

Town and County of Nantucket Select Board • County Commissioners

Jason Bridges, Chair
Matt Fee
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C. Elizabeth Gibson
Town & County Manager

AGENDA FOR THE MEETING OF THE SELECT BOARD DECEMBER 14, 2022 - 5:30 PM PSF COMMUNITY ROOM, 4 FAIRGROUNDS ROAD AND REMOTE PARTICIPATION VIA ZOOM WEBINAR NANTUCKET, MASSACHUSETTS

YOU TUBE LINK FOR VIEWING ONLY:

<https://youtu.be/6NuHKuXAiqE>

ZOOM WEBINAR REGISTRATION LINK TO VIRTUALLY ATTEND MEETING:

https://us06web.zoom.us/webinar/register/WN_Q-kb4aUaTsu4JEakQbOAhQ

I. CALL TO ORDER

II. SELECT BOARD ACCEPTANCE OF AGENDA

III. ANNOUNCEMENTS

1. The Select Board Meeting is Being Audio/Video Recorded.
2. Finance Committee Public Hearing on 2023 Citizen Warrant Articles: Thursday, December 13, 2022, 4:00 PM in the Public Safety Facility Community Room at 4 Fairgrounds Road and by Remote Participation via Zoom Webinar; Register at https://us06web.zoom.us/webinar/register/WN_C7M0hg6iTeux5znbvwNe9g to be a Remote Attendee.
3. Select Board Announcements/Comments.

IV. FOLLOW-UP ON COMMENTS FROM PRIOR SELECT BOARD MEETINGS

V. PUBLIC COMMENT*

VI. NEW BUSINESS*

VII. APPROVAL OF MINUTES, WARRANTS AND PENDING CONTRACTS

1. Approval of Minutes of December 7, 2022 at 5:30 PM; December 8, 2022 at 9:00 AM.

2. Approval of Payroll Warrants for December 11, 2022.
3. Approval of Treasury Warrants for December 14, 2022.
4. Approval of Pending Contracts for December 14, 2022 - as Set Forth on the Spreadsheet Identified as Exhibit 1, Which Exhibit is Incorporated Herein by Reference.

VIII. CITIZEN/DEPARTMENTAL/COMMITTEE REQUESTS

1. Resignation Acceptance: Council on Aging.
2. Energy Coordinator: Municipal Solar Projects Update.
3. Public Works and Transportation Program Manager: Review of Milestone Road Bike Path Extension Design and Proposed Milestone Road/Polpis Road Intersection Redesign/Construction.

IX. TOWN MANAGER'S REPORT

1. FY 2024 General Fund Budget Presentation.
2. 2023 Annual Town Meeting:
 - Continued Preliminary Review of Town-Sponsored Warrant Articles for 2023 Annual Town Meeting and/or Ballot Questions for 2023 Annual Town Election.
 - Review of Citizen Warrant Articles with Town Counsel.

X. SELECT BOARD'S REPORTS/COMMENT

1. Committee Reports.

XI. ADJOURNMENT

****Identified on Agenda Protocol Sheet***

SELECT BOARD AGENDA PROTOCOL:

Roberts Rules: The Select Board follows Roberts Rules of Order to govern its meetings as per the Town Code Charter.

Public Comment: Public Comment is to bring matters of public interest to the attention of the Board. The Board welcomes concise statements on matters that are within the purview of the Select Board. At the Board's discretion, matters raised under Public Comment may be directed to Town Administration or may be placed on a future agenda, allowing all viewpoints to be represented before the Board takes action, if any. Except in emergencies, the Board will not normally take any other action on Public Comment in its sole discretion.

To facilitate that any individual who wishes to provide Public Comment has the opportunity and to ensure the ability of the Board to conduct its business in an orderly fashion, the following rules and procedures are adopted consistent with state and federal free speech laws:

- The agenda for regular Select Board meetings will include a Public Comment period at the beginning of the meeting unless there is more urgent business for the Board to take up first. This time is reserved for speakers to address the Board on matters that are not related to any other Agenda item. If a speaker wishes to address the Board on a matter that is related to another Agenda item, the Chair will accept public comment when that Agenda item is reached during the meeting.
- All speakers are encouraged to present their remarks in a respectful manner.
- All remarks will be addressed through the Chair of the meeting.
- The Chair of the meeting may not interrupt speakers who have been recognized to speak, except that the Chair reserves the right to terminate speech which is not constitutionally protected because it constitutes true threats, incitement to imminent lawless conduct, comments that were found by a court of law to be defamatory, and/or sexually explicit comments made to appeal to prurient interests. Verbal comments may also be curtailed if they exceed three (3) minutes and to the extent they exceed the scope of the Board's authority.

Disclaimer: Public Comment is not a time for debate or response to comments by the Board. Comments made during the Public Comment period do not reflect the views or positions of the Board. Because of constitutional free speech principles, the Board does not have authority to prevent all speech that may be upsetting and/or offensive made during the Public Comment period.

New Business: For topics not reasonably anticipated by the Chair 48 hours in advance of the meeting may be brought up for discussion in accordance with the Open Meeting Law.

Public Participation: The Board welcomes valuable input from the public at appropriate times during the meeting with recognition from the Chair at his/her sole discretion. For appropriate agenda items, the Chair will introduce the item and take public input. Individual Board Members may have questions on the clarity of the information presented. The Board will hear any staff input and then deliberate on a course of action.

Select Board Report and Comment: Individual Board Members may have matters to bring to the attention of the Board during a meeting. If the matter contemplates action by the Board, Board Members will consult with the Chair and/or Town Manager in advance and provide any needed information by the Thursday before the meeting and/or schedule the matter for a future Board meeting. Otherwise, except in emergencies, the Board will not normally take action on Select Board Comment.

Approved on February 17, 2021

EXHIBIT 1
AGREEMENTS TO BE EXECUTED BY TOWN MANAGER
UNLESS RESOLUTION OF DISAPPROVAL BY SELECT BOARD
DECEMBER 14, 2022

Type of Agreement/Description	Department	With	Amount	Other Information	Source of Funding	Term
Professional Service Agreement	Town Administration & DPW	Environmental Partners Group, LLC	\$202,100	Engineering and supplemental services for Pleasant St roadway improvement project	Article 13 - ATM 2022	December 14, 2022 - December 13, 2025
Professional Service Agreement	Department of Public Works	PeopleGIS, Inc	\$26,282.50	Annual software license fee for work order system	DPW Budget	July 1, 2022 - June 30, 2023
Professional Service Agreement	Department of Public Works	BETA Group, Inc	(up to) \$50,000	Transportation engineering services to aid with development of roadway, sidewalk, and transportation projects as needed	DPW Budget	December 14, 2022 - December 13, 2023
Professional Service Agreement	Department of Public Works	BETA Group, Inc	\$29,000	Update existing sidewalk inventory with condition assessment, mapping and prioritization	Public Works Budget	December 14, 2022 - December 13, 2023
Amendment to Professional Service Agreement	Fire Department	ACV Environmental Services, Inc	Add \$7,500 to original contract amount of \$30,000 for new contract total of \$37,500	Additional trip to remove/transport/dispose of PFAS foam	Article 10 - ATM 2022	September 4, 2022 - June 30, 2023
Purchase Agreement	Fire Department	MHQ	\$74,960.05	2023 Ford Super Duty F-250 AWD with additional equipment.	Article 10 - ATM 2022	December 1, 2022 - November 30, 2023
Professional Service Agreement	Health Department	Commonwealth of Massachusetts Division of Standards	\$25,618	Weights and measures services pursuant to M.G.L. c.98;35(a)(2)	Health Budget	January 1, 2023 - December 31, 2024
Professional Service Agreement	Marine Department	The Dobbert Companies, Inc	\$44,000	Installation of under slab plumbing at maintenance building/Shadbush Rd.	Article 10 - ATM 2022	December 14, 2022 - December 13, 2025
Grant Agreement	Natural Resources	US Environmental Protection Agency (EPA)	(\$158,000)	EPA's Southwest New England Program's (SNEP) Watershed Implementation Grant (SWIG) for Sesachacha Pond Ecological Enhancement and Resilience	State Grant	October 27, 2022 - December 31, 2024

Amendment to Professional Service Agreement	Police Department	Axon Enterprise Inc	Add \$35,280 to original contract amount of \$494,100 for new contract total \$529,380	Add license plate recognition (LPR) technology to police vehicles	Police Budget	September 21, 2022 - September 20, 2025
Amendment to Professional Service Agreement	Solid Waste	ACV Environmental Services, Inc	Add \$4,000 to original contract amount of \$120,000 for new contract total of \$124,000	Add additional Hazardous Waste Collection Day in 2022 for December	Solid Waste Budget	July 1. 2022 - December 31, 2022

Council on Aging

Mary Anne Easley	Chair	2023
Arlene O'Reilly	Secretary	2024
Robert M. Kucharavy	Vice Chair	2025
Nancy Swain		2023
VACANT		2023
Judith Perkins		2024
Linda Williams		2024
VACANT		2025
~~Kendra Lockley~~		~~2025~~

From: [Mary Anne Easley](#)
To: [Erika Mooney](#)
Cc: [Jerico Mele](#)
Subject: Fwd: COA Board Meeting
Date: Thursday, December 8, 2022 4:07:37 PM

Erika,

As chair of the Council on Aging, I'm writing to alert you that we have lost 3 members, so that the council of 9 is now only 6 members.

Those who resigned are: Suzi Spring, Kendra Lockley and Alison Forsgren. I've attached my last email to Kendra Lockley instructing her to submit a formal resignation. I don't think that happened, although she was never sworn in for her latest appointment (and she now lives off island).

I understand there is a process for recruiting and approving new members, that advertising is required. In addition, our current members will attempt to recruit others who may be interested and ask them to apply.

We appreciate your assistance in getting our board back to its full complement. And we're all happy to assist in any way you suggest.

Regards,

Mary Anne

Mary Anne Easley
Chair
Nantucket Council on Aging
Email mae27ack@gmail.com
Cell 508-361-3015

----- Forwarded message -----

From: **Mary Anne Easley** <mae27ack@gmail.com>
Date: Thu, Sep 1, 2022 at 11:56 AM
Subject: Re: COA Board Meeting
To: Kendra Lockley <kdlockley63@gmail.com>

Kendra,

I hope you've fully recovered from your bout of Covid. It sounds like you had a particularly nasty case.

I wasn't sure if you intend to resign officially from the Council on Aging, but if that's the case, please contact Erika Mooney in Town Administration. Even though you were never sworn in after your most recent appointment, a formal resignation (just a brief letter signed by you) may be required.

Here is Erika's email:
EMooney@nantucket-ma.gov

If, in fact, your decision is final, I'd just like to say you've been a great asset to the COA and to Nantucket seniors with all the contributions you made, especially when Covid hit and you gave everyone a reason to come together (socially distanced) to enjoy your excellent meals and snacks. But also, you were always ready with fresh ideas and a willingness to ask important questions. It has been so enjoyable serving with you on the COA.

Stay well,

Mary Anne

On Wed, Jul 6, 2022 at 11:55 AM Kendra Lockley <kdlockley63@gmail.com> wrote:

Laura and Mary Anne,
Hi sorry so late getting back to you. I will not be attending today's meeting.
I have not gotten sworn in.
I have not been on island or traveling due to
a severe case of covid and still dealing with the after effects.

I feel as I should resign from the board. I feel bad that I was out of the loop on the new appointments.
Covid did its number...

I apologize for the inconvenience. I realized as much as I liked being on the board it doesn't make as much sense to me now. Zoom meetings will eventually be over and I will still be living full time on the Cape, not able to attend meetings in person.

Thank you for the opportunity to have served.
very sincerely yours
Kendra

On Tue, Jul 5, 2022 at 1:35 PM Laura Stewart <lstewart@nantucket-ma.gov> wrote:

Hope to see you at the COA board meeting tomorrow at 1:30 PM via Zoom. The link is below:

<https://zoom.us/j/98426990629?pwd=SGRCeGFhYkxQck41Yk5mdFEhci8zUT09>

Meeting ID: 984 2699 0629

Passcode: 05111

Please see the attached agenda and Program Coordinators report. I do not have the minute available at this time from June 1 meeting.

Laura Stewart



Agenda Item Summary

Agenda Item #	VIII. 2.
Date	12/14/2022

Staff

Lauren Sinatra, Energy Coordinator

Mark Willet, Wannacomet Water Company Director

David Gray, Sewer Director

Subject

Update of Municipal Solar Projects & Contract Revisions

Executive Summary

The purpose of this presentation is to provide a status update of the two-municipal solar projects, which were awarded to SunPower Corporations, Systems ("Sunpower") by the Town of Nantucket in 2020:

- A 3.8MW ground-mounted solar-PV project comprised of two arrays at the Wannacomet Water Company's *Wyer's Valley Pumping Station* property, located at 1 Milestone Rd; and
- A 106kW roof-mounted solar-PV array at the Surfside Wastewater Treatment Facility, located at 81 South Shore Rd.

Since the last Select Board presentation in December 2020—when contracts were initially approved—both projects have been modified in size and scope to maximize economic viability and savings, while accommodating various stakeholder requests and needs to minimize potential impacts.

As a result of these numerous revisions, which were negotiated between Town representatives—including Town and Water Company staff, Town Counsel, and the Town's solar consultant—and Sunpower/TotalEnergies, the following restated and amended contracts must be executed for the projects to proceed to final permitting and construction:

- Surfside Wastewater Treatment Facility ("WWTF") Solar Project:
 1. Engineering, Procurement and Construction Agreement ("EPC")
- Wannacomet Water Co. Wyers Valley ("WWCo") Solar Project:
 1. Amended and Restated Net-Metering Credit Purchase Agreement ("NEM")
 2. Restated Lease Agreement ("Lease")
 3. First Amendment to the Agreement for Payment in Lieu of Taxes ("PILOT")

Staff Recommendation

N/A



Background/Discussion

This presentation will provide key context for why amended and restated project contracts (which will be included in a subsequent meeting contract agenda) are necessary for the projects to proceed.

Impact: Environmental ☒ Fiscal ☒ Community ☒ Other ☐

Both solar projects will provide significant local environmental, economic and community benefits as detailed in the accompanying memo.

Board/Commission Recommendation

Public Outreach

Connection to Existing Applicable Plan (i.e., Strategic Plan, Master Plan, etc.)

Strategic Plan – re: sustainability, environment leadership

Attachments

Update/Executive Summary: “Nantucket Solar Project Update Memo 12.7.22”





Memorandum

To: C. Elizabeth Gibson, Town Manager; Town of Nantucket

CC: Mark Willett; Wannacomet Water Company Director

David Gray, Sewer Director; Town of Nantucket

Lauren Sinatra, Energy Coordinator; Town of Nantucket

From: Seth Sakamoto; TotalEnergies

Subject: Update of Municipal Solar Projects & Contract Revisions

Date: December 7, 2022

Introduction

The purpose of this memorandum is to provide a status update of the two-municipal solar projects, which were awarded to SunPower Corporations, Systems (“Sunpower”) by the Town of Nantucket in 2020:

- A 3.8MW ground-mounted solar-PV project comprised of two arrays at the Wannacomet Water Company’s *Wyer’s Valley Pumping Station* property, located at 1 Milestone Rd; and
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- Surfside Wastewater Treatment Facility (“WWTF”) Solar Project:
 1. Engineering, Procurement and Construction Agreement (“EPC”)
- Wannacomet Water Co. Wyers Valley (“WWCo”) Solar Project:
 1. Amended and Restated Net-Metering Credit Purchase Agreement (“NEM”)
 2. Restated Lease Agreement (“Lease”)
 3. First Amendment to the Agreement for Payment in Lieu of Taxes (“PILOT”)

*Note: SunPower’s Commercial and Industrial Solutions business, which was responsible for developing the WWCo Project and WWTF Project, was wholly acquired by [TotalEnergies Distributed Generation USA, LLC](#) (“TotalEnergies”) in May of 2022. TotalEnergies has continued to work with the Town to develop the Projects since its acquisition of SunPower’s commercial business, with key staff remaining. Throughout this memo, TotalEnergies is referenced in place of SunPower for continuity and ease of understanding.

Project Revisions & Updates

In 2019, the Town solicited competitive proposals for the development of municipal solar projects and ultimately selected SunPower (now TotalEnergies) as the most-advantageous bidder. While a variety of municipal facilities and properties were evaluated, the Wannacomet Water Company Wyer's Valley site and the Surfside Wastewater Treatment Facility were ultimately selected as the most viable and attractive projects to developers.

Wannacomet Water Company Project; 1 Milestone Rd

Over the course of the last two years, the project design details have been refined to avoid, minimize, and mitigate potential impacts to water supply operations and grid interconnection, visual impacts to the immediate surrounding areas, and environmental impacts to local flora and fauna as evaluated by applicable state agencies.

Since the project contracts were previously approved in December of 2020, the following changes and modifications have been made to the WWCo Project, which will necessitate revised contracts to proceed:

- *Increased Setbacks and Visual Barriers*: Specifically on the north side of the 1 Milestone Rd. property, the visual buffer, separating the WWCo Project from Milestone Rd, has been increased from 65' to 100', preserving 85' of natural vegetative screening.
- *Decreased System Size*: The WWCo Project has been reduced in size by approximately 20% (i.e., 4.7MW to 3.8MW) to achieve the increased setbacks along Milestone Rd as requested by area neighbors. The smaller system size and development footprint will also minimize NHESP habitat mitigation and help to avoid costly upgrades at National Grid's Candle Street substation.
- *Battery Removal*: In response to concerns raised by the Nantucket Fire Department and environmental stakeholders, the 1.265MW Battery Energy Storage System has been completely removed from the project design. As a result of this significant change in project scope, the cost of upgrading National Grid's interconnection equipment has been reduced by 30%.
- *Inflation Reduction Act Benefits*: In August of 2022, President Biden signed into law the *Inflation Reduction Act*, which increased and extended federal incentives for solar energy projects. This new law resulted in a material increase in economic benefit to the WWCo Project, which TotalEnergies has passed through to the Town and WWCo.
- *Contract Structure*: The WWCo Project now reflects a Net-Metering Credit Purchase Agreement structure, rather than the originally contemplated Alternative On Bill Credit (AOBC) Purchase Agreement structure. This change in contract structure mitigates incentive risks associated with the [Massachusetts' SMART program](#), which has increased

the value of the WWCo Project, offsetting increases in Project costs attributable to recent inflation and supply-chain constraints.

- *Lease/Contract Term*: Transitioning to a Net-Metering purchase structure also enables a longer total contract term, which will extend the Land Lease from 20 to 25 years, thereby generating more lifetime savings for the Town and WWCo.¹
- *PILOT Agreement Amendment*: The amounts of the “payment in lieu of taxes” paid by TotalEnergies to the Town have been reassessed due to the project capacity reduction and the elimination of the battery component. The new PILOT figures reflect a 16% decrease in Year 1 generation from 5,983,034 kWh to 4,910,758kWh, but an extended lease term from 20 years to 25 years. The annual PILOT payment to the Town is \$26,075, with a 25-year total of \$651,885. This recalculation is fully consistent with the approach and calculation undertaken in the original PILOT.
- *Ownership Model/Benefits of Acquisition*: Unlike SunPower, a company that would strictly construct and then subsequently sell solar projects to investor groups to own and manage, TotalEnergies, as one of the world’s largest energy companies, will serve as both the project developer and long-term owner of the project, ensuring long-term continuity of the relationship with Town.
- *Environmental Mitigation*: For more than two years, TotalEnergies worked with the Town, WWCo and the Massachusetts Division of Fisheries and Wildlife (“MassWildlife”) Natural Heritage and Endangered Species Program (“NHESP”), to develop a plan to address the environmental impacts to state-listed species due to the disturbance of existing vegetative cover within the WWCo Project footprint. Collaboration was explored with the Town, WWCo, Land Bank, on-island conservation agencies, as well as the Massachusetts Department of Conservation Services—which is responsible for managing Nantucket’s State Forest properties—to locate suitable land on-island to mitigate the impact of the habitat loss caused by development of the WWCo Project.

Ultimately, no suitable on-island solutions could be identified. Recognizing the extensive effort undertaken to locate suitable acreage for mitigation, as well as taking into consideration the unique characteristics of the WWCo Project, being completely reversible, temporary in nature², and contributing key energy resiliency/sustainability benefits to the Nantucket community, NHESP offered a Fee-In-Lieu option for environmental mitigation, providing a viable path forward for the WWCo Project to

¹ At the 2011 Annual Town meeting, the motion pursuant to Article 97: “Long-term Lease Authorization: Wannacomet” was unanimously adopted by voice vote. The article authorizes the Nantucket Water Commission to enter into a lease of the Wyer’s Valley property and to execute a solar power purchase agreement for a term up to 25 years.

² The WWCo Project contracts require TotalEnergies to remove the installed equipment from the WWCo Project site at the end of the term and to restore the site to its original condition.

secure required environmental permits. The Fee-In-Lieu proposal from NHESP also requires that the 3.19 acres of shade buffer be managed as appropriate, high-quality habitat for the impacted species the life of the Project. Tree removal in this area (a necessary activity to minimize shading of the solar array), is compatible with this habitat management plan, since the impacted species are primarily associated with scrub oak and blueberry species.

Water Quality/Panel Testing

Out of extreme caution to protect the precious water resource over which the Project is situated, TotalEnergies agreed to comprehensive toxicity testing of the proposed PV-modules with a MassDEP accredited testing laboratory specified by Wannacomet Water Company, Alpha Analytical Labs. A PV module of the exact model to be used at 1 Milestone Rd. was destructively tested following standard US EPA sampling methods. The sample material was submitted to Alpha Analytical who tested the sample for all Mass DEP regulated toxins/hazardous materials, plus PFAs and GENX. All tests completed returned results either below Massachusetts regulatory limits or not-detected (“n/d”). Test results were posted to the Town of Nantucket’s [website](#) in August 2021.

Economic Benefits

The WWCo Project is a services agreement for the Town to purchase Net Energy Metering credits at a fixed discount to their face value, creating electric bill savings for the Town for each credit purchased. The WWCo Project will be financed, constructed, and operated by TotalEnergies. The underlying land owned by WWCo will be leased to TotalEnergies for the purpose of the Project, which is sized to offset all of the electrical operating costs of WWCo through savings generated by the purchase of Net Energy Metering credits. All of the power produced will be fed back to Nantucket’s local electric grid to enhance the island’s energy reliability and resiliency.

Although downsized by ~20%, the WWCo project is still expected to provide meaningful economic benefits to the Town and Wannacomet Water Company:

WWCo Solar Project Details	Original Design	Revised Design
Solar System Size	4.7 MW DC with 1.265 Tesla Battery	3.804 MW DC, No Battery
Year 1 kWh Produced	5,983,034	4,910,758
Energy Savings (Year 1)	\$255,475	\$252,904
Tax Revenue (PILOT) (Year 1)	\$37,265	\$24,678
Year 1 Economic Benefit (savings + PILOT revenue)	\$292,740	\$277,582
Contract Term	20 years	25 years
Project Construction Start Date (Estimated)	December 2021	September 2023

Project Completion Date (Estimated)	August 2022	September 2024
Total Lifetime Economic Benefit	\$5,756,389	\$6,788,361

Surfside Wastewater Treatment Facility (“WWTF”) Project; 81 S. Shore Rd.

In addition to the aforementioned modifications to the WWCo Project, the following changes have been made to the WWTF Project design and scope:

- Higher Wattage Panels: TotalEnergies upgraded the proposed solar panels for the WWTF project, from SunPower A-440W panels to SunPower A-450W panels.
- Greater Capacity/Savings: The change in solar panels increased the capacity of the WWTF project by 9% (from 97kW to 106.2kW).
- Inflation Reduction Act Benefits: In August of 2022, US President Biden signed into law the Inflation Reduction Act which increased federal incentives for solar projects. This new law provides non-taxpaying entities, such as the Town of Nantucket, a means to monetize solar tax incentives, previously only available to the private sector, through a program called “Direct Pay”. Under the Direct Pay program, the Town could receive a payment from the Federal Government for up to 30% of the project cost. WWTF project benefits do not currently reflect the economic upside of Direct Pay, as the US Department of Treasury must issue further clarification on the eligibility criteria and logistics for the program.

Economic Benefits

The WWTF Project is a primarily grant-funded project that will be owned by the Town. This project, executed under a separate *Engineering, Procurement, and Construction* (“EPC”) contract with TotalEnergies, will result in the benefits summarized in the table below:

WWTF Solar Project Details	Original Design	Revised Design
System Size	97 kW DC	106.2 kW DC
Year 1 Expected Production	139,430 kWh	141,335.2 kWh
% Electricity Offset (kWh)	5%	5.5%
Solar Module Type	Sunpower A440W	SunPower A450W
System Unit Price	\$2.495/W	\$2.495/W
Project Completion Date (Estimated)	Summer 2023	Summer 2023
MA DEP Grant	\$200,000	\$200,000
Purchase Price (after MA DEP Grant)	\$42,642	\$64,969
Year 1 Savings	\$27,073	\$34,503
Total 25 Year Net Savings	\$734,322	\$925,468
Payback Period	<2 years	<2 Years



Community Benefits

Resiliency and Sustainability Benefits

As locally developed energy resources, the Projects together will generate over 120 million kWh of clean energy over 25 years, equivalent to more than 86,400 metric tons of greenhouse gas emissions. This on-island generation will not only help to offset the Town's significant electricity expenses, but will also reduce summer peak loads on Nantucket, improve local grid reliability and resiliency and further defer the need for a costly and disruptive third undersea electric delivery cable.

Offset of Town Expenses

In addition to the energy savings directly associated with the operation of the Projects, TotalEnergies has offered to provide multiple direct payments to the Town to assist in offsetting Town expenses related to developing the Projects, including:

- **\$25,000** for the enhancement of the Visual Barrier between the WWCo Project and the public right of way, including for new trees and shrubs
- **\$60,000** related to Town expenses including fees of attorneys and consultants incurred in the negotiation and execution of the Projects' contracts
- **\$5,000** related to Town expenses attributable to technical assistance and review of shading analysis of the WWCo project upon system installation

Community and Educational Benefits

The TotalEnergies Education Program is a science, technology, engineering, and math (STEM) education enrichment program that can add significant value to the Town's school district. TotalEnergies developed the program to spark students' curiosity about science and solar technology.

As part of the Projects, TotalEnergies has offered:

1. A \$10,000 grant to offset the cost for Nantucket schools to implement a *Project Lead The Way* (PLTW) curricula.
2. Standalone solar and energy efficiency lesson plans for K-12 students, developed in collaboration with [The Energy Coalition](#) and aligned with federal Common Core and Next Generation Science Standard education standards.
3. Donation of a high-efficiency solar panel for specific, well-designed classroom projects to give students the opportunity to develop a practical solar-powered project of their own design.

These classroom tools, combined with the ability of Nantucket schools to work with the Water Company and Sewer Department to tour the project sites and learn first-hand how solar energy supports critical water/sewer operations, creates meaningful community benefits, and provides inspiration for the next generation of clean energy and climate advocates.

Next Steps

- Wannacomet Water Company Project: Immediately following execution of the restated and amended contracts, TotalEnergies will advance the WWCo environmental permitting process by initiating the Massachusetts Environmental Policy Act (“MEPA”) regulatory review process. This process, which includes a public comment period, is expected to conclude in May of 2023 with the NHESP approval of the project’s Conservation Management Permit. In parallel with this environmental permitting process, TotalEnergies will initiate the detailed design and permitting of the Project and proceed with ordering equipment in anticipation of commencing construction in September of 2023. The WWCo project is expected to achieve commercial operation in September of 2024.
- Surfside WWTF Project: Immediately following execution of the EPC agreement, TotalEnergies will proceed with the detailed design and permitting of the WWTF Project and proceed with ordering equipment. The WWTF project is expected to begin construction in March of 2023 and achieve commercial operation in July of 2023, per the timeline requirements set forth by the MassDEP grant.

Figure 1

**Current Project Design: Wannacomet Water Company's Wyers Valley; 1 Milestone Rd.
3.804MW DC Solar-PV (Two-Arrays)**

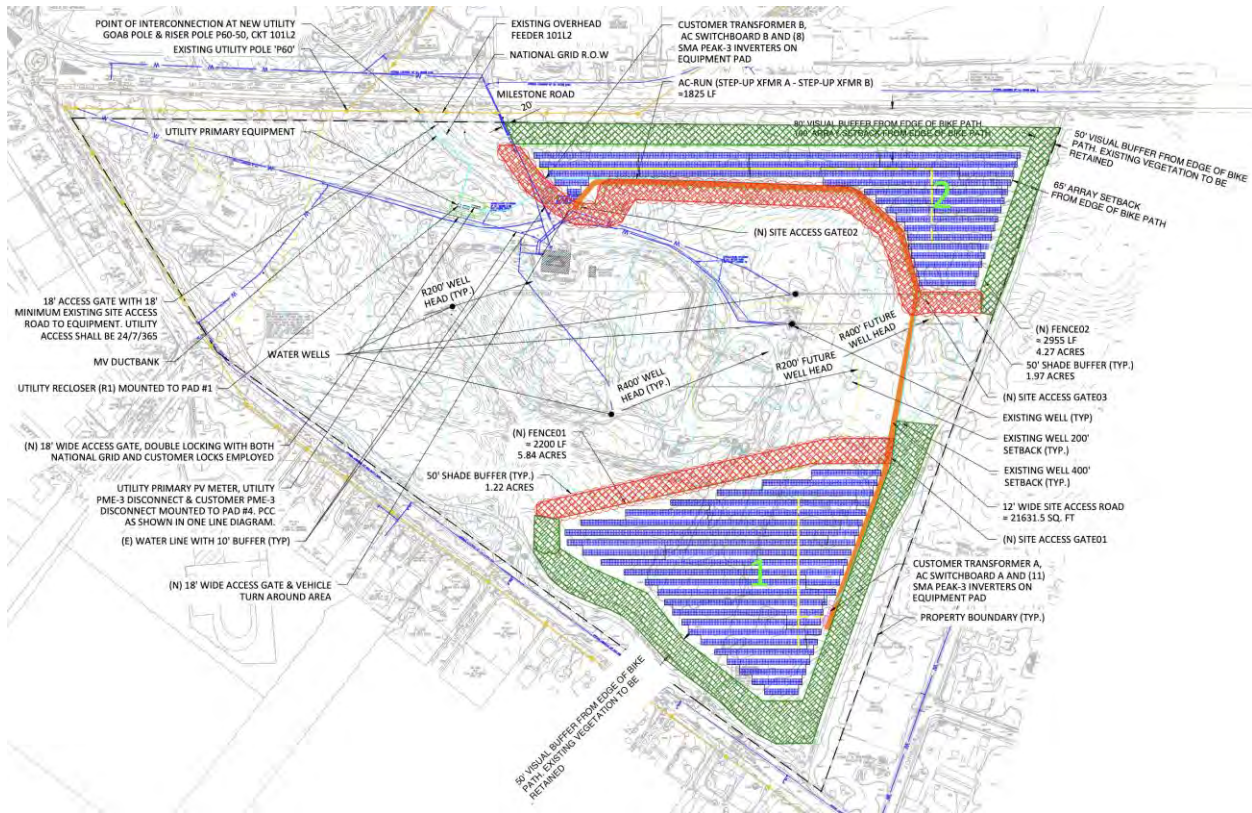


Figure 2

Close-up of northern array revisions (adjacent to Milestone Rd)

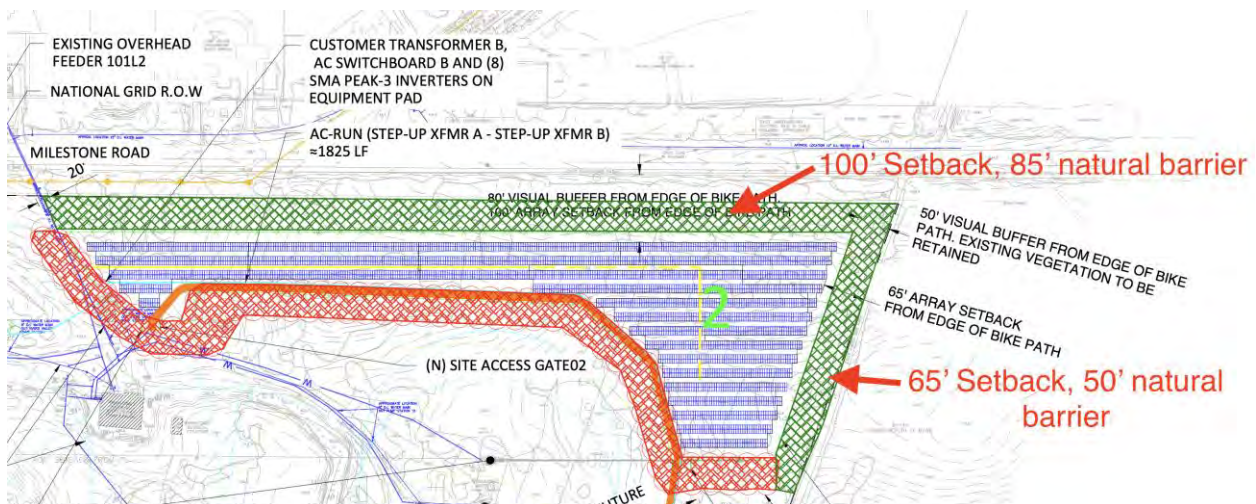


Figure 3
Current Project Design: Surfside WWTF; 81 S. Shore Rd.
106kW Solar-PV System



Town of Nantucket Municipal Solar Procurement Update



December 14, 2022



Seth Sakamoto
TotalEnergies Project Developer

- **August 9, 2019:** The Town of Nantucket issued a Solar Project Request for Proposal (RFP)
- **January 31, 2020:** SunPower was selected as the "most advantageous" bidder
- **December 16, 2020:** Original contracts approved by Select Board
- Two projects currently in development:
 - A 106.2 KW roof-mounted system at the **Surfside Wastewater Treatment Facility ("WWTF")**
 - A 3.8MW ground-mounted system at the **Wannacomet Water Company ("WWCo")** property, located on 1 Milestone Road.



106.2 kW Solar Array: Surfside WWTF



3.8MW Solar Farm (Two Arrays): WWCo "Wyer's Valley"



Procurement Update



- Over the last two years, both projects have been modified in size and scope to maximize economic viability and savings, while accommodating various stakeholder requests and needs to minimize potential impacts.
- As a result of these numerous revisions, the following restated and amended contracts must be executed for the projects to proceed to final permitting and construction:
 - **Surfside Wastewater Treatment Facility (“WWTF”) Solar Project:**
 1. Engineering, Procurement and Construction Agreement (“EPC”)
 - **Wannacomet Water Co. Wyers Valley (“WWCo”) Solar Project:**
 1. Amended and Restated Net-Metering Credit Purchase Agreement (“NEM”)
 2. Restated Lease Agreement (“Lease”)
 3. First Amendment to the Agreement for Payment in Lieu of Taxes (“PILOT”)
- SunPower’s Commercial and Industrial Solutions business, which was responsible for developing the WWCo Project and WWTF Project, was wholly acquired by TotalEnergies Distributed Generation USA, LLC (“TotalEnergies”) in May of 2022.

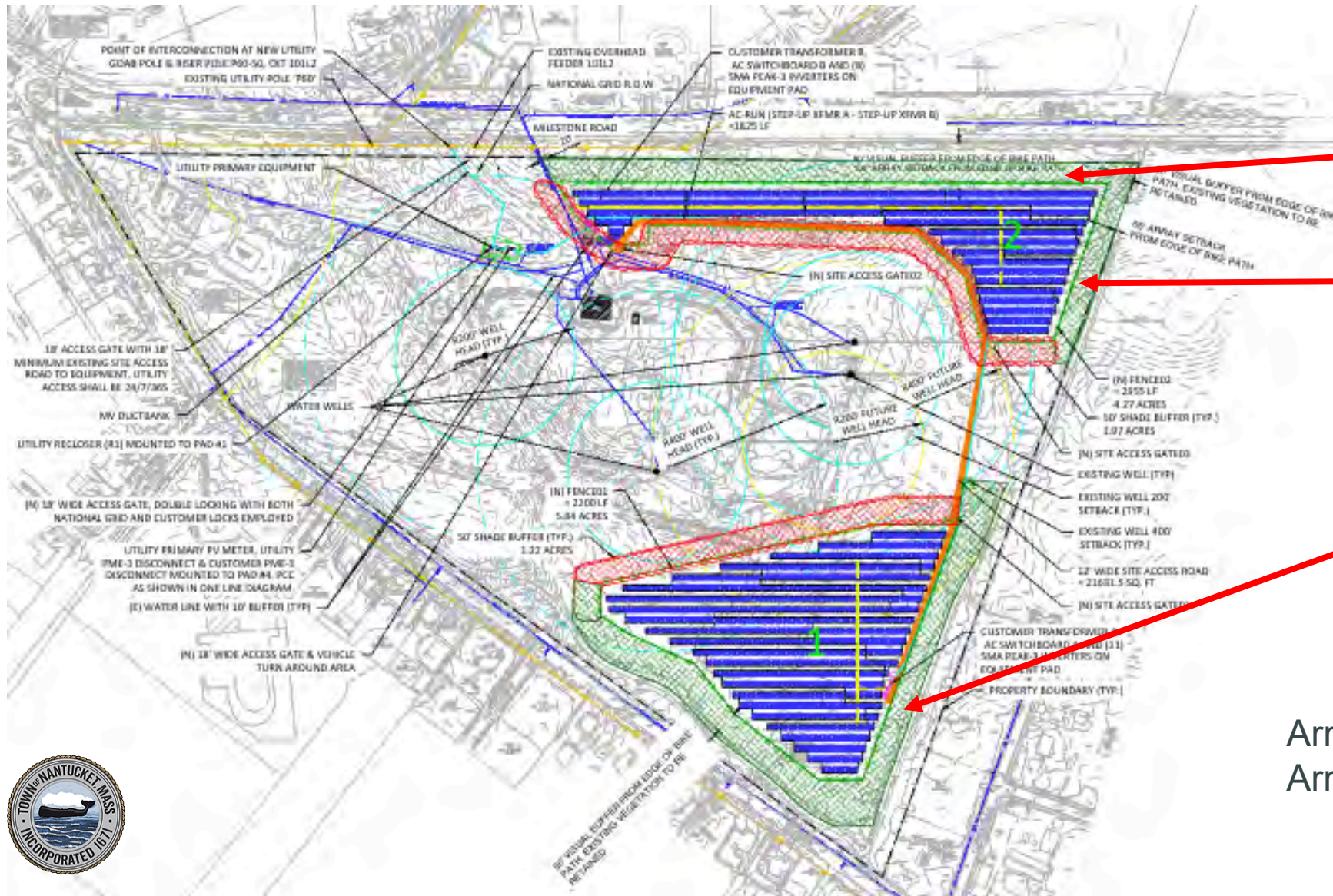


Wannacomet Water Company Solar Project: Updates



- **Increased Setbacks and Visual Barriers:** Specifically on the north side of the 1 Milestone Rd. property, the visual buffer, separating the WWCo Project from Milestone Rd, has been increased from 65' to 100', preserving 85' of natural vegetative screening.
- **Decreased System Size:** The WWCo Project has been reduced in size by approximately 20% (i.e., 4.7MW to 3.8MW) to achieve the increased setbacks along Milestone Rd as requested by area neighbors. The smaller system size and development footprint will also minimize NHESP habitat mitigation and help to avoid costly upgrades at National Grid's Candle Street substation.
- **Battery Removal:** In response to concerns raised by the Nantucket Fire Department and environmental stakeholders, the 1.265MW Battery Energy Storage System has been completely removed from the project design. As a result of this significant change in project scope, the cost of upgrading National Grid's interconnection equipment has been reduced by 30%.

