

Town and County of Nantucket Select Board • County Commissioners

Dawn E. Hill Holdgate, Chair
Thomas M. Dixon
Matt Fee
Malcolm W. MacNab
Brooke Mohr



16 Broad Street
Nantucket, Massachusetts 02554

Telephone (508) 228-7255
Facsimile (508) 228-7272
www.nantucket-ma.gov

C. Elizabeth Gibson
Town & County Manager

***AGENDA FOR THE MEETING OF THE
SELECT BOARD
MARCH 4, 2024 - 5:00 PM
PSF COMMUNITY ROOM, 4 FAIRGROUNDS ROAD
AND REMOTE PARTICIPATION VIA ZOOM WEBINAR
NANTUCKET, MASSACHUSETTS***

YOU TUBE LINK FOR VIEWING ONLY:

https://www.youtube.com/watch?v=hn_AWSdZtel

ZOOM WEBINAR REGISTRATION LINK TO VIRTUALLY ATTEND MEETING:

https://us06web.zoom.us/webinar/register/WN_IHviGjZ2RzCh6tuzEvBspw

- I. CALL TO ORDER***
- II. JOINT MEETING WITH NANTUCKET AIRPORT COMMISSION***
 1. Discussion/Possible Action Regarding Airport South Apron Ramp Expansion Project.
- III. ADJOURNMENT***

Agenda

1. Introduction
2. Background, Purpose & Need
3. Ramp Operation & Monitoring
4. Environmental Overview
5. Project Plans and Approach
6. Summary/Contact Information
7. Questions/Comments?



Introduction

- Housekeeping
- Project Team:
 - **Noah Karberg**
 - Airport Manager, ACK
 - **Preston Harimon**
 - Assistant Airport Manager, ACK
 - **Cameron Woods**
 - Environmental Coordinator, ACK
 - **Richard Lasdin**
 - Principal Engineer, McFarland-Johnson



Introduction

- General project description & location:



Background

ACK:

- Town of Nantucket Enterprise Fund
- Governed via Airport Commission
- Federally obligated airport
- Held accountable to FAA standards (Safety)
- Fixed Base Operator (Revenue)



Background

Environmental Permitting Process:

- Package of 5-year Capital projects
- Triggered two major and parallel reviews:
 - National Environmental Policy Act (NEPA)
 - Massachusetts Environmental Policy Act (MEPA)
- Review culminated in:
 - NEPA Environmental Assessment w/ finding of no Significant Impact issued 5/12/2021
 - MEPA Environmental Impact Report w/ Certificate issued 2/5/2021

Background

Environmental Permitting Process (cont):

- MEPA Environmental Impact Report w/ Certificate issued 2/5/2021
 - Massachusetts Endangered Species Program, Conservation and Management Permit #022-392.DFW issued 4/13/2022
 - Nantucket Conservation Commission, Approval and Order of Conditions 2/2/2022
 - United States Fish and Wildlife Service, Northern Long-eared bat Section 7 Consultation Process filed 9/8/2023

Background



South Ramp
Expanded in 1998

Further expansion:

- Identified in 2007
- Planned for 2012
- Cost of \$5.6M

Background

Project History:

- 16 years of identified need
- Recent cost escalation
- Deeper pavement box
- Elective mitigation

CIP Year	Project Year	Project Cost
2007	2012	\$ 5,660,373
2008	2014	\$ 4,888,888
2009	2014	\$ 4,888,888
2010	2013	\$ 4,666,666
2011	2014	\$ 4,700,000
2012	2015	\$ 4,700,000
2013	2016	\$ 4,700,000
2014	2017	\$ 4,600,000
2015	2018	\$ 4,600,000
2016	2021	\$ 4,600,000
2017	2021	\$ 4,600,000
2018	2022	\$ 4,555,556
2019	2024	\$ 6,700,000
2020	2022	\$15,250,000
2021	2023	\$18,500,000
2022	2023	\$18,500,000
2023	2023	\$40,817,638

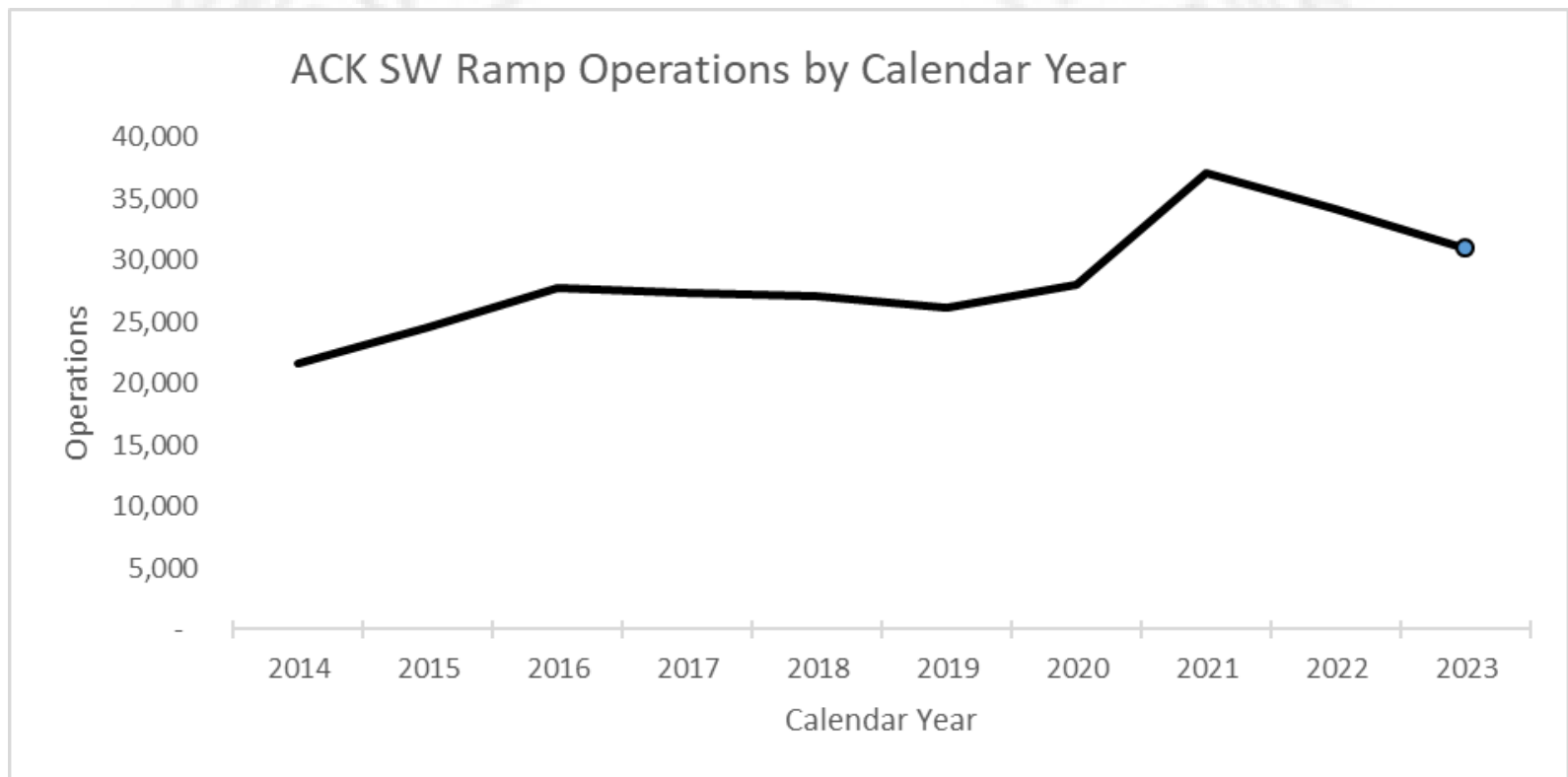
Background

Project Cost: \$40,817,638.64

- Grant Funded: \$34,211,849.04
 - FAA Discretionary: \$28,975,586.75
 - BIL-AIG: \$2,824,689.60
 - FAA Entitlement: \$610,949.06
 - MassDOT Aeronautics: \$1,800,623.63
- Airport Funded: \$6,605,789.60
 - Grant ineligible: \$4,805,165.97
 - Sponsor Share: \$1,800,623.63

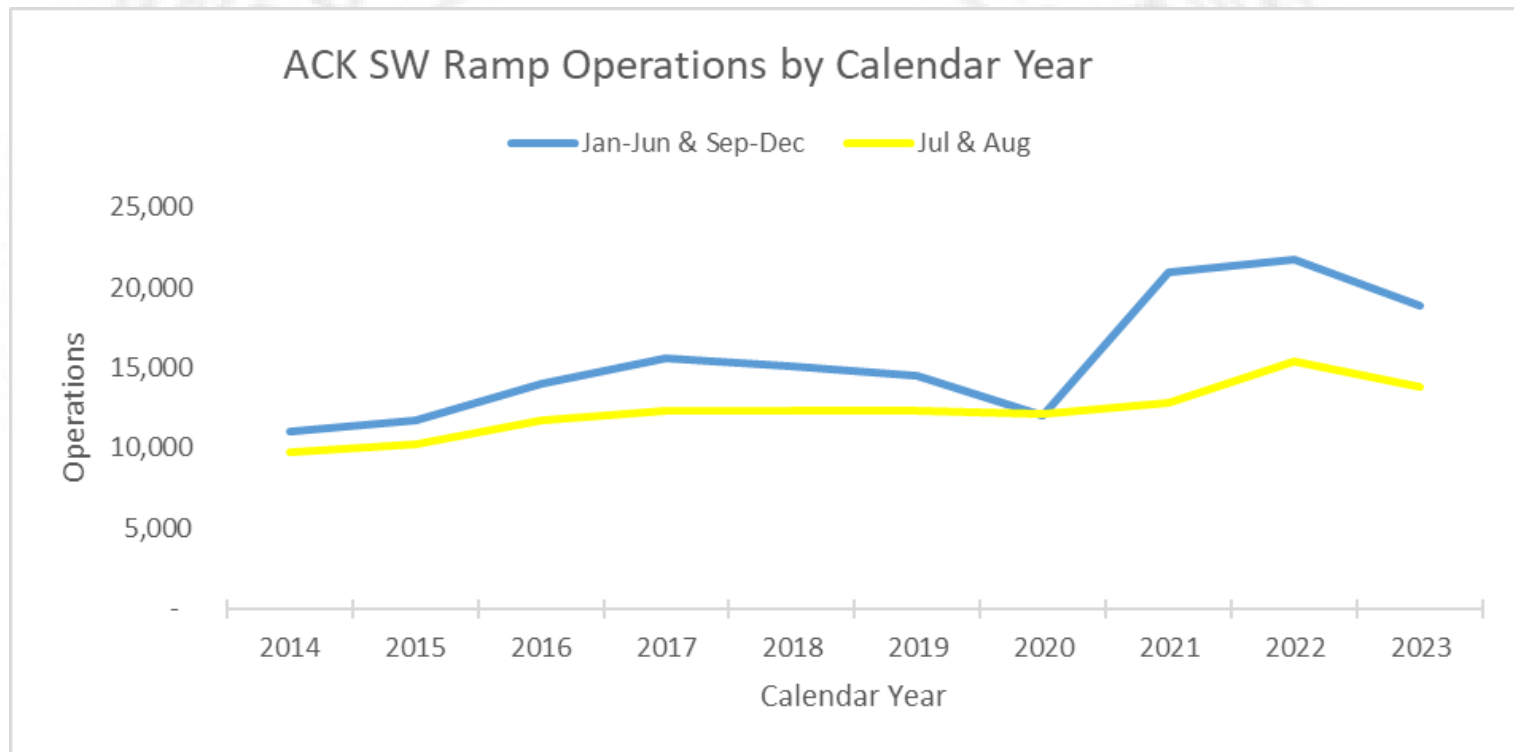
Purpose and Need

SW Ramp operations have increased (annually)...



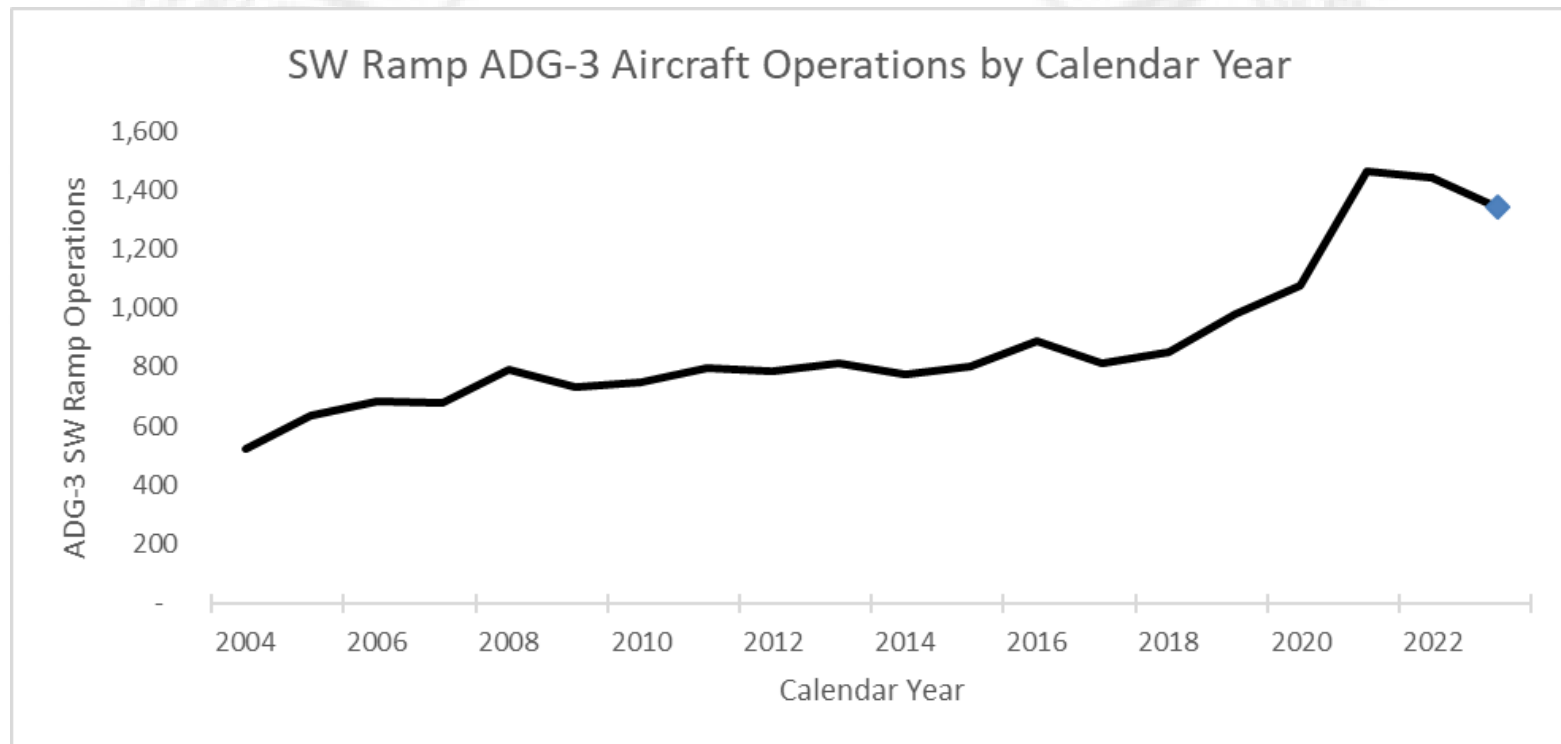
Purpose and Need

...predominantly due to non-peak & off-season travel.



Purpose and Need

Most impactful: arriving aircraft are larger.



Purpose and Need

Arriving aircraft are larger (cont).

<u>G-V</u>	→	<u>G-VII</u>
Length: 96'		110' (+15%)
Wingspan: 94'		103' (+10%)
Area: 9,024 ft ²		11,330 ft ² (+26%)



<u>C402C</u>	→	<u>PC-12</u>
Length: 36'		47' (+31%)
Wingspan: 44'		53' (+20%)
Area: 1,584 ft ²		3,021 ft ² (+91%)



Same trend across all aircraft classes

Purpose and Need

Lack of space is a safety and operational deficiency



Purpose and Need

Best available improvement over the status quo.

- Aircraft are already operating in/adjacent to expansion (1&2)
- Inadequate aircraft separation leading to conflicts.



Purpose and Need

Best available improvement over the status quo.

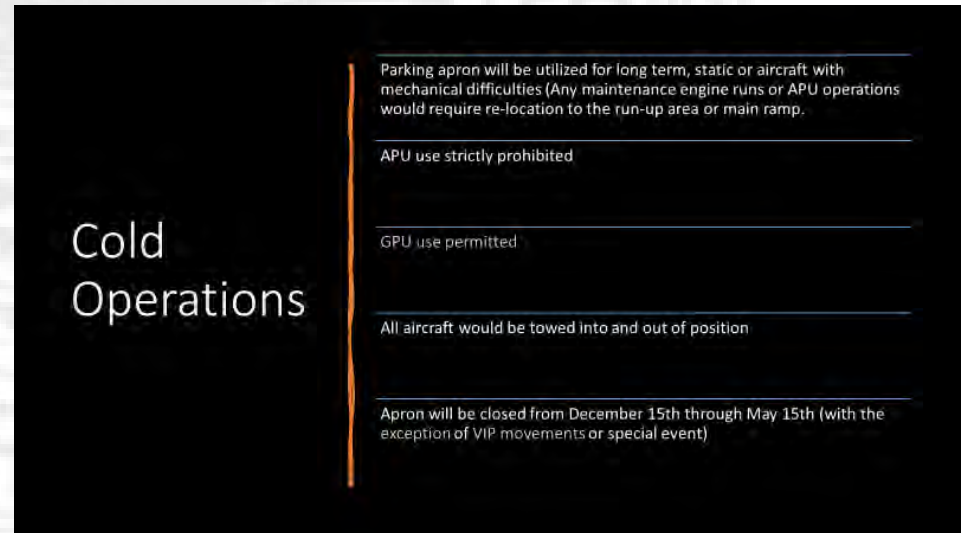
- Congestion increases conflicts/taxi time (GLEX vs. CJ3)



Purpose and Need

Project enables ACK ownership of noise issues.

- Noise berm
- Ramp noise monitoring
- Emissions modeling
- Ramp management
- Initiatives under study
 - Quiet hours
 - Preferred operator
 - Noise abatement



Ramp Management & Monitoring

Operational Plan

- High traffic demands during peak times poses challenges for Line Service / Operations Personnel. Coordinating traffic flow and assigning parking positions takes a high level of skill to ensure safe and efficient movement of aircraft.



Ramp Management & Monitoring

Operational Plan

- South Apron Expansion Location (zoomed out)



Ramp Management & Monitoring

Operational Plan

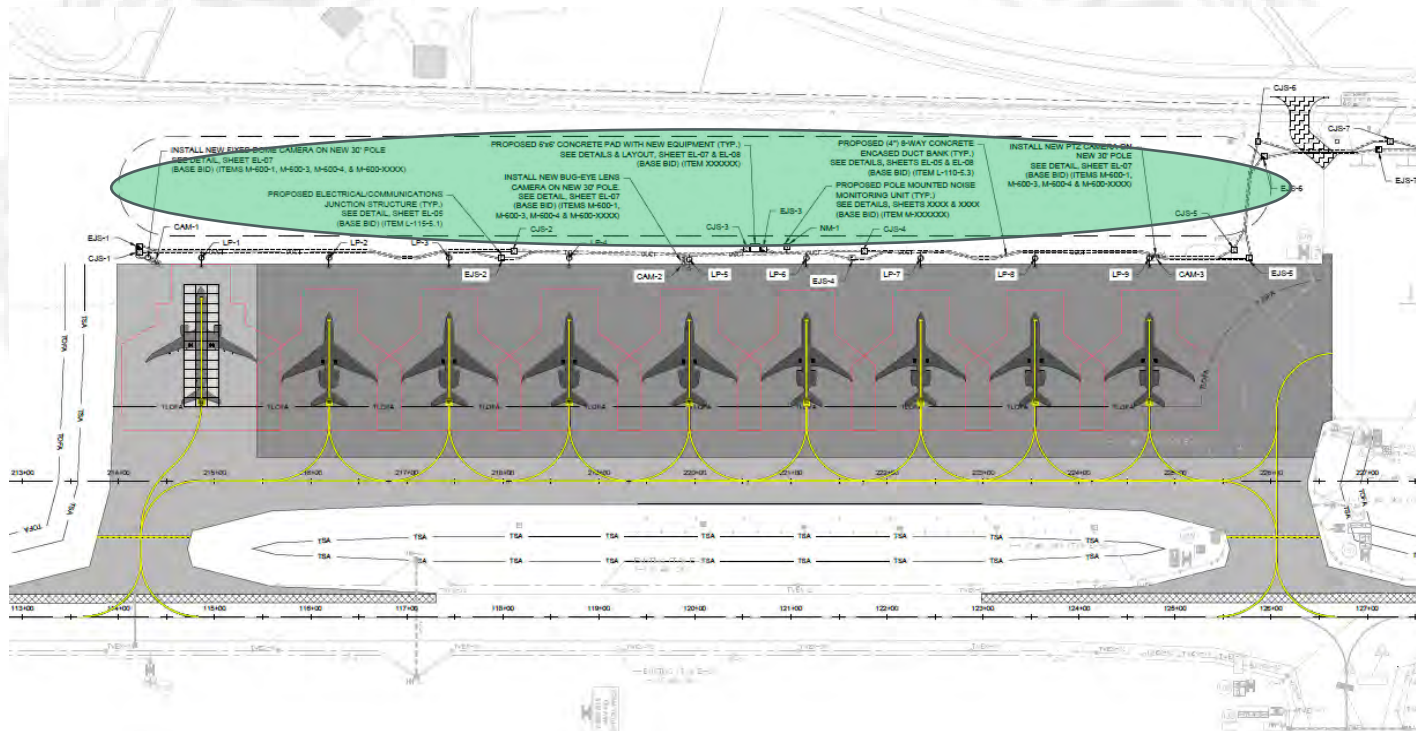
- South Apron Expansion and Existing General Aviation Apron (zoomed in)



Ramp Management & Monitoring

Operational Plan

- New South Apron Parking Configuration and Noise Berm (shown in green)

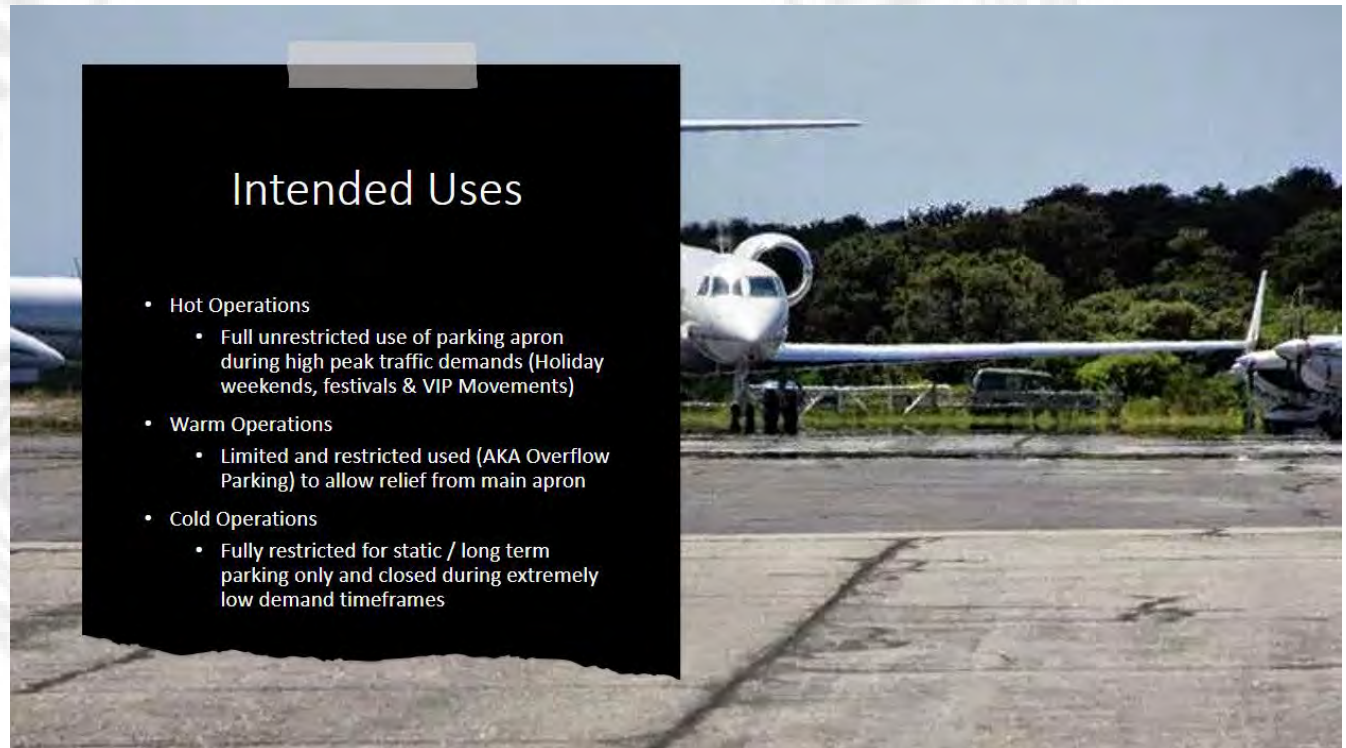


Ramp Management & Monitoring

Operational Plan

- There are five intended uses (Operations) for the new apron.

- Hot
- Warm
- Cold
- VIP
- Mixed



Ramp Management & Monitoring

Operational Plan

- **HOT OPS** (least restrictive)
 - Apron will be utilized to the full extent possible for aircraft operations during peak times.
 - Memorial Day
 - 4th of July
 - POPS
 - Labor Day
 - Christmas Stroll
 - Other Festivals & Holidays that may apply (Film, Comedy, book & Thanksgiving)
 - All aircraft will power in / towed out
 - APU monitoring & restrictions will apply

Ramp Management & Monitoring

Operational Plan

- **WARM OPS (moderately restrictive)**
 - Apron expansion will be utilized for aircraft overflow parking to allow relief from the main apron.
 - This means aircraft will be towed on and off the new apron thus allowing additional space for inbound aircraft to utilize the main apron for passenger pick up and drop offs (AKA Quick Turns)
 - Aircraft that were relocated to the new apron expansion will be towed back to the main apron for crew members to prepare the aircraft for departure or the aircraft will be towed to the nearest taxiway for departure routing by Air Traffic Control prior to engine start.
 - APU monitoring and restrictions will apply
 - Pilots will be highly encouraged to utilize GPU's for aircraft per-flight and engine start ups.
 - Aircraft arrivals and departures will be monitored, tracked and logged through x1-FBO software
 - This system allows staff the ability to track aircraft for specific departure times and current ramp locations

Ramp Management & Monitoring

Operational Plan

- **COLD OPS (most restrictive)**
 - New parking apron will be utilized for long term, static or aircraft with mechanical difficulties.
 - All aircraft will be towed in / towed out
 - APU (Auxiliary Power Unit) strictly prohibited
 - GPU (Ground Power Unit) use permitted
 - Allows aircraft mechanics the ability to work on Aircraft without the APU running.
 - Apron will be closed from December 15th through May 15th (except for VIP Movements or special events)

Ramp Management & Monitoring

Operational Plan

- **Combine OPS (HALF AND HALF)**
 - The apron has the potential be utilized as combined (mixed) operations. The southwest end of the apron could be used for static / longer term storage of aircraft while the northeast portion used as Warm or Hot Operations.
 - Benefits!
 - Reduces aircraft congestion from main General Aviation apron
 - Allows for safer aircraft movements, while taxiing or being towed on the apron.
 - Greatly reduces or possibly eliminates the need to park aircraft in movement areas (runup areas, taxiway, runways)

Ramp Management & Monitoring

Operational Plan

- **VIP Movements**

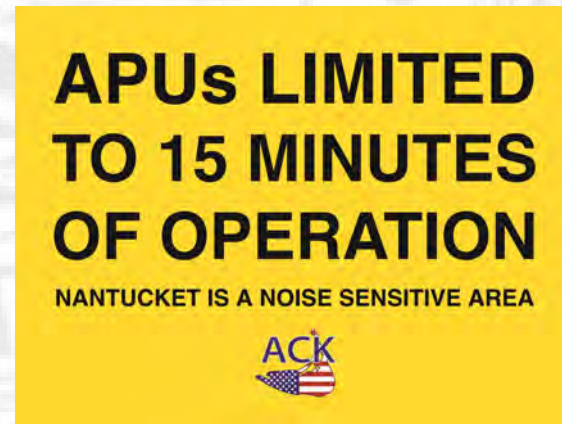
- The new apron could be used exclusively used for VIP Movements which include Presidential, Governors, Senators, Foreign Dignitaries, Candidates and their Support Missions / security requirements



Ramp Management & Monitoring: Noise

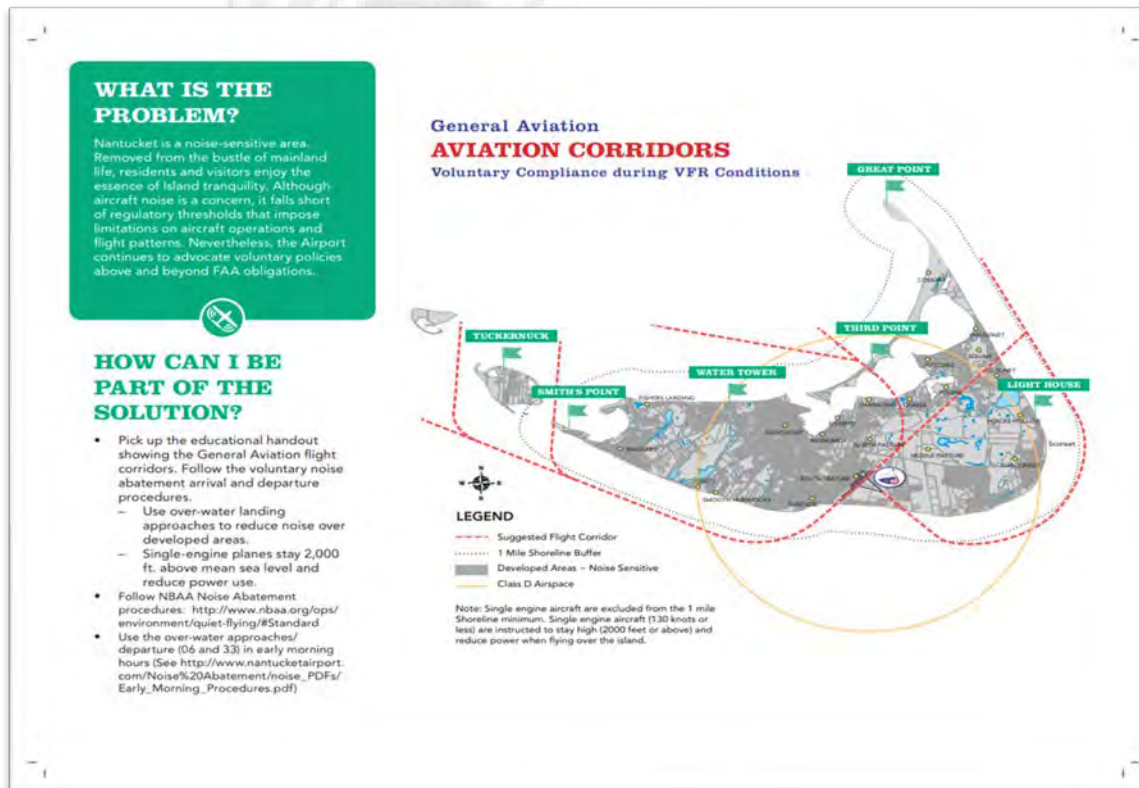
Action ACK is taking to manage noise on the ground:

- Limiting APU (Auxiliary Power Units) run time to 15 minutes
 - If an aircraft exceeds this, ACK staff communicates with them and logs the exceedance in the Airport's 'APU log'
- Directing aircraft to park with the engines facing away from houses



Ramp Management & Monitoring: Noise

Action ACK is taking to manage noise more broadly:



- Promoting and encouraging compliance with ACK's voluntary noise abatement guidelines and flight path corridors (left)
 - Conducting monthly flight audits to determine adherence
 - Conducting investigations on every complaint received
 - In both cases: following up with PICs in violation of the guidelines

Ramp Management & Monitoring: Noise

Action ACK is taking to monitor noise:

- In addition to monthly compliance monitoring and APU use logging, the Airport is installing two (2) permanent Noise Monitoring Terminals (NMT)s along the south ramp area of the airport.



