate your business, and look forward to continuing to provide you with great service.

Sincerely,

NextEra Energy Services Massachusetts LLC
Customer Care

LABEL DESCRIPTION

Generation Price and Contract:

Generation Prices displayed are representative average prices for electricity at usage levels that are typical for residential customers. Contract items displayed present the length of your contract for generation service, and the price terms included in your contract. See your recent bills to determine average monthly use, and your Terms of Service for additional information.

Power Sources:

The electricity you consume comes from the New England power grid, which receives power from a variety of power plants and transmits the power throughout the region as needed to meet the requirements of all customers in New England. When you choose a power supplier, that supplier is responsible for generating and/or purchasing power that is added to the power grid in an amount equivalent to your electricity use. Known Resources include resources that are owned by, or under contract to, the supplier. System Power represents power purchased in the regional electricity market. Biomass refers to power plants that are fueled by wood or other plant matter. Hydro resources of greater than 30 megawatts in size are deemed "large hydro." All other hydro resources are deemed "small hydro." Other Renewables include fuel cells utilizing renewable fuel sources, landfill gas, and ocean thermal.

Emissions:

Emissions for each the following pollutants are presented as a percent of the regional average emission rate. Arrows represent, for each pollutant, the emission rate from a hypothetical new generation facility.

Carbon Dioxide (CO₂) is released when fossil fuels (e.g., coal, oil and natural gas) are burned. Carbon dioxide, a greenhouse gas, is a major contributor to global warming.

Nitrogen Oxides (NO_x) form when fossil fuels and biomass are burned at high temperatures. They contribute to acid rain and ground-level ozone (or smog), and may cause respiratory illness in children with frequent high level exposure. NO_x also contribute to oxygen deprivation of lakes and coastal waters which is destructive to fish and other animal life.

Sulfur Dioxide (SO₂) is formed when fuels containing sulfur are burned, primarily coal and oil. Major health effects associated with SO₂ include asthma, respiratory illness and aggravation of existing cardiovascular disease. SO₂ combines with water and oxygen in the atmosphere to form acid rain, which raises the acid level of lakes and streams, and accelerates the decay of buildings and monuments.

Labor Data:

The information on this label regarding whether generators or suppliers operate under collective bargaining agreements is provided to inform you about whether the energy was produced in plants where employee wages and working conditions are mutually determined by employees and management, and protected by union contracts. The information on this label regarding the use of replacement employees during a labor dispute is provided to inform you of whether or not a generator or supplier during a strike by or lock-out of its employees has replaced them with other workers.

Information Disclosure Label
Electricity Facts
NextEra Energy Services Massachusetts, LLC

