

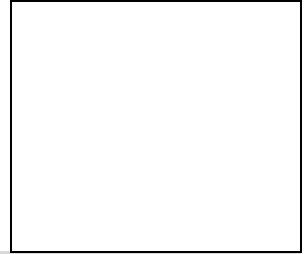


MEETING POSTING

TOWN OF NANTUCKET

Pursuant to MGL Chapter 30A, § 18-25

All meeting **notices and agenda** must be filed and time stamped with the Town Clerk's Office and posted at least 48 hours prior to the meeting (excluding Saturdays, Sundays and Holidays)



Committee/Board/s	Capital Program Committee
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Day, Date, and Time	Thursday, December 8, 2022 @ 10:00 AM
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Location / Address	IN PERSON PARTICIPATION at 131 Pleasant Street (Trailer) REMOTE PARTICIPATION VIA ZOOM The meeting will be aired at a later time on the Town's Government TV YouTube Channel https://www.youtube.com/channel/UC-sgxA1fdoxteLNzRAUH1xA
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Signature of Chair or Authorized Person	Brian E. Turbitt
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WARNING: IF THERE IS NO QUORUM OF MEMBERS PRESENT, OR IF MEETING POSTING IS NOT IN COMPLIANCE WITH THE OML STATUTE, NO MEETING MAY BE HELD!

AGENDA

Please list below the topics the chair reasonably anticipates will be discussed at the meeting

Join Zoom Meeting

<https://us06web.zoom.us/j/87523320580?pwd=QldvVE03K3QrYnZsc2RBMz1BZ0VDQT09>

Meeting ID: 875 2332 0580

Passcode: 362140

1. Call to Order, Roll Call
2. Audio/Video Announcement
3. Approval of Agenda
4. Public Comment
5. Minutes-Potential adoption of minutes from December 1, 2022
6. FY24 Capital Request: DPW Transportation-Wauwinet Road Multi-Use Path
7. Report-writing Workgroup Updates
 - a. Add a Comments and Footnotes field to DB (08/11/22) – Finance/PLUMB (Priority: High)

- b. Template report for workgroup/timely delivery (08/11/22) – Finance/PLUMB (Priority: High)
 - c. Update from Report-writing Workgroup Members (Priority: High)
- 8. Green Sheet/Committee Reports
- 9. Good of the Order
- 10. Date of Next Meeting – Thursday December 15, 2022 at 10:00AM
- 11. Adjournment



Town of Nantucket Capital Program Committee

www.nantucket-ma.gov

Members: Stephen Welch (Chair), Richard Hussey (Vice Chair), Jill Vieth (Secretary), Jason Bridges, Pete Kaizer, Christy Kickham, Barry Rector

MINUTES

Thursday, December 1, 2022

131 Pleasant Street & Zoom

Called to order at 10:00 a.m. and announcements made by Mr. Welch.

Staff: Brian Turbitt, Financial Director; Susan Carmel, Assistant Financial Director; Terry Norton, Town Minutes Taker

Attending Members: Welch, Hussey, Vieth, Kaizer, Kickham, Rector

Absent Members: Bridges

Department Heads: Tom Rafter, Airport Manager; Noah Karberg, Assistant Airport Manager; Jamie Sandsbury, Airport Finance Manager; Art Gasbarro, Airport Commission Chair

Documents used: Copy of draft minutes as listed; Capital Improvement Plan (CIP) Requests

Adoption of Agenda

Motion Adopted by unanimous consent

Roll-call Vote N/A

I. PUBLIC COMMENTS

1. None

II. APPROVE MINUTES

1. November 17, 2022
- Motion **Motion to Approve.** (made by: Rector) (seconded)
- Roll-call Vote Carried unanimously

III. OVERVIEW AND DISCUSSION OF FY2024 CAPITAL REQUESTS

1. Airport Employee Housing
- Discussion **Rafter** – With the housing, we engaged a local architect who did a cost estimate; that came back as \$12m. We stopped. We are focusing on dormitory style, which we told the architect. That estimate came back and now have a request for \$1.2m less than requested. 350 sf building with Operations Project Manager (OPM) costs. The new request is now \$3.885m for 8 dorm units with common areas and one 400 sf self-contained manager apartment. Using Ethan Griffin, Gryphon Architects and he's working with Coastal Engineering.
- Kickham** – Asked what they might not be getting with this proposal.
- Rafter** – This gives us what we need. It might not address a high-level single-family dwelling, but this will allow us to consider renovating the Thompson House for that.
- Kickham** – Asked if they have any restrictions on housing people year-round.
- Rafter** – Not at this time; this would give us that capability.
- Kaizer** – Looks like there's 2 buildings on this plan.
- Rafter** – We haven't changed it yet. Mr. Griffin is looking at a master plan for the property. The dormitories will require a different site plan with parking.
- Vieth** – Asked if the current driveway will be kept.
- Rafter** – He doesn't know yet. We provided the design group with the CapCom suggestions and comments. That should be incorporated in the master plan. Hope to have a sketch next week of what it'll look like.