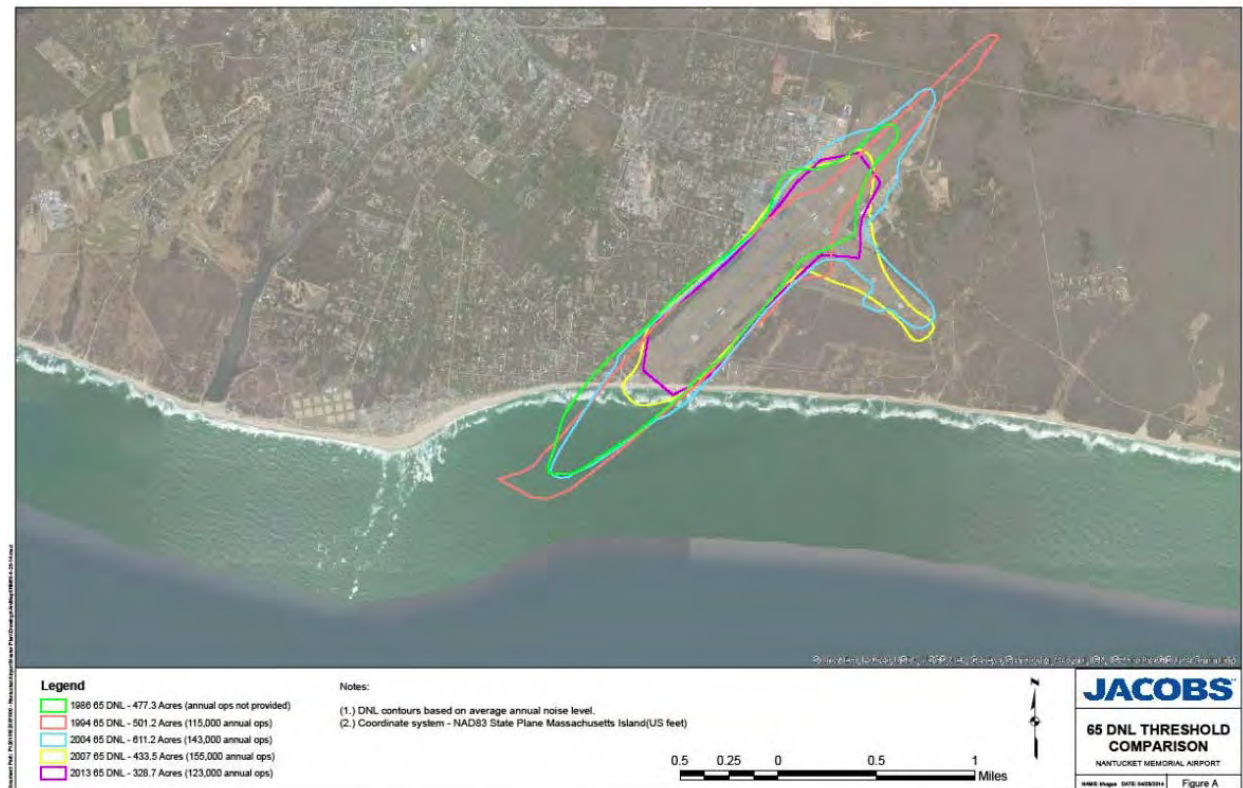
NOTE:

- NMT 1 will be located near the existing ramp
- NMT 2 will be located near the center rear of the proposed south ramp apron.

Management/Monitoring Results

Noise abatement efforts are successfully minimizing the area of impact.

- DNL (day-night average sound level) is a noise metric used to measure the average sound level over a 24-hour period
- The FAA has adopted DNL 65 dBA as the threshold of significant noise exposure.
- **The Airport's 65 DNL footprint has improved dramatically since a 1986 study.**



Ramp Management & Monitoring: Noise

Looking ahead...

- ACK is committed to learning, growing, and improving our noise abatement policies. Ideas in the brainstorming phase:
 - Establishing a program that blends human intelligence and technological monitoring to determine precise APU run time for each individual aircraft in a more efficient/accurate way
 - Incentivizing stricter adherence to ACK's Fly Friendly noise abatement guidelines for aircraft



Ramp Management & Monitoring: Emissions



HMMH Air Emissions Dispersion Model Methodology

- Acquire historical Nantucket Weather data for the month of July.
- Process the weather data to generate emission dispersion weather files utilizing the EPA AERMOD meteorological processors.
- Utilize 2023 airport flight data from the peak month of July to obtain a representative jet aircraft fleet mix servicing the airport.
- Setup airfield operations in the FAA's Aviation Environmental Design Tool (AEDT) to model the Existing conditions and proposed South Apron expansion.
- Input the processed weather data, aircraft fleet mix, and updated airfield layout into the AEDT model
- Input surrounding area receptor grid to estimate emission concentrations at nearby locations

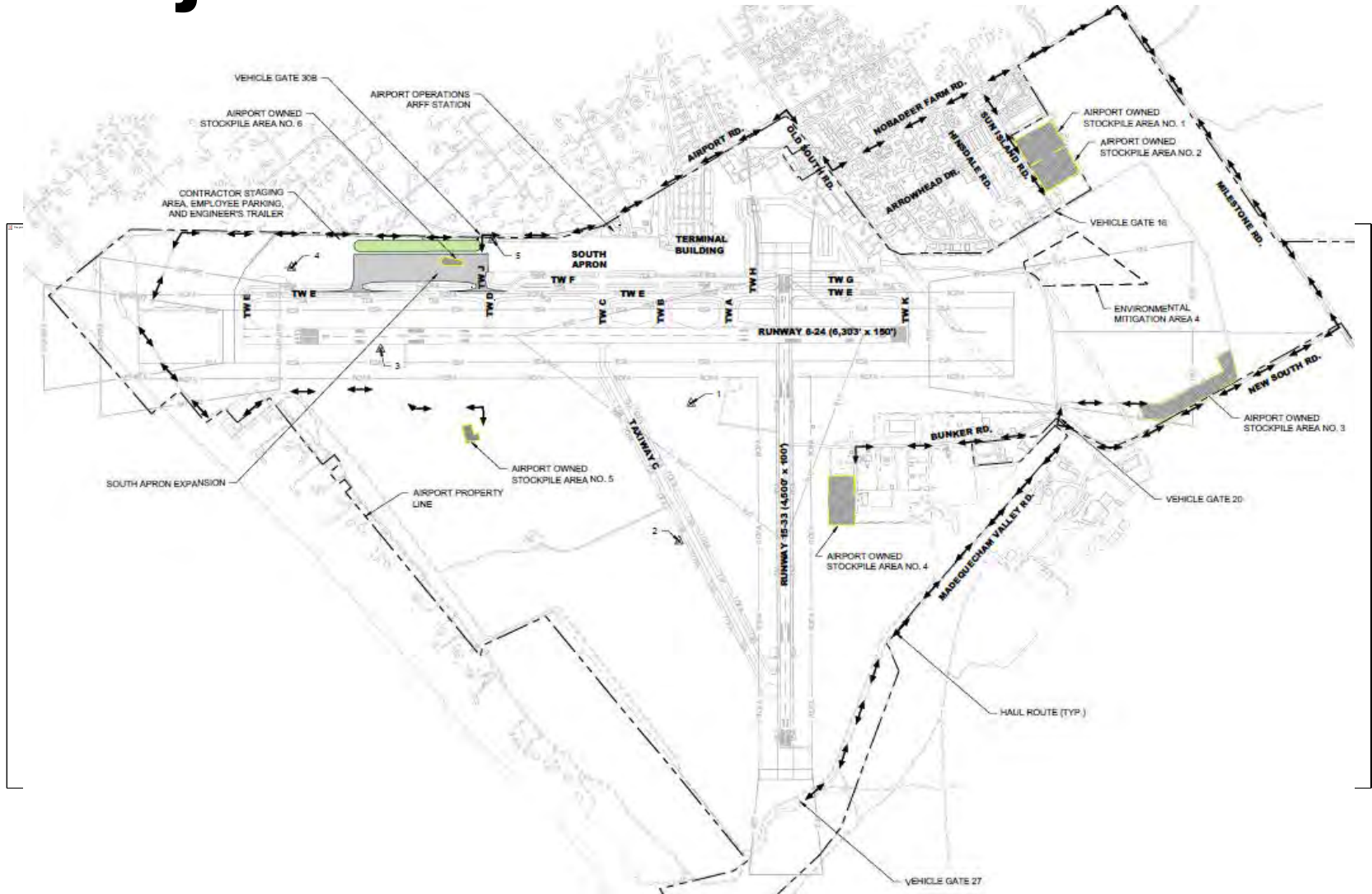
Ramp Management & Monitoring: Emissions

Emissions Dispersion Analysis

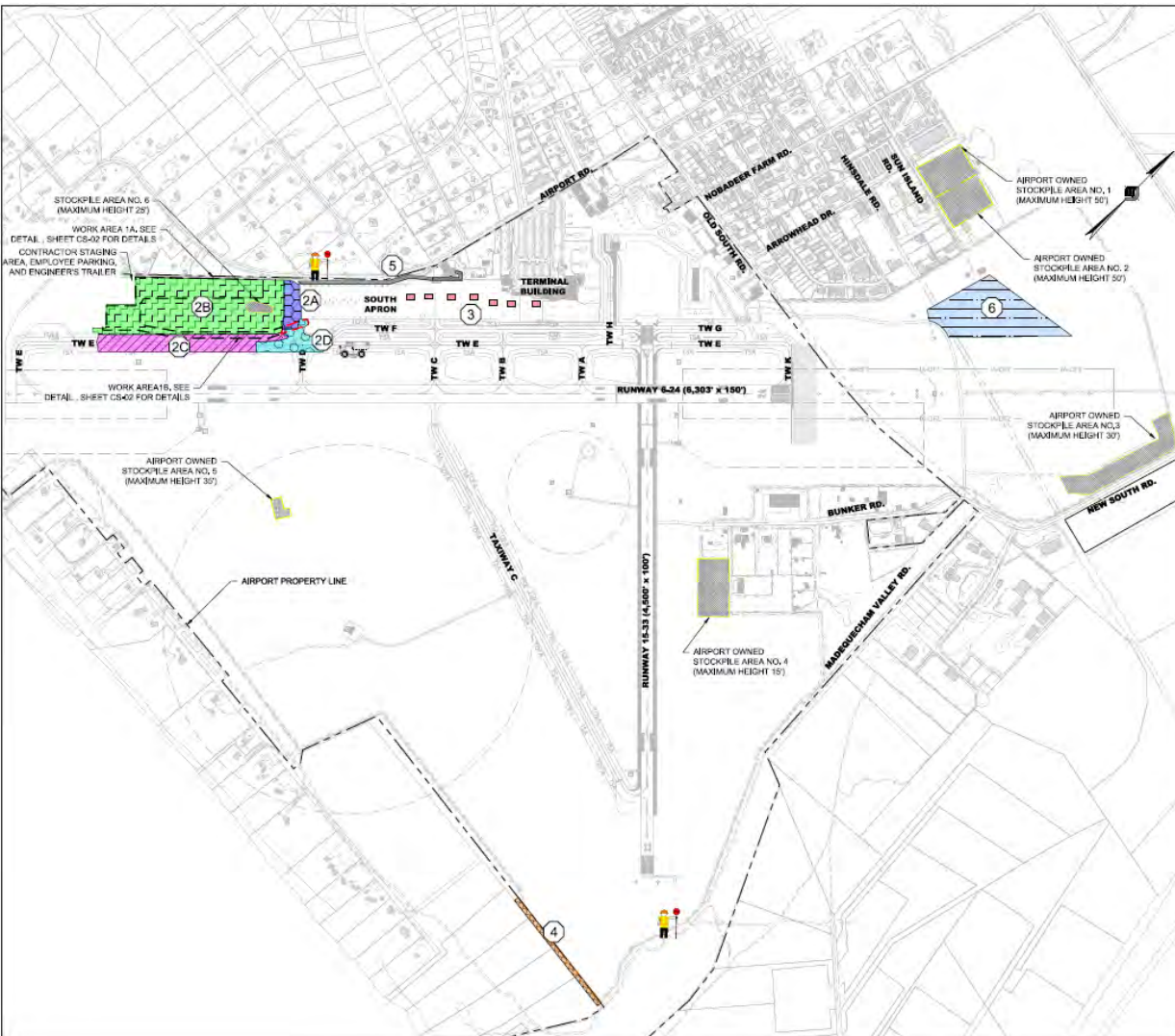
- Quantify emissions dispersion in AEDT at nearby receptor locations for the Existing and Proposed South Apron expansion.
- Compare the change in emissions dispersed into nearby locations from the two conditions.
- Prepare graphics and tables showing the modeling results.



Project Overview and Access

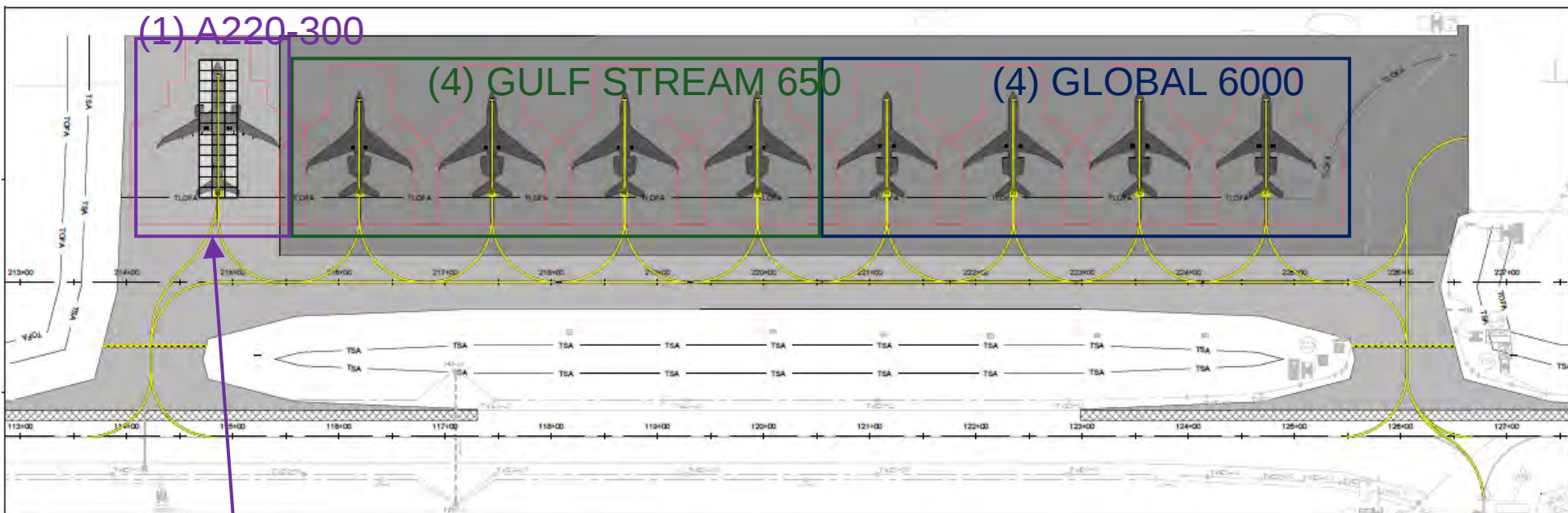


Construction Phasing



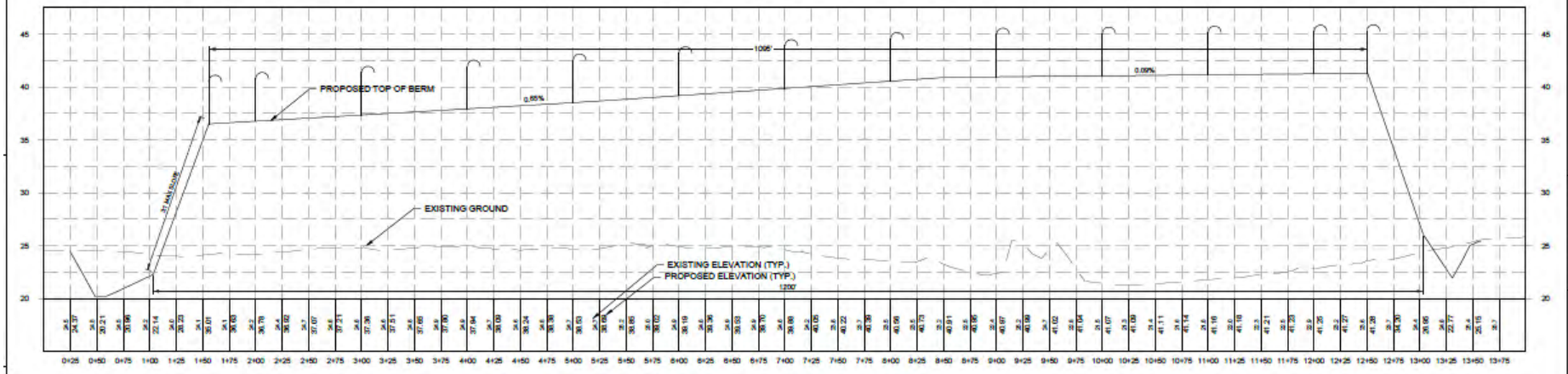
PROJECT PHASING TABLE	
PHASE	DESCRIPTION OF WORK
1A	CONSTRUCTION OF NEW DRAINAGE SYSTEM
1B	CONSTRUCTION OF BERM
2A	CONSTRUCT TAXIWAY ADJACENT TO EXISTING APRON
2B	CONSTRUCTION OF APRON EXPANSION
2C & 2D	CONSTRUCTION ADJACENT TO TAXIWAY E
3A-3G	REPLACE DRAINAGE STRUCTURES ON EXISTING APRON
5	CONSTRUCTION OF NEW DUCTBANK
6	MITIGATION AREA WORK
150 TOTAL CALENDAR DAYS ANTICIPATED CONSTRUCTION START DATE: MARCH 4 TH , 2024	

Apron Aircraft and Parking Layout

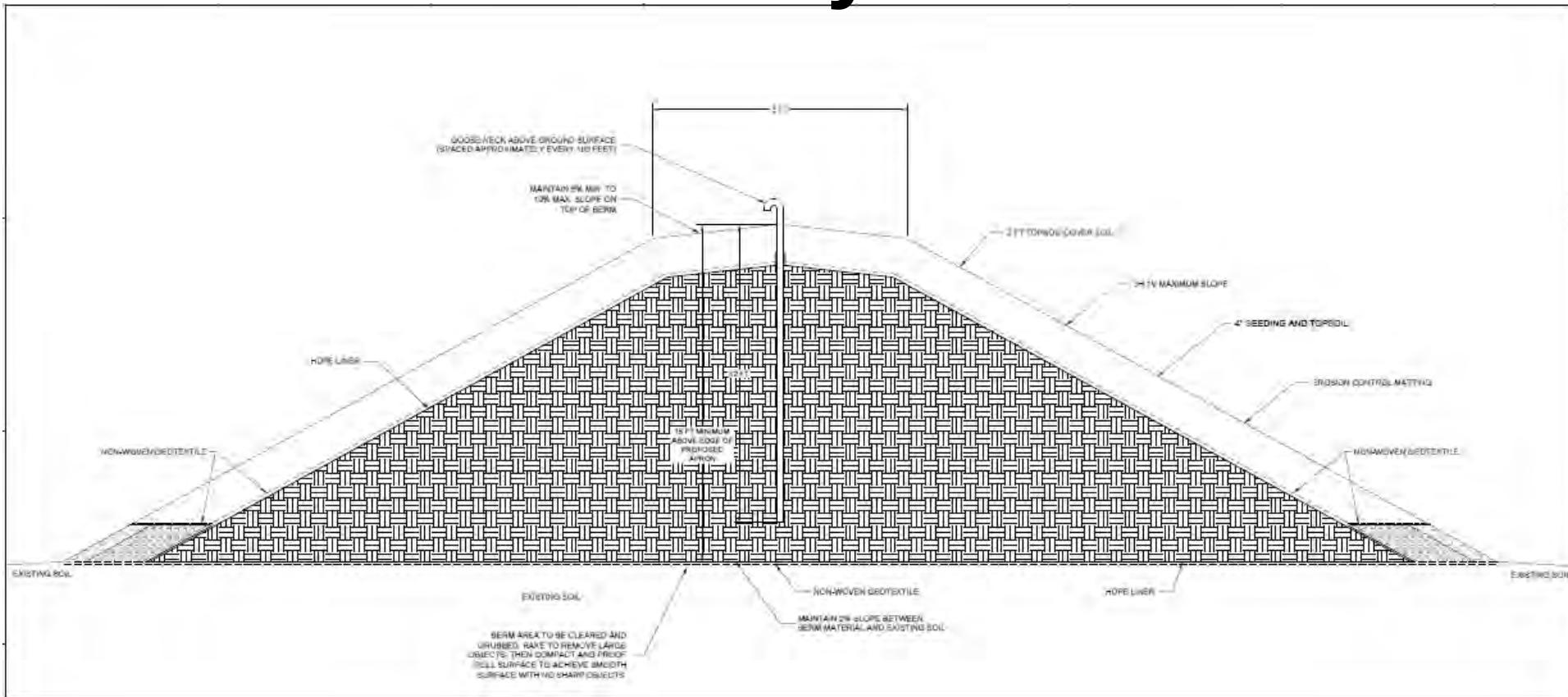


A-220
COMMERCIAL
SERVICE AIRLINE
REMOTE PARKING
POSITION

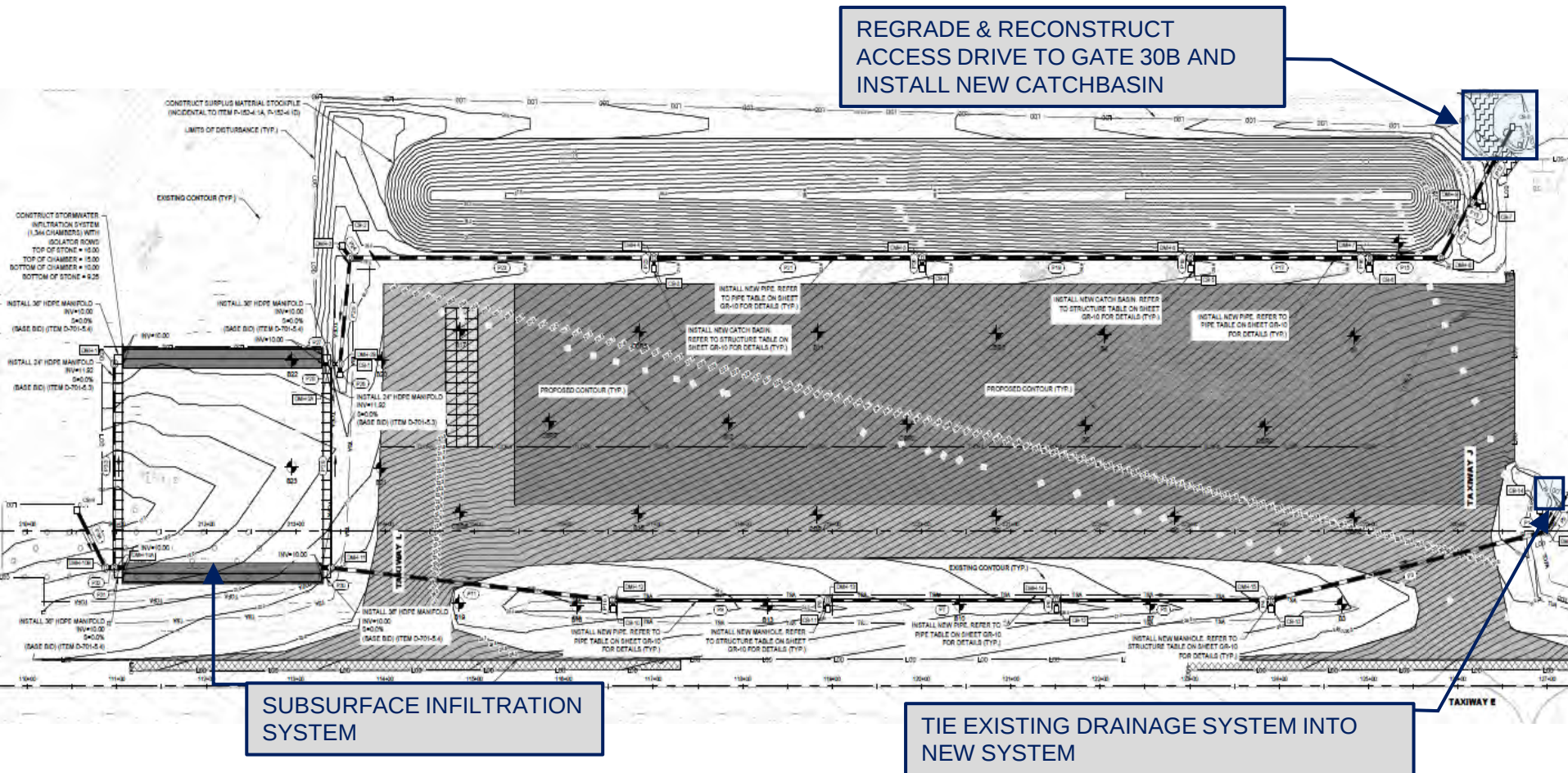
Surplus Material Stockpile Berm



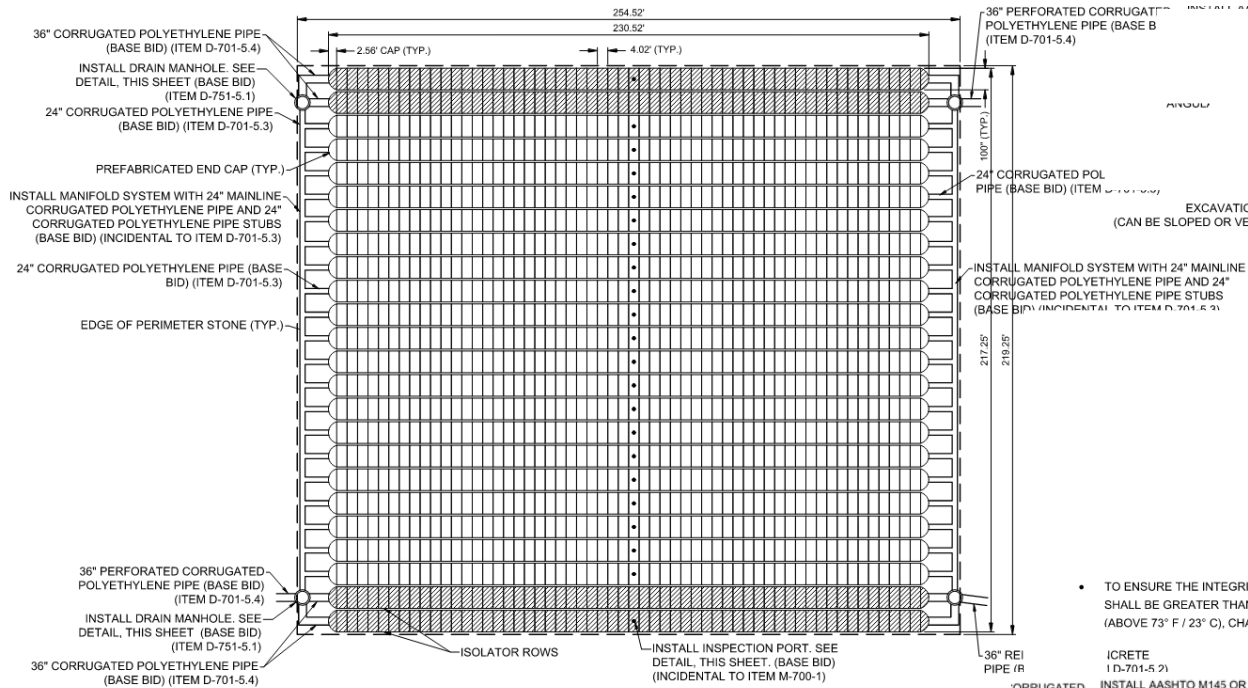
Surplus Material Stockpile Cover System



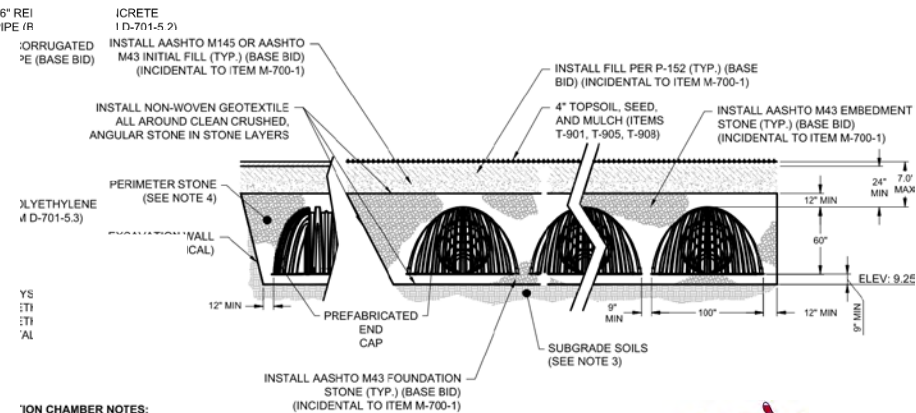
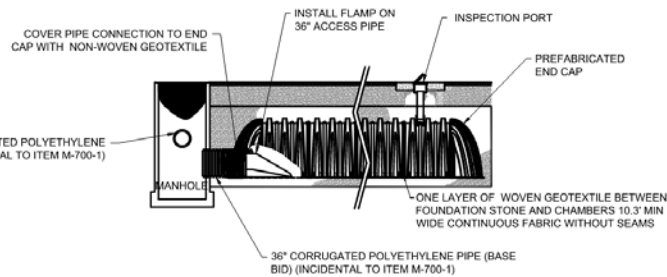
Drainage System Improvements



Subsurface Infiltration System



- TO ENSURE THE INTEGRITY OF THE SYSTEM, THE GROUNDWATER LEVEL SHALL BE GREATER THAN (ABOVE 73° F / 23° C), CH#



INFORMATION CHAMBER NOTES:

Summary and Contact Information

Summary:

- Federal and State-sponsored project
- Addresses existing safety and capacity issues
- Aircraft are larger, across all categories
- Ramp operational strategies define purpose
- Environmental/Social accommodation at forefront
- Above variables inform designed plans and specs

Contact Information:

- Immediate questions: 508-325-5300
- Email: cwoods@nantucketairport.com

Questions and Comments:

Help us manage the Q&A:

1. Raise your virtual hand
2. Enter your name/question in the chat feature
(but please avoid back and forth conversations)
3. Raise your physical hand (with camera on)
4. Please minimize unmuting/speaking until recognized
(unless you are on a phone only)
5. Follow up questions are welcome by phone/email





NANTUCKET MEMORIAL AIRPORT

South Apron Expansion Project

March 4, 2024

Select Board - Airport
Commission Joint Meeting

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Project Overview

The South Apron is currently 476,000 square feet (approx.) in area and supports both short-term and long-term general aviation parking. The parking spaces are accessed by two taxi lanes within the apron which enable the aircraft to move in and out of their spaces. A 2.6-acre turf area south of the existing South Apron has historically been used for overflow parking for “light” (defined in this case as having a maximum takeoff weight less than 2,500 pounds) piston aircraft. It has been graded, stabilized, and irrigated to support aircraft weighing less than 2,500 pounds. This turf area accommodates up to 54 light piston aircraft. The South Apron does not have the capacity to accommodate the total demand for paved parking spaces on peak weekends, and jet engine aircraft cannot utilize grass areas. This reduces airport capacity and safety by driving the Airport to utilize RW 15-33 for parking or implement “drop-and-go” measures, doubling the amount of noise and emissions for a single trip. The South Apron expansion project aims to relieve congestion on the current ramp, leading to safer, faster turn-off times and far fewer instances of drop-and-go restrictions.