| | | | | | |
|--|--|------------------------------|---------------------|--------------------------------------|--------|
| Generation Price Average unit price per kWh at different levels of use. Prices do not include regulated charges for customer service and delivery. | Average Monthly Use (kWh) | 1,000 | 10,000 | 20,000 | 40,000 |
| | Average Price per kWh: | 9.6 ¢ | 9.6¢ | 9.6¢ | 9.6¢ |
| | The price shown is based on the fixed price for the term of the contract plus a monthly base charge per meter (both charges are listed directly below). Your average generation price will vary according to how much electricity you use. See your most recent bill for your monthly use and the Terms of Service or your bill for actual prices. | | | | |
| | Contract Charges | Energy Charge 9.6¢ | | Monthly Base Charge \$0.00 | |
| Contract | Initial Term: 24 Months | | | | |
| | Term: Customer's service begins on the meter read date set by the Local Distribution Utility and will continue for an initial term that ends on the first meter read date specified in initial contract. After the initial term, either party may cancel this Agreement upon 30 calendar days advance written notice. | | | | |
| | Cancellation: If you cancel this Agreement for any other reason before the end of the initial term you will be assessed an early cancellation fee that is equal to two average monthly energy bills per each year of the term of your contract. An average monthly energy bill is the monthly base charge plus the average price for energy supply in cents per kWh multiplied by average monthly usage. The parties agree that the amounts recoverable hereunder are a reasonable estimate of loss and not a penalty. | | | | |
| Power Sources Demand for this electricity product was assigned from the following sources through 2Q 2019. (Total % may not equal sum due to rounding) | Power Source | Known Resources | System Power | Total | |
| | Air-source heat pump | 0.0% | 0.04% | 0.04% | |
| | Biogas | 0.0% | 0.01% | 0.01% | |
| | Biomass | 0.0% | 2.16% | 2.16% | |
| | Coal | 0.0% | 7.77% | 7.77% | |
| | Diesel | 0.0% | 0.62% | 0.62% | |
| | Digester Gas | 0.0% | 0.09% | 0.09% | |
| | Efficient Resource (Maine) | 0.0% | 0.22% | 0.22% | |
| | Fuel Cell | 0.0% | 0.33% | 0.33% | |
| | Ground- and Water-source heat pump | 0.00% | 0.08% | 0.08% | |
| | Hydroelectric/Hydropower | 0.0% | 7.60% | 7.60% | |
| | Hydrokinetic | 0.0% | 0.00% | 0.00% | |
| | Jet | 0.0% | 0.02% | 0.02% | |
| | Landfill Gas | 0.0% | 0.53% | 0.53% | |
| | Liquid Biofuels | 0.0% | 0.39% | 0.39% | |
| | Municipal Solid Waste | 0.0% | 0.66% | 0.66% | |
| | Natural Gas | 0.0% | 36.68% | 36.68% | |
| | Nuclear | 0.0% | 27.70% | 27.70% | |
| | Oil | 0.0% | 5.13% | 5.13% | |
| | Solar Photovoltaic | 0.0% | 3.25% | 3.25% | |
| Solar Thermal | 0.0% | 0.03% | 0.03% | | |
| Trash-to-energy | 0.0% | 2.34% | 2.34% | | |
| Wind | 0.0% | 3.22% | 3.22% | | |
| Wood | 0.0% | 1.27% | 1.27% | | |

| <p>Air Emissions Carbon Dioxide (CO2), Nitrogen Oxide (NOX), and Sulfur Dioxide (SO2) emission rates from these sources these sources are presented as a percent of the region's average emission rate based on the System Mix.</p> | <p>System average emission rates are based on data through the Second Quarter 2019.</p> <table border="1"> <thead> <tr> <th data-bbox="391 149 743 180">Emission Type</th> <th data-bbox="751 149 938 180">Lbs. per MWh</th> <th data-bbox="946 149 1377 180">Percentage of NEPOOL System Average</th> </tr> </thead> <tbody> <tr> <td data-bbox="391 222 626 254">Nitrogen Oxides (NoX)</td> <td data-bbox="751 222 829 254">1.6491</td> <td data-bbox="946 222 1008 254">100%</td> </tr> <tr> <td data-bbox="391 254 607 285">Sulfur Dioxide (SO2)</td> <td data-bbox="751 254 829 285">2.9059</td> <td data-bbox="946 254 1008 285">100%</td> </tr> <tr> <td data-bbox="391 285 623 317">Carbon Dioxide (CO2)</td> <td data-bbox="751 285 829 317">944.15</td> <td data-bbox="946 285 1008 317">100%</td> </tr> </tbody> </table> | Emission Type | Lbs. per MWh | Percentage of NEPOOL System Average | Nitrogen Oxides (NoX) | 1.6491 | 100% | Sulfur Dioxide (SO2) | 2.9059 | 100% | Carbon Dioxide (CO2) | 944.15 | 100% |
|--|--|-------------------------------------|--------------|-------------------------------------|-----------------------|--------|------|----------------------|--------|------|----------------------|--------|------|
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| Carbon Dioxide (CO2) | 944.15 | 100% | | | | | | | | | | | |
| <p>Labor Information</p> | <p>27% of electricity associated with NextEra Energy Services Massachusetts, LLC came from power sources with union contracts and 72% came from power sources without union contracts. 0% of the electricity assigned to this electricity product came from power sources that used replacement labor during labor disputes between April 1, 2018 and March 31, 2019.</p> | | | | | | | | | | | | |
| <p>Notes</p> | <p>1. Electricity customers in New England are served by an integrated power grid, not particular generating units. The above information is based on the most recently available information provided via the NEPOOL Generation Information System and the Massachusetts Department of Telecommunications and Energy.</p> <p>2. See your contract terms and conditions for further information on this label. You may contact NextEra Energy Services toll free at 1-866-322-4392, the Massachusetts Department of Energy Resources at 1-800-727-1234 or the Massachusetts Department of Public Utilities at 1-877-886-5066..</p> | | | | | | | | | | | | |