WWCo Site Plan



Comparable Size Comparison



2MWdc solar array at Bartlett's Farm

Wannacomet Water Company Solar Project: Updates



- **Inflation Reduction Act Benefits:** In August of 2022, President Biden signed the *Inflation Reduction Act*, which increases and extends federal incentives for solar energy projects, resulting in a material increase in economic benefit for the Town and WWCo.
- **Contract Structure:** The WWCo Project now utilizes a Net-Metering Credit (“NEM”) Purchase Agreement structure, which mitigates Massachusetts’ SMART program incentive risks and offsets recent inflation and supply-chain cost increases.
- **Lease/Contract Term:** Transitioning to a Net-Metering purchase structure also enables a longer total contract term, which will extend the Land Lease from 20 to 25 years, thereby generating more lifetime savings for the Town and WWCo.
- **PILOT Agreement Amendment:** The amounts of the “payment in lieu of taxes” paid by TotalEnergies to the Town have been reassessed due to the project capacity reduction, the elimination of the battery component, and an extension of the lease from 20 to 25-years.
- **Ownership Model:** TotalEnergies will act as developer and long-term owner of project, ensuring continuity of relationship

Wannacomet Water Company Solar Project: Updates



Environmental Permitting

- The Massachusetts Division of Fisheries and Wildlife (“MassWildlife”) Natural Heritage and Endangered Species Program (“NHESP”) determined that the development of the project footprint—primarily the removal of scrub oak—will impact six state-listed moths, resulting in a “Take” requiring mitigation
- An extensive two-year effort was made by TotalEnergies, the Town and WWCo to identify suitable land for conservation and mitigation, ultimately unsuccessful.
- Recognizing that all options for on-island mitigation had been thoroughly considered and exhausted (including 211 Cliff Rd.), as well as the benefits and unique characteristics of the Project, NHESP offered a Fee-In-Lieu option for environmental mitigation
- TotalEnergies will pay the environmental mitigation fee of \$260k as part of project MESA Conservation Management Permit (“CMP”)
- Project will undergo Massachusetts Environmental Policy Act (“MEPA”) process, including public comment period, before MESA permit is issued.



Wannacomet Water Company Solar Project: Updates



Water Quality/Panel Testing

- In July 2021, comprehensive toxicity testing of the proposed PV modules was completed by Alpha Analytical Labs, a Mass DEP accredited testing laboratory specified by Wannacomet Water Company,
- A PV module of the exact model to be used at 1 Milestone Rd. was destructively tested following standard US EPA sampling methods.
- The sample material was tested for all Mass DEP regulated toxins/hazardous materials, ***plus*** PFAs and GENX.
- All tests completed returned results either below Massachusetts regulatory limits or not-detected ("n/d"). Test results were posted to the Nantucket solar project website in August 2021. <https://www.nantucket-ma.gov/DocumentCenter/View/40306/Nantucket-Module-Testing-Results---August-24-2021-PDF>



Solar Projects with Other Water Agencies



- Over **12 MW** of solar system installations at water districts and agencies in Massachusetts including:
 - Acton Water District: Lawsbrook Solar & Storage Project (**4.7 MWdc**)
 - The Little Quittacas Pond Solar Farm, New Bedford MA (**4.5 MWdc**)
 - Grafton Water District Solar Farm (**1.7 MWdc**)
- Company expertise serving Water Districts since 2003
 - Over **66 MWdc** operating capacity across 3 states
 - See appendix for TotalEnergies Water District Experience and example solar installations at other MA water agencies.



California Department of Water Resources
12 MWdc



WWCo Project Details & Economic Benefits



WWCo Solar Project Details	Original Design	Revised Design
Solar System Size	4.7 MW DC with 1.265 Tesla Battery	3.804 MW DC, No Battery
Year 1 kWh Produced	5,983,034	4,910,758
Energy Savings (Year 1)	\$255,475	\$252,904
Tax Revenue (PILOT) (Year 1)	\$37,265	\$24,678
Year 1 Economic Benefit (savings + PILOT revenue)	\$292,740	\$277,582
Contract Term	20 years	25 years
Project Construction Start Date (Estimated)	December 2021	September 2023
Project Completion Date (Estimated)	August 2022	September 2024
Total Lifetime Economic Benefit	\$5,756,389	\$6,788,361



Photo of Campbell's Soup solar project installed by SunPower, similar in design to WWCo Wyers Valley Solar Project



Surfside WWTF Solar Project: Updates



- **Higher Wattage Panels:** TotalEnergies upgraded the proposed solar panels for the WWTF project, from SunPower A-440W panels to SunPower A-450W panels.
- **Greater Capacity/Savings:** The change in solar panels increased the capacity of the WWTF project by 9% (from 97kW to 106.2kW).
- **Inflation Reduction Act Benefits:** This new law provides non-taxpaying entities, such as the Town of Nantucket, a means to monetize solar tax incentives, previously only available to the private sector, through a program called “Direct Pay”.

Under the Direct Pay program, the Town could receive a payment from the Federal Government for up to 30% of the project cost.

- **Free Operations & Maintenance Agreement,** including annual reporting and maintenance services as part of WWCO project development



Surfside WWTF: Project Details & Economic Benefits



WWTF Solar Project Details	Original Design	Revised Design
System Size	97 kW DC	106.2 kW DC
Year 1 Expected Production	139,430 kWh	141,335.2 kWh
% Electricity Offset (kWh)	5%	5.5%
Solar Module Type	Sunpower A440W	SunPower A450W
System Unit Price	\$2.495/W	\$2.495/W
Project Completion Date (Estimated)	Summer 2023	Summer 2023
MA DEP Grant	\$200,000	\$200,000
Purchase Price (after MA DEP Grant)	\$42,642	\$64,969
Year 1 Savings	\$27,073	\$34,503
Total 25 Year Net Savings	\$734,322	\$925,468
Payback Period	<2 years	<2 Years





Project Benefits: Sustainability & Resiliency



- **Reduce** dependence on **imported power** from the mainland
- Improve **local grid reliability and resiliency** in the heart of the island (optimal interconnection location)
- Solar will **reduce summer peak-load** to defer the need for costly/disruptive third-undersea delivery cable
- Project will generate **~120 million kWh of clean energy over 25 years.**
- Offset **86,411 metric tons of greenhouse gas emissions (average of 3,450 per year)**, helping to reduce island's carbon footprint and mitigate the harmful effects of climate change and elevated sea levels.

Greenhouse Gas Emissions



CO2 Emissions



Carbon Sequestration





Project Benefits: Offset of Town Expenses



To mitigate Town expenses associated with the development of these solar projects, TotalEnergies has offered:

- **\$25,000** related to the improvement and enhancement of the Visual Barrier between the WWCo Project and the public right of way, including for new plantings and trees
- **\$60,000** related to Town expenses including fees of lawyers and consultants incurred in negotiation and execution of the Projects' contracts
- **\$5,000** related to Town expenses attributable to technical assistance and review of shading analysis of the WWCo project after installation





Project Benefits: Education Program for K-12 Schools



TotalEnergies is offering the Town of Nantucket:

- A **\$10,000** grant to offset the cost for Nantucket schools to implement Project Lead The Way curricula
- Standalone solar and energy efficiency K-12 lesson plans developed in collaboration with The Energy Coalition and aligned with federal Common Core and Next Generation Science Standard
- Donation of a high-efficiency solar panel for specific, well-designed classroom projects to give students the opportunity to develop a practical solar-powered project of their own design



Project Milestones and Next Steps



Items completed

Local Approvals:

- ✓ Procurement Award
- ✓ HDC Approval
- ✓ Water Company Approval
- ✓ PV module toxicity testing

National Grid:

- ✓ Interconnection Approval

MassACA:

- ✓ Net Energy Metering Capacity secured

Items to be completed in 2022:

Local Approvals:

- ☐ Select Board Approval
- ☐ WWCo Contract Amendments Execution
- ☐ WWTF Contract Execution

Items to be completed in 2023:

State Approvals:

- ☐ MA Endangered Species Act (MESA)
- ☐ MA Department of Env. Protection (MassDEP)

Local Approvals:

- ☐ Town of Nantucket Building Permit

WWCo Project:

- ☐ Design, Engineering, Procurement
- ☐ Mobilization for Construction*

WWTF Project:

- ☐ Design, Engineering, Procurement
- ☐ Construction and Commissioning



***Expected Start of Construction:** September 2023

***Expected Commercial Operation:** July 2024

Construction timed to avoid peak season



Additional Project Information

www.nantucket-ma.gov/solarfarm (Listed under the Wannacomet Water Company Department)

Contact Us:

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Wannacomet Water Co. Director
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Lauren Sinatra

Town of Nantucket Energy Coordinator
lsinatra@nantucket-ma.gov

Seth Sakamoto

SunPower Corporation Developer
seth.sakamoto@sunpower.com



Thank You



APPENDIX

TE Experience in Water Districts



Customer Name	City	State	System Size (kWp)
California Department of Water Resources	Pearblossom	CA	11,902
Rancho California Water District	Murrieta, Temecula	CA	7,883
East Bay Municipal Utilities District	El Sobrante, Orinda	CA	6,077
Castaic Lake Water Agency	Santa Clarita	CA	5,459
Riverside Public Utilities Water Division	San Bernardino	CA	5,324
Las Vegas Valley Water District	Las Vegas	NV	3,006
Inland Empire Utilities Agency	Chino, Ontario	CA	2,778
Western Municipal Water District	Corona, Riverside	CA	2,113
Lake County	Clearlake, Lakeport	CA	1,567
Sonoma County Water Agency	Santa Rosa, Sonoma	CA	1,564
Phelan Pinon Hills Community Service District	Adelanto	CA	1,514
San Francisco Public Utilities Commission	San Francisco	CA	1,177
City of Oceanside Water Utilities Department	Oceanside	CA	1,171
Inland Empire Regional Composting Authority	Rancho Cucamonga	CA	1,161
Mission Springs Water District	North Palm Springs	CA	1,148
Fallbrook Public Utility District	Fallbrook	CA	1,138
Irvine Ranch Water District	Lake Forest	CA	1,109
City of Chico Water Pollution Control Plant	Chico	CA	1,107
Napa Sanitation District	Napa	CA	1,096
Metropolitan Water District of Southern California	Winchester	CA	1,063
Lake Arrowhead Community Services District	Hesperia	CA	940
San Juan Water District	Granite Bay	CA	794
Yuba City	Yuba	CA	774
Elsinore Valley Municipal Water District	Lake Elsinore	CA	764
Eastern Municipal Water District	Perris	CA	626
City of Thousand Oaks Water Treatment Plant	Camarillo	CA	584
West Basin Municipal Water District	El Segundo	CA	564
Middlesex Water Company	Edison	NJ	495
City of Napa	St. Helena	CA	365
City of Pacifica Water Recycling Plant	Pacifica	CA	357
Los Angeles Department of Water & Power	Sun Valley	CA	300
City of Vallejo Pumping Station	Vallejo	CA	256
Santa Clara Valley Water District	San Jose	CA	117
Alameda County Water District	Fremont	CA	54
Carmichael Water District	Carmichael	CA	18

Other Water Agency Solar Projects in Massachusetts



Project	Project Location	System Size (KWp)
<u>Lawsbrook Solar + Storage Project</u>	Town of Plymouth	4,690
<u>The little Quittacas Pond Solar Energy Project</u>	New Bedford	4,500
<u>Grafton Water District Solar Farm</u>	Grafton	1,700
<u>Bourne Water District Solar Farm</u>	Bourne	650
<u>John J Carroll Water Treatment Plant</u>	Marlborough	500
<u>Crooked Spring Water Treatment Plant</u>	Chelmsford	500



Agenda Item Summary

Agenda Item #	VIII. 3.
Date	12/14/2022

Staff

Steve Arceneaux, Director, Department of Public Works; and
Patrick Reed, Transportation Program Manager, NP&EDC

Subject

Milestone Road Sidepath Extension

Executive Summary

The town hopes to advance a sidepath along the north side of Milestone Road between Monomoy and the Polpis path; however, MassDOT has indicated that in order to obtain an access permit for the path extension, improvements must be made to the intersection of Polpis Road and Milestone Road to ensure safe crossings for path users.

Because MassDOT's requested intersection improvements represent an additional cost burden for the town, MassDOT envisions providing state funding to facilitate design and construction of these intersection improvements, provided that the improvements can move through MassDOT's internal Intersection Control Evaluation (ICE) process or receive a waiver. The town is additionally coordinating with MassDOT on opportunities to design and fund the path to reduce the town's expense withing State roadway layout.

While the state has jurisdiction to make improvements within its own layout without town support, MassDOT would prefer that a letter of support be provided by the town that demonstrates a desire to receive financial support for the intersection improvements, which improve safety but may result in minor additional paving. At this time, MassDOT has not made specific design decisions related to the intersection improvements but has seen three different concepts that were developed by the town's contractor to advance conversation.

While remaining design costs are currently to be determined, construction costs for the path and intersection are estimated to be between \$1.2 and \$1.3 million, representing significant cost savings for the town in the event MassDOT were to take on the intersection improvements or both the intersection and the path. Most importantly, the town will benefit from safety improvements that reduce the probability of severe or fatal injury.

Staff recommends the Select Board endorse a letter of support to MassDOT requesting the financial support for the intersection improvements and path.



Staff Recommendation

Endorse a letter of support for the project to advance the improvements' design and construction.

Background/Discussion

Overview:

On October 26, 2022, the Select Board received an update on the status of various nonmotorist projects. This included the Milestone Road sidepath extension, which would fill a critical gap in the path network on the northside of Milestone Road between Monomoy Road and the existing path on Polpis Road. A preliminary design for the Milestone sidepath extension is complete. The town's contractor, Greenman-Pederson, Inc. (GPI), has been coordinating with MassDOT to advance permitting; however, MassDOT has indicated that improvements are required at the intersection of Polpis Road and Milestone Road to improve safety for crossings. Permitting for the path is contingent on these improvements. Local transportation staff agree that geometric improvements to the existing angled intersection will improve crossing safety for path users by reducing the likelihood of conflict (safety improvements are described with more detail below under the "Technical" header).

MassDOT is preparing a project for their own State Transportation Improvement Program (STIP) that bundles various safety improvements in District 5, which includes the Cape and Islands. Because improving the intersection would be an additional cost burden to the town, MassDOT has offered to potentially bundle the intersection improvement's design and construction in its envisioned District 5 safety project or may assist the town with advancing the project in a future fiscal year, depending on the design complexity. Additionally, MassDOT and the town have been coordinating regarding opportunities to fund the remaining design and construction costs for the town's proposed path as it falls within state layout, which would further reduce the town's cost burden.

While both the path and intersection projects fall within the state's jurisdiction and no town support is required for MassDOT to be able to move forward, a demonstration of public support will assure MassDOT that the town wishes the two projects to advance. If MassDOT does not receive an indication of support, it may choose to not proceed with the project.

In the event the Select Board concurs with the proposed projects, staff recommend drafting a letter of support for the project. The packet includes a diagram of existing conditions. The packet also includes the preliminary plans for the path—which will need to be amended to account for the intersection improvements—and the three intersection improvement concepts prepared by the contractor, which are subject to further design iteration and amendment (the intersection improvement will require MassDOT's Intersection Control Evaluation [ICE] or a waiver).

Technical:

The initial intersection concept depicts the removal of the angled turn lanes, creating a perpendicular T-intersection. This improves safety for crossing path users as drivers on eastbound Milestone who wish to turn left onto Polpis focus on head-on traffic prior to turning and may not look behind themselves for



pedestrians and cyclists crossing the intersection. Relocating the eastbound left turn to slow turns and improve visibility will improve safety outcomes for path and roadway users alike.

Today, Polpis effectively has four lanes at the southbound approach. The three concepts take a different approach to these lanes. The first concept depicts the conversion of the angled paving into a southbound right-only lane. Lefts from the eastbound approach on Polpis are relocated to a left-turn pocket, creating a 90-degree angle turn, which slows turning and reduces the potential for rear-end conflicts. The second concept eliminates the angled paving in full, creating a T-intersection. A left-turn pocket is also included in this concept for the eastbound approach (i.e., the left turn from Milestone onto Polpis) to reduce the potential of rear end conflicts and slow turns. The third concept introduces a pedestrian refuge to slow vehicles and improve pedestrian crossings over the northern leg of the intersection.

Because Milestone Road is a state road and subject to state jurisdiction, town by-laws related to turning lanes are not applicable. The concepts introduce minimal new paving (the third concept introducing the most at roughly 4,300 square feet, partially dedicated to the gore striped area and pedestrian refuge to support safety). It is important to note that the new concepts' additional paving support safety and not capacity.

As the town did not anticipate including the intersection in scope, the town's contractor, GPI, developed capacity analyses based on available 2017 traffic counts. During peak periods, the overall intersection is anticipated to operate within acceptable levels of service (based on average intersection delay). Today, left and right turns from Polpis onto Milestone are the most constrained approaches from a delay perspective during peak periods, and the with the improvement these movements will continue to be constrained, with anticipated delays for the southbound left turn ranging between 47 and 203 seconds. Without the provision of a signal (which would not be appropriate for the town), delay during peak could be mitigated with the provision of a roundabout; however, at this time town staff and MassDOT recommend acceptance of the proposed safety improvement to ensure the path project can move forward. Staff recommends the Board prioritize the safety of our most vulnerable roadway users.

Impact: Environmental ☐	Fiscal ☒	Community ☒	Other ☒
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The path and intersection projects will improve nonmotorist and motorist safety, eliminate links in the town's path network, and represent cost savings to the town for any the elements of construction and design taken on by MassDOT.

Board/Commission Recommendation

The NP&EDC is holding a special meeting on this project on December 12, 2022. Any recommendations, comments from the NP&EDC will be discussed at the Select Board meeting on December 14, 2022.

Public Outreach

As these projects progress, staff anticipate opportunities for public input on project design.



Connection to Existing Applicable Plan (i.e., Strategic Plan, Master Plan, etc.)

Attachments

1. Milestone Road & Polpis Road Existing Conditions and Needs Diagram
2. Milestone Road Preliminary Plans
3. Intersection Improvement Concept Plan





Milestone and Polpis Path and Intersection Improvements

Requested Action

- Provide a letter of support that:
 - Acknowledges MassDOT's desire to improve the intersection of Milestone and Polpis prior to permitting the town's proposed path on the north side of Milestone Road between Monomoy and the Polpis Path.
 - Requests MassDOT take over oversight, design, and construction of the path and intersection projects
 - Acknowledge further coordination on long-term solutions.

Background

January 2022: Preliminary plans (25%) completed for path project

October 2022: Engaged MassDOT for access permit; MassDOT permitting requests intersection improvements (high-crash location)

November 2022: Conceptual improvements designed and costed – estimated construction costs roughly double (appx. \$600k to \$1.2M)

December 2022: MassDOT agrees to potentially finance improvements, pending support from community and successful Intersection Control Evaluation process or waiver.

Location



Location



Required Intersection Improvement

Proposed Path Extension (north side)

Milestone Sidepath/Sconset Path (south side)

*Path begins on north side of Milestone at Monomoy,
tying into path constructed along Land Bank properties*

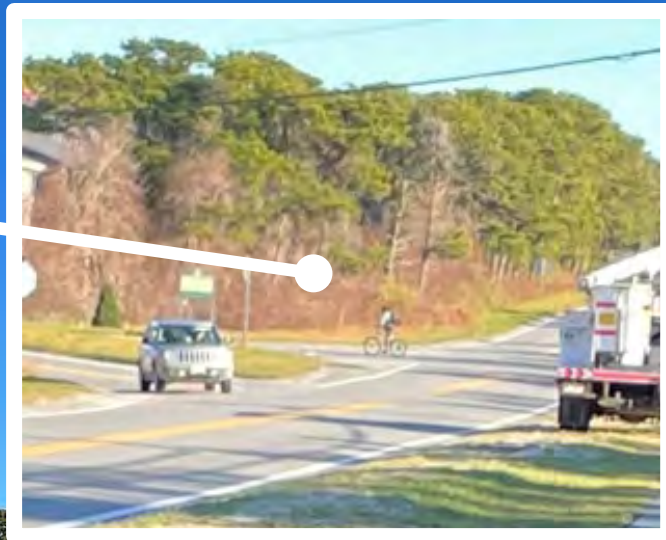


Path follows north side of Milestone Road, crossing intersection of Milestone and Polpis, continuing to the Polpis sidepath.



Higher speeds can be attained in off-peak conditions. Higher speeds reduce drivers' cones of vision, which increases conflict potential.

The provision of a path on the north side of the road will eliminate gap-related confusion and will better connect users to the portion of the Polpis Path that extends through conservation land.



future path (yellow)

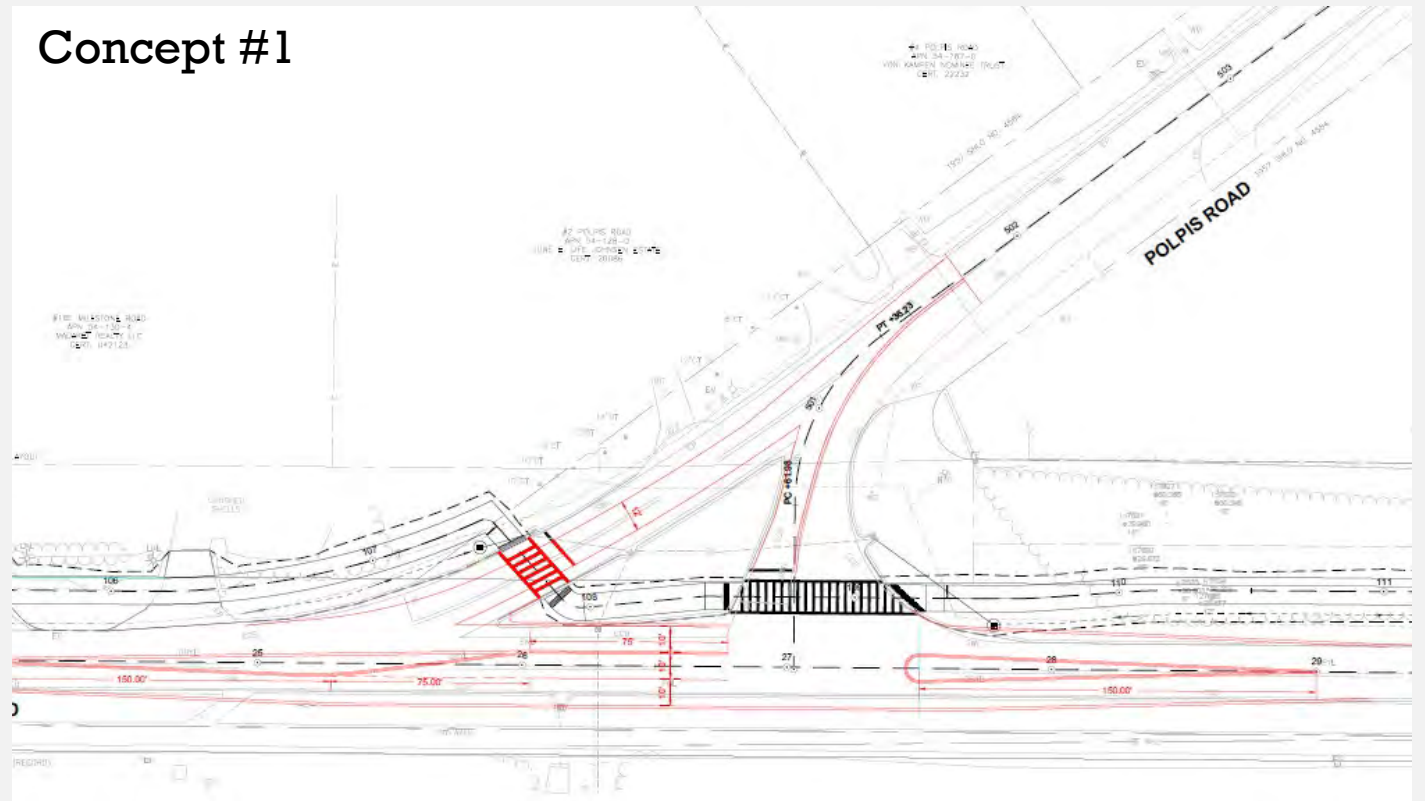
turn lanes to be relocated (red)

Left-turning vehicles are focused on oncoming traffic and may not look behind for crossing path users in high-speed, off-peak conditions.

MILESTONE ROAD & POLPIS ROAD EXISTING CONDITIONS & NEEDS

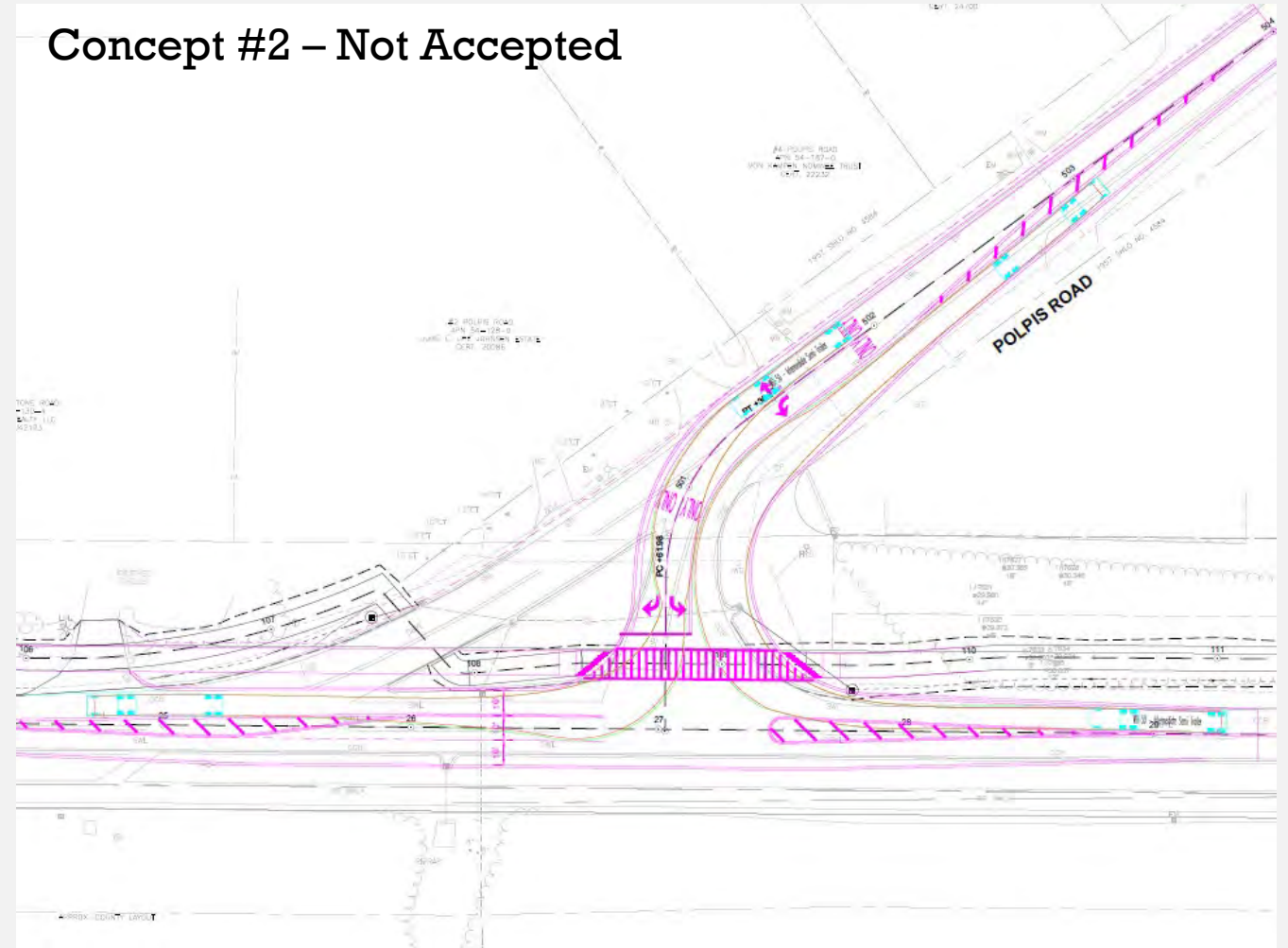
Potential Intersection Improvement

- Safety benefits:
 - Slow turns
 - Improve visibility of pedestrians, cyclists, and other rollers
 - Reduce potential for rear-ends
- Path contingent on intersection improvements
- Existing delay of SBL approach becomes more constrained in peak conditions
- Roundabout remains preferred long-term improvement in LRTP



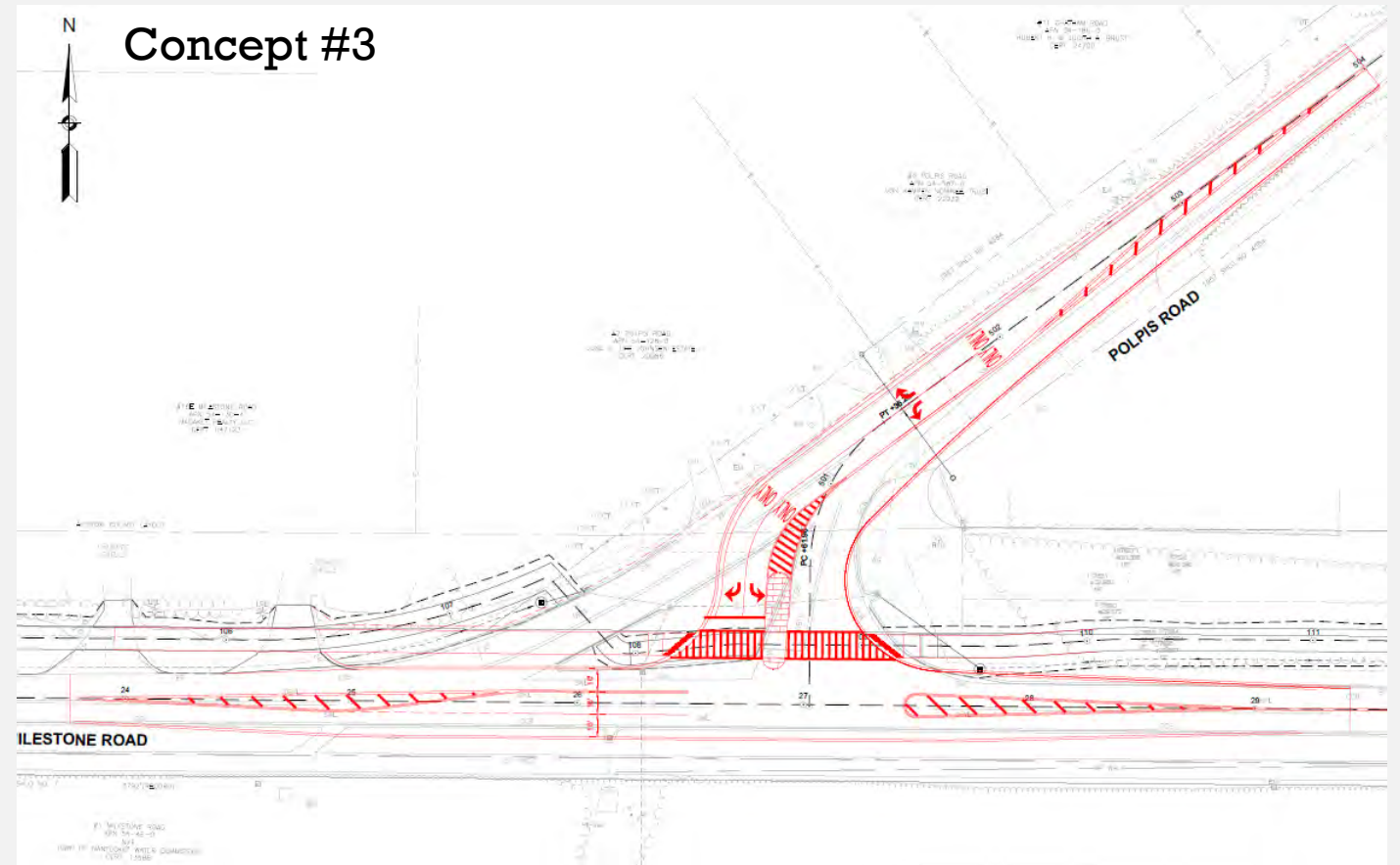
Potential Intersection Improvement

- Safety benefits:
 - Slow turns
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Potential Intersection Improvement

- Safety benefits:
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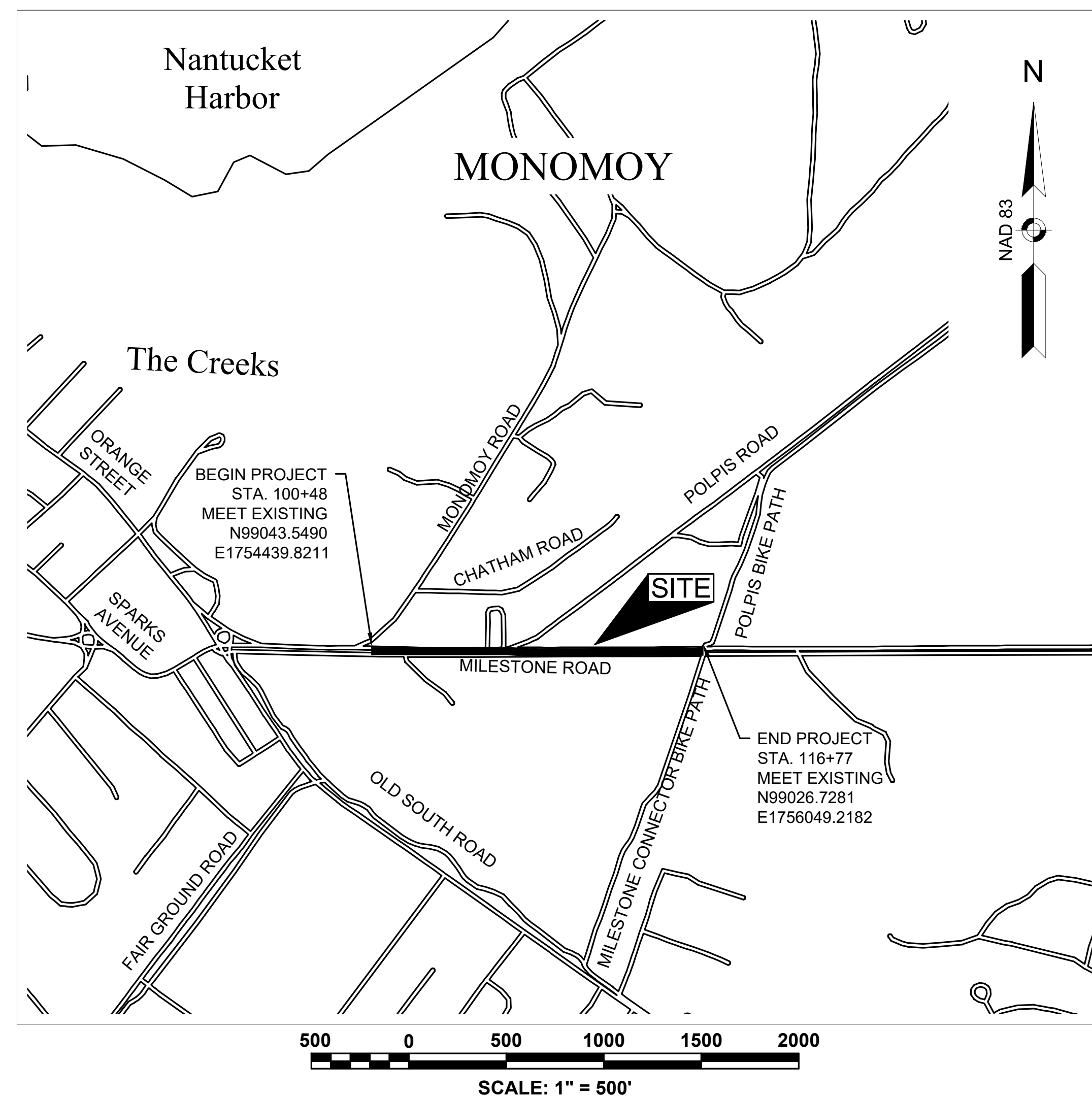


Requested Action

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 - Acknowledges MassDOT's desire to improve the intersection of Milestone and Polpis prior to permitting the town's proposed path on the north side of Milestone Road between Monomoy and the Polpis Path.
 - Requests MassDOT take over oversight, design, and construction of the path and intersection projects
 - Acknowledge further coordination on long-term solutions.

MILESTONE ROAD PATH EXTENSION

IN THE TOWN OF
NANTUCKET
NANTUCKET COUNTY
COMMONWEALTH OF MA



THESE PLANS ARE SUPPLEMENTED BY THE 2021 MASSDOT STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, THE OCTOBER 2017 CONSTRUCTION STANDARD DETAILS, THE 2015 OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWINGS, MASSDOT TRAFFIC MANAGEMENT PLANS AND DETAIL DRAWINGS, THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS WITH MASSACHUSETTS AMENDMENTS, THE 1990 STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, THE 1968 STANDARD DRAWINGS FOR TRAFFIC SIGNALS AND HIGHWAY LIGHTING, AND THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK.



