



**Board of Selectmen
Ware Town Hall, Meeting Room, 126 Main Street
Regular Meeting Notice Agenda – Tuesday, January 21, 2020 at 7:00 p.m.**

**Meeting Opened
Opening Remarks, Announcements, and Agenda review by Chair**

Consent Agenda

- **Approval of January 7, 2020 Minutes**
- **Application One-Day Liquor License: St. Mary's Church Polish Plate Dinner, Saturday, February 22, 2020**

Scheduled Appearances

- **Cynthia Henshaw – Tree Grant Program**

Old Business

New Business

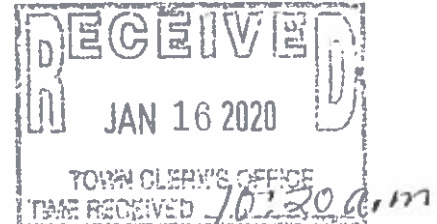
- **Treasurer's Policy**
- **MMA Resolutions**

Comments and Concerns of Citizens

Town Manager Report

Adjournment

**Executive Session: M.G.L. Chapter 30A, Section 21(a) #1 Discussion of Complaints Regarding
Public Employee: Town Manager**





**Board of Selectmen
Ware Town Hall, Meeting Room, 126 Main Street
Regular Meeting Minutes – Tuesday, January 7, 2020 at 7:00 p.m.**

Present: Selectman Alan G. Whitney, Selectman John E. Carroll, Selectman Tracy R. Opalinski, Town Manager Stuart Beckley, Clerk Mary L. Midura

Absent: Selectman Nancy J. Talbot, Selectman Keith J. Kruckas

**Meeting Opened by Chairman Whitney
Opening Remarks, Announcements, and Agenda review by Chair - none**

Consent Agenda

- **Approval of Meeting Minutes of November 4, November 5, November 19, November 26, November 29, and December 23, 2019**
- **Special Event Permit Application, 2020 Rosary Rally: October 10, 2020**
- **One-Day Beer & Wine License Applications, Workshop 13: January 17, February 15, February 21, and February 23, 2020**

Selectman Opalinski made the motion to approve the Consent Agenda. Selectman Carroll seconded the motion. The motion passed on a vote of 3 Yes, 0 No, 2 Absent (Selectmen Talbot, Kruckas).

Scheduled Appearances - none

Old Business

- **Complete Streets Policy**

Rebekah DeCoursey, Director of Planning and Community Development, Becky Basch and Jeff McCullough of PVPC presented the policy. Ms. Basch noted that the definition of complete streets would include active transportation, physical and mental health, social cohesion and independence. The next step would be to create a prioritization plan to present to the State for eligibility of \$400,000 funding. Some areas for the prioritization plan would be West Street, Gould Road, using crosswalk bump outs, rapid flashing beacons, and other traffic calming measures.

Selectman Carroll made the motion to approve the Complete Streets Policy. Selectman Opalinski seconded the motion. The motion passed on a vote of 3 Yes, 0 No, 2 Absent (Selectmen Talbot, Kruckas).

Resident John Desmond noted individual responsibility such as using reflective clothing, and the need to educate people on safety. Selectman Opalinski noted the Safe Roads to Schools program that provides bike helmets and bike safety courses.

- **License Clarification and Approval: Gillespie Car Care 1**

Clerk Mary Midura noted that the owners have written their compliance to not park any vehicles on the front lawn. The Building Inspector's review noted room in back of the building and along the side. Selectman Carroll questioned the operations and location of the business; Mr. Gillespie noted they had previously experienced identity theft and only have the business in Ware. Ms. Midura noted two complaints this year, but complainants would not put their issues in writing to present to the Board of Selectmen.

Selectman Opalinski made the motion to approve the Class II Car Dealer License for Gillespie Car Care 1 with the following specifications: No cars parked on front lawn.

Selectman Carroll seconded the motion. The motion passed on a vote of 3 Yes, 0 No, 2 Absent (Selectmen Talbot, Kruckas).

