

TOWN COUNCIL MINUTES
Joint Meeting of the
ENVIRONMENTAL COMMITTEE /
SCHOOL COMMITTEE - EMERGENCY PLANNING SUB-COMMITTEE
Zoom #838 9501 4549
December 9, 2020

Environmental Committee

Present: Rebecca Haugh, Chair
Ed Harrington, Vice Chair
Ken DiFazio, Councilor
Fred Happel, Councilor

Absent: Chris Heffernan, Councilor

School Committee- Emergency Planning Subcommittee

Present: Lisa Belmarsh, Chair
Dr. John Sullivan, Member
Dr. Rebecca Sherlock-Shangraw-Member

Also Present: Alice Arena, FRRACS
Philip Landrigan, M.D.
Frank Singleton, Conservation Commission
Carrie Palazzo, WSC

Recording Secretary: Mary Barker

1. Introduction

Chairman Haugh called the meeting to order at 6:30 PM. Chairs of both committees called their roll. Councilor Heffernan was absent due to a prior commitment.

2. Current Operational Status of N. Weymouth Compressor Station

Chair Haugh provided a timeline of the compressor station safety plan. In 2020, a Safety & Evacuation Plan was developed with members of the Local Emergency Planning Committee in regards to the compressor station. The document is 34 pages long with several appendices of mainly pre-existing state, federal and Enbridge generated documents to formulate an 1100 page document. The Council's Environmental Committee met on October 26, 2020 with LEPC's John Mulveyhill and Chiefs Stark and Fuller to review the safety and evacuation plan uploaded to the town website that day. On November 5, 2020, the School Committee met and discussed concerns with school evacuation plans for Johnson and Wessagusset Schools.

On November 6, 2020 Supt. Curtis-Whipple met with Emergency Management to devise and discuss a preliminary evacuation plans. On November 19, 2020, the School Committee met and reviewed the preliminary plan, they voted to send a letter inviting Town Councilors to participate in a joint meeting to consider the information and hear citizen concerns on the plan that has been presented. Per Council Rules, public comment can be shared in committee without a public hearing. Chair Haugh referenced Rule 35 (e) of the Town Council Rules. The meeting will be opened to public comment later in the agenda.

Chair Haugh reviewed why the plan is necessary. Although the town has a safety plan, they still have concerns with the compressor, and the committees would like to express their concerns and hear what the public's concerns are. In the news this past weekend, there was an explosion at a compressor station in Sycamore, PA. Due to the lack of density around that station, only one person was within the one-mile radius and needed to be evacuated. However, if the same were to happen in Weymouth, with the sheer volume of industry surrounding it, it would require a far larger scale evacuation of North Weymouth, parts of Quincy, Braintree and East Weymouth. She believes it's imperative that they meet as often as it takes to address the public's concerns.

Chair Lisa Belmarsh pointed out that the schools became involved over the last few weeks, after reading the Emergency Response plan and the Mayor's Host Community Agreement as there are two schools and an early childhood center within a one-mile radius of the compressor station. They are also now using the North Branch Library, also within the radius, as a school remote learning center. In reviewing the Emergency Response plan that was provided, it relied on outdated evacuation routes that did not account for the particular health and safety concerns that a compressor station entails. The school committee addressed this with the LEPC and there have been some meetings. She reviewed the preliminary draft plans and why she thinks they will need more help with them. Chair Belmarsh acknowledged those who were invited to speak to those concerns, including elected officials from surrounding cities and towns, and Senator O'Connor, Rep. Joan Meschino, and representatives from Ron Mariano and Jamie Murphy's offices. She introduced Alice Arena, President of Fore River Residents Against the Compressor Station (FRRACS), a group that has been working against the construction and operation of the compressor station for six years. It was 2014 when Spectra first approached Weymouth Mayor Kay to "put up a little garden shed and no one would notice." Ms. Arena reviewed her background in political and grassroots organizing. The compressor station information is available on the website www.nocompressor.com - there is a wealth of information on what compressor stations are, the health effects, and the six year history the project. There is a metering and regulating station on the site now, on the right side, just before the bridge to Quincy. There is a public park and at the end, an MWRA pumping station that serves fourteen South Shore towns and pumps 60 million tons of sewage per day. This M&R station has been there for twenty years. The pipes that connect to the M&R station come up from PA to Weymouth, and from Weymouth to Canada, and have existed in this saltwater environment for twenty years. The compressor station is new, but the infrastructure is quite old. There were corrosion incidents in 2017 and 2019 on the pipeline coming from