TOWN MANAGER
C. ELIZABETH GIBSON

BOARD OF SELECTMEN
JASON BRIDGES
KRISTIE FERRANTELLA
MATTHEW FEE
DAWN E HILL HOLDGATE
MELISSA MURPHY

PRELIMINARY PLAN SUBMISSION

LENGTH OF PROJECT = 1628.37 FEET = 0.308 MILES

<u>INDEX</u>	
<u>SHEET NO.</u>	<u>DESCRIPTION</u>
1	TITLE SHEET & INDEX
2	NOTES LEGEND & ABBREVIATIONS
3	KEY PLAN
4	TYPICAL SECTIONS & DETAILS
5 - 8	BASELINE TIE PLANS
9 - 12	CONSTRUCTION PLANS
13 - 16	CONSTRUCTION PROFILES
17 - 20	TRAFFIC SIGN & PAVEMENT MARKING PLANS
21	TEMPORARY TRAFFIC CONTROL PLANS
22 - 30	CROSS SECTIONS

GPI Greenman-Pedersen, Inc.
Engineering & Construction Services

181 Ballardvale Street, Suite 202, Wilmington, MA 01887
Tel: (978) 570-2999 Fax: (978) 658-3044
<http://www.gpinet.com>

PREPARED FOR
TOWN OF NANTUCKET
16 BROAD STREET
NANTUCKET, MA

MILESTONE ROAD PATH EXTENSION
MILESTONE ROAD
NANTUCKET, MA

REVISIONS		
NO.	REVISION	DATE

-

DRAWN/DESIGN BY CPD	CHECKED BY BAM
------------------------	-------------------

TITLE SHEET & INDEX

SCALE: AS NOTED

1 OF 30

GENERAL SYMBOLS

EXISTING	PROPOSED	DESCRIPTION	EXISTING
JB	JB	JERSEY BARRIER	JB
CB	CB	LEACHING BASIN	CB
CB	CB	CATCH BASIN	CB
CB	CB	CATCH BASIN CURB INLET	CB
FP	FP	FLAG POLE	FP
GP	GP	GAS PUMP	GP
MB	MB	MAIL BOX	MB
PS	PS	POST SQUARE	PS
PC	PC	POST CIRCULAR	PC
WELL	WELL	WELL	WELL
EHH	EHH	ELECTRIC HANDHOLE	EHH
FG	FG	FENCE GATE POST	FG
GG	GG	GAS GATE	GG
BHL #	BHL #	BORING HOLE	BHL #
MW #	MW #	MONITORING WELL	MW #
TP #	TP #	TEST PIT	TP #
H	H	HYDRANT	H
LP	LP	LIGHT POLE	LP
TB	TB	TOWN BOUND	TB
GPS	GPS	GPS POINT	GPS
CMH	CMH	CABLE MANHOLE	CMH
DMH	DMH	DRAINAGE MANHOLE	DMH
EMH	EMH	ELECTRIC MANHOLE	EMH
GMH	GMH	GAS MANHOLE	GMH
MMH	MMH	MISC MANHOLE	MMH
SMH	SMH	SEWER MANHOLE	SMH
TMH	TMH	TELEPHONE MANHOLE	TMH
WMH	WMH	WATER MANHOLE	WMH
MHB	MHB	MASSACHUSETTS HIGHWAY BOUND	MHB
MON	MON	MONUMENT	MON
SB	SB	STONE BOUND	SB
TB	TB	TOWN OR CITY BOUND	TB
TPL or GUY	TPL or GUY	TRAVERSE OR TRIANGULATION STATION	TPL or GUY
TPL or GUY	TPL or GUY	TROLLEY POLE OR GUY POLE	TPL or GUY
TPL	TPL	TRANSMISSION POLE	TPL
UFB	UFB	UTILITY POLE W/ FIREBOX	UFB
UPDL	UPDL	UTILITY POLE WITH DOUBLE LIGHT	UPDL
ULT	ULT	UTILITY POLE W / 1 LIGHT	ULT
UPL	UPL	UTILITY POLE	UPL
B	B	BUSH	B
T	T	TREE	T
S	S	STUMP	S
SW	SW	SWAMP / MARSH	SW
WG	WG	WATER GATE	WG
PM	PM	PARKING METER	PM
OCW	OCW	OVERHEAD CABLE/WIRE	OCW
C	C	CURBING	C
C	C	CONTOURS	C
UDP	UDP	UNDERGROUND DRAIN PIPE (DOUBLE LINE 24 INCH AND OVER)	UDP
UED	UED	UNDERGROUND ELECTRIC DUCT (DOUBLE LINE 24 INCH AND OVER)	UED
UGM	UGM	UNDERGROUND GAS MAIN (DOUBLE LINE 24 INCH AND OVER)	UGM
USM	USM	UNDERGROUND SEWER MAIN (DOUBLE LINE 24 INCH AND OVER)	USM
UTD	UTD	UNDERGROUND TELEPHONE DUCT (DOUBLE LINE 24 INCH AND OVER)	UTD
UWM	UWM	UNDERGROUND WATER MAIN (DOUBLE LINE 24 INCH AND OVER)	UWM
BSW	BSW	BALANCE STONE WALL	BSW
GRSP	GRSP	GUARD RAIL - STEEL POSTS	GRSP
GRWP	GRWP	GUARD RAIL - WOOD POSTS	GRWP
CLMF	CLMF	CHAIN LINK OR METAL FENCE	CLMF
WF	WF	WOOD FENCE	WF
HB/SF/CT	HB/SF/CT	HAY BALES/SILT FENCE/ COMPOST FILTER TUBE	HB/SF/CT
TLLCG	TLLCG	TREE LINE OR LIMIT OF CLEARING AND GRUBBING	TLLCG
SL	SL	SAWCUT LINE	SL
TBS	TBS	TOP OR BOTTOM OF SLOPE	TBS
LEP	LEP	LIMIT OF EDGE OF PAVEMENT OR COLD PLANE AND OVERLAY	LEP
BR	BR	BANK OF RIVER OR STREAM	BR
BW	BW	BORDER OF WETLAND	BW
100WB	100WB	100 FT WETLAND BUFFER	100WB
200RFB	200RFB	200 FT RIVERFRONT BUFFER	200RFB
SHL	SHL	STATE HIGHWAY LAYOUT	SHL
TCL	TCL	TOWN OR CITY LAYOUT	TCL
CL	CL	COUNTY LAYOUT	CL
RSL	RSL	RAILROAD SIDELINE	RSL
TCB	TCB	TOWN OR CITY BOUNDARY LINE	TCB
PL	PL	PROPERTY LINE OR APPROXIMATE PROPERTY LINE	PL
E	E	EASEMENT	E

PAVEMENT MARKINGS SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		PAVEMENT ARROW - WHITE
ONLY	ONLY	LEGEND "ONLY" - WHITE
	SL	STOP LINE (12" WHITE)
	CW	CROSSWALK (12" OR 24")
	SWL	SOLID WHITE LINE (6" OR 12")
	SYL	SOLID YELLOW LINE (6" OR 12")
	BWL	* BROKEN WHITE LINE (6")
	BYL	* BROKEN YELLOW LINE (6")
	DWL	*** DOTTED WHITE LINE (6")
	DYL	*** DOTTED YELLOW LINE (6")
	DWLEx	** DOTTED WHITE LINE EXTENSION (6")
	DYLEx	** DOTTED YELLOW LINE EXTENSION (6")
	DBWL	* DOUBLE WHITE LINE (6")
	DBYL	* DOUBLE YELLOW LINE (6")

* BROKEN WHITE/YELLOW LINES TO BE 10' LINE SEGMENTS WITH 30' GAPS (TYP.) (BYL ON SHARED USE PATH TO BE 3' IN LENGTH WITH 9' GAP)

** DWLEx AND DYLEx LINES TO BE 2' IN LENGTH WITH 6' GAP (TYP.)

*** DWL AND DYL LINES TO BE 3' IN LENGTH WITH 9' GAP (TYP.)
(IF WIDE LINE IS SPECIFIED, THE WIDTH SHALL BE 12")

GENERAL NOTES

1. THE SURVEY IS THE RESULT OF AN ON-THE-GROUND INSTRUMENT SURVEY BY BSC GROUP INC. IN APRIL 2017. THE SURVEY WAS CONDUCTED ON THE NORTH SIDE OF MILESTONE ROAD BETWEEN MONOMOY ROAD AND THE POLPIS BIKE PATH BY GPI IN MARCH 2021.
2. ABUTTER LINES ARE TAKEN FROM MASSGIS OLIVER AND ARE APPROXIMATE.
3. HORIZONTAL DATUM IS NAD83(2011), EPOCH 2010.00 MASSACHUSETTS STATE PLANE, ISLAND ZONE, US SURVEY FEET. VERTICAL DATUM IS NAVD88.
4. SURVEY DATUM DERIVED FROM GPS OBSERVATIONS BY BSC GROUP INC. AT THE TIME OF SURVEY. OBSERVATIONS PROCESSED THROUGH OPUS.
5. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO LOCATE EXACTLY AND TO PRESERVE ANY AND ALL UNDERGROUND UTILITIES. CALL "DIG-SAFE" 1-888-DIGSAFE (344-7233) AT LEAST 72 HOURS BEFORE COMMENCING CONSTRUCTION.
6. WHERE AN EXISTING UNDERGROUND UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED TO THE ENGINEER FOR RESOLUTION OF THE CONFLICT.
7. THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR THE ALTERATION AND ADJUSTMENT OF GAS, ELECTRIC, TELEPHONE AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANIES.
8. AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
9. THE TERM "PROPOSED" (PROP.) MEANS WORK TO BE CONSTRUCTED USING NEW MATERIALS, OR, WHERE APPLICABLE, RE-USING EXISTING MATERIALS IDENTIFIED AS "REMOVE & RESET" (R&R).
10. ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE RETAINED UNLESS NOTED OTHERWISE.
11. ALL PROPOSED PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.
12. ALL EXISTING STATE, COUNTY, CITY AND TOWN LOCATION LINES AND PRIVATE PROPERTY LINES HAVE BEEN ESTABLISHED FROM AVAILABLE INFORMATION AND THEIR EXACT LOCATIONS ARE NOT GUARANTEED.
13. ALL TRANSVERSE JOINTS, AND ALL LONGITUDINAL JOINTS BETWEEN NEW SURFACE PAVEMENT AND EXISTING SURFACE PAVEMENT TO REMAIN SHALL BE COATED WITH A HOT POURED RUBBERIZED ASPHALT SEALANT MEETING THE REQUIREMENTS OF ITEM 453.
14. ALL DISTURBED AREAS NOT DESIGNATED TO BE PAVED SHALL HAVE LOAM BORROW PLACED AND SEEDED. THE LOAM BORROW SHALL HAVE A MINIMUM DEPTH OF 4 INCHES AND SHALL BE PLACED FLUSH WITH THE TOP OF THE ADJACENT CURB, EDGING, BERM OR PAVEMENT SURFACE.
15. THE LIMIT OF WORK AREA SHALL BE THE STREET RIGHT OF WAY UNLESS SHOWN OTHERWISE.
16. PRIOR TO THE START OF ANY NEW UTILITY WORK, ALL ELEVATIONS OF EXISTING UTILITIES IN THOSE AREAS ARE TO BE VERIFIED. THE ENGINEER IS TO BE NOTIFIED IMMEDIATELY SHOULD ANY DISCREPANCIES OCCUR.
17. ALL CASTINGS SHALL BE SET FLUSH WITH FINISHED GRADE.
18. ALL PUBLICLY OWNED GATE BOXES, SERVICE BOXES, MANHOLE FRAMES AND COVERS SHALL BE ADJUSTED TO GRADE BY THE CONTRACTOR.
19. ALL NEW SIDEWALK AND DRIVEWAY GRADES SHALL MATCH EXISTING GRADES AT BACK OF SIDEWALK LINE UNLESS SHOWN OTHERWISE ON THE PLANS AND CROSS-SECTIONS.
20. THE CONTRACTOR SHALL TAKE EVERY PRECAUTION TO PROTECT ALL EXISTING TREES AND ROOTS THAT ARE NOT DESIGNATED FOR REMOVAL.
21. DRAINAGE ELEVATIONS ARE PROVIDED FOR DESIGN PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY BY TEST PIT, THE LOCATIONS OF EXISTING UTILITIES WHICH MAY CONFLICT WITH THE PROPOSED DRAINAGE DESIGN. ANY FIELD ADJUSTMENTS REQUIRED WILL BE MADE AS APPROVED OR DIRECTED BY THE ENGINEER. ONLY AFTER THE CONTRACTOR VERIFIES ELEVATIONS FOR THE CONSTRUCTABILITY OF THE DRAINAGE SYSTEM SHALL ANY STRUCTURES BE ORDERED. ANY FIELD ADJUSTMENTS TO LINE AND GRADE UP TO A DEPTH OF 5 FEET SHALL BE INCLUDED IN THE COST OF THE PIPE. PIPE EXCAVATION GREATER THAN 5 FEET WILL BE PAID UNDER CLASS B TRENCH EXCAVATION.

GENERAL ABBREVIATIONS

CR GR	CROWN GRADE	L	LENGTH OF CURVE	RD	ROAD
DHV	DESIGN HOURLY VOLUME	LB	LEACH BASIN	RDWY	ROADWAY
DI	DROP INLET	LP	LIGHT POLE	REM	REMOVE
DIA	DIAMETER	LT	LEFT	RET	RETAIN
DIP	DUCTILE IRON PIPE	MAX	MAXIMUM	RET WALL	RETAINING WALL
DW	STEADY DON'T WALK - PORTLAND ORANGE	MB	MAILBOX	ROW	RIGHT OF WAY
DWY	DRIVEWAY	MH	MANHOLE	RR	RAILROAD
ELEV (or EL.)	ELEVATION	MHB	MASSACHUSETTS HIGHWAY BOUND	R&R	REMOVE AND RESET
EMB	EMBANKMENT	MIN	MINIMUM	R&S	REMOVE AND STACK
EOG	EDGE OF GRAVEL	NIC	NOT IN CONTRACT	RT	RIGHT
EOP	EDGE OF PAVEMENT	NO.	NUMBER	SB	STONE BOUND
EXIST (or EX)	EXISTING	PC	POINT OF CURVATURE	SHLD	SHOULDER
EXC	EXCAVATION	PCC	POINT OF COMPOUND CURVATURE	SMH	SEWER MANHOLE
F&C	FRAME AND COVER	P.G.L.	PROFILE GRADE LINE	ST	STREET
F&G	FRAME AND GRATE	PI	POINT OF INTERSECTION	STA	STATION
FDN.	FOUNDATION	POC	POINT ON CURVE	SSD	STOPPING SIGHT DISTANCE
FLDSTN	FIELDSTONE	POT	POINT ON TANGENT	SHLO	STATE HIGHWAY LAYOUT LINE
GAR	GARAGE	PRC	POINT OF REVERSE CURVATURE	SW	SIDEWALK
GD	GROUND	PROJ	PROJECT	T	TANGENT DISTANCE OF CURVE/TRUCK %
GG	GAS GATE	PROP	PROPOSED	TAN	TANGENT
GI	GUTTER INLET	PSB	PLANTABLE SOIL BORROW	TEMP	TEMPORARY
GIP	GALVANIZED IRON PIPE	PT	POINT OF TANGENCY	TC	TOP OF CURB
GRAN	GRANITE	PVC	POINT OF VERTICAL CURVATURE	TOS	TOP OF SLOPE
GRAV	GRAVEL	PVI	POINT OF VERTICAL INTERSECTION	TYP	TYPICAL
GRD	GUARD	PVT	POINT OF VERTICAL TANGENCY	UP	UTILITY POLE
HDW	HEADWALL	PVMT	PAVEMENT	VAR	VARIES
HMA	HOT MIX ASPHALT	PWW	PAVED WATER WAY	VERT	VERTICAL
HOR	HORIZONTAL	R	RADIUS OF CURVATURE	VC	VERTICAL CURVE
HYD	HYDRANT	R&D	REMOVE AND DISPOSE	WCR	WHEEL CHAIR RAMP
INV	INVERT	RCP	REINFORCED CONCRETE PIPE	WG	WATER GATE
JCT	JUNCTION			WIP	WROUGHT IRON PIPE

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PREPARED FOR
TOWN OF NANTUCKET
16 BROAD STREET
NANTUCKET, MA

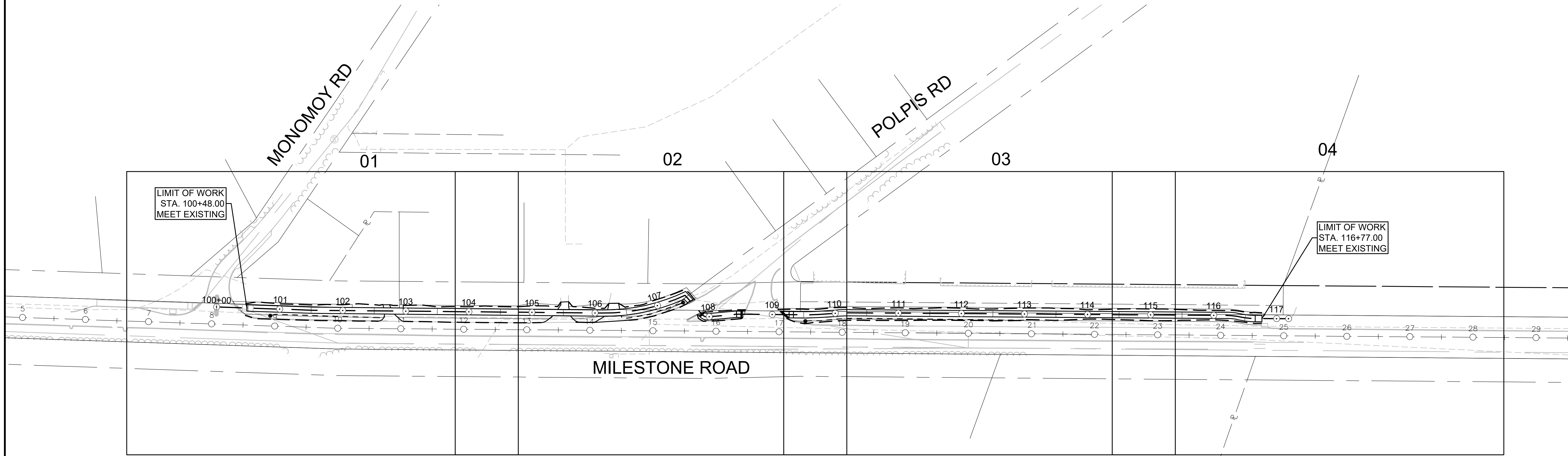
MILESTONE ROAD PATH EXTENSION

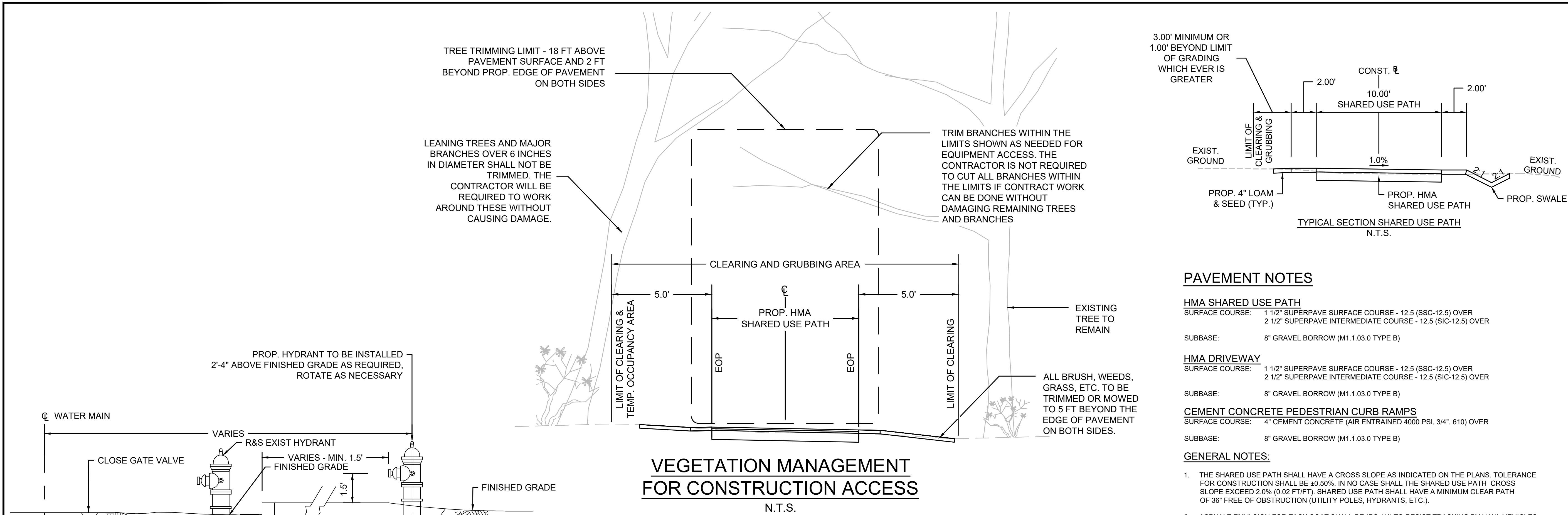
REVISIONS		
NO.	REVISION	DATE
-		
DRAWN/DESIGN BY CPD		CHECKED BY BAM

NOTES
LEGEND &
ABBREVIATIONS

SCALE:

DF 30





PAVEMENT NOTES

HMA SHARED USE PATH

SURFACE COURSE: 1 1/2" SUPERPAVE SURFACE COURSE - 12.5 (SSC-12.5) OVER
2 1/2" SUPERPAVE INTERMEDIATE COURSE - 12.5 (SIC-12.5) OVER

SUBBASE: 8" GRAVEL BORROW (M1.1.03.0 TYPE B)

HMA DRIVEWAY

SURFACE COURSE: 1 1/2" SUPERPAVE SURFACE COURSE - 12.5 (SSC-12.5) OVER
2 1/2" SUPERPAVE INTERMEDIATE COURSE - 12.5 (SIC-12.5) OVER

SUBBASE: 8" GRAVEL BORROW (M1.1.03.0 TYPE B)

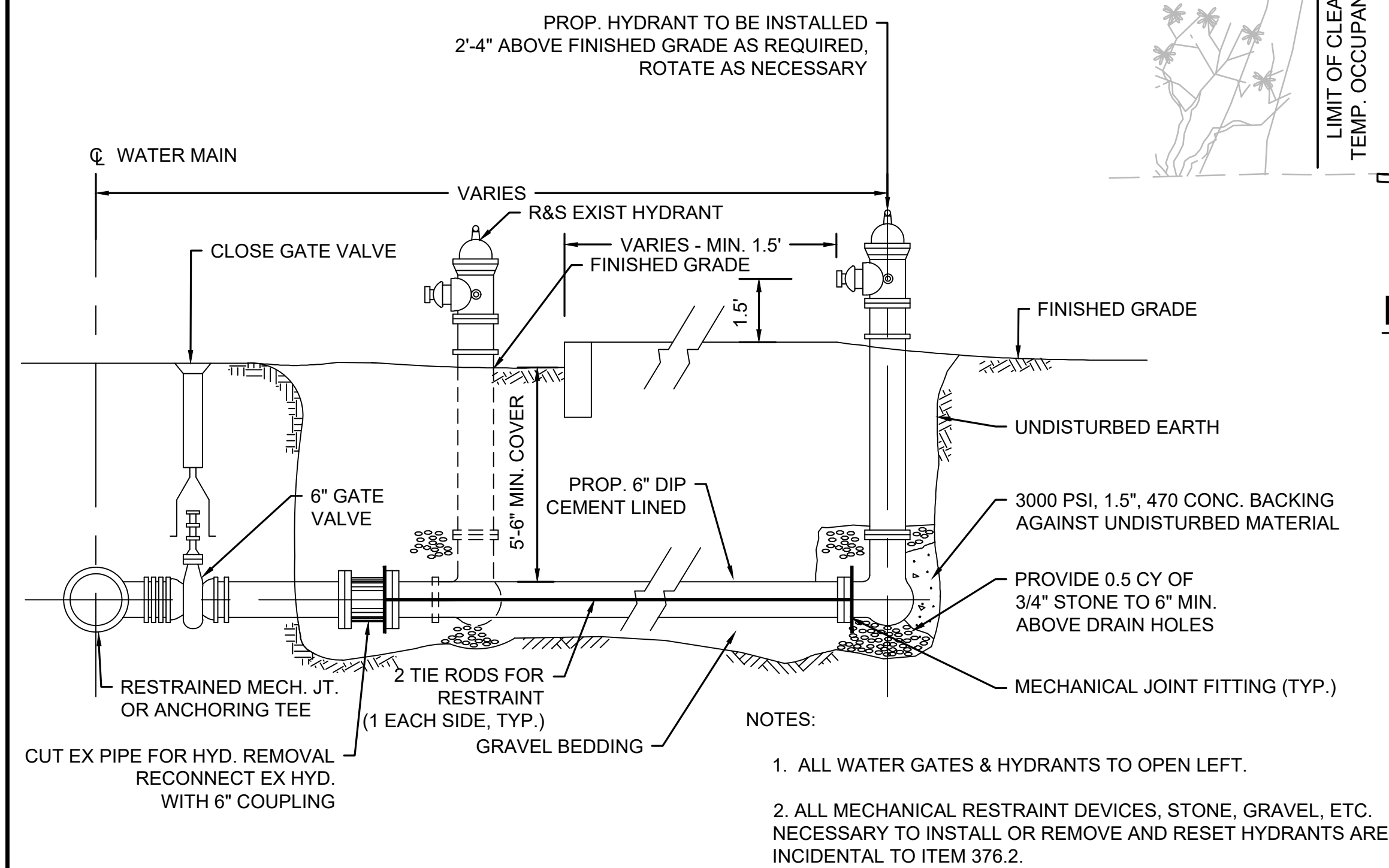
CEMENT CONCRETE PEDESTRIAN CURB RAMPS

SURFACE COURSE: 4" CEMENT CONCRETE (AIR ENTRAINED 4000 PSI, 3/4", 610) OVER

SUBBASE: 8" GRAVEL BORROW (M1.1.03.0 TYPE B)

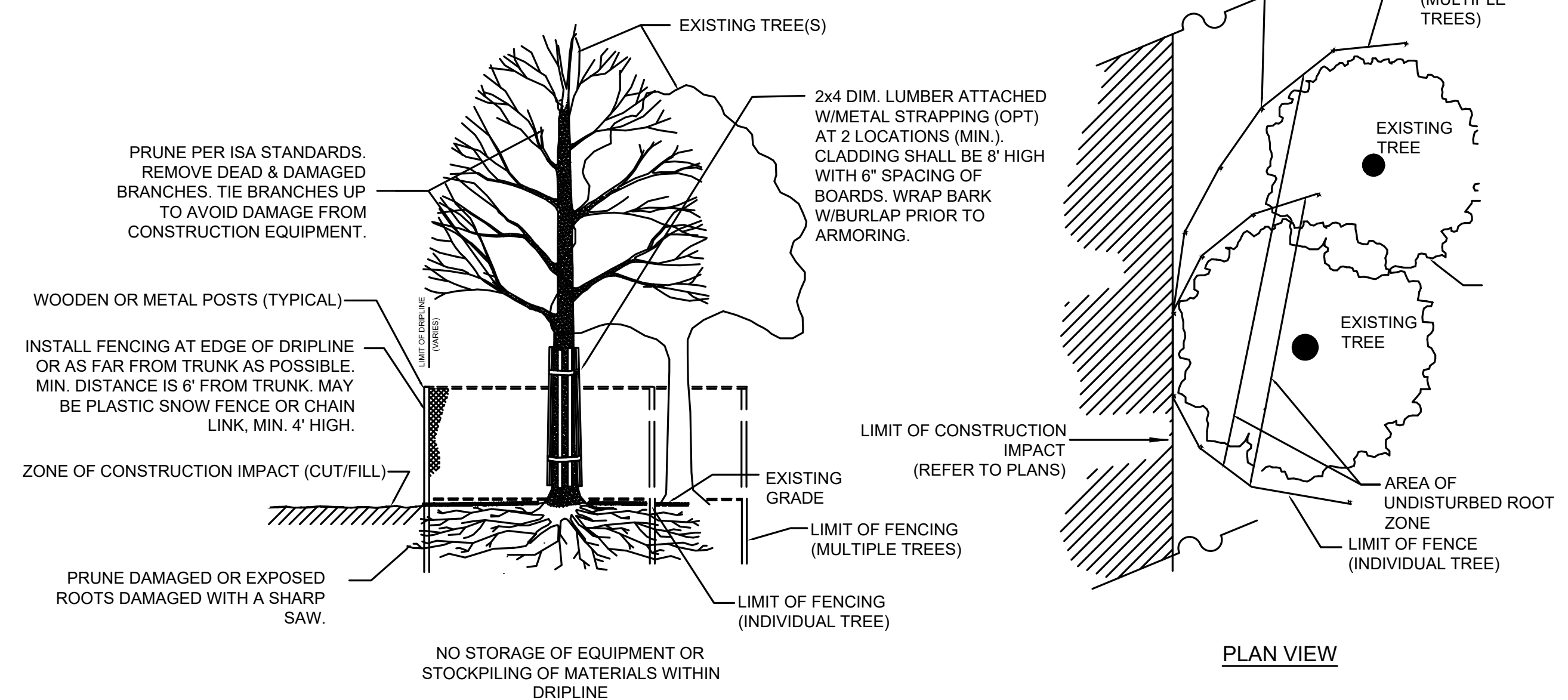
GENERAL NOTES:

1. THE SHARED USE PATH SHALL HAVE A CROSS SLOPE AS INDICATED ON THE PLANS. TOLERANCE FOR CONSTRUCTION SHALL BE $\pm 0.50\%$. IN NO CASE SHALL THE SHARED USE PATH CROSS SLOPE EXCEED 2.0% (0.02 FT/FT). SHARED USE PATH SHALL HAVE A MINIMUM CLEAR PATH OF $36"$ FREE OF OBSTRUCTION (UTILITY POLES, HYDRANTS, ETC.).
2. ASPHALT EMULSION FOR TACK COAT SHALL BE (RS-1H) TO RESIST TRUCKING BY HAUL VEHICLES. HMA FOR PATCHING, ASPHALT EMULSION FOR TACK COAT AND HMA JOINT SEALANT SHALL BE IN ACCORDANCE WITH SECTION 450. QUALITY ASSURANCE FOR HMA.
5. ASPHALT EMULSION FOR TACK COAT (RS-1H) SHALL BE APPLIED AT THE RATE OF 0.06 TO 0.08 GALLONS PER SQUARE YARD OVER NEW HMA SURFACES NOT OPENED TO TRAFFIC AS WELL AS OVER EXISTING TIGHT SMOOTH PAVEMENT. ON MILLED SURFACES, THE EMULSION APPLICATION RATE SHALL EQUAL 0.07 TO 0.09 GALLONS PER SQUARE YARD. ON NEW HMA PATCHES, THE EMULSION APPLICATION RATE SHALL EQUAL 0.06 TO 0.09 GALLONS PER SQUARE YARD.



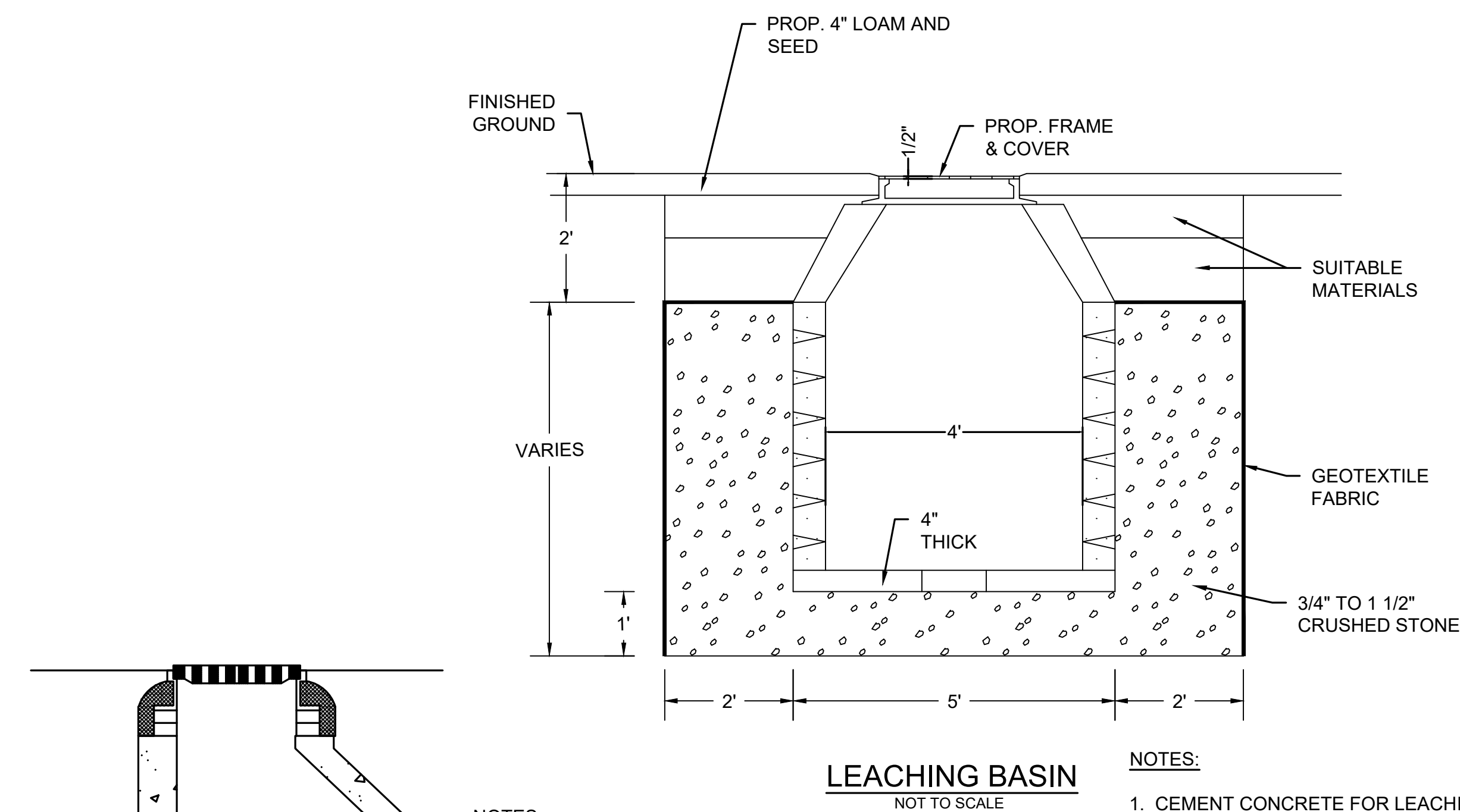
HYDRANT DETAIL

NOT TO SCALE



TREE PROTECTION-EXISTING TREE(S)

NOT TO SCALE



LEACHING BASIN

NOT TO SCALE

NOTES:

N 1. BASED ON ACTUAL FIELD CONDITIONS; THE CONTRACTOR SHALL DETERMINE WHICH STYLE OF TOP SECTION SHOULD BE USED.

NOTES:

1. CEMENT CONCRETE FOR LEACHING BASIN SHALL BE 4000 PSI, 1 1/2", 565 LB.
2. IF CONCRETE BLOCK, WALL THICKNESS = 6"
3. IF REINFORCED/PRECAST, WALL THICKNESS = 5" MIN.
4. LEACHING BASINS MAY BE ECCENTRIC TO AVOID UTILITY CONFLICTS IF REQUIRED.

REVISIONS		
NO.	REVISION	DATE

-

DRAWN/DESIGN BY CPD	CHECKED BY BAM
------------------------	-------------------

TYPICAL SECTIONS & DETAILS

SCALE: AS NOTED



#16E MILESTONE ROAD
APN 54-130-4
MADAKET REALTY LLC
CERT. U42123

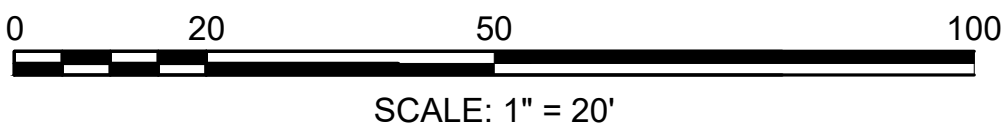
#2 POLPIS ROAD
APN 54-128-0
JUNE E. LIFE JOHNSEN ESTATE
CERT. 20086

#4 POLPIS ROAD
APN 54-187-0
VON KAMPEN NOMINEE TRUST
CERT. 22232

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PREPARED FOR
TOWN OF NANTUCKET
16 BROAD STREET
NANTUCKET, MA

MILESTONE ROAD PATH EXTENSION



REVISIONS		
NO.	REVISION	DATE
-		
DRAWN/DESIGN BY CPD		CHECKED BY BAM

BASELINE TIE PLANS

SCALE: 1"=20'

6 OF 30

This engineering plan view illustrates the proposed extension of a bike path along Milestone Road. The drawing includes stationing from PC +54.34 to PT +73.03, with subsequent stations at PT +23.33, PC +04.28, and PT +23.33. Key features include easements for a 15' bike path and a 15' easement for the proposed construction baseline and proposed grade line (PGL). The drawing also shows the intersection of Milestone Road with Polpis Road and the location of the 1894 State Highway Layout No. 7. A north arrow is located in the upper right corner, and a scale bar (1" = 20') is provided in the lower right corner. The drawing is divided into sections by match lines, with the left section continuing on Sheet 6 and the right section continuing on Sheet 8.

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L6	109+73.03	99033.249	1755345.689		N86°07'15"E 31.25'	110+04.28	99035.363	1755376.866
C4	110+04.28	99035.363	1755376.866	R=255.00' L=19.05'	Δ=4°16'49" T=9.53'	110+23.33	99035.941	1755395.902
L7	110+23.33	99035.941	1755395.902		S89°35'56"E 596.64'	116+19.97	99031.765	1755992.528

1 POLPIS ROAD
APN 54-121
N/F
ISLAND LUMBER HOLDING COMPANY
CERT. 5489, LCC 34603A
BOOK 1321, PAGE 211
PLAN NO. 35 OF 2011

1894 STATE HIGHWAY LAYOUT NO. 7
PROP. CONST. BL & PGL
15' BIKE PATH EASEMENT
BK/PG 1321/211

1894 STATE HIGHWAY LAYOUT NO. 7
APPROX. COUNTY LAYOUT

#1 MILESTONE ROAD
APN 54-46-0
N/F
TOWN OF NANTUCKET WATER COMMISSION
CERT. 13586

3
N: 98980.262
E: 1755583.500
EL: 34.619
MAG

0 20 50 100
SCALE: 1" = 20'

This engineering plan view illustrates the proposed extension of a bike path along Milestone Road. The drawing includes stationing from 109+73.03 to 116+19.97, with key points L6, C4, L7, and SB-DH. A table of construction baseline data is provided, detailing curve and line segments. The plan also shows existing features like 1957 and 1894 State Highway Layouts, easements, and match lines. A north arrow and a graphic scale are included for reference.

