



COMMISSIONERS: Nat Lowell (Chair), Andrew Bennett (Vice Chair), Kara Buzanoski, Jack Gardner, Matt Fee, Wendy Hudson, Bert Johnson, Leslie B. Johnson, Joe Marcklinger, Barry Rector, John Trudell, and Linda Williams

MINUTES

Monday, June 6, 2016

PSF, 4 Fairgrounds Road, Training Room – 6:00 p.m.

Purpose: Regular Meeting:

STAFF IN ATTENDANCE: Mike Burns, Transportation Planner; Eleanor Antonietti, Zoning Administrator

ATTENDING MEMBERS: Nat Lowell, Chairman; Andrew Bennett; Jack Gardner; Wendy Hudson; Bert Johnson; John Trudell; Linda Williams.

ABSENT: Kara Buzanoski; Matt Fee; Leslie Johnson; Joe Marcklinger; Barry Rector

BY PHONE: Gabe Sherman (Mass DOT)

Public present: Paula Leary (NRTA)

I. Call to Order:

The meeting was called to order at 6:05 pm

II. Establishment of Quorum:

Chairman Lowell declared a quorum was present.

III. Approval of Agenda:

Adopted by UNANIMOUS consent.

IV. APPROVAL OF MINUTES:

The **MOTION** was made by Chairman Lowell and seconded that the NP&EDC does hereby vote to approve the NP&EDC minutes for May 2, 2016, as submitted.

The vote was **UNANIMOUS**.

V. PUBLIC COMMENTS:

NONE

VI. ACTION/DISCUSSION

A. NRTA Year Round Bus Study / Ferry Connector – discussion of study and funding strategies

LEARY We need to be providing a year round bus system, even with the hefty price tag. Extending season and routes and frequency are a start. Talks about joint meeting of BOS and NRTA Advisory Board. Additional \$10,000 in transit money and AECOM contract has been extended. Looking for meeting on 6/22 to present. Go to NRTA WAVE.com for all materials.

TRUDELL wondering what we take in for Madaket route per day?

LEARY It depends on time of year. We are subsidized so whole system doesn't pay for itself.

BURNS It's good to discuss supplemental information that was requested for the study. I added info to chart. 7 different options. Any type of new service added is going to depend on funding. What other funding options could generate ... compare revenues with demand. See PACKET Page 20. Goes over

NP&EDC Minutes for June 6, 2016; adopted June 20, 2016

different columns on chart on Page 20. Local assessment is not an option because it's a new service. There could be a local source *vs.* true meaning of the word assessment. We could fund this locally or through private sources but trying to get away from that as we want a sustainable revenue source. Embarkation fee could generate enough to fund the Ferry Connector service.

WILLIAMS How much does Embarkation fee bring in right now every year without anyone taking anything out of it?

BURNS \$211,000

LEARY says \$150,000

BURNS HyLine and SSA included in \$211,000. Apply .50¢ to every departure. Increasing that by .50¢ and commuter book charge are an option. Core parking sticker is another option. Similar to beach sticker. There are about 21,000 vehicles that would need to purchase a sticker at \$25/sticker. This is not enough but could generate substantial amount. Also a commercial plate sticker which would generate about \$80,000. Coupling those two would cover Ferry Connector service. References Feasibility Study done in 2009 specific to parking lot fee at 2 Fairgrounds. Looked at each of these as separate funding source to maximize what could be generated. Last option is Sales Tax option – roughly \$300,000,000 – many if not all other communities are doing this. It could fund local assessment, the Ferry Connector, and the year-round service. No need to take out of TON budget. A little bit of surplus left over. This could be done through Home Rule Petition and Senate Bill/Regional Ballot initiative. Nantucket could do their own thing without going to the state (See PACKET Page 23). If the Senate Bill passes ... It goes to Annual Town Meeting and it has to go to Ballot.

HUDSON is against sales taxes. It is regressive.

LOWELL We are looking for 'painless' funding.

LEARY \$1,128,000 needs to be found for Service Expansion.

LOWELL Boats are a year-round, reliable source. Why don't we look at the bus as an expandable thing that takes care of getting to Town? When Richmond develops Old South Rd ... we will have greater need. Thinks Sconset is unnecessary.