PA that feeds into this compressor station that had to be addressed. The difference between this station and the compressors in the Fore River basin (Calpine and BELD power plants) is that these compress the gas so the power plants can utilize it. They are not a transmission compressor station slated to push 133 million cu. ft. of gas per day, from PA to Canada. It's highly pressurized gas and a lot of it is coming through the system. The siting of the compressor station has a multitude of issues which makes this one unique. It is in an urban location. Enbridge misstated on its application that the area was rural and was able to include the misstatement by including the water in the population calculation. The Calpine power plant was permitted twenty years ago in an urban location. Second, most of the plants are located on large tracts of land in rural areas, to allow less concern over evacuation routes, health impacts, etc. They generally are located on 50-100 acres of land; this compressor is on 4.3 acres and less than 200 feet from major regional infrastructure- Fore River Bridge and the MWRA sewage pumping station. In the case of the Sycamore plant, nothing besides other compressor buildings are nearby. She encouraged the public to visit the site in Weymouth, to see the size and scope of the buildings. The site is also a designated port, with the Citgo tank farm that stores diesel and gasoline and serves most of eastern MA, RI, CT and NH. It's a regional stop for home heating oil. A designated port is for things that are water-dependent, which a compressor station is not. It is also a FEMA flood zone. The property and the building had to be elevated nineteen feet in order to comply with flooding issues, and it still will not make a difference. The property itself is uninsurable and cannot be underwritten because it does not comply with GAP standards of insurability for a compressor station, because it is located too close to the sewer pumping station and the bridge. If there is a problem, Enbridge will take care of its own buildings, but the commercial properties, bridge, pumping station, and residential properties will not be covered.

FRRACS addresses several issues. The first is safety. There are several other compressor stations in MA and all of them are located on 50-100 acres of land. Second is health- a large scale study (SWPA Environmental Health Project) was conducted in PA because of the preponderance of compressor stations in the state that shows chronic long-term health issues from exposure, and the study is linked on their website. The third issue is environmental. Because the state uses so much gas, there are seven active gas projects. The state will be unable to comply with the 2020 or 2050 goals of Global Warming Solutions Act reducing the carbon numbers. The last is economy; real estate values decline 25-50% around a compressor station. Values for homes and businesses will go down because no one would want to purchase the property, and this is a nationwide issue.

In the safety plan there are two issues; the first is the acute issue- a fire or explosion. It's listed in the plan as a Category 3 or Category 4 problem. The second is chronic- health effects that come with the facility and the constant off-gassing of toxins and methane.

Currently the station is on pause following two accidents that occurred in September. PHMSA has given the green light to proceed. Currently, gas is not being pushed from the compressor station, but they likely will begin operating around December 15th.

3. Description of Potential Health and Safety Concerns

a. Long Term/Chronic Health Conditions

b. Critical Incident Responses

Chair Haugh introduced Philip Landrigan, M.D. a pediatrician who is involved in three ways; he and his wife are local residents; he has experience in public health, with the CDC, and serves on the faculty of Mt. Sinai Hospital Medical School which provided health care to the first responders following 9/11. He built on his service with the CDC by becoming a Navy doctor. He is now running the Global Health program at Boston College. The third way is as an expert witness, at no charge to Weymouth, and he has testified at the hearings in Boston for the MA DEP.

