



Wellfleet Selectboard

Note: Start Time of 6pm

The Wellfleet Selectboard will hold a public meeting on **Tuesday, January 26, 2021, at 6:00 p.m.** This meeting will be held via **Zoom Video Conference** in accordance with the temporary suspension and enhancement of the Open Meeting Law requirements by Governor Baker. Instructions for a Zoom video conference meeting which also allows phone dial-in are given below:

1. Watch a livestream on Wellfleet's YouTube Channel located at the following link:
www.youtube.com/c/wellfleettownmedia.
2. Join the meeting hosted in Zoom by using the following link:
<https://us02web.zoom.us/j/84075685035?pwd=U2d2L1FSWXV6RFNyQnJVNU1UL1gvZz09>
3. Audio, video, chat, and screen sharing functions will be disabled during the public session. Request to participate by using the "raise hand" function. **Meeting ID: 840 7568 5035 | Passcode: 229238**
 - a. Raise hand in smartphone app – touch bottom of your screen and select "more" - hit "raise hand" button
 - b. Raise hand on computer – hit "participants" button on bottom of screen – hit "raise hand" button on bottom of participants panel
 - c. Please make sure you properly identify yourself before speaking, rename yourself by selecting the participants button and choosing "more" (or by holding down on your name on a smartphone app) and selecting "rename" - full, legal names only.
 - d. Please join the meeting on time.
4. You may also listen to the meeting by calling in on a phone to +1 929 205 6099 and enter **Meeting ID: 840 7568 5035 | Passcode: 229238** Landline callers can participate by **dialing *9 to raise their hand**.
5. You may submit questions and comments to the Town using the following email:
executive.assistant@wellfleet-ma.gov Comments made during the meeting via e-mail will be sent to Selectboard members AFTER the meeting.
6. Meeting materials are attached to this agenda, available online at Wellfleet-ma.gov. It is recommended that phone participants access materials in advance of the meeting.
7. **Please follow the following general instructions:**
 - a. Keep your phone muted at all times when not talking; no one is allowed to unmute themselves during the meeting.
 - i. Selectboard meetings are NOT interactive. If public comments are allowed that's all, comments only, not questions.
 - ii. If the Chair is allowing comments during the meeting the number of comments will be limited and may be **no longer than one minute**.
 - b. Do not use speakerphone; do not use Bluetooth devices; mute all background noise.
 - c. Please do not speak until the Chair asks for public comments or questions and you have been recognized by the moderator and unmuted.
 - d. After the business section is complete no public comments are permitted. Future agenda items are from the Selectboard, no one else.
8. It is anticipated that the meeting will be recorded by the Town. Anyone else desiring to record the meeting may do so only after notifying the chair and may not interfere with the conduct of the meeting in doing so.

I. **Announcements, Open Session and Public Comments**

Note: Public comments must be brief. The Board will not deliberate or vote on any matter raised solely during Announcements & Public Comments.

- II. **Licenses**
 - A. Annual Renewal of Common Victualler Licenses
 - B. Renewal of Weekday Entertainment Licenses
 - C. Renewal of Sunday Entertainment
 - D. Renewal of Class 2 License

- III. **Board/Committee Appointments and Updates**
 - A. Kevin Coakley – Marina Advisory Committee
 - B. Nancy Najmi – Recycling Committee
 - C. Gordon Kahn – Historical Commission
 - D. James McAuliffe – Commission on Disabilities, Personnel Board, Council on Aging, Historical Commission

- IV. **Business**
 - A. License Agreement Eversource – Administrator Broadbent
 - B. Fuel Efficient Vehicle Policy – Curley
 - C. Special Town Election March 30, 2021 – Broadbent/Clerk
 - D. Town Meeting Date – Chair DeVasto/Dan Silverman
 - E. Open Space Committee’s Charge and Purview – Curley
 - F. The Fleet Fund Update – Dan Silverman
 - G. Harbor Dredging Update, lobbyist proposal review and request to fund the proposal. – Joe Aberdale
 - H. Selectboard Investigation update from the state – Chair DeVasto/ Curley

- V. **COVID-19 Updates and Recommendations**
- VI. **Selectboard Reports**
- VII. **Town Administrator’s Report**
- VIII. **Topics for Future Discussion**
- IX. **Correspondence and Vacancy Reports**
 - A. Cardiac Arrest Save Letter – Chief Pauley
 - B. Letter of appreciation – Suzanne Thomas
 - C. Email from Arthur Parker regarding transfer of land
 - D. Letter from Robert Kennedy – regarding real estate taxes

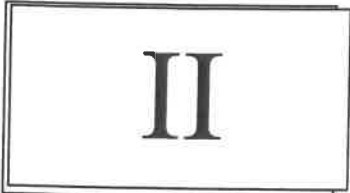
- X. **Minutes**
 - A. January 12, 2021

- XI. **Adjournment**



SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021



LICENSES - A

REQUESTED BY:	Principal Town Clerk																																												
DESIRED ACTION:	Approval of Annual Renewal of Common Victualler Licenses																																												
PROPOSED MOTION:	<p>I move to approve all Common Victualler Licenses</p> <table border="0"> <tr> <td>Blackfish Variety</td> <td>C Shore</td> <td>Mac's Seafood Market</td> <td>Wellfleet Marketplace</td> </tr> <tr> <td>The Block and Tackle</td> <td>Cumberland Farms</td> <td>Mac's Seafood Takeout</td> <td>Wellfleet Preservation</td> </tr> <tr> <td>Blue Willow Fine Foods</td> <td>Dent Donuts</td> <td>Mac's Shack</td> <td>Hall</td> </tr> <tr> <td>Boathouse Fish Market</td> <td>Emack & Bolio's</td> <td>Maurice's Campground</td> <td>The Wicked Oyster</td> </tr> <tr> <td>Bob's Sub & Cone</td> <td>Endless Coast</td> <td>Moby Dick's</td> <td>Winslow's Tavern</td> </tr> <tr> <td>Bocce Italian Grill</td> <td>Flying Fish Café</td> <td>Pearl Restaurant</td> <td></td> </tr> <tr> <td>Bol Organic Bowls</td> <td>Fox and Crow Café</td> <td>PB Boulangerie Bistro</td> <td></td> </tr> <tr> <td>Bookstore & Restaurant</td> <td>Gelato Joy Café</td> <td>PJ's Family Restaurant</td> <td></td> </tr> <tr> <td>Box Lunch</td> <td>Harbor Stage Company</td> <td>Van Rensselaer's</td> <td></td> </tr> <tr> <td>Ceraldi</td> <td>JB's Pizza Bar and Grill</td> <td>Wellfleet Beachcomber</td> <td></td> </tr> <tr> <td>Chequessett Yacht & Country Club</td> <td>Wellfleet Harbor Actors Theater</td> <td></td> <td></td> </tr> </table>	Blackfish Variety	C Shore	Mac's Seafood Market	Wellfleet Marketplace	The Block and Tackle	Cumberland Farms	Mac's Seafood Takeout	Wellfleet Preservation	Blue Willow Fine Foods	Dent Donuts	Mac's Shack	Hall	Boathouse Fish Market	Emack & Bolio's	Maurice's Campground	The Wicked Oyster	Bob's Sub & Cone	Endless Coast	Moby Dick's	Winslow's Tavern	Bocce Italian Grill	Flying Fish Café	Pearl Restaurant		Bol Organic Bowls	Fox and Crow Café	PB Boulangerie Bistro		Bookstore & Restaurant	Gelato Joy Café	PJ's Family Restaurant		Box Lunch	Harbor Stage Company	Van Rensselaer's		Ceraldi	JB's Pizza Bar and Grill	Wellfleet Beachcomber		Chequessett Yacht & Country Club	Wellfleet Harbor Actors Theater		
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ACTION TAKEN:	<p>Moved By: _____ Seconded By: _____</p> <p>Condition(s):</p>																																												
VOTED:	Yea _____ Nay _____ Abstain _____																																												



SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021

II

LICENSES – B

REQUESTED BY:	Principal Clerk
DESIRED ACTION:	Renewal of Weekday Entertainment Licenses
PROPOSED MOTION:	I move to approve the renewal of weekday entertainment licenses The Block and Tackle Van Rensselaer's Bocce Italian Grill Wellfleet Beachcomber Bookstore & Restaurant Wellfleet Harbor Actors Theater C Shore Wellfleet Preservation Hall Flying Fish Café The Wicked Oyster Harbor Stage Company Winslow's Tavern PB Boulangerie Bistro Pearl Restaurant
ACTION TAKEN:	Moved By: _____ Seconded By: _____ Condition(s):
VOTED:	Yea _____ Nay _____ Abstain _____



SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021

II

LICENSES - C

REQUESTED BY:	Principal Clerk
DESIRED ACTION:	Renewal of Sunday Entertainment Licenses
PROPOSED MOTION:	I move to approve the renewal of Sunday entertainment licenses The Block and Tackle Bookstore & Restaurant Harbor Stage Company PB Boulangerie Bistro Wellfleet Beachcomber Wellfleet Harbor Actors Theater Wellfleet Preservation Hall The Wicked Oyster
ACTION TAKEN:	Moved By: _____ Seconded By: _____ Condition(s):
VOTED:	Yea _____ Nay _____ Abstain _____



SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021

II

LICENSES - D

REQUESTED BY:	Principal Clerk
DESIRED ACTION:	Renewal of Class 2 Licenses
PROPOSED MOTION:	I move to approve the renewal of the Class 2 Licenses L & R Auto Wellfleet Service Center
ACTION TAKEN:	Moved By: _____ Seconded By: _____ Condition(s):
VOTED:	Yea _____ Nay _____ Abstain _____



SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021

III

BOARD/COMMITTEE APPOINTMENT - A

REQUESTED BY:	Principal Clerk
DESIRED ACTION:	Approval of Kevin Coakley to be appointed to the Marina Advisory Committee
PROPOSED MOTION:	I move to approve the appointment of Kevin Coakley to the Marina Advisory Committee
ACTION TAKEN:	Moved By: _____ Seconded By: _____ Condition(s):
VOTED:	Yea ____ Nay ____ Abstain ____



**TOWN OF WELLFLEET
APPLICATION FOR TOWN BOARDS & COMMITTEES MEMBERSHIP**

Wellfleet depends on its citizens to carry out many of our government's activities. Your community needs your help. *Please volunteer.*

FILL OUT THE FORM BELOW and mail it to:
Wellfleet Selectmen's Office, Town Hall, 300 Main Street, Wellfleet, MA 02667

Name KEVIN CONKLEY Date 1/18/2020

Mailing Address WELLFLEET, MA 02667

Phone (Home) _____ (cell) _____

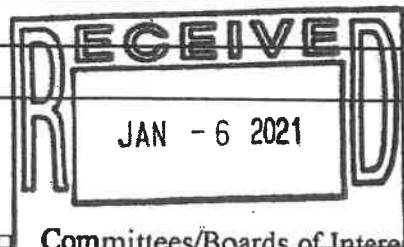
E-mail CONKLEY5656@AOL.COM

Please describe briefly any work experience, including volunteer service, that you feel would be useful to the Town: _____

- MEMBER OF HARBOR DREDGING COMMITTEE
- CHARTER BOAT BUSINESS OWNER/OPERATOR - 1998 - PRESENT
- ATTENDED MOST OF THE PARKING TASK FORCE MEETING

Please add any other information that you think may be useful, including education or other formal training, specialized courses, professional licenses or certifications, etc.:

- BSE AND M ED (CURRENTLY TEACHING)
- USGC - OUPV LICENSE (WELLFLEET CHARTERS)



- Committees/Boards of Interest:
- 1) MARINA ADVISORY COMMITTEE
 - 2) _____
 - 3) _____



SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021

III

BOARDS/COMMITTEE APPOINTMENTS - B

REQUESTED BY:	Principal Clerk
DESIRED ACTION:	Approval of Nancy Najmi to be appointed to the Recycling Committee
PROPOSED MOTION:	I move to approve the appointment of Nancy Najmi to the Recycling Committee
ACTION TAKEN:	Moved By: _____ Seconded By: _____ Condition(s):
VOTED:	Yea _____ Nay _____ Abstain _____



TOWN OF WELLFLEET
APPLICATION FOR TOWN BOARDS & COMMITTEES MEMBERSHIP

Wellfleet depends on its citizens to carry out many of our government's activities. Your community needs your help. *Please volunteer.*

FILL OUT THE FORM BELOW and mail or bring it to:
Wellfleet Selectmen's Office, Town Hall, 300 Main Street, Wellfleet, MA 02667

Name Nancy Najmi Date December 21, 2020

Mailing Address 1-ⁿ ...
Wellfleet, MA 02667

Phone (Home) — (cell) —

E-mail nancy.najmi@gmail.com

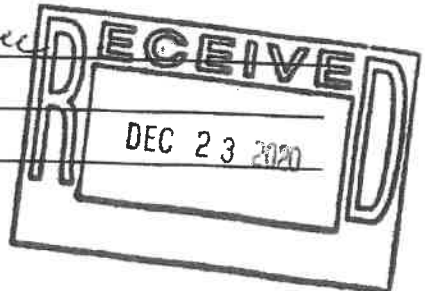
Please describe briefly any work experience, including volunteer service, that you feel would be useful to the Town: Physics Teacher at Reading, MA High School 2000-2020 (Retired 2020)

- Human Relations Advisory Board (Reading, MA) - member 2006-2014 ^{Town of} ^{Chairperson 2012-2014}
- Reading Community Band Board member 2006-2020 - Secretary
- Creative Arts for Kids Board member @ 1995-1999 - Secretary
- Recycling Advisory Committee member Town of Reading, MA 1990-1992

Please add any other information that you think may be useful, including education or other formal training, specialized courses, professional licenses or certifications, etc.:

I have moved to Wellfleet, MA permanently as of July 6, 2020. My husband and I have owned a home in Wellfleet since 2009.