- **Safety Surveys: High Street, Pulaski Street**

Chief Crevier noted that Officer Talbot, Safety Officer, reviewed the streets and residents' concerns. He suggested allowing parking on one side of the street only. Selectman Opalinski noted there should be a public hearing before any changes are made, and to consider the impact on downtown parking. Resident Andrew Choquette noted another car was hit recently because of the parking issues. Resident Kim Mongeau noted there must be bylaws to make landlords provide parking. Resident Cathy Cascio requested public input and consideration of landlord issues. Resident/reporter Jim Russell noted that former selectman Desmond had questioned why streets were so narrow.

Chairman Whitney instructed the Town Manager to set a public hearing for February 4, 2020 at 7:15 p.m.

New Business

- **School Regionalization Study, Schedule Joint Meeting Date**

The Board instructed the Town Manager to set a joint meeting date for Wednesday, January 29, 2020.

- **Accept Resignation: Francis W. Cote, Bylaw Review Committee**

Selectman Carroll made the motion to accept the resignation, with thanks. Selectman Opalinski seconded the motion. The motion passed on a vote of 3 Yes, 0 No, 2 Absent (Selectmen Talbot, Kruckas).

Comments and Concerns of Citizens

Resident Anne Krasnecky stated that she and her husband presented videos at the last meeting, on advice from the Town Manager in July to present their issues when the license was up for renewal. Ms. Krasnecky stated this was bad guidance and favoritism of town officials.

Resident John Desmond stated his outrage at a letter from the Building Inspector stating his address would be changed from 12 to 10 Dugan Road. He has lived at 12 Dugan Road for over 50 years, and to change all his documentation, bills, and address information creates a hardship. He stated there was no justification for this change. Resident Andrew Choquette stated that in his previous position in the Building Department, the department received a complaint from the homeowner at 12 ½ Dugan Road. This issue should have been corrected many years ago. Resident George Staiti noted the history of the parcel having been subdivided. Acting Fire Chief Gagnon noted that fire department personnel can find the proper home in an emergency. Town Manager Beckley offered that he and Ms. Marques, Building Inspector, could meet with the

homeowner and offer 12 ½ or 10 for the address number. The Board agreed with Mr. Desmond that the issue could also possibly be resolved when Mr. Desmond has sold the home in the future.

Acting Fire Chief Gagnon noted the need for safe use of space heaters and the clearing of snow from fire hydrants.

Police Chief Crevier's contract will expire in June; the Board noted that Chairman Whitney will be on a sub-committee with Mr. Beckley to review the Police Chief's contract.

Selectman Carroll noted he will not run for re-election as Selectman.

Resident Kim Mongeau questioned the water discoloration; Mr. Beckley noted that most of the town has greatly improved water due to water flushing. The water treatment plant construction should begin in 2021. Resident Kim Mongeau also questioned the release of Executive Session minutes. Mr. Beckley noted that those minutes must be reviewed by the Chairman, and approved before release.

Selectman Opalinski requested an update on the title and bond counsel.

Resident/reporter Jim Russell questioned information on the Finance Committee minutes regarding \$55,000; Mr. Beckley noted he will answer that question.

Town Manager Report

January 11 – Holiday decoration cleanup

January 16 – Planning Board public hearing, solar bylaw changes

Personnel: Nicole Croteau will move from the Planning Department to the building department as Administrative Assistant. Administration support for the Conservation Commission will remain with that department. The search will move forward to fill the position in the Planning department. The DPW assistant position will be filled in the near future. The Treasurer/Collector's office is assisting during the DPW transition.

The Town is accepting Christmas trees at Robbins Road until January 25.

The water department has begun reading meters for the February billing.

The Fiscal Year 2021 budget process has begun. The budget message is attached. The governor's budget will be issued in a few weeks. This will let the Town have a better understanding of State aid. In particular, the local effect of the new education funding formula will be known. Department budgets and capital requests are due at the end of the month. At the same time, annual reports will be submitted to Mary.

Please read the attached description of an exciting new grant program at Ware Public Schools that will bring Science and Technology Labs to the Middle School.