He reviewed the following PowerPoint:

Dangers of the Weymouth Compressor Station

- Fire and explosion
- Toxic emissions-benzene, formaldehyde, and 1,3-butadiene. (all are acknowledged to be released in normal operations, and will increase in blowdowns) Three proven human carcinogens. No safe levels of exposure, especially for children. (even the lowest exposure increases the risk of leukemia)
- High background rates of disease and death in the community – heart disease, lung disease and multiple cancers. Significantly higher than MA average.
- Climate hazard – gas is not a “clean fuel” (There are multiple hazards posed, from fracking to the CO emitted burned in heating buildings)

Gas explosions in the United States

- More than 300,000 miles of interstate and intrastate gas transmission pipelines and 2 million miles of local distribution lines crisscross the United States
- The pipeline network is aging, inadequately maintained, and infrequently inspected.
- At least one major pipeline explosion occurs each year. Also many more smaller explosions occur
- The importance of gas pressure. The greater the pressure, the greater the danger, because highly pressurized gas will escape more rapidly and spread farther
- In the 2018 gas leak in the Merrimack Valley that caused more than 80 fires and explosions, damaged 131 homes, forced the evacuation of 30,000 people, injured 25 people, including two firefighters, and killed an 18 year-old boy, the gas was pressurized to about 100 psi (pounds per square inch)
- A 2016 explosion in a pipeline in Salem PA created a crater 30 feet wide, 50 feet long and 12 feet deep, destroyed a house 200 feet away, melted the siding off a house 0.2 miles away, charred trees and telephone poles a mile away and hospitalized a man in his twenties with third degree burns on over 75% of his body. This pipeline was pressurized to about 1,000 psi (in Weymouth, the gas will

be pressurized 950-1400 psi, (ten to fourteen times higher than the Merrimack Valley explosion)

Average-sized Vapor Threat Zone: 1585 Ft.

- The “vapor threat zone” is the area downwind from a gas leak where methane concentration in the air equals or exceeds the lowest Concentration at which it will ignite (the Lower Explosive Limit, LEL) An average size leak at the Weymouth Compressor station will go out a third of a mile affecting Weymouth, Quincy, and Braintree.
- In a one-minute leak in Weymouth, a cloud of methane at explosive concentration levels is expected to extend out to 1,585 feet. This would cover the Fore River Bridge, the sewage pump station, the entire Calpine plant and hundreds of homes in Weymouth and across the river in Quincy.
- A 2-minute leak that releases 14 tons of methane will produce a cloud of methane at explosive concentrations which extends out to 3,937 feet. This would cover more than 964 households, schools, nursing homes and a mental health facility.

Flaws in the MAPC Health Impact Assessment of the Weymouth Compressor Station

- Failed to consider the hazard of fire and explosion
- Did not consider the already elevated background rates of benzene, formaldehyde and 1,3-butadiene in the Fore River basin
- Did not consider the impacts of these chemicals on children’s health
- Dismissed as unimportant the already existing elevated death rates from heart disease, lung disease and multiple cancers in the community

Take-Homes

- Compressor stations for methane are known to explode or catch fire
- They are not usually built in densely populated areas
- They are not usually built next to other explosive and critical infrastructure
- Residents living nearby, particularly children, the elderly and the disabled, could not easily be evacuated in the event of an emergency.
- The site itself is a small peninsula prone to flooding with even moderate storm surges, and is frankly inappropriate for building any new infrastructure- much less potentially explosive infrastructure.
- The compressor station can and should be opposed on many other grounds, from the air pollution burden on the town to climate change policy, but we are talking today about public safety issues

Dr. Landrigan suggested that perhaps the change in leadership in the country may give this a review in January and revisit some of the flawed decision-making early in the year.

Councilor Haugh thanked him for the impressive presentation and for his expert testimony during the proceedings. He has demonstrated how widespread the impact would be regionally; not just to Weymouth, although the safety plan is for Weymouth. She invited additional comments from the committee.