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NOV 12 2019
TOWN OF BOURNE
BOARD OF SELECTMEN

Selectman Peter Meier
Town Hall
24 Perry Ave
Bourne, MA 02532-3441

November 6, 2019

Dear Selectman Meier,

While the Massachusetts Fiscal Alliance applauds Governor Charlie Baker and his administration's efforts to reduce pollution in the transportation sector, we have serious concerns with the direction in which the Transportation and Climate Initiative (TCI) is taking our state. Simply put, TCI is a backdoor attempt to raise the gasoline tax without forcing the legislature to take a vote on it.

While taxpayers are the most obvious victims of this situation, individual legislators are greatly affected as well. Rank and file members are being stripped of their prerogatives and denied an opportunity to carry out the duty they were elected to perform. Taxpayers and constituents deserve more.

Secretary of Energy and Environmental Affairs Kathleen Theoharides claims the difference between TCI and a gas tax is the point of regulation. This is irrelevant to consumers who will soon be paying more at the pump for this regressive tax scheme. State Rep. William Straus, House Chairman of the Transportation Committee, recently eluded to TCI as a gas tax, saying "All states raise their gas tax the same amount at the same time and agree not to call it a gas tax, but I think the public is smarter than that."

This raises the concern that such a far-reaching tax could be implemented without explicit legislative approval process. In an October 1 story, the Boston Globe reported that, "...state officials said they likely have authority under the 2008 Global Warming Solutions Act to implement the agreement without such a vote." We would argue that authorization, cast on a voice vote over 10 years ago, with no knowledge of today's proposal, is not sufficient to enact such a significant piece of policy.

Make no mistake: this is a very slippery slope for Massachusetts. Although this is still in the early stages, lawmakers from other states in the TCI agreement are seeking legislative approval. Governor Baker's administration, whether legally required or not, should also act in good faith and seek legislative approval. As an elected municipal official, your voice carries considerable weight with your local legislative delegation. We ask that you reach out and implore them to demand a vote on the TCI gas tax proposal.

There must be an open and transparent legislative process on the details of the agreement.

Sincerely,

Laurie Belsito
Legislative Director



Don't be Fooled: TCI is a T-A-X Transportation Climate Initiative is another tax on you

By Paul Diego Craney | October 15, 2019 | *The Lowell Sun*

The Transportation Climate Initiative is the latest attempt by Beacon Hill politicians to rebrand an increase in the state gas tax. Remember, despite what Boston officials tell you, T-C-I is nothing more than political doublespeak for T-A-X. It's a backdoor attempt to institute a carbon tax without a vote by our lawmakers.

Massachusetts is one of 12 states in the TCI collaboration, trying to replicate California and Quebec by putting a price on carbon in the transportation sector. The participating states are: Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont and Virginia.

It was just revealed last week that they plan to carry out their policy design through a "cap-and-trade" system for motor fuel carbon emissions, or as most working people will see it, a gas tax. The gas tax would apply to gas and diesel fuels but exempt jet and boat fuel. The exact amount of the increase has yet to be disclosed. The public should expect to hear more on that in December.

According to the TCI website, one of the primary health benefits they will project in their modeling will be the increase in "biking and walking associated" with the implementation of TCI for "residents of TCI jurisdictions." If you read between the lines, their aim is clear. They want to make fuel so expensive that taxpayers will be forced to walk and bike to work. But don't worry, it will benefit your health. Let's hope we don't have a cold winter!

The TCI website goes into more detail on what their end goals are. For instance, they talk about environmental justice, "addressing equality needs and concerns," and they tell states that they "may choose to pursue complementary policies and programs to further enable green house gas emissions reductions from transportation." That's a direct and clear warning to any Massachusetts taxpayer, employer and resident.