With the installation of the LED streetlights across the town, the Town is responsible for maintenance for most lights. The Town has posted on the website the process for notifying the Town when lights go out or are damaged. The process will be to call the Town Manager's office. Repairs will be done on a monthly basis.

The Massachusetts Municipal Association Annual Meeting and Trade Show is January 24-25. The MMA proposed resolutions (2) are attached.

Selectman Carroll made the motion to appoint Selectman Opalinski to represent the Board of Selectmen at the MMA Annual Meeting on January 24-25, 2020. Selectman Whitney seconded the motion. The motion passed on a vote of 3 Yes, 0 No, 2 Absent (Selectmen Talbot, Kruckas).

Selectman Carroll made the motion to Adjourn Regular Session at 8:22 p.m. to go into Executive Session: M.G.L. Chapter 30A, Section 21(a) #1 Discussion of Complaints Regarding a Public Employee: Town Manager; #2 Contract Negotiations with Acting Fire Chief; NOT TO RECONVENE IN OPEN SESSION.

Selectman Opalinski seconded the motion. The motion passed on a roll call vote of 3Yes, 0 No, 2 Absent (Selectmen Talbot, Kruckas).

Selectman Alan G. Whitney	Yes√
Selectman John E. Carroll	Yes√
Selectman Keith J. Kruckas	Absent
Selectman Tracy R. Opalinski	Yes√
Selectman Nancy J. Talbot	Absent

Attest: _____
Mary L. Midura, Executive Assistant to
Town Manager



APPLICATION FOR SPECIAL SERVICE OF
ALCOHOLIC BEVERAGES
MGL CHAPTER 138, SECTION 14
TOWN OF WARE

Name: St. Mary's Church Application Date: 1-16-2020
 Contact Phone: 413-967-5913 Email: gmaryl2comcast.net
 Effective Date(s) of License: February 22, 2020 SATURDAY
 Hours of Service (In conformity with MGL): 5pm - 10pm
 Event (describe activities): Polish Plate Dinner
 Anticipated Attendance: 125
 Sponsoring Organization: St. Mary's Social Committee
 For Profit: Beer & Wine (only) Non Profit: All Alcoholic Beer & Wine
 Address (include Street & Number): 60 South Street
 Names of All Servers (bartenders) for this event: Alan Aubin & Paul Maryl
 Estimated Number of Attendees 125
 Crowd Control Manager _____

I have received, and agree to abide by, all regulations of the Board of Selectmen. Furthermore, pursuant to MGL Chapter 52C, Section 49A, I hereby Certify under penalties of perjury that I, to the best of my knowledge and belief, have filed all state tax returns and all state taxes required under law.

Signature of Applicant: Father Richard S. Cahill
 Social Security # or Federal I.D.#: 04-2208520

Fire Inspection
Date: _____

Building Inspection
Date: _____

Date Received: <u>1/14/2020</u>	Insurance Certificate: <u>7/1/2020</u>
Application Fee: <u>\$30</u>	
Action Taken: <input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied	Date: <u>1-14-2020</u>
Police Chief Review and Action	
<u>Shawn Crevier</u>	
Shawn Crevier, Police Chief	



Commonwealth of Massachusetts
TOWN OF WARE

**Treasurer's Cash Handling
and Turnover Policy**

Purpose: To manage and safeguard the Town's finances and provide consistency among all departments.

Safety and Security Measures

- Access to cash handling and storage areas should be restricted to authorized personnel only.
- When not in use, all cash and related items should be stored in a fire-proof safe that is located in a secure area.
- Safes must be kept locked at all times except when access by authorized personnel is needed.
- Unlocked safes should never be left unattended, even during business hours.
- Total funds secured in the safe/vault overnight must be kept to a reasonable amount. The maximum allowed for the Town of Ware is \$500.00 in currency.
- Excess funds must be deposited daily.
- All departmental receipts that are not remitted to the Treasurer's office immediately, must be kept in a secure location, with no access to unauthorized personnel.