Chair Belmarsh thanked the doctor for the information he provided on just what the health risks could be. She added that all documents provided or referred to in the proceedings are available on the School Committee's website. She asked if he was consulted to draft any evacuation or safety plans for the town? Dr. Landrigan responded no.

4. Status of Weymouth Contingency Plans and Related School Evacuation Plans

Chair Haugh introduced Frank Singleton, who is a member of the Weymouth Conservation Commission who also served on the committee that reviewed the siting of the power plant in North Weymouth, and who retired from service as a Health Director in other MA towns. Mr. Singleton reported he was born in Boston and moved to Weymouth. He reviewed his educational and work background and has returned to Weymouth in retirement. He is a health official but has background in emergency response issues. He has reviewed the plan that the town has devised and deems it unworkable in terms of planning for an emergency which will require immediate response. The typical response in terms of these types of incidents is to set up a perimeter and let it burn itself out, but that is when the facility is located in a rural area. He doesn't know how evacuation can take place quickly. There will be a major traffic gridlock, as happens with bridge openings or weather events. It will also be further hampered by a significant medically dependent school population located in the area. Busses would have a hard time even accessing the area with the traffic. His opinion is that the plan needs to be rewritten. Legally, there should be a response from MEMA as well, with a regional evacuation plan. This does not just affect Weymouth. If the sewer plant was damaged, it would be a major problem and likewise, if the bridge was affected and the controls were rendered unusable, or if the fuel tankers couldn't deliver. The town was brushed off in its five-year fight. In an event, they would have to deal with a shelter in place, and parents frantically looking for their children. None of this was considered in the plan. It's not operationally useful. It would be better if the schools weren't there. Short term, if there is going to be an evacuation plan, it has to work, and it doesn't in its current state.

Chair Haugh noted he brought up some good points around the regional issues. It's beyond the scope of the town of Weymouth to create this. Braintree and Quincy need to be incorporated. She opened the discussion to the committees.

Chair Belmarsh noted he has the knowledge and her anxiety level goes up each time he speaks. The school committee put together a plan in a few short weeks with assistance from other departments. It does need some work based on the conditions he brings up. They need to break down the concerns and address them, regionally before an incident happens. Mr. Singleton noted the lack of ambulance or emergency medical response in the plan. He noted there is no burn unit at South Shore Hospital. Dr. Landrigan responded

that it would be a field hospital response. An email was disseminated to the parties and Mr. Singleton read a resolution from the MA Medical Society advocating for legislative review of the approval process for the compressor.

Dr. John Sullivan noted he is interested in the more chronic piece and that the plan includes mitigation for elevated counts (such as was done in COVID response). He is not a fan of the agreement, but the ability to access the data will be critical. He commented on the school piece; the reunification in case of evacuation is well thought out. He explained his experience teaching in Dorchester during the 9/11 event.

5. Next Steps

Chair Haugh noted in 2016 or 2017 Governor Baker issued the need for a health impact assessment and she served on the resident committee with several others who worked with LAPC to devise an HIA. Given the magnitude of what is required for a good safety and evacuation plan, it's going to require a lot more than the municipality of Weymouth can provide. The town departments can handle the day-to-day standard calls that have standard protocols. There is no community in the U.S. that has had to devise a safety plan for a compressor station in such a densely residential and industrial zone. History is usually used to create a plan, but there is nothing historically similar in this case. She lives 1500 ft. from the site; if there is an explosion, her house siding will melt, and she will have 2nd and 3rd degree burns, but she will be in shock and will not be able to drive in gridlock traffic to Weymouth Heights.