Secretary of Energy and Environmental Affairs Kathleen Theoharides claims the difference between TCI and a gas tax is the point of regulation. She doesn't believe it's a tax and doesn't think she needs legislative approval. This is irrelevant to consumers who will soon be paying more at the pump to support increased government spending. For normal people, this is a tax. Luckily, some on Beacon Hill are more transparent regarding the scheme. State Rep. William Straus, the House chairman of the Transportation Committee, recently described TCI as a gas tax, saying "All states raise their gas tax the same amount at the same time and agree not to call it a gas tax, but I think the public is smarter than that."

(Over, Please)

According to the Massachusetts state constitution, all state taxes must originate from the House. Gov. Charlie Baker does not have authority to unilaterally raise taxes. Even if the governor doesn't want to describe the TCI as a tax, in order to justify bypassing legislative approval, the governor would be wise to take this before the State House and Senate. Legal authority or not, Baker has a moral obligation to seek legislative approval before asking every resident who drives a gas or diesel powered vehicle to spend much more at the pump. In our view, such an important piece of the legislation should require buy in by the elected representatives of our state government.

Make no mistake: this is a very slippery slope for Massachusetts. Although this is still in the early stages, lawmakers from other states in the TCI agreement are seeking legislative approval. The Baker administration, whether legally required or not, should also act in good faith and seek legislative approval. There must be an open and transparent legislative process on the details of the agreement.

Paul Diego Craney is the spokesman of Massachusetts Fiscal Alliance.

Forbes

Massachusetts Governor Charlie Baker Leads Regional Initiative That Would Raise Gas Prices Across A Dozen States

October 31, 2019

By: Patrick Gleason

The national average price of regular gas stands at \$2.65 per gallon, according to the AAA Fuel Gauge Survey, which is 22 cents per gallon cheaper than at this time last year. This good news for motorists comes with some bad news, which is that powerful politicians are now working to reverse the downward trajectory of gas prices across a heavily-populated swath of the U.S.

The bad news for drivers across northeastern and mid-Atlantic states is that Massachusetts Governor Charlie Baker (R) is leading a coalition of officials from his and 11 other states whose goal is to institute a regional cap-and-trade program that would apply to emissions from cars and trucks. This effort is referred to as the Transportation Climate Initiative (TCI).

If implemented in accordance with the TCI framework released earlier this month, this cap and trade scheme could raise the cost of gas for individuals and families across Maine, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, Connecticut, Delaware, Massachusetts, and Maryland.

According to Paul Craney, spokesman for the Massachusetts Fiscal Alliance, the Transportation Climate Initiative would impose what is effectively a regressive tax increase on drivers:

“The Transportation Climate Initiative (TCI) is the latest attempt by Beacon Hill politicians to rebrand an increase in the state gas tax,” Craney wrote in an October 15 op-ed. “Remember...T-C-I is nothing more than political doublespeak for T-A-X. It’s a backdoor attempt to institute a carbon tax without a vote by our lawmakers.”

Most states that are party to the TCI are seeking legislative approval to enact this regional cap-and-tax scheme, but Governor Baker is looking to do it by executive order in the Bay State. “According to the Massachusetts state constitution, all state taxes must originate from the House,” Craney writes. “Governor Baker does not have authority to unilaterally raise taxes. Even if the Governor doesn’t want to describe the TCI as a tax, in order to justify bypassing legislative approval, the Governor would be wise to take this before the State House and Senate...such an important piece of the legislation should require buy in by the elected representatives of our state government.”

(Over, Please)

Others think implementation of the TCI via executive order will pass legal muster in Massachusetts, but that does not mean that the net effect on consumers is different from that of a statutory tax hike requiring statehouse authorization.

“Gov. Charlie Baker’s Transportation Climate Initiative looks a lot like a tax, but in legal terms it’s not,” Commonwealth Magazine reported this month. “The expectation of policymakers is that the cost of the allowances will be passed along to drivers at the gas pump, incentivizing them to use less, and the allowance money will be divvied up among the states and used to support public transit and deal with climate change.”

Some opponents of the TCI, such as small businesses that would be harmed by the increased energy costs, point to the adverse effects produced by similar cap and trade programs in other parts of the country.