- Committees/Boards of Interest: 1) Recycling Committee
- 2) _____
- 3) _____





SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021

III

BOARD/COMMITTEE APPOINTMENTS - C

REQUESTED BY:	Principal Clerk
DESIRED ACTION:	Approve the appointment of Gordan Kahn to the Historical Commission
PROPOSED MOTION:	I move to approve the appointment of Gordan Kahn to the Historical Commission
ACTION TAKEN:	Moved By: _____ Seconded By: _____ Condition(s):
VOTED:	Yea ____ Nay ____ Abstain ____



WELLFLEET HISTORICAL COMMISSION
300 Main Street – Town Hall
Wellfleet, Massachusetts 02667

Gordon Kahn
Ed Galloway
55 Railroad Avenue
Wellfleet, MA 02667

Dear Gordon and Ed,

We are the Co-Chairs of the Wellfleet Historical Commission, and we are wondering if one (or both?) of you might be interested in joining us on the Commission. Our fellow WHC member, Carol Ubriaco, tells us that she toured your home on 55 Railroad Avenue to write it up for the Wellfleet Historical Society and Museum house tour. Carol mentioned that your renovation of the house was beautifully executed, maintaining historic aspects of the house. Thank you for working to preserve the history of Wellfleet!

Since the two of you value the history of the town and care about preservation, we believe that you would be ideal additions to the Commission. We have lost two long term members of the Commission this year, and we are looking to fill those spots and an alternate spot.

The commitment generally involves a meeting once a month on the first Wednesday of the month at 5 PM. We are meeting by Zoom for the foreseeable future.

We have taken the liberty of including an application form. If you would like to discuss this, please feel free to call or email either of us. We look forward to hearing from you.

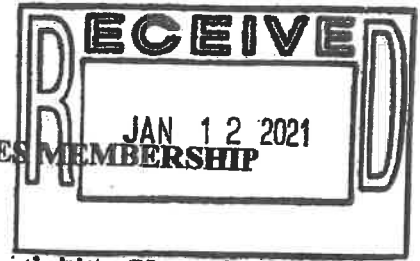
Sincerely,

Merrill Mead-Fox (617-519-8644; mmeadfox@gmail.com)
Lydia Vivante (508-237-3133; vivantelydia@gmail.com)

Wellfleet Historical Commission
Town Hall
300 Main Street
Wellfleet, Massachusetts 02667



TOWN OF WELLFLEET
APPLICATION FOR TOWN BOARDS & COMMITTEES MEMBERSHIP



Wellfleet depends on its citizens to carry out many of our government's activities. Your community needs your help. *Please volunteer.*

FILL OUT THE FORM BELOW and mail it to:

Wellfleet Selectmen's Office, Town Hall, 300 Main Street, Wellfleet, MA 02667

□ Name GORDON J. KASH PA AIA Date 1/8/2021

Mailing Address WELLFLEET MA 02667

Phone (Home) _____ (cell) _____

E-mail GJK@GKASSOCIATES.COM

□ Please describe briefly any work experience, including volunteer service, that you feel would be useful to the Town: I'M A LICENSED ARCHITECT. I HAVE ~~SERVED~~ SERVED ON

THE UPPER WEST SIDE LANDMARKS COMMISSION IN MANHATTAN. I HAVE EXTENSIVE EXPERIENCE IN BOTH HISTORIC & MODERNIST VOCABULARIES. I HAVE WORKED IN ARCHITECTURE FOR 46 YEARS, SINCE MY FRESHMAN YEAR AT COLUMBIA. I'VE BEEN ON BOTH SIDES OF THIS TABLE!

□ Please add any other information that you think may be useful, including education or other formal training, specialized courses, professional licenses or certifications, etc.:

I HAVE BEEN IN WELLFLEET FOR MY ENTIRE LIFE. I SORE DO LOVE & RESPECT WELLFLEET. I NOW LIVE HERE FULL TIME. I'D LIKE TO BE OF HELP.

MY OFFICE WEBSITE IS WWW.GKASSOCIATES.COM

□ Committees/Boards of Interest: 1) HISTORICAL COMMISSION



SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021

III

BOARD/COMMITTEE APPOINTMENTS - D

REQUESTED BY:	Principal Clerk
DESIRED ACTION:	Approve the appointment of James McAuliffe to the four committees he listed in his application
PROPOSED MOTION:	I move to approve the appointment of James McAuliffe to the Commission on Disabilities, Personnel Board, Council on Aging, and Historical Commission
ACTION TAKEN:	Moved By: _____ Seconded By: _____ Condition(s):
VOTED:	Yea _____ Nay _____ Abstain _____



TOWN OF WELLFLEET
APPLICATION FOR TOWN BOARDS & COMMITTEES MEMBERSHIP

Wellfleet depends on its citizens to carry out many of our government's activities. Your community needs your help. Please volunteer.

FILL OUT THE FORM BELOW and mail it to:

Wellfleet Selectmen's Office, Town Hall, 300 Main Street, Wellfleet, MA 02667

Name James McAuliffe Date December 4, 2020

Mailing Address Wellfleet, MA 02667

Phone (Home) (cell)

E-mail

Please describe briefly any work experience, including volunteer service, that you feel would be useful to the Town: Pupil Personnel Services Director for Three Massachusetts Public School Districts (1972-2004)

Responsible for program development, budget preparation, and expenditure control, personnel policy development; supervision and evaluation of staff in the allied areas of special education, guidance and health; and preparation and management of all federal grants.

Member of Board of Trustees of the AIM Thrift Shop, Wellfleet (Current)

Member of Board of Trustees of the Cape Cod Lighthouse Charter School, West Harwich (2016-19)

Please add any other information that you think may be useful, including education or other formal training, specialized courses, professional licenses or certifications, etc.:

EDUCATION

Ed.D. Human Development Harvard Graduate School of Education
M.Ed. Counseling Psychology Boston College
B.A. English Boston College

- Committees/Boards of Interest: 1) Commission on Disabilities 4. Historical Commission
2) Personnel Board
3) Council on Aging



SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021

IV

BUISNESS - A

REQUESTED BY:	Town Administrator Broadbent
DESIRED ACTION:	Approve the License Agreement with Eversource
PROPOSED MOTION:	I move to approve the License Agreement with Eversource as written
ACTION TAKEN:	Moved By: _____ Seconded By: _____ Condition(s):
VOTED:	Yea ____ Nay ____ Abstain ____

LICENSE AGREEMENT
WO#2281067 - POLES#272/4, 272/5, & 272/4PB
370 Coles Neck Road/Dump Road - Wellfleet

THIS LICENSE AGREEMENT is entered into this 26 day of January, 2021, by and between **THE TOWN OF WELLFLEET**, a Municipal Corporation, having its principal place of business at 300 Main Street, Wellfleet, MA 02667 (hereinafter referred to as "Licensor") and **NSTAR Electric Company d/b/a EVERSOURCE ENERGY**, a Massachusetts corporation having a principal place of business at 800 Boylston Street, Boston, Suffolk County, Massachusetts (hereinafter referred to as "Licensee").

WHEREAS, Licensor is the record owner of land situated on **307 Coles Neck Road, Wellfleet**, Barnstable County, Massachusetts, by virtue of documents known as "Order of Taking by the Selectmen of Wellfleet" recorded in Certificate #67583, dated May 28, 1987, and recorded with the Barnstable County Registry of Deeds

Being shown as Lot 3, on Land Court Plan # 29786-B, dated October 15, 1975 and recorded with the Barnstable County Registry of Deeds Land Court.

NOW THEREFORE, Licensor hereby grants to Licensee, its successors and assigns, the non-exclusive right within the premises, to install, construct, reconstruct, alter, extend, operate, inspect, maintain, repair, replace and remove utility poles and associated overhead wires, cables, insulators, fittings and fixtures and all necessary cross-arms, guys, braces, foundations, anchors other necessary equipment and apparatus ("equipment"), along, upon, under, across and over that certain parcels of land situated in the Town of Wellfleet. It is agreed that the location of said licensed premises shall be established by the installation and/or existence of said lines and that the licensed premises shall be 15 feet in width.

Together with the right to trim, clear, keep cleared, cut and remove such trees and underbrush or other obstructions as in the judgment of the Licensee may interfere with or endanger said line and equipment and to enter upon said land for any of the aforesaid purposes.

It is agreed that such line or lines and each and every part thereof, whether fixed to the realty or not, shall be and remain the property of the Licensee and its successors and assigns, as its interests may appear.

This License Agreement shall be in effect until such time as an Easement is procured from the Town of Wellfleet.

IN WITNESS WHEREOF, the parties have hereunto caused this License Agreement to be executed by their authorized officials, effective as of the date first written above.

Town of Wellfleet
By its Select Board

Michael DeVasto, Chair

Janet Reinhart

Justina Carlson

Helen Miranda Wilson

Ryan Curly

EVERSOURCE
ENERGY

484 Willow St W. Yarmouth, MA 02673

January 20, 2021

Town of Wellfleet
Board of Selectmen
300 Main Street
Wellfleet, MA 02667

Dear Selectboard:

Enclosed is a License Agreement to NSTAR Electric Company d/b/a EVERSOURCE ENERGY for electric facilities which will service property at 307 Coles Neck Road, Wellfleet, MA.

The License Agreement shall remain in effect until the permanent easement can be signed at the next Town Meeting.

If this meets with your approval, please have the Selectmen sign the Agreement and return two original copies of the instrument to my attention:

Eversource Energy
484 Willow Street
W. Yarmouth, MA 02673
Attn: Jessica Elder-Right of Way

You may retain the additional copy for your records.

Warm Regards,

Jessica Elder

Jessica Elder
Right of Way Agent
Eversource Energy
Jessica.Elder@Eversource.com

Town Meeting 2018

Meeting minutes:

ARTICLE 42: Zoning Bylaw Amendment - Large-Scale Ground-Mounted Solar Photovoltaic Installations. Mr. Parent moved and it was seconded to amend section 8.6 of the Zoning Bylaws, Large Scale GroundMounted Solar Photovoltaic Installations, as printed in the warrant under article 42. Board of Selectmen: Recommends 5-0. Planning Board: Recommends 5-0. Bylaw Committee: Recommends 3-0. A two-thirds majority is required for adoption. The Moderator declared the motion carried on a unanimous

Special Town Meeting September 24, 2018

Article 1:

ARTICLE 1: Lease of Landfill for Solar Photovoltaic Facility Ms. Reinhart moved and it was seconded that the Town transfer the care, custody, and control of the parcel of land known as the Wellfleet landfill and located at 370 Cole's Neck Road, Wellfleet, MA, as shown on Assessor's Map 7 as Parcel 28, from the board or official having care, custody and control jointly to such board or official for the purposes for which such parcel is currently held, and to the Select Board for the purpose of leasing and granting easements on, over or under such parcel for the installation of a solar photovoltaic facility on such parcel; and to authorize the Select Board to lease, through a written lease agreement, all or a portion of such parcel of land for the installation of a solar photovoltaic facility for a period of up to 20 years and to grant such easements on, over or under such parcel of land as necessary or convenient to serve the facility; and take any actions and execute any other documents or ancillary agreements necessary, convenient, or appropriate to accomplish the foregoing and to implement and administer the lease agreement and easements, all of which agreements, easements and documents shall be on such terms and conditions and for such consideration as the Select Board deems in the best interests of the Town. The Select Board voted 5-0, the Finance Committee voted 8-0 and the Energy Committee voted 5-0 to recommend adoption of the main motion. A two-thirds majority is required for adoption. The Moderator declared the motion carried on a two thirds voice vote.