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
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1 POLPIS ROAD
APN 54-121
N/F
ISLAND LUMBER HOLDING COMPANY
CERT. 5489, LCC 34603A
BOOK 1321, PAGE 211
PLAN NO. 35 OF 2011

MILESTONE ROAD
#1 MILESTONE ROAD
APN 54-46-0
N/F
TOWN OF NANTUCKET WATER COMMISSION
CERT. 13586
APPROX. COUNTY LAYOUT

1894 STATE HIGHWAY LAYOUT NO. 7

1957 SHLO NO. 4584
1957 STATE HIGHWAY LAYOUT NO. 4584
TRANSFERRED TO TOWN BY 1984 STATE
HIGHWAY LAYOUT 5447

15' BIKE PATH EASEMENT
BK/PG 1321/211

PROP. CONST. BL & PGL

SB-DH
N120°18'W
55.53'
N86°07'15"E
66.73'

BIT WALK

MATCH LINE

3
N: 98980.262
E: 1755583.500
EL: 34.619
MAG

SCALE: 1" = 20'

This engineering plan view illustrates the proposed extension of a bike path along Milestone Road. The drawing includes stationing from 109+73.03 to 116+19.97, with key points L6, C4, L7, and SB-DH. A table of construction baseline data is provided, detailing curve and line segments. The plan also shows existing features like 1957 and 1894 State Highway Layouts, easements, and match lines. A north arrow and a graphic scale are included for reference.

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1 POLPIS ROAD
APN 54-121
N/F
ISLAND LUMBER HOLDING COMPANY
CERT. 5489, LCC 34603A
BOOK 1321, PAGE 211
PLAN NO. 35 OF 2011

MILESTONE ROAD
#1 MILESTONE ROAD
APN 54-46-0
N/F
TOWN OF NANTUCKET WATER COMMISSION
CERT. 13586
APPROX. COUNTY LAYOUT

1894 STATE HIGHWAY LAYOUT NO. 7

1957 SHLO NO. 4584
1957 STATE HIGHWAY LAYOUT NO. 4584
TRANSFERRED TO TOWN BY 1984 STATE
HIGHWAY LAYOUT 5447

15' BIKE PATH EASEMENT
BK/PG 1321/211

PROP. CONST. BL & PGL

SB-DH
N120°18'W
55.53'
N86°07'15"E
66.73'

BIT WALK

MATCH LINE

3
N: 98980.262
E: 1755583.500
EL: 34.619
MAG

SCALE: 1" = 20'

This engineering plan view illustrates the proposed extension of a bike path along Milestone Road. The drawing includes stationing from 109+73.03 to 116+19.97, with key points L6, C4, L7, and SB-DH. A table of construction baseline data is provided, detailing curve and line segments. The plan also shows existing features like 1957 and 1894 State Highway Layouts, easements, and match lines. A north arrow and a graphic scale are included for reference.

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L7	110+23.33	99035.941	1755395.902		S89°35'56"E 596.64'	116+19.97	99031.765	1755992.528

1 POLPIS ROAD
APN 54-121
N/F
ISLAND LUMBER HOLDING COMPANY
CERT. 5489, LCC 34603A
BOOK 1321, PAGE 211
PLAN NO. 35 OF 2011

MILESTONE ROAD
#1 MILESTONE ROAD
APN 54-46-0
N/F
TOWN OF NANTUCKET WATER COMMISSION
CERT. 13586
APPROX. COUNTY LAYOUT

1894 STATE HIGHWAY LAYOUT NO. 7

1957 SHLO NO. 4584
1957 STATE HIGHWAY LAYOUT NO. 4584
TRANSFERRED TO TOWN BY 1984 STATE
HIGHWAY LAYOUT 5447

15' BIKE PATH EASEMENT
BK/PG 1321/211

PROP. CONST. BL & PGL

SB-DH
N120°18'W
55.53'
N86°07'15"E
66.73'

BIT WALK

MATCH LINE

3
N: 98980.262
E: 1755583.500
EL: 34.619
MAG

SCALE: 1" = 20'

[illegible][illegible][illegible][illegible][illegible]

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PREPARED FOR TOWN OF NANTUCKET 16 BROAD STREET NANTUCKET, MA		
MILESTONE ROAD PATH EXTENSION MILESTONE ROAD NANTUCKET, MA		
REVISIONS		
NO.	REVISION	DATE
-		
DRAWN/DESIGN BY CPD	CHECKED BY BAM	
BASELINE TIE PLANS		
SCALE: 1"=20'		
-		
7 OF 30		

[illegible]



24 MILESTONE ROAD
APN 54-119-0
N/F
COMMONWEALTH OF MASSACHUSETTS
BOOK 97, PAGE 539

MILESTONE RD - BIKE PATH EXT CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L7	110+23.33	99035.941	1755395.902		S89°35'56"E 596.64'	116+19.97	99031.765	1755992.528
C5	116+19.97	99031.765	1755992.528	R = 105.00' Δ= 9°34'08" L=17.54' T=8.79'		116+37.51	99030.181	1756009.972
L8	116+37.51	99030.181	1756009.972		S80°01'48"E 11.19'	116+48.69	99028.245	1756020.991
C6	116+48.69	99028.245	1756020.991	R = 95.00' Δ= 9°34'08" L=15.87' T=7.95'		116+64.56	99026.812	1756036.773
L9	116+64.56	99026.812	1756036.773		S89°35'56"E 54.37'	117+18.93	99026.432	1756091.146

POLPIS BIKE PATH

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PREPARED FOR
TOWN OF NANTUCKET
16 BROAD STREET
NANTUCKET, MA

MILESTONE ROAD PATH EXTENSION

REVISIONS

[illegible]

NO.	REVISION	DATE
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DRAWN/DESIGN BY	CHECKED BY
CPD	BAM

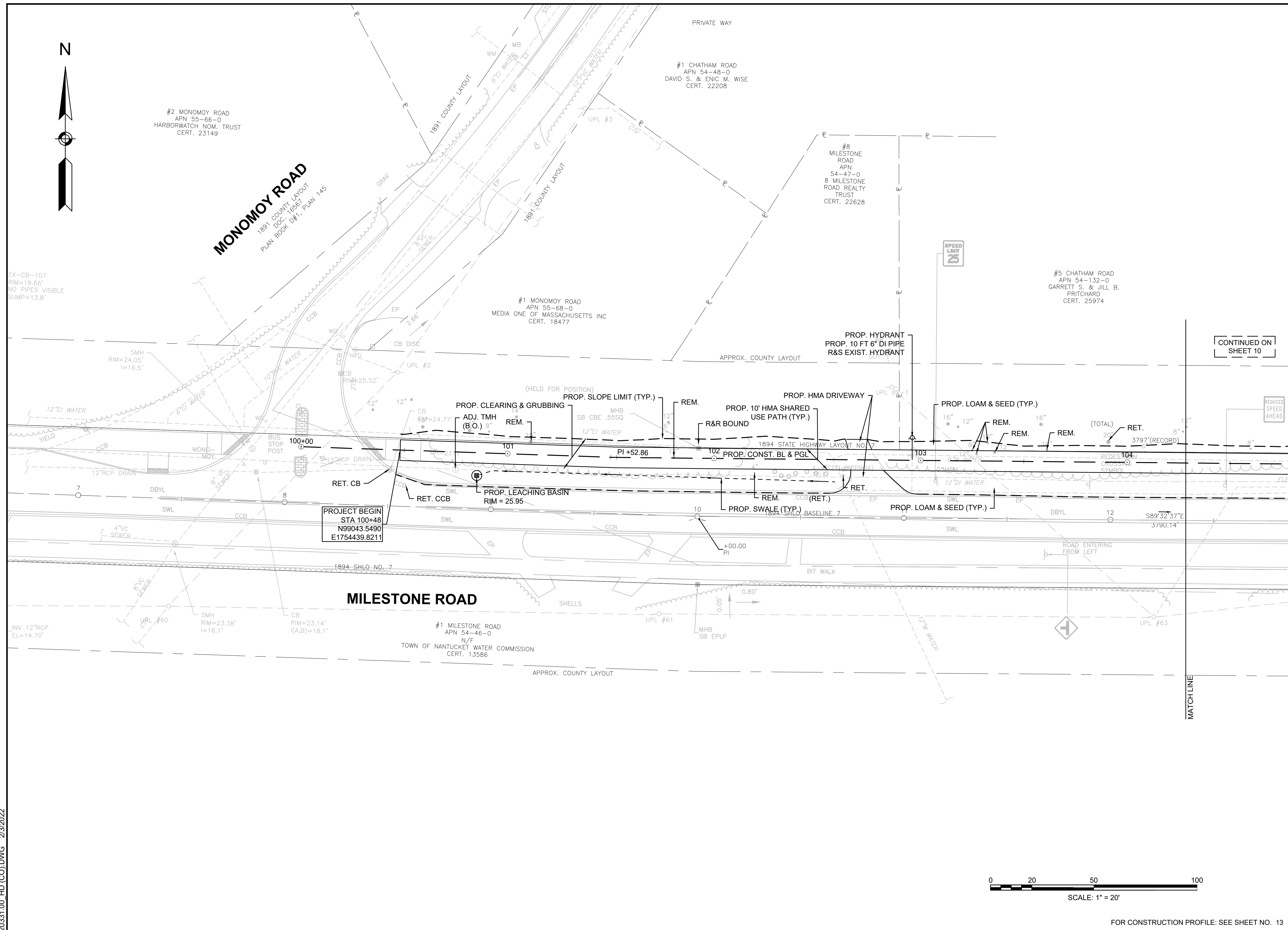
BASELINE TIE PLANS

SCALE: 1"=20'

8 OF 30

20331.00_HD (BLT).DWG 1/10/2022

20331.00_HD_COI.DWG 2/3/2022



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PREPARED FOR
TOWN OF NANTUCKET
16 BROAD STREET
NANTUCKET, MA

MILESTONE ROAD PATH EXTENSION
MILESTONE ROAD
NANTUCKET, MA

REVISIONS		
NO.	REVISION	DATE

DRAWN/DESIGN BY	CHECKED BY
CPD	BAM

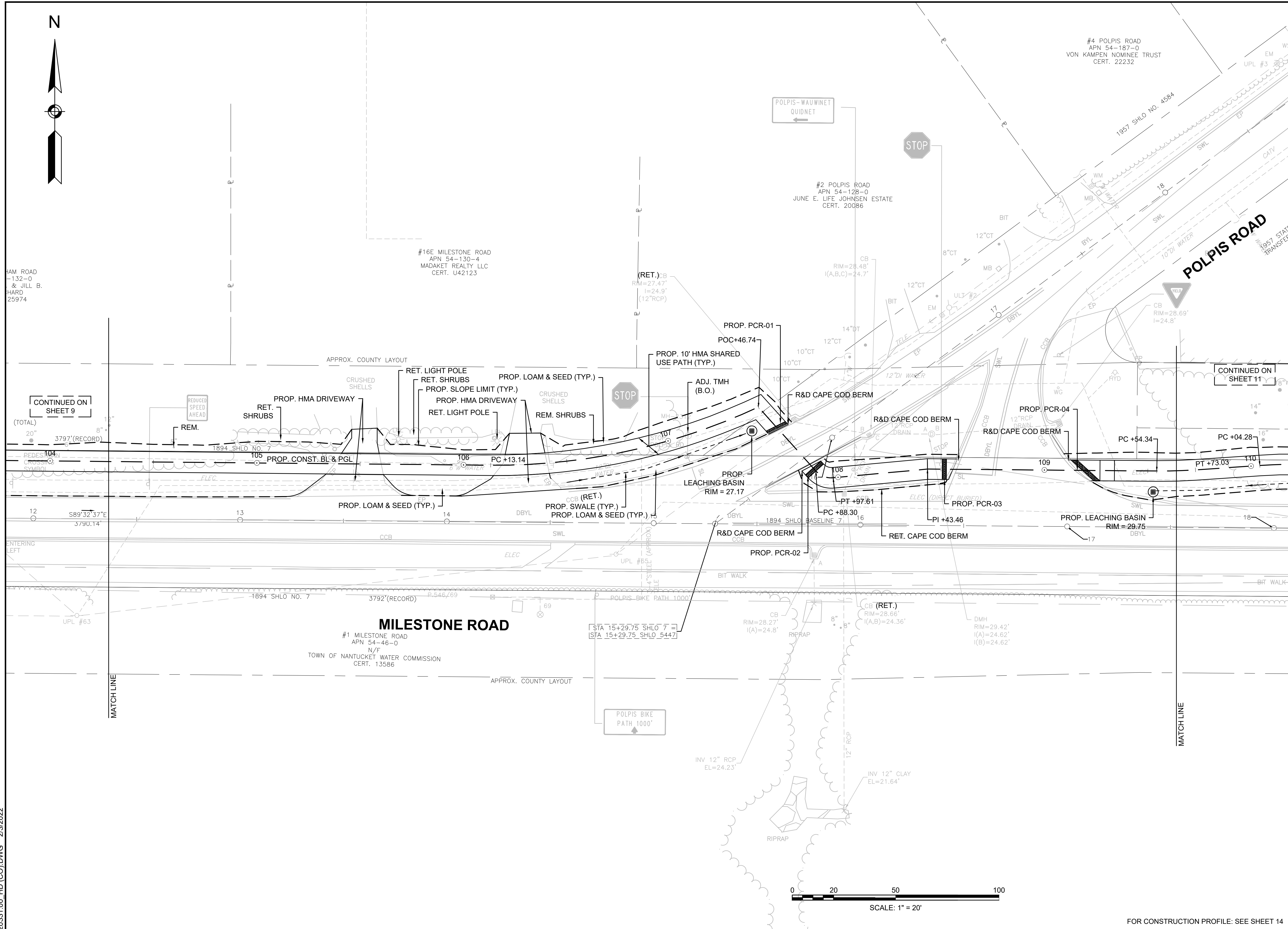
CONSTRUCTION
PLANS

SCALE: 1"=20'

9 OF 30

FOR CONSTRUCTION PROFILE: SEE SHEET NO. 13

20331.00 HD (CO).DWG 2/3/2022



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16 BROAD STREET
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MILESTONE ROAD PATH EXTENSION

MILESTONE ROAD

NANTUCKET, MA

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CPD	BAM

CONSTRUCTION PLANS

SCALE: 1"=20'

10 OF 30

FOR CONSTRUCTION PROFILE: SEE SHEET 14

MILESTONE ROAD PATH EXTENSION

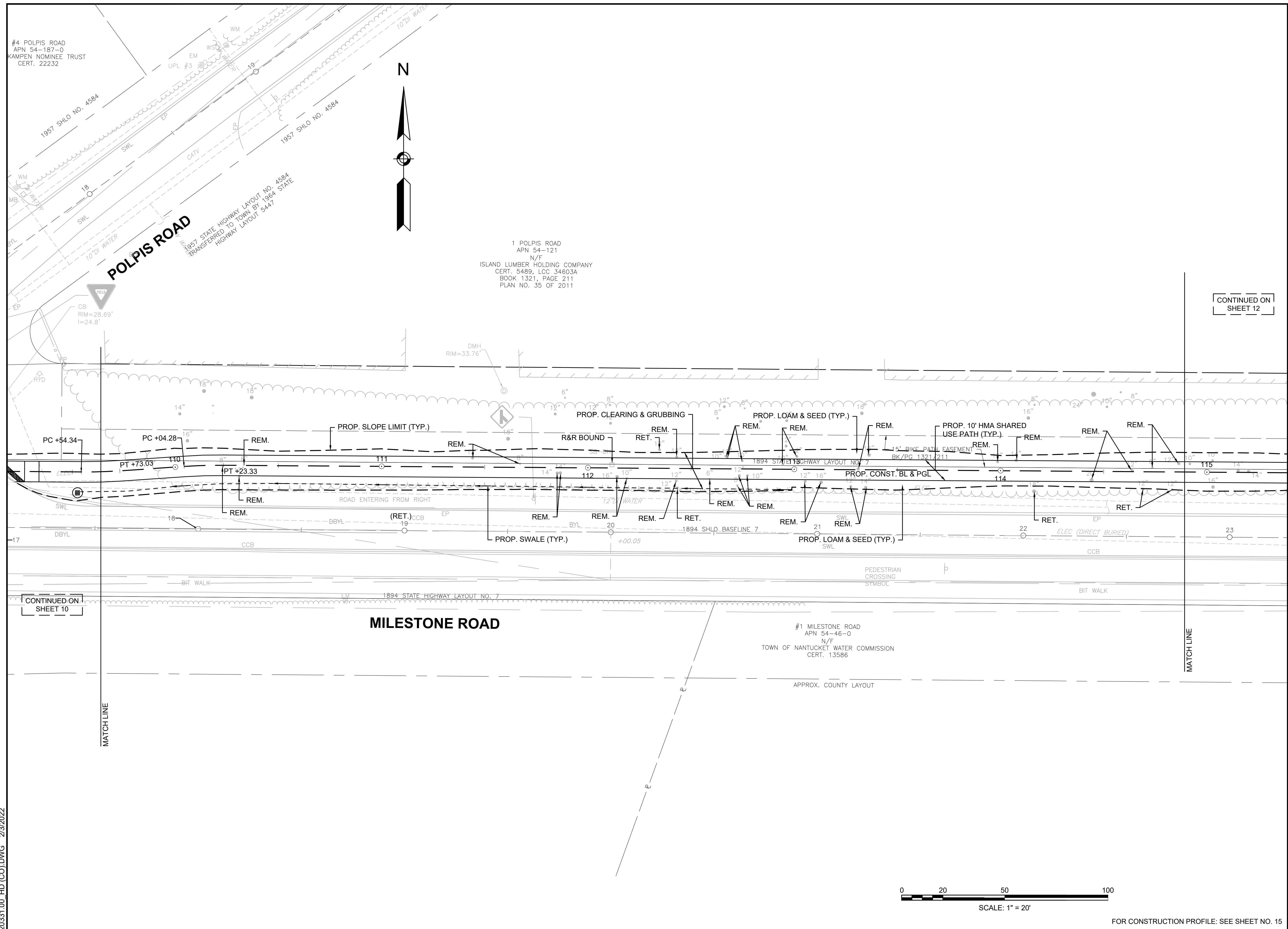
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CONSTRUCTION PLANS

SCALE: 1"=20'

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11 OF 30

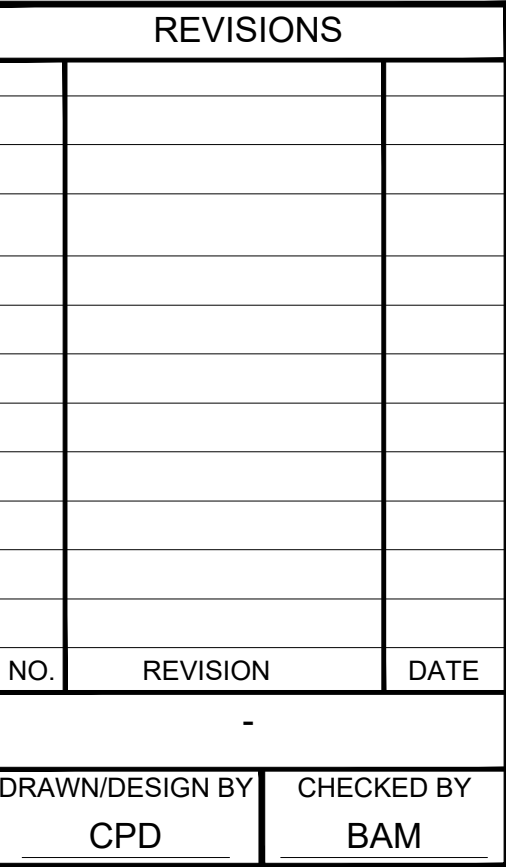




24 MILESTONE ROAD
APN 54-119-0
N/F
COMMONWEALTH OF MASSACHUSETTS
BOOK 97, PAGE 539

PREPARED FOR
TOWN OF NANTUCKET
16 BROAD STREET
NANTUCKET, MA

MILESTONE ROAD PATH EXTENSION



SCALE: 1"=20'

12 OF 30

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MILESTONE ROAD PATH EXTENSION

The first two steps are the most important. The first step is to identify the problem. The second step is to define the problem. The third step is to identify the causes of the problem. The fourth step is to identify the effects of the problem. The fifth step is to identify the stakeholders involved in the problem. The sixth step is to identify the resources available to solve the problem. The seventh step is to identify the constraints on the problem. The eighth step is to identify the risks associated with the problem. The ninth step is to identify the opportunities associated with the problem. The tenth step is to identify the solutions to the problem.

[illegible]

CONSTRUCTION PROFILES

SCALE: AS NOTED



20 0 20 40

1 0 1 0

**MILESTONE ROAD PATH EXTENSION
MILESTONE ROAD
NANTUCKET, MA**

[illegible]

SCALE: AS NOTED

NAVD 88
BASE ELEV
0.00

Station	Elevation (ft)
104+00	32.4
104+50	32.56
105+00	30.7
105+50	31.35
106+00	29.6
106+50	30.13
107+00	29.3
107+50	28.98
108+00	28.4
108+50	28.24
109+00	27.7
109+50	27.91
110+00	27.6
110+50	27.63
111+00	28.7
111+50	28.74
112+00	29.2
112+50	29.20
113+00	29.3
113+50	29.31

CONTINUED ON
SHEET 13

CONTINUED ON
SHEET 15

The graphic scale bars are located at the bottom of the page. The horizontal scale bar is labeled "HOR. SCALE IN FEET" and has markings for 20, 0, 20, and 40 feet. The vertical scale bar is labeled "VER. SCALE IN FEET" and has markings for 4, 0, 4, and 8 feet.

MILESTONE ROAD PATH EXTENSION
MILESTONE ROAD
NANTUCKET, MA

[illegible]

CONSTRUCTION PROFILES

SCALE: AS NOTED

—

15 OF 30

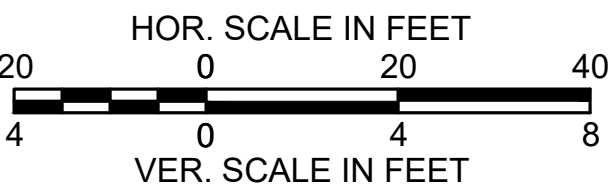
NAVD 88
BASE ELEV
0.00

CONTINUED ON
SHEET 14

CONTINUED ON
SHEET 16

Station	Existing Elev	Proposed Elev
109+00	29.5	29.31
109+25	29.67	29.67
110+00	30.2	30.27
110+25	31.4	31.23
111+00	32.6	32.33
111+25	33.2	33.42
112+00	33.9	34.44
112+25	35.3	35.34
113+00	35.7	36.13
113+25	35.8	36.80
114+00	37.2	37.44

FOR CONSTRUCTION PLAN: SEE SHEET NO. 11



**MILESTONE ROAD PATH EXTENSION
MILESTONE ROAD
NANTUCKET, MA**

[illegible]

CONSTRUCTION PROFILES

SCALE: AS NOTED

--

16 OF 30

NAVD 88
BASE ELEV
0.00

114+00 115+00 116+00 117+00

60
50
40
30
20
10
0

37.2
37.44
37.7
38.08
38.0
38.72
39.0
39.36
39.9
39.91
40.1
40.29
40.0

1.28%
0.58%

PVI STA = 116+00.00
PVI ELEV = 40.00
A.D. = -0.69%
K = 143.92
100' VC

PVC: 115+50
ELEV: 39.36

PVT: 116+50
ELEV: 40.29

GRADE BREAK STA = 116+77.00
ELEV = 40.45

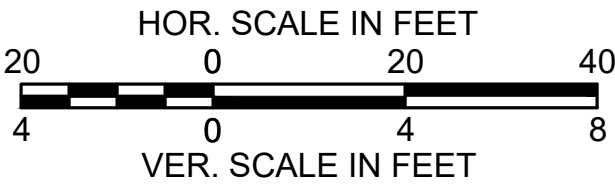
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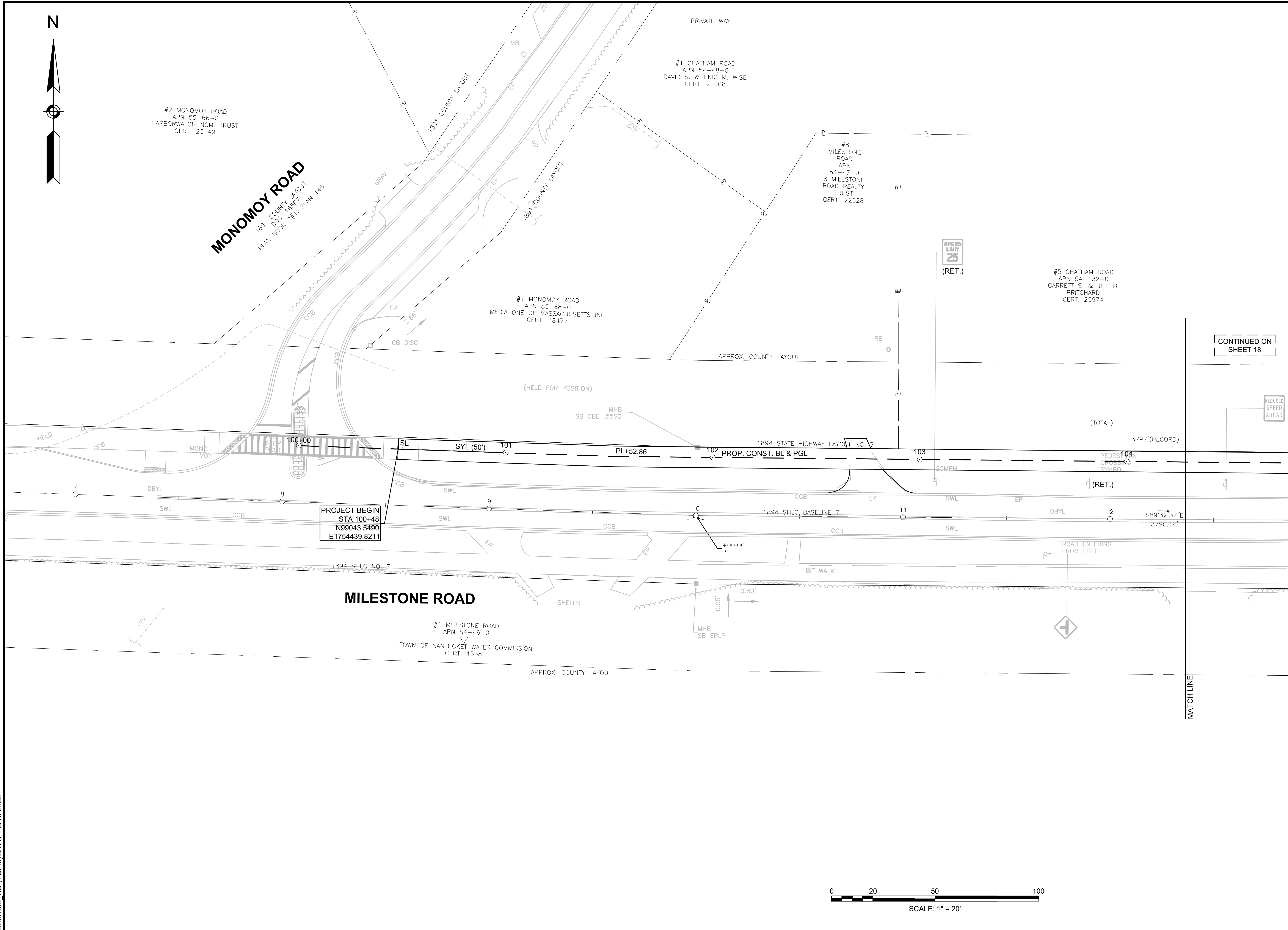
EXISTING GRADE

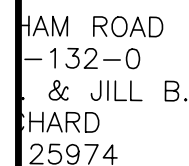
END PROJECT
STA. 116+77
MEET EXISTING
N99026.7281
E1756049.2182

CONTINUED ON
SHEET 15

FOR CONSTRUCTION PLAN: SEE SHEET NO. 12







HAM ROAD
-132-0
& JILL B.
HARD
25974

		APPROX. COUNTY LAYOUT
--	--	-----------------------

#16E MILESTONE ROAD
APN 54-130-4
MADAKET REALTY LLC
CERT. U42123

(R&R) POLPIS-WAUWINET
QUIDNET
←

#2 POLPIS ROAD
APN 54-128-0
JUNE E. LIFE JOHNSEN ESTATE
CERT. 20086

#4 POLPIS ROAD
APN 54-187-0
VON KAMPEN NOMINEE TRUST
CERT. 22232

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PREPARED FOR
TOWN OF NANTUCKET
16 BROAD STREET
NANTUCKET, MA

MILESTONE ROAD PATH EXTENSION

REVISIONS

[illegible]

NO.	REVISION	DATE
	-	

DRAWN/DESIGN BY CPD	CHECKED BY BAM
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TRAFFIC SIGN & PAVEMENT MARKING PLANS

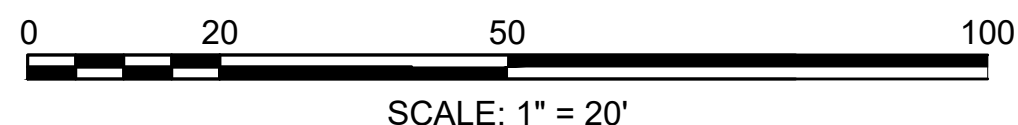
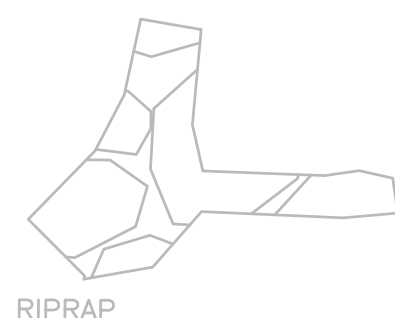
SCALE: 1"=20'

18 OF 30

NOTE:

1) REMOVE ALL EXISTING PAVEMENT MARKINGS BY AN APPROVE METHOD THAT CONFLICT WITH PROPOSED PAVEMENT MARKINGS

IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)	NUMBER OF SIGNS REQUIRED	COLOR			4X4 POST NUMBER REQUIRED	UNIT AREA IN SQUARE FEET	AREA IN SQUARE FEET
R1-1(18)	18"	18"		MUTCD STANDARD	3	RED	WHITE	WHITE	3	2.25	6.75
R1-1(30)	30"	30"		MUTCD STANDARD	2	RED	WHITE	WHITE	2 REQ'D; 1 MNT. BTB W/ D3-1A	6.25	12.50
MA-D3-1A	VAR	18"		TOWN STANDARD	2	TOWN STANDARD			2 MNT. BTB W/ R1-1(30)	-	-



20331 00 HD (TSPM) DWG 2/10/2022

#4 POLPIS ROAD
APN 54-187-0
KAMPEN NOMINEE TRUST
CERT. 22232

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16 BROAD STREET
NANTUCKET, MA

MILESTONE ROAD PATH EXTENSION
MILESTONE ROAD
NANTUCKET, MA

REVISIONS		
NO.	REVISION	DATE

-

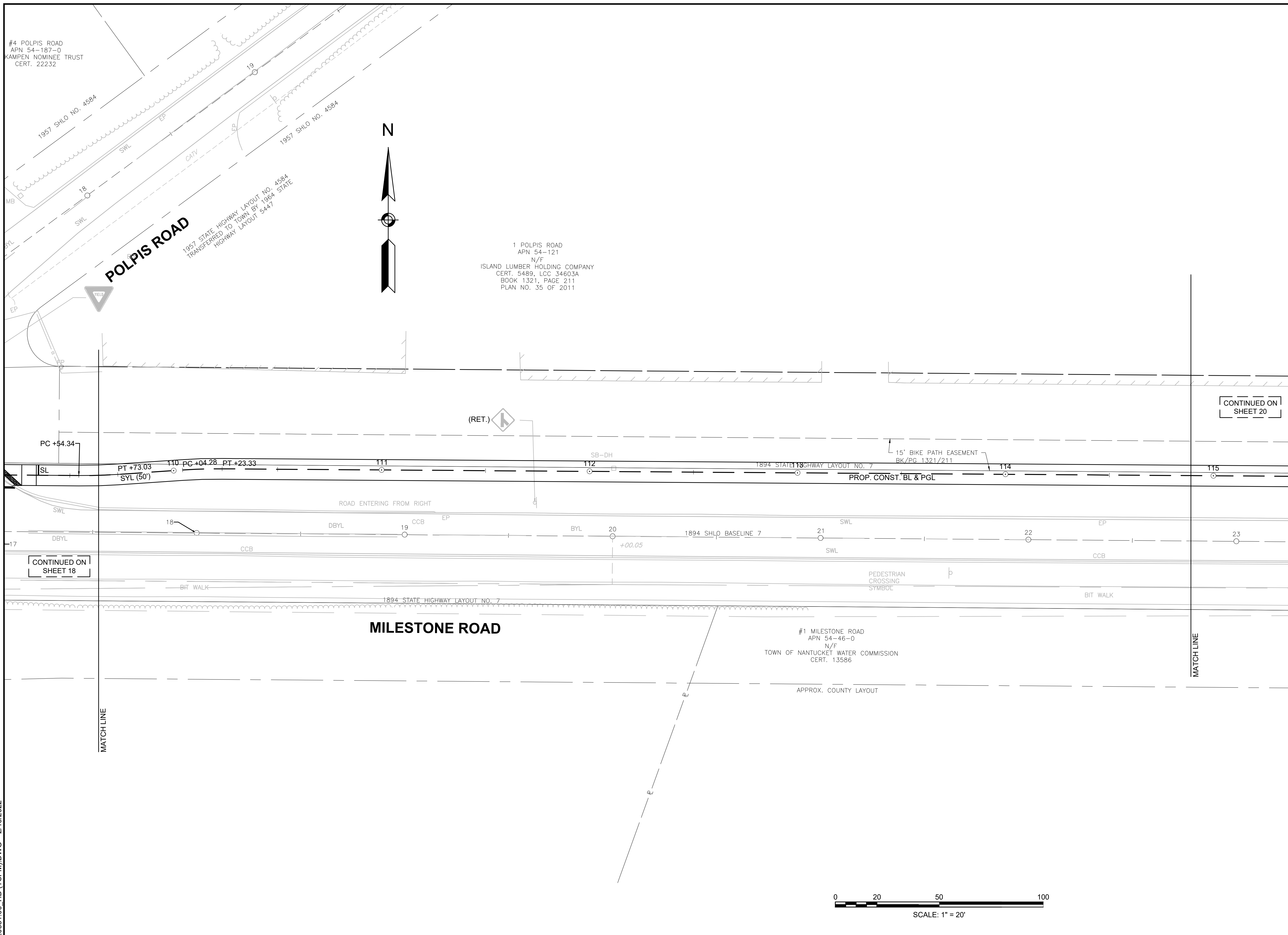
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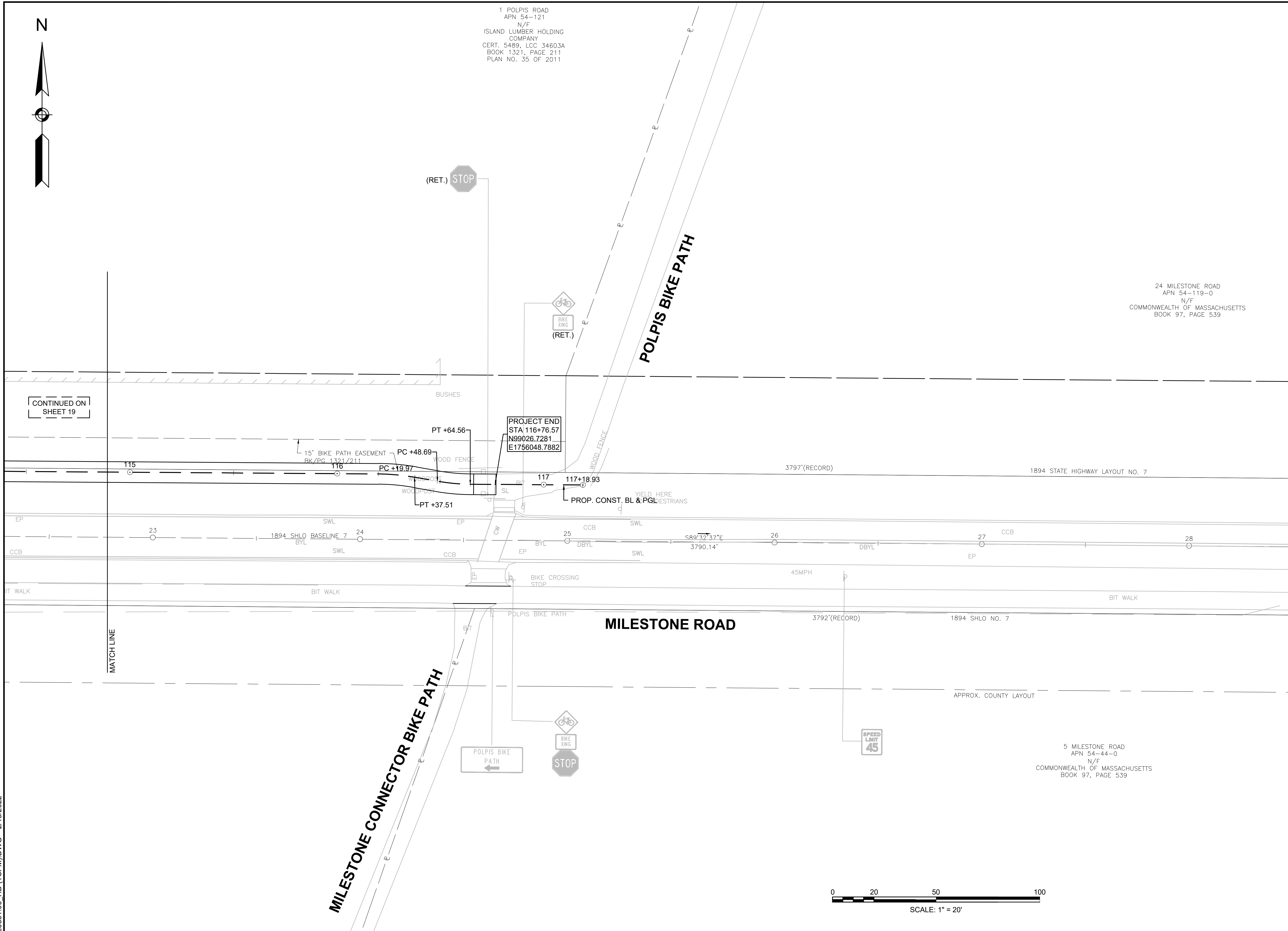
CHECKED BY
BAM

TRAFFIC SIGN & PAVEMENT MARKING PLANS

SCALE: 1"=20'

19 OF 30





1. ALL TEMPORARY TRAFFIC CONTROL WORK SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND ALL REVISIONS, UNLESS SUPERCEDED BY THESE PLANS.
2. ALL SIGN LEGENDS, BORDERS, AND MOUNTING SHALL BE IN ACCORDANCE WITH THE MUTCD.
3. TEMPORARY CONSTRUCTION SIGNING AND ALL OTHER TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF ANY WORK.
4. TEMPORARY CONSTRUCTION SIGNING, BARRICADES, AND ALL OTHER NECESSARY WORK ZONE TRAFFIC CONTROL DEVICES SHALL BE REMOVED FROM THE HIGHWAY OR COVERED WHEN THEY ARE NOT REQUIRED FOR CONTROL OF TRAFFIC.
5. SIGNS AND SIGN SUPPORTS LOCATED ON OR NEAR THE TRAVELED WAY, CHANNELIZING DEVICES, BARRIERS, AND CRASH ATTENUATORS MUST PASS THE CRITERIA SET FORTH IN NCHRP REPORT 350, "RECOMMENDED PROCEDURES FOR THE SAFETY PERFORMANCE EVALUATION OF HIGHWAY FEATURES" AND/OR "MANUAL FOR ASSESSING SAFETY HARDWARE" (MASH).
6. CONTRACTORS SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OF ACCESS, SUCH AS CONDUIT INSTALLATION, EXISTING PAVEMENT EXCAVATION, TEMPORARY DRIVEWAY PAVEMENT PLACEMENT, AND SIMILAR OPERATIONS.
7. THE FIRST FIVE PLASTIC DRUMS OF A TAPER SHALL BE MOUNTED WITH TYPE A LIGHTS.
8. THE ADVISORY SPEED LIMIT, IF REQUIRED, SHALL BE DETERMINED BY THE ENGINEER.
9. DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
10. MAXIMUM SPACING OF TRAFFIC DEVICES IN A TAPER (DRUMS OR CONES) IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH.
11. MINIMUM LANE WIDTH IS TO BE 11 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF DRUMS OR MEDIAN BARRIER.
12. ALL SIGNS SHALL BE MOUNTED ON THEIR OWN STANDARD SIGN SUPPORTS.