GENERAL INFORMATION

- The South Apron was expanded in 1998, and further expansion needs were identified in 2007. It has remained an Airport Capital Improvement Plan (CIP) project for the last 16 years.
- Ramp operations have increased since 2007, but more importantly: arriving aircraft are larger, regardless of aircraft class.
- Proposed South Apron Expansion Area: 326,170 SF
- Current Noise Berm Specs (Updated, see Appendix N)
 - o Plan View Berm Area: 124,286 SF
 - o Height of Berm: 16' – 16.5' (Inclines)
 - o Dimensions of Berm: 1,200' x 105' At Base of Berm
 - o Material Need to Construct Berm: Approx. 44,830 CY
 - o Tree Clearing needed to Construct Berm: 5.4 Acres

Planning

MASTER PLAN

The Nantucket Memorial Airport (ACK) plays a key role in Nantucket's economic vitality. The Airport provides a second port of entry for passengers and freight, and provides global and regional access to the island. In many ways, ACK is an economic driver on Nantucket, responsible for about 4,000 direct and indirect jobs and generating over \$400 million in economic impact, the third highest of any airport in the Commonwealth.

To keep up, fly safe, and stay competitive, the Airport needs to analyze its assets and facilities, forecast future aviation demand, and create a roadmap—Master Plan—that will guide future airport policies and improvements. Understanding current issues and identifying future opportunities for the Airport will help ensure the island will continue to have a safe, convenient, and sustainable airport for years to come.

The Airport's most current Master Plan (2015), required and funded 95% by the Federal Aviation Administration (FAA) and MassDOT Aeronautics, is study of current airport uses and deficiencies. It provides a structured process to identify priority projects to help the airport operate efficiently and safely, while "Flying Friendly."

Specific elements of the Master Plan include:

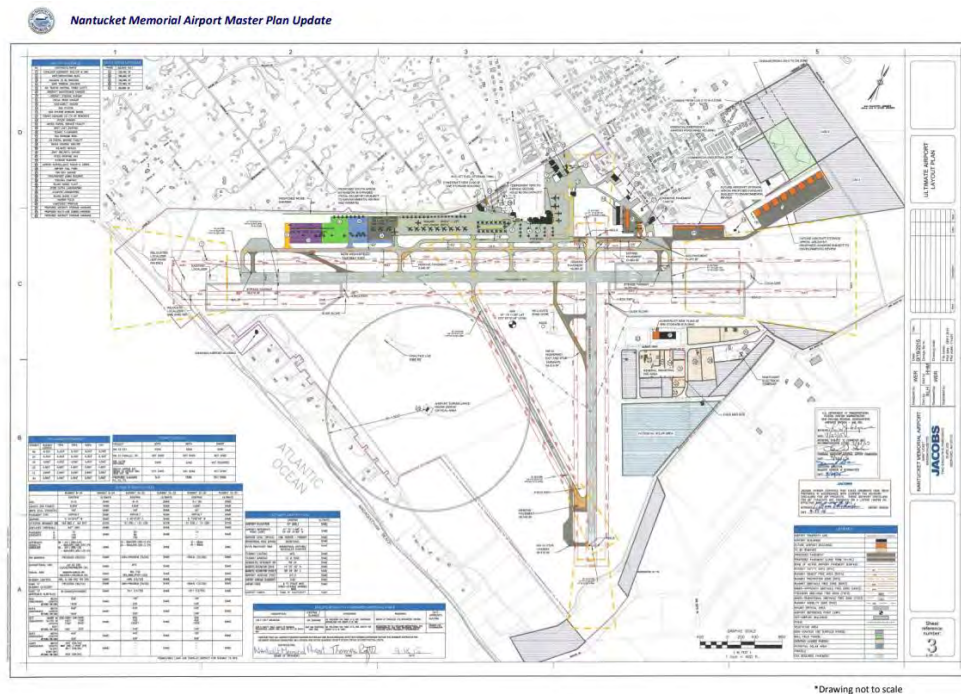
- Inventory of existing conditions
- 20-year aviation forecasts
- Airfield design evaluation
- Airport Layout Plan
- Noise abatement
- Environmental stewardship
- Ground transportation
- Consistency with community goals
- Capital Improvement Plan

The South Ramp expansion project was included in the Capital Improvement Plan section of the Master Plan. There was an Airport Open House on 08/15/2013 that included a brief presentation of key Airport issues and opportunities for the Master Plan, followed by discussion and question-and-answer period covering a broad array of issues. The presentation (Appendix A) encouraged members of the public to join the Working Group and was published online following the event.

In Fall 2013, the Working Group was established. The Master Plan was reviewed by the following Working Group members on 11/12/2013, 02/25/2014, 05/29/2014, and 12/18/2014:

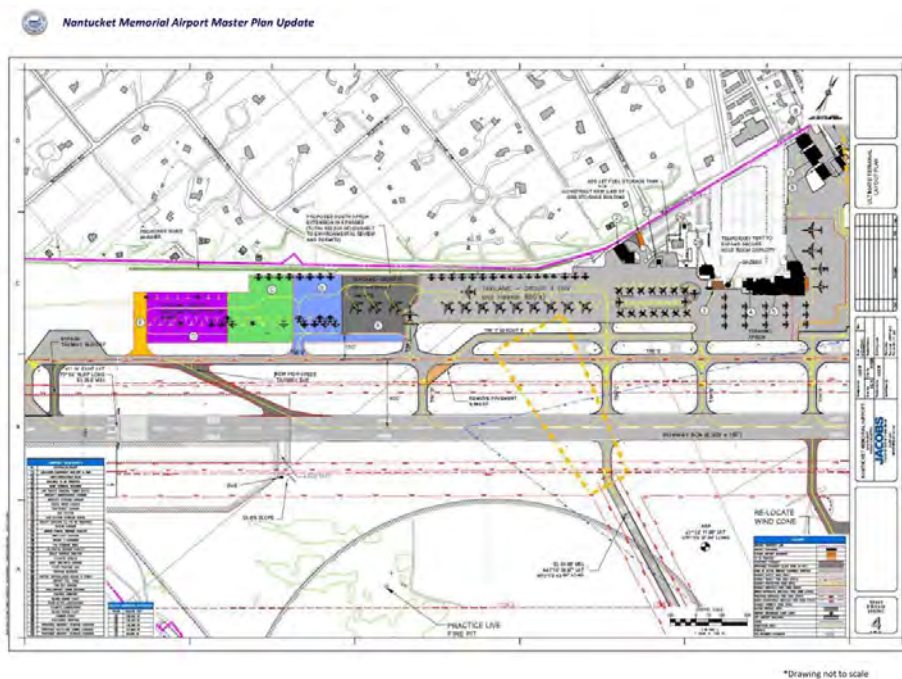
- Diane Archer, Resident
- Sam Bailey, Airport Business
- Armando Cardenas, Island Air LLC
- Carol Dunton, Resident
- Bob Egan, Nantucket Flying Association
- Peter Farrell, Cape Air
- Arthur Gasbarro, Airport Commission
- Leslie Johnson, Resident
- Tom Quigley, Surfside Association
- Tom Rafter, Airport Manager
- Allen Reinhard, Nantucket Civic League
- P.J. Martin Smith, Chamber of Commerce
- Ernest Steinauer, Mass Audubon Association
- Dave Sylvia, Airport Compliance Officer
- Andrew Vorce (AICP), Town Planning Director

The Working Group also reviewed the Airport Layout Plan, which included figures for anticipated future Airport projects – including the South Ramp expansion. The ALP as it was confirmed is included below:



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Figure 1. Ultimate Airport Layout Plan



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Figure 2. Ultimate Terminal and Ramp Layout Plan

The South Apron expansion area shown above was reduced from the initial ALP discussed in the Working Group's first meeting on 11/12/13 (Appendix B). Based on a combination of public feedback, engineering advice, and environmental

considerations, the South Apron expansion was even further reduced to the current scope of work.

SITE LOCATION

The 2004 Environmental Impact Report and Environmental Assessment explored adding ramp space near the Bunker Area to mitigate the noise impact on residential communities along the current South Apron. To move forward with the project, the Airport needed to conduct an environmental review of the habitat. Upon investigating, it was determined that the land around the Bunker Area contained rare species and higher priority habitat. Since that determination, the Airport invested further in the infrastructure near the existing South Apron — including the new Airport Rescue and Fire Fighting station (ARFF), Fixed Base Operations building (FBO), and terminal enhancements (see Appendix B) – as well as developed a business park near the Bunker Area.

Beyond environmental impact, it is necessary to consider existing infrastructure and operations, safety, and cost.

The 2021 EIR/EA states: the Airport has previously studied and evaluated other locations that could potentially be used for aircraft aprons. These have included areas to the northeast of Taxiway G adjacent to Tomahawk Road and the Toscana Corp. facility, and an area adjacent to the Bunker Road business park.

The Tomahawk Road site is an area that is currently shown on the FAA approved Airport Layout Plan (ALP) for hangar development. However, it would require vehicle access and roads, construction of amenities, and the construction of both taxiways and parking aprons. In addition, since the airport is seeking short-term parking expansion and the ground servicing associated with it, the Tomahawk Road site would require longer distance travel for ground service equipment such as fuel trucks, passenger and flight crew transportation, and other service equipment, which is currently located at the terminal area.

The Bunker Road area was the other area evaluated for hangar development and includes similar challenges to the Tomahawk Road site regarding its use for short-term parking. This site is much more remote from the terminal and the remainder

of the Airport and would require substantial new impervious surfaces (extensive taxiways) to access it. It would also require longer aircraft travel routes on the ground and increased fuel burn and emissions.

Other potential apron construction areas, such as the area southeast of Runway 12-30, would also be far from the terminal and require extensive new taxiways to access it. It is also an area with many known rare species present.

For these reasons, no other feasible apron expansion areas are available on Airport property.

Environmental

As with any CIP project, significant time and energy is dedicated to coordinating with local, state, and federal environmental agencies to ensure complete compliance with standards and regulations. The Airport Commission and ACK staff pride themselves in being environmental stewards, often taking on additional voluntary measures.

PERMITTING PROCESS

Permitting is completed as a package of 5-year CIP projects. The South Ramp expansion project triggered two major and parallel reviews:

- National Environmental Policy Act (NEPA)
 - The review culminated in a NEPA Environmental Assessment (EA) with finding of **no significant impact** (issued on 05/21/2021).
- Massachusetts Environmental Policy Act (MEPA)
 - The review culminated in a MEPA Environmental Impact Report (EIR) with certificate issued on 02/05/2021.
 - Massachusetts Endangered Species Program, **Conservation and Management Permit** #022-392.DFW issued on 04/13/2022.
 - Nantucket Conservation Commission, **Approval and Notice of Conditions**, issued on 04/17/2021.

- United States Fish and Wildlife Service, Northern Long-Eared Bat (NLEB) **Biological Assessment (BA) completed**, 09/26/2023.
- The BA states that all tree cutting will be restricted to the inactive (hibernation) season for the NLEB in Massachusetts, from November 1st to April 1st and:
 - The project will not disturb hibernating NLEBs in a known hibernaculum during hibernation. Disturbance could include entry into a known hibernacula or the following activities within 0.25 miles of a known hibernacula: prescribed fire, blasting, pile driving, drilling, and certain military operations. Smaller buffer sizes may be appropriate depending on the intensity of the activity.
 - The project will not alter the entrance or interior environment of a known hibernaculum at any time of the year. Hibernacula alteration could include the following activities within 0.25 miles of a known hibernacula: prescribed fire, blasting, pile driving, drilling, certain pesticide use, and certain military operations. Smaller buffer sizes may be appropriate depending on the intensity of the activity.
 - The project will not remove any trees within 0.25 miles of a known hibernaculum at any time of year.
 - The project will not cut or destroy known occupied maternity roost trees, or any other trees within a 150-foot radius from the maternity roost tree, from June 1 through July 31.

HABITAT

The known habitat of the proposed South Apron expansion consists primarily of aeronautical grassland, pitch pine, scrub oak, and invasive species such as bamboo and Japanese knotweed. The South Apron Expansion and Noise Berm project involves removing approximately 6.0 acres of tree and shrub habitat and converting it to frequently mowed land. To mitigate the rare species habitat

impacts of this project, the Airport plans to manage habitat on approximately 12.0 acres of airport property, known as Mitigation Area 4.

NOISE

The Nantucket Memorial Airport Commission funded a noise study in 2021 (excerpts in Appendix C) to evaluate any potential changes in noise from aircraft ground operations due to the ramp expansion and to review the noise reduction that would be provided by a potential noise barrier or earthen berm. This study was focused on maximum (Lmax) noise levels associated with ground-noise operations near the South Apron during an individual summer weekend when ground operations including auxiliary power unit usage are particularly high. The results showed that noise associated with ground operations at the South Apron primarily occurs during the daytime hours. These daytime noise conditions from ground operations during summer weekends do not substantially affect the overall noise exposure over the course of an entire year, including noise from arrivals and departures. Operations on the South Apron Expansion would generally include taxiing, taxi sequencing, pre-departure clearance, operator safety checks, idling, ground power units, auxiliary power units, and run-up activities. The South Apron Expansion would generally improve the efficiency of ground operations which may reduce the time aircraft need to taxi, idle, operate ground-power units and/or operate auxiliary power units and the related duration of noise emissions. Introducing an earthen berm would decrease noise by 3 to 4 dBA at receptors behind the berm and increase noise by 1 to 2 dBA (Lmax) at a few receptors south of the berm. The earthen noise berm was determined to be a preferred alternative over a noise barrier.

The Airport is also installing two (2) Noise Monitoring Terminals (NMTS) along the current South Ramp and proposed South Ramp expansion to gather accurate noise data to better inform ramp management policies.

- In general, Nantucket Airport has been successful in implementing noise abatement efforts that minimize the area and scope of impact and will continue to work towards this goal.

- DNL (day-night average sound level) is a noise metric used to measure the average sound level over a 24-hour period. The FAA has adopted DNL 65 dBA as the threshold of significant noise exposure.
- **The Airport's 65 DNL footprint has improved dramatically since a 1986 study.**
 - Based on a comparison of DNL 65 dBA from 1986 to 2013, aircraft noise has declined due to the steady decrease in annual flight operations, the phasing out of older and louder Stage 2 aircraft (Stage 1 aircraft were phased out in 2002), changes to the fleet mix at the Airport towards fewer commercial airline operations, and the advertisement of voluntary noise abatement flight paths

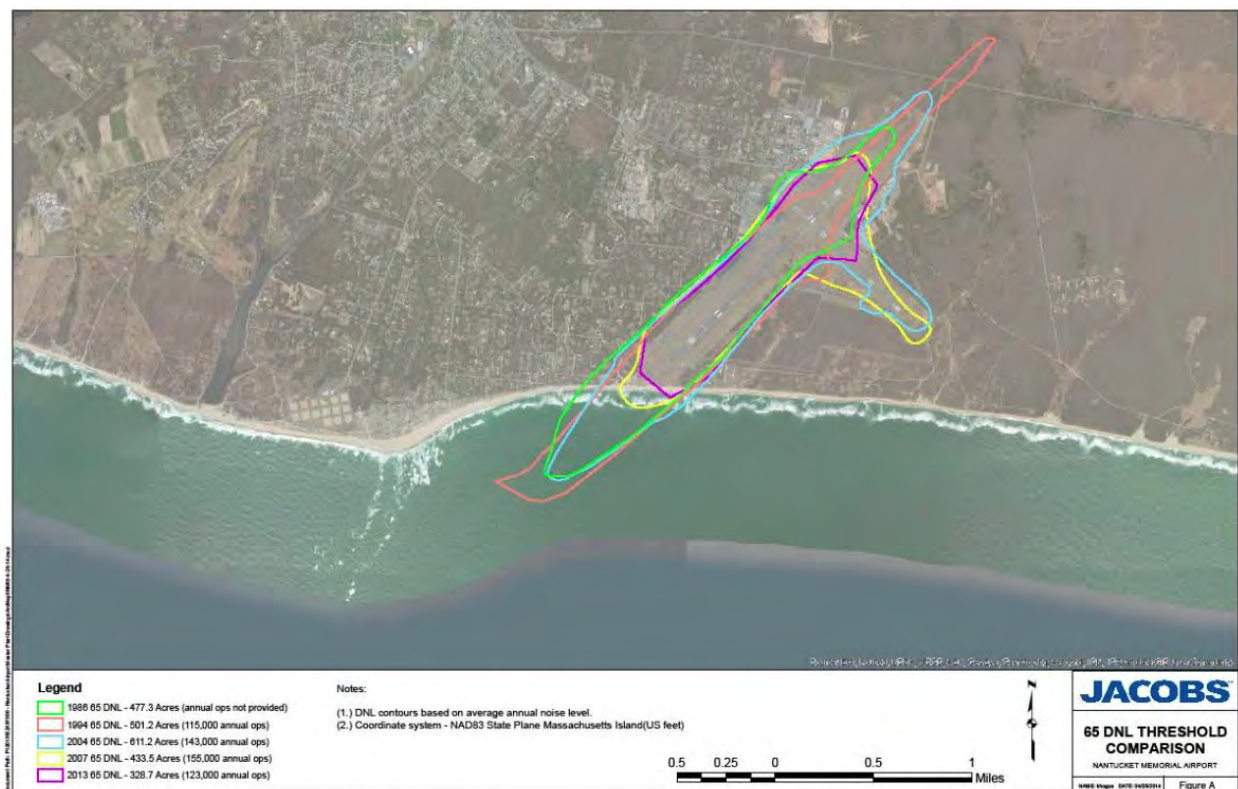


Figure 1. 65 DNL Threshold Comparison

The Airport can always strive to improve noise impact on the surrounding communities. In addition to researching new noise-specific ramp management approaches that blend human intelligence and data from the NMTs, the Airport is also committed to working with the FAA to improve noise monitoring metrics. The Airport submitted a letter on September 22, 2023, requesting the FAA to consider

Nantucket's unique seasonal fluctuations. The letter notes, "FAA Noise policy via FAR Parts 150 and 161 requires the use of the Day-Night Average Noise Level (DNL) methodology, for which the basis is the Annual Average Day (AAD). The AAD does not adequately impact the noise exposure experienced by Nantucket residents during the peak summer months, especially as these residents are out-of-doors enjoying the Island summer season" (Appendix D).

EMISSIONS

It is noted in the 2021 EIR/EA that barriers and earthen berms, while not typically designed for air quality mitigation, have been shown to reduce air pollutant concentrations for nearby receptors under certain weather conditions and with certain designs. The proposed noise berm could help mitigate emissions by effectively raising the height of any pollutant emissions from near the ground to the top of the barrier/berm. Its location between the South Apron and the residences north and west of the airport would affect pollutant dispersion and potentially reduce pollutant concentrations.

It is also noted that: the effectiveness of a barrier for air quality mitigation is shown to be highly dependent on weather and wind conditions. The historical wind rose data for Nantucket Memorial Airport shows that wind directions are primarily from the southwest throughout the year while the earthen berm proposed for the South Apron runs in a southwest to northeast direction, meaning the berm would be parallel to the primary wind direction. In addition, to be effective, the barriers must be continuous in order to block/redirect the air. The proposed berm is proposed to be made out of compacted soil which will meet this condition to be effective as an air quality mitigation strategy.

Additionally, the Airport is excited to be working with HMMH as an emissions consultant monitoring and analyzing emissions dispersion.

DRAINAGE

The project includes the installation of 18 drain manholes, 14 catch basins, and 4,250 linear feet of drainage pipe to capture water from the South Apron expansion. The project will also demo the existing outfall and tie the existing

drainage system into the proposed system. The existing drainage system captures water from approx. 840,500 SF of the existing Apron at the airport. The proposed Subsurface Infiltration System is 54,000 SF (Plan Area). The system stores all the water from both the existing Apron and the proposed Apron, and the water slowly infiltrates into the ground.

PER- AND POLYFLUOROALKYL SUBSTANCES (PFAS)

The noise berm will be constructed using soil from the Airport that is currently stockpiled on-site. The stockpiles contain a combination of clean PFAS-free soil, and soil containing levels of PFAS below the S-1/GW-3 standards that apply to the Airport property within the Non-Potential Drinking Water Source Area, meaning that the soil is not considered ‘contaminated’ under the MCP. As it stands, the stockpiles containing low levels of PFAS are vulnerable to leaching whenever there are high enough levels of moisture in the air. When the soil is put into the noise berm, it will be placed on — and lined on all sides with — an impervious Super Gripnet® 60 mil HDPE geotextile fabric and 120 non-woven geotextile fabric. The entire unit lined with geotextile fabric will then be covered with two feet of soil and ventilated approximately every 100 feet to allow for organic compounds to be dispelled without impacting the lining.

As for sampling and long-term monitoring, the Airport has several wells surrounding the proposed location of the berm including:

- ACK-10 upgradient,
- ACK-01, TACK-12, and TACK-8 downgradient, and
- TACK-9 cross gradient to the east.

Health and Safety

The Airport’s environmental remediation efforts regarding PFAS have been ongoing. Presently, the Airport is providing bottled water services to six (6) residents along Monohansett Road. The Airport has committed to continuing this service until the Town successfully installs the water main, which has been delayed several times. In August 2023, the Airport announced an extension of services to February 28, 2024 (the expected water line completion date) to accommodate the

construction schedule. In October 2023, it was noted that the Town water main extension was further delayed and expected to reach completion in late-2024/early-mid 2025. The Airport further extended bottled water service to accommodate this most recent delay.

The six (6) homes receiving bottled water have received water throughout this entire process and will continue to receive bottled water until the Town's water main project is completed.

Community Participation

Since 2013, both individuals and groups within the Nantucket community have been active participants in the South Apron expansion project. In addition to the public Master Plan meetings detailed above (and in Appendixes A and B), the Airport advertised and held public meetings on December 18, 2019, and January 12, 2021. The latter meeting coincided with a 30 day open public comment period. Twenty-six individuals and agencies supplied comments, including the Surfside Association and residents of Okorwaw Ave, Pochick Ave, Nobadeer Ave, Nonantum Ave, and White Street. These comments varied but were in favor of a noise berm in size and location as presented in the preceding meetings. The Airport also held a Public Informational Meeting on January 11, 2024 via Zoom.

TOWN PARTICIPATION

The Town has been an active participant in the South Apron expansion project since as early as 2013, with the Town of Nantucket's Director of Planning (Department of Planning & Land Use Services) and members of the Town of Nantucket Planning and Economic Development Commission participating in Master Plan Working Group meetings in 2013 and 2014 (Appendix E).

When the Environmental Impact Report (EIR)/Environmental Assessment (EA) – which included plans of the South Apron Expansion and berm construction – was initially being drafted, it was distributed to the following municipal parties for review and comment (full distribution list in Appendix F) on December 15, 2020:

- Nantucket Historical Association
- Nathaniel Lowell, Chair
Nantucket Planning and Economic Development Commission
- Andrew Vorce, Director of Planning
Department of Planning & Land Use Services
- Dawn E. Hill Holdgate, Chair
Select Board
- Ashley Erisman, Chair
The Nantucket Conservation Commission
- Jeff Carlson, Natural Resources Director
Nantucket Dept. of Natural Resources
- Stephen J. Visco, Chair
Board of Health
- Roberto Santamaria, Health Director
Nantucket Dept. of Health
- Ann Scott, Executive Director
Nantucket Atheneum
- Elizabeth C. Gibson, Town Manager
- Robert McNeil, Public Works Director
- Michael T. Burns, AICP, Transportation Planner
- Maureen Coleman, Public Records Compliance Officer

When the EIR/EA was completed in May 2021, a final version — including a detailed purpose and need (as well as plans) for the South Apron expansion project (Appendix G) — was distributed to the same group for their awareness (Appendix H).

Following completion of the EIR/EA, the Town and Airport participated in recurring meetings discussing coordination on all Surfside area projects. The South Apron expansion and berm construction were well-discussed topics in these meetings.

Concurrently, the South Apron expansion project and berm construction project went through three separate capital program cycle with the Town — which included complete Capital Program Committee (Appendix I), Finance Committee

(Appendix J), Select Board (Appendix K); and Annual Town Meeting (Appendix L) warrant and public approvals of the original project authorization (2021), the noise berm (2022), and supplemental project funding (2023). The project purpose and need was reviewed repeatedly and publicly by all levels of town government.

Most recently, the Town participated in an ACK Master Plan Technical Advisory Committee meeting on August 23, 2023. The meeting had extensive discussion of both the South Apron expansion and the construction of the noise berm. The Town Manager was in attendance. The Select Board Chair was on the distribution list and received all documents for review but did not attend.

STAKEHOLDER GROUP PARTICIPATION

In addition to participation from, and public coordination with, the Town, the Airport has also worked with key stakeholder groups. The Airport process for planning and outreach is prescribed by state and federal policy that relies on identification of key stakeholder groups, distribution to those groups, and public notices in addition to meetings held.

The Airport identified two key stakeholder groups: the Surfside Association and the Land Council. Both stakeholder groups were included on the final EIR/EA distribution list (Appendix H) and have been informed of key developments throughout the process.

The Surfside Association is a community organization representing residents living in the Surfside area, which is defined by the organization as: Westerly - South Shore Road and its abutting ways and lanes; Northerly - From the intersection of Fairgrounds, South Shore and Surfside Roads easterly to the Airport; Easterly - The Airport boundary; and Southerly - The Atlantic Ocean.

The Surfside Association has been particularly involved in and supportive of the South Apron expansion project.

- Tom Quigley represented the Surfside Association on the Master Plan Working Group in 2013.

- Surfside Association President Tom Szydowski and Tom Quigley have represented the organization throughout the Airport's Technical Advisory Committee (TAC) meetings to discuss Airport projects.
- The Airport and two project consultants virtually met with Tom Szydowski and Tom Quigley on September 19, 2023 to discuss the South Apron expansion and berm construction in depth.
- At the Airport Committee meeting on February 13, 2024, standing as a representative of the Surfside Association, Tom Quigley said the group has been working with the Airport Commission on this entire expansion area for years and that they are in favor of the proposal. According to Mr. Quigley, the association had long since asked that the berm be constructed in order to reduce pollution and noise. There was a concern that the berm was going to be constructed with PFAS soil that is contained at the Airport until the Association reviewed the construction drawings and found that the encapsulation process is very unique and very good. Quigley said he urged any neighbors, even those who are not Surfside Association members, to get in touch if they have any questions or concerns.

PUBLIC COMMENTS ON NOISE BERM

The Airport has received numerous comments from the public related to the noise berm. Most comments have been supportive of the berm, or supportive of the berm with suggestions.

The two most common suggestions received have been: (1) to extend the berm towards Nobadeer Beach, and (2) to maintain as many trees as possible between the berm and Monohansett Road. The Airport has worked with the project manager and engineers to explore and develop alternative options.

Incorporation of Recent Public Comments:

Regarding a berm extension, McFarland Johnson provided two possible options and related costs (Appendix M). After reviewing both options, the Airport decided that a berm extension was not feasible during this construction phase, but is supportive of the concept and will keep the extension in mind moving forward.

Regarding the request to retain more of the tree line along Monohansett Road, the Airport worked with McFarland Johnson to produce a revised berm design that fulfills this request (Appendix N). The Airport plans on moving forward with the revised berm design, which reduces the slope on the backside of the berm from 3.5:1 to 3:1 in order to narrow the footprint and keep an additional 15-ft wide swath of trees between the berm and the road. The revisions reduce the berm area from 124,286 SF to 105,154 SF, and the amount of material needed to construct the berm from 44,830 CY to 38,000 CY. The Airport also commits to supplemental tree planting and supporting biodiversity on and around the noise berm.

McFarland Johnson also prepared a “No Berm Design” figure (Appendix O) in response to one resident’s comment that he would prefer there be no berm. This approach is not supported by other residents (Appendix P).