Cash Handling

- Any personnel accepting currency must use counterfeit pens, or other fraud detecting technology, to checked for counterfeit bills.
- When a taxpayer pays in cash, it should be counted in front of the customer and left in plain sight until the transaction is completed and the taxpayer is provided with a receipt.
- When counting the currency, hold it in front of the customer and transfer one bill at a time from one hand to another counting out loud. This will assure the customer of accuracy as well as keep bills from sticking together.
- A receipt must be provided to each taxpayer paying with currency.
- Cash should be secured in the cash drawer directly after the transaction is completed.
- Each transaction should be completed one at a time.

Accepting Checks

- The numerical amount on the check should always be verified against the legal line (written amount).
- All checks shall be made payable to the "Town of Ware."
- Checks accepted in person should include a phone number. If there isn't a phone number printed on the check, ask the taxpayer to write the phone number on the check.
- Review check dates. Post-dated checks are not accepted.
- Verify all checks are signed and filled out completely.

Receipts

- All receipts should be stamped, dated, and initialed by the individual receiving the payment.
- Departmental receipts should never be commingled with any departmental employee's own personal money. Employees are not permitted to make change for customers with their own money.

- Departmental receipts must never be used to cash checks for Town employees or the public.
- Disbursements from any departmental receipts are strictly prohibited. All receipts must be remitted to the Treasurer's department intact. All disbursements must be paid through the Town warrant.

Turnovers to the Treasurer

- Cash and checks on hand should be counted and proved.
- Turnovers to the Treasurer's office are required **weekly**. More frequent turnovers must be done if there is \$200.00 or more in cash in the office. Under no circumstances should turnovers be less frequent than weekly.
- All monies received must be submitted by month end.
- Any departments authorized to make their own deposits or accepting electronic deposits must have turnovers for those monies to the Treasurer's office within five (5) work days after month end.
- Turnovers must be brought to the Treasurer's office **by noon Monday through Friday** so deposits can be made in a timely manner. If departments do not have a secure vault or safe, money should still be brought to the Treasurer's office after this cut off for safe storage.
- All turnovers **must** be delivered in person and the employee must wait while the total is verified. Discrepancies will result in a re-count, and if the difference continues the department employee can either bring it back to their office to be corrected or initial the updated total to resolve the matter.
- Turnovers to the Treasurer should be summarized on pre-printed departmental receipt turnover forms. Each department's form should be unique, including the following preprinted information:
 - Department name
 - Turnover number
 - Date of turnover
 - General ledger account numbers and names of revenue/receipt accounts to be posted
 - Total of turnover, including a breakdown of cash and checks
 - Signature of responsible department personnel and department head
- The turnover form must be made in triplicate with one copy remitted to the Treasurer with the money, one **directly** remitted from the department to the Town Accountant, and one retained by the department.
- The Town Accountant and Treasurer's copy should both include a copy of the corresponding cash receipt log.
- The Treasurer must issue a receipt to the department documenting that the amount of cash/checks turned over agrees with the turnover form total. This receipt form should be attached to the departmental copy of the receipt form and retained in a chronological file for the fiscal year.

Preparing Deposits

- Deposits need to be completed timely-at a minimum deposits should be completed daily and more frequently, if necessary.
- Count and record all currency for the deposit.
- Endorse all checks for the deposit.
- Be sure all deposit slips are filled out completely with batch number, total currency, total checks, date, and grand total of the deposit.
- Departments approved to bring deposits directly to the bank must wait at the bank while deposits are verified unless the Treasurer has given the department approval to utilize a night deposit arrangement with the bank.

Miscellaneous

- Only the Treasurer's office and authorized Student Activities Administrator are authorized to maintain their own bank accounts.
- All employees must take precautions to protect the Town's money. An office should never be left unattended with cash or checks left in the public view or access. Any items with a person's personal information along with financial institution data (i.e. check) is considered at risk for identity theft and fraud.