ARTICLE 2:

PILOT Agreements for Solar photovoltaic Facilities Ms. Wilson moved and it was seconded to authorize the Select Board to enter into one or more agreements for payment in lieu of taxes and to take any actions and execute any other documents or ancillary agreements necessary, convenient, or appropriate to accomplish the foregoing and to implement and administer such SPECIAL TOWN MEETING MINUTES September 24, 2018 Page 2 of 6 PILOT agreements, all of which agreements and documents shall be on such terms and conditions and for such consideration as the Select Board deems in the best interests of the Town as printed in article 2 in the warrant. The Select Board voted 5-0, the Finance Committee voted 8-0 and the Energy Committee voted 5-0 to recommend adoption of the main motion. The Moderator declared the motion was adopted on unanimous voice vote.

ARTICLE 3:

Solar Power Purchase Agreement Ms. Carlson moved and it was seconded to authorize the Select Board to enter into one or more net solar power purchase agreements with the owner(s) of solar photovoltaic facilities for periods of up to 20 years, and take any actions and execute any other documents and ancillary agreements necessary, convenient, or appropriate to accomplish the foregoing and to implement and administer such agreements, all of which agreements and documents shall be on such terms and conditions and for such consideration as the Select Board deems in the best interests of the Town as printed in article 3 in the warrant. Majority Vote Required (This article was requested by the Energy Committee) Select Board: Recommends 5-0 Finance Committee: Recommends 8-0 Energy Committee: Recommends 5-0 7:43pm Ms. Carlson moved and it was seconded that 7:44pm Unanimous voice vote

January 20, 2021

Town of Wellfleet
Board of Selectmen
300 Main Street
Wellfleet, MA 02667

Dear Selectboard:

Enclosed is a License Agreement to NSTAR Electric Company d/b/a EVERSOURCE ENERGY for electric facilities which will service property at 307 Coles Neck Road, Wellfleet, MA.

The License Agreement shall remain in effect until the permanent easement can be signed at the next Town Meeting.

If this meets with your approval, please have the Selectmen sign the Agreement and return two original copies of the instrument to my attention:

Eversource Energy
484 Willow Street
W. Yarmouth, MA 02673
Attn: Jessica Elder-Right of Way

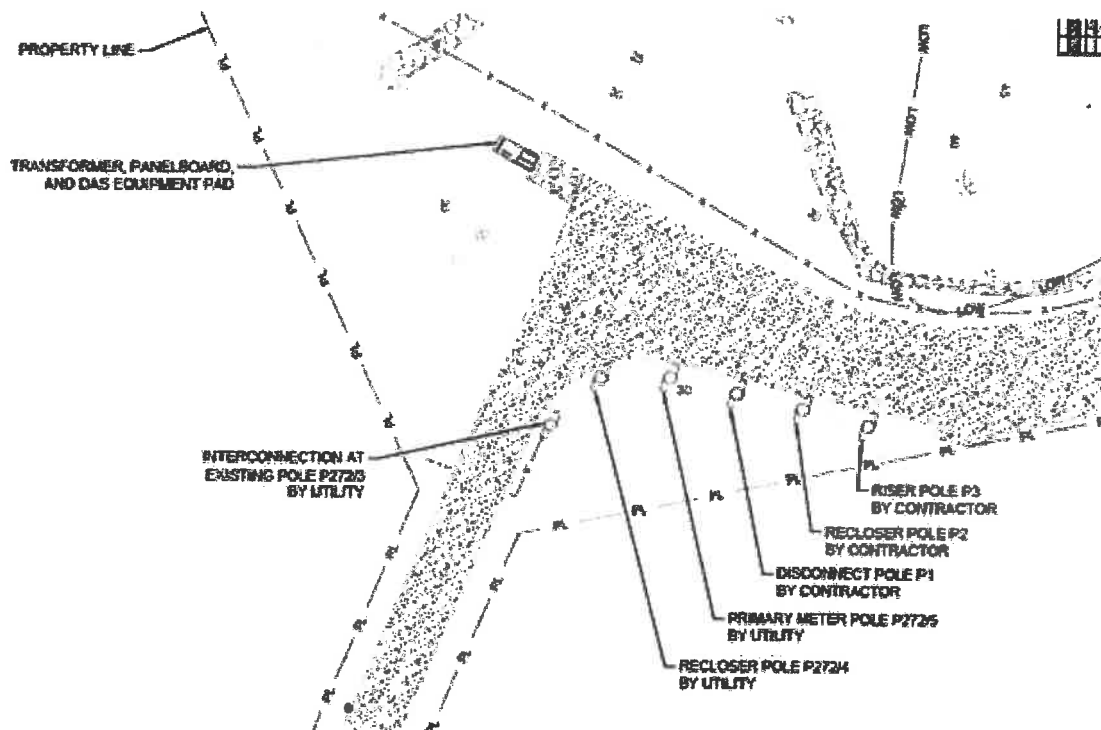
You may retain the additional copy for your records.

Warm Regards,

Jessica Elder

Jessica Elder
Right of Way Agent
Eversource Energy
Jessica.Elder@Eversource.com

In order to connect the Coles Neck Solar LLC's solar PV installation with the utility's distribution grid, Eversource will be installing a primary meter pole and a recloser pole between the solar project's poles and the interconnection point at Eversource's existing pole P272-3 situated on the access road located at the southern end of the site (see diagram excerpt below). Eversource's engineering and construction departments are not able to begin their work without the legal authority to access and locate their equipment on the site, which is Town property. While Eversource will eventually require an easement, they are willing to begin design engineering and construction with a license, while waiting for the Town to secure title to the property via the ongoing land court process, so as not to further delay the interconnection of the solar project. Eversource's engineering and construction timelines are dependent on their existing workload, and typically take 3-6 months.





SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021

IV

BUSINESS – B

REQUESTED BY:	Board Member Ryan Curley
DESIRED ACTION:	Fuel Efficiency Vehicle Policy
PROPOSED MOTION:	I move to adopt the Fuel Efficiency Vehicle Policy as written
ACTION TAKEN:	Moved By: _____ Seconded By: _____ Condition(s):
VOTED:	Yea _____ Nay _____ Abstain _____

~~Board of Selectmen~~ **Selectboard**
Fuel Efficient Vehicle Policy
Adopted August 5, 2014 as Policy 2014-2

DEFINITIONS

Combined city and highway MPG (EPA Combined fuel economy): Combined Fuel Economy means the fuel economy from driving a combination of 43 percent city and 57 Percent highway miles and is calculated as follows:

$$=1/((0.43/City\ MPG)+(0.57/highway\ MPG))$$

Drive System: The manner in which mechanical power is directly transmitted from the drive shaft to the wheels. The following codes are used in the drive field:

- AWD = All Wheel Drive: 4 -wheel drive automatically controlled by the vehicle power train system
- 4WD = 4-Wheel Drive: driver selectable 4-wheel drive with 2-wheel drive option
- 2WD = 2-Wheel Drive

Heavy-duty vehicle: A vehicle with a manufacturer's gross vehicle weight rating (GVWR) of more than 8,500 pound

POLICY STATEMENT

In an effort to reduce the Town of Wellfleet's fuel consumption and energy costs the ~~Board of Selectmen~~ **Selectboard** hereby adopts a policy to purchase only fuel efficient **hybrid electric or zero emission** vehicles to meet this goal.

PURPOSE

To establish a requirement that the Town of Wellfleet purchase only fuel efficient **hybrid electric or zero emission** vehicles for municipal/school use whenever such vehicles are commercially available and practicable.

APPLICABILITY

This policy applies to all divisions and departments of the Town of Wellfleet.

GUIDELINES

All departments/divisions shall purchase only fuel-efficient **hybrid electric or zero emission** vehicles for municipal use whenever such vehicles are commercially available and practicable. The Town of Wellfleet will maintain an annual vehicle inventory for ALL vehicles and a plan for

replacing any non-exempt vehicles with vehicles that meet, at a minimum, the fuel efficiency ratings contained in the most recent guidance for Criterion 4 published by the MA Department of Energy Resources' Green Communities Division.

The Town of Wellfleet shall purchase fuel-efficient plug-in hybrid or zero emission vehicles for municipal use whenever such vehicles are commercially available and practicable.

It is the responsibility of the Town of Wellfleet to check the Green Communities Division's Guidance for Criterion 4 for updates prior to ordering replacement vehicles.

Exemptions

- Heavy-duty vehicles: examples include fire-trucks, ambulances, and some public works trucks that meet the definition of heavy-duty vehicle
- ~~Police cruisers, passenger vans and cargo vans are exempt from this criterion since fuel-efficient models are not currently available. However, we commit to purchasing fuel efficient police cruisers, passenger vans and cargo vans when they become commercially available. Police and fire department administrative vehicles are NOT exempt and must meet fuel efficient requirements.~~

Inventory

The following information shall be included in a vehicle inventory list and said list shall be updated on an annual basis and provided to the Green Communities Division:

Function	Drive System	Model Year	Make	Model	VIN	Price	GVW	MPG Rating	Exempt

NOTE: Departments/Divisions may use EPA combined MPG estimates or actual combined MPG.

FUEL EFFICIENT VEHICLE REPLACEMENT PLAN

All non-exempt vehicles shall be replaced with fuel-efficient **hybrid electric or zero emission** vehicles that adhere to the most recent Green Communities Criterion 4 Guidance. Vehicles shall be replaced when they are no longer operable and will not be recycled from one municipal department to another unless the recycled replacement vehicle meets the fuel efficiency ratings outlined in the Policy. In addition, when replacing exempt vehicles, the function of the vehicle will be reviewed for potential replacement with a more fuel efficient vehicle, including a fuel efficient non-exempt vehicle. The Town of Wellfleet will review on an annual basis the Vehicle

Inventory, along with the Green Communities Criterion 4 Guidance, to plan for new acquisitions as part of planning for the new fiscal year budget.

QUESTIONS / ENFORCEMENT

All other inquiries should be directed to the department/division responsible for fleet management and/or fleet procurement. This policy is enforced by the Town Administrator and/or his/her designee.

To: Selectboard
From: Maria T. Broadbent, Town Administrator
Date: January 12, 2021
Re: Fuel efficient vehicles policy

After reviewing the Green Communities Fuel efficient vehicles-Criterion 4 and the proposed updates to the Town's 2014 policy, I have the following comments:

-The Green Communities, GC, program does not require hybrid electric or plug-in hybrid vehicles. It does require that vehicles meet EPA fuel efficiency standards, but it does not dictate that the vehicles cannot be fueled solely by combustion engines. Infrastructure to support plug-ins would be required to support the use of these vehicles.

-The Policy would need to extend to the Wellfleet Elementary School.

-Under the guidance provided by GC, the fuel efficiency ratings are set to ensure that at least five or more automatic transmission models of mass production are available for sale in Massachusetts (all from affordable brands; no luxury brands).

-The list of exempt vehicles should be extended to off-road vehicles and motorcycles.

-As the delivery time for some vehicles can be as much as a year, there are concerns about the lag time for delivery. It may be worth adding a bid requirement that vehicles must be available for delivery within six months, the normal amount of time it takes for standard vehicles to be delivered.

-There are concerns that the servicing of hybrid and plug-in hybrid vehicles may not be readily available on the Outer Cape. It may be worth adding language to bids that service of said vehicles must be available within the same number of miles from Wellfleet as for standard vehicles.

Comments from staff:

Health/Conservation Agent:

I am ok with the fuel-efficient vehicle policy. It contains the terms when available and when practicable. Leaves some discretion.

Fire Chief:

I have concerns with respect to the Fuel-Efficient Vehicle Policy as amended. The Fire Department needs to have four (4) wheel drive vehicles for emergency response as a result of winter driving conditions, the abundance of dirt roads that are poorly (or not even) maintained throughout Town, soft (sand) road surfaces, etc. We currently have three (3), four-wheel drive

vehicles used daily for staff emergency response (the Chief's command vehicle, the Fire Prevention Officer's vehicle and the squad (pickup truck).

Any policy that restricts the purchase of our response vehicles to "purchase only fuel efficient hybrid electric vehicles" is not practical, nor, is it safe for emergency responders as it severely limits our ability to procure the needed four (4) wheel drive vehicles. I have priced a hybrid electrical SUV that would replace the Chief's command vehicle and at State Bid the cost is double (around \$68,000 – 70,000) than that of the exact same vehicle with the traditional gasoline engine.