Appendix A: Master Plan Open House Presentation 08/15/2013



Agenda

- Introductions
- Airport Background
- Current Services and Trends
- Operating the Airport
- Being a Good Neighbor
- Future Operations/Master Plan



Nantucket Airport Leadership

Airport Commission

- Daniel W. Drake, Chairman
- Arthur D. Gasbarro, Vice Chair
- David C. Gray, Sr.
- Andrea N. Planzer
- Jeanette D. Topham

Airport Management

- Thomas M. Rafter, A.A.E, Airport Manager
- David Sylvia, Compliance Officer
- Janine Torres, Office Manager
- Ashley Christ, Business Manager
- Noah Karberg, Environmental Coordinator
- Robert Tallman, Security Coordinator



Nantucket Airport Background

- 1927 Boston to Nantucket Seaplane Service
- 1941 Airport was acquired by Town
- 1941-1945 Airport used by US Navy during WWII
- 1947 Jean Adams Cook first airport manager
- Nantucket Airport second in volume only to Boston



Current Airport Services and Trends

- Scheduled airlines and general aviation
- Since 2009 air traffic is fluctuating
- General Aviation aircraft growing
- Parking congestion due to larger aircraft
- Flight school reinstated in 2013
- Public & emergency services



Current Airport Services and Trends

Fleet Mix is changing from small Single Engine planes to large Corporate Jets



South Apron Parking

as designed



as currently used



Tight Taxiway at South Apron



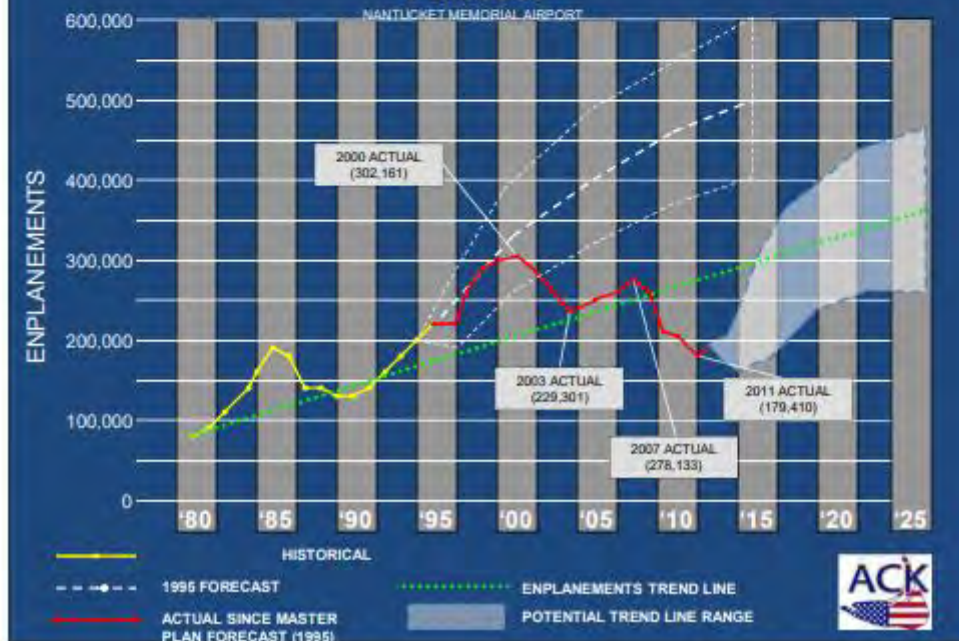
Current Airport Services and Trends



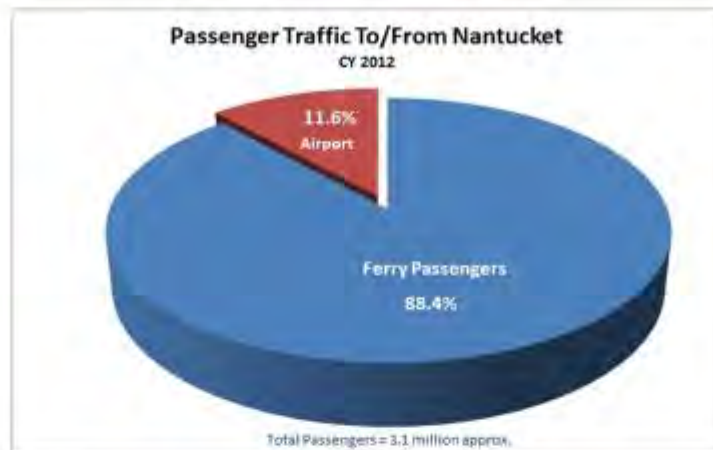
- 1,200 acres
- 24 based aircraft
- 125,960 aircraft operations
- 175,420 passenger enplanements
- 7 airlines
- 2.4 million pounds freight



Commerical Passenger Enplanement Forecast



Current Airport Services and Trends



Operating Nantucket Airport Federal Obligations

- 291 new requirements adopted in 10 years (one new requirement every two weeks)
- Exclusive Rights Not Allowed
- Annual FAA Inspection/200 page Certification Manual
- Promote Compatible Land Use
- Airport Should be Financially Self-Sufficient
- Rates and Charges Must be Fair & Reasonable
- Cannot Limit Access by Type of User or Aircraft
- Cannot Impose Curfews
- Cannot Dictate Flight Paths



Operating Nantucket Airport

Typical Estimate of Capital Costs



Operating Nantucket Airport

Airport Improvement Program (AIP) Grants

Discretionary funds are for eligible capital improvements

- safety
- capacity
- security
- environmental concerns
- competitive on a national basis

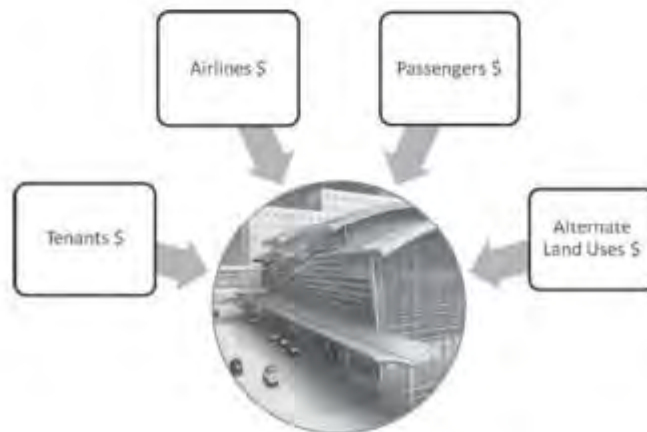
Entitlement funds are allocated based on Number of passengers or amount of cargo.



Operating Nantucket Airport Operating and Maintenance Costs



Operating Nantucket Airport Users Pay



Operating Nantucket Airport

Passenger Facility Charges (PFC's)

- PFC's are added to each ticket
- Congress capped PFC's at \$4.50 more than a decade ago
- The majority (98%) of airports charge \$4.50
- PFC's can only be spent on improvements at the airport that collected them
- PFC's can't be spent on revenue generating projects such as garages or concessions



Nantucket Airport is also the Fixed Base Operator (FBO)

- Sell & pump aviation fuel – revenue generation
- Park aircraft & collect fees
- Service & Support Pilots & Passengers
- Manage & Operate GA Terminal



Being a Good Neighbor

Sustainability / Environmental Stewardship

- Promoting sustainability through design and operations
- ACK was recently chosen by MassDOT to implement a pilot program to become nation's first Carbon Neutral Airport



Being a Good Neighbor

Sustainability / Environmental Stewardship



- Ongoing management for state protected plant, moth, and bird species
- ACK's seed harvester equipment is shared with other on island conservation groups to promote propagation of listed species



Being a Good Neighbor Noise and Air

- Encourage jets to park with engines turned from homes
- Educational handout/NOTAM for pilots
- Noise abatement flight tracks
- Changes to flight tracks requires FAA approval
- Air traffic tracking system to help enforce noise policies
- Call-in number and complaints-tracking system
- Opportunities to reduce back-taxi distance and exhaust (new Taxiway D)
- **Overall – safe operations (landings, take offs, and runway movements) in compliance with FAA regulations is our Top Priority**



Voluntary Over-Water Flight Tracks adopted in 1995



Airport Layout Plan (ALP)



Future Planning Issues for Master Plan

- South Ramp Congestion and Taxiing Concerns created by larger corporate aircraft
- RW33 Extension & Need for Parallel Taxiway
- Bunker Area Non-Aviation vs. Aviation Use
- Potential Photo-Voltaic Facility Site
- On-going Noise Mitigation Efforts
- On-going Environmental Monitoring Needs
- Airport Budget & Financial Planning
- Airport Rates & PFC Charges Update
- Comprehensive study of airport's needs



YOUR Role in the Future of Nantucket Airport!



YOUR Role in the Future of Nantucket Airport!

- Help identify & define issues for Master Plan
- Participate in planning process at key milestones
- Get others involved
- Help identify ways we can keep you up to date:
 - Meetings
 - Newsletters
 - Robust airport web page with Master Plan documents and updates
 - Presentations at neighborhood events
 - Participate in the Working Group



Master Plan Working Group

- **Purpose of Working Group**
 - Provides input to Goals & Objectives and long-range planning
 - Forum to freely present issues, ideas and provide guidance
- **Structure of Working Group**
 - Discussions related to aviation, flight safety, community concerns, planning, coordination, fiscal and legal issues
 - Provide linkage to various groups that members have been drawn from as communicators to larger Island-wide community
- **Composition of Working Group**
 - Members from Airport, tenants, users, NPEDC, FAA, MassDOT, community groups and general public
 - Diverse range of community interests and opinions



Schedule

Master Plan

- **Fall 2013** create Working Group
- **Fall/Spring/Summer** Ongoing environmental monitoring
- **Winter-Spring 2014** - Identify needs/ priorities/ projects/CIP \$; complete Master Plan/ ENF/
- **Summer 2014** - Scope EA/ Permitting Grant
- **June 30, 2015** - Complete Environmental Assessment for 5-year CIP Projects

Financial Plan

- **July 2013–May 2014** – Draft and final 5-year plan consistent with MP

Public outreach throughout process !





Discussion



Like us on facebook and follow us on twitter



(508) 325-5300

info@nantucketairport.com

www.nantucketairport.com



Appendix B: Master Plan Working Group Meeting Presentation (2013)

1



NANTUCKET MEMORIAL AIRPORT

Master Plan Working Group Meeting

Tuesday, November 12, 2013



2



MEETING AGENDA

- Welcoming Remarks
- Introductions
- Role of the Master Plan Working Group
- Overview of the Master Plan & Schedule
- Recent Airport Projects & Updates
- Existing Conditions Review
- Q&A/ General Discussion/ Issues and Concerns
- Next Steps/Milestones/Schedule



3



WORKING GROUP MEMBERS

- | | |
|----------------------|------------------------------|
| • Tom Quigley | Surfside Association |
| • Carol Dunton | Resident |
| • Diane Archer | Resident |
| • Leslie Johnson | Resident |
| • P.J. Martin Smith | Chamber of Commerce |
| • Sam Bailey | Airport Business |
| • Allen Reinhard | Nantucket Civic League |
| • Ernest Steinauer | Massachusetts Audubon |
| • Andrew Vorce, AICP | Town Planner |
| • Arthur Gasbarro | Airport Commissioner |
| • Tom Rafter | Airport Manager |
| • David Sylvia | Airport Compliance Officer |
| • Bob Egan | Nantucket Flying Association |
| • Armando Cardenas | Island Airlines |
| • Peter Farrell | Cape Air |



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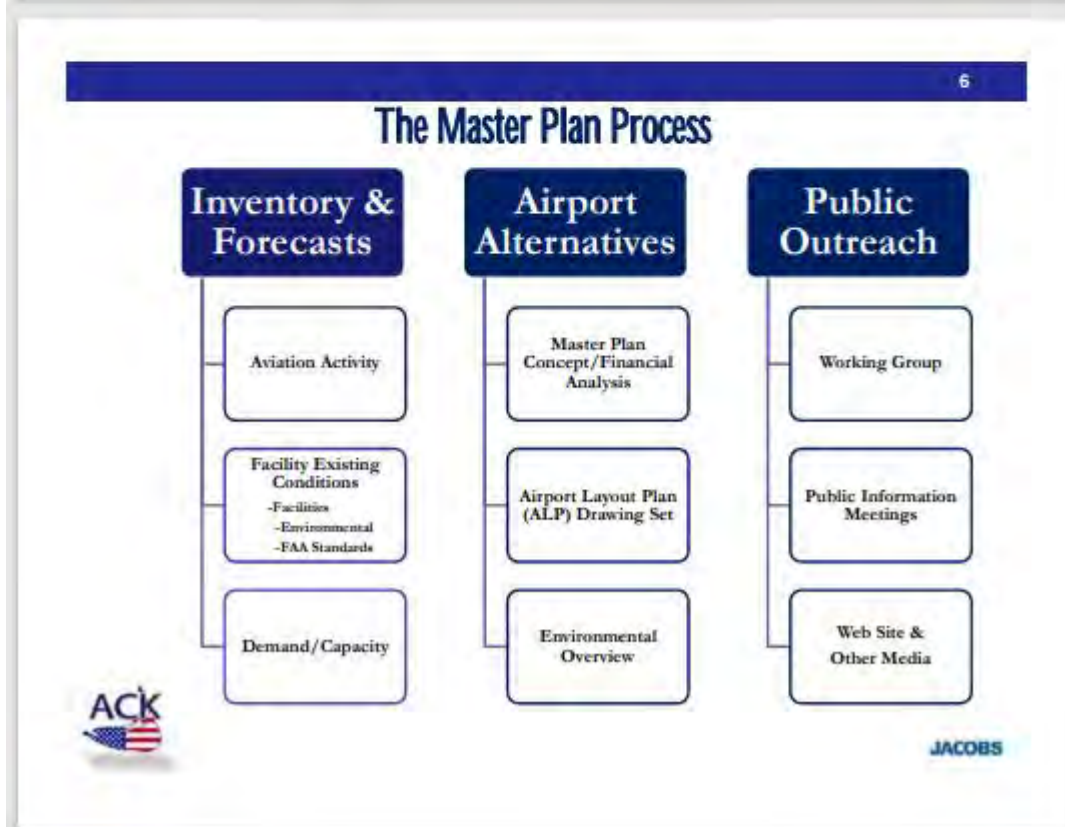


ROLE OF THE WORKING GROUP

“Provide advisory input to the Airport Commission, who will be the Master Plan decision makers, and to serve as a liaison with Community Leaders and Advocacy Groups on Master Plan issues and concerns.”



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ACK Master Plan Schedule

Phase/Task	Summer '13	Fall '13	Winter '13	Spring '14	Summer '14
Inventory/ GIS Mapping/ Air Service Trends					
Environmental Sustainability					
Forecasts/ Fleet Mix					
Coastal Process Analysis					
Alt. Concepts Potential Impacts					
Implementations Plan/ ALP					
Financial Feasibility Plan					
Environmental Overview					
Public Outreach					



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RECENT AIRPORT PROJECTS AND UPDATES



9

RECENT AIRPORT
PROJECTS AND UPDATES

Airport Rescue and Fire Fighting (ARFF) Building



- New ARFF building (2012)
- Required by Federal Aviation Regulation



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RECENT AIRPORT
PROJECTS AND UPDATES

Terminal Building Expansion & Renovations



- Renovation and rehab of the Passenger Terminal Building, 2008-2010
- Added 18,000 sq. ft. - total area = 30,000 sq. ft.
- Accommodates passenger processing and TSA security requirements
- Capacity constraints during peak summer season



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RECENT AIRPORT PROJECTS AND UPDATES

Runway 33 Extension



- 500 ft. extension completed in 2012
- Enables more Runway 33 over-water landings
- Enhances operational flexibility
- Approach path lights & taxiway to be constructed



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RECENT AIRPORT PROJECTS AND UPDATES

Taxiway 'J'



- Newly constructed Taxiway 'J' meets new FAA taxiway design standards
- Enhances operational flexibility and safety



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RECENT AIRPORT
PROJECTS AND UPDATES
Gravel Parking Lot



- Newly graded gravel auto parking lot - 107 spaces
- Accommodates seasonal rental car overflow

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RECENT AIRPORT
PROJECTS AND UPDATES
New FBO/Airport Administration Building



- New Airport Administration and FBO offices
- Consolidates airport management + provides economies of scale
- New Aviation Gateway to the Island

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Snow Removal Equipment (SRE) Building



Consider additional storage space options

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Ground Service Equipment (GSE) – Storage Building



Options for additional GSE storage space

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Runway Safety Area (RSA) on Runway 12-30



- Large land elevation difference on either side of the runway
- Compliance with FAA standards to be determined

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Nantucket Airport Layout Plan (ALP)



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EXISTING CONDITIONS Environmental & Sustainability

- Airport uses geothermal heating and cooling at terminal.
- Airport is studying potential for solar power.
- ACK's history of sustainable practices for "Carbon Neutral" program by MassDOT to become nation's first carbon neutral airport.
- Electric vehicle charging station at Hangar 2.



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EXISTING CONDITIONS Environmental & Sustainability

- Ecological Management Plan to help guide airport best practices for habitat management and enhancement.
- ACK has ongoing commitment to reducing, reusing, retrofitting, and recycling.
- Consider habitat enhancement program to coordinate all Town projects

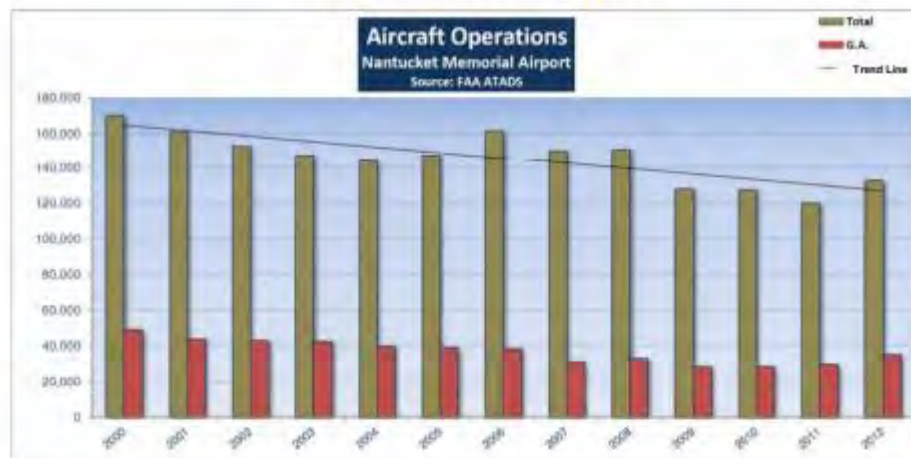


Rare species monitoring and management under MESA Permit

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EXISTING CONDITIONS



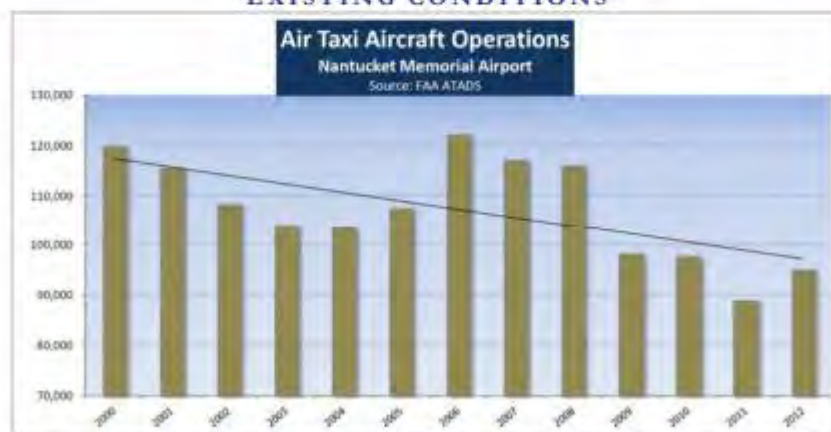
Between 2000 and 2012 aircraft operations
(takeoffs and landings) decreased by 22%



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EXISTING CONDITIONS



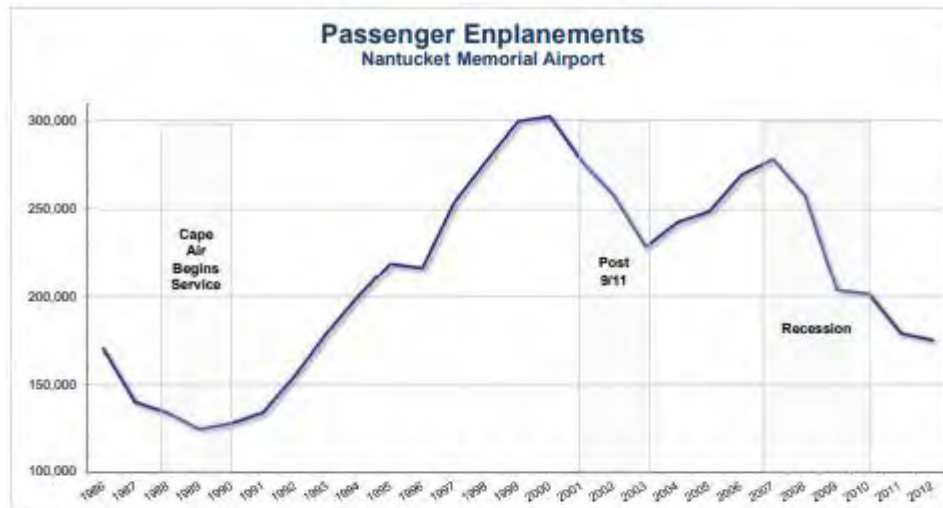
- Air taxi operations declined by 26%
- Still represent the majority of commercial operations at ACK
- The decline is due to various factors:
 - The recession of 2008-2010
 - Shift of passengers to high-speed ferry service



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AVIATION ACTIVITY TRENDS



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YEAR-ROUND AIR SERVICE AT NANTUCKET



- Very Short Haul
- High Frequency
- FAR Part 135 Air Taxi
- Primarily Origin & Destination (O&D)
- ACK-HYA; ACK-BOS Primary Markets
- Compete against SSA & Hy-Line ferries



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SEASONAL AIR SERVICE AT NANTUCKET



- Mainline Connections
- Short Haul
- Hub Feed & Beyond Markets
- FAR Part 121
- Not competing with ferries
- RJ market shifting rapidly:
 - 50-seat A/C retired
 - 70-100 seat jet replacements



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LARGER AIRCRAFT AT NANTUCKET



- Require More Ramp Space
- May Impact Service Frequency
- Impact of Mainline Mergers on ACK

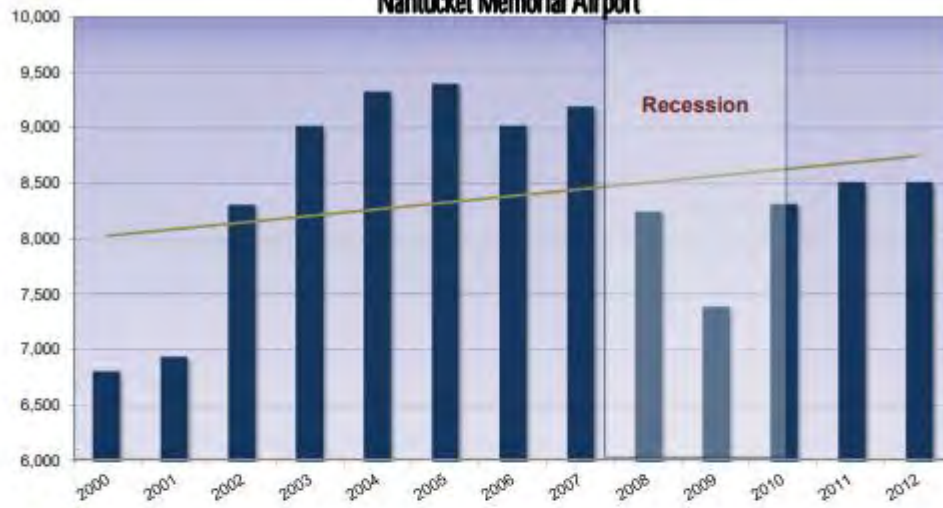


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Business Jet Operations

Nantucket Memorial Airport



Source: FAA TFMSC

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LARGER AIRCRAFT AT NANTUCKET



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NEXT STEPS, MILESTONES & SCHEDULE



- ✓ Air Service Trends
- ✓ Aviation Forecasts
- ✓ Airport Facility Needs
- ✓ Alternative Concepts



❖ Late Winter/Early Spring 2014

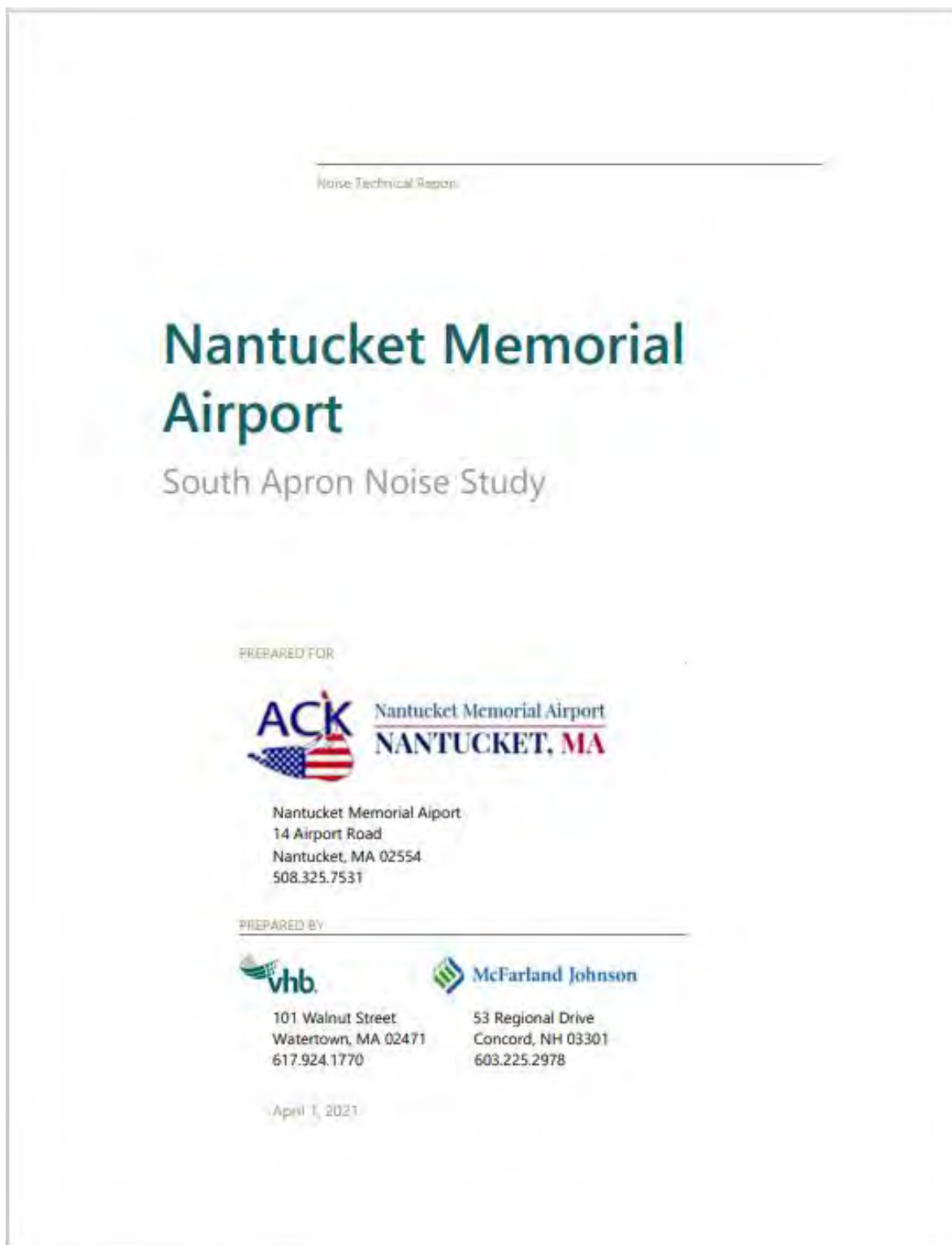
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Questions and Discussion



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Appendix C: South Apron Noise Study Excerpts (2021)



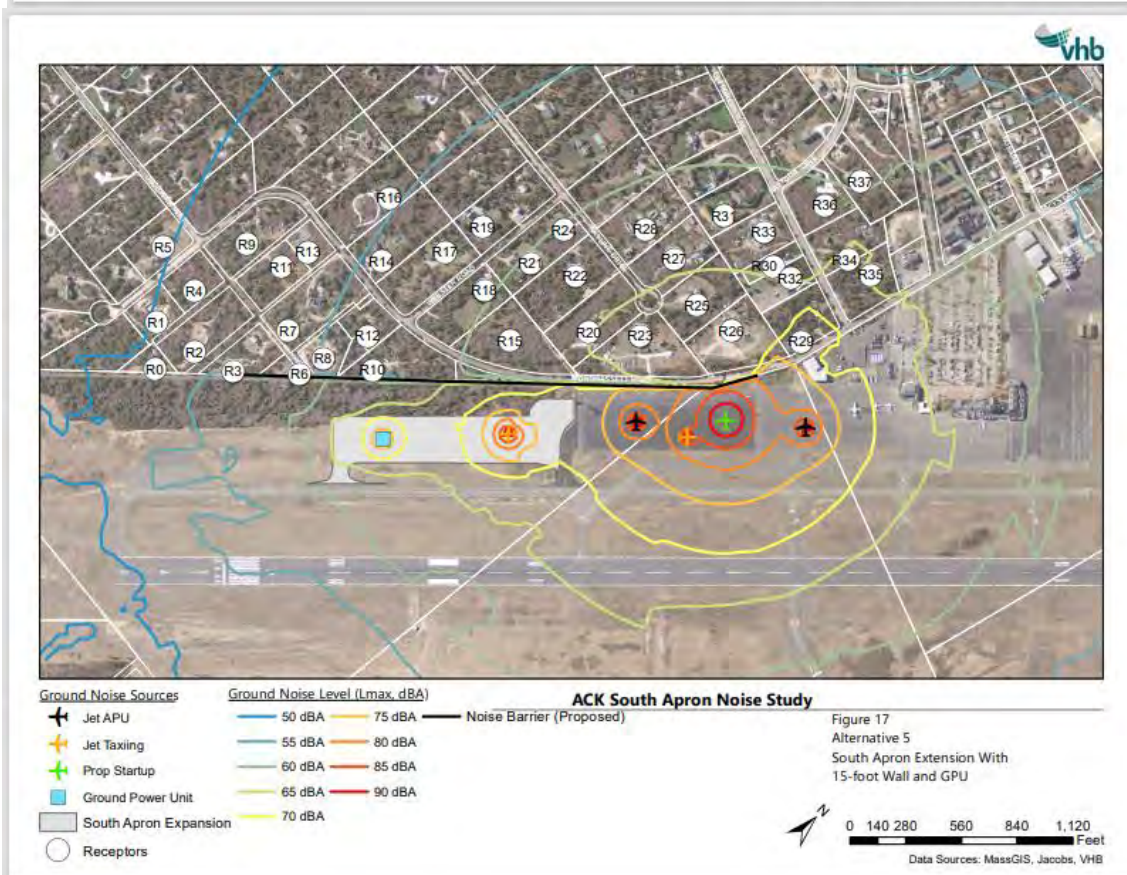
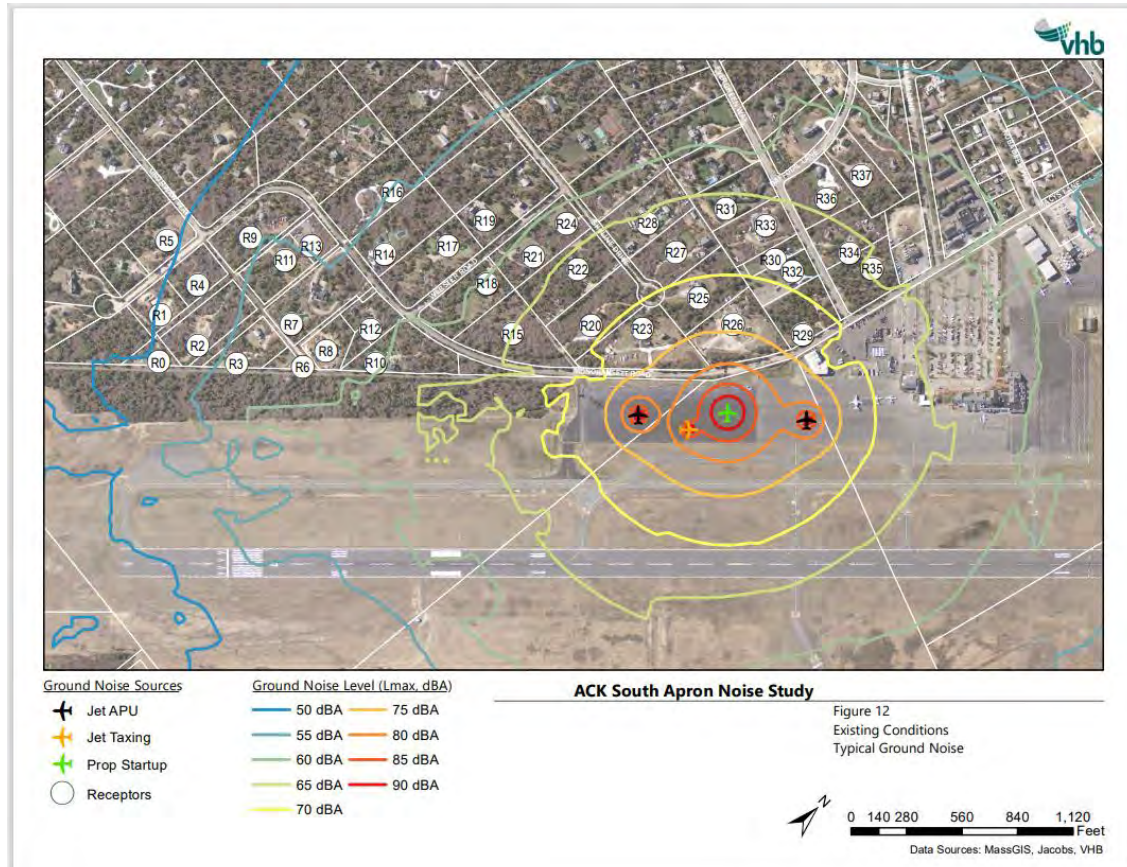
4.7 Alternative 5

As shown in Table 9 and Figure 17, noise from ground operations range from 50 to 72 dBA (Lmax) with the proposed South Apron extension including a 2,600-foot long and 15-foot tall noise barrier and using a GPU on the expansion in lieu of an APU. Ground noise levels would only increase up to 1 dBA at one receptor (R0) and would decrease up to 6 dBA at other receptors. The greatest reduction would be at receptors such as R23, R25, and R26.