Proposed Resolution Supporting a Local-State-Federal Partnership to Address the Commonwealth's Transportation System Needs and Challenges (2020)

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Whereas, the Commonwealth of Massachusetts continues to experience growth in both population and employment, requiring a robust transportation infrastructure to move people and goods throughout the state and region and ensure a robust economy with opportunity for success in every corner of the state;

Whereas, municipalities must maintain over 30,000 miles of local roads, representing 90% of the roadways in the Commonwealth, in a state of good repair, and this responsibility is vital to our economy and to the safety of our residents and visitors;

Whereas, cities and towns are critically dependent on the state's Chapter 90 bond program to fund local road maintenance and repair needs;

Whereas, the Chapter 90 bond program has remained flat-funded at \$200 million annually since fiscal 2012, with the exception of an additional \$100 million bond authorization in fiscal 2015, and the cost of construction has increased due to inflation and demand for repairs over the same period;

Whereas, the purchasing power of Chapter 90 funds has declined by 25% over the past eight years to an inflation-adjusted \$149 million in fiscal 2020, while the Massachusetts Department of Transportation's Capital Investment Plan has grown by 16.8% over the past two years, and Chapter 90 has fallen from 24.5% to 21% of the CIP;

Whereas, the Commonwealth's public transit infrastructure and service reliability are in urgent need of improvement, despite an investment of \$8 billion over five years in the MBTA's capital program;

Whereas, a report found that Greater Boston has the worst rush hour traffic of among 60 urban areas across the United States;

Whereas, municipalities in every corner of the Commonwealth – from those that rely most heavily on the MBTA network, to those served by regional transit authorities, to those in rural areas without public transit options – demand innovative solutions to their transportation needs, which necessitates a multimodal and regional-equity approach to infrastructure and policy development;

Whereas, global climate change has led to an increase in severe weather events, including notably increased precipitation, which threatens the condition and reliability of the state's transportation infrastructure;

Whereas, the transportation sector is the largest contributor to greenhouse gas emissions in Massachusetts, at 43% of total emissions as of 2016;

Whereas, the Baker-Polito Administration has over the past two years focused significant attention on Massachusetts' transportation challenges and needs through convening the Commission on the Future of Transportation and drafting a report on roadway congestion in the Commonwealth;

Whereas, Massachusetts has the second-lowest gas tax in New England, and the nine largest metropolitan areas in the nation outside of New England have implemented a form of congestion pricing to raise revenue and modify driver and rider behavior;

Whereas, the Commonwealth faces an immediate need for new sources of revenue to fund improvements to the state, local and regional transportation infrastructure and to invest in the accessibility, reliability and sustainability of our transportation systems;

Therefore, it is hereby resolved that the members of the Massachusetts Municipal Association support the following essential policy positions to ensure a strong local, state and federal partnership to address the needs of and challenges to the local and statewide transportation systems:

In the Area of Policy Development and Advocacy

- Municipal officials and the MMA should be active participants in state and federal policy development regarding transportation, which includes advocating for the House and Senate to pass bold transportation finance legislation before the end of the 2019-2020 legislative session and participating in working groups with a diverse range of stakeholders to advance positions on transportation policy;
- Any transportation policy proposal must include a meaningful revenue component that is raised fairly and distributed equitably; and

In the Area of Assets and Infrastructure

- Multimodal transportation options should be developed to reflect the diverse needs for

movement across the Commonwealth and in the surrounding region;

- The state should prioritize the underfunded repair and maintenance needs of 30,000 miles of locally owned roads and bridges by increasing Chapter 90 funds to \$300 million annually, adjusted for inflation, and the state should implement the Chapter 90 funding program by March 1 of each year to ensure that municipalities can solicit bids and begin construction in a timely manner and take advantage of the full construction season, which is why a multi-year bond authorization is critically important for planning, finance and operational reasons;
- The state should continue to fund targeted grant programs that support municipalities in financing specific road and bridge project needs, including the Complete Streets Program, the Municipal Small Bridge Program, the MassWorks Program, and programs to fund culvert replacement and repairs, municipal congestion relief, and locally owned state-numbered roads;
- State and federal agencies should continue to invest significant resources in improving and expanding the Commonwealth's public transit infrastructure, including the MBTA, commuter rail systems, bus services, ferries and other intermodal transit, and should consider regional equity in doing so;
- The MMA supports a full review of policy approaches to addressing road congestion, including congestion pricing, priority bus lanes, and managed bus lanes;
- The state should implement and fund the recommendations of the culvert and small bridge working group to streamline environmental permitting, revise engineering standards, and expand grant programs and other financial resources and technical assistance for cities and towns;
- State and federal government policymakers, alongside academia and private industry, should support the development of new technologies for more accessible, reliable and sustainable transportation;
- Municipal officials, state and federal government policymakers, state agencies, and private industry should support the planning and construction of transit-oriented development that situates new housing and businesses near public transit options; and