“Reducing emissions is a laudable goal, but in California, where a similar program was launched, gas prices went up by 12 to 14 cents a gallon and are over 4 dollars today,” said Christopher Carozzi, the Massachusetts director for the National Federation of Independent Businesses, a small business advocacy association with thousands of members. “Small businesses need their gas-powered vehicles to travel to job sites, to respond to service calls, and to make deliveries—it’s not like they can use public transportation to do that.”

There are lawmakers who recognize that their constituents are smart enough to recognize the TCI for what it is, an effective gas tax hike. Representative William Straus, co-chair of the Massachusetts House Transportation Committee, describe the TCI framework thusly:

“All states raise their gas tax the same amount at the same time and agree not to call it a gas tax, but I think the public is smarter than that.”

Unlike gas tax revenue, which is supposed to be used primarily for road funding but is too often siphoned for non-road spending, the added costs derived from imposition of the TCI would allow politicians to take more money from the bank accounts of drivers and funnel it to non-road projects.

Gas tax hikes and carbon taxes have repeatedly been rejected by voters in both blue and red states, as well as other countries. This might explain why Governor Baker wants to leave elected officials out of this effort to raise gas prices. While it’s unclear what actions TCI states will take next to proceed with implementation, it’s clear that this issue won’t be going away any time soon.

Patrick Gleason is the Vice President of State Affairs at Americans for Tax Reform.

Selectmen

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NOV 18 2019

TOWN OF BOURNE
BOARD OF SELECTMEN

NOTICE OF PROJECT CHANGE

**Multi-Purpose Machine Gun (MPMG) Range
Camp Edwards
Sandwich, Massachusetts**

**Final Area-Wide Environmental Impact Report
Small Arms Ranges Improvement Project**

EOEEA # 5834

15 November 2019



Prepared for:
Massachusetts Army National Guard
Joint Force Headquarters
Hanscom Air Force Base, MA 01731

Submitted to:
Massachusetts Executive Office of
Environmental Affairs
MEPA Office

Prepared by:
AECOM
9 Jonathan Bourne Drive
Pocasset, MA 02559



UPPER CAPE COD REGIONAL TECHNICAL SCHOOL DISTRICT COMMITTEE
OCTOBER 10, 2019 MEETING HELD AT THE SCHOOL
220 SANDWICH ROAD, BOURNE, MA 02532

RECEIVED

NOV 18 2019

TOWN OF BOURNE
BOARD OF SELECTMEN

PRESENT: Robert Fichtenmayer, Chair; Dominic Cammarano; Steven Chalke; Thomas Corriveau; Michael Degan; Christine Marcolini; David P. Sampson; Maryann Smith; Robert Dutch; Roger Forget; Sharon Brito, Recording Secretary.

ABSENT: Mary Crook.

The meeting was called to order at 6:15 p.m. followed by the Pledge of Allegiance to the Flag. Mr. Fichtenmayer announced that the meeting was being recorded through an audio device.

STUDENT ADVISORY REPRESENTATIVE: Sophomores Alexis Tatzel, Information Technology; Katie Klondas, Culinary Arts; and Wesley Heard, Information Technology, updated the committee on student activities including an update on fall sports, officer elections for the National Honor Society and the InterAct Club, and the Hawaiian tiki themed Homecoming dance scheduled for October 26th.

STUDENT SPOTLIGHT / CURRICULUM UPDATE: None.

PUBLIC PARTICIPATION: None.

APPROVAL OF MINUTES: A motion was made by Ms. Smith, seconded by Mr. Cammarano, for approval of the minutes of the September 12, 2019 regular meeting. Motion passed unanimously.

COMMUNICATIONS: Dr. Dutch read a letter from Nicole Lotito thanking school administration for allowing her to participate in the Massachusetts Association of Vocational Administrators' Leadership Academy I. Next, he read a letter from Chip Koser, Culinary Arts teacher, indicating his intention to retire at the conclusion of the 2019-2020 school year. He also read retirement letters from Rose Crosby, Controller, who will be retiring on July 15, 2020, and Susan Truax, Administrative Assistant to the Director of Student Services, who will be retiring effective September 15, 2020.

REPORT OF COMMITTEES:

Budget – Mr. Degan, Chair of the Budget Sub-Committee, reported that the sub-committee met on September 23rd and have included recommendations on the agenda for tonight's meeting. The next meeting of the sub-committee is scheduled for October 21st at 5 p.m.