Table 9 Alternative 5 Noise Levels with South Apron Extension

Receptor	Address	Existing Noise Level (Lmax, dBA)	Alternative 5 Noise Level (Lmax, dBA)	Noise Increase (Lmax, dBA)
R-0	1R MONOHANSETT RD	51	51	1
R-1	3 MONOHANSETT RD	50	50	0
R-2	47 OKORWAW AV	52	51	-1
R-3	49 OKORWAW AV	56	53	-3
R-4	5 MONOHANSETT RD	51	51	-1
R-5	41 OKORWAW AV	50	50	0
R-6	51 OKORWAW AV	58	54	-4
R-7	15 MONOHANSETT RD	57	54	-3
R-8	OKORWAW AV	58	55	-3
R-9	7 MONOHANSETT RD	54	52	-2
R-10	31 MONOHANSETT RD	59	57	-3
R-11	48 OKORWAW AV	56	53	-3
R-12	25 MONOHANSETT RD	58	56	-1
R-13	46 OKORWAW AV	54	53	-1
R-14	26 MONOHANSETT RD	56	56	-1
R-15	38 MONOHANSETT RD	65	62	-3
R-16	20 MONOHANSETT RD	55	55	-1
R-17	2 WEBSTER RD	57	57	0
R-18	3 WEBSTER RD	60	60	-1
R-19	65 SKYLINE DR	58	58	0
R-20	83 SKYLINE DR	69	65	-4
R-21	5 WEBSTER RD	62	60	-2
R-22	77 SKYLINE DR	66	62	-4
R-23	87 A SKYLINE DR	72	66	-6
R-24	5 WEBSTER RD	63	60	-2
R-25	90 SKYLINE DR	72	67	-5
R-26	42 MONOHANSETT RD	74	68	-6
R-27	84 SKYLINE DR	68	64	-4
R-28	78 A SKYLINE DR #1	66	62	-3
R-29	2 EVERGREEN WY	72	72	0
R-30	4A EVERGREEN WY	69	65	-4
R-31	8 EVERGREEN WY	66	62	-4
R-32	4 EVERGREEN WY	69	65	-4
R-33	6 EVERGREEN WY	67	63	-4
R-34	3 EVERGREEN WY	66	66	0
R-35	1 EVERGREEN WY	64	64	0
R-36	1 DAFFODIL LN	64	61	-3
R-37	3 DAFFODIL LN	63	60	-3

Source: VHB, 2020.



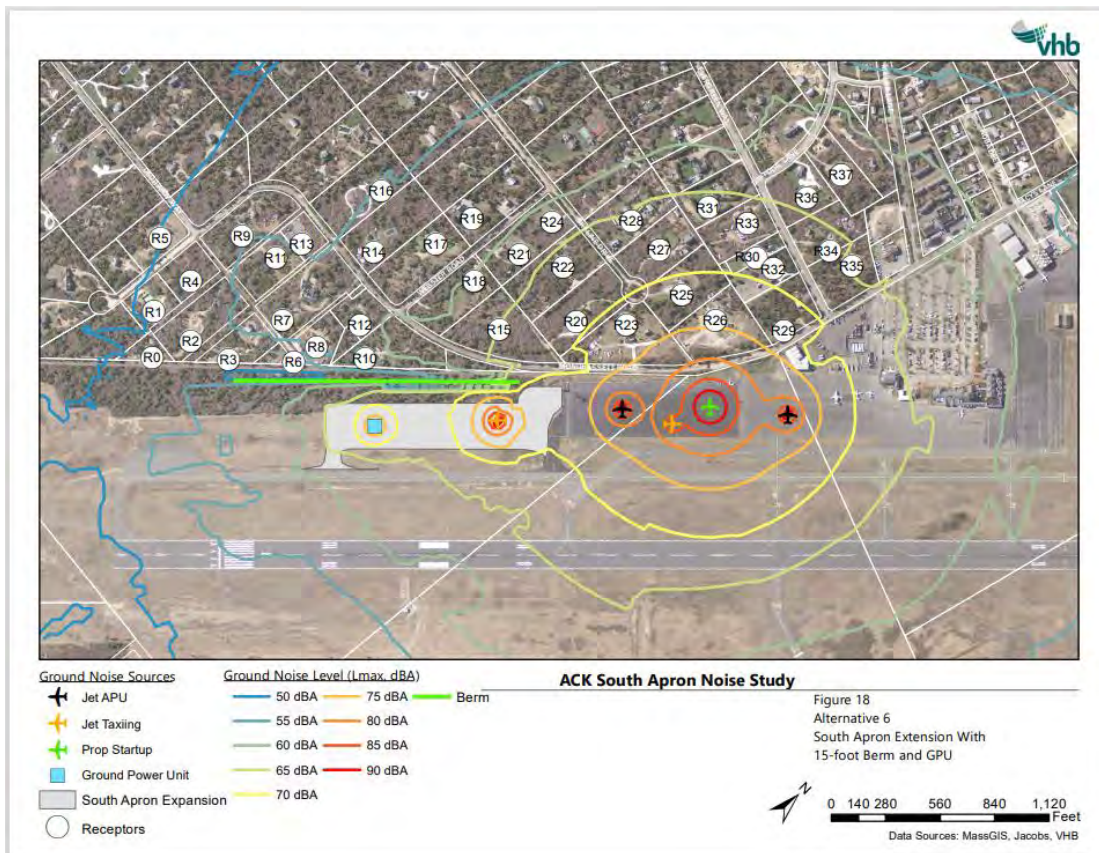
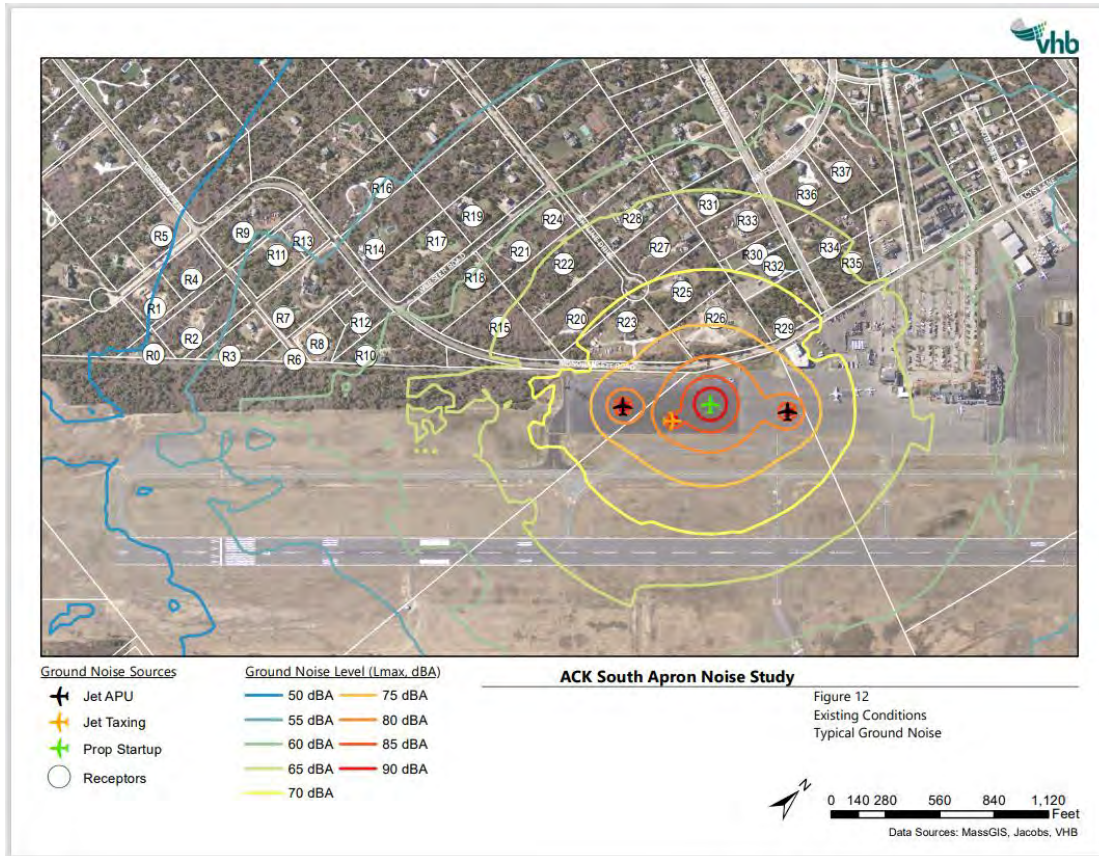
4.8 Alternative 6

As shown in Table 10 and Figure 18, noise from ground operations range from 50 to 74 dBA (Lmax) with the proposed South Apron extension including a 1,500-foot long and 15-foot tall earthen berm with 2:1 slope and replacing all the APUs with GPUs. Ground noise levels would only increase up to 1 dBA at one receptor (R2) and would decrease up to 4 dBA at other receptors. The greatest noise reduction would be at receptors such as R3, R6, and R8.

Table 10 Alternative 6 Noise Levels with South Apron Extension

Receptor	Address	Existing Noise Level (Lmax, dBA)	Alternative 6 Noise Level (Lmax, dBA)	Noise Increase (Lmax, dBA)
R-0	1R MONOHANSETT RD	51	51	0
R-1	3 MONOHANSETT RD	50	51	0
R-2	47 OKORWAW AV	52	53	1
R-3	49 OKORWAW AV	56	53	-4
R-4	5 MONOHANSETT RD	51	52	0
R-5	41 OKORWAW AV	50	50	1
R-6	51 OKORWAW AV	58	54	-4
R-7	15 MONOHANSETT RD	57	56	0
R-8	OKORWAW AV	58	55	-3
R-9	7 MONOHANSETT RD	54	54	0
R-10	31 MONOHANSETT RD	59	56	-3
R-11	48 OKORWAW AV	56	56	0
R-12	25 MONOHANSETT RD	58	58	0
R-13	46 OKORWAW AV	54	54	0
R-14	26 MONOHANSETT RD	56	56	0
R-15	38 MONOHANSETT RD	65	65	0
R-16	20 MONOHANSETT RD	55	55	0
R-17	2 WEBSTER RD	57	57	0
R-18	3 WEBSTER RD	60	60	0
R-19	65 SKYLINE DR	58	58	0
R-20	83 SKYLINE DR	69	69	0
R-21	5 WEBSTER RD	62	62	0
R-22	77 SKYLINE DR	66	66	0
R-23	87 A SKYLINE DR	72	72	0
R-24	5 WEBSTER RD	63	63	0
R-25	90 SKYLINE DR	72	72	0
R-26	42 MONOHANSETT RD	74	74	0
R-27	84 SKYLINE DR	68	68	0
R-28	78 A SKYLINE DR #1	66	66	0
R-29	2 EVERGREEN WY	72	72	0
R-30	4A EVERGREEN WY	69	69	0
R-31	8 EVERGREEN WY	66	66	0
R-32	4 EVERGREEN WY	69	69	0
R-33	6 EVERGREEN WY	67	67	0
R-34	3 EVERGREEN WY	66	66	0
R-35	1 EVERGREEN WY	64	64	0
R-36	1 DAFFODIL LN	64	64	0
R-37	3 DAFFODIL LN	63	63	0

Source: VHB, 2020.





5

Conclusions

VHB has conducted a noise study for the proposed South Apron Extension Project and has evaluated the potential changes in noise from aircraft ground operations and the noise reduction that would be provided by an operational change to use a GPU unit on the apron extension in lieu of an APU (Alternative 2), a potential perimeter noise barrier (Alternative 3), a potential earthen berm (Alternative 4), replacing all APUs with GPUs and the noise barrier (Alternative 5), and replacing all APUs with GPUs and the earthen berm (Alternative 6).

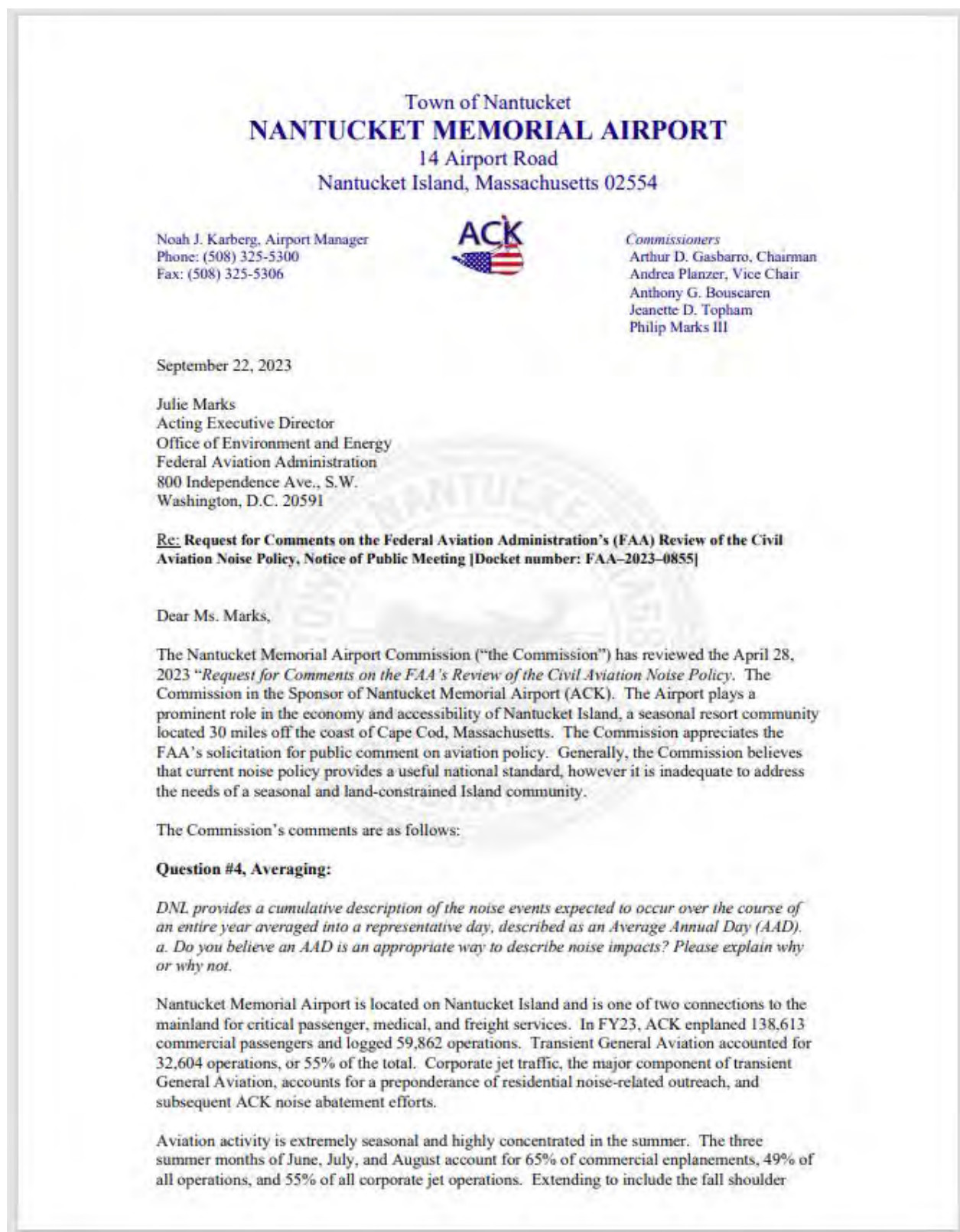
The principal conclusions of the analysis are as follows:

- The predominant source of noise at the measurement locations including M1, M2, and M3 was from ground operations. Aircraft takeoffs and landings were audible but were typically not the predominant source of noise unless there were minimal ground operations occurring.
- Measured noise levels were DNL 62.2 dBA at the Boundary Road Site (M1), DNL 76.3 dBA at the South Apron Site (M2), and DNL 80.6 dBA at the ARFF station (M3). The measurement results indicate that noise levels were approximately DNL 14 dBA higher at the South Apron site compared to the Boundary Road site and observations indicate this difference was primarily attributed to ground operations.
- Measurements of APUs, GPUs, aircraft taxiing, and startups were conducted during the attended measurements at sites M4 and M5. The maximum noise levels of typical ground noise sources, as measured at distances of 30 to 40 meters, were approximately 67 dBA for the GPU, 82 dBA for APU, 90 dBA for the twin-engine prop start-up, and 78 dBA for the jet taxiing. Comparing the estimated sound power level of each source is a way to measure the total sound energy that is emitted independent of distance. The estimated sound power levels for these sources was

107 dBA for the GPU, 116 dBA for the jet taxiing, 119 dBA for the APU, and 130 dBA for the twin-engine start-up.

- There are approximately 38 single-family residences within 1,000 feet of the existing South Apron and proposed South Apron extension on Monohansett Road, Webster Road, Okorwaw Way, Skyline Drive, Skyline Drive, Daffodil Lane, and Evergreen Way.
- Noise modeling of typical ground operations show that ground noise ranges from 50 to 74 dBA (Lmax) at these receptors with the highest noise levels occurring at residences closest to the existing South Apron. For reference, an exterior noise level of 74 dBA is similar to the noise generated by a vacuum cleaner at 10 feet.
- With Alternative 1, which includes the proposed South Apron extension with an additional APU and jet taxiing, ground noise levels would range from 51 to 74 dBA. Ground noise levels would increase 6 to 8 dBA at a few receptors, such as R8, R10, and R12 which are near the extension.
- With Alternative 2, which includes the proposed South Apron extension with an additional GPU and jet taxiing, ground noise levels would range from 50 to 74 dBA. Ground noise would only increase 1 to 2 dBA at receptors near the South Apron extension. By replacing the aircraft-mounted APU with a GPU, this Alternative would result in substantially lower sound levels than Alternative 1 for receptors near the proposed extension.
- With Alternative 3, which includes the proposed South Apron extension assuming an APU and jet taxiing and a 2,600-foot long and 15-foot tall perimeter noise barrier, ground noise levels would range from 51 to 72 dBA. Ground noise levels would decrease by 3 to 6 dBA at several receptors due to the new noise barrier. Noise levels would still increase at a few receptors by 1 to 3 dBA at locations where the noise barrier would not be as effective.
- With Alternative 4, which includes the proposed South Apron extension assuming an APU and jet taxiing and a 1,500-foot long and 15-foot tall earthen berm with a 2:1 slope on both sides, noise levels would decrease 3 to 4 dBA at receptors behind the proposed berm.
- With Alternative 5, which includes the proposed South Apron extension, the noise barrier, and using a GPU in lieu of an APU on the apron expansion, ground noise levels would range from 50 to 72 dBA. Ground noise levels would only increase up to 1 dBA at one receptor (R0) and would decrease up to 6 dBA at other receptors.
- With Alternative 6, which includes the proposed South Apron extension, the earthen berm, and using a GPU in lieu of an APU on the apron expansion, ground noise levels would range from 50 to 74 dBA. Ground noise levels would only increase up to 1 dBA at one receptor (R2) and would decrease up to 4 dBA at other receptors.
- It is not feasible to construct an earthen berm along the entire South Apron such as a perimeter noise barrier. The proposed noise barrier would typically provide up to 9 dBA of noise reduction for the closest receptors. The earthen berm is slightly more effective (approximately 1 dBA) and would provide up to 10 dBA of noise reduction at the closest receptors.

Appendix D: Nantucket Airport Letter to FAA Regarding Noise Policy (2023)



seasons, May through September accounts for 86% of commercial enplanements, 69% of all operations, and 77% of corporate jet operations.

FAA Noise policy via FAR Parts 150 and 161 requires the use of the Day-Night Average Noise Level (DNL) methodology, for which the basis is the Annual Average Day (AAD). The AAD does not adequately impact the noise exposure experienced by Nantucket residents during the peak summer months, especially as these residents are out-of-doors enjoying the Island summer season.

Through ACK outreach, Nantucket residents understand the restrictions of FAA aviation noise policy. The most common concern stated in meetings and during resident outreach, is that the annualized metric of the AAD in calculating the DNL is insufficient – not only for Nantucket – but for any highly seasonal Airport.

b. If not, what alternative averaging schemes to AAD should be considered and why? What information would the use of an alternative averaging scheme capture that AAD does not?

The Commission notes that many common forecasting and planning studies utilize an “average day of peak month” for planning purposes. The “average day/peak month” methodology provides a compromise for recognizing that not every design or capacity study can accommodate peak periods of aviation activity and is a useful precedent here. Therefore, the Commission’s primary recommendation is that the Airport calculate seasonal DNL contours based on the average day of the peak month for aircraft operations.

Question #5. Decision making Noise Metrics.

The FAA currently uses DNL as its primary decision making metric for actions subject to NEPA and airport noise compatibility planning studies prepared pursuant to 14 CFR part 150.

a. Should different noise metrics be used in different circumstances for decision making?

The Commission initiated a FAR Part 150 Noise Compatibility Study in 1989 and has provided periodic updates to the DNL-based contours. The Commission endorses the continued use of a DNL methodology, but only specifically for 1) Airborne/flight operations, 2) With an adjustment to account for seasonality using an average day/peak month contour, and 3) By nationalizing the Community Noise Equivalent Level (CNEL) standard.

The Commission believes the DNL methodology is not adequate however, to address ground noise impacts from runups, APU use, and ground maneuvering. As corporate jets have evolved to become more complex, and airspace has become more congested, the DNL does not adequately address incidents of ground noise – especially when ground noise is generated by National Airspace System constraints (such as destination ground delays), instead of local constraining conditions that can be addressed by Airport projects.

b. If the answer to Question 5.a. is “yes,” please identify: the metric, the information it provides that DNL does not, and explain when and how it should be employed by the FAA in its system (e.g., should the FAA use a noise metric other than DNL to evaluate noise exposure in quiet settings, such as national parks, national wildlife and waterfowl refuges, etc.)? Should this metric be used when the FAA is making decisions that affect noise in these settings? Should this metric be used alone or in combination with another metric?

The FAA should adopt the DNL for airports, as applied to an average day/peak month.

Continuous Sound Level (LEQ) is used by most countries for measuring worker exposure to noise, as there is no time constant and high correlation to the effect of hearing damage risk. In a constrained Island community, where residences abut the Airport but are not subject to relief under the current DNL, an LEQ can be used to determine both eligibility for noise mitigation projects

The CNEL standard was adopted by the State of California and has not been pre-empted by the FAA. The CNEL is more rigorous than the DNL, in that it includes an evening weighting or “penalty” of approximately five decibels for operations occurring between 7PM-10PM. The CNEL also includes the same ten-decibel penalty as the current DNL. As the CNEL has been adopted by the State of California and accepted by the FAA for airport noise analyses, adopting CNEL nationally would provide parity for airports and restore a consistent national standard. As many seasonal Nantucket residents live in California year-round, there is confusion as to why ACK cannot offer the same consideration.

c. If the metric should be used in combination with another metric, please describe how they should be used together for decision making.

A Part 150 study can consider a modified DNL to account for highly seasonal airports by incorporating an average day/peak month approach and the CNEL. Ground noise should be described by a second contour showing the impact of an LEQ into adjacent areas.

d. If the answer to Question 5.a is “no,” should DNL remain the core decision making metric or should another metric be substituted in all circumstances?

The DNL remains useful, in that it provides airports with historical Part 150 studies and maps in a format to track comparable metrics over time. However, the DNL is not sufficient when used as the only metric and is not adequate in its current 65 decibel/annual approach. Adoption of the CNEL as a national standard is appropriate and adopting a “seasonal” approach and LEQ for ground noise as national standards will improve community relationships for Airports.

e. How would the use of the metrics that you recommend support better agency decision making? Please explain and illustrate with specific examples how the use of the recommended metric(s) would benefit agency decision making.

Nantucket population increases significantly in the shoulder and summer seasons. Residents enjoy the outdoors, and visit for golf, beaches, boating, and an active outdoor lifestyle. The 65 DNL metric supports an FAA approach that generally applies sound insulation programs as a solution for aircraft noise. However, the nature of local noise concern on Nantucket is sound experienced while outside. Residents do not want sound insulation programs: they want a reasonably non-impacted noise environment. Metrics that are designed for general well-being, rather than uninterrupted sleep, will go further for representing Nantucket residents needs.

Question #6, Communications:

a. Please identify whether and how the FAA can improve communication regarding changes in noise exposure (e.g., what information FAA communicates, where and with whom FAA communicates, what information methods FAA uses to communicate and the venues at which FAA shares this information). Please explain your reasoning.

The FAA does not currently take ownership of ground noise issues. Increasingly, ground noise issues at ACK are generated by outbound corporate aviation aircraft waiting for clearance to ground stop/ground delay programs in metro NYC and other regional destinations in the summer. ACK has little opportunity/ability to regulate noise or emissions on idling aircraft using main or APU power while waiting for an ATC clearance to depart. This is currently treated as a local issue however one over which ACK has little to no control.

The Airport serves as the point of contact for all aviation-related complaints. At Nantucket, the basis for complaints has historically shifted from flights operating under Visual Flight Rules (VFR) to Instrument Flight Rules (IFR). The result of the Airport’s noise complaint and investigation process for IFR flights is to refer the complainant to matters of FAA Policy. Residents are continually frustrated that there is not another level of recourse for noise complaints.

deriving from FAA policy. The absence of official FAA representation on local issues serves as a detriment to local Airports.

b. Should the FAA consider revisions to its policy on the use of supplemental noise metrics in the FAA's NEPA procedures? Please explain how this policy should be modified to improve FAA communication of noise changes when the FAA is making decisions that affect noise. Please explain your reasoning

Yes. Numerous studies have clearly shown the benefit of considering supplemental noise metrics on human and environmental factors, including one-time events. Furthermore, the inclusion and expansion of supplemental noise metrics will help aggregate a more accurate assessment.

ACK recently undertook a combined NEPA Environmental Assessment and companion state level "Mini Nepa." As part of the report, the Airport examined existing noise conditions and existing noise abatement policies. It details that while the Airport has published and distributed a VFR Good Neighbor/Fly Friendly Program to pilots, airlines, and operating companies which promotes voluntary flight procedures to avoid noise-sensitive areas and to reduce noise exposure on the island, it is unable to influence IFR flight paths. As IFR flights fall under FAA jurisdiction, it is critical that the FAA incorporate accurate and transparent monitoring of noise in these flight paths where the Airport is unable to extend its voluntary noise abatement policy.

c. What information about the change in noise resulting from civil aviation operations (e.g., UAS or drones, helicopters, fixed wing aircraft, rockets/commercial space transportation vehicles, and new entrant technologies) should the noise metric communicate to the public? Please explain your reasoning.

Advanced Air Mobility (AAM) represents a new frontier in air service development and community impact. Presumably, electric aircraft operators will be subject to all FAR for adherence to standard, and also protection of operation. The Commission requests that the FAA begin to interact with local communities on the aviation, recreational, and service components of AAM.

d. Please explain how the public will benefit if the FAA implements your proposal in response to Questions 6.a and 6.b.

The community of Nantucket is generally engaged with the Airport and knowledgeable in local noise policy and initiatives. Adoption of these suggestions by the FAA would improve Airport engagement and standing with the community and improve residential quality of life. Ownership of noise policy issues by the FAA, including air routing and ground noise, will increase the Airport's standing in the community.

Thank you for your review of these comments. The Commission looks forward to further opportunities to collaborate with the FAA on the important effort to update aviation noise policy.