Potential scenarios need to be outlined for the residents. The only comparable sites would be the nuclear power plant in Plymouth. There was signage throughout the zones surrounding it instructing people where to go, who to call, and what is needed. This is not a nuclear plant but it is on a similar scale. They will need to make protocols for future plants, and this should not be on Weymouth to determine alone. She would like to see movement forward asking the state to come in and perform a comprehensive study and present the information to the town for scenarios and appropriate models of response. She isn't sure just who to direct a letter to at the state. Mr. Singleton added that MWRA, MassDOT, and Coast Guard have not been willing to assist; that it's not their problem, but it is a major regional issue. There will have to be many different entities who will be affected; NGRID, etc. and meanwhile there will be simultaneous issues, pollution, etc. That is what MEMA was formed for- where have they been? He doesn't understand why the state government didn't get involved other than a letter from the Governor to the Mayor promising a comprehensive plan that hasn't been delivered.

Chair Belmarsh noted that the history they have are for other explosions, but not history about what they are supposed to do about it. There are many unique features of this area that make you question how did it happen here? There are other lawsuits pending; and regardless of what happens with them, they have to plan, and regionally. A letter, especially with the support of the congressional delegation is important, but they should continue the local effort. She suggested perhaps a monthly meeting to keep the focus on it. Dr. Sherlock-Shangraw agreed with the school committee chair.

6. Public Comment

Chair Haugh opened the discussion up to the public. She will revert back to item #5 after the comments to put a motion forward.

The following are comments from the public:

Mike Lang, 74 Cotton Ave., Braintree-Braintree has been addressing environmental issues in the Fore River basin for 40 years and knows the issues and the parties. He got involved in this issue when presenting to FERC a worst-case scenario. If they are going to have a plan it should be based on that. It would be when the traffic is at rush hour and the bridge is up to allow a tanker through, and the pipeline explodes. Everything will be gone, and that is what is has to be based on. He worked with Mr. Singleton on the bridge project, and MassDOT never told them that there is pipeline under the bridge and adjacent to the bridge supports. He also worked on the Greenbush line and every major intersection is an “E” or an “F” (failed). What everyone is saying about being able to move people – they will not be able to. He didn’t push this earlier because he thought when the regulatory agencies looked at it they would know it couldn’t be done. One of the original projects he worked on was the Clean Harbors incinerator directly across the water. The area of Braintree that was affected was easier to evacuate than this area of North Weymouth. He asks why do these communities get involved? He had requested the EPA to change the status of the area to “overburdened community” so that no more of these facilities could be put in. The state senator was asked to support legislation limiting the number of them in any one community and his response was that the more affluent nearby communities would rather see them in Weymouth than in theirs. Any effort to change the formula isn’t going to happen. He also spoke with the PHMSA people about the bridge being so close to the pipeline, and the response was that they shouldn’t have put the bridge there. The MWRA pump station pumps 16 million gallons a day, and this is the last year that its under the federal guidance to keep Boston Harbor clean, so if it goes, 16 million gallons will be dumped into the local waters.

He also noted during the PA pipeline incident in Salem, the fire chief couldn’t park any closer than ¼ mile, and it was too hot to get out of his truck. Spectra also said this pipeline is only the start- they want a second pipeline to go in and he believes it still will. It was pulled because it has problems meeting the environmental criteria. They do anticipate there will be a second. He noted that constructors of M&N pipeline that goes up to Canada had asked for a waiver on safety issues, which they frequently and freely grant. He explained the tensile strength of the pipes as 1440 psi, and they granted the M&N pipeline a waiver on the pressure that can be put on them. He anticipates they will utilize the 1440 psi number to accommodate the second pipeline that comes in.

Robert Kearns, 200 Pilgrim Road, Braintree asked to correct the record. FRRACS worked with Rep. Mariano, Murphy and Senator O’Connor to get the DEP to have the temporary air monitor sited, despite what was said in the Host Community Agreement. He also commented on Dr. Landrigan’s maps. Like Sprague and Citgo and Twin Rivers Technologies in Braintree, is it a possibility in an explosion, in the LEL area, it could cause these other like facilities to also catch fire and potentially cause more destruction?