In the Area of Finance and Governance

- The MMA supports enactment of a transportation bond bill that includes a multiyear authorization for the Chapter 90 program of a minimum of \$300 million annually, indexed to grow with inflation, as well as renewed funding for state grant programs for targeted local transportation projects, and provides state funds to leverage, supplement, match or incentivize local property-tax-based investments in road, bridge and transportation maintenance and enhancements;
- The MMA supports an increase to the state gas tax to fund improvements to the Commonwealth's transportation systems, with an assurance that funds will be distributed equitably across the state;
- The MMA supports continued discussion on congestion pricing as a potential revenue source for transportation system improvements, raised and applied equitably; and

In the Area of the Environment

- State and federal agencies and lawmakers should continue to support efforts to make the Commonwealth's transportation assets resilient to severe weather events;

- The MMA supports the state's participation in the regional Transportation Climate Initiative, a 12-state and Washington, D.C., compact to reduce greenhouse gas emissions and end reliance on carbon-based transportation;
- State and federal agencies should support the electrification of public transit assets;
- Municipal officials, the MMA and regional planning and other organizations should promote the purchase of electric vehicles for municipal fleets and the installation of electric vehicle charging stations on municipal property;
- The MMA encourages policymakers to explore best practices to reduce the Commonwealth's generation of transportation-related carbon emissions and supports financial resources and technical assistance for cities and towns to help implement these practices; and

It is further resolved that a copy of these resolutions shall be provided to the governor and members of the General Court of the Commonwealth.

OVERVIEW

ATTENDEE REGISTRATION

SCHEDULE

WORKSHOPS

SPEAKERS

TRADE SHOW

AWARDS

BUSINESS MEETING

HOTEL, DIRECTIONS AND PARKING



One Winthrop
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Proposed Resolution Supporting an Enduring Fiscal Partnership Between Cities and Towns and the Commonwealth in Fiscal 2021 and Beyond (2020)

[Home](#) → [Annual Meeting and Trade Show](#) → [MMA Annual Business Meeting](#)

Whereas, the well-being and success of the residents and businesses of the Commonwealth depends on the fiscal health of cities and towns and the ability of local government to provide efficient and progressive public services and adequately invest in reliable and resilient public infrastructure;

Whereas, cities and towns are highly reliant on the tightly capped property tax to fund local budgets and capital programs, and this heavy reliance on the property tax has limited the ability of cities and towns to respond to new challenges and opportunities;

Whereas, adequate and sustained state support for local public schools is essential to student success and the health of the Massachusetts economy;

Whereas, the state's charter school finance statute imposes significant financial and program challenges for public school districts, particularly in regions where there is a large concentration of charters; and

Whereas, to avoid becoming overly reliant on the property tax and to ensure that municipalities have the fiscal capacity to deliver the high-quality municipal and school services that are essential to support local economies and families in every corner of the Commonwealth, it is imperative that cities and towns receive an adequate share of state revenues, have an effective and fair municipal tax system, and have the tools necessary to plan for and fund long-term liabilities and make investments in people and capital;

Therefore, it is hereby resolved that the members of the Massachusetts Municipal Association support the following essential policy positions to ensure a strong

partnership between cities and towns and the Commonwealth in fiscal 2021 and beyond:

In the Area of Municipal and School Aid

- In fiscal 2021, unrestricted municipal aid should grow by at least the same rate as the growth in state tax collections, and be distributed without earmarks, conditions or restrictions to all cities and towns, so that local officials and residents can adequately fund public safety, public works and all basic municipal and school services while avoiding overreliance on the property tax;
- The full share of Lottery and gaming revenue dedicated to help pay for municipal services should be used to help fund unrestricted municipal aid;
- Chapter 70 school aid should be increased in fiscal 2021 consistent with the Commonwealth's constitutional obligation to ensure adequate funding in all schools and the updated spending standard in the 2019 Student Opportunity Act;
- The governor and the Legislature should review the calculation of the required local contribution under Chapter 70, including the "target local share," and adopt changes to mitigate reliance on the property tax to fund local schools, and should review and address fiscal challenges facing rural schools;
- The governor and the Legislature should amend charter school finance law, consistent with MMA legislation, to bring transparency and accountability to the law by limiting charter school tuition assessments placed on local government and providing a means for direct state appropriation of additional tuition payments to charter schools, funded in the state budget;
- Pending passage of charter school finance reform legislation, the full amount of the schedule in the Student Opportunity Act to fund charter school mitigation payments should be appropriated for fiscal 2021;
- Full funding of the Commonwealth's commitments to the Special Education Circuit Breaker Program, as provided by state law, should be appropriated, including student transportation costs made eligible through the Student Opportunity Act;
- Full funding of the Commonwealth's obligations to the program for payments in lieu of taxes for state-owned land, as provided by state law and including a hold-harmless provision, should be included in the fiscal 2021 budget;
- Full funding of the Commonwealth's obligations to reimburse the costs of regional school transportation, regular school transportation, out-of-district vocational education and the transportation of homeless students under the McKinney-Vento unfunded mandate, should be included in the fiscal 2021 budget;
- Full funding of the Commonwealth's obligations and commitments to Chapter 40S "smart growth" reimbursements, regional and municipal libraries, anti-gang grants, innovation and regionalization grants, and other effective municipal and school aid programs should be included in the fiscal 2021 budget; and

In the Area of Timely Notice of Local Aid for Good Planning and Implementation

- To ensure orderly and efficient financial planning at the local level and implementation of balanced and adequate local operating and capital budgets, the governor and the Legislature should reach early agreement on unrestricted municipal aid and Chapter 70 school aid and local contribution amounts so that a consensus local aid resolution can be approved and reliable Cherry Sheets can be released by March 1; and

In the Area of Local Taxing Authority and Other Revenues

- Cities and towns should be granted new local-option flexibility to adopt local taxes and other revenues to help pay for municipal and school services and the construction and maintenance of local capital projects, including MMA-sponsored legislation related to new or additional local taxes on motor fuels, alcoholic beverages and meals; and

In the Area of Long-Term Liabilities and Sustainability

- In order to allow cities and towns to manage current costs and ensure fiscal sustainability over the long term, the Legislature, the governor and state agencies should determine, report and review the actuarial liability of post-employment benefits for public employees and undertake a comprehensive reform of the laws and practices related to post-employment benefits for public employees, with an immediate focus on Other Post-Employment Benefit (OPEB) liabilities related to health insurance for retired public employees. Reform should include ways to manage liabilities and finance benefits, and should not impose any new unfunded mandates or preempt any existing decision-making authority that cities and towns currently use to manage their OPEB liability;
- The governor and the Legislature should determine and report the long-term cost to cities and towns as part of the evaluation of all legislative proposals to amend public employee benefit programs, and no legislation to expand benefits should be acted upon until this cost analysis is complete and made public; and

In the Area of Capital Budgeting

- The governor and the Legislature should work together early in 2020 to ensure enactment of a multiyear transportation bond bill that provides at least \$300 million annually for local road projects, including notice of allocations for fiscal 2021 by March 1, 2020, and includes separate allocations for the Complete Streets and small municipal bridge programs;
- The state's fiscal 2021 capital plan should include funding for the MassWorks program to help pay for local economic development projects, including housing, development and road safety programs;
- The state's fiscal 2021 capital plan should include additional funding for water infrastructure projects, including basic drinking water capital and water contamination mitigation (PFAS), wastewater capital and Combined Sewer Overflow mitigation, and stormwater management;
- The governor and the Legislature should support programs in the fiscal 2021 state budget and capital plan to help cities and towns assess and respond to challenges related to climate change, including the Municipal Vulnerability Preparedness program, Coastal Resilience Grant Program, Green Communities Program, GreenWorks and others;
- The governor and the Legislature should continue to make the installation of high-speed internet access in unserved and under-served cities and towns a high priority; and

It is further resolved that a copy of these resolutions shall be provided to the Governor and Members of the General Court of the Commonwealth.