Sincerely,



Arthur Gasbarro, Chair

Nantucket Memorial Airport Commission

Appendix E: Nantucket Airport Master Plan Working Group Meeting 02/25/14 Attendees



Nantucket Airport Master Plan Working Group meeting 2/25/14 Attendees

<u>Name</u>	<u>Organization</u>
Sam Bailey	Airport business*
Steven Berardo	Jacobs Engineering
Mike Burns	Nantucket Planning & Economic Development Commission
Tony Buscaren	resident
Armando Cardenas	Island Airlines, LLC
Meredith deCarbonnel	Jacobs Engineering
Dan Drake	Chair, Nantucket Airport Commission
Bob Egan	Nantucket Flying Association *
Peter Farrell	Cape Air
Arthur Gasbarro	Vice chair, Nantucket Airport Commission
Leslie Johnson	resident
Noah Karberg	Airport Environmental Coordinator
Anne McKinnon	Jacobs Engineering
Drew Mihaley	MassDOT Aeronautics
Tom Quigley	Surfside Association*
Tom Rafter	Manager, Nantucket Airport
Steven Rawding	MassDOT Aeronautics
Allen Reinhard	Nantucket Civic League
Bill Richardson	Jacobs Engineering
Katie Servis	MassDOT Aeronautics
P.J. Martin Smith	Director, Nantucket Chamber of Commerce
Ernest Steinauer	Mass. Audubon Society
David Sylvia	Compliance Officer, Nantucket Airport
Andrew Vorce	Director of Planning, Town of Nantucket

Absent:

Carol Dunton and Diane Archer

Working Group members shown in **bold**

* participated by telephone or video call

Appendix F: Draft Environmental Impact Report/Environmental Assessment Distribution List

Nantucket Memorial Airport Capital Improvement Plan Projects Draft Environmental Impact Report / Environmental Assessment Distribution List

Federal

Richard Doucette, Environmental Program
Manager
Federal Aviation Administration-New England
Regional Office
1200 District Avenue
Burlington, MA 01803

Michelle Ricci
Project Manager/Team Planner for
Massachusetts
Federal Aviation Administration-New England
Regional Office
1200 District Avenue
Burlington, MA 01803

Timothy L. Timmermann, Director
Office of Environmental Review
EPA New England-Region 1
5 Post Office Square, Suite 100
Mail Code 06-3
Boston, MA 02109-3912

Kira Jacobs
Drinking Water Quality and Protection Unit
U.S. EPA (OEP 6-2)
John W. McCormack Building
5 Post Office Square
Boston, MA 02109

State

Attn: MEPA Office
The Honorable Kathleen A. Theoharides,
Secretary
Executive Office of Energy and Environmental
Affairs
100 Cambridge Street, Suite 900
Boston MA 02114

Attn: MEPA Coordinator
Commissioner's Office
Massachusetts Department of Environmental
Protection
One Winter Street
Boston MA 02108

Attn: MEPA Coordinator
Jonathan Hobill
Regional Engineer
Massachusetts Dept. of Environmental
Protection-Southeast Office
20 Riverside Drive
Lakeville, MA 02347

Lionel Lucien
Massachusetts Department of Transportation
Public/Private Development Unit
10 Park Plaza, Suite 4150
Boston MA 02116

Mary-Joe Perry, District Highway Director
Massachusetts Department of Transportation
Highway District 5 Office
1000 County Street
Taunton MA 02780

Jeffrey DeCarlo
Aeronautics Administrator
Massachusetts Dept. of Transportation-
Aeronautics Division
Logan Office Center
1 Harborside Drive, Suite 205N
Boston, MA 02128

Nate Rawding
Supervisor, Environmental Department
Massachusetts Dept. of Transportation-
Aeronautics Division
Logan Office Center

1 Harborside Drive, Suite 205N
East Boston, MA 02128

William Francis Galvin, Chair
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125-3314

Attn: Project Review Coordinator
Lisa Berry Engler, Director
Massachusetts Coastal Zone Management
251 Causeway Street, Suite 800
Boston, MA 02114

Stephen McKenna
Regional Coordinator
Massachusetts Coastal Zone Management-
Cape Cod and Islands
3195 Main Street, P.O. Box 220
Barnstable, MA 02630

John Logan
Environmental Review
Massachusetts Division of Marine Fisheries
251 Causeway Street, Suite 400
Boston, MA 02114

Everose Schluter
Assistant Director
Massachusetts Natural Heritage and
Endangered Species Program
1 Rabbit Hill Road
Westborough, MA 01581

Massachusetts Dept. of Conservation and
Recreation
Main Office
251 Causeway Street, 9th Floor
Boston, MA 02114

Ron O'Connor, Director
Massachusetts Dept. of Public Health
Office of Local and Regional Health
250 Washington Street
Boston, MA 02108

Attn.: Paul Ormond, Energy Efficiency
Engineer
Massachusetts Department of Energy
Resources
100 Cambridge St., Suite 1020
Boston, MA 02114

Attn.: Brendan Place, Clean Energy Engineer
Massachusetts Department of Energy
Resources
100 Cambridge St., Suite 1020
Boston, MA 02114

Municipal

Nantucket Historical Association
15 Broad Street
P.O. Box 1016
Nantucket, MA 02554

Nathaniel Lowell, Chair
Nantucket Planning and Economic
Development Commission
Town of Nantucket
2 Fairgrounds Rd.
Nantucket, MA 02554

Andrew Vorce
Department of Planning & Land Use Services -
Director of Planning
Town of Nantucket
2 Fairgrounds Rd
Nantucket, MA 02554

Dawn E. Hill Holdgate, Chair
Select Board, Town of Nantucket
16 Broad Street
Nantucket, MA 02554

Ashley Erisman, Chair
The Nantucket Conservation Commission
2 Bathing Beach Road
Nantucket, MA 02554

Jeff Carlson – Natural Resources director
Nantucket Dept of Natural Resources
2 Bathing Beach Road
Nantucket, MA 02554

Stephen J. Visco, Chair
Board of Health
Town of Nantucket
3 East Chestnut Street
Nantucket, MA 02554

Roberto Santamaria - Health Director
Nantucket Dept. of Health
3 East Chestnut St
Nantucket, MA 02554

Ann Scott
Executive Director
Nantucket Atheneum
PO Box 808
1 India Street
Nantucket, MA 02554

Elizabeth C. Gibson
Town Manager
Town of Nantucket
16 Broad Street, 1st Floor
Nantucket, MA 02554

Robert McNeil
Town of Nantucket, Public Works Director
188 Madaket Road
Nantucket, MA 02554

Michael T. Burns, AICP
Town of Nantucket, Transportation Planner
2 Fairgrounds Road
Nantucket, MA 02554

Maureen Coleman
Public Records Compliance Officer
Town of Nantucket
16 Broad Street
Nantucket, MA 02554

Tribal

Cheryl Andrews-Maltais
Tribal Council Chairwoman
Wampanoag Tribe of Gay Head
20 Black Brook Road
Aquinnah, MA 02535

Airport

Daniel W. Drake, Chair
Nantucket Memorial Airport Commission
14 Airport Road Unit 1
Nantucket, MA 02554

Thomas Rafter, Airport Manager
Nantucket Memorial Airport
14 Airport Road
Nantucket, MA 02554

Noah J. Karberg
Assistant Airport Manager
Nantucket Memorial Airport
14 Airport Road
Nantucket, MA 02554

Other

Nantucket Marine
14 Sun Island Road
Nantucket MA 02554

African Meeting House
Museum of African American History
P.O. Box 2637
Nantucket, MA 02584-2637

Appendix G: Environmental Impact Report/Environmental Assessment Purpose and Need of Proposed Projects (2021)

*Nantucket Memorial Airport
Capital Improvement Plan
Final Environmental Impact Report / Environmental Assessment*

4 PURPOSE AND NEED

4.1 PURPOSE

The purpose of the proposed projects is to safely accommodate current and anticipated aviation demand, provide adequate facilities in support of aviation, and provide needed revenue at Nantucket Memorial Airport.

4.2 NEED

The need for the proposed projects is driven by existing and anticipated aviation demand, the condition of current infrastructure, Federal Aviation Administration (FAA) safety and security requirements, and airport staffing and revenue needs. The need for individual projects is described below. All project locations are shown in Figure 4.1. References to FAA design guidelines, unless otherwise noted, refer to FAA Advisory Circular AC 150/5300-13A – Airport Design.

Relocate Stub Taxiways and Rehabilitate Runway 6-24

Taxiways B and C provide aircraft with direct access from aircraft aprons to Runway 6-24. Direct access is a safety concern because the lack of turns makes it easier for pilots to unintentionally enter a runway. One segment of stub Taxiways B and C would be shifted to become offset from the rest of each stub. New fillets would also be needed to meet current FAA design guidelines, resulting in a small amount of new impervious surface.

Most of Runway 6-24 was last improved in 2004, and rehabilitation or reconstruction will soon be needed to maintain its useful life and functionality.

Decommission Runway 12-30 and Convert to Taxiway C

Runway 12-30 will be decommissioned (no longer designated a runway) because it is primarily used as a taxiway (Taxiway C) and it is not needed to accommodate the number of flights at the Airport. In addition, the pavement is dual use, i.e., it functions as a runway and taxiway, with the potential for conflicts between aircraft. Extensive geometry modifications would be required to maintain it as a runway, including eliminating the aligned taxiway access and creating end safety areas that meet FAA guidelines. Decommissioning the runway will involve pavement remarking.

Taxiway C Medium Intensity Taxiway Lights (MITLs) fixtures were last replaced in 2002 and are beyond their typical 10-year life expectancy. The current lights also require more energy than necessary. Additionally, based on FAA design standards, Taxiway C MITLs are not at the proper offset from pavement edges and are too low to the ground. This project includes decommissioning Runway 12-30, replacing Taxiway C light fixtures, and reviewing where these light fixtures should go to meet FAA design standards.

Replace Airfield Lighting Home-Run Cables

This project includes the replacement of the home-run cables (the cables to and from the main circuit breakers). The home-run cables vary in age from 10 to over 20 years old; most are more than 20 years

*Nantucket Memorial Airport
Capital Improvement Plan
Final Environmental Impact Report / Environmental Assessment*

old and are beyond their serviceable life and need to be replaced. The cables needing to be replaced run from the terminal area electrical vault, under the aircraft apron, and to an existing manhole. New cables may also be needed to reach existing airfield electrical systems, such as taxiway and runway lighting. Some of these cables may pass under the grass safety areas along or between taxiways, but all new cables are proposed to be installed in existing pavement and require new trenching.

Construct Runway 24 High-Speed Taxiway

Aircraft landing on Runway 24 currently can exit either at the end of the runway or on Taxiway D, which is approximately 3,984 feet from the Runway 24 threshold. This allows for only approximately 1 percent of large aircraft (12,500 – 300,000 pounds) to exit on Taxiway D during wet conditions and 8 percent of large aircraft to exit during dry conditions. Since Runway 24 serves this type of aircraft on a regular basis, most aircraft need to use the full length of the runway to land, which increases runway occupancy time and decreases the airport's capacity.

Air Traffic Control staff indicated that Runway 24 would function more safely and efficiently if arriving aircraft could exit the runway sooner, with shorter taxi distances to the South Apron. A recent study showed that a high-speed exit could accommodate 26 percent of large aircraft in dry conditions. The current runway and taxiway configuration requires unnecessary fuel burn, emissions, and noise from taxiing aircraft. Taxiing aircraft also require more time than necessary to reach the parking aprons.

Construct South Apron Expansion

There are severe shortages of aircraft parking spaces during the summer season. During some peak season weekends, ACK has had to close Runway 15-33, which carries commercial airline traffic, to accommodate overflow aircraft parking and make room for the jet fleet, as shown in the photograph below. Closing runways to park aircraft is a safety concern and is discouraged by the FAA. While these conditions occur during the peak summer season, the physical configuration of the existing apron, combined with the high volume of aircraft traffic within the South Apron, create operational safety and airfield capacity issues that must be addressed. The aircraft congestion also contributes to unnecessary noise and emissions, due to extended taxiing or waiting times or aircraft flying off-site to park overnight.

The South Apron is approximately 10.9 acres in area and supports both short-term and long-term GA parking. References to the South Apron below and elsewhere in this document include the entire 10.9-acre area. The number of aircraft able to park on the South Apron was determined based on standard separation between aircraft and areas needed for maneuvering. If used exclusively for each category of aircraft, the South Apron can accommodate up to 120 small piston, 50 twin-engine, 42 small jet, or 14 larger jets. The Master Plan estimated a need to accommodate 60 small engine, 15 twin-engine, 68 small jet, and 7 larger jets. Cumulatively, these aircraft exceed available space, and the number of small jets alone (68) will exceed the total capacity of the current South Ramp (42 small jets).

*Nantucket Memorial Airport
Capital Improvement Plan
Final Environmental Impact Report / Environmental Assessment*



Aircraft parking on closed runway due to lack of apron space



Planes parked with wing space overlapping

*Nantucket Memorial Airport
Capital Improvement Plan
Final Environmental Impact Report / Environmental Assessment*

A turf area south of the existing South Apron has historically been used for overflow parking for “light” (defined in this case as having a maximum takeoff weight less than 2,500 pounds) piston aircraft. It has been graded, stabilized, and irrigated to support aircraft weighing less than 2,500 pounds. Approximately 2.6 acres of turf adjacent to the paved South Apron accommodates up to 54 light piston aircraft. Approximately 50 percent of all ADG I small piston aircraft are considered light. The remaining 30 small piston aircraft, in addition to all twin-engine, small jet, and larger jet aircraft, would still need to be stored on paved surfaces.

An alternative is to require jets to fly to other regional airports overnight and return the following day or when needed. This is undesirable because it involves increased flights, noise, and emissions, and costs for the aircraft operators, and can lead to airspace capacity concerns.

Construct South Apron Noise Berm

There has also been local interest in a noise barrier (wall or berm) that would be constructed between the proposed South Apron Expansion and the adjacent residential neighborhood. There is local concern that the expanded South Apron would result in more airport noise and visible lighting in adjacent neighborhoods. A recent noise study¹ requested by the Airport Commission concluded that an earthen berm would decrease noise at receptors behind the berm while slightly increasing noise at a few receptors south of the berm. The berm might also to some degree reduce existing airport noise and visible lighting in the neighborhood. At this time, the need for this noise barrier is based on local interest and not on FAA regulations or guidance.

Relocate Taxiway G

The current 125-foot separation between parallel Taxiways E and G is 27 feet less than the FAA design criterion of 152 feet for ADG III aircraft (larger aircraft, such as JetBlue’s Embraer 190 and A220). This means that there are operational safety constraints for these aircraft, which have wingspans up to 118 feet. There is a need to provide safe wingtip clearance and taxiway separation. The current substandard separation can require aircraft to make unnecessary and inefficient taxiing maneuvers. It also requires special attention from the airport traffic control tower, so meeting the FAA design standard for separation would improve safety by reducing the control tower workload.

Relocate Perimeter Road and Fence

Coastal erosion is threatening the perimeter road and fence at the Runway 6 end. The perimeter road is needed for the airport to perform safety and security inspections and conduct airfield and navigational aid maintenance and upkeep without passing through the aircraft movement areas. Fencing keeps unwanted people and animals from entering the airport, which could pose a safety and security risk. It is important to maintain perimeter road access and fencing near the Runway 6 end. At current erosion rates, coastal erosion is expected to continue encroaching on the road and fence, and to physically damage these facilities within the next several years.

While it is impossible to predict when the coastal erosion will undermine the fence and road, it is important to reach agreement with agencies and other interested parties on when relocation is

¹ VHB. (2020). South Apron Noise Study, prepared for the Nantucket Memorial. January 29, 2020.

Appendix H: Final Environmental Impact Report/Environmental Assessment (2021) Distribution List

*Nantucket Memorial Airport
Capital Improvement Plan
Final Environmental Impact Report / Environmental Assessment*

State (continued)

Mary-Joe Perry, District Highway Director
Massachusetts Department of Transportation
Highway District 5 Office
1000 County Street
Taunton MA 02780

Jeffrey DeCarlo Ed.D, Aeronautics Administrator
Massachusetts Dept. of Transportation-
Aeronautics Division
Logan Office Center
1 Harborside Drive, Suite 205N
Boston, MA 02128

Nate Rawding, Supervisor
Environmental Department
Massachusetts Dept. of Transportation-
Aeronautics Division
Logan Office Center
1 Harborside Drive, Suite 205N
East Boston, MA 02128

William Francis Galvin, Chair
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125-3314

Attn: Project Review Coordinator
Lisa Berry Engler, Director
Massachusetts Coastal Zone Management
251 Causeway Street, Suite 800
Boston, MA 02114

Stephen McKenna
Regional Coordinator
Massachusetts Coastal Zone Management-Cape
Cod and Islands 3195 Main Street, P.O. Box 220
Barnstable, MA 02630

Daniel J. McKiernan
Director
Massachusetts Division of Marine Fisheries
251 Causeway Street, Suite 400
Boston, MA 02114

John Logan
Environmental Review
Massachusetts Division of Marine Fisheries
251 Causeway Street, Suite 400
Boston, MA 02114

Everose Schluter, Assistant Director
Massachusetts Natural Heritage and
Endangered Species Program
1 Rabbit Hill Road
Westborough, MA 01581

Massachusetts Dept. of Conservation and
Recreation
Main Office
251 Causeway Street, 9th Floor
Boston, MA 02114

Ron O'Connor, Director
Massachusetts Dept. of Public Health
Office of Local and Regional Health
250 Washington Street
Boston, MA 02108

Attn: Paul Ormond, Energy Efficiency Engineer
Massachusetts Department of Energy
Resources
100 Cambridge St., Suite 1020
Boston, MA 02114

Attn: Brendan Place, Clean Energy Engineer
Massachusetts Department of Energy
Resources
100 Cambridge St., Suite 1020
Boston, MA 02114

*Nantucket Memorial Airport
Capital Improvement Plan
Final Environmental Impact Report / Environmental Assessment*

Municipal

Nantucket Historical Association
15 Broad Street
P.O. Box 1016
Nantucket, MA 02554

Nathaniel Lowell, Chair
Nantucket Planning and Economic Development
Commission
Town of Nantucket
2 Fairgrounds Rd.
Nantucket, MA 02554

Andrew Vorce, Director of Planning
Department of Planning & Land Use Services
Town of Nantucket
2 Fairgrounds Rd
Nantucket, MA 02554

Dawn E. Hill Holdgate, Chair
Select Board, Town of Nantucket
16 Broad Street
Nantucket, MA 02554

Ashley Erisman, Chair
The Nantucket Conservation Commission
2 Bathing Beach Road
Nantucket, MA 02554

Jeff Carlson, Natural Resources Director
Nantucket Dept. of Natural Resources
2 Bathing Beach Road
Nantucket, MA 02554

Stephen J. Visco, Chair
Board of Health
Town of Nantucket
3 East Chestnut Street
Nantucket, MA 02554

Roberto Santamaria, Health Director
Nantucket Dept. of Health
3 East Chestnut St
Nantucket, MA 02554

Ann Scott, Executive Director
Nantucket Atheneum
PO Box 808
1 India Street
Nantucket, MA 02554

Elizabeth C. Gibson, Town Manager
Town of Nantucket
16 Broad Street, 1st Floor
Nantucket, MA 02554

Robert McNeil, Public Works Director
Town of Nantucket
188 Madaket Road
Nantucket, MA 02554

Michael T. Burns, AICP, Transportation Planner
Town of Nantucket
2 Fairgrounds Road
Nantucket, MA 02554

Maureen Coleman, Public Records Compliance
Officer
Town of Nantucket
16 Broad Street
Nantucket, MA 02554

Tribal

Cheryl Andrews-Maltas
Tribal Council Chairwoman
Wampanoag Tribe of Gay Head
20 Black Brook Road
Aquinnah, MA 02535

*Nantucket Memorial Airport
Capital Improvement Plan
Final Environmental Impact Report / Environmental Assessment*

Airport

Daniel W. Drake, Chair
Nantucket Memorial Airport Commission
14 Airport Road
Nantucket, MA 02554

Thomas Rafter, Airport Manager
Nantucket Memorial Airport
14 Airport Road
Nantucket, MA 02554

Noah J. Karberg, Assistant Airport Manager
Nantucket Memorial Airport
14 Airport Road
Nantucket, MA 02554

Other

Nantucket Marine
14 Sun Island Road
Nantucket MA 02554

African Meeting House
Museum of African American History
P.O. Box 2637
Nantucket, MA 02584-2637

Emily Molden, Executive Director
Nantucket Land Council
Six Ash Lane, PO Box 502
Nantucket MA 02554

George Reithof

Jared Smith

Ann C. Stader

Bob Bettachi

Claudia and Graham Kilvert

Lucille and Mara Weiner

Pat Callaghan

Surfside Association

Barbara and Mark White

Steven Gerard

Bob Thomas

Catherine Pierson

Reese Shepard

Kent Jarrell

Paul C. Shepard

Spencer Goldsmith

Alison Townsend

Appendix I: Capital Program Committee Meetings (09/10/2020, 09/23/2021, and 09/29/2022)

CapProCom Minutes for September 10, 2020, adopted Oct. 15



Town of Nantucket
Capital Program Committee
www.nantucket-ma.gov

Members: Stephen Welch (Chair), Pete Kaizer (vice chair), Richard Hussey (Secretary), Christy Kickham, Peter McEachern, Jason Bridges, Kristie Ferrantella

MINUTES

Thursday, September 10, 2020

*This meeting was held via remote participation using ZOOM and YouTube,
Pursuant to Governor Baker's March 12, 2020 Order Regarding Open Meeting Law*

Called to order at 10:04 a.m. and Announcements made.

Staff: Richard Sears, Assistant Director Finance; Alexandria Penta, Financial Analyst; Terry Norton, Town Minutes

Attending Members: Welch, Kaizer, Hussey, Kickham

Absent Members: McEachern, Bridges, Ferrantella

Early Departure: Kickham, 10:52 a.m.

Department Heads: Tom Rafter, Airport Manager; Noah Karberg, Assistant Airport Manager; Jamie Sandsbury, Airport Business and Finance Manager; Mark Willett, Director Wannacomet Water Company

Documents used: Copy of minutes for August 13, 20, & 27, 2020; FY2022 Capital Improvement Plan (CIP) Requests

Motion **Motion to Adopt the agenda.** (made by: Kaizer) (seconded)

Roll-call Vote Carried 4-0//Kickham, Hussey, Kaizer, and Welch-aye

I. PUBLIC COMMENTS

None

II. OVERVIEW AND DISCUSSION OF FY2022 CAPITAL REQUESTS & OUT-YEAR

1. Wannacomet Water Company (WWCo)

Discussion **Willett** – Replace water main Washington Street and Washington Street Extension (WANN 22-001). Have to have do a blow-off for asbestos on the pipe in the extension because the pipe goes out past Sayles flowing into the marsh. Working with Sewer and Department of Public Works (DPW) to do work together along Washington Street and the extension as well as improving the Washington/Francis Street intersection. It requires 2100 feet of pipe and dewatering, which increases the cost. Using retained earnings to fund the project at a cost of \$929,000; the Water Commission earmarked \$1m in retained earnings to cover unexpected costs.

Welch – On the cost and funding, the FY2023 entry for \$2.5m wasn't in previous request; asked if that is new.

Willett – Yes; that is a cost for work along Lily Street in the future.

Kaizer – Noted a 2021 request; confirmed they are pushing that request out. Looking at the 10-year CIP, it looks like in 2022 for the Washington Street work they were asking for \$3.2m; asked why the drop to \$1m.

Willett – Originally this request was going to include a lot more up through Orange Street; this was cut down to Washington Street and the extension, so it could be covered by retained earnings and to work in concert with Sewer.

Kickham – Asked if Orange Street is no longer part of this project and how long this should last.

Willett – Orange Street isn't a critical priority so can be pushed out 2 or 3 years.

Kickham – Regarding work on Pleasant Street.

Page 1 of 4

CapProCom Minutes for September 10, 2020, adopted Oct. 15

Willet – He has to work that out with Erika Mooney; it's difficult because this is a high-traffic route; we are considering night work as an option. He put more funds in contingency in case they do night work and need lighting.

Welch – Asked that in the description Mr. Willett include the intended streets and dates for FY2023 expense. We haven't worked out being able to track phased/multi-year/multi-request projects. Also, when we transmit this information to other boards, it answers questions in advance. Asked if there are changes to this versus to the prior year (not many). We're trying to get a more accurate handle on requests anticipated in the 10-year horizon; asked that those be input into the database.

Willet – He can get those in out to 2023.

Kaizer – Regarding out years, he's been asked about possible expansion of Town water to around the airport.

Willet – That could change over the next few years; water main extension plans over to Madequecham Valley are in the works and he is working with Finance to find funding sources. We don't know yet how far we have to go with that. We do have water up to the Evergreen side of the Airport.

Rafter – In our request, we are covering the watermain run out to Madequecham Valley Road.

Kickham – Asked about maintenance work.

Willet – He can see if any water main extensions are getting into areas we haven't identified. Also looking at a new site for a well and a new pump station; that could be a 2- 3-year process.

Welch – Asked if there are areas which have been identified closer to the airport.

Willet – We have a pump station on Lovers Lane with space to add a well and another pump station.

2. Nantucket Memorial Airport

Discussion **Rafter** – We've received 100% funding for the Taxiway Echo project and 100% funding of the FY2020 security project. First is the Airport Master Plan update (NMA 19-003): environmental assessment \$250,000 for those near-term projects identified in EAEIR. ALP Geometry study to resolve non-standard geometry upgrades. South Apron Expansion for \$15.250m and includes modifications to Taxiway Golf and decommission Runway 12/30 to convert it to a taxiway. \$400,000 for MEPA/MESA update. He also has a Terminal Study for \$500,000 to look at congestion at the TSA checkpoint, which is undersized. Groundwater and soil investigation supplemental, aka PFOS, is for \$6.7m (NMA 20-021); we have \$500,000 appropriated. We now have authorization for appropriation of \$3.5m; this includes the installation of a waterline along the airport edge to Monohansett, across the airport and out to Madequecham Valley Road. This project will have a significant impact on Airport finances. Reviewed reasons why this is so expensive and impactful.

Kickham – He's guessing other airports have had to deal with similar issues with the foam; asked if there is any Federal funding.

Rafter – At this point there is no Federal funding for this. We've been in close contact with Hyannis-Barnstable Airport; the major difference is that the area around that airport is all on Town Water. The Vineyard is the closest parallel.

Kickham – Asked if the Federal Aviation Administration (FAA) has issued different measures to mitigate continuation of the PFOS issue.

Rafter – We purchased a cart that eliminates dispensing the foam into the environment. The FAA is looking into the availability of "Green" foam. The foam in the fuel tanks will be taken away for free.

Welch – Asked if there would be any retooling needed to use that new product.

Rafter – We had to retrofit the fire trucks to use the cart. The fact the fuel farm system is being completely redone eliminated a lot of retooling.

Karberg – There is a Federal-approval foam to clean out all traces of the old foam on the fire trucks.

CapProCom Minutes for September 10, 2020, adopted Oct. 15

Welch – The standard being used asked if it is Massachusetts or Federal.

Rafter – There are no Federal standards; only State standards.

Welch – Asked where this is relative to other states.

Karberg – There are only 12 to 14 states regulating PFOS at an average of about 17 parts per trillion.

Welch – With respect to funding sources, asked if there is any industry discussion that there will be federal funding.

Rafter – He wouldn't count on any FAA money. Our commission is reviewing a number of law firms to hire to go after the manufacturers; there might be other loans we can get. This is an emergency and work must be done to prevent imminent hazard. This is a project we need to front load for quick reaction; we can't wait for Town Meeting to react.

Karberg – Over the past few years, there have been bills introduced in Congress which haven't gone anywhere; the Republican side has promoted a liability exemption for commercial service airports which would make super funding available.

Rafter – That required marking it is an on-going capital item. Other projects include: replace John Deere tractor; replace 26-year old dump truck; replace all ARC turnout gear; replace one of two Operations Department buses.

Welch – Looking at the sheet, you are carrying \$250,000 for upcoming years; something seems off.

Sandsbury – ARC and the bus are combined under Operations.

Kaizer – Right now we have only one out-year request; assumes we will get additional out-year projects.

Welch – This will be a follow-on to Mr. Willett; this is through the Town Manager and is ongoing. We want to ensure all out-year projects and costs are reasonably included in the 10-year CIP.

Sandsbury – That captures the AIP projects. She hasn't had time to go through the rest. There is one missing section; she's working on getting the 10-year CIP as accurate as possible.

Rafter – The FAA out-year project format shows the funding sources and has to go out 5 years in advance; at the bottom are non-AIP projects. The form gets merged into the CapCom format.

III. UPDATE ON CIP REQUEST ACCESS

Discussion None

IV. THER BUSINESS

1. Green Sheet/Committee Reports
 - a. None
2. Member Comments
 - a. None
3. Date of the next meeting
 - a. Thursday, September 17, 2020 at 10:00 a.m.

V. APPROVE MINUTES

1. August 13, 2020
2. August 20, 2020
3. August 27, 2020

Motion No action at this time due to lack of quorum

Roll-call Vote N/A

Adjournment:

Motion **Motion to Adjourn at 10:52 a.m.** (made by: Hussey) (seconded)

Roll-call Vote Carried 3-0//Kaizer, Hussey, and Welch-aye

Submitted by:

Terry L. Norton

CapProCom Minutes for September 10, 2020, adopted Oct. 15

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Town of Nantucket Capital Program Committee

www.nantucket-ma.gov

Members: Stephen Welch (Chair), Jill Vieth (vice chair), Richard Hussey (Secretary), Jason Bridges, Kristie Ferrantella, Pete Kaizer, Christy Kickham

MINUTES

Thursday, September 23, 2021

*This meeting was held via remote participation using ZOOM and YouTube,
Pursuant to Governor Baker's March 12, 2020 Order Regarding Open Meeting Law*

Called to order at 10:02 a.m. and Announcements made.

Staff: Richard Sears, Assistant Director Finance; Terry Norton, Town Minutes
 Attending Members: Welch, Vieth, Bridges, Ferrantella, Kaizer, Kickham
 Absent Members: Hussey
 Late arrival: Kickham 10:04 am
 Early departure: Bridges
 Department Reps: Tom Rafter, Airport Manager; Noah Karberg, Assistant Airport Manager;
 Documents used: Draft minutes for September 2, 2021; FY2023 Capital Improvement Plan (CIP) Requests

Adoption of Agenda:

Motion **Motion to Adopt the agenda.** (made by: Vieth) (seconded)

Roll-call Vote Carried //Vieth, Bridges, Kaizer, Ferrantella-aye

I. PUBLIC COMMENTS

None

II. APPROVE MINUTES

I. September 2, 2021

Motion **Motion to Approve.** (made by: Vieth) (seconded)

Roll-call Vote Carried 6-0//Vieth, Bridges, Kaizer, Ferrantella, Kickham, and Welch-aye

III. OVERVIEW AND DISCUSSION OF FY2023 CAPITAL REQUESTS & OUT-YEAR

I. Nantucket Memorial Airport

Discussion **Karberg** – Reviewed FY2023 capital requests: Nobadeer Farm Road Housing at \$1.15m; Maintenance/Equipment/Vehicle purchase at \$389,000; TSA Flooring Replacement at \$53,000; IT & Equipment Upgrades \$155,000; Paint & Beads & Rubber/Markings Removal at \$729,000; South Apron Noise Berm Construction at \$1.35m; A220 Gate Hardstand at \$1.1m; Gate 8/Hangar 8 Paving at \$350,000; Permitting for Airport Layout Plan Update Projects & Runway 67-24 Reconstruction at \$500,000; Commuter Apron Reconstruction at \$6.4m; Terminal Improvements at \$8m; Airport Rescue & Fire Fighting Truck at \$1m; Direct Digital Control System for Terminal Geothermal at \$364,000; and the Airport Master Plan at \$650,000.