● REFLECTORIZED PLASTIC DRUM OR 36" CONE	WORK ZONE	WORK VEHICLE
P/F POLICE/FLAGGER DETAIL	DIRECTION OF TRAFFIC	TRUCK MOUNTED ATTENUATOR
TYPE III BARRICADE	IMPACT ATTENUATOR	TRAFFIC OR PEDESTRIAN SIGNAL
CHANGEABLE MESSAGE SIGN	MEDIAN BARRIER	SIGN
ARROW BOARD	MEDIAN BARRIER WITH WARNING LIGHTS	

ROAD TYPE	DISTANCE BETWEEN SIGNS **		
	A	B	C
LOCAL OR LOW VOLUME ROADWAYS*	350 (100)	350 (100)	350 (100)
MOST OTHER ROADWAYS*	500 (150)	500 (150)	500 (150)
FREEWAYS AND EXPRESSWAYS*	1,000 (300)	1,500 (450)	2,640 (800)

*** DISTANCES ARE SHOWN IN FEET (METERS). THE COLUMN HEADINGS A, B, AND C ARE THE DIMENSIONS SHOWN IN THE DETAILS/ TYPICAL SETUP FIGURES. THE A DIMENSION IS THE DISTANCE FROM THE TRANSITION OR POINT OF RESTRICTION TO THE FIRST SIGN. THE B DIMENSION IS THE DISTANCE BETWEEN THE FIRST AND SECOND SIGNS. THE C DIMENSION IS THE DISTANCE BETWEEN THE SECOND AND THIRD SIGNS. (THE "THIRD" SIGN IS THE FIRST ONE TYPICALLY ENCOUNTERED BY A DRIVER APPROACHING A TEMPORARY TRAFFIC CONTROL (TTC) ZONE.)

THE FIRST AND SECOND WARNING SIGNS ABOVE ARE REFERRED TO AS THE OPERATIONAL (DAY-TO-DAY) WORK ZONE SIGNS AND MAY BE MOVED DEPENDING ON WHERE THE SPECIFIC ROADWAY WORK FOR THAT DAY IS LOCATED.

R2-10a, R2-10e, AND W20-1 SERIES SIGNS ARE TO BE INCLUDED ON ALL DETAILS/TYPICAL SETUPS.

SPEED* (mph)	DISTANCE (ft)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
75	820

Source: Table 6C-2 MUTCD LATEST EDITION

Source: MUTCD LATEST EDITION

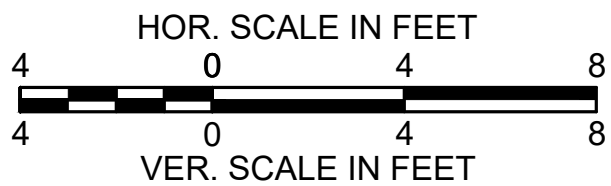
TYPE OF TAPER	TAPER LENGTH (L)*
MERGING TAPER	AT LEAST L
SHIFTING TAPER	AT LEAST 0.5L
SHOULDER TAPER	AT LEAST 0.33L
ONE –LANE, TWO –WAY TRAFFIC TAPER	50 FT MIN.(15 m) 100 FT(30 m) MAX.
DOWNSTREAM TAPER	50 FT MIN.(15 m) 100 FT MAX.(30 m) PER LANE

SPEED LIMIT (S)	TAPER LENGTH (L) FEET
40 MPH OR LESS	$L = \frac{WS^2}{60}$
45 MPH OR MORE	$L = WS$

S = POSTED SPEED LIMIT, OR OFF-PEAK 85TH-PERCENTILE SPEED PRIOR TO
WORK STARTING, OR THE ANTICIPATED OPERATING SPEED IN MPH (KM/H)

Source: Table 6C-4 MUTCD LATEST EDITION



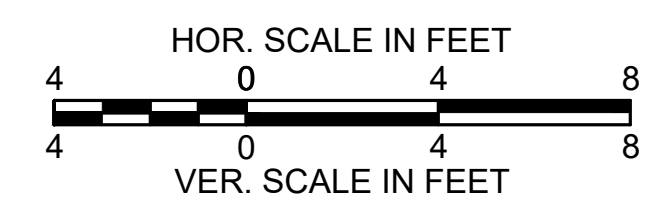
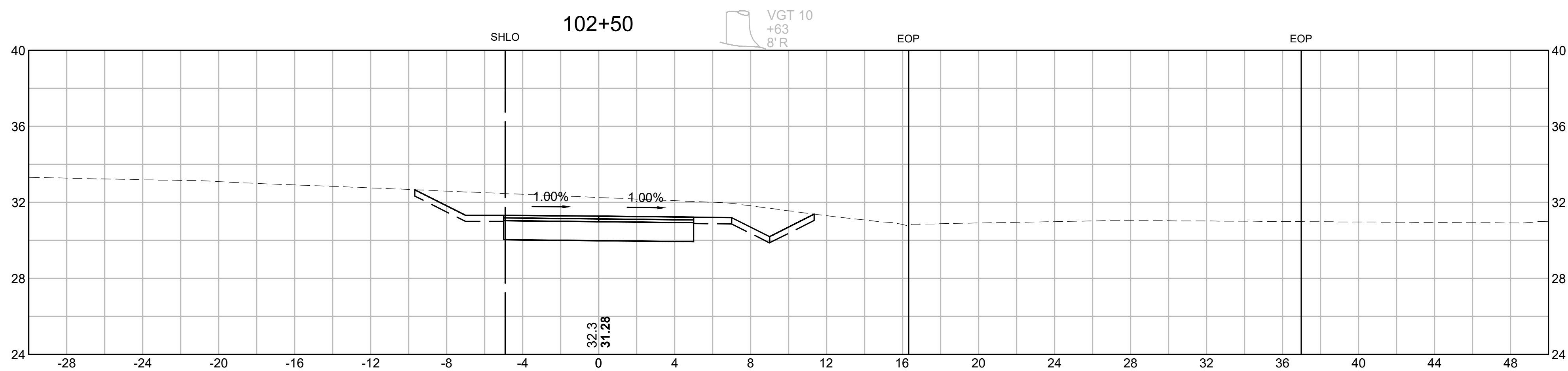
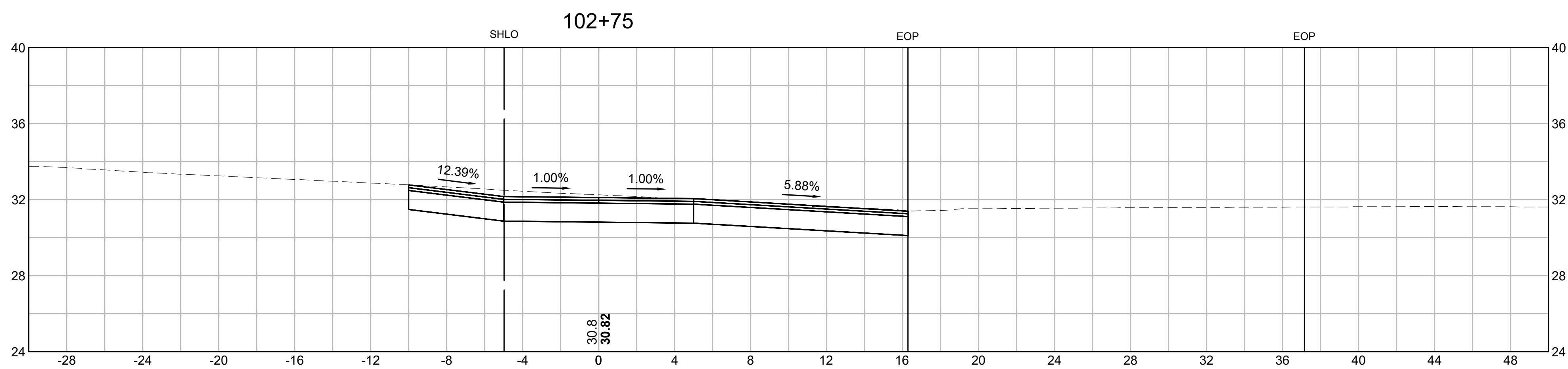
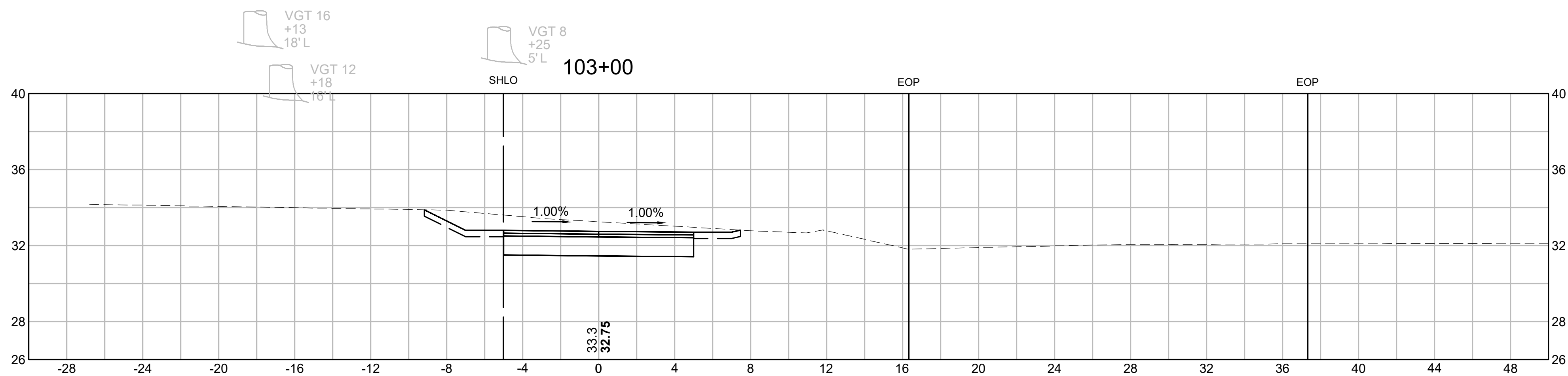
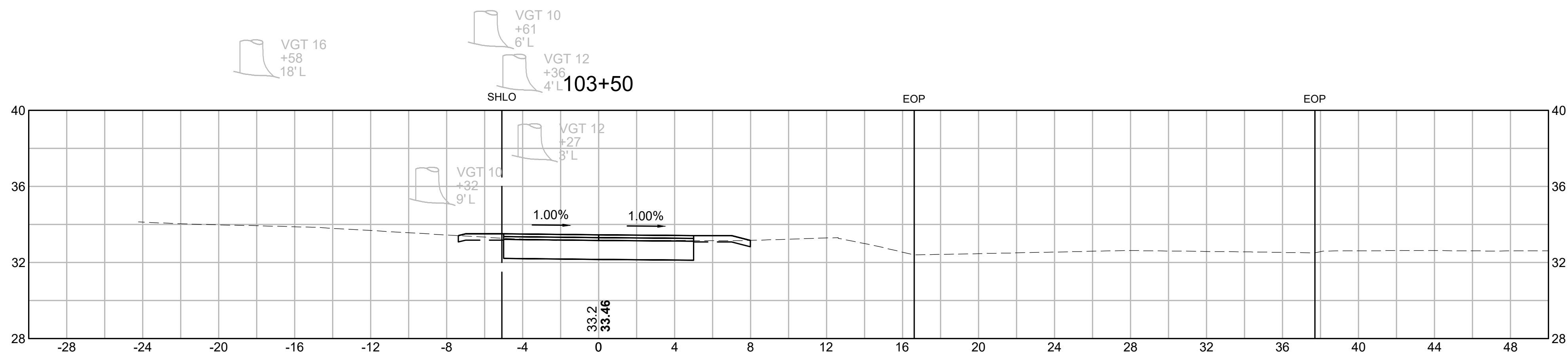


**MILESTONE ROAD PATH EXTENSION
MILESTONE ROAD
NANTUCKET, MA**

[illegible]

CROSS SECTIONS	
SCALE:	AS NOTED
-	
22 OF 30	



PREPARED FOR
TOWN OF NANTUCKET
16 BROAD STREET
NANTUCKET, MA

MILESTONE ROAD PATH EXTENSION

[illegible]

CROSS SECTIONS

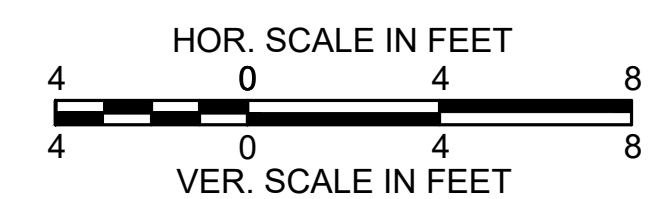
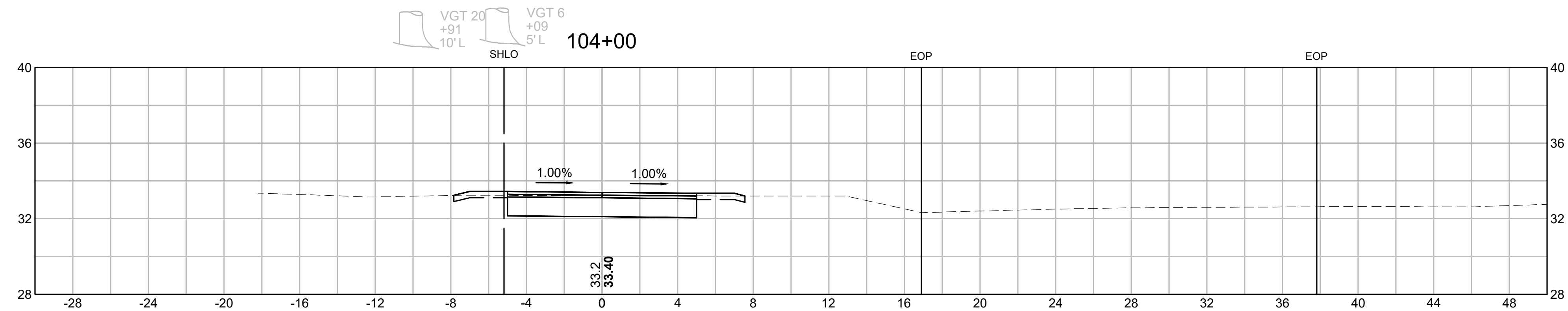
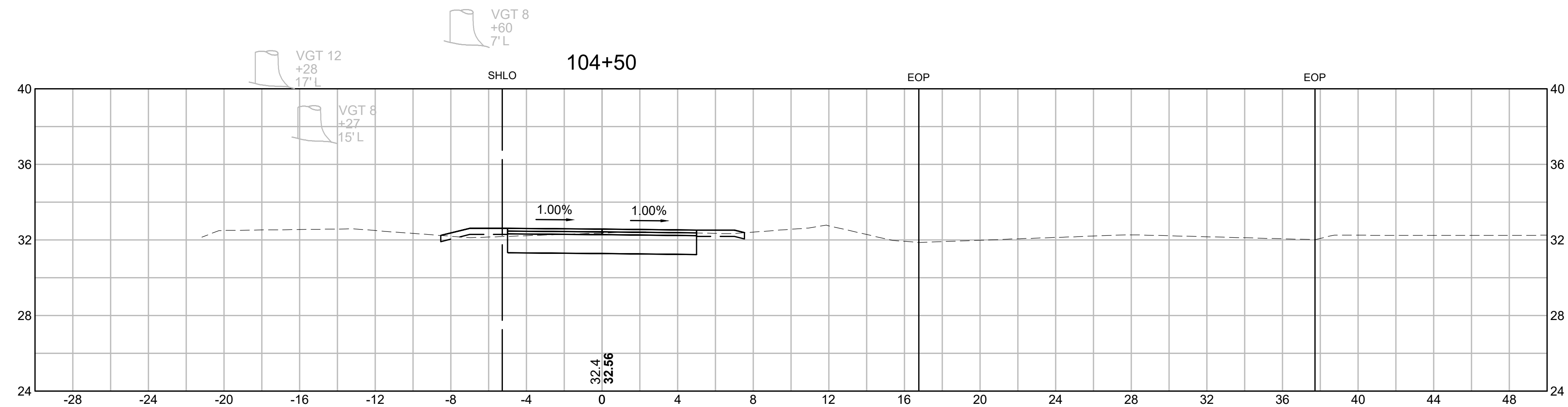
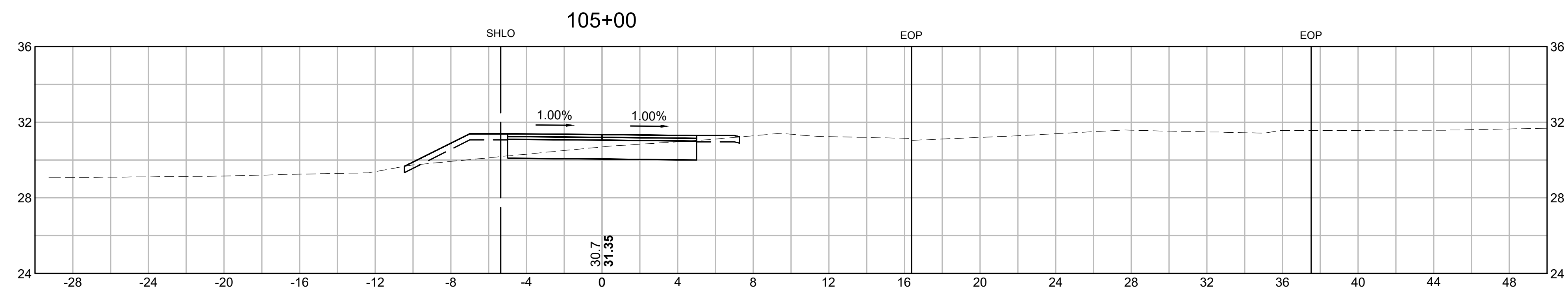
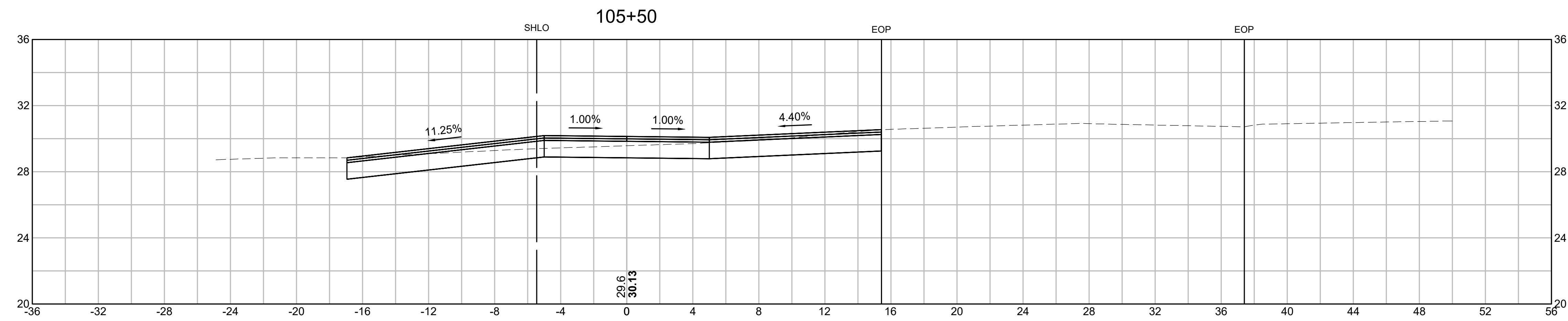
SCALE: AS NOTED

**MILESTONE ROAD PATH EXTENSION
MILESTONE ROAD
NANTUCKET, MA**

[illegible]

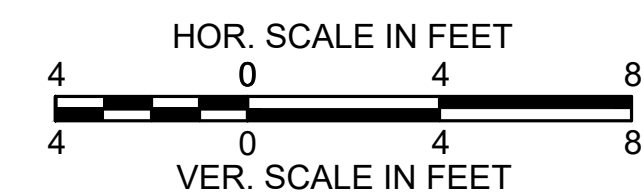
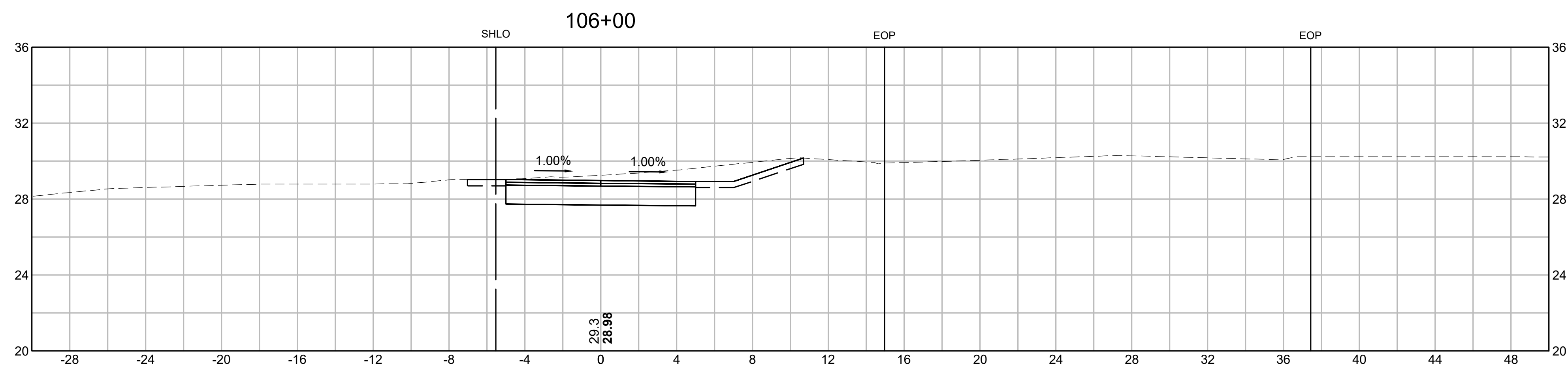
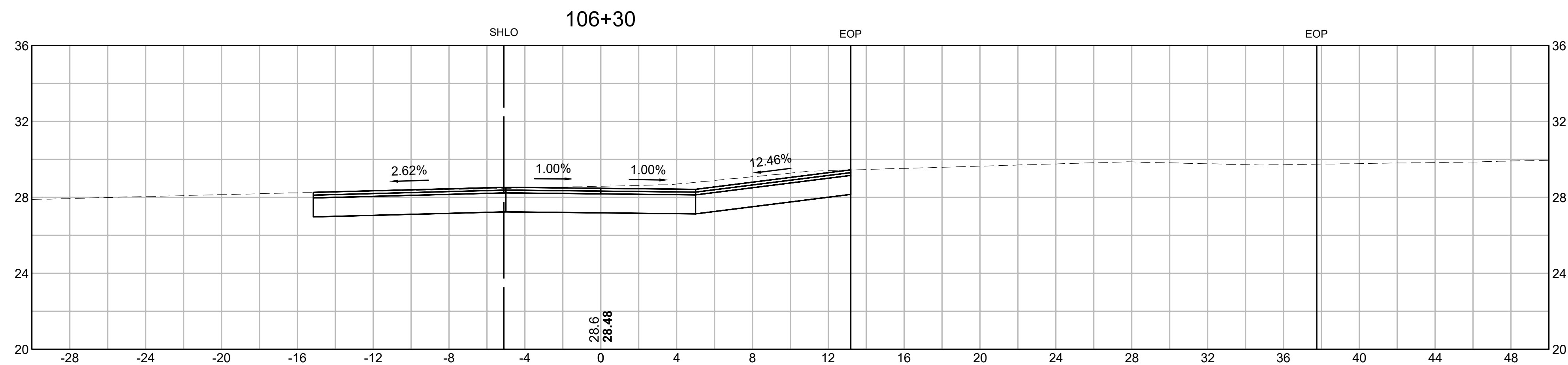
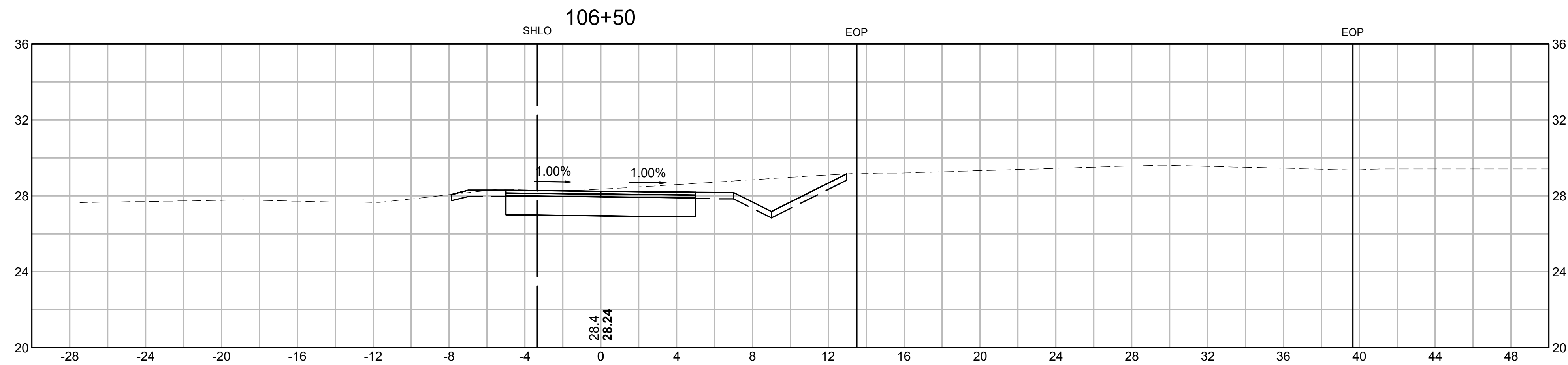
CROSS SECTIONS



**MILESTONE ROAD PATH EXTENSION
MILESTONE ROAD
NANTUCKET, MA**

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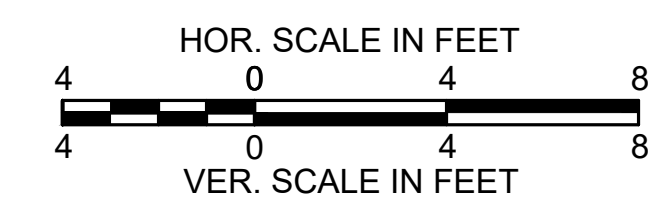
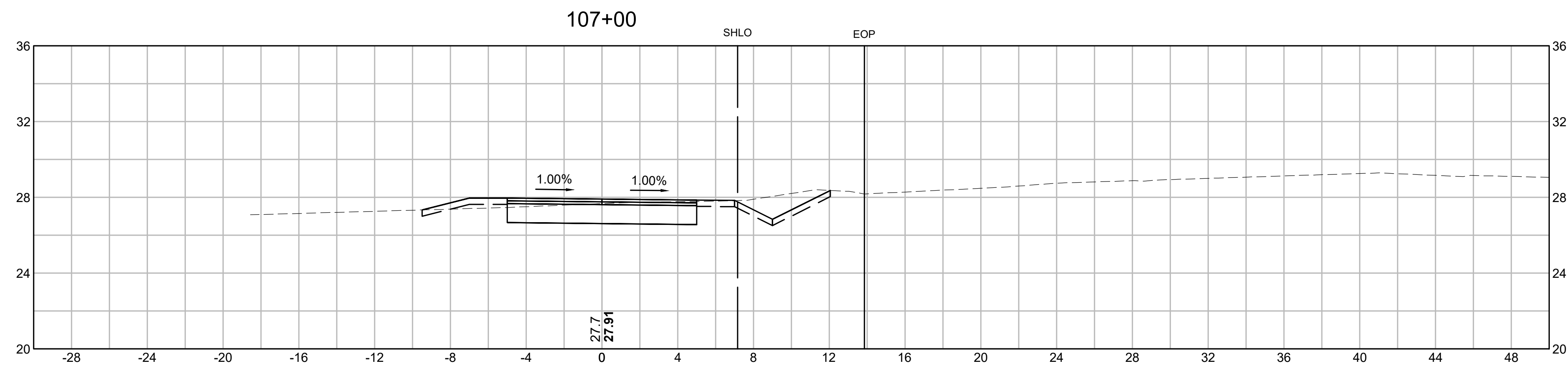
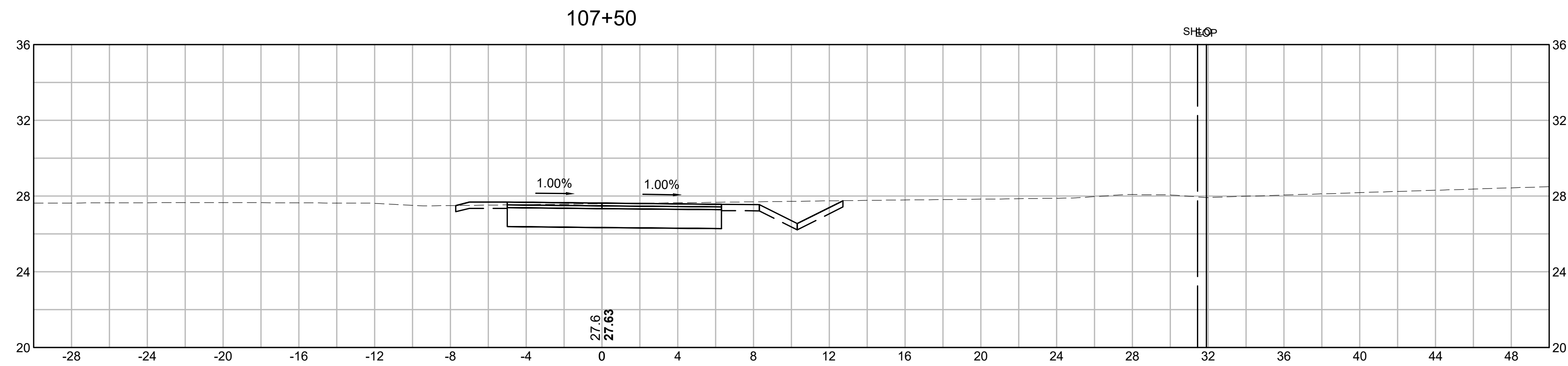
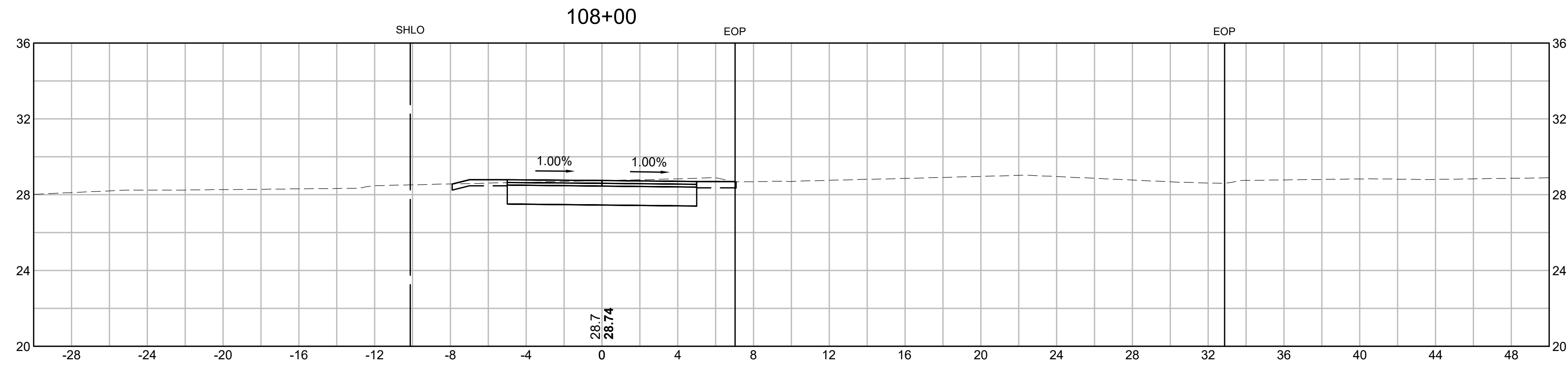
CROSS SECTIONS	
SCALE:	AS NOTED
-	
25 OF 30	



**MILESTONE ROAD PATH EXTENSION
MILESTONE ROAD
NANTUCKET, MA**

[illegible]

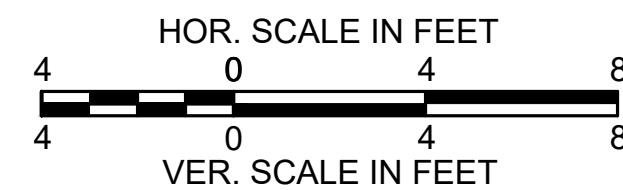
CROSS
SECTIONS



**MILESTONE ROAD PATH EXTENSION
MILESTONE ROAD
NANTUCKET, MA**

[illegible]

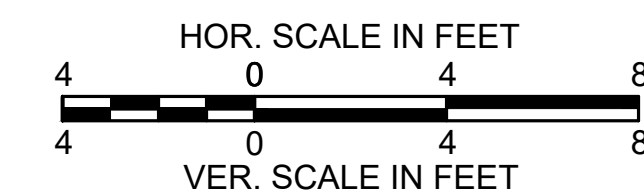
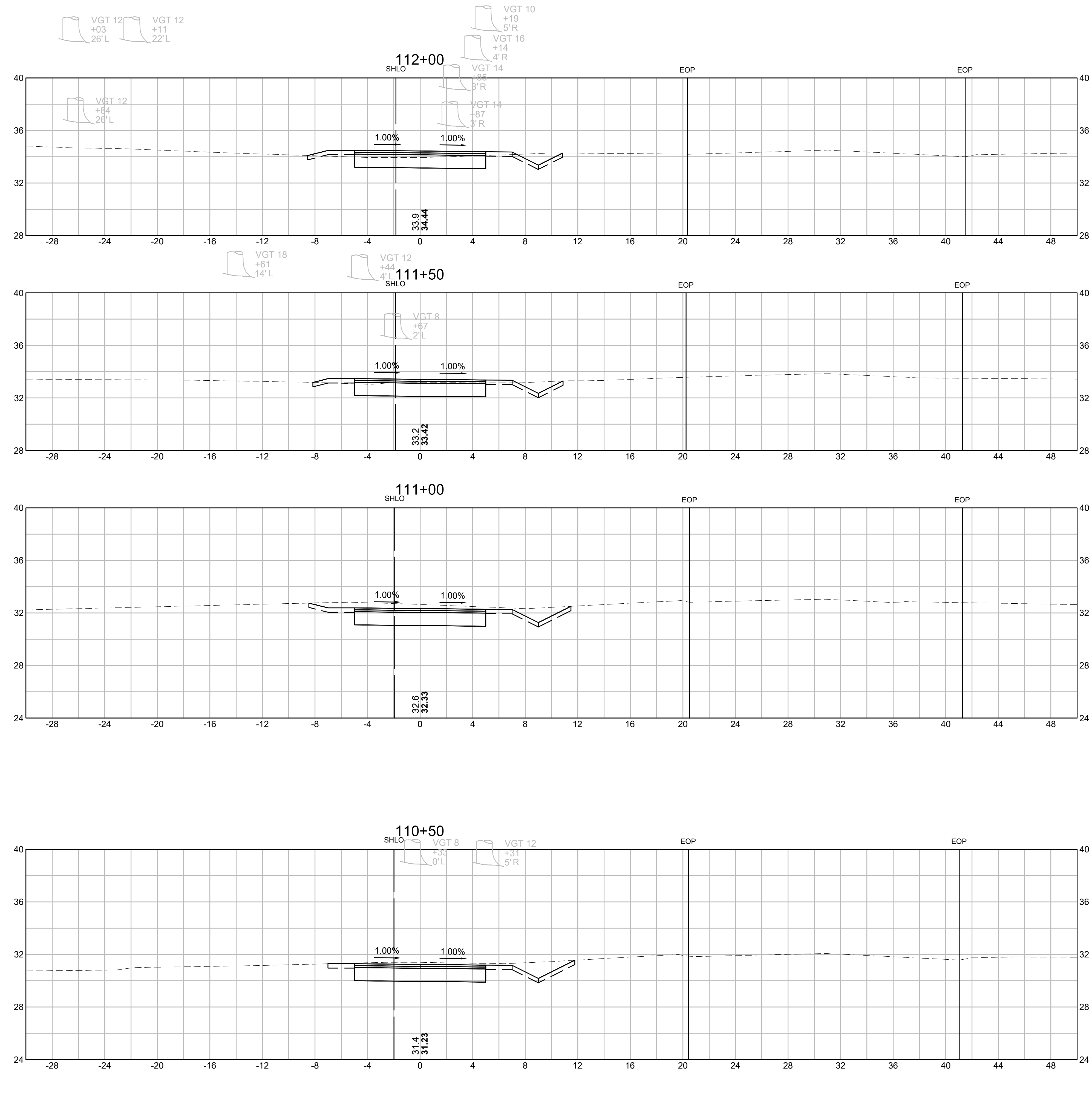
CROSS SECTIONS	
SCALE:	AS NOTED
-	
27 OF 30	