OVERVIEW

ATTENDEE REGISTRATION

SCHEDULE



Proposed update of the MMA's standing policies in the area of transportation (2020)

[Home](#) → [Annual Meeting and Trade Show](#) → [MMA Annual Business Meeting](#)

The MMA Policy Committee on Public Works, Transportation and Public Utilities recommends that the Policies of the Massachusetts Municipal Association be amended in Section VII – Roads and Transportation by striking Section VII in its entirety and inserting in its place the following new Section VII:

VII. Transportation

The Commonwealth's integrated statewide transportation plan should be multimodal in its approach and must ensure regional equity in all aspects of financing and infrastructure development. Local governments, state policymakers, and state and regional agencies should be full and equal partners in developing and maintaining high-quality and reliable transportation assets and infrastructure that includes roads, bridges, rail, buses, boats and airports. The state's transportation system should maximize mobility, enhance quality of life, facilitate economic growth, minimize impact on the natural environment, and ensure safe passage for all residents and visitors.

A. Transportation Assets and Infrastructure

1. The MMA believes that state, local, and federal transportation assets and infrastructure must be maintained in a state of good repair to safely, reliably and sustainably move people and goods throughout the state and region.
2. The MMA prioritizes the condition of and municipal authority over 30,000 miles of locally owned and managed roads and bridges by advocating for adequate state funding and support for planning, engineering, building, maintaining and repairing local roadway needs.
3. The MMA supports investment to maintain and improve the Commonwealth's public transit systems, including the Massachusetts Bay Transportation Agency (MBTA) and Regional Transit Authorities (RTAs), covering subways, trains, buses, ferries and all related assets.
4. The MMA believes that state and local governments should work together to integrate the Commonwealth's transportation systems for drivers, transit riders, cyclists and pedestrians. This includes establishing "last-mile" connections between transit options and

destinations, and ensuring that there are adequate vehicle and bicycle parking facilities nearby to public transit.

B. Transportation Finance

1. Local governments will not be able to adequately fund road maintenance and state-of-good-repair investments due to local revenue limits, overreliance on the capped property tax, and the high cost of construction labor and materials, without state and federal support.

2. The MMA supports ongoing state revenue sharing for local road and bridge repairs and maintenance that allows cities and towns to determine their own infrastructure improvement needs and maintain their assets in a state of good repair. The MMA supports state funding of the Chapter 90 program that is adequate, authorized for multiple years to facilitate planning, released in advance of the spring construction season, indexed to match inflation, and distributed fairly.

3. The MMA supports the continued funding of targeted state grant programs designed to address specific local transportation infrastructure needs. These grants should augment, not replace, basic local roadway aid (Chapter 90), which every municipality receives from the state annually.

4. The MMA supports adequate funding for public transit, including the MBTA and all regional transit agencies, and other related mobility programs.

5. The MMA believes that adequate and dedicated transportation revenues, such as the gas tax and other revenue sources, must be applied equitably across the state toward transportation infrastructure and system improvements.

C. Transportation Policy and Environmental Impacts

1. The MMA supports ongoing and increased investments to make local and state transportation infrastructure assets resilient, both in response to and in anticipation of an increase in the severity of climate-related events.

2. The MMA supports efforts to transition the Commonwealth's carbon-based transportation system to cleaner energy sources, including electrification and renewable energy generation.

3. The MMA encourages policymakers to explore best practices to reduce the Commonwealth's generation of transportation-related carbon emissions, and supports financial resources and technical assistance for cities and towns to help implement these practices.

OVERVIEW

ATTENDEE REGISTRATION

SCHEDULE

WORKSHOPS

SPEAKERS

TRADE SHOW

AWARDS