Vieth – Asked what repaving is occurring now.

Karberg – That is Taxiway Echo.

Kickham – The vehicles, asked about the primary operations vehicle, the Compliance Manager vehicles, and if any are vehicles are new or replacement

Karberg – A Ford pickup with a mobile tablet is a replacement for the operations vehicle. The Compliance Manager position has been vacant and so there has not been a specified vehicle. The electric vehicle is for managing the parking lots.

Kickham – Asked if the parking vehicle could be a golf cart.

Karberg – We need a vehicle able to support the technical equipment.

CapProCom Minutes for September 23, 2021, adopted Oct. 28

Kaizer – Asked for a breakdown of projects with costs that are bolstered by the Town or the Federal Aviation Administration (FAA) funds.

Karberg – Housing is airport funded; vehicles are airport funded with an 80% cost share with Massachusetts Department of Transportation (Mass DOT) grant; IT upgrade, flooring, and marking removal are airport funded.

Kaizer – Vehicles are usually presented as separate line items; that sometimes make it easier to know what vehicles we're looking at and if they are new or replacement. Doing that would be a big help.

Welch – It would help to have a one-layer-down summary of vehicles – a breakdown with a brief description of the equipment and vehicles.

Karberg – He will make that format available to the committee.

Vieth – Asked if the berm will be outside the fence.

Karberg – Entirely inside the Airport fence, which is abutted against the northwest boundary of the ramp. Described existing and proposed additional vegetation. It will be similar to the Seonset Sewer Plant berm. He will distribute the noise study to the committee members.

Welch – Asked if this is a pilot project.

Karberg – This is the only projected noise berm.

Welch – Back to the vehicles, asked for a breakout of the individual pieces of equipment and vehicles below the line item.

Karberg – Regarding the Gate Hardstand and Rescue and Fire Fighting vehicles, Jet Blue is replacing their current aircraft serving the Island with the Airbus 220, which is longer, wider, and heavier; that will move the Airport up a category regarding emergency response requirements.

Welch – The single largest expense is PFAS related; asked if there is a chance the FAA will provide funding.

Karberg – He doesn't expect any relief regarding PFAS coming from the FAA. He thinks it will come back to user funding and costs recovered from responsible parties.

Welch – Back to housing, he thinks the cost per unit is nearly 2 orders of magnitude the projection for the Town employee housing. Clarified these are 2 units with a total of 5 bedrooms.

Rafter – It's 2 buildings, each with 2-bedroom and 3-bedroom units.

Welch – That's a total of 10 beds. Suggested as opposed to paying a premium for construction costs to try to leverage existing housing stock and keep the land open for future employee housing at a lower cost. Asked Mr. Karberg to touch on larger out-year projects.

Karberg – FY2024 the construction costs for housing is \$5.528m; vehicle maintenance is \$490,000; the next phase for 220,000 square feet of apron reconstruction and reconfiguring Taxiway Charlie. For FY2025, we're looking at \$19.8m for the next phase of apron reconstruction for small corporate jets/general aviation and relocation of Taxiway Foxtrot. For FY2026, \$41.2m is for reconstruction of the main air-carrier runway.

Kaizer – Looking at the housing number, right now real estate is very expensive, but duplexes are selling for less than \$2m. Asked the possibility of buying housing.

Rafter – Reminded the group of the challenge they face regarding timing and annual town meeting; all our applications are due May 1.

Welch – He didn't see that housing is AIP funded; if it were, it would be in the art of the language. Suggested trying to work in purchases to certain specifications and working out other uses for that vacant lot.

Rafter – He'll working language for the bond offering.

Welch – Asked Mr. Karberg to send a breakdown of vehicles to Mr. Sears.

IV. RORI REVIEW AND RESOLVE OUTSTANDING ISSUES

Discussion **Welch** – Relative maintenance equipment and vehicles, suggested a discussion on how to package this; that also allows our recommendations to address sub-items we don't want to put forward.

CapProCom Minutes for September 23, 2021, adopted Oct. 28

Kaizer – His only comment to that request, some vehicles and equipment are under \$50,000. Mr. Welch's suggestion would be prudent.

Welch – Breaking them out could also become an asset management tool allowing easy tracking of cost and supplemental funding.

Kickham – Asked about approaches for AIP funded projects if there is a formula for full funding with reimbursement.

Sears – We request the borrowing for the full amount, then if we get the funding, we don't borrow that full amount.

Rafter – The FAA requires up front full funding, but we don't borrow the full amount. Mr. Turbitt works very closely with the FAA.

V. OTHER BUSINESS

1. Green Sheet/Committee Reports
 - a. None
2. Good of the Order
 - a. None
3. Date of the next meeting
 - a. Thursday, September 30, 2021 at 10:00 a.m.: RORI review workshop

Adjournment:

Motion **Motion to Adjourn at 11:00 am**, (made by: Vieth) (seconded)

Roll-call Vote Carried 5-0//Vieth, Kaizer, Kickham, Ferrantella, and Welch-aye

Submitted by:

Terry L. Norton



MEETING POSTING

TOWN OF NANTUCKET

Pursuant to MGL Chapter 30A, § 18-25

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

RECEIVED

2022 SEP 27 AM 08:48
NANTUCKET TOWN CLERK
Posting Number: T 866

Committee/Board/s	Capital Program Committee
Day, Date, and Time	Thursday, September 29, 2022 @ 10:00 AM
Location / Address	IN PERSON PARTICIPATION at 131 Pleasant Street (Trailer) REMOTE PARTICIPATION VIA ZOOM The meeting will be aired at a later time on the Town's Government TV YouTube Channel https://www.youtube.com/channel/UC-sgxAlfdoxteLNzRAUHIxA
Signature of Chair or Authorized Person	Brian E. Turbitt

WARNING: IF THERE IS NO QUORUM OF MEMBERS PRESENT, OR IF MEETING POSTING IS NOT IN COMPLIANCE WITH THE OML STATUTE, NO MEETING MAY BE HELD!

AGENDA

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

Join Zoom Meeting

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

Meeting ID: 875 2332 0580

Passcode: 362140

1. Call to Order, Roll Call
2. Audio/Video Announcement
3. Approval of Agenda
4. Public Comment
5. Introduction of New Capital Committee Member: Barry Rector
6. Minutes-Potential adoption of minutes from September 22, 2022
7. FY24 Capital Requests and Out-year Discussion: Airport
8. Discussion of Potential new Day and Time for Meetings

9. Report-writing Workgroup – Update action items:
 - a. Add a Comments and Footnotes field to DB (08/11/22) – Finance/PLUMB (Priority: High)
 - b. Template report for workgroup/timely delivery (08/11/22) – Finance/PLUMB (Priority: High)
 - c. Finalize workgroup members' respective report writing responsibility – CapCom (Priority: High)
10. Green Sheet/Committee Reports
11. Good of the Order
12. Date of Next Meeting – Thursday October 6, 2022 at 10:00AM
13. Adjournment

Category	Project Name	FY	Estimated Cost	Project Description	FAA Entitlement/ Discretionary	MassDOT	Airport
Non-Federal Memorial Airport FFA Capital							
AIP Projects	Runway 24 High Speed Exit Taxiway	2024	\$ 5,040,000	Construction of new high speed exit taxiway to reduce taxi times, decrease fuel consumption, and enhance availability of over-water noise abatement flight tracks. The construction of this taxiway will increase efficiency and reduce runway occupancy time. This project also includes the demolition and construction of approximately 500 LF of new perimeter security fence.	\$ 4,136,000	\$ 252,000	\$ 252,000
	SUPPLEMENTAL South Apron Expansion	2024	\$ 22,680,000	Expansion of South Apron to eliminate aircraft parking on Runway 15-33. This alternative proposes an extension of the South Apron to accommodate ten relocated jet engine aircraft: four Gulfstream G450, five Bombardier Global 5000, and an Airbus A320X. This project also includes the demolition and construction of approximately 500 LF of new perimeter security fence.	\$ 20,412,000	\$ 1,134,000	\$ 1,134,000
AIP Projects	Perimeter Road and Fence Relocation	2024	\$ 1,000,000	Portions of the existing approximately 20-foot-wide gravel perimeter road and perimeter security fence run along the edge of the coastal dunes. The perimeter security fence is eight feet high and topped with barbed wire. Coastal erosion and rising sea levels threaten the existing security fencing and perimeter road. An additional 1,000 linear feet of the demolition and construction of new perimeter security fence is also included within this project.	\$ 900,000	\$ 50,000	\$ 50,000
AIP Projects (BLL)	SUPPLEMENTAL Terminal Improvements	2024	\$ 9,000,000	Supplemental Terminal improvements including secure bag claim, a new holdroom, secure flight ticket lobby, outbound baggage, and an air line ticket lobby. Please note that only approximately 25% of this project is eligible.	\$ 5,670,000	\$ 315,000	\$ 3,015,000
Infrastructure	Noblesville Farm Road Development (Phase 1 - Construction)	2024	\$ 5,130,000	The construction of crew quarters to provide housing for Aircraft Rescue and Firefighting Services. This will allow for the workers to live on the island while attending the housing shortage for people who work on Nantuxet throughout the year, while maintaining the reliability and safety of the airport. This project proposes the construction of employee housing for four dwelling units. The proposed four dwelling units would consist of two 1,320-square-foot buildings.	\$ -	\$ -	\$ 5,130,000
Infrastructure	EV Charging Infrastructure	2024	\$ 1,200,000	Design and installation of upgrades to the electrical distribution systems and EV charge points to serve airport vehicles, customer vehicles, and concession/tenant operations. The primary purpose of the project is to determine the electrical needs and install the appropriate infrastructure.	\$ -	\$ -	\$ 1,200,000
Infrastructure	Jet A Tank Exterior Painting	2024	\$ 96,000	Re-painting four (4) 15,000 gallon above ground jet A fuel storage tanks. This is for the exterior only. The single wall jet fuel tanks need to be repainted every 10 years due to salt air and exposure. This also helps to reduce the daily hood of roof forming.	\$ -	\$ -	\$ 96,000
Maintenance/Equipment	Prior and Break & Rubber & Markings Removal (Multi-Year T)	2024	\$ 503,500	FAA Part 139 requires the airport markings to meet certain standards. NMA has developed a multi-year plan to break out the removal and re-painting of the airfield. Previously performed by MASS DOT. This request is for Runway 15-33.	\$ -	\$ -	\$ 503,500
Maintenance/Equipment	Replace Airport 15: Repainting Parking Lot and Luggage Carts	2024	\$ 110,000	Replace Airport 15: Repainting Parking Lot and Luggage Carts	\$ -	\$ -	\$ 110,000
Operations/ABFF	Luggage Tag	2024	\$ 384,000	To replace existing 2007 two vehicle bag tag 15 years old and has reached its useful life. This tag would be utilized on General Aviation ramp for ABFF private and corporate jets. This tag can also be used for LARGE Air Carrier aircraft towing and during emergencies, such as flat tires on runways.	\$ -	\$ -	\$ 384,000
Operations/ABFF	ABFF Tools and Equipment & PFAS Decontamination	2024	\$ 393,000	Purchase of firefighting SCBA, hoses, nozzles, tools and equipment for new ABFF truck. Additional equipment is required for ABFF truck purchase that is not ABFF eligible. Existing ABFF equipment will be decontaminated with a new Fluorine-Free firefighting foam is available. It is not sufficient to only replace foam at old PFAS-containing foam could still provide entrisions to the environment.	\$ -	\$ -	\$ 393,000
			\$ 45,535,500		\$ 31,518,000	\$ 1,751,000	\$ 12,266,500
	AB Projects/ABP (BLL)		\$ 37,720,000				
	Prior and Break & Rubber & Markings Removal (Multi-Year T)		\$ 6,426,000				
	Maintenance/Equipment		\$ 613,500				
	Operations/ABFF		\$ 776,000				
			\$ 45,535,500				
	AB Projects		\$ 37,720,000				
	FAA Entitlement/Discretionary		\$ 31,518,000				
	MassDOT		\$ 1,751,000				
	Airport		\$ 12,266,500				

Appendix J: Finance Committee Meetings 02/01/2022 and 01/28/2023

FinCom Minutes for February 1, 2022, adopted Feb. 8, amended Feb. 10



Town of Nantucket Finance Committee

www.nantucket-ma.gov

Committee Members: Denise Kronau (Chair), Stephen Maury (Vice-chair), Joseph T. Grause Jr., Peter McEachern, Joanna Roche, Peter Schaeffer, Chris Glowacki, Jill Vieth, George Harrington

~~ MINUTES ~~

Tuesday, February 1, 2022

This meeting was held via remote participation using ZOOM and YouTube.

Called to order at 4:02 p.m. and announcements made by Ms. Kronau

Staff in attendance: Libby Gibson, Town Manager; Brian Turbitt, Director of Finance; Rick Sears, Deputy Director of Finance; Mariya Basheva, Financial Analyst; Terry Norton, Town Minutes Taker

Attending Members: Kronau, Maury, Grause, Roche, Schaeffer, Glowacki, Vieth, Harrington

Absent Members: McEachern

Documents used: Departmental FY2023 Operating Budgets

Adoption of agenda

Motion **Motion to Approve.** (made by: Maury) (seconded)

Roll-call Vote Carried 8-0//Schaeffer, Grause, Vieth, Harrington, Glowacki, Maury, Roche, and Kronau-aye

I. PUBLIC COMMENT

1. None

II. REVIEW AND DISCUSSION OF FY2023 GENERAL FUND, ENTERPRISE FUNDS, AND SPECIAL REVENUE FUNDS OPERATING BUDGETS

1. Nantucket Police Department/Harbor Master/Office of Emergency Management

Dept. Head Chief William Pittman
Deputy Chief Charles Gibson

Discussion **Turbitt** – We left off Saturday, January 29th after Chief Pittman's presentation.

Glowacki – Asked if the 2 officer positions are incremental to the 2 open positions. Also, is that what you can hire or what you have the budget for.

Pittman – That would bring us up to 43 police officers; the 2 positions would allow staffing at the Airport which has become the victim of the short staff. We could always you more people but finding them is the problem.

Glowacki – Regarding the 5 requested lifeguards, asked if there is data on rescues outside the patrolled core areas.

Pittman – He doesn't have the number in front of him; he'll get it to the Commissioners. Taking the combination of lifeguarded beaches and adding them up, the number of rescues is greater than the outside areas. In the unguarded areas, rescues are made based upon phone calls.

Glowacki – Asked what constrains the hiring of lifeguards to 5.

Pittman – We are considering opening a post in one currently unguarded area; the 5 would be to fill that.

Glowacki – Regarding another detective, asked what the impact or loss is when there aren't sufficient detectives.

Pittman – They are incremental in solving crimes.

Roche – Regarding the business license inspector, asked if this is a promotion for the coordinator.

Pittman – We've had a series of reorganizations in the Business License Division. There never was a coordinator; we are asking for a license inspector.

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Roche – Regarding the renovation of the Harbor Master building, asked if the supplemental funding is additional or was voted in last year.

Pittman – This is additional; the bids were way over what was appropriated.

Gibson – If it passes Town Meeting and the ballot, we can put it back out to bid in late August, get started with the demolition in fall, and move construction through 2023. We were in front of Coastal Resiliency; the building is in VE-11, which is a FEMA velocity zone. We were able to use an innovative foundation that allows floodwater to pass through without impact on stability of the building.

Roche – Asked the additional expense beyond the original vote.

Gibson – The bids came in at \$6m. The original appropriation was for \$3m.

Pittman – Saturday's winter storm was an example of why the building has to be replace; floodwaters went through the building and severely compromised the floor structure; we are doubtful we can open the toilets and showers.

The Town Pier is not as bad as people think; about 20' of decking was dislodged at the end of the pier and numerous planks knocked loose. We expect it to be put back together before the Season and expect repairs to cost to be no more than \$50,000.

2. Nantucket Fire Department

Dept. Head Fire Chief Stephen Murphy

Discussion **Murphy** – Reviewed departmental goals: professional development, development of specialized rescue services, and continued development of a comprehensive wildfire protection plan.

(4:21) FY2023 Initiatives include: Advanced Life Support, develop and rebuild the department's call members, and professional development.

FY2023 Priorities include: continue to grow the department's Advanced Life Support (ALS) ambulance services and train and certify new paramedics; continue to provide the opportunity for members to participate in professional development programs; and develop a program with the Labor Union to address the health and wellbeing of our members.

Overview of numbers and significant changes year to year – increase in calls for service, fire response calls for service, and emergency medical services.

FY2023 Exceptions

Personnel – Part-time administrative specialist to full time, additional 2 firefighters/paramedics, and increase overtime.

Capital – replace Self-contained Breathing Apparatus (SCBA), Advanced Life Saving Equipment, replace Ambulance 3, Technical Rescue Equipment, Active Shooter Response protective equipment, Firefighting foam-disposal and replacement (PFAS free), replace Utility Truck, and Utility Terrain Vehicle (UTV). Withdrew the request for replacement of portable radios.

Operational – Rope Rescue Equipment and Safety and protective gear, alternate to structural firefighting gear.

Schaeffer – Asked why the health insurance costs are so low.

Turbitt – Health Insurance is in a separate general fund budget item. The payroll taxes are allocated to each department.

Schaeffer – Asked if the numbers are net with disposal of old.

Murphy – The old equipment would be put out to bid with surplus going back into the fund.

Schaeffer – Asked if all the new big houses are putting the department in an awkward position.

Murphy – A lot of these houses are commercial sized and made of light-weight composite materials. How we access them, run hoses, and how aggressive we are impact our operation. We are talking to the Nantucket Builders Association about installing home sprinklers.

Kronau – Asked how the actuals are looking.

Murphy – Personnel is fine; operations is on edge because of repairs to the ladder truck.

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Grause – There was a lot of debate about moving the fire station and talk about remote locations; asked how operating at the new location and response times are working out.

Murphy – He hasn't seen any large change. His people are good about not using Newtown Road. Our response times aren't negatively impacted. How we staff and respond is our best use of manpower and equipment.

Grause – Asked about any big capital requests coming up.

Murphy – Replacing the ladder truck is coming up in a couple of years.

3. Nantucket Water Company (NWC)

Dept. Head Mark Willett, Manager NWC

Discussion **Turbitt** – Noted this is the first year with the consolidated budget.

(4:43)

Willett – Goals for FY2023: complete Airport water main project, continue planning of water main west of the Airport; and continue groundwater investigation and model.

FY2023 Initiatives: incorporate solar power and continue cooperation with other departments while planning large projects.

FY2023 priorities: keep all employees safe, maintain water quality through sampling and improve the water distribution system.

Exceptions: our only capital project will come out of retained earnings: water service to Delta and Nobadeer Playing Fields. Operating – salary increase \$15,000; increase in electricity & propane, building maintenance and repair, operations, water sampling will increase because due to rise in PFAS testing, field work-water, building and equipment and add new equipment.

Vieth – Asked for an explanation on how the hook up to the water main will occur west of the Airport and are homeowners paying for all the tie in and are people required to hook up.

Willett – Right now, the Airport is covering the cost of the current water main project and the material is at a reduced cost for anyone who chooses to do so now. When we run a water main down a road, it is not mandatory to tie in.

Vieth – Asked if water quality testing is increasing in connection with real estate sales.

Willett – He's getting a lot calls about private wells and what the sample results mean. More and more people are picking up the idea of what is and is not in their ground water. We don't do private well sampling. We discovered PFAS through the Massachusetts Department of Environmental Protection (DEP) Unregulated Contaminant Rule; we continue to search for emergent contaminants.

Grause – The projected revenue for FY2023 is about \$800,000 increase, asked if that is water sales or rate change.

Willett – We haven't changed our rates; the increase in water sales and connection fee. Also, there's a fee attached to the Fire Service Connection; the number of those have increased.

Grause – Two staff members are retiring; asked what the concerns are about recruitment.

Willett – It's not hard to find people, it's hard to find housing and keep people. The people who will move into those spots have been here 16 years. We encourage home-grown applicants. We're looking at using retained earnings to purchase a home or build a home on the property. We currently have employee housing.

4. Nantucket Memorial Airport Enterprise Fund

Dept. Head Tom Rafter, Airport Manager

Dan Drake, Airport Commission

Discussion **Rafter** – FY2023 Goals: complete construction of Taxiway E, decommission Runway 12-30; continue PFAS work; and complete design for employee housing/crew quarters. Other goals include: complete terminal optimization study, Taxiway G relocation, gate 8/Hangar 8 paving, expand non-aeronautical revenue generation, develop available hangar sites, and complete non-standard geometry study.

(5:00)

FY2023 Initiatives & Accomplishments: continue Taxiway E construction, complete security project, and begin fuel farm rehabilitation. Other initiatives include: implement new rates and

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charges, institute new airline lease agreements, continue non-aeronautical development on Bunker Road, and complete HVAC controls project.

FY2023 Priorities: Safety & security, quality service, financial sustainability, public health and environmental mitigation, and improved air service.

FY2023 Department Overview: significant increase in activity with less staff, continued staffing availability challenges, and continued increased costs with PFAS program requirements. Key issues include: accommodating growth in both commercial and general aviation traffic, continued ferry competition, rates and charges – cost recover, funding the National System – FAA Funding/State Funding/CARES Act Funding, and fuel capacity and supply chain issues.

FY2023 Exceptions Capital Items: Nobadeer Farm Road housing development-design and OPM, maintenance equipment/vehicle purchase, TSA flooring replacement, IT and Equipment upgrades, paint and beads and rubber/markings removal, south apron noise berm construction, A220 gate hardstands, Gate8/Hangar 8 paving, permitting for Airport Layout Plan (ALP) update projects and Runway 6-24 reconstruction – AIP, commuter apron reconstruction – AIP, terminal improvements – AIP, Airport rescue and firefighting truck – AIP, direct digital control system for terminal geothermal (supplemental funding), and Airport Master Plan – AIP.

FY2023 Proposed Budget. It looks like a huge anomaly in payroll but a \$2.1m Airport Cares Act grant is not shown. Professional services expense is increasing. Reviewed actuals: retained earnings look good and haven't done a debt service in a number of years. Trying to position ourselves to receive as much Federal money as possible for terminal improvement. No major changes in staffing; no new positions but hoping to back fill.

Harrington – On some of the upgrades, especially the south apron berm, asked the timeframe to start work.

Rafter – We have to go through a permitting process so start of construction is probably a couple of years out.

Maury – The presentation was very clear. We're not seeing any major revenue changes. Asked to highlight the one major opportunity and one major threat.

Rafter – The major opportunity is we are a high-end leisure market. One of the biggest threats is the law-enforcement challenge if we can't get police out here.

Maury – Asked if flights can't be accommodated unless a police officer is present.

Rafter – We are required by TSA to have a police officer present during screening activities. We are trying to get a waiver for off-site response; we could only get that till about May 1. The Airlines have serious concerns about that.

Grause – Asked for a update on what the Airport owes the Town regarding money loaned to balance their books several years ago.

Rafter – Our annual payment is \$235,000 with about \$4m outstanding. He recommends the Airport try to knock that down by advancing payments; we are currently in a position to do that.

Turbitt – It is in that vicinity. The payment of \$235,000 yearly can be offset if the Town uses material from any Airport work; we have taken advantage of that arrangement.

Vieth – Asked for an explanation on the accounting of Airport payments for the water hook up.

Rafter – We have a contract with Robert B. Our. We are paying for those wells that tested above a certain amount. Our PFAS costs are about \$6m with the watermain being about \$3m of that. We will be updating on our PFAS program at the Feb 8 Commission meeting.

Schaeffer – Asked how many people commute by plane.

Rafter – He thinks right now it's just UPS and Marine Home; those are charter aircraft. We also have a lot of medical personnel who come in once a month by charter.

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Kronau – The fuel expense went up 40% and is expected to continue to rise in the coming year; asked what the Fuel Revolver is expected to be.

Rafter – The increase will be connected to price; looking to increase the revolver cap to \$6m. Between the Operating and Revolve Funds we have a \$9m in fuel; some will go towards the Fuel Farm and we'll need to fund the change-over.

Vieth – Asked if every non-aeronautical commercial space available is leased out.

Rafter – We still have some non-aeronautical land available.

Kronau – Of Capital projects, asked if all the projects were approved and prioritized by the Capital Program Committee (CapCom).

Rafter – He believes so; the majority of our capital projects receive 95% Federal and State funding. During COVID, 100% of Taxiway Echo was funded.

5. Sewer Enterprise Fund

Dept. Head David Gray, Sewer Manager

Discussion **Turbitt** – Sewer will be rescheduled for a future meeting.

Kronau – Asked what happens if we find out later that some of the capital projects were not recommended by CapCom.

Gibson – CapCom recommends, they don't approve.

Vieth – To her knowledge, CapCom is not recommending the Airport housing project.

III. COMMITTEE REPORTS

None

IV. NEXT MEETING DATE/ADJOURNMENT

Date: Thursday, February 3, 2022; 4:00 p.m.

School Budget, Articles 38, 80, and 81.

February 8th, we will review 7 articles with legal issues.

February 14th & 15th, we have the Planning Board and Real Estate.

V. OTHER BUSINESS

None

VI. ADJOURNMENT

Motion **Motion to Adjourn at 5:27 pm.** (made by: Roche) (seconded)

Roll-call Vote Carried 8-0//Schaeffer, Grause, Roche, Vieth, Glowacki, Harrington, Maury, and Kronau-aye

Submitted by:

Terry L. Norton

MEETING POSTING**TOWN OF NANTUCKET**

Pursuant to MGL Chapter 30A, § 18-25

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

RECEIVED

2023 JAN 20 AM 10:30
NANTUCKET TOWN CLERK
Posting Number:T 070

Committee/Board/s | FINANCE COMMITTEE

Day, Date, and Time | Saturday, January 28th, 2023 @ 8 AM

Location / Address | REMOTE PARTICIPATION VIA ZOOM
The meeting will be aired at a later time on the Town's Government TV YouTube Channel
<https://www.youtube.com/channel/UC-sgxAlfdoxteL.NzRAUHIxA>

Signature of Chair or Authorized Person | Mariya Basheva

WARNING: IF THERE IS NO QUORUM OF MEMBERS PRESENT, OR IF MEETING POSTING IS NOT IN COMPLIANCE WITH THE OML STATUTE, NO MEETING MAY BE HELD!

AGENDA

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

Join Zoom Meeting

<https://us06web.zoom.us/j/86250763693?pwd=NWhjWDQ1cTEvMXNSRjR3OjVRb05sZz09>

Meeting ID: 862 5076 3693

Passcode: 141123

1. Call to Order
2. Audio/Video Announcement
3. Approval of Agenda
4. Public Comment
5. Potential Adoption of Meeting Minutes from January 17th, 2023
6. Review and Discussion of FY2024 General Fund, Enterprise Funds and Special Revenue Funds Operating Budgets
7. Date of Next Meeting – Tuesday, January 31st, 2023 @ 4 PM
8. Other Business
9. Adjournment

FY2024 Finance Committee Budget Review

January 28th, Saturday, 2023 @ 8 am – 2 pm

Join Zoom Meeting

<https://us06web.zoom.us/j/86250763693?pwd=NVhWWDQ1cTEvMXNSRjR3QjVRb05sZz09>

Meeting ID: 862 5076 3693

Passcode: 141123

Time	Department
8:15-8:45	Police, Harbormaster & Emergency Preparedness
8:45-9:15	Fire
9:15-9:30	Nantucket Water Department
9:30-9:45	Airport
9:45-10:15	Sewer & Stormwater
10:15-10:30	Break
10:30-11	General Fund - Town Admin - Housing Department - Finance - Human Resources - IT & GIS - Natural Resources - PLUS - Town Clerk - Culture & Tourism - Health & Human Services
11-11:15	DPW
11:15-11:30	SWEF
11:30-12:00	Our Island Home Enterprise Fund
12:00-1:00	Review of Appropriation Articles

FY2024 Budget Stories Links**Airport**

https://stories.opengov.com/nantucketma/published/p7V7h_aq2u

Culture & Tourism

<https://stories.opengov.com/nantucketma/published/XsxjEATTkS>

DPW

<https://stories.opengov.com/nantucketma/published/WxznDWd2-bo>

Finance Department

<https://stories.opengov.com/nantucketma/published/hu-RmEMQ8v>

Fire Department

<https://stories.opengov.com/nantucketma/published/7hR8Rx3l3A>

Health & Human Services

https://stories.opengov.com/nantucketma/published/MGyrVM_3FX

Housing Department

<https://stories.opengov.com/nantucketma/published/eQuTM7EhyC>

Human Resources

<https://stories.opengov.com/nantucketma/published/WVZTT0a6mW>

Information Technology

<https://stories.opengov.com/nantucketma/published/1qQEpy2z2y>

Natural Resources

<https://stories.opengov.com/nantucketma/published/UB-41dfCG->

Our Island Home

<https://stories.opengov.com/nantucketma/published/B28BVLqRyz>

PLUS

<https://stories.opengov.com/nantucketma/published/GfPu5EVLfG>

Police/Marine/Emergency Preparedness

<https://stories.opengov.com/nantucketma/published/wWm9GkZKk8d>

Sewer/Stormwater

<https://stories.opengov.com/nantucketma/published/RNjcxkvCY>

Solid Waste

<https://stories.opengov.com/nantucketma/published/7R5XesUpXr>

Town Administration

<https://stories.opengov.com/nantucketma/published/WCAEwNY8v0>

Town Clerk

https://stories.opengov.com/nantucketma/published/spyMrA6_BH

Water

<https://stories.opengov.com/nantucketma/published/sqWS0jCxJb>

Appendix K: Select Board Meeting 01/18/2023 Minutes

SELECT BOARD

Minutes of Meeting of January 18, 2023. The hybrid meeting took place in person at the Public Safety Facility Community Room at 4 Fairgrounds Road; and, via remote participation using Zoom Webinar. Members of the Board present were Matt Fee, Dawn Holdgate, Malcolm MacNab and Brooke Mohr. Jason Bridges participated remotely. Vice Chair Holdgate chaired the meeting.

I. CALL TO ORDER

Ms. Holdgate called the meeting to order at 5:31 PM following the Pledge of Allegiance.

II. SELECT BOARD ACCEPTANCE OF AGENDA

The agenda was accepted as posted with one item of New Business, as noted under New Business.

III. ANNOUNCEMENTS

Town Manager C. Elizabeth Gibson reviewed the announcements:

1. The Select Board Meeting is Being Audio/Video Recorded.

2. Sewer Force Main Project Update. Sewer Director David Gray provided an update on the project, noting that work is starting on Sea Street, which will be one of the more challenging areas to work in because of an existing force main and narrowness of the roadway. He said work at the other end of the project on South Shore Road is continuing. He said that work is slow because of the nature of the project but is progressing. Mr. Fee asked about sidewalk restoration work on North Water Street. Mr. Gray explained. Dr. MacNab, an abutter to the project at the Sea Street area, said that he has observed the project is causing his house to shake but that the contractor is very responsive. Mr. Gray said another public forum will be held in the coming weeks to let abutters know what is coming.