TREASURER'S REPORT: Mr. Degan summarized warrants #14 and #16, highlighting the larger expenditures on the warrant including costs associated with the purchase of computers for Information Technology, cafeteria food, utilities, busing, employee health benefits and Marine Technology equipment purchased through a grant award. He also reported on student activities warrant #2 as well as the Revenue Enhancement Fund and the Sunshine Fund. Finally, he discussed revenue received from the wind turbine with ConEd and net metering credits from the solar canopies.

SUPERINTENDENT'S REPORT: Dr. Dutch informed the committee that the Council on Occupational Education will be on site next week to evaluate the Practical Nursing program. He invited committee members to join the evaluators and staff members for dinner on October 15th at Fisherman's View restaurant. Ms. Smith and Mr. Sampson indicated that they would be in attendance. The Superintendent shared that the district has applied for a Massachusetts Capital Skills grant in the amount of \$498,000 which, if awarded, will be used to equip the Veterinary Science building. The district is also in the process of applying for a planning grant as a partnership with Fairhaven High School and a shipbuilder and other business in the New Bedford area. The purpose of the planning grant would be to research methods to provide educational opportunities to additional students as an after school program or during the day as a 13th year program. Next, Dr. Dutch updated the committee on the continued Board of Appeals hearings regarding Chase Estate's proposal to amend their approval to construct housing from 16 units to 20 units. Mr. Pappas has been instructed by the town to perform certain task before the next hearing which is scheduled for November 6th. He reminded the committee that the 50th Anniversary Celebration and Hall of Fame Induction Ceremony will be held at the Sea Crest on October 25th. The video that will be presented that evening is complete and there are three binders of old newspaper clippings that will be at the event for the perusal of attendees. Representative David Vieira will be in attendance to present a resolution from the Senate. The UCT Tech Open golf tournament was a great success raising over \$20,000 which far exceeded expectations. There was a large number of volunteers who participated in the planning of the event as well as during the tournament.

PRINCIPAL'S REPORT: Mr. Forget distributed Volume 2 of *The Shelf Life* which is the newsletter that has been created by the newly-hired Library Media Specialist. He also shared photographs of parking spaces that had been painted by senior students as part of a class fundraiser. Next, he shared the results of the MCAS tests that were administered last spring to students in grade 10. The graphics displayed the continued growth in scores over the past five years. The Assistant Superintendent/Principal

informed the committee that this is the eighth year in a row with no failing scores in English Language Arts. Discussion ensued regarding strategies that are being undertaken to improve the scores in Mathematics. Mr. Forget stated that the Fall Program Advisory meetings were held last night and were well attended. Spirit Week will take place during the week of October 21st with the pep rally scheduled for Friday, October 25th at 1 p.m. The 50th Anniversary / Hall of Fame celebration will be held that evening and the Homecoming football game and Homecoming dance will be held on October 26th. The Grade Eight Open House is on October 17th. Dinner will be served at 5 p.m. and the activities will begin at 6 p.m. Finally, Mr. Forget shared that 8th graders from Old Rochester Regional School District will visit the school on November 1st and 2nd graders from Falmouth and Sandwich will also be visiting UCT in the coming weeks.

NEW BUSINESS:

FY20 OPEB Payment – Dr. Dutch informed the committee that the FY20 budget includes \$50,000 in the Health Insurance Benefits line item for a payment to the OPEB trust account which was established in FY2015. Mr. Degan made a motion, seconded by Ms. Smith, to follow the recommendation of the Budget Sub-Committee and approve a payment in the amount of \$50,000 to the OPEB trust account for FY2020. Motion passed unanimously.

FY20 Stabilization Capital Fund Payment – Dr. Dutch stated that the stabilization capital fund account was established to plan for future capital needs, such as replacement of the roof as it is now twenty-one years old. Mr. Degan made a motion, seconded by Mr. Cammarano, to approve a payment in the amount of \$100,000 to the Stabilization Capital Fund for FY2020. Motion passed unanimously.

