



Town of Nantucket Capital Program Committee September 12, 2024 Minutes

Attending Members:	Peter Kaizer, Vice Chair, Christy Kickham, Howard Matz, Dawn-Hill-Holdgate, John Kitchener
Staff:	Susan Carmel, Assistant Finance Director, Noah Karberg, Airport Manager, Preston Harimon, Assistant Airport Manager, Arthur Gasbarro, Chair Airport Commission, Mariya Basheva, Airport Business Finance Manager
Absent:	Stephen Welch, Jill Vieth

The Capital Program Committee meeting on September 12, 2024, discussed the fiscal year 2026 capital requests for the airport. Key points included the \$17 million approved for terminal optimization, with \$9 million unspent. The groundwater and soil investigation for PFAS phase three requires \$3.68 million. The airport needs \$1.4 million for a new fire truck and \$5.4 million for art building rehabilitation. The new GSE storage facility is estimated at \$4.1 million. The committee also considered employee housing phase two, with a \$6 million budget for two townhouses. The meeting emphasized the importance of federal and state grants, cost escalation, and the need for timely funding approvals. The Capital Program Committee discussed the need for fast-tracking construction-related projects and the delays in public bidding and contracting processes. Noah Karberg highlighted the \$5 million cost for a highway-style concrete noise wall, noting it could be built modularly and be compatible with solar panels. The committee also considered a \$2 million additional cost for a longer barrier. Additionally, they discussed upgrading the wastewater system to handle larger aircraft lab waste, which could prevent flight cancellations. The meeting concluded with a review of ground service equipment needs, including a preconditioned air unit, an electro tug, a passenger bus, and a truck with a plow package, totaling \$1.5 million.

Action Items

- [] Noah Karberg to provide more detailed cost estimates and project timelines for the terminal optimization project by October.
- [] Noah Karberg to confirm the balance of funds available from previous appropriations for the PFAS investigation and remediation efforts.
- [] Noah Karberg to provide more information on the design and construction timeline for the new ground service equipment storage facility.
- [] Committee to further discuss the process for fast-tracking construction-related projects to address cost escalation concerns.

Outline

Approval of Agenda and Public Comment

- Peter Kaizer opens the September 12, 2024 meeting of the Capital Program Committee, noting the absence of Stephen Welch.
- Roll Call: Kaizer, Kickham, Matz, Hill-Holdgate, Kitchener
- John Kitchener motions to approve agenda, Dawn Hill-Holdgate seconds. Approved 5-0.
- Kaizer asks for any public comments, none.

Introduction to Fiscal Year 2026 Capital Request

- Peter Kaizer introduces the main agenda item: the fiscal year 2026 capital request for the airport.
- Noah Karberg begins the discussion, mentioning the terminal optimization project and its importance.
- Noah explains the challenges of accommodating airport projects within the town's capital software.
- The airport's terminal projects are discussed, with a focus on the terminal optimization project and its funding requirements.

Challenges with PFAS Investigation and Funding

- Noah Karberg discusses the complexities of the PFAS investigation and its impact on airport projects.
- The airport has not taken on long-term debt since 2016, relying on federal and state grants and retained earnings.
- Howard Matz inquires about the Enterprise Fund's ability to pay out of its revenues, which Peter Kaizer confirms.
- The airport's debt history and the importance of leveraging federal and state grants are highlighted.

Understanding AIP and Its Implications

- Noah Karberg explains the Airport Improvement Program (AIP) and its funding splits: 90% federal, 5% state, and 5% local.
- The process of lobbying for AIP funding through annual capital program meetings with regional FAA staff is described.
- Howard Matz and John Kitchener discuss the role of the town in funding AIP projects and the need for full community support.
- The importance of town meeting approval for AIP projects is emphasized, with Brian explaining the legal requirements.

Discussion on Terminal Optimization Project

- Noah Karberg provides an update on the terminal optimization project, which aims to reoptimize and expand terminal space.
- The project is in the design phase, with an estimated budget to be determined by October.
- The airport has submitted a BAA application for the project, competing for federal funding.
- The project's funding history and the need for supplemental funding are discussed.

Groundwater and Soil Investigation for PFAS

- Noah Karberg discusses the airport's regulated status under the Massachusetts Contingency Program and the need for groundwater and soil investigation.
- The airport is required to control and steward its own investigation to meet regulatory timelines.
- The uncertainty of future standards and the potential for additional expenditures are highlighted.
- The airport has incurred \$9 million in costs and plans to seek supplemental funding for phase three.