While the goal of this policy is admirable, Department heads must be allowed flexibility in order to make the most appropriate decisions with respect to operations, vehicle purchase price and practicality purposes.

Suzanne Thomas: BEACHES

Green Community Vehicle Replacement

I was pleased to see that energy efficient combustion engines are acceptable under these guidelines. Will the "Rollover Policy" be amended to reflect these standards? I know the form originated with the FinCom and would they do the revisions?



Light-Duty Transportation

Contributions to Massachusetts Emissions

- Light-duty vehicles (LDVs) are currently responsible for about 27% of statewide emissions.

Transition Needed for Decarbonization

- By 2050, emissions from light-duty transportation will need to be reduced to nearly zero.
- The primary strategy to reduce light-duty transportation emissions is switching from fossil-fueled vehicles to zero emissions vehicles.
- This is supported by maintaining and supporting existing public transit systems, reducing single occupancy vehicle use where possible, making complementary land use decisions, and supporting active transportation infrastructure such as bike lanes and sidewalks.

Near Term Implications

- Given the expected pace of all new vehicle sales, the near term need to achieve significant emissions reductions, and the less-than-15 year average lifetime of most LDVs, it is critical that this transformation accelerate to scale as soon as possible.
- Deployment of EVs will require the development of dependable and accessible charging infrastructure throughout the Commonwealth and in residents' homes.

Continued Areas of Research and Further Investigation

- Development and deployment of policies and systems to enable and ensure managed charging, and
- Deployment of a statewide vehicle charging infrastructure strategy.

Complete adoption of zero emissions LDVs in 2050 would have public health benefits, including an estimated annual impact of:

27

avoided deaths from cardiovascular and respiratory illness.

1,700

days of work absences avoided.

\$295 MILLION

in total health benefits.

NEARLY 4,000* JOBS

by 2050 will be created to support vehicle electrification and charging infrastructure.

*Deployed across the light, medium- and heavy-duty fleets.

Switching from fossil fuel internal combustion engine vehicles (ICEVs) to zero emissions vehicles (ZEVs) represents the primary strategy for reducing emissions from the light-duty transportation sector to the near-zero levels required for achieving Net Zero emissions statewide. At the same time, concurrent strategies that emphasize the maintenance and support of public transit systems, reduce single occupancy vehicle use, develop land strategically, and support active transportation infrastructure can further reduce fossil fuel use, particularly in the near term, while also delivering significant social co-benefits. However, even with the most impactful vehicle use reduction strategies, there will still be a need to fully transition the Commonwealth's LDV fleet from fossil fuel powered vehicles to ZEVs.

The two primary classes of ZEVs include:¹¹



Electric vehicles (EVs), which offer the most promising long-term replacement technology for light-duty internal combustion engine vehicles (ICEVs); and



Hydrogen fuel cell electric vehicles (FCEVs), which are also a possible replacement, but are likely to remain more expensive and would require hydrogen production and distribution at scale.¹²

All major automakers and several startups have already invested heavily in EV technology and are expected to release more than a dozen new BEV models (multiple vans, SUVs, pickups, sedans, and crossovers) in the next three years in the U.S. By 2025, over 400 BEV and PHEV models are expected globally. Costs of EVs continue to fall, driven largely by battery cost reductions and other economies of scale. With these cost reductions, many vehicle categories of EVs are anticipated to become fully cost-competitive with ICEVs over the next decade. In contrast, a shift toward large-scale hydrogen FCEV adoption among LDVs is unlikely in the near term given limited FCEV research and development pipelines from major automakers. Although hydrogen vehicles should not be disregarded as viable light-duty decarbonization option, battery-electric vehicles are, currently, more advanced in their development and positioned to become the dominant light-duty vehicle of the future.

¹¹ In addition to battery electric vehicles, plug-in hybrid electric vehicles (PHEVs) have an electric motor powered by both a battery and an internal combustion engine powered by gasoline. They can be considered a ZEV when driven in electric mode. They are a valuable bridge technology today, and through the 2020s as EV options and the region's electric charging infrastructure expand. As more models of BEVs become commercially available and with even longer driving ranges, PHEVs are expected to be less prevalent.

¹² While likely important for certain medium- and heavy-duty applications (see next subsection), the same cost and efficiency dynamic discussed in Figure 11 regarding the use of decarbonized fuels in buildings strongly suggest that for light-duty applications, FCEVs will remain more expensive than battery electric vehicles. Furthermore, currently only Toyota, Hyundai, and Honda have announced FCEV research and development efforts.



Vehicle Miles Traveled, Transit, Density¹³

Massachusetts is home to the oldest subway tunnel in North America. The Tremont Street Subway laid the path for the Green Line's current route from Boylston to Government Center. Its purpose was to reduce congestion on the streets above, allowing the trolley system to operate unencumbered. Growing out of the Tremont Street Subway and its contemporaries, the Massachusetts Bay Transportation Authority (MBTA)—recognized by the 2018 Commission on the Future of Transportation in the Commonwealth as “the most efficient and sustainable way to move large numbers of people as they go about their daily lives”—was the fourth-most used public transit system in the nation in 2018, behind only New York, Chicago, and Los Angeles.

Within reach of that transit system, the Boston metropolitan statistical area covers about a third of Massachusetts and is home to nearly 70% of the population. Suffolk County (comprising the cities of Boston, Chelsea, Revere, and Winthrop) is home to nearly 800,000 residents on just 58 square miles, achieving a density of 14,000 people per square mile, similar to that of European cities of comparable size, such as Copenhagen (11,000 people/square mile). This density, in turn, helps avoid automobile reliance, with Suffolk County residents averaging about half of the daily per-capita VMT in adjacent Norfolk County.

As the Commonwealth's population continues to grow, strategies such as dense- or transit-oriented development that also facilitates the use of walking and biking for everyday trips can help stabilize VMT. Enabling both active transportation and public transit can deliver immense public benefits, including reduced congestion and improved cardiovascular health, although these strategies cannot by themselves drive down GHG emissions statewide on the pace and scale that is needed to achieve Net Zero by 2050.

The mobility demand shifts seen in the weeks following the emergence of the COVID-19 pandemic (Figure 8) illustrate how disruptive travel demand policies would have to be to achieve significant emissions reductions.

Figure 7. Statewide Total Weekday Daily Vehicle Miles Traveled (all vehicles types, averaged by week). Data from MassDOT Mobility Dashboard



¹³ City comparison computed from Federal Transit Administration, National Transit Ridership Database, <https://cms7.fta.dot.gov/ntd/ntd-data>. MassDOT VMT data is available online at <https://gis.massdot.state.ma.us/DataViewers/vmt/>. MassDOT's statewide bicycle and pedestrian transportation plans are available at: <https://www.mass.gov/bicycle-and-pedestrian-transportation>.

The 50% drop in vehicle use immediately following initial stay at home orders, and the rebound to 80% of pre-pandemic levels, is a far greater reduction than most policy approaches can achieve. An evaluation of VMT-reduction and mode-shift strategies in the *Transportation Sector Technical Report* found, consistent with other similar studies, that even very aggressive and costly growth in transit or very high pricing policies have the potential to reduce state-wide VMT by just 5-15% in 2050. Transit, walking and biking are therefore a potentially important complement to electrification but by themselves cannot achieve reductions in VMT at the scale needed to achieve Net Zero.



Shifting to EVs will likely deliver significant benefits to consumers, including health benefits. Because electric drivetrains are more efficient and require fewer moving parts than combustion engines, BEVs currently have a competitive total cost of ownership, despite higher up-front purchase costs. As BEV production scales up and battery costs continue to decline over the 2020s, upfront purchase costs are expected to reach parity, meaning that BEVs will have a lower total cost of ownership because of their fuel savings (\$300 per year in Massachusetts)¹⁴ and lower maintenance costs.¹⁵

Implications and Policy Context

Despite the opportunity presented by readily available EV options on the market, the turnover of vehicle stock represents a limitation for how quickly this transformation can occur cost-effectively. Even though most vehicles turn over relatively quickly in comparison to other types of stocks (for example, building envelopes may get retrofitted less than twice per century), most vehicles will be replaced only twice between now and 2050. The State of California is exploring regulatory options similar to those already in place in many European countries that will require 100% zero emissions LDV sales by 2035. When finalized, those California requirements would also apply to vehicles in Massachusetts.¹⁶ Given an average lifetime of less than 15 years, implementation of this regulation or a similar federal one in Massachusetts would likely result in a near-complete transition of the light-duty fleet to ZEVs by 2050.

However, the current pace of EV adoption in the Commonwealth lags the pace necessary to achieve interim decarbonization targets compliant with the GWSA. Without market intervention, fewer than 500,000 vehicles on the road are projected to be electrified by 2030.¹⁷ In contrast, reducing emissions 45% below 1990 levels by 2030 would require that about 1 million of the 5.5 million LDVs projected to be registered in the Commonwealth in 2030 be ZEVs.

Depending on how EV technologies, California and national policies, and local policy priorities evolve, a policy framework to address this transformation should maintain flexibility and serve as a mechanism to ensure the benefits and costs of vehicle electrification are as equitably distributed as possible.

¹⁴ Muratori et al. *Levelized Cost of Charging Electric Vehicles in the United States* (July 2020). Joule [https://www.cell.com/joule/pdfExtended/S2542-4351\(20\)30231-2](https://www.cell.com/joule/pdfExtended/S2542-4351(20)30231-2)

¹⁵ Hagman et al. *Total cost of ownership and its potential implications for battery electric vehicle diffusion* (March 2016) *Research in Transportation Business & Management*. <https://www.sciencedirect.com/science/article/pii/S2210539516000043>

¹⁶ Massachusetts does not have independent authority to regulate vehicle fuel efficiency or tailpipe emissions. However, under a federally granted waiver, California may issue such regulations for vehicles sold in that state, and under the provisions of Section 177 of the U.S. Clean Air Act, other states can adopt California vehicle emissions standards in lieu of otherwise applicable federal fuel efficiency requirements. Massachusetts is required by law (M.G.L. 111B142K) to adopt California's vehicle emissions regulations if they are more stringent than the federal standards.

¹⁷ See the *Transportation Sector Technical Report* for more information on this analysis.

Electric Vehicle Charging

The availability of residential charging of electric vehicles was found to have a strong effect on EV uptake. The majority of EV charging typically happens at home where most vehicles are parked overnight, providing a convenient and inexpensive way to “refuel” EVs. As a result, the transition from ICE to EV may initially be easiest and cheapest for vehicle owners living in single-family or multi-family homes with access to a garage or off-street parking. For EV owners without access to off-street parking suitable for charging their vehicles, workplace and public charging infrastructure will likely be critical, particularly as the total stock of EVs grows. Here, public charging infrastructure can help make EVs more accessible, alleviate range and charging anxiety by integrating charging opportunities into routine excursions, as well as ensure equitable access to these vehicles and equitable distribution of benefits from EV-focused policies.



The future trends in EV charging represent a significant uncertainty in understanding the future of the Commonwealths' energy systems. Home charging tends to occur at night, with relatively low voltage requirements. This limits the impact of this new load in hours of peak demand – and the grid infrastructure investment needed to supply that demand. Publicly accessible charging tends to occur throughout the day, potentially when other loads are also peaking, making managed charging more consequential. Public charging typically employs “fast chargers,” which require higher voltages to facilitate faster charging times and subsequently higher levels of distribution infrastructure investment. EVs charging at home can also do so more flexibly, taking advantage of lower cost and, in the near term, lower carbon-intensity electricity during evening and night hours when demand is low. Given the size of the light-duty fleet, managed charging and the resulting electric load



Medium- and Heavy-Duty Transportation, Aviation, and Shipping

Contributions to Massachusetts Emissions

- Medium- and heavy-duty vehicles (MDHDVs), rail, and aviation are currently responsible for about 14% of statewide emissions.

Transition Needed for Decarbonization

- Battery-electric technology is emerging as a viable strategy for many MDHDVs classes. Given the diversity of duty-cycles and performance requirements, it is likely that an array of solutions, including hydrogen fuel cells and zero-carbon fuels, will complement electrification.
- Deployment of battery electric vehicles (BEVs) and hydrogen fuel cell electric vehicles (FCEVs) in the MDHDVs classes will require retrofits to depots and fueling stations to provide charging and/or hydrogen services.
- Given limited options for decarbonizing most commercial aviation, this sector will likely be a source of residual emissions in 2050, unless zero-carbon aviation fuels are rapidly scaled and become cost-effective.

Near Term Implications

- Decarbonizing this sector requires forward planning due to infrastructure needs and limited stock turnover points between now and 2050.
- Addressing issues including siting, permitting, interconnecting, rate design, and distribution system improvements are required to increase adoption.