LEARY Keep in mind that results of this study are from community input.

LOWELL We need to be methodical.

LEARY these are just options. BOS asked for Feasibility study.

LOWELL Embarkation fee can be changed. Libby said this year. It'll come up at CapCom. There is no law or vote that requires that money to go to Police Dept. The legislation would make it a lot easier.

BURNS The point of the exercise is to see what are potential sources and how much we can realize out of each of these options. We may have to combine sources.

B JOHNSON What about year-round sticker for Fairgrounds lot?

TRUDELL From a commercial standpoint, there are so many people looking for parking. If we had an off site mid island parking place ... self-sufficient. 100 - 150 vehicles. Low maintenance.

WILLIAMS Problem with that (ex: Brant Pt. area plan) ... if we charge too much ... people will seek out cheaper or free places to park.

LOWELL This lot is a free for all. No security.

LEARY It is lit.

LOWELL When you start charging a certain amount, people will expect security. Maybe \$1,000/year or less. Yarmouth Rd. lot is \$2/day.

LEARY If Ferry connector service is going to continue, there needs to be both expansion and improvement of that lot. We need the lot to support the mid-island needs. The commercial guys are not the only people who would use it. Residents use it too. Kiss and drop.

LOWELL Is there grant money for a real parking lot?

LEARY Through the Regional Transit Authority, there are federal funds - talked to FTA Transit – but we are a rural transit authority, so MassDOT or Cape Cod RTA would have to submit that application. FTA agreed that what we are doing would meet the requirements. But I won't do that until TON and community shows that it is serious. The Ferry Connector is serving its original purpose. But we need to grow and maintain it.

GARDNER They pay on the other side. Why can't they pay here?

LEARY We have done 2 years of surveys. We are charging a \$2 fare.

NP&EDC Minutes for June 6, 2016; adopted June 20, 2016

WILLIAMS I would use it if it ran later, to avoid driving downtown. Some of these boats are coming in later.

LEARY We run bus at Fairgrounds lot from 7am to 10pm

HUDSON It makes sense to expand the parking lot and we want year round service. Not sold that it has to be NRTA – big diesel bus – running year round. Expand taxi service, like Nat suggested last meeting. Private service or accessibility van or UBER ... I don't think \$848,000 should be necessarily tied to transit only.

LEARY You would be surprised at how many people are transit dependent.

BURNS There was some sort of subsidy to taxis years ago.

LEARY The Taxi Voucher system in the 1990s.

LOWELL HyLine just bought Pufferbellies. SSA wants to by a Motel lot for parking. The new boat is not going to bring more people. It's just going to bring same people at different times.

B JOHNSON The problem at the airport is that they don't have a cheap reasonable commuter book program. Can't we use their lot to generate money. Not be maximized.

LEARY Some of these things could be done if there is enough momentum.

LOWELL Downtown will change when Tank Farm leaves. We need a downtown bus and a parking lot that is real. Not like Odd Fellows and NHS ...

LEARY Year round study, Ferry Connector, service to Tom Nevers and Cisco, listening to you ... all good. It needs to be funded.

LOWELL If this service did happen – will you have to add more equipment?

LEARY Yes. And that is part of the \$848,000. There will be capital expenses (need Bobcats) but those are not local.

HUDSON Do you need a recommendation from NPEDC?

BURNS Not required. It's going to come from tax dollars ... some tax. Sales tax, property fees ... we have demonstrated there is a demand.

LEARY In the RTA world, there are 3 sources of subsidized funding – State, Federal, and communities are assessed a local assessment through DOR. If new service is added, the BOS can approve that and gives me the ability to increase the local assessment by more than 2.5%. We got Jetties and Surfside Beach bus this way. If money is being used by TON in a budget, if it will be directed to something else, then the TON needs to find alternative source to cover shortfall.

LOWELL Everything except the sales tax should be looked at. Let's not go overboard from free to \$1,700/year. Look at Hyannis airport. No one is using it. Overcharging is danger as it will be underutilized.

WILLIAMS Why can't it be a piece from Column A, B, & C. then not one entity is taking the hit?

LEARY It can. It can come from multiple areas.