**MILESTONE ROAD PATH EXTENSION
MILESTONE ROAD
NANTUCKET, MA**

[illegible]

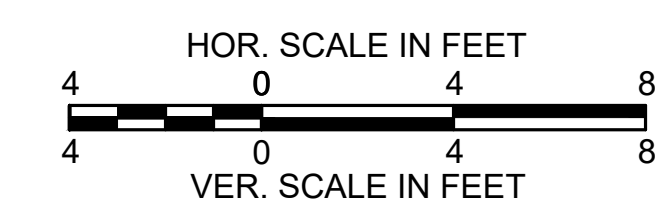
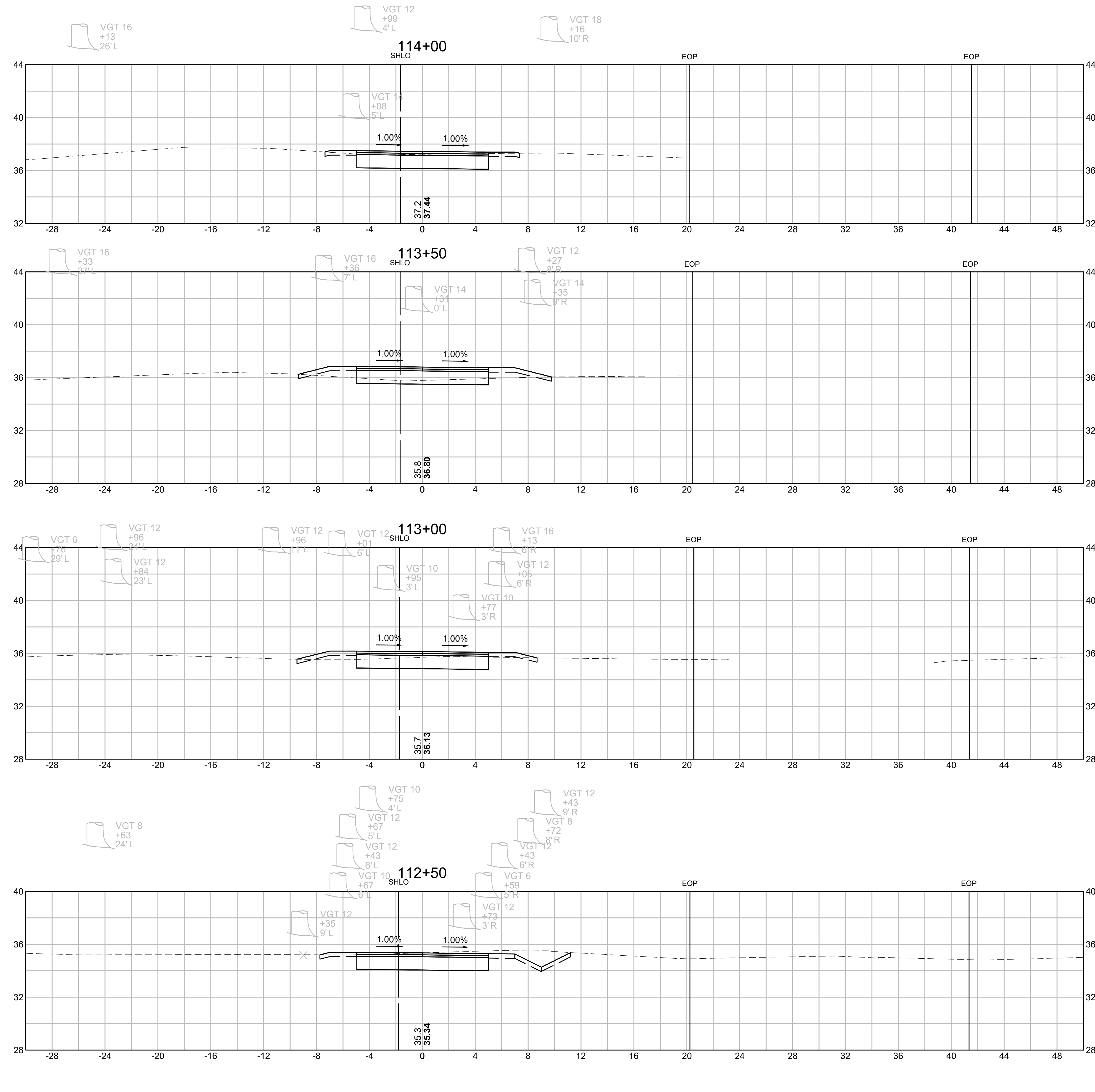
CROSS
SECTIONS



**MILESTONE ROAD PATH EXTENSION
MILESTONE ROAD
NANTUCKET, MA**

[illegible]

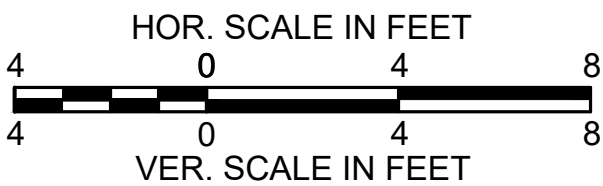
CROSS SECTIONS



**MILESTONE ROAD PATH EXTENSION
MILESTONE ROAD
NANTUCKET, MA**

[illegible]

CROSS SECTIONS	
SCALE:	AS NOTED
-	
30 OF 30	



NP&EDC

NANTUCKET PLANNING AND ECONOMIC DEVELOPMENT COMMISSION



December 12, 2022

Mary-Joe Perry, MassDOT District 5 Highway Director
1000 County Street
Taunton, MA 02780

Director Perry:

On behalf of the Nantucket Planning and Economic Development Commission (NP&EDC), please accept this letter of support for MassDOT's proposed Milestone Sidepath Extension project with associated intersection improvements at Milestone Road and Polpis Road. As the region's Transportation Planning Organization (TPO), the NP&EDC collaborates with the Town of Nantucket on projects that advance safety. Adopting plans and policies that reduce the probability of severe and fatal injuries aligns with our mission and falls within our purview.

NP&EDC strongly believes that MassDOT's oversight and financial support for the intersection project will reduce the potential for tragedy on our roadway network. MassDOT's required intersection improvements at Milestone Road and Polpis Road will ensure that users of the new facility will be able to safely cross over Polpis Road. We acknowledge that MassDOT intends to improve the intersection for safety purposes, and any new paving introduced in design will work toward this end. While the town had not included significant intersection improvements in the path's initial project scope, NP&EDC agrees that the proposed improvements will slow drivers and improve motorists' ability to see path users. NP&EDC believes that it is expedient for MassDOT to directly manage the remaining design work for the path with the new design work for the intersection improvements and appreciates MassDOT's willingness to consider funding both improvements, as has been discussed with town and regional staff.

The region's Long Range Transportation Plan envisions a roundabout project in the long-term at Milestone and Polpis; however, due to time, expense, and right-of-way, we view the three alternate concepts we reviewed as offering significant, more immediately attainable benefits that will allow the path project to advance through MassDOT's permitting process in the near-term. We invite further collaboration with MassDOT on design and funding for these projects—both located in state roadway layout—and hope to be involved in the design review process.

Thank you for your consideration of oversight and financial support of these projects. We appreciate your partnership to improve safety for our community and its visitors on MassDOT roadways.

Sincerely,

Mary Longacre, Chair
Nantucket Planning and Economic Development Commission



Town Administration Fiscal Year 2024 General Fund Budget Recommendations

As of December 14, 2022

Select Board Meeting

Select Board & Administration Goals and Priorities for FY2024

- Balanced budget – within projected revenue
- Strategic Plan
 - Housing, Housing, Housing
 - Environmental Leadership
 - Efficient Town Operations
 - Transportation
 - Quality of Life
- Capital and operational investment in infrastructure/facilities
- Sustainability
 - Storm Water
 - Coastal Resiliency
 - Water Quality
- Staffing
 - Employee retention

Strategic Plan Implementation Addressed with Budget Recommendations

- Strategic Plan
 - Housing
 - Increase opportunities to house Town employees
 - Environmental Leadership
 - Sustainability
 - Coastal Resiliency/Hazard Mitigation
 - Storm Water
 - Solid Waste
 - Transportation
 - Continued evaluation of demand management parking (Paid parking)
 - Parking enforcement
 - Quality of Life
 - Diversity Equity Inclusion (DEI) development of strategic plan
 - Park & Rec Division (Public Works)
 - Efficient Town Operations
 - Continued Investment in Technology
 - Investment in Infrastructure Maintenance
 - Central Fleet management
 - Employee retention strategies
 - E-document program continuation
 - Communications plan implementation

Additional Priorities

- Our Island Home Operations
- Municipal Facilities Project Implementation
- Parks Master Plan Activities
- Sustainability Office Development
- Capital Planning & Project Management
- Baxter Road Alternative Access
- DPW Campus Relocation
- Surfside Area Water Main Extension & Transportation Improvements
- Public Safety: Staffing, Equipment Maintenance, Call Firefighter Program

Efforts to Enhance Recruitment and Retention of Town Employees

- Succession planning
- Cross-train staff where appropriate
- Increase training and professional development opportunities
- Classification and compensation study
- Review and refine remote working options
- Review potential options for Town employee housing
- Evaluate employee benefits

FY2024 General Fund Budget Overview

- Revenue – Total Projected Revenue of \$139,245,361
Net of Property Tax Abatements
- Expenses – Total Projected Expenses of \$138,337,526
- Projected FY2024 Unused Levy Capacity \$907,835

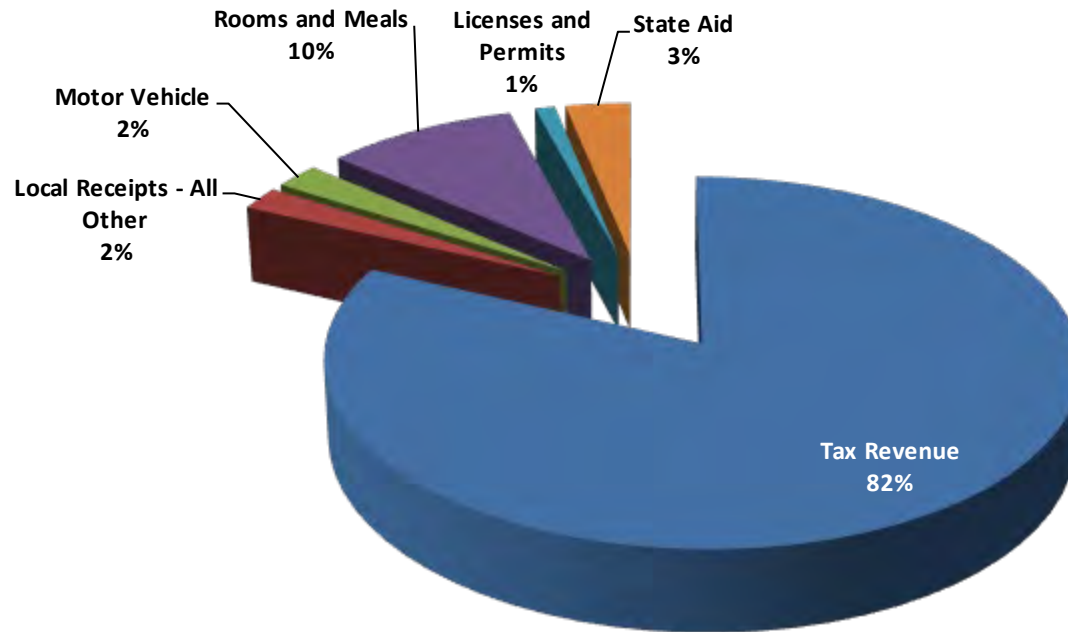
FY2024 General Fund Budget Summary Comparison

REVENUES	FY2023	FY2024	\$ Change	% Change
Property Tax	102,260,684	111,849,584	9,588,900	9.4%
Local Receipts (All other)	3,028,774	2,905,300	(123,474)	(4.1%)
Motor Vehicle Excise	2,750,000	3,100,000	350,000	12.7%
Rooms and Meals Tax	7,450,000	13,000,000	5,550,000	74.5%
Licenses and Permits	1,250,000	1,350,000	100,000	8.0%
State Aid (1)	4,385,979	4,385,979	-	-
Free Cash	6,762,559	1,571,663	(5,190,896)	(76.8%)
Other Available Funds	175,000	175,000	-	-
TOTAL REVENUES	128,062,996	138,337,526	10,274,530	8.0%
EXPENDITURES				
Municipal Departments	33,691,194	36,498,320	2,807,126	8.3%
School Department	34,976,987	37,126,987	2,150,000	6.1%
Non-Departmental	36,855,185	41,683,792	4,828,607	13.1%
Special Appropriations	22,539,630	23,028,427	488,797	2.2%
TOTAL EXPENDITURES	128,062,996	138,337,526	10,274,530	8.0%

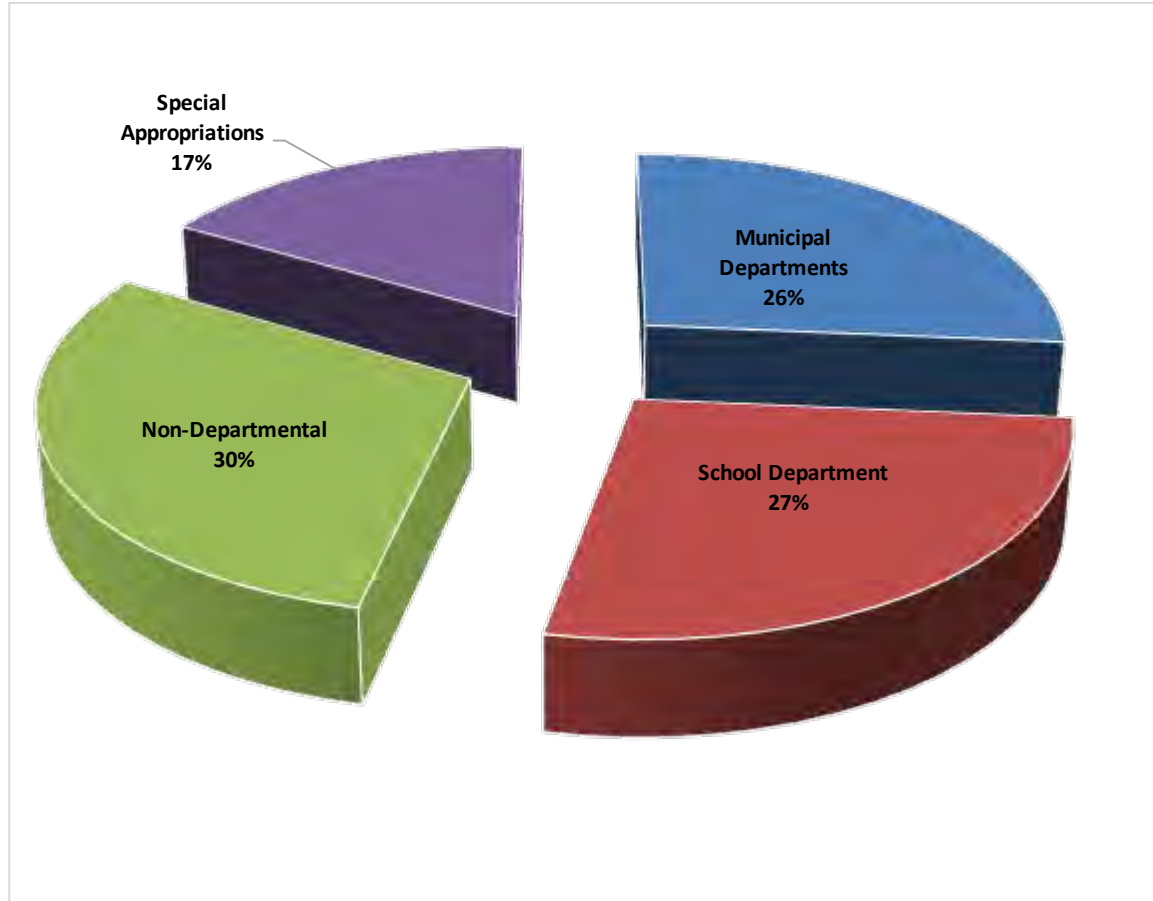
- See Appendix A for detailed breakdown.

(1) FY 2024 state aid represents level funding from FY 2023 approved figure.

FY2024 General Fund Projected Revenue



FY2024 General Fund Projected Expenses



FY2024 General Fund Budget

Expense Categories

Category	FY2024 Current Projection	Notes
Town Operational Expenses	\$11,237,109	
Town Operational EIRs ⁽¹⁾	\$3,236,395	<i>Included in Town expenses</i>
Town Salaries	\$25,079,753	<i>Contracts in negotiations; c/b allowance</i>
Town Personnel EIRs	\$769,238	<i>Included in Town salaries</i>
School Operational Expenses	\$6,230,385	
School Operational EIRs	\$641,858	<i>Included in School expenses</i>
School Salaries	\$30,296,602	<i>Contracts in negotiations; collective bargaining allowance</i>

(1) EIR = Expense Increase Request.

FY2024 General Fund Budget

Fixed Costs

Category	FY2024 Current Projection	% Change over FY2023 Budget
Health Insurance		
Active	\$12,251,348	3.3% increase
Retiree	\$4,083,783	3.3% increase
General Insurance	\$4,091,932	15% increase
Debt Service	\$14,422,131	<i>per established schedule</i>
Retirement	\$6,834,598	8.5% increase
Enterprise Fund Subsidies*	\$17,585,335	2.5% Increase

* See Appendix A for detailed breakdown.

FY2024 General Fund – Special Appropriations

Category	FY2024 Current Projection	% Change over FY2023 Budget
Mosquito Control	\$181,458	2.5% increase
Health & Human Services	\$825,000	No change
County Assessment	\$179,075	2.5% increase
Reserve Fund	\$500,000	No change
Unpaid Bills	\$12,163	87% decrease
Other Post Employment Benefits (OPEB)	\$500,000	50% decrease
Affordable Housing Trust Fund	1,013,044	37.7% decrease
Overlay & Other Deficits	\$0	\$0
Cherry Sheet Charges	\$1,213,219	No change
Community School	\$600,000	9.1% increase
Min Cap Funding Req.	\$1,200,592	n/a - 1% of prior year revenue
TOTAL EXPENSES	\$138,337,526	

FY2024 Town Expense Increase Requests

(included in recommended budget, excluding school)

- \$4,996,133 Submitted Requests
 - One-time \$1,559,500
 - On-going \$3,436,633
- \$4,368,633 Recommended
 - One-time \$1,559,500
 - On-going \$2,809,133
- To be funded through available tax levy, budget adjustments, alternate funding sources, free cash, potential revenue increases

FY2024 Recommended Town Personnel Expense Increase Requests

Department	Description of Expense Request	One- Time or Ongoing	Approved EIRs (1)
Personnel Expense Increase Requests (EIRs)			
DPW	Addition of 2 Facility Technicians	Ongoing	188,886
DPW	Central Fleet Admin	Ongoing	102,742
Finance	Addition of 1 Accounting Clerk	Ongoing	102,742
Fire	Addition of 4 Lieutenants	Ongoing	406,403
Housing	Rental Property Manager	Ongoing	*
HHS	Volunteer Coordinator part-time	Ongoing	67,871
Marine	Deputy Harbormaster	Ongoing	119,922
PLUS	Senior Planner	Ongoing	128,671
PLUS	Overtime increase	Ongoing	15,000
Department Personnel EIR			\$ 1,132,238

*The funding for this position already exists in the Housing Department's budget. Professional services will be reduced.

FY2024 Recommended Town Operating Expense Increase Requests

Operating Expense Increase Requests (EIRs)

IT	IT Assessment and Strategic Plan	One-Time	100,000
Housing	Employee housing property rent	One-Time	200,000
Housing	Housing subsidy program	One-Time	1,000,000
NR	Upgrades and repairs to Hatchery equipment	One-Time	25,000
Town Admin	Facilities maintenance study	One-Time	75,000
Town Admin	Baxter Rd alternative access	One-Time	150,000
Town Clerk	High Speed Tabulator and Poll Pad for Town elections	One-Time	9,500
DPW/Central Fleet	Increase in repairs & maintenance vehicle	Ongoing	100,000
DPW/Central Fleet	Increase in repairs & maintenance equipment	Ongoing	100,000
DPW/Central Fleet	Central Fleet management platform	Ongoing	12,000
DPW/Central Fleet	Increase in professional services	Ongoing	15,000
DPW/Central Fleet	Increase in repairs & maintenance consumables	Ongoing	30,000
DPW/Central Fleet	Increase in state travel	Ongoing	20,000
Finance	Additional OpenGov Services	Ongoing	65,000
FinCom	Increase in printing	Ongoing	5,000
HR	Increase in funding for employee recognition and training	Ongoing	36,500
HR	Increase in funding for other recruiting expenses	Ongoing	30,000
HR	Increase in professional services NeoGov services	Ongoing	20,000
HR	Increase in professional services employee pre-employment physical	Ongoing	10,000
IT	Increase 5% Annual Professional Services	Ongoing	32,395
Park & Rec	Increase in repairs & maintenance buildings	Ongoing	30,000
Park & Rec	Increase in repairs & maintenance equipment	Ongoing	30,000
Park & Rec	Increase in repairs & maintenance grounds	Ongoing	150,000
Park & Rec	Consolidation of Town Landscape contracts	Ongoing	200,000
Public Facilities	Property Management	Ongoing	150,000
Street Lighting	Street lights maintenance	Ongoing	100,000
Town Admin	Communications division	Ongoing	125,000
Town Admin	Professional services	Ongoing	50,000
Town Admin	Employee retention strategies	Ongoing	300,000
Town Admin	NCTV additional services	Ongoing	30,000
Town Admin	Out of state travel increase	Ongoing	8,000
Town Admin	Professional services in DEI division	Ongoing	13,000
Town Clerk	Sound services for ATM	Ongoing	5,000
Town Clerk	Binding of vital records	Ongoing	10,000

Total Operating Expense Increase Requests		\$ 3,236,395
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Total Town Personnel & Operational Expense Increase Requests		\$ 4,368,633
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FY2024 Town Expense Increase Requests

Funding Source Detail

Funding Source	Amount
Tax Levy & Other General Revenues	\$2,809,133
Free Cash	\$1,559,500
Capital Exclusion	\$0
Special Revenue Funds	\$0
Borrowing	\$0
Total - All Funding Sources	\$4,368,633

Preliminary Free Cash Recommendation (Subject to Change)

General Fund Certified Free Cash*	\$15,250,000*
Fund Town Expense Increase Requests (one-time)	\$1,559,500
Fund School Expense Increase Requests (one-time)	\$250,000
Fund Town and School Capital Requests	10,000,000
Unpaid Bills	\$12,163
Stabilization Fund	TBD
Capital Stabilization Fund	TBD
Other Post Employment Stabilization Fund	TBD
OPEB Trust Fund Contribution	TBD
Unallocated Free Cash	\$3,428,337

*Free Cash for use in FY2023 and FY2024 is pending certification by the Department of Revenue as of December 1, 2022. Full certification is expected in late December 2022 or early January 2023. This amount is expected to exceed budget projections due to a better operating result than FY2022 Pursuant to Town policy and best management practices, Free Cash is used for non-recurring items such as capital projects or items or other one-time expenses.

FY2024 Outstanding Items and Current Unknowns

- State Aid Impact
- Harbor Place Project
- Citizen Warrant Articles Potential Cost Impact
- PFAS Costs
- Short-term Rentals
- Supply Chain & Labor Issues
- Implementation of Coastal Resilience Plan and Budget Implication
- Solid Waste
- Free Cash
- Collective Bargaining Negotiations
- Retirement Assessment

Future Potential Costs

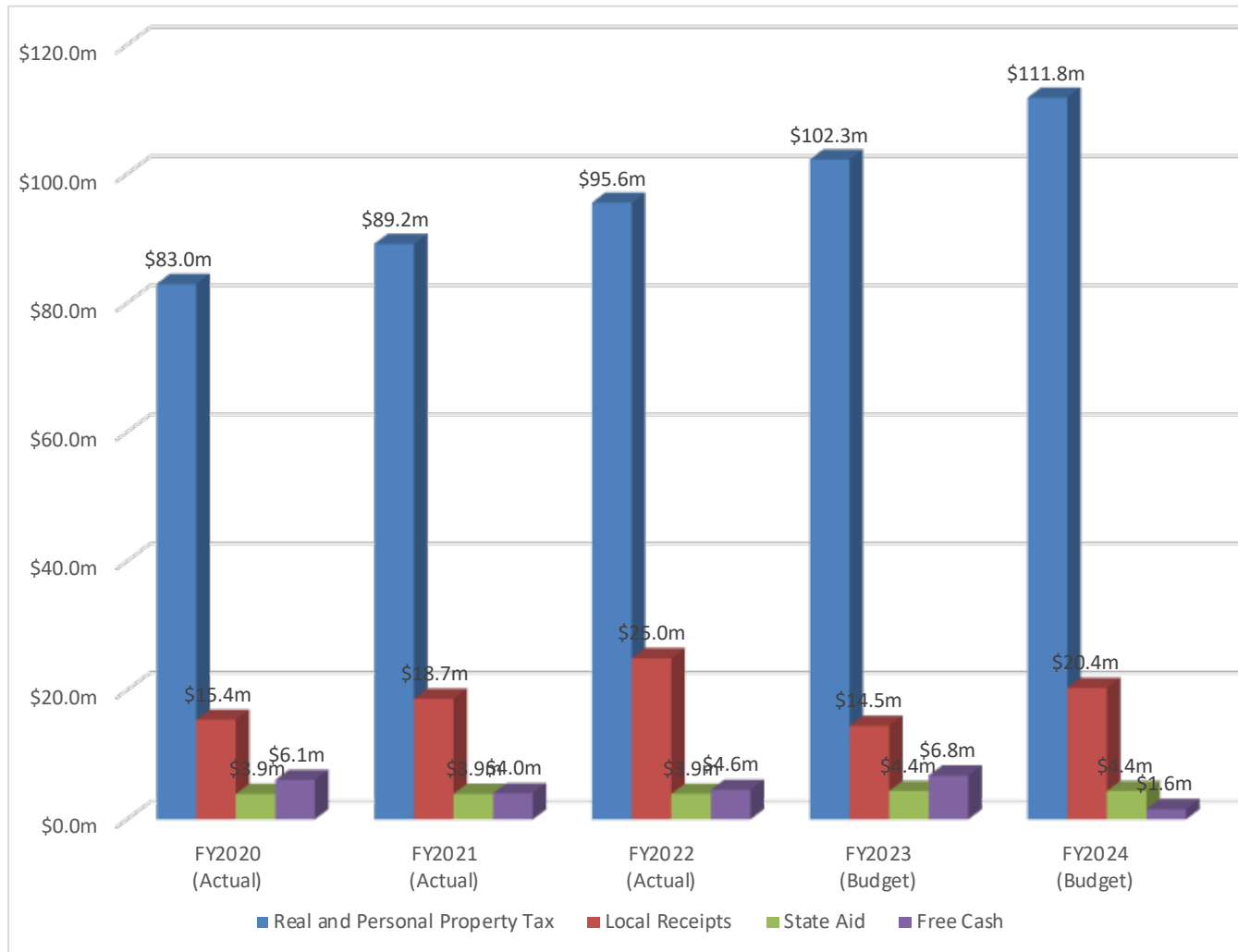
- Integration and implementation of plans
 - Strategic Plan
 - Coastal Resilience Plan
 - Master Plan
 - Parks Master Plan
 - Capital Improvement Plan
 - Hazard Mitigation Plan
 - Harbors Plan
 - Open Space and Recreation Plan
- Employee recruitment and retention, including housing
- Affordable Housing
- Cyber security measures
- Update of 5-year General Fund Forecast
- Solid Waste
 - Current Contract Expires in 2025
- NRTA
 - Service Modifications
- PFAS
- Baxter Road Alternative Access

Next Steps

- January 10: Town Administration FY2024 Budget presentation to School Committee
- January 11: Select Board public hearing; endorsement of recommended FY2024 General Fund Budget
- Mid-January – mid-March: Finance Committee review of General Fund & Enterprise Fund budgets; other financial appropriations
- Saturday, May 6: Annual Town Meeting (2023)

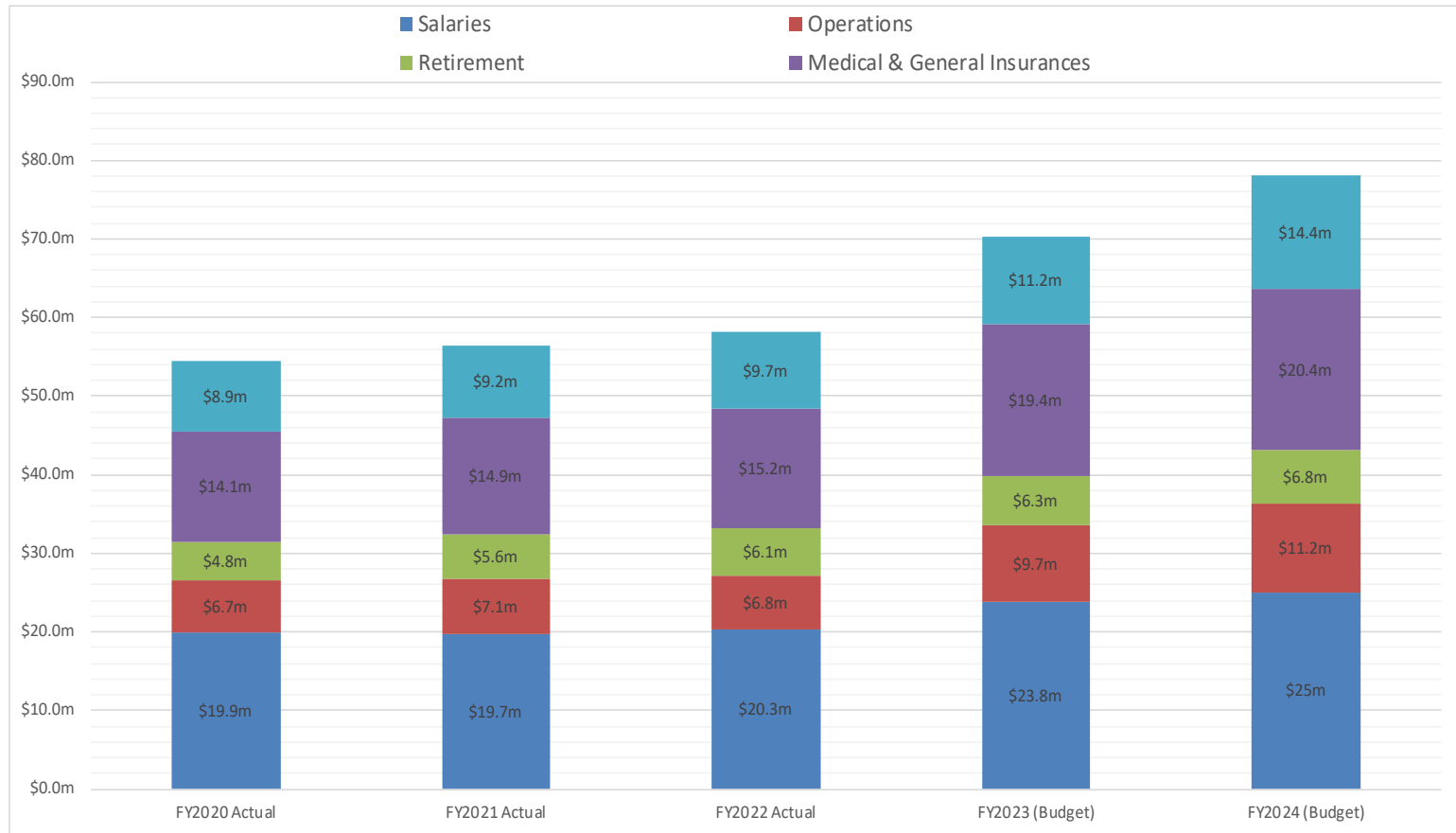
General Fund Revenue Breakdown

FY2020 - FY2024



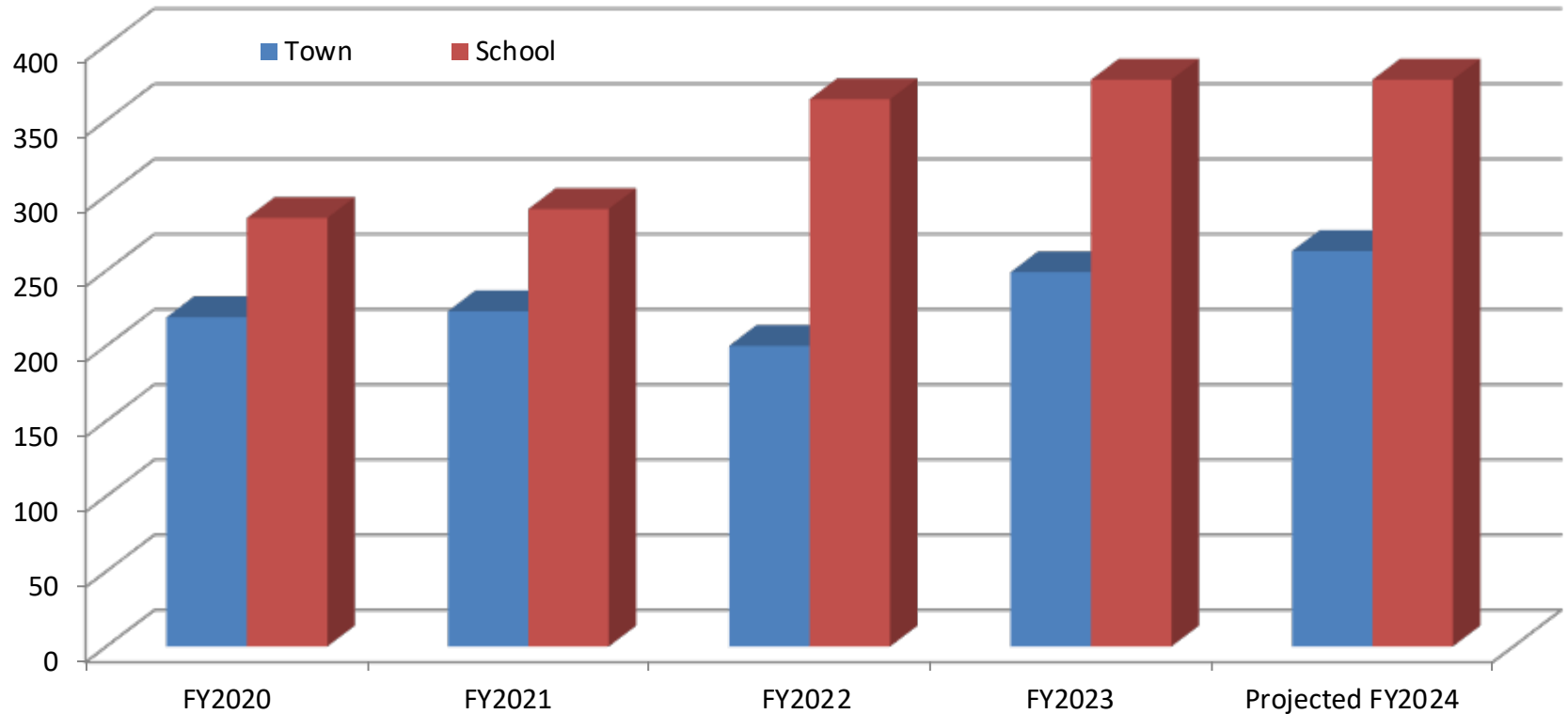
Town Expense Breakdown

FY2020 - FY2024



General Fund Personnel History

FY2020 - FY2024



* Full Time Equivalent Calculation = 33-40 Hrs 1.0; 20-32 Hrs 0.50; Seasonal = 0.25

**For comparative purposes, Town Personnel History does not include Our Island Home

*** Education Personnel History includes Community School Employees

FY2024 General Fund Budget Breakdown – Revenues

	Budget FY2023	Budget FY2024	\$ Change	% Change
<u>Tax Revenue Limitations</u>				
Levy Limit from Prior Year	\$ 89,231,193	\$ 92,436,973	\$ 3,205,780	3.6%
Add: 2 1/2 % increase	2,230,780	2,310,924	80,144	3.6%
Add: Prop 2.5% operating override	-	-	-	na
Add: new growth <i>estimate</i>	975,000	1,000,000	25,000	2.6%
Add: operating override	-	5,000,000	5,000,000	na
Levy Limit for Current Year	92,436,973	100,747,897	\$ 8,310,924	9.0%
Add: Debt Exclusion	10,391,813	11,559,522	1,167,709	
add: Capital Exclusion	1,016,000	850,000	(166,000)	
Maximum Allowable Levy for Current Year	\$ 103,844,785	\$ 113,157,419	\$ 9,312,634	9.0 %
OVERLAY	(400,000)	(400,000)	-	-
Net available:	\$ 102,260,684	\$ 111,849,584	\$ 9,588,900	9.4 %
State Aid	\$ 4,385,979	\$ 4,385,979	\$ -	-
Local Receipts:				
Motor Vehicle Excise	2,750,000	3,100,000	350,000	12.7%
Rooms and Meals Tax	7,450,000	13,000,000	5,550,000	74.5%
Licenses and Permits	1,250,000	1,350,000	100,000	8.0%
Local Receipts - All Other	3,028,774	2,905,300	(123,474)	(4.1%)
Total Local Receipts	14,478,774	20,355,300	5,876,526	40.6 %
Total Revenue	\$ 121,125,437	\$ 136,590,863	\$ 15,465,426	12.8 %
Other Sources				
Other Sources	175,000	175,000	-	-
Free Cash Used	6,762,559	1,571,663	(5,190,896)	(76.8%)
Excess Overlay	-			
Total Revenue and Other Sources	\$ 128,062,996	\$ 138,337,526	\$ 10,274,530	8.0 %
Total Expenses and Other Uses	\$ 128,062,996	\$ 138,337,526	\$ 10,274,530	8.0 %

