

HATS – HISTORY AND DOCUMENTATION

CURRENT/ MOST RECENT DOCUMENTS:

A **Memorandum of Agreement dated March 1992 (DOC.1)** was signed by the Chairmen of the Boards of Selectmen of each of the four towns (Bedford, Concord, Lexington and Lincoln), to establish a **Growth and Development Policy Committee** pursuant to **MPL Chapter 40 Section 4(I) (DOC.2)**, to be known as the **Hanscom Area Towns Committee (HATS)**. The preamble describes the concerns and aims including: traffic, aircraft noise, and environmental threats; need for comprehensive planning; retention of attractive characteristics; need to be able to receive and disburse funds; communication, cooperation and implementation. The agreement covers membership, voting, chairmanship and towns' veto power. It sets out the purpose and powers of HATS.

A **Memorandum of Understanding dated June 1997 (DOC.3)**(now expired) was signed by the Chairmen of the four towns' Boards of Selectmen, regarding arrangements for chairmanship and administrative assistance.

A **Memorandum of Agreement dated November 2000 (DOC.4)** was signed by the Chairmen of the four towns' Planning Boards, to establish an intercommunity growth management process for the area where the towns border each other, by creating the **HATS Development of Regional Impact (DRI) Review Committee**. It refers to a defined Study Area.

PREVIOUS HISTORY:

The Commonwealth of Massachusetts acquired 500 acres of land in the four towns in 1941. The airfield was turned over to the Army Air Corps that year and military operations dominated until it became a joint military and civilian facility in the 1950s. In 1955 the Hanscom Field Community Council was established by Hanscom officials with representation from the four towns, for discussions and dissemination of information. According to Concord's Town Clerk, until the 1970s, discussions were largely limited to ceremonies and community relations. Some towns had their own airport committees to coordinate their liaison.

In 1974, general operations and maintenance of the airfield became Massport's responsibility and a Hanscom master plan was prepared. The towns had task forces and advisory committees during this period. The **Hanscom Field Advisory Commission** was established by joint agreement between Massport and the four towns, and was enshrined in legislation in 1980 as **Chapter 290 of the Acts of 1980 (DOC.5)**. The Commission's duties cover review and reaction with respect to decisions relating to Hanscom Field and the Hanscom Field area.

In the 1980s the **Hanscom Area Traffic Study Committee** (now known as HATS I) was set up.

In **January 1988, a Memorandum of Understanding (DOC.6)** was signed by the Chairmen of the Boards of Selectmen of the four towns, to amend the HATS MOU of January 1985 (i.e. HATS I), broadening the committee's role to address land use issues around Hanscom and changing the name to **Hanscom Area Towns Committee (HATS II)**. It references a HATS DRI agreement in place at that time. There is significant continuity from this 1988 MOU to the March 1992 MOA.