Capital Campaign Donation Agreement – Dr. Dutch informed the committee that a donation agreement with John Doran is in progress. The draft agreement has yet to be reviewed by Mr. Doran and will hopefully be ready for approval by the School Committee at the November meeting.

Policy – Final Adoption – Mr. Cammarano made a motion, seconded by Mr. Sampson, to table this agenda item as Ms. Crook, Chair of the Policy Sub-Committee, was not present. Mr. Corriveau stated that he would like to proceed with a vote as Ms. Crook was present at the last meeting when the policies were presented for a first reading. Mr. Corriveau went on to state that, as a member of the Policy Sub-Committee, he was present at the sub-committee meeting at which the policies were initially reviewed. Mr. Cammarano and Mr. Sampson were in favor; Mr. Chalke, Mr. Corriveau, Mr. Degan, Mr. Fichtenmayer, Ms. Marcolini and Ms. Smith were opposed. Motion failed. Mr. Corriveau made a motion, seconded by Ms. Marcolini, for final adoption of the following policies as presented:

- Policy AC-R – Nondiscrimination
- Policy BGBA – Policy Adoption
- Policy GCA – Professional Staff Positions

- Policy GCJ – Professional Teacher Status
- Policy IGC – Learning Support Services Programs
- Policy IHAI – Occupational Education
- Policy IHAMA – Teaching About Drugs, Alcohol, and Tobacco (replace with IHAMB)
- Policy IHAMB – Teaching About Drugs, Alcohol, and Tobacco

Motion passed unanimously.

MASC Annual Business Meeting Resolutions – The resolutions that will be put forth at the annual business meeting as part of the MASC conference in November were included in the mailout for discussion. Ms. Crook will be serving as the committee’s voting delegate. After discussion, the committee agreed to recommend to the voting delegate to vote as follows:

- *Resolution 1: Banning Polystyrene from Schools – Be it resolved that MASC urge the Commonwealth of Massachusetts to ban the use of expanded polystyrene foam cups, bowls, plates and trays from Massachusetts Public Schools by the 2022-2023 school year. **Support.***
- *Resolution 2: Pertaining to Educator Diversity and Professional Licensure – Be it resolved that the Massachusetts Association of School Committees calls for the elimination of the MTEL and the MA Performance Assessment for Leaders (MaPAL) as licensing requirements for educators; and be it further resolved that the Massachusetts Association of School Committees calls for the governance and licensure of professional educators to be vested in a board comprised of licensed educators. **Do not support.***
- *Resolution 3: School Transportation – Be it resolved that in order to promote greater competition for bus service contracts and improve performance, MASC calls for the creation of a working group to advise the Legislature on the best solutions to support greater competition and higher performance from transportation companies. Be it further resolved that in order to promote greater competition for bus service contracts, the Legislature should eliminate M.G.L. c. 71 § 7C, and authorize a deeper analysis into the lack of bidders on school transportation contracts. **Support.***
- *Resolution 4: Climate Change – Be it resolved that MASC calls on Congress to take swift and effective action on climate change to protect current and future students. Be it further resolved that MASC advocates for school funding for school infrastructure need and emergency funding for disaster relief caused by natural catastrophes and extreme weather events. **Do not support.***
- *Resolution 5: Full Funding of Transportation Costs for Students in Foster Care and State Care – Be it resolved that the Commonwealth should fully reimburse transportation funding for children in foster care and state care. DCF and DESE must complete the process to provide proper documentation for the Commonwealth to receive reimbursement for transportation expenses under Title IV-E of the Social Security Act. Be it further resolved that MASC advocate the Massachusetts General Court to properly calculate and assume the full expense of providing educational services to students in foster care and state care including*

the costs of assessments, regular day and special education services as well as out-of-district placements, transportation and mental health services. **Support.**