Kaizer – Asked what happens if we approve this and for some reason, they have to change the plan.

Rafter – We'd have to come back through the process.

Welch – It'll depend on the wording of the appropriation article; if it's specific for a dormitory, they have to come back to us. He assumes the operating costs include costs for manager housing.

Rafter – Not under FAA; there are specific exclusions.

Welch – The housing exception is for having housing on Airport Property; he understands the exclusion and basis for it. He's asking if the employee costs is an operating cost; traditionally it is as are leasing costs (yes). Asked if the Town is a co-sponsor.

Rafter – Yes. The Town is a co-sponsor.

Welch – Confirmed that the use of any airport land for residential purposes is very restricted. Looking at the site plan, he's concerned that we don't have a master plan. Confirmed the whole lot is owned by the Airport. OPM costs are increasing; asked if that is in addition of the original \$1.15m appropriated.

Rafter – There a portion of the original \$1.15m that was affiliated with the OPM; once he got the construction costs, he took 2% and applied that and are still negotiating with the OPM.

Hussey – Asked if they have established the charge for rental.

Rafter – Not yet; we'd have to be close to fair-market value.

Vieth – Confirmed it would be just for Airport Staff. Asked what about if the Town needs a room.

Rafter – If it's related to Airport or emergency response, yes. This is also for emergency response personnel and all our employees. Any other development on Airport property would be similarly restricted.

Kickham – Asked who would oversee the building.

Rafter – We would get a management group to do that.

Rector – Asked if there is any thought of looking into the house recycling program versus new construction.

Rafter – No, not once we went to the dorm idea.

Kaizer – Thinks the dormitory switch is a good idea.

Gasbarro – One potential concern regarding the site plan, there have been discussions for several years looking at various ideas. This project would happen in a thoughtful way to facilitate anything that might happen in the future; the driveway will most likely come in from Nobadeer Farm Road.

Welch – We don't normally handle these types of deliberations along the lines of the Planning Board. Explained how CapCom's process is different. He's concerned about not having a master site plan in concert with the fact this is a very large tract of land with severe restrictions on its use that result in escalated costs; these factors coalesce around that this is not the best method of housing development when anticipating any future need for Airport housing on this tract of land, based upon trends of other developments. It would benefit the community if there were a comprehensive analysis of land ownership and tenancy; there is precedent for the sponsor to purchase land and retain that revenue for operation costs and purchase more suitable land for housing needs or for leasing housing. He's very hesitant about this project.

Rafter – We began this discussion with the FAA 5 years ago; they came up with alternatives for use of the land. One recommendation was a lease back to the Town but there was no movement in that direction. We couldn't buy a house elsewhere with that money.

Welch – Pointed out that if the Airport didn't own the property, FAA restrictions wouldn't come into play.

Rafter – All Airport-owned land is known as federally obligated land.

Kickham – He thinks the FAA has given us local control and Airport staff has done their due diligence.

Vieth – She appreciates the dorm model; but we don't have a site plan. Because the Planning Board doesn't weigh in on this, she thinks they could address our concerns in that respect.

Welch – This is 1/10th of a lot with FAA restrictions. His concern is the order of magnitude of ground being developed against the size of the lot. Asked if Airport staff could develop a way to get FAA approval to lease housing on the land to the Town.

Rafter – To lease the land would require a land release. However, anyone who would respond to an Airport emergency could reside in the housing.

Welch – If you lease the land to the Town under FAA release, asked if the land has the same restrictions (yes). So the only way it could be used for Town housing is if a portion of the lot were sold to the Town.

Rafter – FAA would not allow sale for residential development; the effort is to reduce encroachment into Airport property. It's obligated land and the FAA could deny the sale.

Further discussion about why the land could not be leased or sold to another entity for housing.

Rector – Asked if the FAA would be amenable to a 1-to-1 land swap.

Rafter – It would depend on the location and use of the property.

Rector – Asked what value the FAA attributes to the property, which is not contingent to the Airport.

Rafter – This is contingent to Airport property.

Welch – Regarding the land swap or purchase, asked about the property between this and the Airport; it's listed as owned by Town of Nantucket.

Rafter – That's Airport property; it's all federally obligated land.

Vieth – The Airport can't solve the Island's affordable housing crisis.

Rector – We're looking at the best use of the property; the federally obligated restrictions make that difficult. He'd like to be able to have an accurate reflection on the GIS of all the Airport-owned parcels. Asked if they might have to get Town Meeting authorization to make those changes.