Complete adoption of zero emissions medium- and heavy-duty vehicles in 2050 would have public health benefits, including an estimated annual impact of:

45

avoided deaths from cardiovascular and respiratory illness.

2,800

of work absences avoided.

**\$490
MILLION**

in total health benefits.

**NEARLY
4,000*
JOBS**

by 2050 will be created to support vehicle electrification and charging infrastructure.

*Deployed across the light, medium- and heavy-duty fleets.



While electrification has emerged as the dominant least-cost strategy for decarbonizing light-duty passenger cars and trucks, alternative technologies such as hydrogen fuel cells or low-carbon fuels are likely to complement electrification for the MDHDVs that mostly serve commercial applications like delivery services, transit buses, garbage collection pickup, construction, and long-haul shipping. This may be even more true for off-road modes, such as rail, boats, and aircraft. These vehicle classes often serve longer ranges, frequently have limited downtime, and require higher power outputs than LDVs, and therefore require a broader set of technology solutions and more flexible implementation strategies.

Electric transit buses and some electric trucks – mostly those that service local delivery needs – are already available in modest volume. Improvements in battery technology that lower costs and improve range would expand the vehicle classes that could be electrified. Small electric aircraft and marine vehicles are starting to be deployed for short-haul flights and ferry services, respectively; however, the weight of batteries currently hinders efforts to electrify larger and longer-ranged aircraft. Most light rail and subway systems, including the MBTA's, are already electric. Electric freight and passenger rail systems are a well-established technology that has already been investigated by the MBTA for the commuter rail system.¹⁸

The power demands – and battery sizes – of MDHDVs, trains, and aircraft require substantially more charging infrastructure than the relatively easy-to-deploy LDV household and public chargers. Further, many of these vehicles are operated as parts of fleets which may require additional distribution system upgrades and potential power supply challenges.



Transit Electrification

Public transit buses emit only a small fraction of the Commonwealth's GHG emissions, and also provide a crucial low-emission mode of transportation for many Massachusetts residents. However, as highly visible, publicly-owned assets, they represent a key opportunity for public agencies to lead by example by investing in the cleanest vehicles available. Transit buses run on regular schedules and routes that provide opportunities for layover and on-route charging, making them suitable for early-generation battery-electric powertrains that are not yet ideal for long-haul trucking. Moreover, the early deployment of battery-electric buses by major public transit authorities may help spur technology improvements and catalyze market growth for alternative powertrains across a wider range of duty-cycles.


The Martha's Vineyard Transit Authority (VTA) has already announced a commitment to move to an all-electric bus fleet, replacing its diesel buses upon their scheduled retirement. The electric buses reduce the fleet's maintenance costs and have shown improved reliability compared to their diesel counterparts in Martha's Vineyard's operating conditions. In addition, they have reduced noise pollution and decreased the agency's reliance on diesel fuel that must be shipped from the mainland. VTA is also investing in distributed bus charging platforms that give each bus a partial charge at each stop, as well as a bus depot outfitted with solar panels and battery storage in order to minimize reliance on imported electricity, while also allowing the buses to fully charge overnight at the end of their duty-cycles.¹⁹ Depot charging supported by energy storage also provides an element of resilience in case of weather disturbances or other power outages.

However, battery-electric bus technology is still developing and is not yet ready for the immediate and cost-effective deployment across all of the Commonwealth's public transportation agencies. While the powertrain is effective on Martha's Vineyard, the MBTA's pilot programs so far have found that battery-electric buses are too limited in range, vulnerable to extremes of weather, and generally less reliable than conventional buses for the specific operating needs of the MBTA and its riders. In addition, the majority of MBTA bus garages will need to be upgraded or replaced before the MBTA can fully shift to a battery-electric fleet, a significant and costly undertaking that is still in its early stages.

Despite these challenges, the MBTA recognizes that battery-electric technology is a crucial component of future bus service, and is working to expand its electric bus fleet by seeking out routes and facilities that are feasible to electrify with the technology and infrastructure that is available today. With each new opportunity, the MBTA is able to learn more about how best to operate battery-electric buses as part of the MBTA system, and to incrementally increase the number of battery-electric buses in its fleet. In addition, the MBTA is pursuing construction of a new \$250-million bus facility in Quincy, which will ultimately be home to a substantial fleet of battery-electric buses. With all of these various efforts, the MBTA is looking to a future of a fully electric bus fleet and accompanying infrastructure.

In the interim, the MBTA is also procuring enhanced electric hybrid buses, which provide the operating reliability and meaningful near-term emissions reductions that are on pace to support the economy-wide emissions reductions needed to achieve Net Zero.

¹⁹ American Public Transportation Association. *Working with BEB Charging Infrastructure (2020)*. <https://www.apta.com/wp-content/uploads/Working-with-BEB-Charging-Infrastructure-07-15-2020-FINAL.pdf>






Research Highlight: Improved Health Outcomes By Reducing Combustion

A recent paper from the Boston University (BU) School of Public Health found substantial improvements in health outcomes associated with reducing fuel combustion in all sectors from the implementation of a net-zero goal for the City of Boston.²⁰ The study found that reductions in particulate matter (PM2.5) and other pollutants from the elimination of fuel combustion solely in Suffolk County would lead to \$1.7 billion per year in savings in the county, and a total of \$2.4 billion per year across the Metro Boston region. These savings were driven largely by a reduction in 288 deaths per year across the region, along with a reduction in heart attacks, asthma events, related hospitalizations, and more than 26,000 lost days of work per year. The study further demonstrated that these health benefits would be principally realized by people of color, with abatement of PM2.5 emissions leading to the avoidance of three times as many deaths per capita per year among Blacks than Whites in the Boston area (17.6 per 100,000 vs. 5.5 per 100,000). The BU study assumes comprehensive elimination of emissions across all sectors, which differs from health impact estimates reported elsewhere in the Roadmap Study.

Across Massachusetts, medium- and heavy-duty trucks and buses emit more than 1,300 tons of PM2.5 and 30,000 tons of nitrogen oxides (NOx), representing a small but significant source of statewide air pollution.²¹ While the deployment of liquid zero-carbon fuels in these vehicles may reduce net GHG emissions, adoption of ZEVs offers a key opportunity to drive public health benefits across the Commonwealth. Moreover, as the hub for the Commonwealth's economic activity, the majority of emissions generated in Suffolk County come from vehicles driven into the county, not generated by vehicles originating within the county. The residents of Suffolk County – of whom more than 70% live in census blocks designated as EJ communities – thus bear a disproportionate share of the burden of these emissions. Transitioning to primarily ZEVs statewide will dramatically reduce, if not eliminate, these impacts.



²⁰ Raifman et al. *Quantifying the health impacts of eliminating air pollution emissions in the City of Boston* (2020) *Environmental Research Letters* 15(9). <https://doi.org/10.1088/1748-9326/ab842b>.

²¹ U.S. Environmental Protection Agency. *COBRA* (2020) https://www.epa.gov/stat_elocalenergy/co-benefits-risk-assessment-cobra-health-impacts-screening-and-mapping-tool#2.

Today's emergent hydrogen fuel cell electric MDHDVs tend to support longer ranges than battery-electric MDHDVs, making them applicable to intercity buses, freight trucking, and other longer-range applications. However, deployment of such vehicles would require the development of hydrogen generation and distribution systems, although some garaged fleets may be able to leverage a single distribution system. Ammonia – an alternative form of hydrogen storage – has potential in marine shipping. While hydrogen can be advantageous in some aviation uses, the infrastructure needs of hydrogen fueling at airports have been identified as a key barrier to its applicability in that subsector.²²

"Drop-in" zero-carbon liquid fuels – those that could substitute fossil fuels directly within the same vehicle and engine – would not need the infrastructure upgrades required by electric or hydrogen vehicles and avoid the need for full fleet transitions. However, such fuels have not yet emerged at scale. If they do, it is anticipated they will be more expensive than electricity or hydrogen. Despite several constraints that limit their widespread use across the transportation sector (as discussed in the callout box in Chapter 3), they are likely to be the only significant decarbonization solution in subsectors like commercial aviation, particularly given the relatively long lifespans of large aircraft.

Implications and Policy Context

Despite being smaller contributors to Massachusetts' emissions than LDVs, emissions from MDHDVs, aviation, and rail still make up a considerable portion of the GHG inventory. If left reliant on fossil fuels, emissions from these subsectors alone would approach Massachusetts' statewide 2050 emission limit. Compared to LDVs, the technological solutions are less certain, and in the next 30 years, most vehicles in these classes will only turn over once, ideally coinciding with commercial availability of a suitable, competitively priced zero-emissions alternative. Given this constraint, transit agencies and private sector fleet operators will need to start planning for fleet-wide decarbonization by identifying the most appropriate solutions early. At the same time, the Commonwealth, together with regional and federal partners, must pursue strategies that encourage decarbonized options for MDHDVs to mature to meet the needs of these subsectors in a timely and cost-effective manner.

Because the MDHDV decarbonization strategies still lag those for LDVs, early piloting and planning through the 2020s will be necessary to prepare for more deeply decarbonizing these fleets in the 2030s. Such first steps include electrifying portions

of an operational fleet to build experience with managing electrified fleets or piloting hydrogen solutions where appropriate. For example, the MBTA, the Worcester Regional Transit Authority, the Pioneer Valley Transit Authority, and Martha's Vineyard Transit Authority have piloted battery-electric buses. The Commonwealth has already begun supporting these efforts with funding from both the Massachusetts Department of Environmental Protection and the Massachusetts Clean Energy Center.

The complexity associated with charging and hydrogen infrastructure is a key barrier to the deployment of ZEVs in MDHDV fleets. Increasing adoption will require addressing issues around siting, permitting, interconnecting, and rate design for EV charging and likely significant electrical distribution system improvements needed to support it. Hydrogen requires the development of new storage and safety protocols that will need to be incorporated into siting and permitting processes. Efforts to identify, plan, and build make-ready depots and facilities will expedite ZEV adoption in the 2030s and minimize legacy stock still operating in 2050.

²² World Economic Forum (2020). *Clean Skies for Tomorrow; Sustainable Aviation Fuels as a Pathway to Net-Zero Aviation*. <https://www.mckinsey.com/industries/travel-logistics-and-transport-infrastructure/our-insights/scaling-sustainable-aviation-fuel-today-for-clean-skies-tomorrow>.



SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021

VII

BUSINESS - C

REQUESTED BY:	Special Town Election March 30, 2021 – Nauset Schools – Clerk, Town Accountant, Christopher Easley, Nauset School Committee Representative, Tom Conrad, School Superintendent
DESIRED ACTION:	Discussion on special election, School Building Project, and How Wellfleet will vote
PROPOSED MOTION:	TBD
ACTION TAKEN:	Moved By: _____ Seconded By: _____ Condition(s):
VOTED:	Yea _____ Nay _____ Abstain _____



Board of Selectmen

Request for Placement on Agenda

Name: Jennifer Congel-Town Clerk

Heather Michaud -Town Accountant

Christopher Easley- Nauset Regional School Committee Representative

Address: _____

Company or Organization Representing: _____

Phone Number: 508-349-0301

Email Address: Townclerk@welfleet-ma.gov

Specific Request: A district wide election has been voted on and scheduled for March 30th, 2021 by the Nauset Regional School Committee for renovation project for the high school. Wellfleet will need to decide how we will pay for our portion of the cost if it passes in the district vote and if we decide to borrow the funds, when do we want to present the question to the Voters.

To be Filed out by Dept.

Applicant Notified: _____ Date of Hearing: _____

Date Request Completed: _____



SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021

IV

BUSINESS - D

REQUESTED BY:	Moderator Dan Silverman / Chair Michael DeVasto
DESIRED ACTION:	Discussion on the date of Annual Town Meeting
PROPOSED MOTION:	TBD
ACTION TAKEN:	Moved By: _____ Seconded By: _____ Condition(s):
VOTED:	Yea _____ Nay _____ Abstain _____



SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021

IV

BUSINESS - E

REQUESTED BY:	Board Member Ryan Curley
DESIRED ACTION:	Discussion on the Open Space Charge and Purview
PROPOSED MOTION:	TBD
ACTION TAKEN:	Moved By: _____ Seconded By: _____ Condition(s):
VOTED:	Yea _____ Nay _____ Abstain _____

Open Space Committee

ATM 1987, Art. 51 [voice vote]

Voted: to authorize the Board of Selectmen to appoint an Open Space Committee consisting of five (5) persons to effect a comprehensive survey of potential conservation and open space land in the Town of Wellfleet for the purpose of possible future acquisition and to survey Town-owned land holdings for the purposes of sale or retention, and to report recommendations for Town Meeting action to the Board of Selectmen.