FY2024 General Fund Budget Breakdown – Expenses

	Budget FY2023	Budget FY2024	\$ Change	% Change
General Fund Operating Budget Items:				
Salaries - Town (includes allowance for collective bargaining)	\$ 22,236,165	\$ 24,310,515	\$ 2,074,350	9.3%
<i>Town Expense increase Requests- Salaries</i>	1,575,962	\$ 769,238	(806,724)	(51.2%)
Salaries - School (includes allowance for collective bargaining)	27,276,082	\$ 28,638,460	1,362,378	5.0%
<i>School Expense increase Requests- Salaries</i>	1,362,378	\$ 1,658,142	295,764	21.7%
Transfers to community school	550,000	\$ 600,000	50,000	9.1%
Subtotal Salaries	\$ 53,000,587	\$ 55,976,355	\$ 2,975,768	5.6%
Operating Expenses, Town:	7,365,135	\$ 8,000,714	635,579	8.6%
<i>+Town Expense Increase Requests-Operating</i>	2,336,900	\$ 3,236,395	899,495	38.5%
Operating Override - 2011 Mosquito Control	177,032	\$ 181,458	4,426	2.5%
Operating Expenses, School	5,600,905	\$ 5,588,527	(12,378)	(0.2%)
<i>+School Expense Increase Requests-Operating</i>	187,622	\$ 641,858	454,236	242.1%
Subtotal Expense	\$ 15,667,594	\$ 17,648,952	\$ 1,981,358	12.6%
Group Medical Insurance- Active Employees	11,857,399	\$ 12,251,348	393,950	3.3%
Group Medical Insurance- Retired Employees	3,952,466	\$ 4,083,783	131,317	3.3%
General Insurance (all other insurance)	3,556,680	\$ 4,091,932	535,252	15.0%
Subtotal Insurance	\$ 19,366,545	\$ 20,427,063	\$ 1,060,518	5.5%
Debt Service	\$ 11,189,470	\$ 14,422,131	\$ 3,232,660	28.9%
Retirement	\$ 6,299,169	\$ 6,834,598	\$ 535,429	8.5%
Total General Fund Operating Budget Items	\$ 105,523,366	\$ 115,309,099	\$ 9,785,733	9.3%
Other Articles				
Unpaid Bills	90,154	\$ 12,163	(77,992)	(86.5%)
Special Purpose Stabilization Fund for Town Employee Accrued Liabilities	1,500,000	\$ -	(1,500,000)	(100.0%)
Reserve Fund	500,000	\$ 500,000	-	-
Health and Human Services	650,000	\$ 650,000	-	-
Special Purpose Stabilization for Substance Abuse	175,000	\$ 175,000	-	-
County Assessment	174,707	\$ 179,075	4,368	2.5%
Other Post Employment Benefits (OPEB / GASB45)	1,000,000	\$ 500,000	(500,000)	(50.0%)
Capital Project Stabilization Fund	1,250,000	\$ -	(1,250,000)	(100.0%)
Stabilization fund	1,500,000	\$ -	(1,500,000)	(100.0%)
Affordable Housing Trust Fund	1,625,000	\$ 1,013,044	(611,956)	(37.7%)
Capital			-	na
General Fund budgeted from revenue (Town Bylaw 11-12.1)			-	na
Town Capital (Non-Recurring)	1,070,980	\$ 1,200,592	129,612	12.1%
Enterprise Fund Transfers				
Transfer to Enterprise Fund (Our Island Home - Beginning FY2011)	5,125,000	\$ 5,253,125	128,125	2.5%
Add: Additional Subsidy from Free Cash (Our Island Home)			-	na
Transfer to Enterprise Fund (SWEF Operating Overrides 1999/2006)	3,839,103	\$ 3,935,081	95,978	2.5%
Add: Additional General Fund Subsidy to SWEF 2012-Forward	2,826,467	\$ 2,897,129	70,662	2.5%
Add: SWEF override		\$ 5,000,000	5,000,000	na
Transfer to Enterprise Fund (Stormwater)		\$ 500,000	500,000	na
Total Other Article Appropriations	\$ 21,326,411	\$ 21,815,208	\$ 488,797	2.3%
Other Statutory Expenditures				
Overlay and other deficits	-	\$ -	-	na
Cherry Sheet Offsets and Charges	1,213,219	\$ 1,213,219	-	-
Total Appropriations and Other Statutory Expenditures	\$ 128,062,996	\$ 138,337,526	\$10,274,530	8.0%

Historical Information

Stabilization and Trust Funds

	2018	2019	2020	2021	2022
General Stabilization	5,059,485	5,411,964	5,541,745	5,770,018	5,761,339
Capital Stabilization	1,250,000	1,250,000	1,250,000	1,302,038	1,299,800
OPEB Trust Fund	2,390,558	3,130,312	3,681,241	4,248,650	4,885,113

Certified Free Cash

	2018	2019	2020	2021
Certified Free Cash	\$9,593,671	\$10,334,761	\$9,655,001	\$19,281,934

Historical Information

Our Island Home

Our Island Home	FY2018	FY2019	FY2020 (2)	FY2021 (3)	FY2022 (4)
General Fund Subsidy	1,511,446	1,511,446	2,687,245	3,500,000	5,000,000
Certified Retained Earnings	2,687,275	1,619,047	2,046,379	6,188,036	-
CPE Payment	1,515,353	1,448,300	-	2,822,647	-

(2) In FY2020 the Town didn't receive CPE payment

(3) Two years of CPE were received in FY2021

(4) In FY2022 the Town didn't receive CPE payment

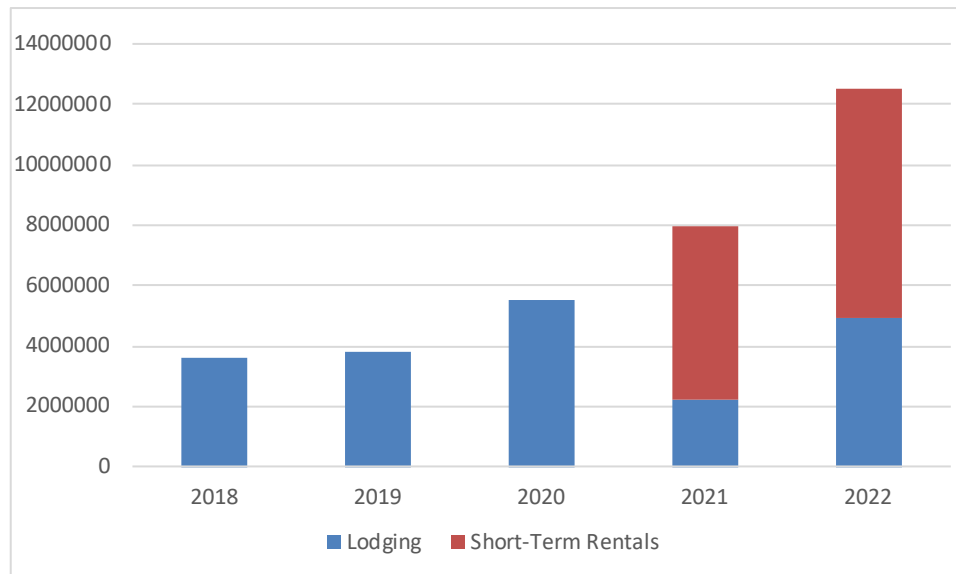
Solid Waste Enterprise

Solid Waste Enterprise Fund	FY2018	FY2019	FY2020	FY2021	FY2022
Landfill Operations	5,894,930	6,039,524	6,189,664	6,343,105	6,502,995
Landfill Mining	700,000	700,000	-	-	-
End of year Budget Transfer					500,000
Reserve Transfer					500,000
Section 33B Transfer					800,188
Certified Retained Earnings	2,099,354	1,453,694	932,731	722,202	-

Historical Information

Local Option Rooms Tax 5 Year History

	2018	2019	2020	2021	2022
Lodging	\$ 3,622,241.64	\$ 3,807,929.59	\$ 5,553,748.52	\$2,213,648.00	\$ 4,915,728.00
Short-Term Rentals	\$ -	\$ -	\$ -	\$5,766,637.00	\$ 7,582,789.00
Total	\$ 3,622,241.64	\$ 3,807,929.59	\$ 5,553,748.52	\$7,980,285.00	\$ 12,498,517.00



Fiscal Year 2024

Town Manager's Budget Message

(July 1, 2023 – June 30, 2024)



Town of Nantucket, Massachusetts
16 Broad Street
Nantucket, MA 02554

<https://www.nantucket-ma.gov/>



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APPENDICES

- A. Enterprise Funds Subsidies and Retained Earnings
 - a. Our Island Home
 - b. Solid Waste
- B. FY 2023 Cherry Sheet
- C. Strategic Plan Summary (Adopted October 24, 2018, updated September 11, 2019, and pending November 2020)
- D. Moody's Credit Rating Opinion
- E. Unused Levy Capacity and Free Cash
- F. Stabilization and Reserve Funds
- G. Town of Nantucket Financial Reserves Policy
- H. Capital Improvement Plan
- I. New Growth and Local Receipts History
- J. Other Postemployment Benefits (OPEB) Trust Fund
- K. Price Waterhouse Cooper article, June 2021
- L. Articles
 - a. Nantucket Real Estate Market Insights by Fisher Real Estate
 - b. State of the Economy
- M. FY 2024 General Fund Revenue Breakdown
- N. General Fund Debt Service Schedule
- O. FY 2024 General Fund Expenditure Breakdown
- P. FY 2024 Approved Expense Increase Requests
- Q. List of Collective Bargaining Agreements
- R. FY 2024 Expense Increase Requests



**TOWN OF NANTUCKET
Office of Town Manager**

16 Broad street
Nantucket, Massachusetts 02554
508-228-7200

C. Elizabeth Gibson, Town Manager

December 14, 2022

Chairperson Bridges and Members of the Select Board:

Enclosed please find the Town Manager's Proposed General Fund Budget for Fiscal Year 2024 (July 1, 2023 - June 30, 2024) in accordance with the requirements of the Town Charter. The proposed budget as presented would increase by 9.27% over the FY 23 budget.

The Proposed FY 24 Town Government budget of \$115,309,099 represents an increase of \$9,785,733, as follows:

The Nantucket Public Schools budget is proposed to increase \$2,150,000 which will continue the strong commitment and investment in public education on the island and address emerging issues and regulatory requirements.

Overall, General Fund expenditures are projected to increase by 7.00%. If approved as presented, Unused Levy Capacity (the amount that the property tax levy can increase above of limit set by Proposition 2 ½) is projected to be approximately \$907K, which is less than 1% of the projected Levy for FY 24. Unused Levy Capacity provides a buffer should the Town need to increase future spending by more than 2.5% and/or address unexpected occurrences.

Each year, Free Cash is certified as of June 30 for appropriation as of July 1. At the time of printing, the Town is still awaiting the June 30, 2022 certification, but estimates it to be approximately \$15 million. Free Cash, in accordance with the Town's financial policy as adopted by the Select Board is to be used for one-time operating expenses, capital, or to continue to fund the stabilization accounts.

As has historically been the case, Nantucket is dependent on Property Taxes as a source of funding for Town operations with 82.0% of its revenues coming from this source. Other sources include Rooms and Meals (10%) State Aid (3.0%), Other Local Revenues (such as licenses and permits) (5.0%).

The financial health of a municipality is partly reflected in its credit rating for borrowing funds as determined by rating agencies. Since 2018, Nantucket has earned a Aaa credit rating, the highest possible, by Moody's Investors Service. The proposed budget maintains the sound fiscal practices that earned this rating.

Major expense categories include debt service, pension, and health insurance. With the addition of debt service related to the Affordable Housing Trust, continued work within the downtown corridor on sidewalks, additional seasonal employee housing, necessary improvements and repairs to the Town pier and the acquisition of 10-12 Washington Street, Debt Service is projected to increase from \$11,189,470 to \$14,422,131. Major contributors to the increase include:

- \$1,663,861 for debt-excluded projects including the acquisition of 10-12 Washington Street, affordable housing development, work associated with the Harbor Master Building, and design of the new DPW Campus.
- \$1,499,082 for projects funded within the Levy for work associated with the downtown sidewalk plan, employee housing maintenance, construction of Waitt Drive, and continued investment in affordable housing.

With the increase in value of the stock market, and the Town's continued commitment to funding long-term liabilities, its funded status of both Nantucket's portion of the Barnstable County Retirement System and Other Post-Employment Benefits (OPEB) Trust fund has improved.

Town of Nantucket status within Barnstable County Retirement System

- As of the January 1, 2022, Actuarial Valuation, the Town of Nantucket has a Net Pension Liability of \$56,934,193 million - this represents 10.35% of the total pension liability of the Barnstable County Regional Retirement System. The pension system is still on track to be fully funded by 2038.

Town of Nantucket OPEB Liability

- As of the June 30, 2022, Actuarial Valuation, Nantucket has a Net OPEB Liability of \$125,173,141. Nantucket continues to allocate money annually to be put into the OPEB Trust Fund and in accordance with the policy adopted by the Select Board, the savings generated once the pension system is fully funded will be directed into the OPEB Trust Fund.

For the past few years, health care costs and associated health care premiums have risen at a pace greater than inflation. The Town has been fortunate in its ability to maintain rates that have been lower than medical rate inflation. This was achieved through adjustments to plan design, as well as decreased utilization.

Total Budget Plan

The Total General Fund Budget includes funding for all Town programs and services with the exception of those Enterprise Fund operations supported by user fees, such as Nantucket Memorial Airport, Nantucket Sewer Department, and the Nantucket Water Department.

Town Government Budget

As part of the budget process, the Town has identified the following priorities that help shape the formation of the FY 24 Town Government budget:

- Housing: Town employee and community workforce;
- Ensuring competitive wage and benefits for employees;
- Providing an increased level of funding for public works, facilities, coastal resiliency;

- Enhancing government services by increasing staff support to town departments to meet the needs of the community and its visitors.

Conclusion

The FY 24 General Fund Budget continues Nantucket's proud tradition of being financially sound while providing funds for important programs and services. I would like to thank all of the Department Heads and their staff members who worked with us throughout this budget process.

Sincerely,

C. Elizabeth Gibson
Town Manager

DRAFT

I. Introduction

Challenges. Continuity. Caution. These three “C’s” have formed the basis of the past several budget recommendations, and they continue to shape our approach moving into FY 2024. An emerging “C”, “Civility”, or more specifically the lack thereof, has begun to impact *how* and how efficiently the Town is able to operate.

The Select Board has deemed its top 3 priorities as Housing, Housing and Housing, and the crisis surrounding affordable, safe and stable housing has most certainly impacted the Town’s ability to deliver services. Stable housing is generally positively correlated with a stable workforce, and we have a lot of work to do on both.

Legacy impacts of COVID, staffing shortages, PFAS remediation and integration of coastal resilience recommendations are just a few external factors that add challenges to day-to-day execution. In last year’s budget message, we flagged that we had a backlog of projects as a result of the impact of COVID. That backlog continues to be addressed, but supply-chain issues and labor shortages continue to complicate our efforts. Tires, boat engines, vehicles, chemicals for the wastewater treatment facility and many, many more items are still unavailable or severely delayed at times.

According to the Bureau of Labor Statistics there are still 3 million Americans who have yet to return to the workforce post-COVID. The Town has been greatly impacted by workforce challenges with numerous vacancies in Town Departments and a high “quit-rate” of staff. In the past year our resignation rate is more than twice that of state and local governments across the nation, with more than 30% of staff having resigned from Town employment in the past year. In our 2022 spring State of the Town Address, we highlighted the need for patience as the Town adjusts to this more challenging environment and we need to remain mindful and cautious of this constraint.

Global economic challenges also dictate a cautious approach to budget development. A hawkish Federal Reserve Bank is committed to reducing inflation. Stock markets entered bear market territory and nationally there has been a cooling of the housing market. The Federal Reserve Bank faces the delicate balance of containing inflation without tipping the economy into recession. We must be realistic and cautious that declining discretionary income as a result of recession could lead to reduced economic activity on the island in the coming year. Locally we see mixed indicators. Despite higher interest rates, the Island’s real estate market and associated activities (building permits, sewer permits) remain robust. The Registry of Deeds in FY23 continues to benefit from the robust housing market, with receipts on par with the prior year. Room occupancy tax revenue for the first quarter of FY 2023 has exceeded the amount collected last year, however, we have not yet had what we could call a “normal” year of that revenue since it expanded to include short-term rentals in 2019. We are cautious about becoming reliant on the room occupancy tax as a predictable source of revenue.

Below we elaborate on the 4 C's (Challenges, Civility, Continuity and Caution) and their impact on construction of the Town budget.

Challenges.

Strategic Plan Initiatives

With COVID largely in the rear-view mirror, the Select Board held its annual retreat on November 29, 2022, to update its Strategic Plan. The existing plan (Summary found in Appendix C) contains several initiatives that continue to require funding. The updated plan will be available on the Town website in the coming days.

The Select Board recognizes the challenge of operating the Town when its employees have unreliable housing circumstances. Unstable housing leads to employee turnover which reduces productivity and increases costs. Adequate and affordable housing is considered fundamental to ongoing operation of the Town. As new initiatives are approved and ready for execution, the challenge is not only to fund the new initiatives, but to have sufficient staffing in place to oversee and implement the initiatives in a timely manner. We have staff work groups focused on ways to improve recruitment and retention, as well as improving housing access for town employees and emergency placement. We will be seeking funding in FY 2024 for town employee housing initiatives and will likely need to seek additional funds in subsequent years. Employee housing is a long-term challenge on the island, and we are considering alternatives such as remote work, off-island housing, off-island office space and increased compensation.

Our Island Home (OIH)

In recent years we have noted the financial challenges of operating the Town's municipally-operated nursing home (the only municipally-operated skilled nursing facility in Massachusetts). While the financial challenges remain, we are also experiencing severe staffing issues, exacerbated by housing shortages and wage pressure. The regulatory environment for skilled nursing facilities remains as challenging as ever and we have outsourced a very competent management team that is engaged in the day-to-day operation of the facility. As noted in previous budget messages OIH does not generate enough revenue to fully fund its operations. There are a variety of reasons for this including the relatively small number of beds (licensed for 45), collective bargaining agreements, regulatory requirements, and maintenance and repair of an aging facility. Most significantly, Federal and State reimbursements do not cover the daily cost of care for a resident (see table below). Currently, for FY 2023, the budgeted OIH subsidy from the General Fund is \$5,125,000.

On a positive note, at the 2022 Annual Town Meeting, \$8,500,000 was appropriated for the design phase and associated costs for a new OIH. The planning is occupying a significant amount of staff and volunteer time, but we are making headway. The group is also looking at potential options for a new senior center as we plan for a continuum of care for our older population.

Solid Waste

The Waste Services Agreement (WSA) with our landfill operator, Waste Options, expires in

2025. For several years, we have been working internally on various scenarios, options and cost projections for consideration as the contract expires. That work continues with one Select Board representative and one Finance Committee representative providing valuable policy input and guidance.

Last year we outlined some of the areas of investigation with respect to the solid waste operation. We continue to grapple with many of the following questions and have come to realize that many are significantly impacted by changing, or potentially changing, technological innovations or regulatory change. An issue we thought we may have decided upon a year ago, may very well today be an open issue because of the dynamics of technology.

1. What goals, programs and/or incentives should be adopted with respect to waste reduction, including recycling?
2. Should Compost Facility operations continue after 2025; and what are the alternatives to composting?
3. If the Town continues with the composting operation, should the Town buy/own the Composter? Should the Town own/operate/lease the Transfer Station?
4. What waste disposal alternatives are realistic, including pyrolysis, shipping off-island, incineration?
5. Should the solid waste operation remain at Madaket Road, given sea level rise and climate change impact projections? What would it take to relocate it?
6. Is there one vendor; or more than one who could realistically operate one or more components to the Town's solid waste facility?

We continue with regular workshops with the Select Board to share and review information we have gathered and to seek policy input.

Coastal Resiliency

Another priority of the Select Board which has significant budgetary implications is Sustainability. Within the Sustainability Focus Area, are goals relating to Coastal Resiliency. The Town has a portfolio of projects within the Hazard Mitigation Plan and Coastal Resilience Plan that seek to protect the Island from climate change impacts. In March 2022 we held a two-day conference for staff, Select Board and members of the public to workshop priorities of the Coastal Resilience Plan. Serious financial hurdles are on the horizon.

The scope and cost of these plans are likely to present serious challenges to the Island's taxpayers. There are projects identified between now and 2035 that could cost the Town as much as \$500,000,000. While some financial grants are likely, they will not significantly offset the costs to protect Nantucket from the impacts of climate change and sea-level rise. As of the preparation of this Budget Message, the Coastal Resilience Plan is being integrated into the 10-year Capital Improvement Plan to provide a more robust forecast of future financial requirements upon the Town.

We also created a new position, Sustainability Program Manager, and have successfully filled the position, paving the way for increased focus on ensuring the actions we take today do not negatively impact future generations.

Civility.

Unproductive, mean-spirited civil discourse has become mainstream nationally and has also found its way to our island. It has caused distraction, created delays, and divided our community and without question comes at a cost. A Harvard Business Review study found that when treated in an uncivil manner nearly 80% of employees lost work time worrying about the situation, and their job commitment declined. Nearly 50% of workers stated they intentionally reduced their work effort and their time spent at work. Our challenges around housing, staffing, and the escalating cost of living are large enough on their own, we do not need unhelpful, uncaring and often personal attacks, permeating how we engage as a community of islanders. We all must do better.

Continuity and Financial Strengths.

- The Town's bond rating was maintained at the Aaa level by Moody's Investor Services in June of 2022 (Appendix D) with a Stable Outlook. The Town continues to have a rating of Aa+ from S&P Global. The Aaa rating is Moody's highest rating for a municipality and Nantucket is one of 15 (out of 351) cities and towns in Massachusetts to achieve this rating. A benefit of these high ratings includes the opportunity to borrow at lower interest rates.
- Free Cash for use in FY 2023 and FY 2024 is pending certification by the state Department of Revenue as of December 1, 2022. Full certification is expected in late December 2022 or early January 2023. Pursuant to Town policy and best management practices, Free Cash is used for non-recurring items such as capital projects or other one-time expenses. See Appendix E for a five-year history of certified Free Cash.
- The Stabilization Fund remains strong with a balance of \$5,761,339 at the end of FY 2022 (Appendix F). A best management practice is to have reserves that are 10% of the budget. Using an approximate budget of \$115,000,000 the Stabilization Fund balance is approximately 5% of the budget. When we account for the transfer authorized at the 2022 ATM in the amount of \$1,500,000 to be made in FY23 and the pending Certified Free Cash (undesignated reserves), we expect the reserve amount to exceed the best management practice guideline as per the Town of Nantucket Financial Reserves Policy (Appendix G).
- The Town maintains a balance of \$1,299,800 in its Capital Projects Reserve Fund at the end of FY 2022. The current balance represents 0.94% of expenditures. A best management practice is to have reserves that are 10% of the budget. At 2022 Annual Town Meeting the Town approved \$1,250,000 to be transferred in FY23 into the Capital Projects Stabilization Fund from Free Cash as of July 1, 2022.
- Short-term and long-term capital project planning continues. In the fall of 2017, the Capital Program Committee, working with Town Administration began to develop a more robust review process, involving a standardized ranking system that allows for a consistent approach to prioritizing capital projects in a systematic manner, and provides additional transparency as well accommodates anomalies or unusual circumstances. Software was developed for the Town to more efficiently review and process capital requests for all stakeholders involved in the capital planning process. The process continues for FY 2024 capital planning. The Capital Improvement Plan (CIP) is updated

annually (Appendix H).

- Increased focus on Town infrastructure continues to be a Select Board priority. Work to compile a comprehensive list of all town-owned facilities, along with condition assessments, current maintenance needs, and a maintenance schedule continues. The FY 2024 Capital Project and General Fund recommendations will continue the focus on infrastructure maintenance and improvement.
- Local receipts, including meals excise tax and room occupancy tax revenues remain stable after a strong growth period in the aftermath of the Financial Crisis of 2007-2008. New growth may be showing signs of increasing
- . In FY 2023, new growth was certified at \$1,398,303 – this represents a \$286,079 increase from FY 2022 (26% increase). The increase can be attributed to the increase in building on the island as projects that were started during COVID-19 were being completed during 2022. In January of 2019, the state enacted new legislation that expanded the hotel/motel room occupancy tax to cover certain short-term rentals. Link: <https://www.nantucket-ma.gov/1327/Short-Term-Rentals>. Collections for the first quarter of FY 2023 remain strong. The Select Board has discussed reserving some amount for specific purposes, including affordable housing, human services, infrastructure improvements/maintenance. It would be prudent to have a better picture of how much additional revenue we may be realizing from this expanded tax before commitments for its use are made. Room occupancy tax revenue for the period of June 2022 through September 2022 was higher than the same period a year ago.
- The Town has maintained its commitment to funding the OPEB Trust Fund (Other Post-Employment Benefits) with annual contributions of \$500,000 since 2015, therefore lowering its net liability. The balance of the OPEB Trust Fund at the end of FY 2022 is \$4,885,113 (Appendix J). At 2022 Annual Town Meeting the Town approved \$1,000,000 to be deposited into the OPEB Trust Fund from the FY 2023 tax levy and other general revenues and Free Cash as of July 1, 2022.
- The Town continues to make its annual required contribution to the Barnstable County Retirement System. When compared to the rest of the Commonwealth's municipalities, Nantucket remains in the top half in terms of retirement funding levels.
- The COVID-19 pandemic has slowed the utilization of healthcare across the country and Nantucket. While the town did experience lower utilization of health insurance during the pandemic, it is now seeing a movement towards higher utilization at the end of FY22 and into the beginning of FY23. The Town continues to work with its health insurance consultant and continues to monitor the utilization and to explore ways to mitigate the risk and reduce the overall cost of the insurance. (See Appendix K, Price Waterhouse Cooper (PWC) article June 2021).
- For the eighth consecutive year, the Town was awarded the Government Finance Officers Association (GFOA) Certificate of Achievement for Excellence in Financial Reporting for the Town's Fiscal Year 2021 Annual Comprehensive Financial Report (ACFR). Our Fiscal Year 2022 ACFR has been submitted to the GFOA, currently the town is awaiting the results of that review.

Caution.

In the same way we cautioned about revenues and expenses in last year's budget, we are closely monitoring economic trends and continuing with our cautious approach to both revenue and expense projections. Revenue projections are clouded by the possibility of a recession and expense projections are meaningfully impacted by stubbornly high inflation. We are also entering a period of collective bargaining and some national settlements have been higher than expected. Rising wage demands are impacting the financial positions of public companies and municipalities alike.

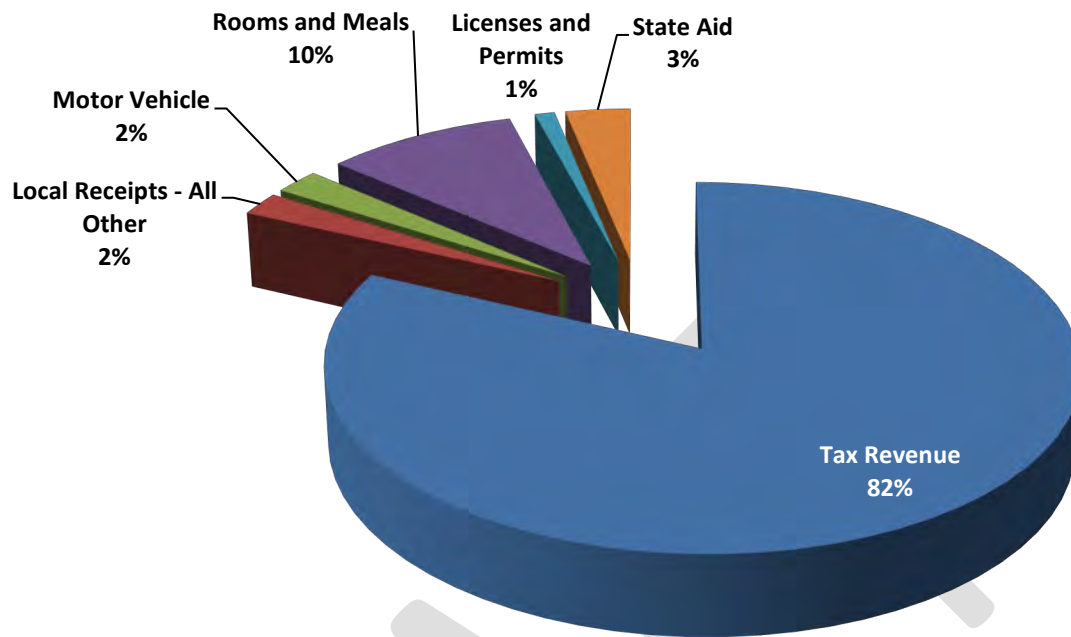
While we all hope a recession can be avoided, warnings signs loom. According to the World Bank, *“several historical indicators of global recessions are already flashing warnings. The global economy is now in its steepest slowdown following a post-recession recovery since 1970. Global consumer confidence has already suffered a much sharper decline than in the run-up to previous global recessions. The world's three largest economies—the United States, China, and the euro area—have been slowing sharply. Under the circumstances, even a moderate hit to the global economy over the next year could tip it into recession.”* On the opposite side of that ominous warning is a more optimistic scenario where very recent inflation data suggests a slight trend lower, natural gas prices are well down from their highs which is important as we head into the winter months and some supply-chain issues seem to be dissipating.

Just as central banks have a balancing act between subduing inflation and tipping the global economy into recession, so too, the Town faces a delicate balance of managing the increasing demands of a growing island community while remaining within the levy limit. As we head into FY 2024, the Town's ability to fund expanding demand for programs, provide ever more services, maintain quality of life, and maintain facilities and infrastructure will be stretched. Addressing the expanding demand requires a stable workforce and we must acknowledge the difficulty of attracting, retaining and housing employees. In summary, the FY 2024 budget is particularly challenging due to its many “unknowns”. What will inflation do to our already existing project plans? Will we still have sufficient funding for our capital plans? Will wage negotiations further constrain funding for other important service provisions? How quickly can we bring more housing online? Will we come together as a community, or will we tear each other down? One of the few things we can say with certainty is that difficult choices will need to be made.

Each year, we must present a balanced budget which represents a plan of service for the community. Not all requests and needs can be met to the degree desired by individual groups and departments. We continue to be impacted by the effects of the current growth period on the Island, which is straining Town resources. Fixed costs are always increasing, especially employee benefits, service contracts, supplies and equipment, insurance and utilities. The Town's levy capacity for FY 2024 allows for some increases to existing Town and School operations after allocations to Our Island Home, Solid Waste Enterprise Fund and Nantucket Regional Transit Authority (NRTA).

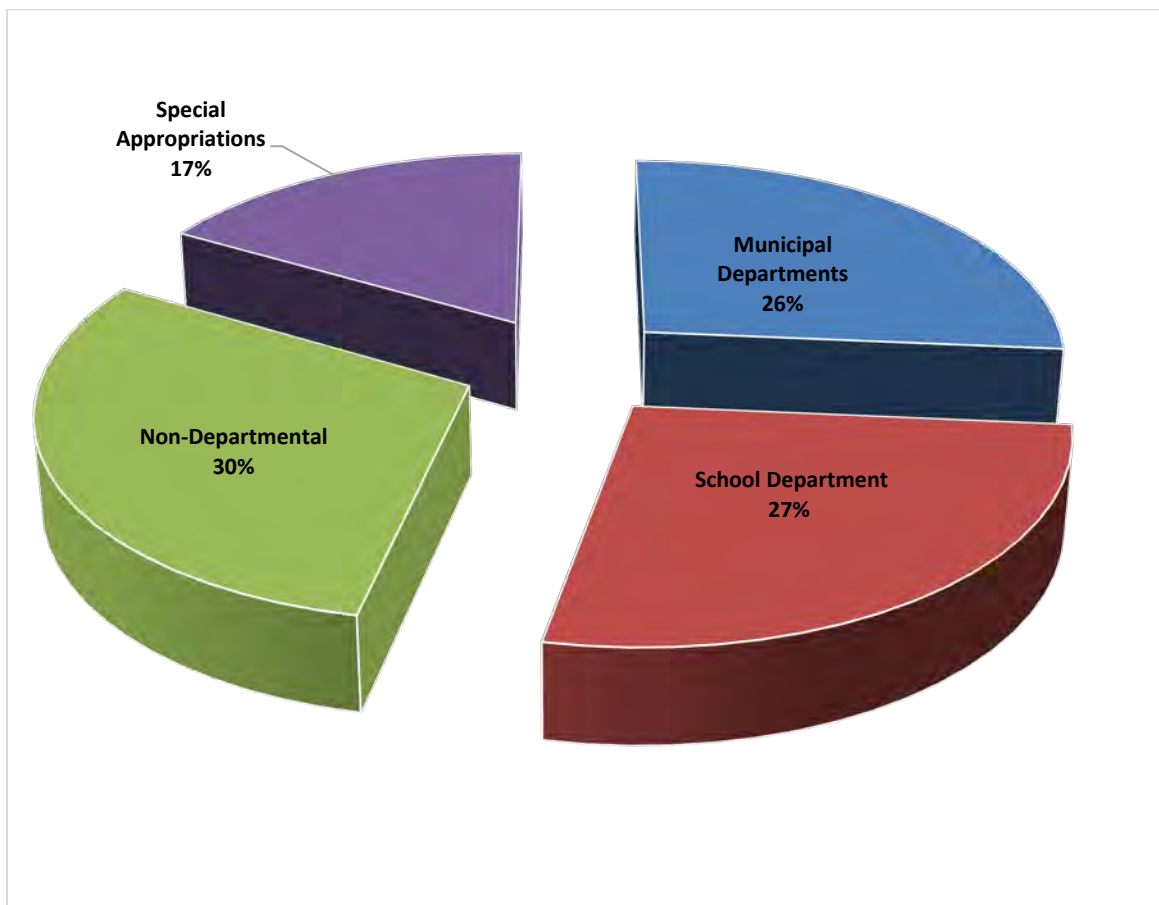
II. Overview of FY 2024 General Fund Budget Projection

A. Projected FY 2024 General Fund Revenue



Refer to Appendix M for a detailed breakdown of the FY 2024 proposed General Fund revenue as compared to the FY 2023 approved budget.

B. Projected FY 2024 General Fund Expenses



The proposed FY 2024 General Fund budget will fund:

- Projected Town and School salaries and fixed/current operational expenses – with some additional positions and programs.
- Fixed costs allocated between several expense categories including:
 - Health Insurance for active and retired employees is projected to rise at a rate of ~10% for FY 2024. While the Town did realize cost savings because of plan design changes in FY 2019, and while utilization rates are lower in the last quarter of FY 2022 and into FY 2023, we do expect them to rise near the end of FY 2023 and into the beginning of FY 2024. The continued rise of medical rates inflation has had an impact on the FY 2023 health insurance budget. The pandemic has made budgeting for health insurance much more difficult than in previous years, as people were not able to physically go to their doctors for routine medical care for much of the year in 2020 and 2021.
 - General Insurance is projected to increase 18.5% from FY 2023 actuals, based on current trends. The increase is resulting from the large losses that carriers have faced across the nation due to severe natural disasters over the past few years.

- Debt service is established by the current repayment schedule. Debt service will increase in FY 2024 because of the Town issuing debt for Affordable Housing,, Waitt Drive  improvements, sidewalk improvements and more. The Town will see an upward trend over the next 2-3 years in debt service, as new borrowings are undertaken for prior approved projects. (Appendix N)
- The Barnstable County retirement assessment is assumed to increase 8.5% in FY 2024.
- General Fund subsidies to the following Enterprise Funds are projected for FY 2024:
 - Our Island Home - \$5,253,125
 - Solid Waste - \$6,832,210 for landfill operations
 - Solid Waste - \$5,000,000 override
 - Storm Water - \$500,000
- Minimum capital funding requirement of \$1,200,592, allocated equally between the Town and School departments for capital improvements, pursuant to a requirement of the Town Code:

The Town shall spend on capital projects a minimum of 1% of total Town local receipts collected in the prior fiscal year plus 1% of the total real estate and personal property taxes collected in the prior fiscal year. If local receipts fall below the 1% minimum, the Town may forego the funding requirement. Nantucket Town Code Chapter 11, § 11-12.1

- Other Annual Appropriations for the following:
 - \$500,000 to the Other Post-Employment Benefits (OPEB) Trust Fund, in accordance with the Town's OPEB policy. FY 2024 will be the 8th consecutive year in which a contribution to this Trust Fund is made. The balance of the fund at the end of FY 2022 is \$4,885,113 (Appendix J);
 - \$500,000 to the Reserve Fund (see Appendix F);
 - State Cherry Sheet charges, the County Assessment and unpaid bills from prior fiscal years;
 - Annual Health and Human Services appropriation is funded at \$825,000 for FY 2024. The funding is split between a \$650,000 contribution from the General Fund and \$1750,000 from the Special Purpose Stabilization Fund for Substance Abuse.

Refer to Appendix O for a detailed breakdown of the FY 2024 proposed General Fund expenses as compared to the FY 2023 approved budget.

III. Town Administration Expense Increase Recommendations

Background

Over the past 7-8 years, Nantucket has experienced significant growth and the Town's scope of responsibility has increased. We have taken on and/or funded new initiatives in response to needs, requests and mandates, yet staffing and service levels have not all kept up with the Island's growth, particularly in areas such as: infrastructure and public building maintenance, project management, code enforcement and community and town employee housing efforts. In addition, global, national and regional issues of coastal resiliency, solid waste management

and energy use are becoming more and more critical in terms of climate change, sea level rise and sustainability of natural resources. The Select Board’s Strategic Plan is intended to help focus Select Board initiatives and budgetary allocations toward the goals contained within the Plan. Information as to the specifics of the current Strategic Plan may be found on the Town website at <https://nantucket-ma.gov/1530/Strategic-Planning>. Many other mandated and goal-oriented plans and studies have been developed in the past several years which are taken into consideration during budget development, these include:

- 2018 Staffing Study
- Hazard Mitigation Plan
- Coastal Resiliency Plan
- Green Community Requirements
- Town-wide PFAS Assessment
- Parks Master Plan
- Capital Improvement Plan
- Facilities Master Plan
- Diversity Equity and Inclusion Assessment

FY 2024 Expense Increase Requests

Departmental expense increase requests (EIR) for FY 2024 are shown in Appendix P, separated into categories of:

- Personnel Requests
- Expense Requests – One-time
- Expense Requests – On-going

Using a point system, with “Legal Mandate” being automatically supported, the requests were individually ranked and prioritized in accordance with the following criteria:

<u>Ranking Criteria</u>	<u>Scale</u>	<u>Description</u>
Legal Mandate	Y/N	Required by State/Fed or Local Bylaw (Y = Automatically Fund; Score of 9.0)
Staffing Study	0-2	Is it within the Staffing Study? If yes, 1 or 2 score would be determined by priority level (2 for higher priority)
Strategic Plan	0-2	Is it within the Strategic Plan? If yes, 1 or 2 score would be determined by priority level (2 for higher priority)
Staffing Study & Strategic Plan	0-1	Is it in <i>both</i> Staffing Study and Strategic Plan then 1 additional point to weight it higher
Department Operations & Efficiency	0-1	Funding necessary to support provide a department with necessary support for existing <i>or</i> new program
Approved New Programming	0-1	Funding necessary to support a new initiative
Necessary for Existing Programming	0-1	Funding necessary to support or expand ongoing initiatives

Continuation of Operations	0-1	Funding necessary to support unexpected increases or items already operationalized (e.g., software licenses)
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Since it will not be possible to fund most of the requests without either additional revenue or reductions elsewhere, we have:

- focused our recommendations on the Select Board's Strategic Plan, and the other studies and plans referenced above; as well as critical Town operational issues;
- recommended use of funds from other sources (such as fund the one-time expenses from Free Cash and/or borrowing);
- reallocated existing resources;
- not recommended funding and/or will take a different approach; or, funded a reduced request.