- *Resolution 6: Universal Quality Pre-Kindergarten Access in Massachusetts – Be it resolved that MASC file or support legislation that will provide a sufficient appropriation for universal pre-K in Massachusetts and will achieve the actions necessary to provide access to good, quality universal pre-K for all children in Massachusetts. **Abstain***
- *Resolution 7: Poverty and Children – Be it resolved that the Massachusetts Association of School Committees will prioritize, as a matter of its public policy agenda, and file for and support legislation to support the eradication of poverty among children in Massachusetts and advocate for social and economic justice for students and their families that will include: support for a revenue stream that supports social and economic priorities for children and families, support for state programs and services that serve children at greatest social and emotional risk which are easily accessible to students and families, advocacy for nutrition programs that eradicate hunger among children, advocacy for healthcare including vision, hearing, dental and mental health through accessible service providers, support for pre-kindergarten programs for all children, and advocacy for increasing educational opportunities for children to grow both inside and outside of school. **Support.***
- *Resolution 8: Resolution for Access to Menstrual Supplies – Be it resolved that MASC work with state and federal legislatures to provide additional funding to provide free access to menstrual products from the school nurse and in restrooms and locker rooms. **Support.***
- *Resolution 9: Charter School Reform – Be it resolved that the Massachusetts Association of School Committees seek legislative action to both address the deleterious effects of charter school funding on certain municipalities and school districts across the state and approve a comprehensive set of reforms that includes establishment of strict guidelines or regulations to require that charter schools enroll representative cross sections of students residing within the school service areas; reporting of accurate numbers of students who leave charter schools to return to the sending districts or district of residence; requiring the MA Department of Elementary and Secondary Education to retain and report accurate data on enrollment of students with learning disabilities, physical disabilities; economic disadvantage, emotional disability and status as racial and linguistic minorities; state requirements that all charter schools be funded in full by the Commonwealth rather than by expropriation of Chapter 70 education aid from the sending cities, towns and regions; and state funding in fully of any mitigation funds created to offset the loss of state funding for students who become students in charter schools. **Support.***

The committee also expressed their support of the amended by-laws as recommended by the MASC Board of Directors.

Mr. Corriveau made a motion, seconded by Mr. Degan, to adjourn the regular meeting at 7:40 P.M. Motion passed unanimously.

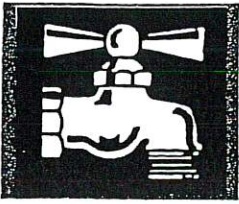
A True Copy Attest

Date: 11-14-2019
(Seal)

Robert A. Dutch
Dr. Robert A. Dutch, Secretary

Documents reviewed / referred to:

- 10/10/2019 School Committee package
- Letter Dated 10/10/2019 from N. Lotito re: MAVA Leadership Academy
- Letter of Retirement Dated 10/20/2019 from C. Koser
- Letter of Retirement Dated 10/10/2019 from R. Crosby
- Letter of Retirement Dated 10/26/2019 from S. Truax
- 10/10/2019 Treasurer's Report
- The Shelf Life, Vol. 2 (Library Newsletter)
- Spring 2019 Grade 10 MCAS Results
- Photographs of Senior Parking Spaces



H

BOURNE WATER DISTRICT

211 Barlow's Landing Road, P.O. Box 1447
Pocasset, Massachusetts 02559-1447
Office: 508-563-2294 Fax: 508-564-4661

RECEIVED

NOV 27 2019

TOWN OF BOURNE
BOARD OF SELECTMEN

November 22, 2019

Thomas Pappas
14 Bosuns Lane
Buzzards Bay, MA 02532

RE: 230 Sandwich Rd. Chase Estates

Dear Mr. Pappas:

The outstanding monies owed on your two properties have been paid so we were able to discuss your request for subdivision approval.

The Board met on November 19th and was presented a plan and your request for water at your Chase Estates subdivision. Our Superintendent made several attempts to contact your engineer to tell him that the plan was inadequate for them to make a decision. You need to contact your engineer and explain that a plan needs to be presented that shows a 3 gate system on Sandwich Rd. The service lines to each of the properties have to be shown on the plan. The District requires that all new mains be looped and with Bosuns Lane accessible you will need to get an easement in order to loop the main to Bosuns Lane. All of these requirements need to be shown on the plan.

The next meeting of the Board of water Commissioner's is tentatively scheduled for December 10th. If you want to be on the agenda for that meeting you will need to deliver the plan on or before Dec. 2nd in order to be placed on the agenda before posting.

Sincerely,

Nancy Ward
Bourne Water District
Treasurer

cc: Bourne Board of Selectmen
Bourne Town Planner
Bourne Building Inspector

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