Rafter – That might be a simple name change. He'd have to ask the consultant exactly when that could happen, but it might be within the next 3 months.

Kickham – If you did a land swap; the traffic issue is still present on Nobadeer. In the discussion about the new Delta fields, the subject of traffic never came up.

Welch – He's concerned about having a master plan to ascertain if this is the best way for CapCom to recommend expenditure for housing. Without the master plan, we end up in situations where decisions are made on a property piecemeal and in retrospect are bad decisions.

Gasbarro – The Airport Commission and staff have a Master Plan for the Airport. Specific to the housing, you're spot on; that's why this housing is tucked into the corner to leave options for the rest of the lot. It has access to utilities and the road. This location for housing makes the most sense. The Airport relies on seasonal employees; when looking at long-term sustainability of Airport operations, this is very important; we've done our due diligence. He urged CapCom to support this project in this corner.

Rector – His first question is why not run a long path coming through the Delta fields. We could put in easements for walking paths with a security gate or look at a shuttle bus. He looks at this in terms of Nobadeer Farm Road. Pointed out that this isn't the only project that doesn't go through the Planning Board.

Welch – His understanding was that this was only Emergency Services.

Rafter – All Airport personnel or Emergency Services.

Kaizer – If this were completed today, how many year-round employees would move in.

Rafter – It would be seasonal employees. We've moved them out of Thompson House, which leaves them looking for housing.

Welch – The Master Plan concept is something we would weigh in on with respect to design; it would be with respect to how the money would be spent and relevancy. We will be picking up any further deliberation next week.

2. RORI Completion/Discussion

Welch – Mr. Rector's input is not shown in a number of the reports. He needs that in time to prepare for the next meeting.

Rector – He did complete the RORIs; when he reviewed them, fields in which he had left zero values were populated.

Carmel – She spoke to the developer this morning; the developer has fixed the issues and Mr. Rector now shows up.

Rector – He will take prints or screenshots of his values then check them later.

Welch – He will create a spreadsheet that we can review next week to set averages and vote ups and downs for presentation to Finance Committee and Select Board.

IV. OTHER BUSINESS

1. Report-writing Workgroup Updates

Welch – Suggested setting up a meeting early next week. Go to the RORIs and Reports, download Appendices A and B, take a look at the schedule to see what the deliverables are, and set a meeting to work out details. He's available if needed.

Turbitt – There is one last request that will come next week; we are in the running for a grant for the Wauwinet Bike Path.

2. Green Sheet/Committee Reports

a. None

3. Good of the Order

a. None

4. Date of the next meeting

a. Thursday, December 8, 2022, @ 10:00 am: RORI deliberation and review, and Wauwinet Bike Path

5. Adjournment

Motion **Motion to Adjourn at 11:20 am.** (made by: Hussey) (seconded)

Vote Carried unanimously

Submitted by:

Terry L. Norton

Town of Nantucket, Massachusetts
Capital Improvement Plan
FY24 thru FY33

DPW - Transportation

Project Name	#	Priority	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	TOTAL
Replace DPW Fuel Tank	PUBL-24-002	high	375,000	-	-	-	-	-	-	-	-	-	375,000
Sidewalk Improvement Plan (SBSP)	TRAN-17-001	medium	1,125,000	1,160,000	1,200,000	1,230,000	1,300,000	1,300,000	1,300,000	1,300,000	-	-	9,915,000
Island-Wide Road Improvements (SBSP)	TRAN-17-002	medium	3,000,000	3,000,000	3,200,000	3,500,000	-	-	-	-	-	-	12,700,000
Multi-Use Path Maintenance (SBSP)	TRAN-20-001	high	1,000,000	1,000,000	1,030,000	1,070,000	1,100,000	1,130,000	1,160,000	1,190,000	1,230,000	1,260,000	11,170,000
Cobblestone Improvements	TRAN-20-002	high	550,000	565,000	580,000	600,000	620,000	640,000	660,000	680,000	700,000	725,000	6,320,000
Wauwinet Road Multi-Use Path (Supplemental Funding)	TRAN-20-003	medium	3,000,000	-	-	-	-	-	-	-	-	-	3,000,000
'Sconset Footbridge Repairs (Supplemental Funding)	TRAN-21-001	medium	100,000	-	-	-	-	-	-	-	-	-	100,000
Surfside Area Roads Reconstruction (Supplemental Funding)	TRAN-24-001	high	13,000,000	-	-	-	-	-	-	-	-	-	13,000,000
DPW - Transportation Total			22,150,000	5,725,000	6,010,000	6,400,000	3,020,000	3,070,000	3,120,000	3,170,000	1,930,000	1,985,000	56,580,000