Ms. Gibson said that a large Elm tree on Easton Street near the Nantucket Hotel, is in poor condition and poses potential public safety issues, noting that it is scheduled to be removed next week and that the work to do so will be disruptive and the street will need to be closed to traffic and parking for a day or two.

3. Select Board Announcements/Comments. Dr. MacNab asked about the HDC "advisory committees" issue being brought back to the Board for a discussion. Ms. Holdgate responded and indicated she expects the matter to be on a Board agenda in early February.

Ms. Mohr announced that the state Department of Housing and Community Development (DHCD) has granted the Town, "Safe Harbor" from Chapter 40B housing developments, for two years until December 11, 2024 as result of 48 rental units and 2 homeownership units as part of the "Violet Place Acceleration Program" with the Richmond Group. She reviewed details of the units' availability/progress for people to be able to move in. She thanked the Housing Office staff for their work to make this happen.

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

No follow-up comments.

V. PUBLIC COMMENT

No public comment.

VI. NEW BUSINESS

The following item of New Business was added to the agenda: Request for Acceptance of Surrender of Seasonal Wine and Malt Beverages Restaurant License for Nantucket Hospitality Group, LLC dba Afterhouse.

Licensing Administrator Amy Baxter reviewed the request. Mr. Fee moved to accept the surrender as requested and to transfer the Common Victualler license from the surrenderer to the new applicant as indicated in the upcoming agenda item for a liquor license at 18 Broad Street; seconded by Dr. MacNab; so voted by roll call vote: Ms. Holdgate – Yes; Mr. Bridges – Yes; Dr. MacNab – Yes; Ms. Mohr – Yes; Mr. Fee – Yes.

VII. APPROVAL OF MINUTES AND WARRANTS

Mr. Fee asked about numerous contracts being extended. Ms. Gibson explained that those are mostly a combination of lack of project management resources to complete in a timely manner; and projects that are complete except for required inspections. Ms. Mohr moved approval of items VII 1 – 3 as presented. Dr. MacNab asked that the minutes of January 11, 2023 be amended to reflect that he had asked a question about Article 7 in the draft 2023 town meeting warrant with respect to call firefighter and call EMT vs student police officer hourly rates. He noted that Ms. Gibson responded to him with the answer to that question via email. Ms. Gibson reviewed the answer and indicated the difference relates to the fact that the call positions are not permanent, and the student police officer would be someone at the police academy who is a provisional Town employee. Ms. Mohr amended her motion with the minutes as amended; seconded by Mr. Fee. So voted by roll call vote: Ms. Holdgate – Yes; Mr. Bridges – Yes; Dr. MacNab – Yes; Ms. Mohr – Yes; Mr. Fee – Yes.

1. Approval of Minutes of January 11, 2023 at 5:30 PM.

2. Approval of Treasury Warrants for January 18, 2023.

3. Approval of Pending Contracts for January 18, 2023 - as Set Forth on the Spreadsheet Identified as Exhibit 1, Which Exhibit is Incorporated Herein by Reference.

VIII. CITIZEN/DEPARTMENTAL/COMMITTEE REQUESTS

1. Request for Approval of Application for Change of Manager of Annual All-Alcoholic Beverages Package Store License for Hatch's Package, LLC dba Hatch's Package Store from Robert Grangrade, Manager to Zachary Held, Manager, for Premises Located at 129 Orange Street. Ms. Baxter reviewed the application. Proposed manager Zach Held spoke on the application. Mr. Fee moved approval as presented; seconded by Ms. Mohr; so voted by roll call vote: Ms. Holdgate – Yes; Mr. Bridges – Yes; Dr. MacNab – Yes; Ms. Mohr – Yes; Mr. Fee – Yes.

2.3- Request for Approval of Application for Change of Manager of Annual All-Alcoholic Beverages Hotel License for The Restaurant at Easton Street, LLC dba Breeze Bar & Cafe from Jamie Holmes, Manager to Carlos Castrello, Manager, for Premises Located at 77 Easton Street. Ms. Baxter reviewed the application. Ms. Mohr moved approval as presented; seconded by Mr. Fee; so voted by roll call vote: Ms. Holdgate – Yes; Mr. Bridges – Yes; Dr. MacNab – Yes; Ms. Mohr – Yes; Mr. Fee – Yes.

IX. PUBLIC HEARINGS

1. Public Hearing to Consider Application for New Seasonal Common Victualler with All-Alcoholic Beverages Restaurant License for Ethos Nantucket, LLC, Emily Dusseau, Manager, for Premises Located at 18 Broad Street; Request for Determination that the Premises Licensed to Sell Alcoholic Beverages is Not Detrimental to the Spiritual Activities of a Church Pursuant to Section 16C of MGL Chapter 138. Ms. Holdgate opened the hearing. Ms. Baxter reviewed the application. She said that the public notice indicated a different person as manager; however, the correct person is listed on the Board's agenda. She said one change from the prior establishment is that this is for all-alcoholic beverages, the prior license at this location was for wine and malt beverages.

There being no public comment, Ms. Mohr moved to close the hearing; seconded by Dr. MacNab; so voted by roll call vote: Ms. Holdgate – Yes; Mr. Bridges – Yes; Dr. MacNab – Yes; Ms. Mohr – Yes; Mr. Fee – Yes.

Ms. Baxter said that the applicants have indicated they would like to have outdoor seating; however, she recommends that not be included at this point, pending a hearing planned in February for outdoor seating for several establishments.

Ms. Mohr moved approval as presented, with indoor seating only for now, with the determination that the premises licensed to sell alcoholic beverages is not detrimental to the spiritual activities of a church; seconded by Mr. Fee; so voted by roll call vote: Ms. Holdgate – Yes; Mr. Bridges – Yes; Dr. MacNab – Yes; Ms. Mohr – Yes; Mr. Fee – Yes.

2. Public Hearing to Consider Application for New Entertainment License for Ethos Nantucket, LLC, Lauren Schadt, Manager, for Premises Located at 18 Broad Street. Ms. Holdgate opened the hearing. Ms. Baxter explained the application is for a "non-live" entertainment license, for background music/streaming only. Mr. Fee noted this is what the previous entertainment license allowed.

There being no public comment, Mr. Fee moved to close the hearing; seconded by Dr. MacNab; so voted by roll call vote: Ms. Holdgate – Yes; Mr. Bridges – Yes; Dr. MacNab – Yes; Ms. Mohr – Yes; Mr. Fee – Yes.

Mr. Fee moved approval as presented; seconded by Dr. MacNab; so voted by roll call vote: Ms. Holdgate – Yes; Mr. Bridges – Yes; Dr. MacNab – Yes; Ms. Mohr – Yes; Mr. Fee – Yes.

X. TOWN MANAGER'S REPORT

1. Review of Proposed FY 2024 Enterprise Fund Budgets: Water, Sewer, Airport. Ms. Gibson introduced the following to present and review their budget proposals:

David Gray, Sewer Director. Mr. Gray reviewed the presentation as contained in the Board's agenda packet and noted some other current projects underway, sewer and/or stormwater related. Ms. Mohr asked about staffing for the stormwater function that is being taken over by the Sewer Department. Mr. Gray explained that funding is being sought in FY 2024 for at least one new staff position for stormwater.

Mark Willett, Director, Nantucket Water. Mr. Willett reviewed the presentation as contained in the Board's agenda packet. Mr. Fee asked about revenue projected for FY 2024 vs prior years. Mr. Willett explained.

Noah Karberg, Airport Manager. Mr. Karberg reviewed the presentation as contained in the Board's agenda packet. Mr. Fee asked about a "geometry" study. Mr. Karberg explained this relates to Federal Aviation Administration (FAA) design standards. Ms. Mohr asked about non-aeronautical development. Mr. Karberg explained, noting that this is an opportunity for the Airport to gain non-aeronautical revenue and "diversify" its revenue portfolio.

2. Review of Proposed FY 2024 Capital Projects Funding Sources and Free Cash Allocation

Recommendations. Ms. Gibson introduced Director of Municipal Finance Brian Turbitt to review the presentation as contained in the Board's agenda packet. Mr. Turbitt reviewed the presentation. Ms. Mohr asked about timing for Wauwinet bike path funding. Mr. Turbitt explained that the proposed appropriation is necessary in order to secure federal grant funding. Mr. Fee said it was prudent to be putting funds into the various stabilization funds. Ms. Gibson asked the Board if they endorsed the recommendations made. The Board consensus was positive.

3. Continued Review of Town-Sponsored Warrant Articles for 2023 Annual Town Meeting and/or Ballot Questions for 2023 Annual Town Election; Review and/or Adoption of Draft 2023 Annual Town Meeting and Election Warrant. Ms. Gibson reviewed changes to the draft warrant since the Board's last meeting, including:

- additional article for Sewer District Map changes from the Planning & Land Use Services office and the Sewer Department
- removal of two zoning articles that are not ready yet
- some re-ordering of the articles as suggested by citizen sponsors
- some minor editing of the warrant articles

Ms. Gibson reviewed two potential ballot questions for operating overrides which will require the Board's approval: Solid Waste and Affordable Housing. Ms. Mohr explained the Affordable Housing Trust (AHT) position on the proposed override for affordable housing, indicating that the Trust is supportive of a choice for voters between the override option and a citizen warrant article that seeks to dedicate two-thirds of room occupancy tax revenue for affordable housing through a stabilization fund. Mr. Turbitt explained concerns as to the citizen warrant article which have been reviewed with the Finance Committee and the AHT. Mr. Turbitt explained the override proposal, noting that it would be a more stable and flexible funding source, for both the AHT's projects and Town Administration's ability to budget. Mr. Fee said while there is a need to fund housing, it needs to be prioritized properly. He said that rental housing should be the priority focus. Ms. Mohr said that rentals have been a priority focus over homeownership. She said that homeownership opportunities, however, are needed for Town employees – especially in such categories as public safety and teachers. She reviewed the flexibility that the override funding would provide with respect to borrowing, in particular. Mr. Fee said he worries that the Town "needs to take care of itself" with housing its employees. He said that demand for services is "off the charts". Discussion followed on AHT projects and plans for housing, including for Town employees. Mr. Fee said the Park Circle development is a good model for dense housing that accommodates a variety of needs. Some discussion followed. The Board indicated general support for a \$6.5m override for affordable housing. Discussion followed as to Select Board comments on warrant articles and when those will be made. Mr. Fee said he believes the Board should comment against the citizen article. He expressed concern about increasing numbers of overrides and amounts. Some discussion followed about the cost and the economy; number of ballot questions and how they are associated with the Board's strategic plan. Ms. Mohr said she considers the Wauwinet bike path a lower priority than the other items. Dr. MacNab said he feels there is too much money contained with

the ballot questions on the draft warrant but acknowledged he is not sure what to cut. Some discussion followed. Ms. Gibson reviewed the ballot questions from the 2022 annual town meeting and election warrant and suggested that the Board think about the questions currently on the draft 2023 warrant and be prepared to make decisions next week when the warrant needs to be adopted.

XI. SELECT BOARD'S REPORTS/COMMENT

1. Review Strategic Plan Update (Tabled from January 4, 2023). Ms. Gibson reviewed the documents in the Board's agenda packet. Strategic Projects Advisor Janet Schulte elaborated on the documents in the packet. Ms. Mohr commented on housing goal language to reflect what the intended activities are with housing. Housing Director Tucker Holland explained the proposed updated language further. The Board, with Ms. Gibson and Ms. Schulte proceeded to review the documents in the packet. After Board discussion about the various Strategic Plan focus areas, with goals and updated activities, Mr. Fee moved to adopt the updated document in the packet, including the addition of an "Establish Parking Commission" activity in the Transportation Focus Area; seconded by Ms. Mohr; so voted by roll call vote: Ms. Holdgate – Yes; Mr. Bridges – Yes; Dr. MacNab – Yes; Ms. Mohr – Yes; Mr. Fee – Yes.

2. Committee Reports. Dr. MacNab asked if departments could prioritize their budget requests. Mr. Fee asked if a joint meeting with the Conservation Commission (ConCom) has been scheduled yet, as discussed last week. Ms. Gibson said not yet. Ms. Mohr said she attended the ConCom meeting on January 12th, at which it seemed that many ConCom members were interested in a joint meeting. Mr. Fee said he is concerned that the Board's hoped for model for coastal erosion-related projects such as the Baxter Road alternative access relocation project with abutters conveying property rather than the Town using eminent domain to acquire it, may not materialize due to the Sconset Bluff erosion control project current status.

XII. ADJOURNMENT

Ms. Mohr moved adjournment at 7:33 PM; seconded by Mr. Fee; so voted by roll call vote: Ms. Holdgate – Yes; Mr. Bridges – Yes; Dr. MacNab – Yes; Ms. Mohr – Yes; Mr. Fee – Yes.

Approved the 25th day of January 2023.

**SELECT BOARD
JANUARY 18, 2023 – 5:30 PM
PSF COMMUNITY ROOM, 4 FAIRGROUNDS ROAD
AND REMOTE PARTICIPATION VIA ZOOM WEBINAR
NANTUCKET, MASSACHUSETTS**

List of documents used at the meeting:

- VI. 1. NEW BUSINESS: Request for Acceptance of Surrender of Liquor License for Afterhouse
- VII. 1. Draft minutes of 1/11/2023
- VII. 3. Pending Contracts spreadsheet
- VIII. 1. Hatch's Package Store Change of Manager application
- VIII. 2. Breeze Bar & Cafe Change of Manager application
- IX. 1 & 2. AIS re: new application for Common Victualler, Liquor and Entertainment licenses for Ethos; Town application; ABCC application; Site Plan; Public hearing notice; Abutter notification; Proposed new licenses; 2022 Afterhouse licenses; Determination letter
- X. 1. Links for Water, Sewer and Airport FY 2024 budget presentations
- X. 2. FY 2024 Capital Projects Funding recommendations & Free Cash Allocation recommendations
- X. 3. Draft 2023 ATM Warrant as of 1/13/2023
- XI. 1. Strategic Plan update; Comparison document

Appendix L: Joint Meeting Finance Committee, Select Board, and Planning Board Meeting Agenda 03/20/2023

<u>MEETING POSTING</u> TOWN OF NANTUCKET Pursuant to MGL Chapter 30A, § 18-25 All meeting notices and agenda must be filed and time stamped with Town Clerk's Office and posted at least 48 hours prior to the meeting (excluding Saturdays, Sundays and Holidays)		RECEIVED 2023 MAR 13 PM 01:47 NANTUCKET TOWN CLERK Posting Number: T 244
Committee/Board/s	FINANCE COMMITTEE	
Day, Date, and Time	Monday, March 20 th , 2023 @ 4 PM	
Location / Address	REMOTE PARTICIPATION VIA ZOOM The meeting will be aired at a later time on the Town's Government TV YouTube Channel https://www.youtube.com/channel/UC-sgxAlfdoxteLzRAUHixA	
Signature of Chair or Authorized Person	Mariya Basheva	
WARNING: IF THERE IS NO QUORUM OF MEMBERS PRESENT, OR IF MEETING POSTING IS NOT IN COMPLIANCE WITH THE OML STATUTE, NO MEETING MAY BE HELD!		
<u>AGENDA</u> Please list below the topics the chair reasonably anticipates will be discussed at the meeting Join Zoom Meeting https://us06web.zoom.us/j/83495955662?pwd=SUFYRFZCTVRNTXRIrVpla01ZZDZDQT09 Meeting ID: 834 9595 5662 Passcode: 650455		
I. JOINT MEETING WITH SELECT BOARD AND PLANNING BOARD TO REVIEW FINAL 2023 ANNUAL TOWN MEETING WARRANT WITH MOTIONS.		
II. ADJOURNMENT		

1

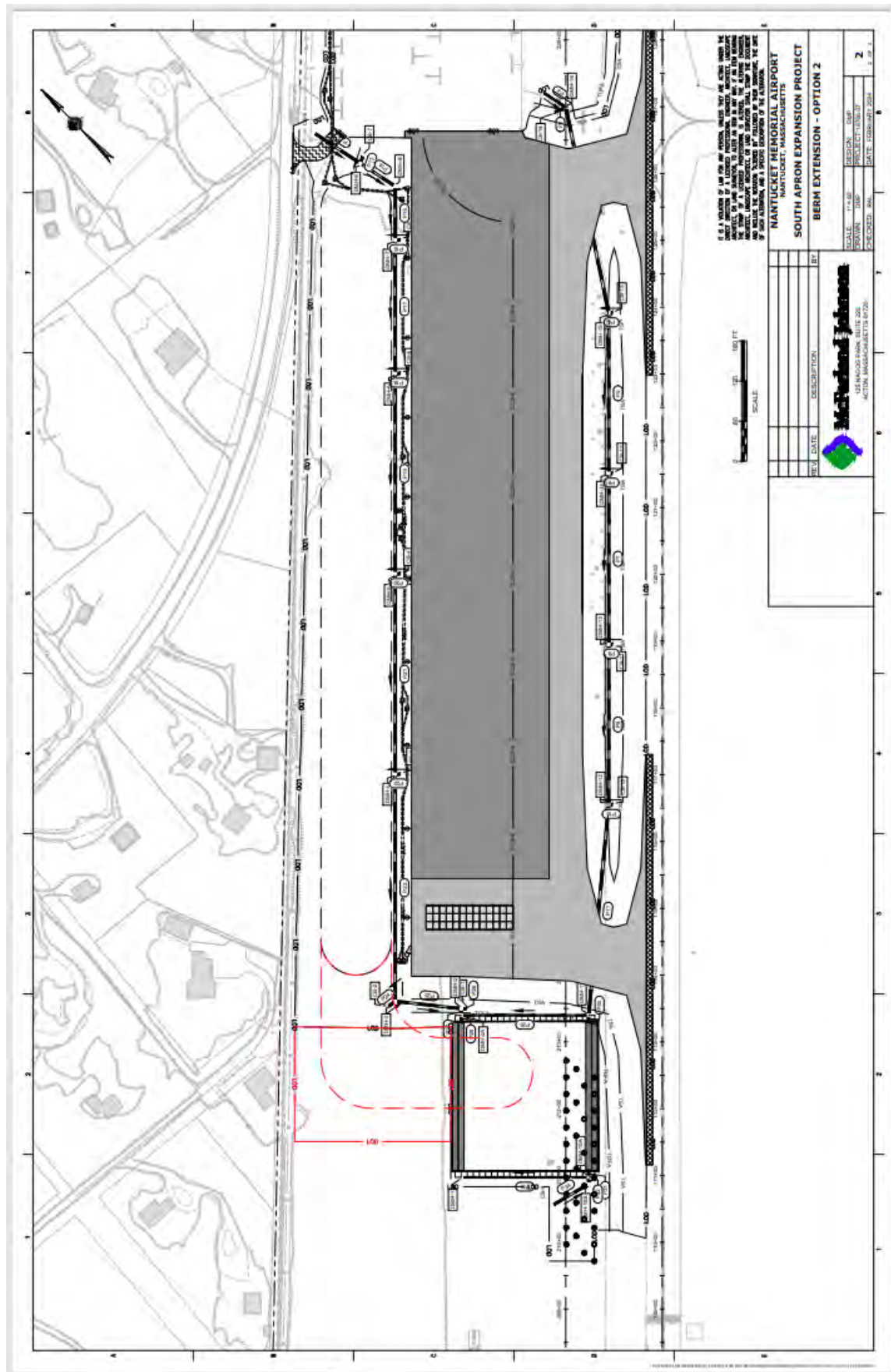
Appendix M: Berm Extension Figures

Berm Extention - Option 1					
Bid Item	Description Of Item	Unit	Quantity	Unit Price	Total Cost
P-151-4.2	CLEARING AND GRUBBING	AC	2	\$48,400.00	\$96,800.00
P-152-4.1a	UNCLASSIFIED EXCAVATION	CY	1,026	\$90.00	\$92,317.50
P-152-4.1d	BORROW EXCAVATION	CY	12,320	\$10.00	\$123,200.00
M-201-1	INSTALL MATERIAL SURPLUS COVER SYSTEM	LS	1	\$1,159,326.00	\$1,159,326.00
T-901-5.1	SEEDING	1KSF	200	\$410.00	\$82,000.00
T-905-5.1	TOPSOIL (OBTAINED ON SITE OR REMOVED FROM STOCKPILE)	CY	1,539	\$67.00	\$103,087.88
T-908-5.1	MULCHING	SY	4,616	\$2.80	\$12,924.45

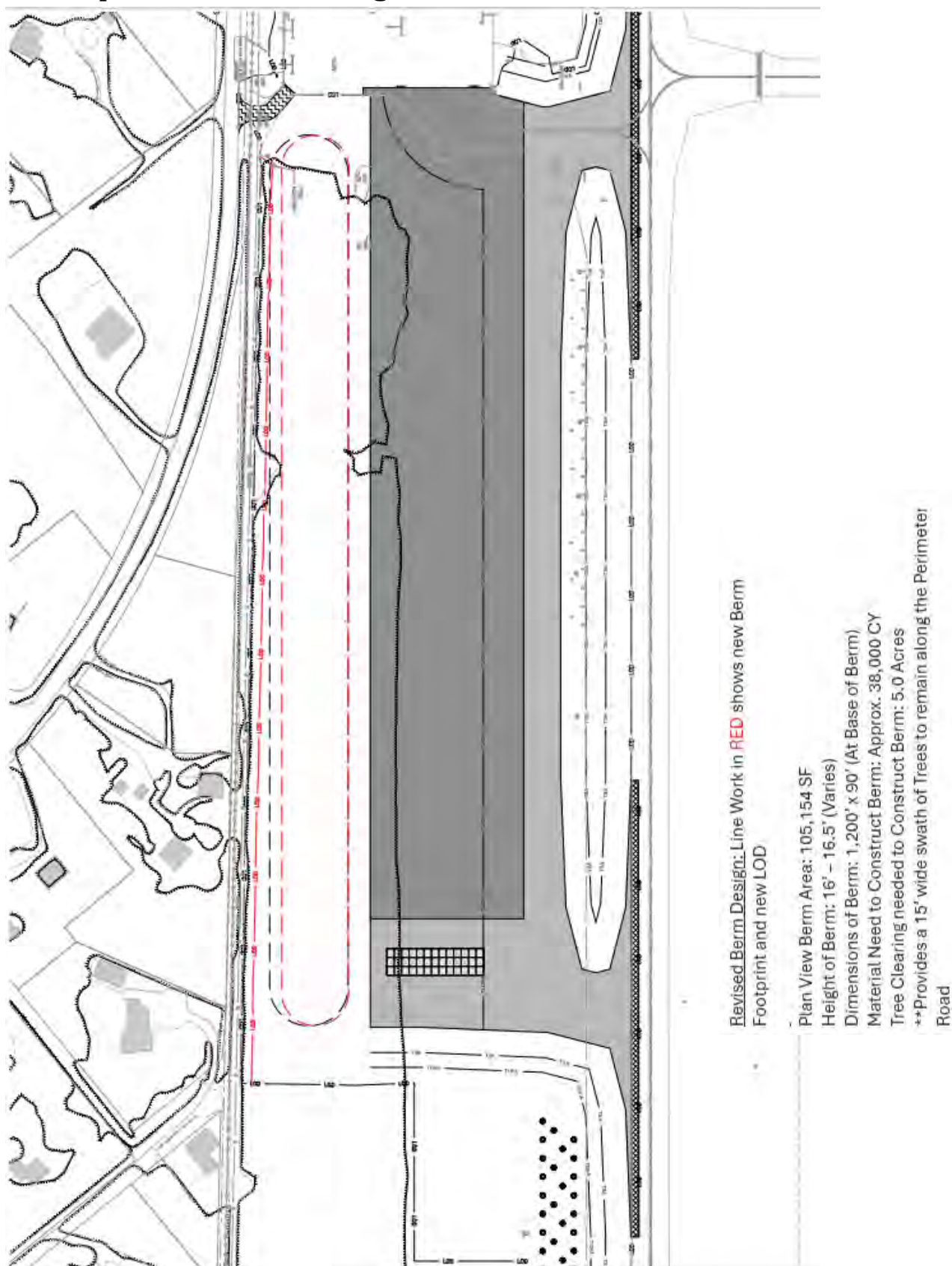
\$1,669,655.83

Berm Extention - Option 2					
Bid Item	Description Of Item	Unit	Quantity	Unit Price	Total Cost
P-151-4.2	CLEARING AND GRUBBING	AC	1	\$48,400.00	\$48,400.00
P-152-4.1a	UNCLASSIFIED EXCAVATION	CY	488	\$90.00	\$43,932.90
P-152-4.1d	BORROW EXCAVATION	CY	13,102	\$10.00	\$131,022.22
M-201-1	INSTALL MATERIAL SURPLUS COVER SYSTEM	LS	1	\$1,169,262.00	\$1,169,262.00
T-901-5.1	SEEDING	1KSF	100	\$410.00	\$41,000.00
T-905-5.1	TOPSOIL (OBTAINED ON SITE OR REMOVED FROM STOCKPILE)	CY	732	\$67.00	\$49,058.41
T-908-5.1	MULCHING	SY	2,197	\$2.80	\$6,150.61

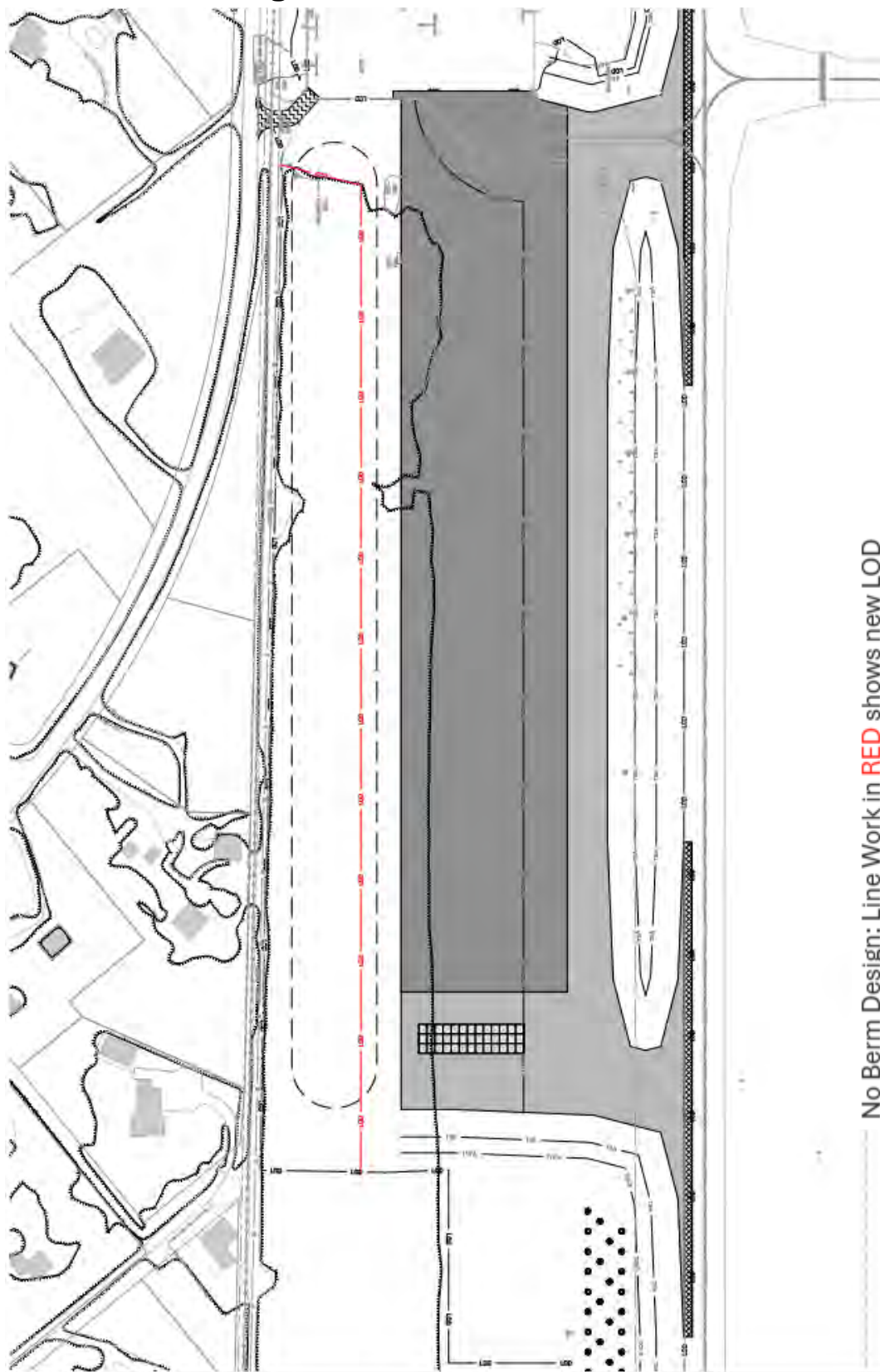
\$1,488,826.13



Appendix N: Updated Noise Berm Figure



Appendix O: No Berm Design



No Berm Design: Line Work in **RED** shows new LOD
 Provides 50' of clear space from the top of the ramp to the tree
 line.
 Tree Clearing: 2.34 Acres

Appendix P: Residential Support for the Noise Berm

Dear Ms. Woods,

My name is Reed Sirak. I am a Partner at Benesch Law. I was retained by a group of property owners to provide an impartial assessment of whether the South Ramp Expansion Project adequately mitigates the impacts of noise, odors and emissions on the community. In short, I support the project as designed. The berm is a critical aspect of the project that must go forward. The Project will not adequately address noise and odors if a 15' tall berm is not included. I therefore submit the following comments to the Airport Commission in support of the Project as designed.

Comments for Consideration

I am submitting written comments on behalf of concerned property owners that have been and will continue to be impacted by noise, odors and emissions from the Nantucket Memorial Airport (the "Airport"), unless something is done to address the congestion issue that has plagued the Airport for over a decade.

I was retained by my clients to provide an impartial assessment of the Airport Commission's proposed South Ramp Expansion Project (the "Project"). I was specifically asked to determine whether the Project was properly designed to mitigate the impacts of noise, odors and emissions on those who live nearby, as well as on those who frequent Nobadeer Beach.

My review revealed that the Project as currently designed will help to immediately alleviate the impacts of noise, odors and emissions on the community upon completion. For far too long, the community has needlessly suffered from increased amounts of noise, odors and emissions from the Airport. The cause of the increase is easy to explain. The Airport, as presently configured, does not have adequate aircraft parking to accommodate the types of planes that frequent Nantucket. The lack of adequate aircraft parking caused congestion issues that resulted in increased engine runtime, thereby steadily increasing noise, odors and emissions from the Airport. The only structural "control" presently in place to mitigate the impacts of increased congestion are the trees that separate the Airport from the community to the south and west. While trees may reduce some noise — and as many trees and natural vegetation as possible should be preserved as part of the Project — a structural barrier that is fifteen feet high, like the proposed berm, is a more effective way to achieve the level of noise reduction that the community deserves.

Reed W. Sirak
Partner
Benesch Friedlander Coplan & Aronoff LLP

Appendix Q: Aircraft Parking Image