Dr. Landrigan responded that he is not a physicist, but it would seem likely. Mr. Kearns noted that really hasn't been taken into account in the action plans and it does need to be a regional response as these communities are interconnected.

Nolan O'Brien, Senator Markey's office, noted they aren't waving the white flag yet; Senator Markey is continuing in opposition. They have concerns knowing it may start up again December 15th. He has been in close contact with Alice Arena and thanked the other experts for providing their information. It's good to have a robust plan to tackle the realities, and this working group is a good start. If Senator Markey's office can help with anything, please contact him. Chair Haugh responded that she would appreciate him taking back this discussion. The local towns are left holding the bag for federal projects. Dr. Landrigan responded that Senator Markey is the author of the new Green Deal. He asked why is this project even needed? With the change in dependency on fossil fuels, the real likelihood is this could become a white elephant in a few years and the local governments are stuck with dealing with the effects of the rotting infrastructure. Mr. O'Brien responded that he is correct; Senator Markey, is aware Mass utilities have indicated this project is not benefitting any Massachusetts residents and the senator would be in agreement also.

Geoff Potter, 51 Broad Reach, and president of the NWCA noted that the local first responders have never dealt with anything like what the scope of this would entail. He asked what outside resources will be needed to have a voice loud enough for the state to pay attention? Chair Haugh responded that the state delegations are represented in this meeting. This is literally the first step; neither police nor fire chiefs are present, because this was initially to have the conversation around the schools. When they were in the same position with the HIA, the state delegation was on board. If they are able, they should have it analyzed and reach out to the state reps and senators and the surrounding communities to get a regional comprehensive plan. It's time consuming and costly, and should not fall solely on the town of Weymouth or its first responders. They should not have the added burden of trying to build an evacuation plan for a compressor station that straddles two other towns as well. The local level is the start and they will continue to follow and will hopefully be successful at it. Mr. Potter noted that MEMA is the state agency that is responsible for it. They have been allowed to skate, whether deliberately, or not. The pressure should be brought to bear on the agency to make them accountable, and who has the money and the resources.

Alice Arena corrected another item. Although the town of Weymouth has abandoned the legal fight with the HCA, Braintree, FRRACS and Quincy are still in the fight and she thanked the two chairs. Because the station could be operational next week, a plan needs to be in place quickly.

Chair Belmarsh noted that she can't imagine how to account for everything in this meeting in an adequate plan, but they have to at least try.

Lisa Jennings, 54 North Street addressed the health concerns. They don't know the scenarios, but she envisions mass illness. They can't plan for specific responses, but need

to consider on a daily basis. They track a lot of things in the schools, but could they add this and how would they track illnesses and what do they do about it? When the testing was going on, she knows people who stayed indoors during scheduled times. How do they address that when it's operational? Chair Belmarsh responded that this is another piece they would have to come up with.

Councilor Harrington suggested crafting a motion to approach the Governor or the appropriate state emergency management committee to seek the creation of a regional evacuation plan, including, but not limited to the municipalities of Weymouth, Braintree, Quincy and Hingham for a coordinated, well thought-out, cohesive plan which wouldn't be stepping on each other's toes trying to get out of town, and with the realization that it's going to cost money, either get the money from the state or some local funding. He doesn't want to fight over who funds it; if the state refuses, do they ask the Mayor to spend some of the \$10 million for the creation of the study? The study is far more important than who funds it. It's important and timely; it should be done quickly since the opening is imminent.

Chair Haugh suggested a motion to write a letter requesting a regional safety plan and they can discuss who to send it to. This is not an LEPC meeting; there already is one and the onus to create this document is on them. She thinks they should address the letter to them- thank them for the work they have done thus far, but what they are trying to do is get the most comprehensive document with information for the people who live near the compressor station. Also, it is not just the people of Weymouth who are affected. It should be copied to the Mayors of each city/town, the Governor, the state delegation, etc. to open the dialogue to see how to get this accomplished by the state.