Massachusetts General Law Chapter 293 of the Acts of 1998

An Act relative to the establishment of the Cape Cod Open Space Land Acquisition Program.

Town Election Nov. 3, 1998 [836 YES; 535 NO; 60 Blanks]

Question 5: "Shall an act passed by the general court in the year 1998 entitled 'An Act Relative to the Establishment of the Cape Cod Open Space Land Acquisition Program', to acquire open space and conservation land, provide bicycling and walking trails, enhance opportunities for recreation and protect public drinking water supplies, and to be funded by and additional excise on real property, but not affecting supplies, and to be funded by the additional excise on real property, but not affecting existing abatements and exemptions, and expiring on January 1, 2020, be accepted?"

Board of Selectmen, December 28, 1998 [voted 4-1]

The Board of Selectmen voted to appoint the Open Space Committee as the committee to handle the Land Bank Law with two non-voting liaisons from the Board of Selectmen.

ATM 1999, Art. 30 [voice vote]

To see if the Town will vote to authorize the Board of Selectmen to increase the membership of the Open Space Committee by two members and appoint the same.

ATM 2005 and Annual Town Election May 2, 2005 Question 5 [vote: 416 YES; 159 NO; 11 Blanks]

...to **replace** the Cape Cod Open Space Land Acquisition [Land Bank] Program with the Community Preservation Act...effective for the fiscal year beginning on July 1, 2005.



SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021

IV

BUSINESS - F

REQUESTED BY:	Dan Silverman
DESIRED ACTION:	Update and Discussion on The Fleet Fund
PROPOSED MOTION:	TBD
ACTION TAKEN:	Moved By: _____ Seconded By: _____ Condition(s):
VOTED:	Yea _____ Nay _____ Abstain _____

Rebekah Eldridge

From: Dan ·
Sent: Wednesday, January 20, 2021 10:39 AM
To: Rebekah Eldridge
Cc:
Subject: SB agenda request

Hi Rebekah,

The officers of The Fleet Fund would like to give the Selectboard an update on the Fund's progress. Can you put us on the agenda for the Jan 26 meeting?

Thanks.

Dan

Dan Silverman
Dan.Silverman@verizon.net



SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021

IV

BUSINESS - G

REQUESTED BY:	Joe Aberdale
DESIRED ACTION:	Harbor Dredging Update, lobbyist proposal review and request to fund the proposal.
PROPOSED MOTION:	I move to approve the request to fund the lobbyist to obtain funds for the Harbor Dredging project
ACTION TAKEN:	Moved By: _____ Seconded By: _____ Condition(s):
VOTED:	Yea _____ Nay _____ Abstain _____

FBB FEDERAL RELATIONS

LINDSAY HART, LLP

Date: January 21, 2021

To: Select Board, Town of Wellfleet
Wellfleet, MA 02667

From: Ray Bucheger
FBB Federal Relations

Re: Federal Advisory Services for the Town of Wellfleet

Thank you for this opportunity to offer a proposal to provide the Town of Wellfleet with federal advisory services, including working with key Congressional and federal agency stakeholders to help the Town obtain the permits it needs to dredge its mooring field. In particular, the town is keen on engaging directly with USACE and National Marine Fisheries Service (NMFS) so the Town can make its case directly to the agencies and persuade the agencies to accept that the area to be dredged is a long-time mooring field and that dredging requires no additional payments or mitigation.

FBB and Wellfleet have had an effective relationship, generating \$5 million in federal support for the Town in the FY20 USACE budget.

FBB Federal Relations is the Washington, D.C.-based lobbying arm of Lindsay Hart, LLP, a Portland, Oregon-based law firm established in 1937. Our clients include state, county and local governments, public agencies, trade associations, non-profit organizations, publicly traded and privately held companies and multinational corporations with the resources to hire whomever they wish, and who have in some cases, moved their government relations work from big firms to ours because they get significantly better service and results.

SITUATION ANALYSIS

The Town of Wellfleet is seeking a permit from the USACE to dredge a large mooring field that has not been dredged since 1957. While the Town of Wellfleet has successfully obtained the required permits from the Commonwealth of Massachusetts, it has yet to obtain the authorization required from USACE. This delay is due largely to the National Marine Fisheries Service (NMFS), which is insisting on an unreasonably high level of mitigation.

The Town of Wellfleet believes that NMFS is using faulty logic to reach its conclusions; however, the Town has been unable to consult directly with the agency. While the Town was able to negotiate directly with state-level officials on mitigation requirements, the Corps district insists they alone must consult with NMFS, on behalf of the Town. Furthermore, the Corps district refuses to discuss the issue directly with Town officials; rather, the Corps District will only communicate with the Town through the Town's engineering consultant. The end result is that the Town is suffering from three degrees of separation from the agency that is effectively blocking the authorization needed to complete the dredging project. The fact that Town is

planning to fund this project without federal dollars makes the situation that much more frustrating.

The Town of Wellfleet has done everything it can to resolve this issue directly with the Corps district but has received nothing but admonishment. The Town requires assistance in loosening the Corps District's "rules" governing the lines of communication and needs NMFS to be more flexible with respect to mitigation requirements. Both will require political intervention.

We propose to employ a strategy similar to that which we employed when we were retained by the Town to seek funding for dredging the federal channel – we were ultimately successful in ensuring the Town received \$5 million in the FY20 USACE budget. Just as we engaged USACE Headquarters staff and the Massachusetts Congressional delegation at that time, we propose engaging this same set of stakeholders now in an attempt to ensure that the Corps District and NMFS work directly and constructively with the Town.

FBB QUALIFICATIONS AND APPROACH

FBB Federal Relations delivers cost-efficient and client-responsive government relations services that focus on outcomes.

A Full Time Presence in Washington, D.C.

Effective federal representation requires the ability to not only navigate a complex and constantly changing political environment, but also to respond promptly (and normally in person) in order to meet the often unpredictable and unscheduled demands of government officials, members of Congress and Capitol Hill staffers. With literally thousands of cities, counties, states, non-profit organizations, associations and companies fighting for limited time and attention, it is those organizations that have strong relationships with key people in Washington, D.C. – and a constant presence in front of those people – that are most likely to be effective. These relationships are even more important given current policies and procedures brought upon by the COVID-19 pandemic.

Relationships with Key Stakeholders and Familiarity with the Process

FBB Federal Relations has decades of experience working with the U.S. Army Corps of Engineers (USACE) and permitting agencies, the Massachusetts Congressional delegation and the Congressional committees with jurisdiction over USACE and the permitting agencies. We have ample experience working on issues related to maintenance dredging, including working with associated permitting agencies on issues affecting authorization for dredging projects, including the National Marine Fisheries Service (NMFS).

Keeping You "In the Know"

We excel at keeping our clients updated on federal developments impacting their interests. Our clients will attest they can always reach us and that we respond quickly and at all hours. Our commitment is to keep our clients immediately apprised of developments on all issues affecting

them, to keep updates short and to the point, and to work to ensure they hear the news from us first. We prioritize brief and focused updates because let's face it – in today's world, if a report is longer than a page, people are unlikely to read it.

With that being said, we also understand our clients need to understand the reasoning behind decisions that are being made, which is why, in addition to providing real-time email updates, we also keep our clients apprised of current trends, issues and challenges facing their industry, and share that information in whatever format our clients request, whether it be weekly or monthly updates, phone calls, or in-person meetings.

FBB TEAM

The following individuals with substantial and varying expertise are available to provide support to our clients:

- Ray Bucheger, Partner
- Peter Friedmann, Principal
- Kathy Beaubien, Partner
- Duncan Smith, Strategic Partner
- Spencer Young, Associate
- Stephen Hudson, Associate

Individual biographies can be found at www.FBBFederalRelations.com.

PROPOSED FINANCIAL TERMS OF THE REPRESENTATION

Because of our smaller firm size, our billing rates tend to be less than those of larger firms. Our overhead costs are significantly less, and we pass these savings on to our clients. This ability to combine great effectiveness with reasonable billing rates is the reason that our clients range from public agencies to sophisticated multinational corporations that demand first-rate results.

For working with key Congressional and federal agency stakeholders to ensure the Town can engage directly with USACE and NMFS so as to persuade the agencies to accept that the area to be dredged is a long-time mooring field, so that permits can be issued without additional payments or mitigation, we propose a project retainer of \$25,000. In addition, actual expenses, unlikely to exceed \$250, would be billed without markup.

We propose a contract length of 12 months. If the objectives are not achieved within 12 months, the Town and FBB will determine if another contract is necessary and under what terms.

CONTACT

Ray Bucheger
Partner
FBB Federal Relations
Ray@FederalRelations.com | (202) 236-5101

LINDSAY HART, LLP
FBB FEDERAL RELATIONS

January 21, 2021

Select Board
Town of Wellfleet
Wellfleet, MA 02667

Dear Select Board:

This letter constitutes an agreement for federal government relations services provided to the Town of Wellfleet by FBB Federal Relations/Lindsay Hart, LLP. The objective of such services is to facilitate a dialogue between the Town of Wellfleet and the U.S. Army Corps of Engineers (USACE) and National Marine Fisheries Service (NMFS) which results in the aforementioned agencies issuing necessary permits or other approvals under terms agreeable to the Town of Wellfleet.

For such services, the Town of Wellfleet shall pay \$25,000 to Lindsay Hart, LLP. The Town of Wellfleet may remit payment in five (5) monthly payments of \$5,000. Payment shall be remitted to Lindsay Hart, LLP within 30 days of receipt of invoice.

This agreement is effective for a period of 12 months and may be extended under terms agreeable to the Town of Wellfleet and FBB Federal Relations/Lindsay Hart, LLP.

The parties to this agreement indicate their consent to the terms herein by their signature below.

Sincerely,

Select Board
Town of Wellfleet

Date

Ray Bucheger
FBB Federal Relations

Date



SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021

IV

BUSINESS - H

REQUESTED BY:	Chair DeVasto & Board Member Curley
DESIRED ACTION:	Update from the state regarding investigation
PROPOSED MOTION:	I move to amend the appointment of both members and appoint _____ as the main contact person for the investigation.
ACTION TAKEN:	Moved By: _____ Seconded By: _____ Condition(s):
VOTED:	Yea _____ Nay _____ Abstain _____



SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021

V

COVID-19 UPDATES AND RECOMMENDATIONS

REQUESTED BY:	Chair DeVasto
DESIRED ACTION:	Discuss any new updates or information
PROPOSED MOTION:	TBD
ACTION TAKEN:	Moved By: _____ Seconded By: _____ Condition(s):
VOTED:	Yea _____ Nay _____ Abstain _____



SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021

VII

TOWN ADMINISTRATOR REPORT

1. General

- Town Hall remains closed to the public, except by appointment only, as precaution to the COVID-19 virus. Town staff is available by appointment.
- The updated COVID-19 Mandatory Safety Standards and Workplace Training Manual based on guidance from the Commonwealth, and the Board of Health and feedback from the Selectboard, has been distributed to staff.
- Governor Baker's orders to reduce occupancy of public buildings has been extended to January 24. Supervisors continue to monitor the safety of staff and to encourage work from home when appropriate.
- Police, Fire and dispatch/matrons begin vaccinations starting Tuesday at 10am. This will last approximately a week or so to spread staff out in the event there are any reactions, fever or fatigue.

2. Fiscal Matters

- The Department of Revenue has granted an extension to April 16 for the submission of the FY2019/2020 Schedule A.
- The FY20 audit will begin the week of February 8. A extension of the scope has been requested to audit enterprise and trust funds.
- Cashflow issues are no longer a concern.
- The adopted budget has been inputted into Vadar and year-to-date budget status reports can now be produces
- Reconciliations are now being done between the Treasurer's records and bank statements.
- The Town received a \$12,000 Municipal Road Safety grant

3. Meetings – Most meetings are via conference call/Zoom

- December 8-MA DPT- Status of bike trail projects
- December 9-School Department-Nauset Regional High School construction
- December 9-Dredging pre-construction meeting
- December 14-Brian Carlstom-Quarterly check-in
- December 14-Police Dept.-2022 Budget
- December 14-Fire Dept.-2022 Budget
- December 15-Emergency Management Team Meeting



SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021

VII

TOWN ADMINISTRATORS REPORT

- December 15-Health/Conservation/Inspections-2022 Budget
- December 16-Finance Team-2022 budget
- December 16-Shellfish/Harbor-2022 budget
- December 16-Finance Team-2022 budget
- December 17-Human Services/Beach/Rec-2022 budget
- December 17-Municipal Power Supplier Bid evaluation
- December 17-Library -2022 budget
- December 17-Herring River Executive Team
- December 23-Town Clerk-2022 budget
- December 29-Public Works-2022 budget

4. Personnel Matters:

- Rebekah Eldridge has been promoted to Executive Assistant to the Town Administrator.
- The Assistant Town Clerk, Committee Secretary to the planning Board, Board of Water Commissioners, Finance Committee, and Board of Health, Water Clerk position will be posted internally.
- The Harbormaster position has been posted and shared with the Massachusetts Harbormasters Association for circulation and will stop taking applications on January 27, 2021.
- The Assistant Town Administrator position was posted and stopped taking applications as of January 22, 2021.



SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021

VIII

TOPICS FOR FUTURE AGENDAS

Requested by:	Topic:	Requested to be on:
Board Member Wilson	Discussion on having a resident only beach for summer 2021	No specific date was given
Board Member Reinhart	Department Head Work Meetings with the Selectboard to understand more of what is happening throughout the town.	No specific date was given but would like to start soon
Chair DeVasto	Discussion on The Right to Farm	No specific date was given



SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021

IX

CORRESPONDENCE AND VACANCY REPORTS

- A. Cardiac Arrest Save Letter – Chief Rich Pauley**
- B. Letter of Appreciation to DPW – Suzanne Thomas**
- C. Email from Arthur Parker regarding transfer of land**
- D. Letter from Robert Kennedy regarding Real Estate Taxes**



Wellfleet Fire Department



10 Lawrence Road, Wellfleet, MA 02667

Richard J. Pauley, Jr.
Fire Chief

Phone: (508) 349-3754
Fax: (508) 349-0318

TO: Selectboard
THRU: Maria Broadbent, Town Administrator
FROM: Richard J. Pauley, Jr., Fire Chief
RE: Cardiac Arrest "Save"
DATE: January 8, 2021

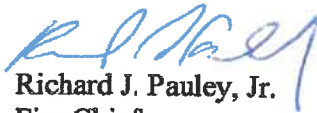
On January 4, 2021, at approximately 6:53 AM this Department was dispatched to a residence in Town for a report of a 79 year old man having severe chest pains. FF/Paramedic Justin Kinshaw and FF/Paramedic Gary Doolittle were the first arriving Fire Department personnel, made contact with the patient and began treatment. Shortly after their arrival the patient became unresponsive and went into cardiac arrest. FF/Paramedics Kinshaw and Doolittle immediately began CPR and defibrillated the patient in accordance with established protocols resulting in the patient regaining consciousness and becoming stable.

At that time Captain Joe Cappello, FF/Paramedic Colleen Phelan and EMT Erica Powell arrived on scene and assisted in providing additional Advanced Life Support treatment and care. The patient was stabilized and transported to Cape Cod Hospital by Wellfleet Fire Department ambulance personnel. The patient remained conscious and stable through out the remainder of the call. The quick and effective actions of the responding EMS personnel saved this patient's life and his prognosis appears to be positive.

I would like to recognize FF Paramedic Justin Kinshaw, FF/Paramedic Gary Doolittle, FF/Paramedic Colleen Phelan, EMT Erica Powell and Captain Joe Cappello for outstanding work on January 4, 2021, with their efforts resulting in a life being saved. Each of these individuals utilized their professional training, knowledge and skills and I'm exceptionally proud of their professionalism and service to our community.

Please don't hesitate to contact me with any questions, or, should you need additional information.

Respectfully submitted,


Richard J. Pauley, Jr.
Fire Chief

p/c: Personnel file(s)

To: Selectboard; Maria Broadbent

cc: Mark Vincent, Jay Norton, Peter Williams

From: Suzanne Grout Thomas

Date: January 15, 2021

Re: Senior Center floors

I want to thank the DPW for stripping 17 years of old wax from the floors of the Senior Center and putting down multiple coats of sealant to preserve them. They look terrific thanks to the hard work of Don and Kyle and the willingness and support of Mark Vincent, Jay Norton and Peter Williams for their crew to spend a great deal of time on this project. The crew worked around our Friday Meals preparation and delivery and using timing and a really big exhaust fan, kept the fumes to a bare minimum so that Maryann Lucas could continue to work in the building. Previously they had done the two restrooms which highlighted the dire need for the balance of the hallway to be done. I am grateful not only to them but also to the weather gods that kept the snow away from us this month. Please don't forget to take notice when you come to vote in March.

Rebekah Eldridge

From: Art Parker <a.parker13@comcast.net>
Sent: Tuesday, January 19, 2021 1:48 PM
To: Arthur Parker
Subject: Opposition to Omaha Beach Town Landing - Potential ConCom Transfer

To whom it may concern;

This email is to voice my objection to the transfer of to open space the following:

Map 28, Parcels 80, 82, and 239; Map 28, Parcels 234 and 235; Map 30, Parcel 286, Map 30, Parcel 188, Map 42, Parcel 137.

Specifically, I am concerned that this transfer will result in ConCom enacting restrictions that reduce or eliminate the current usages of the Town Landing at the end of Omaha Rd.

My reason for opposition is this area is currently open and accessible to all and should remain as such. While I understand the concern for erosion and the necessity to control adverse conditions to prevent and abate erosion and damage to the area, I also understand the primary complaints of possible damage to this area originates with the occupants of parked cars on Omaha Rd and the storage of boats, kayaks etc. immediately adjacent to the Town Landing at the end of Omaha Rd.

Suzanne Grout Thomas, our Beach Supervisor said that Omaha Rd is a private road and that the Town's parking rules cannot be enforced there. The property owner(s) of Omaha Rd must then decide what is any action they will take to remove cars parked on their property, Omaha Rd., without their permission. The boats stored on Omaha Beach, if upon the town landing, come under the authority of the harbormaster and could be regulated accordingly including some type of storage area to avoid erosion concerns and yet allow people to keep their kayaks near the water.

My fear and that of so many other residents is that if this transfer is completed, the ConCom will institute yet more regulations that will once again take more of our traditional rights and enjoyments away from the people who have lived here for years. Those fears include the possible restrictions or prohibitions on our shellfishing community by limiting or ending their access to the flats.

Please consider these points during your deliberation of this important community matter.

Respectfully submitted,



Arthur A. Parker Jr.

Wellfleet, MA 02667-1005

508-207-7219

a.parker13@comcast.net

NOTICE: This e-mail transmission is intended only for the use of the person to whom it is addressed and may contain information that is attorney-client privileged, confidential and/or exempt from disclosure under applicable law and/or which constitutes work product. If you are not the person to whom it is addressed, you are hereby notified that any reading, examination, dissemination, disclosure, forwarding, copying or distribution of, or the taking of any action in reliance on, this e-mail transmission, its contents and any attachments thereto, except to deliver such items to the addressee, is strictly prohibited and that such prohibition will be vigorously enforced. If you have received this e-mail in error, please notify us immediately by reply e-mail or by telephone.

11 January 2021

KAREN C. MURPHY
Collector of Taxes
Town of Wellfleet,
Massachusetts
02667

RE: Balance Statement for Real Estate Taxes
Parcel 21-95-0

Dear Ms. Murphy,

I apologize for the Town to have to go to the trouble of sending the enclosed Invoice which appears to be for interest on late payment of the Invoice.

This Invoice was due on 24 December, 2020. Our records indicate that our check was written on 20 December and mailed in Belmont early on that day for 1:00PM pickup.

This implies that either:

- Four days was not enough time for the USPS to deliver to Wellfleet during the Christmas rush, even only 120 miles.
- Wellfleet employees were not working on the day or two before Christmas, and didn't open my envelope until after Christmas and the due date.
- The 20 December postmark was not regarded, probably as policy.

I should have taken the possibility of all of those things into account when paying.

HOWEVER,

Because Christmas will continue to happen every year on December 25th, I suggest that it would eliminate annual confusion for everyone if your office would consider some due date other than December 24th for Real Estate taxes in the future. I'm sure that your job is tough enough without sending minor Interest amount due notices such as this, and am betting that ours was not the only one.

Enclosed is payment of \$7.34.

Sincerely,
ROBERT V. KENNEDY
(Enjoying Wellfleet since 1948)



xc: Wellfleet Selectmen



SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021

X

MINUTES

REQUESTED BY:	Executive Assistant
DESIRED ACTION:	Approval of meeting minutes for January 12, 2021
PROPOSED MOTION:	I move to approve the minutes of _____ as printed in draft.
ACTION TAKEN:	Moved By: _____ Seconded By: _____ Condition(s):
VOTED:	Yea _____ Nay _____ Abstain _____

A full audio recording of this virtual meeting can be found on the town's website under Town Media

DRAFT

Wellfleet Selectboard January 12, 2021 Zoom Meeting Meeting Minutes

Selectboard Members Present: Michael DeVasto, Chair; Janet Reinhart, Vice Chair; Helen Miranda Wilson, Justina Carlson, Ryan Curley

Others Present: Town Administrator, Maria Broadbent; Executive Assistant, Rebekah Eldridge; Police Chief Michael Hurley; Fire Chief Rich Pauley; Suzanne Thomas, Beach Director; Candace Perry, Coordinator for the MLK walk; Mia Baumgarten, Media Operations Manager; Gary Sorkin, Wellfleet Housing Authority; Bill Traverse, Barnstable County IT manager; Peter & Diane Hall, Owners of Van Rensselaer's; Heather Michaud, Wellfleet Town Accountant; John Riehl, Nancy Civetta, Wellfleet Shellfish Constable; Joseph Aberdale, Dredging task Force

Chair DeVasto called the meeting to order at 6:01pm.

Announcements, Open Session and Public Comments

- Chief Hurley announced that Lt. LaRocco applied for a competitive "Make Safe Roads Grant" back in the fall of 2020 and was awarded twelve thousand dollars. He then gave a rundown of what the department will use the funds for. He congratulated Lt. LaRocco for his efforts.
- Chief Hurley informed the Board that he and most of the police department have now been given the Covid 19 vaccination, he stated by the end of next week the entire police department will be fully vaccinated.
- Chair DeVasto called on Candace Perry who informed the Board that they originally put in a request for a permit for use of town property for their 19th Annual Martin Luther King Jr. Walk, but due to covid they are not holding the walk. She informed the Board that there is children's artwork hanging throughout the town and there will be a vehicle out in front of Preservation Hall on Monday January 18th from 11am to 1pm to collect donations for the local food pantry.
- Chair DeVasto called on Mia Baumgarten who came to the Board as the Chair of the Cable Advisory Committee. She informed the Board that the renewal lease with Comcast has been signed which means some of Wellfleet residents will be eligible for Comcast coverage. She went on giving directions on how to find out if a resident is eligible.
- Chair DeVasto announced that the town has come a long way regarding Covid 19 being safe and diligent. He explained that the new strain of Covid is more contagious and asked the residents of Wellfleet to remain diligent and keep the town's numbers down.
- Chair DeVasto called on Gary Sorkin who announced that the Housing Authority is now offering a buy down grant for any first-time home buyers. He gave details on how residents of Wellfleet can go about applying for the program.