Airfield Marking and Paint Beads and Rubber

- Noah Karberg explains the need for airfield marking maintenance, which is typically not eligible for FAA funding.
- The airport uses an internal calculator to estimate the cost of marking and paint beads and rubber.
- The project is expected to cost between \$500,000 and \$1 million, with a \$1 million estimate for the current year.
- The importance of maintaining airfield markings to FAA standards is emphasized.

Employee Housing Phase Two

- Noah Karberg provides an update on the employee housing project, which includes a dormitory and townhouses.
- The dormitory project is in progress, with site clearing and foundation work underway.
- The townhouse project is in the design phase, with a \$6 million budget for design and construction.
- The airport has previously appropriated \$3.2 million for the townhouse project, with additional funding requested for phase two.

Airport Fire Truck Replacements

- Noah Karberg discusses the need for new airport fire trucks, with a focus on replacing legacy equipment.
- The airport currently has three fire trucks, with plans to retire one and replace two.
- The new trucks will use fluorine-free foam, aligning with FAA requirements.

- The project is AIP eligible, with 90% federal funding available.

ARFF Building Rehabilitation

- Noah Karberg explains the need for art building rehabilitation, which includes roof replacement and flooring renovation.
- The building supports airport operations and line service, with a metal roof and internal gutters.
- The project is expected to cost \$5.4 million, with significant costs related to the roof and PFAS system removal.
- The importance of maintaining the building for airport operations is emphasized.

New GSE Storage Facility

- Noah Karberg discusses the need for a new GSE storage facility to house ground support equipment (GSE).
- The facility will include space for tugs, ground power units, and preconditioned air units.
- The project is expected to cost \$4.1 million, with plans to recover costs through service fees.
- The importance of protecting GSE from weather and ensuring their availability for airport operations is highlighted.

Discussion on Construction Process and Fast Tracking

- John Kitchener suggests that the committee should fast-track construction-related projects to ensure they are completed faster than expected.
- Christy Kickham agrees, noting that caution has not been applied as much as it should.
- Peter Kaizer mentions that public bidding, contracting, and approval processes are delayed in the public sector compared to the private sector.
- Noah Karberg emphasizes the need to move forward with the noise abatement feature despite public feedback.

Noise Abatement Feature and Cost Considerations

- Noah Karberg explains the decision to design a noise barrier instead of an earthen berm, citing feedback from public comments.
- The cost of a highway-style concrete noise wall is estimated at \$5 million, significantly higher than the mainland cost.
- Noah Karberg discusses the feasibility of constructing the wall and its compatibility with solar panels.
- The wall is designed to be modular and compatible with airport operations, with construction potentially starting before the next busy season.

Community Impact and Feedback

- John Kitchener suggests that the community would appreciate the noise barrier sooner rather than later.
- Christy Kickham inquires about any pushback from the community regarding the barrier.
- Noah Karberg confirms that the wall is more supported than the earthen berm and would not affect the views of residents.
- The wall is estimated to be roughly 20 feet tall, with vegetation providing additional height.

Wastewater System Upgrade and Revenue Opportunities

- Noah Karberg introduces the need to upgrade the existing wastewater connection to handle larger corporate aircraft.
- The new system includes a pump station with above-ground cabinets and below-ground pumps.
- Christy Kickham questions if the airport is recovering revenue from the wastewater services.
- Noah Karberg explains that the system can charge by the gallon, providing revenue opportunities.

Ground Service Equipment and Airport Maintenance

- Noah Karberg lists various ground service equipment requests, including a preconditioned air unit and an electro tug.
- Christy Kickham points out a mistake in the list, which Noah Karberg acknowledges and corrects.
- The list also includes a passenger bus and a truck with a plow package.
- Peter Kaizer confirms that the majority of the cost is for new replacement items.

Final Remarks and Next Steps

- Howard Matz asks for any additional information or comments on the rescue building, rehab, GSE, noise barrier, and FBO ground handling support.
- Peter Kaizer opens the floor for any final comments or questions.
- The next meeting is scheduled for September 19, 2024, with a motion to adjourn the meeting.
- Howard Matz made the motion to adjourn the meeting, Dawn Hill-Holdgate seconds. Approved 5-0.