For the Environmental Committee, Councilor Harrington made the motion to send a request for a comprehensive regional safety plan study to the Local Emergency Planning Committee and copying it to other entities and was seconded by Councilor Happel.

A roll call vote was taken: Councilor DiFazio-Yes, Councilor Happel-Yes, Councilor Harrington-Yes, Chair Haugh-Yes. UNANIMOUSLY VOTED.

For the School Committee's Emergency Planning sub-committee, Dr. Sullivan made the motion to send a request for a comprehensive regional safety plan study to the Local Emergency Planning Committee, MEMA, and copying it to other entities and was seconded by Dr. Sherlock-Shangraw.

Dr. Shangraw suggested copying it to the Massachusetts Association of School Committees, also.

Dr. Landrigan added that they should have in their request that it include a realistic health impact statement which takes into consideration the danger of fire and explosion.

Dr. Sullivan amended the motion to include Dr. Landrigan's suggestion and was seconded by Dr. Sherlock-Shangraw. Chair Belmarsh asked Dr. Landrigan if he proposed

a new health assessment or amending the existing? Dr. Landrigan responded that the current assessment is silent on fire and explosion, so an expanded would be more realistic.

A roll call vote was taken: Dr. Sullivan-Yes, Dr. Sherlock Shangraw-Yes, Chair Belmarsh-Yes. UNANIMOUSLY VOTED.

Chair Belmarsh requested that the local group operating out of the school Health & Safety, the police chief and the fire chief still continue to meet, incorporating this information to their current evacuation plan to keep it moving while talking to the state agencies, and that they continue this committee work and reschedule in a month?

Chair Haugh responded that the fire chief is on the call; there are a lot of people vested in the project but it out of the local elected official's jurisdiction to prepare the plan, and rely on the experts to do so. It's informative to have the joint meetings and work collaboratively on this and other issues for the betterment of the town. She would prefer to leave it open-ended and is hesitant to commit to infiltrate the process. They are willing to help in any way moving forward.

Chair Belmarsh responded that this committee does not supersede any committee's work and would want them to continue in their efforts. Chair Haugh suggested they send the letter and see what responses it garners before scheduling another meeting. Chair Belmarsh suggested they meet in a month or so. Dr. Sullivan suggested the Town Council committee mimic the school committee sub-committee's amended motion to include a health impact statement in their motion. Councilor Harrington made a motion to include the request for a current health impact assessment in the committee's letter to LEPC and was seconded by Councilor Happel.

A roll call vote was taken: Councilor DiFazio-Yes, Councilor Happel-Yes, Councilor Harrington-Yes, Chair Haugh-Yes. UNANIMOUSLY VOTED.

The two chairs will prepare a draft letter for the committees to review. Chair Belmarsh thanked the experts who provided their testimony, the residents, and thanked the Environmental Committee members for the collaborative effort.

ADJOURNMENT

At 8:20 P.M., there being no further business, a motion was made by Dr. Sullivan to adjourn the Weymouth School Committee's Emergency Planning sub-committee meeting.

A roll call vote was taken: Dr. Sullivan-Yes, Dr. Sherlock Shangraw-Yes, Chair Belmarsh- Yes. UNANIMOUSLY VOTED.

At 8:20 P.M., there being no further business, motion was made by Councilor Harrington to adjourn the Environmental Committee and was seconded by Councilor Happel.

A roll call vote was taken: Councilor DiFazio-Yes, Councilor Happel-Yes, Councilor Harrington-Yes, Chair Haugh-Yes. UNANIMOUSLY VOTED.

Respectfully Submitted by Mary Barker as Recording Secretary

Approved by:



Rebecca Haugh as Environmental Committee Chairman
Voted unanimously by Town Council at the meeting of 4 January 2021



Lisa Belmarsh as Chair of School Committee-Emergency
Planning Sub committee
Voted unanimously by the School Committee at meeting of 4 February 2021