BURNS Regional Transportation Ballot (See PACKET Page 22) was proposed because every community has this problem.

LOWELL I would rather see assessment of property taxes than sales tax.

WILLIAMS not me.

BURNS We are very fortunate in that we have a robust local economy.

LEARY Paid parking is used in so many communities across the country to pay for transit services.

B JOHNSON I think parking sticker for \$50 would be accepted.

HUDSON We are the NPEDC and we can make recommendations.

LOWELL What do you need from us?

BURNS This doesn't need to be on future agenda unless you want it. This is a good productive educational discussion. Looking at each source and seeing what it could fund is informative. We can return to this discussion when we update our plan. Formulating a recommendation is good idea. I think I am hearing a little bit of Option 1, 2, & 3.

LOWELL Is there going to be a forum?

LEARY Yes.

LOWELL There is not going to be one funding source. The Embarkation fee should be on that list. The Embarkation money will not decrease. More people on the boat. There will be an electronic commuter book for slow boat in a few years.

NP&EDC Minutes for June 6, 2016; adopted June 20, 2016

BURNS It's going to be tax dollars for Ferry Connector service and year-round service will be funded either by fee and/or tax increase. That decision is probably going to be made by end of the summer.

WILLIAMS Every single ticket that is bought to this island should have an Embarkation fee.

LOWELL We are the opposite of the Vineyard. People only have fast boat commuter books here and not for slow boat. It is the opposite on MV. If the State legislation passes ...

The MOTION was made by Linda Williams and seconded that **NPEDC approves generating a letter of Support for Regional ballot initiative Legislation (S 1343/H 2760) with clarification that Nantucket shall be considered a single municipality. Letter will be drafted and sent** by Mike Burns.

The vote was **UNANIMOUS**.

B. FFY 2016-2019 TIP Adjustment – adjust NRTA capital funding amounts for FY2016

BURNS

BURNS This is an adjustment to existing Fiscal Year TIP (FY 2016-2019)

LEARY We had to move around funds due to need to replace 2 vehicles and the busses will not be received by June 30th. This left me with some money and the surveillance camera project – which could not be done. Not additional money, just being moved around.

The MOTION was made by Linda Williams and seconded that **NPEDC approves the proposed** shifting of funds as presented by Paula Leary.

The vote was **UNANIMOUS**.

C. FFY 2017-2020 TIP – approve public review schedule

BURNS We need to approve this particular schedule. June 20th meeting ... Public Review period will be from 6/23 to 7/25 meaning that 7/18 meeting will be needed for Public Hearing and then NPEDC will be asked to approve documents. This is to satisfy public review period. This is a mechanism to approve not having another mtg.

The MOTION was made by Linda Williams and seconded that **NPEDC approves the proposed** public review schedule as presented by Mike Burns.

The vote was **UNANIMOUS**.

D. FFY 2017 UPWP – approve public review schedule

BURNS We need to approve this particular schedule. June 20th meeting ... Public Review period will be from 6/23 to 7/25 meaning that 7/18 meeting will be needed for Public Hearing and then NPEDC will be asked to approve documents. This is to satisfy public review period. This is a mechanism to approve not having another mtg.

The MOTION was made by Linda Williams and seconded that **NPEDC approves the proposed** public review schedule as presented by Mike Burns.

The vote was **UNANIMOUS**.

E. Transportation Report

HUDSON When do we discuss that we may not all be on board with the \$848,000 number? We are not necessarily meaning to explicitly endorse that number.

BURNS At one of these future meetings ... Paula Leary will have more information. And the number may change.

LOWELL Is it appropriate to ask BOS to bump the workshop to a sooner date? Waiting until October is too late. CapCom starts in October. They only meet 2x/mo. during the summer.

WILLIAMS We can ask to meet with them jointly.

BURNS If ok, I can work with Nat and Director Vorce

The MOTION was made by Linda Williams and seconded that **NPEDC approves the proposed** cooperation between Director Vorce and Mike Burns to schedule joint BOS and NPEDC meeting/workshop.

The vote was **UNANIMOUS**.

VII. Other Business:

NONE

ADJOURNMENT M/S/A to ADJOURN MEETING at 7:49 p.m.

Submitted by:
Eleanor Antonietti