DRAFT

I. PUBLIC HEARINGS

A. Beach regulations – Suzanne Thomas

- Chair DeVasto asked Thomas to give more details on her updated regulations. Thomas explained the only change in the regulations came from town counsel and the wording needed to be changed to say “no nudity on the beaches is permitted.” Selectboard member Curley questioned the fees and suggested adding a handicapped fee, for residents. Thomas asked the board to pass these rules, regulations, and fees as they are written and meet with Board member Curley later to discuss the handicapped fee. There were no objections. The Board continued to discuss the fees and the need for raising them.
- **A Motion was made by Vice Chair Reinhart, Seconded by Selectboard Member Carlson and voted to approve the Beach Rules and Regulations, Motion carried 4-1**

B. Comcast License Renewal – ATA Mike Trovato

- Trovato wasn't on the meeting so Town Administrator Broadbent explained that this renewal has been before the Board previously and it needed to be advertised as a public hearing and approved by the Board before the contract can be renewed. Chair DeVasto asked the Board if there were any issues with the contract. Curley noted that there were many issues with the wording in the contract and pointed them out to the Board. The Board discussed the issues and agreed that the contract needed to go back to Broadbent's desk, correct the issues, and then bring it back to the Board for an approval.
- **Reinhart Moved, Wilson seconded, and it was voted unanimously to continue discussion at the next Board meeting on January 26, 2021**

C. Barnstable County Information Technology Contract Renewal

- Broadbent gave some background information regarding this contract and then introduced Traverse. Traverse went over the contract explaining that there aren't many changes in the new contract. Carlson asked some questions about details in the contract. Curley stated that he was in favor of the contract and approved the way it was written.
- **Wilson Moved, Reinhart seconded, and it was voted unanimously to approve the renewal of the contract with Barnstable County Information Technology.**

DRAFT

A. Amend Seasonal Liquor License Van Rensselaer's

- Chair DeVasto asked if there were any questions regarding the renewal. Reinhart asked the owners if this was something the owners are considering permanent. The Board received a letter from a neighbor, who owns the hotel next door, with concerns of his patrons not being able to enjoy the pool because of the patio. The Halls addressed the concerns stating they have had a patio for 27 years and have plans to only use removable barriers and have spoken with the building inspector who had no issues with the Halls using removable barriers. The board discussed this further deliberating permanent structures, landscape plans, and permits that will need to be done if the owners decided to build a permanent structure.
- **Reinhart Moved, Wilson Seconded and it was voted to accept the amended application for Van Rensselaer's. Motion Carried 4-0-1 Board member Carlson Abstained.**

B. Closure of Block and Tackle

- Chair DeVasto asked if there were any questions regarding this closing. Wilson explained that if the owners didn't have a specific date to reopen, they would need to come back in front of the Board to get approval to reopen. Wilson went on to explain the details of reopening and the steps they need to take in order to do so.
- **Reinhart Moved, Carlson Seconded, and it was voted unanimously to approve the temporary closure of Block and Tackle restaurant until March 15, 2021.**

II. Licenses

A. Renewal of Annual Victualler Licenses [Principal Clerk]

- The board agreed because the title of this wasn't worded correctly when the packets were distributed that they continue these renewals until their next meeting.
- **Chair DeVasto Moved, Reinhart seconded, and it was voted unanimously to continue all licenses to the next meeting on January 26, 2021.**

DRAFT

III. Board/Committee Appointments and Updates

A. Steve Oliver – Planning board [rescinded]

B. Steve Blanchard – Rights of Public Access

- Chair DeVasto introduced Blanchard and asked him to give a brief summary of why he is interested in the committee he is applying for. Blanchard stated he is interested in learning more about Wellfleet and stated that he found he could be most helpful with Rights of Public Access. Curley encouraged the board to appoint Blanchard as he feels he is qualified for this committee. Wilson asked Blanchard if has looked at the charge for the committee and suggested he watch some of their meetings.
- **Reinhart Moved, Wilson seconded, and it was voted unanimously to approve Steve Blanchard's application and appoint him to Rights of Public Access Committee.**

C. Conflict of Interest Disclosure for Ryan Curley

- Chair DeVasto asked if there were any issues with this. The Board had no issues and it was now of public record.
- **Reinhart Moved, Wilson Seconded and it was voted to receive Ryan Curley's appearance of conflict of interest. 4-0-1 (Curley Recused)**

IV. Business

A. Summer Officer Program Chief Hurley

- Chair DeVasto reintroduced Chief Hurley. Chief Hurley thanked the Board and gave them a summary of the summer officer program. He stated he submitted the paperwork a few months back and explained to the Board that recruitment is down on, and off Cape and harder to keep officers due to the lower salaries. He went into detail with the board how this program is being phased out due to the lack of officers in the job pool. The board had some questions for Chief Hurley and had a discussion with him on recruitment. Fire Chief, Pauley also commented that this is an issue that he brought to the board for the past few years, he stated staffing both fire and police is becoming more difficult due to retirements, cost of living and salary on the lower Cape. Wilson commented on how sad it was that there was so little interest in the summer officer program. The Board continued to discuss both police and fire departments and how hard they are working especially during the pandemic.
- There was further discussion on the town population during the summer months and now more residents in the winter. The need for more officers is great. Chief Hurley explained that the police department is staffed with young men and women and he is pleased with the amount of empathy and compassion they have. The Board agreed and stated their support of Chief Hurley and his requests.
- **No action was taken**

DRAFT

B. Wellfleet Affordable Housing Trust Town Counsel Request Harry Terkanian

- Chair DeVasto stated his concern that because he is on both the Selectboard and the Affordable Housing Committee should he recuse. Terkanian didn't feel he needed to but advised that to be safe he could. Chair DeVasto stepped away and asked Vice Chair Reinhart to take over for this section of the meeting.
- Reinhart moved on asking Terkanian to give a small summary of his request. Terkanian explained that he would like access to town counsel so that when the committee needs to write up a contract or lease, they have the ability to do so. Curley explained to Terkanian the process of using town counsel is to ask the town administrator before coming to the Board. Wilson asked Broadbent if she had any issues with Terkanian and his committee going to town counsel. Broadbent stated she had no issues with this request.
- **No action was taken**

C. Harbor Management Plan John Riehl

- Chair DeVasto asked Riehl to introduce his plan and a summary of what is being asked. Riehl stated that this is in front of them is just a draft and is looking for the Board to approve the draft so they can move forward. He went further into detail about engineering, dredging, and cleaning out the harbor. He would like to eventually go to town meeting to ask for money to begin. Chair DeVasto stated how pleased he is with the plan and feels it covers all aspects of the harbor.
- Wilson would like to help with the final draft. Riehl stated he was doing the final draft and approved Wilson's request.
- There was further discussion with the board and Riehl giving more details about the plan and how it will move forward.
- **Chair DeVasto Moved, Wilson seconded, and it was voted unanimously to accept the Draft Version of the Wellfleet Harbor Management -3.**

DRAFT

D. Spring Tax insert for Shellfish Department

- Chair DeVasto introduced Shellfish Constable Civetta. Civetta stated she has shared with the Board copies of what the tax insert would look like. She explained that there is a credit card processing fee and increasing these fees would help with those costs. She explained the selectboard can't vote on the tax increase at this meeting because she realized it needed to be advertised as a public hearing. At this meeting she is asking the board to approve the tax insert and will bring the fee increase request at their next meeting.
- The Board went on to discuss the fees, details of the insert, and staffing concerns for the coming summer season. Civetta explained to the board she will do more research before their next meeting regarding the fees. There were no issues with the tax insert. Civetta said that this will be in spring 2021 tax bills.
- **No action was taken**

E. Fuel Efficient Vehicle Policy – Ryan Curley

- Curley requested that the Board continue this to the next meeting on January 26, 2021. He stated that the original packet that was provided was missing a page. Chair DeVasto agreed.
- **No action was taken**

F. Obtaining Legal Opinions – Ryan Curley

- Chair DeVasto asked if there was any discussion on the agenda item. Curley gave an explanation to the Board that this will provide permission to Boards to obtain legal opinions and advice if needed. The Board discussed the wording in the document and changes that need to be made before, sent out to the different committees.
- There was discussion about the process of requesting town counsel opinions. The request will go to the town administrator and if there is no response from the town administrator the request can be put on the Board's agenda.
- **Chair DeVasto Moved, Carlson Seconded and it was voted unanimously to approve the document as amended.**
- Wilson asked to have Eldridge put the Board's policy regarding town Counsel on the website.

DRAFT

G. Accounting update; Selectboard Investigation – Selectboard Chair DeVasto

- Broadbent gave an update on town finances. She explained to the board that the town filed for an extension for the towns schedule A 2019/2020 filing. She went on to explain that cash flow is no longer an issue. Broadbent asked Michaud to talk about what she's been working on in the accounting office. DeVasto asked Michaud more about the schedule A. Michaud explained that the town was past the deadline for filing the schedule A. and went on to explain that she is working on getting all the financial books up to date and balanced. Broadbent was questioned by members of the board regarding the communication from the state, Broadbent stated she is in constant communication with the state and the state has been very supportive.
- Chair DeVasto moved on to the selectboard investigation. He stated this is mainly to address how the towns finances ended up the way they did and appoint two members of the board to talk with staff and see how things were going throughout the town. Reinhart stated that she believed that Chair DeVasto would be good at interviewing staff, Curley was also nominated by Carlson. Wilson refreshed the board's memory on open meeting law and that they are not to deliberate on anything that is learned from the town staff, she stated they need to bring what they have found back to the board. They continued the discussion on speaking with staff.
- **Carlson Moved, Reinhart Seconded, and it was voted to appoint Chair DeVasto and selectboard member Curley as the members of the selectboard to investigate town finances. Motion Carried 4-1 (Board Member Wilson voted against)**

V. COVID-19 Updates and Recommendations

- Chief Hurley discussed the CARES act. He stated this is a memo that he sent out explaining what is, and isn't, covered by FEMA. He explained that after a lot of work they are now recuperating all the costs on the porta potties. He explained the schedule of payments the town will receive, and he has sent another application to receive more money from FEMA. Chief Hurley will keep the board updated on the status of the payments and moving forward with the application.
- Broadbent updated the board that all public buildings are still following the governor's 25% occupancy in town buildings. She explained that she is offering any town employees that can work from home do work from home. Chair DeVasto talked about the new strain of Covid that is in the United States and to be prepared to minimize all contact between employees. He asked to consider drawing up a plan in case this does come to the state, so they are prepared. The board continued to discuss covid and the vaccine in the state.

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VI. Selectboard Reports

- Reinhart began with a report on dredging. She explained that dredging has stopped for the season and the Dredging task force will put out an RFP for the fall to begin applying for grants to get money to continue the dredging project. Aberdale agreed with selectboard member Reinhart and went on to state that they are expecting to receive grants.
- Curley updated the board that he attended a zoning board meeting and gave an update about a building that is being torn down and will be used for commercial interests. Chair DeVasto questioned the commercial use of the building. This will be discussed at the next meeting.
- Chair DeVasto stated there will be an MSI (Mass Shellfish Initiative) meeting on January 15th regarding all shellfish issues, he gave the information if anyone is interested in attending the meeting.

VII. Town Administrator's Report

- Broadbent began with announcing that Eldridge was hired for the Executive Assistant to the Town Administrator and her previous committee secretary job has been posted. The Assistant Town Administrator job has been posted and the Harbormaster position has been posted. She gave the deadline dates to the Board.
- Wilson questioned Broadbent about the ATA position and wanted to make sure the person applying for the job needs to understand that the ATA position also includes town planner and help with the AADU's (Affordable Accessory Dwelling Unit) and ADU's (Accessory Dwelling Units). Wilson went on the state that the previous ATA's that were hired didn't have those qualifications and she would like to make sure the new ATA hired will be included. Broadbent agreed this is something that she will be looking for someone with planning experience.
- Curley asked Broadbent about her meeting with the state regarding the bike trail. Broadbent gave a status update and will continue to keep the board posted and the status.

A full audio recording of this virtual meeting can be found on the town's website under Town Media

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VIII. Topics for Future Discussion

- Board member Wilson would like to discuss having a resident only beach for the summer season of 2021
- Reinhart would like to have department head work meetings, so the Board can be more up to date on things that are happening throughout the town. Broadbent agreed with Reinhart and welcomed open communication between the Selectboard, Town Administrator, and Department Heads.
- DeVasto added the Right to Farm for future discussions. He also talked about town meeting which he feels might need to be pushed back from April, so we are able to have it outside again.
- The Nauset Public School Systems will be added to the next agenda. Broadbent explained there is a district wide vote that is taking place on March 30th at the COA.

IX. Correspondence and Vacancy Reports

- Wilson discussed an application that was in their correspondence file which needed to be in committee appointments.
 - A. Letter to Selectboard from Bradley Sverid
 - B. Letter to Selectboard from Planning Board
 - C. Letter to Selectboard from Bill Dugan

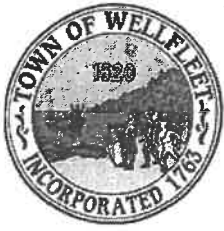
X. Adjournment

- **Wilson Moved, Reinhart seconded, and it was voted unanimously to adjourn.**

Meeting adjourned at 10:15pm

Public Records:

Beach Rules, Regulations, and fee document
Comcast Contract for renewal
Packet, drawings and application for an amended license for Van Rensselaer's
Letter to approve closure for Block and Tackle Restaurant
List of Businesses for Victualler license renewals, weekday entertainment, and Sunday entertainment
Steve Blanchard application for Rights of Public Access Committee
Conflict of interest paperwork for Ryan Curley
Memo from Chief Hurley regarding the summer officer program
Letter from Harry Terkanian asking to speak with town counsel
Harbor Management packet
Fuel Efficient policy submitted by selectboard member Ryan Curley
Letter about obtaining legal advice
Memo regarding the CARES Act



SELECTBOARD

AGENDA ACTION REQUEST
Meeting Date: January 26, 2021

XL

ADJOURNMENT

REQUESTED BY:	Chair Devasto
DESIRED ACTION:	Adjournment
PROPOSED MOTION:	I move to adjourn.
ACTION TAKEN:	Moved By: _____ Seconded By: _____ Condition(s):
VOTED:	Yea _____ Nay _____ Abstain _____