We have prioritized the EIRs using the system noted above, and recommendations follow:

Department	Description of Expense Request	One-Time or Ongoing	Approved EIRs (1)
Personnel Expense Increase Requests (EIRs)			
DPW	Addition of 2 Facility Technicians	Ongoing	188,886
DPW	Central Fleet Admin	Ongoing	102,742
Finance	Addition of 1 Accounting Clerk	Ongoing	102,742
Fire	Addition of 4 Lieutenants	Ongoing	406,403
Housing	Rental Property Manager	Ongoing	*
HHS	Volunteer Coordinator part-time	Ongoing	67,871
Marine	Deputy Harbormaster	Ongoing	119,922
PLUS	Senior Planner	Ongoing	128,671
PLUS	Overtime increase	Ongoing	15,000
Department Personnel EIR			\$ 1,132,238

*The funding for this position already exists in the Housing Department's budget. Professional services will be reduced.

Operating Expense Increase Requests (EIRs)			
IT	IT Assessment and Strategic Plan	One-Time	100,000
Housing	Employee housing property rent	One-Time	200,000
Housing	Housing subsidy program	One-Time	1,000,000
NR	Upgrades and repairs to Hatchery equipment	One-Time	25,000
Town Admin	Facilities maintenance study	One-Time	75,000
Town Admin	Baxter Rd alternative access	One-Time	150,000
Town Clerk	High Speed Tabulator and Poll Pad for Town elections	One-Time	9,500
DPW/Central Fleet	Increase in repairs & maintenance vehicle	Ongoing	100,000
DPW/Central Fleet	Increase in repairs & maintenance equipment	Ongoing	100,000
DPW/Central Fleet	Central Fleet management platform	Ongoing	12,000
DPW/Central Fleet	Increase in professional services	Ongoing	15,000
DPW/Central Fleet	Increase in repairs & maintenance consumables	Ongoing	30,000
DPW/Central Fleet	Increase in state travel	Ongoing	20,000
Finance	Additional OpenGov Services	Ongoing	65,000
FinCom	Increase in printing	Ongoing	5,000
HR	Increase in funding for employee recognition and training	Ongoing	36,500
HR	Increase in funding for other recruiting expenses	Ongoing	30,000
HR	Increase in professional services NeoGov services	Ongoing	20,000
HR	Increase in professional services employee pre-employment physical	Ongoing	10,000
IT	Increase 5% Annual Professional Services	Ongoing	32,395
Park & Rec	Increase in repairs & maintenance buildings	Ongoing	30,000
Park & Rec	Increase in repairs & maintenance equipment	Ongoing	30,000
Park & Rec	Increase in repairs & maintenance grounds	Ongoing	150,000
Park & Rec	Consolidation of Town Landscape contracts	Ongoing	200,000
Public Facilities	Property Management	Ongoing	150,000
Street Lighting	Street lights maintenance	Ongoing	100,000
Town Admin	Communications division	Ongoing	125,000
Town Admin	Professional services	Ongoing	50,000
Town Admin	Employee retention strategies	Ongoing	300,000
Town Admin	NCTV additional services	Ongoing	30,000
Town Admin	Out of state travel increase	Ongoing	8,000
Town Admin	Professional services in DEI division	Ongoing	13,000
Town Clerk	Sound services for ATM	Ongoing	5,000
Town Clerk	Binding of vital records	Ongoing	10,000
Total Operating Expense Increase Requests			\$ 3,236,395
Total Town Personnel & Operational Expense Increase Requests			\$ 4,368,633

FY 2024 Personnel Expense Increases

1. Department of Public Works

Facility Technicians (2 Additional positions)

Proper, scheduled maintenance of facilities is commonly considered the most cost-effective method to protect assets. The Town owns numerous facilities, including a growing stock of rental housing properties. Our Facilities division has just 4 staff to maintain all Town-owned properties, including items like streetlights and public restrooms. It is imperative that we build our capabilities to properly maintain facilities.

Central Fleet Admin (New position)

In FY 2023 an outside consultant performed a study to determine the capabilities of our central fleet division. While the full report is not yet available, one of the preliminary recommendations is to add an administrative position. The position would be responsible for activities such as data collection and input of vehicle usage, managing the keys inventory, fuel and mileage usage, checking in/out vehicles, ensuring maintenance schedules are kept up-to-date and managing the vehicle data base.

2. Finance Department

Accounting Clerk (Additional position)

This request is to increase the staff in the Accounting Office by one Accounting Clerk. The Finance Office in conjunction with the Treasurer's office processes the cash turnovers from all departments in the town. The accounting department posts the turn-over receipts into the accounting software. During the last 3 Fiscal Years the office has processed on average approximately 9,216 turnovers per year. We currently have 1 person processing turnovers and reconciling accounts receivable. For operational efficiency the office would be able to function more efficiently with a separate position responsible for posting turnovers. The addition of this position would also bring the accounting department back to the level as was recommended in the 2018 staffing study.

3. Fire Department

Lieutenant (4 New positions)

The positions will be filled through a rigorous competitive examination process. These positions, when filled, will allow for a second-in-command on each shift. This provides additional span of control on each shift which is considered essential. Adding another officer to each shift will ensure that there is at least one officer on duty at all times. This provides an increased level of safety, ensures accountability, and helps the department to operate more efficiently. These new officers will help to accomplish many of the collateral duties that the Captains are currently managing. In addition, these new officers will play a major role in moving the Advanced Life Support program forward in the department.

4. Housing Department

Rental Property Manager (New position)

Providing stable housing for employees is an important retention strategy of Town Administration. The Town both owns properties that it rents to employees and also rents

properties that are then licensed to Town employees. We have a growing inventory of rental properties (currently ~15) that requires management and this role will be responsible for that management. Whether the Town “rents to” or rents from”, there is a significant amount of oversight that is necessary to manage the properties and processes. Key activities of this role include managing lease and license agreements, ensuring maintenance items are addressed by Facilities division, ensuring proper rent collection, investigating discrepancies, working with payroll re automatic deductions, and much more.

5. *Health & Human Services Department: Part-time Volunteer Coordinator (New position/part-time)*

The Town seeks to provide higher quality services to its older population and therefore requires additional resources. The responsibilities of this role include managing administrative tasks related to the on-going Nantucket Behavioral Health Initiative, maintaining communications and monitoring administrative needs for Behavioral Health Aid Corps, surveying and communicating with a Human Services volunteer group, scheduling and administering Council for Human Services meetings, and incidental support at Saltmarsh Senior Center.

6. *Marine Department*

Deputy Harbormaster (New position)

The 2018 Staffing Study recommended a four assistant Harbor Master positions. Recent discussions determined that it would create more efficiency within the Harbor Master team if the recommended 4th position (three are currently funded) was in more of a leadership role. The deputy could provide continuity and leadership in the absence of the Harbor Master and/or in the execution of simple day-to-day activities of the team.

7. *Planning & Land Use Services*

Senior Planner (Reinstated position)

Substantial long-range and advanced planning initiatives are underway and additional high-level staff resources are needed. The Senior Planner will also assist Land Use Planners and Zoning Enforcement Officers with the more complicated permitting matters that now require attention from the Deputy Director and Director of Planning.

FY 2024 Operational Expense Increases (One-Time) The items listed below are considered one-time and as such, may be funded through Free Cash.

1. *Information Technology*

IT Assessment and Strategic Plan - \$100,000

2. *Housing Department*

Employee housing property rent - \$200,000

Employee housing subsidy program - \$1,000,000

3. *Natural Resources*
Upgrades and repairs to Hatchery equipment - \$25,000
4. *Town Administration*
Facilities maintenance study - \$75,000
Baxter Road alternative access management - \$150,000
5. *Town Clerk*
High Speed Tabulator and Poll Pad for Town elections - \$9,500

FY 2024 Operational Expense Increases (On-going)

1. *DPW/Central Fleet*
Increase in vehicle repairs and maintenance - \$100,000
Increase in equipment repairs maintenance - \$100,000
Central Fleet software management platform - \$12,000
Increase in professional services - \$15,000
Increase in supplies for repairs and maintenance - \$30,000
Increase in travel - \$20,000
2. *Finance/FinCom*
Additional OpenGov software financial services - \$65,000
Increase in printing costs - \$5,000
3. *Human Resources*
Increase in funding for employee recognition and training - \$36,500
Increase in funding for other recruiting expenses - \$30,000
Increase in professional services NeoGov human resources management software services - \$20,000
Increase in employee pre-employment physical and inoculation requirements - \$10,000
4. *Information Technology*
Increase license fees and associated professional services by 5% - \$32,395
5. *Parks and Recreation*
Increase in building repairs and maintenance - \$30,000
Increase in equipment repairs and maintenance - \$30,000
Increase in ground maintenance and repairs - \$150,000
Consolidation of Town Landscape contracts - \$200,000

6. *Public Facilities*

Contracted property management services - \$150,000

7. *Street Lighting*

Street light maintenance - \$100,000

8. *Town Administration*

Professional services for communications division - \$125,000

Professional services as needed - \$50,000

Employee retention strategies - \$300,000

NCTV additional services - \$30,000

Out of state travel increase - \$8,000

Professional services in DEI division - \$13,000

9. *Town Clerk*

Sound services for Annual Town Meeting - \$5,000

Binding of vital records - \$10,000

IV. Current and Future Year Considerations

Sustainability

In October 2018 the Select Board adopted “Sustainability” as a guiding principle of the Town’s Strategic Plan:

Sustainability is how the Town of Nantucket, with a focus on historic preservation, natural resources, hazard mitigation, solid waste management, energy, public health, and education, institutionalizes practices in municipal operations that support a balance of the economic, environmental, and social health of our Island, which meet the needs of current residents and visitors without compromising the ability of future generations to meet evolving needs.

We have hired a Sustainability Program Manager to begin the development of a Sustainability Division within the Town and to develop a plan to operationalize a Sustainability “lens” for applicable Town projects and programs.

Coastal Resiliency/Infrastructure/Planning

Global warming, climate change and sea level rise have been more and more frequently appearing in the news media as growing issues for municipalities. In FY 2019, we completed an update to the Town’s Hazard Mitigation Plan, which can be found here <https://www.nantucket-ma.gov/1373/Hazard-Mitigation-Plan>. The plan recommends over 50 projects for implementation over the next five years. The Select Board established a Coastal Resiliency Advisory Committee to make recommendations about a variety of coastal resiliency issues, including a Coastal Resiliency Plan (CRP). (<https://www.nantucket-ma.gov/1391/Coastal-Resiliency-Advisory-Committee>). In mid FY 2022 Coastal Resiliency Plan was issued through the efforts of the Coastal Resilience Advisory Committee with its consultant, Arcadis. In early 2022, Select Board members, Town staff and members of the public participated in a two-day

Design Thinking Workshop to increase familiarity with the CRP and associated issues and to build consensus among staff and boards around the CRP and ways to move forward. The group of ~35 attendees first defined opportunities within the CRP and then on the second day established success metrics for each opportunity.

Parks Master Plan

A Parks Master Plan was finalized in winter of 2020 and projects were integrated into the Capital Improvement Plan. Subsequently, updated FEMA sea level rise projections were issued, indicating that certain areas, such as Tom Nevers Park where significant infrastructure was recommended, should be reconsidered. Overlapping projects, including the School Department Campus Improvement Plan and the Public Works facility potential relocation to the Delta Fields area, have caused portions of the Parks Master Plan to be reconsidered. That process is on-going in FY 2023 and into FY 2024 and may result in modifications to certain projects in the Plan in these areas.

All of these are likely to include recommendations for capital or other expenditures to address ways in which the Town can be responsive to the impacts of environmental change on Town infrastructure. We need to pay attention to this because expenditures and/or impacts are imminent. Other impacts could include the loss of taxable real estate and a reduction in the Town's bond rating.

Collective Bargaining

In FY 2022, the Town completed negotiations with most Collective Bargaining units for contracts through June 30, 2023. Negotiation for contracts expiring in FY 2023 will commence in FY 2023 when we will again begin work with the Select Board and other voting agencies (Airport Commission, Nantucket Water Commission, School Committee) to develop our approaches to upcoming collective bargaining and to review financial projections, employee benefit costs and universal union contract language issues. Appendix Q shows the list of collective bargaining contracts. The contracts can be found at <https://www.nantucket-ma.gov/2384/Labor-Agreements>

Police Reform

The Police Department is actively working to implement the measures contained in the Police Reform Act enacted on December 31, 2020. There will be costs associated with measures such as additional and/or new certification and training requirements, body cameras and associated equipment and staff to manage this program. Some of the measures have not yet been fully defined through the necessary regulations; and will need to be collectively bargained. We are working to plan for these expenses.

Harbor Place

Discussions with the Harbor Place owners' group continued into FY 2022 after a COVID delay. Depending on how the project develops, there may be an impact on Town resources in connection with future infrastructure maintenance and capital costs. At the 2020 Annual Town Meeting, an appropriation of \$150,000 was approved for the engagement of a consultant to assist the Town with developing concepts for transportation-related improvements. That effort remained underway in FY 2022 and at the time this Message is being prepared, it was not clear when

recommendations will be brought to Town Meeting.

Per and Polyfluoroalkyl Substances (PFAS)

Per-and polyfluoroalkyl substances, also known as PFAS, are a group of manmade chemicals that have been manufactured and used in a variety of industries since the 1950s. They are referred to as ‘forever chemicals’ – they are persistent in our bodies, mobile in the environment and many will not naturally degrade. PFAS chemicals are most often commercially used to create grease, water, and stain resistant barriers for materials, including Teflon, grease-resistant take-out containers, and upholstery and carpet treatments; these chemicals are also found in firefighting foam.

Concerns have been raised regarding human health and ecological risks associated with certain PFAS chemicals. The Town of Nantucket is following the guidance and testing requirements of Massachusetts Department of Environmental Protection (MassDEP) as it pertains to PFAS. More information is available at <https://www.mass.gov/info-details/per-and-polyfluoroalkyl-substances-pfas>

Like other municipal governments, the Town is working to understand the sources and receptors of PFAS in the environment. Since July 2020, the Town has engaged in multiple contracts with CDM Smith, Inc, an environmental engineering and construction firm, with costs totaling \$990,100 to assist the Town in various efforts regarding its long-term voluntary PFAS assessment and analysis. Projects include a multi-phase island-wide PFAS assessment of municipal properties, a public water system model and expansion study, a MassDEP for a State Revolving Loan (SRF) application, an SRF water main expansion project, a contaminated material handling protocol project, and a wastewater influent testing program at the Surfside Wastewater Treatment Facility.

The Town’s PFAS-related efforts are expected to span several years and there are likely budgetary impacts in both the General Fund and Enterprise Funds. As more information is collected and assembled, the scope and cost of PFAS containment, source reduction and cleanup will be better understood. It is unclear whether outside funding will be available to help offset what could be a substantial financial impact to cities and towns. The Town’s response to PFAS can be found at <https://nantucket-ma.gov/1574/PFAS>

Diversity Equity and Inclusion (DEI) Initiatives

The Town of Nantucket’s Diversity, Equity and Inclusion Office (DEI) continues to work towards its many objectives. Work with our DEI consultants, Tangible Development LLC, continues and several milestones have already been accomplished. As part of our strategic plan development, the Town received its first DEI Assessment Report in August 2022. The report highlights Nantucket’s areas of success and areas for growth within the practice of municipal DEI. The consultation also helped to create an internal Diversity, Equity & Inclusion Committee (DEIC). The purpose of the DEIC is to share DEI education with town employees using a variety of opportunities. Nantucket’s affiliation with the Massachusetts DEI Coalition continues and the Town is a listed contributor in the state’s first ever DEI Guide, which was published in 2022 and supported by the Metropolitan Area Planning Council (MAPC). The DEI Office continues to provide and engage in a variety of internal and external opportunities that promote DEI. The Town of Nantucket is committed to doing the foundational work necessary to truly implement

and practice the principles of diversity, equity and inclusion.

Health and Human Services Funding

We propose to allocate \$825,000 to local health and human service agencies in the community for FY 2024. This funding allocation is the same as FY 2023 and continues to be among the highest of all towns in Massachusetts. The funding consists of a \$650,000 commitment from the Town's General Fund along with funding in the amount \$175,000 being recommended to come from the Special Purpose Stabilization Fund for Substance Abuse paid to the Town by the Island's marijuana dispensaries and/or marijuana retail establishments. Each year, agencies apply for funding and applications are reviewed by the Human Services Contract Review Committee which makes recommendations regarding appropriations to the Finance Committee and Select Board.

New/Expanded Revenue Possibilities

Other areas to potentially look toward in the future for generating new revenue to cover needs and priorities include (several of these are part of a 2009 Ad Hoc Fiscal Committee Report - <https://www.nantucket-ma.gov/170/Ad-Hoc-Fiscal-Committee>):

- PILOT possibilities (Payment-in-Lieu-of-Taxes for entities that do not pay property tax, such as certain tax-exempt organizations such as hospitals, posts and churches – if all of these were taxed in FY 2022, taxes due would have exceeded \$16,650,000;
- parking fees (increase parking fines; implement paid parking downtown – use funds for transportation-related improvements);
- taxi transaction fee (requires meters);
- increase Town permit fees other than those already at statutory maximum allowance (over the road permits, road closing, etc.);
- increase to the ferry embarkation fee (requires substantial political work and coordination with the other ports);
- increase of real estate transfer tax for housing initiatives or another dedicated purpose (requires special legislation which was approved at 2016, 2017, 2018, 2019 and 2020 Town Meetings - efforts continue to further the legislation);
- new local option surcharge on tax bills of up to 3% (similar to how the Community Preservation Act surcharge is applied) called the Municipal Water Infrastructure Investment Fund (“WIIF”) – we had begun to examine how this could be used for Nantucket in late 2019; however discussions stalled due to COVID and we are working to resume an evaluation as to how this could benefit Nantucket, as well as an evaluation of the Cape & Islands Water Protection Fund which derives revenue from the recent expansion of the room occupancy tax to short-term rentals.

Some of the above noted items are being developed and others are noted only for informational purposes. In addition to potential ways to generate additional revenue, we are continuously reviewing actions that would allow us to address a slow-down in economic activity. These include:

- review all municipal services for reduction or elimination – in other words, an “Austerity Budget”
- reduction-in-force of personnel
- enforce a hiring “freeze” or “chill”
- eliminate unexpended expense increases, including vacant positions
- reduce the NRTA year-round service (would have a delayed impact because of how/when NRTA is funded through the state)
- defer capital projects.

V. Conclusion

The proposed FY 2024 General Fund budget can be funded within available revenue, while supporting new and on-going initiatives and positions and providing continuity of services. The list of challenges is long and includes funding the growing priorities and increasing demands for services from the community; retaining, attracting and housing qualified employees; and, maintaining infrastructure while making it more resilient. Solid waste management, storm water, and PFAS issues will all require significant focus in FY 2024. It will take additional resources in the coming year(s) to address these, as we have noted in this Message and in prior Messages.

Thanks to the Select Board, Town departments, Finance Committee, Capital Program Committee, and especially to the staff who spend many, many hours putting together the information necessary to develop these budget recommendations, especially Assistant Town Manager for Strategic Projects Gregg Tivnan, Director of Municipal Finance Brian E. Turbitt, Assistant Town Manager Rick Sears and Assistant Town Accountant Mariya Basheva.

Prepared by:

Town Manager, pursuant to Article IV, Section 4.2(d)(3) of the Charter of the Town of Nantucket

Outline #6 for 2023 Annual Town Meeting Warrant

For 12/14/22 SB review

As of 12/09/22

NOTE: Numbering & Order is NOT FINAL

Annual Articles

1. Receipt of Reports
2. Appropriation: Unpaid Bills
3. Appropriation: Prior Year Articles
4. Revolving Accounts: Annual Authorization (NOTE: change "Public Works Housing" to "Sewer"; add "Town Housing")
5. Appropriation: Reserve Fund
6. FY 2023 General Fund Budget Transfers
7. Personnel Compensation Plans for FY 2024 (NOTE: review seasonal salary schedules; call firefighter)
8. Appropriation: FY 2024 General Fund Operating Budget
9. Appropriation: Health & Human Services
10. Appropriation: General Fund Capital Expenditures
11. Appropriation: FY 2024 Enterprise Funds Operations (ADD: Storm Water Enterprise Fund)
12. Appropriation: Enterprise Funds Capital Expenditures
13. FY 2023 Enterprise Funds Budget Transfers
14. Appropriation: Waterways Improvement Fund
15. Appropriation: Ferry Embarkation Fee
16. Appropriation: Ambulance Reserve Fund
17. Appropriation: County Assessment
18. Appropriation: Finalizing FY 2024 County Budget
19. Rescind Unused Borrowing Authority (*if needed*)
20. Appropriation: OPEB Trust Fund
21. Appropriation: Free Cash
22. Appropriation: Stabilization Fund
23. Appropriation: CPC (will be Town-sponsored)

Other Select Board Sponsored Articles

NOTE: most of these were reviewed/discussed by SB and/or Town Administration since the 2022 ATM

ZONING* BYLAW & GENERAL BYLAW AMENDMENTS

*Board discussion occurred in January 2018 regarding a request/directive that all zoning articles must be accompanied by a narrative explanation as to why the item is being put forward, along with any operational or financial impacts

Zoning Bylaws

See attached from Planning (includes Zoning and other) NOTE: HDC advisory committees TBD

- Short-term Rental Zoning → Fall 2023 STM

General Bylaws

- ~~Micro-mobility devices on multi-use paths (NOTE: there is a potential citizen article to restrict/limit these; and, the attached is to allow them but regulate them) (also attached is the current bylaw); need Town Counsel to prepare article for bylaw amendment and/or HRP? OR, are we waiting on BPAC for a recommendation(s)~~ Town Counsel looking into Regulations vs warrant article

- ~~Paid parking (see vote on Article 66 of 2020 ATM—attached) (NOTE: at 9/28/22 SB meeting this topic came up and it was generally determined to get a Parking Commission in place before proceeding further with this at this time) (Yes?) (“Yes” per SB 10/12/22)~~
- Short-term Rental General Bylaw → Fall 2023 STM
- Display of Merchandise & Wares (c. 97) – under review (*issue with display of items in certain locations*)
- Street Musician volume (c. 105) – under review (*limit amplification; reviewing with Town Counsel, SOME amplification already prohibited*)

HOME RULE PETITIONS

Resubmittal of Pending HRP's from prior ATMs (if these have not been acted upon by the Legislature)

- Community Housing Bank (Article 76/2022 ATM; Article 79/2019 ATM; Article 70/2018 ATM; Article 88/2017 ATM; Article 82/2016 ATM)
- Sewer Act Amendment (Article 77/2022 ATM)
- Gov't Study Committee Recommendations (Article 78/2022 ATM)
- Fertilizer Ban (Article 79/2022 ATM) **Per SB 11/16/22 will use motion from Article 79**
- Real Estate Conveyances x 2 (1 - Article 94/2022 ATM: 50 Altar Rock Rd to NCF; 2 – Article 95/2022 ATM: Portion of Ames Ave)
- Special Act/HRP for 5-year terms for SB (Per 10/12/22 SB discussion) OR hold for re-established Govt Study? Per 10/26/22 SB meeting – proceed to prepare for 5-year terms
- Authorization to Issue Pension Obligation Bonds (Article 95 of 2021 ATM)

New
TBD

MGL ACCEPTANCES

- Town Clerk – MGL c 41, s 110A (*re: Voter Registration deadline*)

REAL ESTATE RELATED

- Potential long-term lease authorization for landfill operator
- Dartmouth Lane (near Delaney Rd) taking (need further info)
- Baxter Road – potential takings/conveyances – TBD
- Easement to NGrid for new Surfside Rd sewer pump station
- Easement to Land Bank at E Creek Rd (boardwalk project; handicap parking)
- Transfer parcels to Land Bank: 6 Goose Pond Ln (related to Consue Springs projects); Spruce Street (bike/pedestrian connection from 19 E Creek to Spruce to Consue);
- Easement for National Grid in connection with L1 project (triangle parcel at Wilkes Sq)

OTHER

- Amend description in Article 16 of 2018 ATM (Appropriation: Public Works Facility Improvements – Design) to allow for design at other location(s)
- Update Financial Assurance Mechanism (Landfill Closure)
- Renew Septic Loan Fund Authorization for Add'l \$2m

BALLOT QUESTIONS

- possible debt exclusion(s) and/or capital exclusion(s) for capital projects; real estate
- override for Solid Waste

CITIZEN ARTICLES

26 articles submitted

[2023-Annual-Town-Meeting---Citizen-Warrant-Articles-PDF \(nantucket-ma.gov\)](#)

DRAFT

PRELIMINARY DRAFT

Planning Board/PLUS Article Concepts for 2023 ATM (11/30/22)

Courtesy Mailings to property owners affected by Zoning Map changes sent 11/23/22

RC-2 Phase Out Articles – Implementation of the 2009 Master Plan. Should have no operational or financial impacts to the Town.

- Nobska Lane RC-2 to R-5 or CTEC
- ~~Remaining Nobadeer Farm Road parcels (a portion of)~~
- 86A Old South Road RC-2 to CTEC
- ~~West side of Arrohead Drive to CTEC or CI~~
- Egan Lane Parcels to CTEC and R-10?
- Salros RC-2 to CTEC or R-5
- 95 Miacomet Avenue RC-2 to LUG-2 and R-20
- 91 Miaomet Avenue RC-2 to R-20

RC Phase Out Articles - Implementation of the 2009 Master Plan. Should have no operational or financial impacts to the Town.

- 103 Washington Street to CN
- 77 Washington to ROH

Other Map Change Articles – Consistent with or directly implementing the goals and objectives in the 2009 Master Plan. Should have no operational or financial impacts to the Town.

- Cobble Court Area R-10 to CN
- Monomoy Creeks buffer area LUG-1 to LUG-2
- 69 Hummock Pond Road LUG-2 to R-20 (Citizen Petition to be withdrawn) and PB Sponsored
- Town Overlay District Open Space Parcels – Misc. to R-40

Technical Amendment to the Zoning Map

- ~~Split lot clean up~~

Zoning Bylaw Amendments – Consistent with current planning practices or responding to changing needs. Should have no operational or financial impacts to the Town.

- Technical Amendments – all in a single article TBD-AG requested separate articles
 - ~~Adjust language in 30A~~
 - ~~Correct process in 13E~~
 - Reduce aisle width in 18 from 20 to 18
 - ~~Reduce parking requirements?~~
 - ~~Correct reference in 26A~~
 - Delete 37
 - Secondary Lot ground cover waiver language adjustment
- Add definitions and allowances for animal hospital and animal shelter
- Short term rentals (may include multiple articles)
- Transient Residential Facilities (may include multiple articles)
- Removal of BOH, Conservation Commission, etc from 139-26
- Add R-10 and R-20 to tertiary lot
- Parking Chart Update?
 - Duplex
 - Garage Apartment
- Use Chart - Duplex update?

- o SP in ROH
- o Separate ownership in ROH & R-1 only for covenant lot
- o Allowed in R-20/R-40

Other Bylaw Amendments

- Chapter 124: Signs; Satellite Dishes; Rooflines
- Lighting Bylaw Update – **Citizen Petition**

Real Estate

- Paper Street Acquisition/Disposition TBD
- Home Rule Petition TBD
- **Town of Nantucket to Land Bank – Misc Parcels**

DRAFT

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	Lead Petitioner	Article Description	Comment
1.	Curtis L. Barnes	Town Council Form of Government.	This article is a non-binding directive to the Select Board to establish a committee to study the establishment of a Town Council form of government.
2.	Curtis L. Barnes	Proposed Independent Sewer Commission.	This article would create an independently elected Sewer Commission rather than having the Select Board act as the Sewer Commission. Under the Nantucket Sewer Act, Chapter 396 of the Acts of 2008, Town Meeting may vote at any time, by a two-thirds majority, to establish a separate Sewer Commission either appointed by the Select Board or elected. This article provides for an elected Sewer Commission. The article, however, does not include any transition language such as when the new Sewer Commission would take over and how the staggered elected terms would first be elected.
3.	Bruce Mandel	Amend Chapter 98 of the Town Code – Motorized Vehicles.	This Article seeks to amend Chapter 98 of the Town Code. Specifically, the article includes a substantial rewrite of Section 98.1 by adding several new types of micro mobility devices, including electric bikes, to the requirements of the bylaw. All of the devices listed in the proposed

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			amendment can only be operated on Town ways, sidewalks, parks, playgrounds, beaches, and multiuse paths with the permission of the Town official having jurisdiction over the use of the Town property. Although the article states that the changes to the existing bylaw are shown, in fact there is no delineation between the existing bylaw and what is being proposed in this article.
4.	Arthur Reade	Affordable and Year-Round Housing Stabilization Fund.	This article would establish a new special purpose stabilization fund for affordable and year-round housing, and would dedicate, without further appropriation, two-thirds of the local option rooms excise tax collected by the Town. A two-thirds vote of Town Meeting is required to adopt this article.
5.	Arthur Reade	Zoning Map Change - RC2 & CI to CMI - Arrowhead Dr	This article is approved as to form. Because this is a zoning amendment, the article should be referred to the Planning Board for the required public hearing, and a report and recommendation. Passage of this article by Town Meeting will require a two-thirds vote.
6.	Jeff Carlson	Charter Change - Town Council-Town Manager Form of Government	This article provides for the adoption of a new Town Charter which would replace Town Meeting and the Select Board with a Town Council/Town Manager form of government. The article is not, however, in proper legal form. In order to adopt a new Charter changing the form of government,

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			the Town would have to either (1) elect a Charter Commission pursuant to G.L. 43B, §5 to write a new Charter which would then be subject to approval as a ballot question at the Annual Election, or (2) Town Meeting would have to vote to petition the Legislature through a Home Rule Petition to adopt a special act establishing a new form of government. If this article were to pass in its present form, it would not, by itself, result in the adoption of a new Charter. Town Meeting should not vote on a completely new Charter document without an extensive public review and comment period, and a comprehensive management and legal review, which should include a side-by side analysis to ensure that the unique provisions of the existing Charter are addressed.
7.	John Kane	Zoning Map Change - R40 to CN - Evergreen Way & Airport Rd	This article is approved as to form. Because this is a zoning amendment, the Article should be referred to the Planning Board for the required public hearing, and report and recommendation. Passage of this article by Town Meeting will require a two-thirds vote.
8.	Campbell Sutton	Zoning Bylaw Amendment - Swimming Pool - Residential	Although the article does not specifically state that it is an amendment to the Town's Zoning Bylaw, the context of the proposed amendment clearly shows an intention for this article to be a zoning bylaw amendment.

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			The article would restrict swimming pools in certain residential districts to lots that meet the minimum lot size, and it would establish rear and side setback requirements of 20 feet. Because this is a zoning amendment, the article should be referred to the Planning Board for the required public hearing, and report and recommendation. Passage of this article by Town Meeting will require a two-thirds vote.
9.	Campbell Sutton	Noise	This article seeks to amend Chapter 101 of the Town Code – Noise, by decreasing the distance from 40 feet to 30 feet, at which noise levels are measured.
10.	Diane Coombs	Independent HDC Administrator	This article constitutes a non-binding directive to the Select Board to appoint an independent HDC Administrator who will be responsible for the efficient operation and management of the Historic District Commission. It appears that the intent of this article is to remove the administration of the HDC from the Department of Planning and Land Use Services. However, in order to effectuate this change, the Memorandum of Understanding between the Select Board and the Nantucket Planning and Economic Development Commission would have

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			to be amended to remove the HDC from the administrative management of the PLUS Department.
11.	Hillary Rayport	Home Rule Petition - NPEDC	This article seeks approval of a Home Rule Petition for a special act of the Legislature to change the method of selection of members of the NP&EDC, as well as certain other changes.
12.	Christine McGrath Iller	Zoning Map Change - LUG2 to R20 - 69 Hummock Pond Rd	This article is approved as to form. Because this is a zoning amendment, the article should be referred to the Planning Board for the required public hearing, and report and recommendation. Passage of this article by Town Meeting will require a two-thirds vote.
13.	Emily Kilvert	Zoning Bylaw Amendment - Short-Term Rental Accessory Use	This article seeks to amend the zoning bylaw to allow short-term rentals as of right that are owner-occupied for a minimum of six months of the year in any residential district. For non-owner-occupied units, short-term rentals would be permitted in any residential unit as an accessory use as long as the unit is used for a long-term rental use more than a short-term rental use. This article does not define key terms such as “short-term rental”, “long-term rental”, and “owner-occupied.” In addition, the proposed bylaw does not address short-term rental use in non-residential zoning districts.

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			Because this is a zoning amendment, the article should be referred to the Planning Board for the required public hearing, and report and recommendation. Passage of this article by Town Meeting will require a two-thirds vote.
14.	Marty McGowan	Bylaw Amendment - Sewer District Map Change - 25 Millbrook Rd	This article would add 25 Millbrook Rd to the sewer district. The article is approved as to form. Unless the Select Board recommends this article, a two-thirds vote will be required for passage.
15.	Catherine Gail Walker	Bylaw Amendment - Outdoor Lighting	This article amends Chapter 102 of the Town Code regarding lighting by deleting the existing text and replacing it with a new bylaw.
16.	Linda Williams	Zoning Bylaw Amendment - Swimming Pool - Residential	This zoning bylaw amendment would change the special permit granting authority for residential swimming pools from the Zoning Board of Appeals to the Planning Board. Because this is a zoning amendment, the article should be referred to the Planning Board for the required public hearing, and report and recommendation. Passage of this article by Town Meeting will require a two-thirds vote.
17.	Linda Williams	Zoning Map Change - SOH to VN - Elbow Ln	This article is approved as to form. Because this is a zoning amendment, the article should be referred to the Planning Board for the required public hearing, and report and recommendation. Passage of this article by Town Meeting will require a two-thirds vote.

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18.	Linda Williams	Zoning Map Change - R20 to CN - Old South Rd/Little Isle Ln/Miller Ln/Airport Rd	This article is approved as to form. Because this is a zoning amendment, the article should be referred to the Planning Board for the required public hearing, and report and recommendation. Passage of this article by Town Meeting will require a two-thirds vote.
19.	Linda Williams	Zoning Bylaw Amendment - Accessory Uses	This article would amend the Zoning Bylaw by expressly providing that the rental of rooms in an owner-occupied dwelling unit is a permitted accessory use. Because this is a zoning amendment, the article should be referred to the Planning Board for the required public hearing, and report and recommendation. Passage of this article by Town Meeting will require a two-thirds vote.
20.	Linda Williams	Zoning Bylaw Amendment - Definitions - Commercial	This article amends the definition of “Commercial” in the Zoning Bylaw to state that the rental of dwelling units or parts thereof are not a commercial use. Because this is a zoning amendment, the article should be referred to the Planning Board for the required public hearing, and report and recommendation. Passage of this article by Town Meeting will require a two-thirds vote.
21.	Linda Williams	Zoning Bylaw Amendment - Definition Use Principal	This article amends the definition of principal use in the Zoning Bylaw by deleting the word “expressly” from the definition.

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			Because this is a zoning amendment, the article should be referred to the Planning Board for the required public hearing, and report and recommendation. Passage of this article by Town Meeting will require a two-thirds vote.
22.	Linda Williams	Zoning Bylaw Amendment - Intensity Regulations - Exceptions for frontage	This article proposes an amendment to the Zoning Bylaws, Intensity of Use Regulations, by changing the special permit granting authority for the reduction of frontage in Commercial Districts from the Zoning Board of Appeals to the Planning Board. Because this is a zoning amendment, the article should be referred to the Planning Board for the required public hearing, and a report and recommendation. Passage of this article by Town Meeting will require a two-thirds vote.
23.	Linda Williams	Zoning Bylaw Amendment - Intensity Regulations - Setbacks	This article proposes an amendment to the Zoning Bylaws, Intensity of Use Regulations, by changing the special permit granting authority for the reduction in certain yard setbacks from the Zoning Board of Appeals to the Planning Board. This article is approved as to form. Because this is a zoning amendment, the article should be referred to the Planning Board for the required public hearing, and a report and recommendation. Passage of this article by Town Meeting will require a two-thirds vote.

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24.	Linda Williams	Zoning Map Change - R20 to R10 - Old South Rd/Miller Ln	This article is approved as to form. Because this is a zoning amendment, the article should be referred to the Planning Board for the required public hearing, and a report and recommendation. Passage of this article by Town Meeting will require a two-thirds vote.
25.	Emily Molden	Zoning Bylaw Amendment - Pre-Existing Non-Conforming Status of Lots	This article proposes to amend the Zoning Bylaw by deleting the language relative to Lots created under the Subdivision Control Law from the section of the bylaw providing non-conforming use protections. Because this is a zoning amendment, the article should be referred to the Planning Board for the required public hearing, and a report and recommendation. Passage of this article by Town Meeting will require a two-thirds vote.
26.	Emily Molden	Zoning Bylaw Amendment - Lots Created Under MGL 41-81L	This article amends the Zoning Bylaw by requiring than any new structure or expansion or increase in volume of a dwelling on a lot that was approved under the Subdivision Control Law will require a special permit from the Zoning Board of Appeals regardless of the lot's status as a non-conforming use. Because this is a zoning amendment, the article should be referred to the Planning Board for the required public hearing, and a report and

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			recommendation. Passage of this article by Town Meeting will require a two-thirds vote.
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