

# Bulk Fuel Storage Assessment



PRESENTED TO: **Town of Nantucket**

April 9, 2014

PRESENTED BY

 *Vanasse Hangen Brustlin, Inc.*

# Nantucket Bulk Fuel Assessment

## Presentation Elements:

- **Introduction**
- **Fuel Assessment**
- **Traffic Evaluation**
- **Environmental Risks & Permitting Assessment**
- **Financial Considerations**
- **Next Steps**

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# Fuel Assessment: Current

- Currently shipping ~1,000 trucks per year to island via ferry (11.5 million gals)
- Trucks transport gasoline, diesel fuel, fuel oil, avgas and Jet A, propane, etc.
- Deliver to tank farm and directly to customers (retail and private)
- Peak months are July and August, with 110 to 125 trucks each month
- Low months are November and December, averaging 72 each month
  
- Currently receiving ~25 barge shipments each year (3.3 million gals)
- Barges transport diesel fuel and fuel oil only; deliver to existing tank farm
- Peak months are September through December, 2 to 3 barges per month
- Low months are July and August, 0 barges both months

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# Fuel Assessment: Future

If Tank Farm is eliminated...

- Barge shipments would cease, requiring all fuel deliveries by truck via ferry
- Truck shipments would increase from ~1,000 to ~1,325 trucks per year.  
But: ferry is currently operating at capacity; would require increased capacity
- Projected growth in fuel use would increase truck shipments to ~1,700 per year over the next 50 years
- Daily truck trips would increase from 2-5 to 4-7
- Over the next 50 years, daily truck trips would increase to 5-11

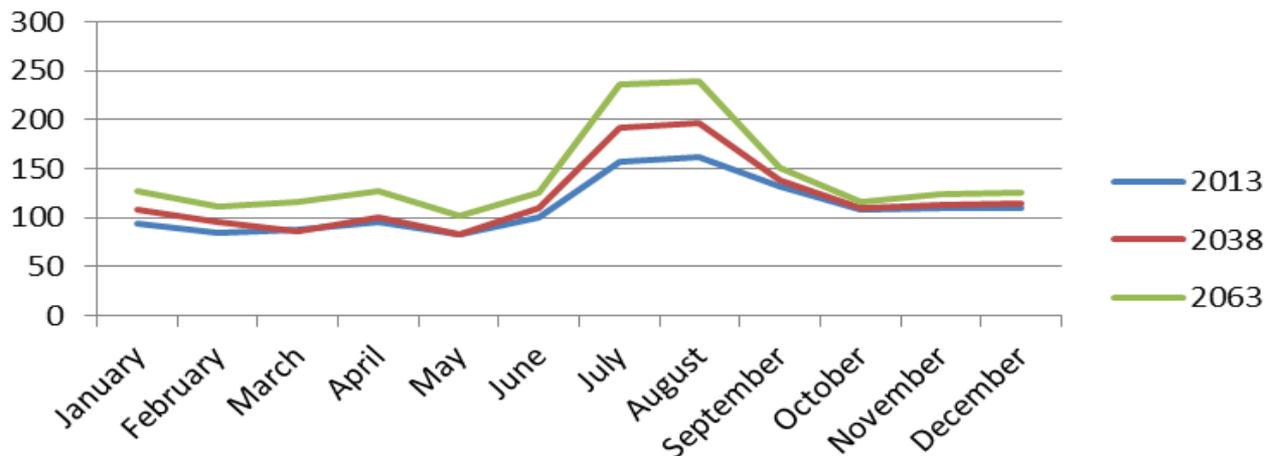
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# Fuel Assessment: Future

## Total Monthly Tanker Truck Trips, 2013-2063



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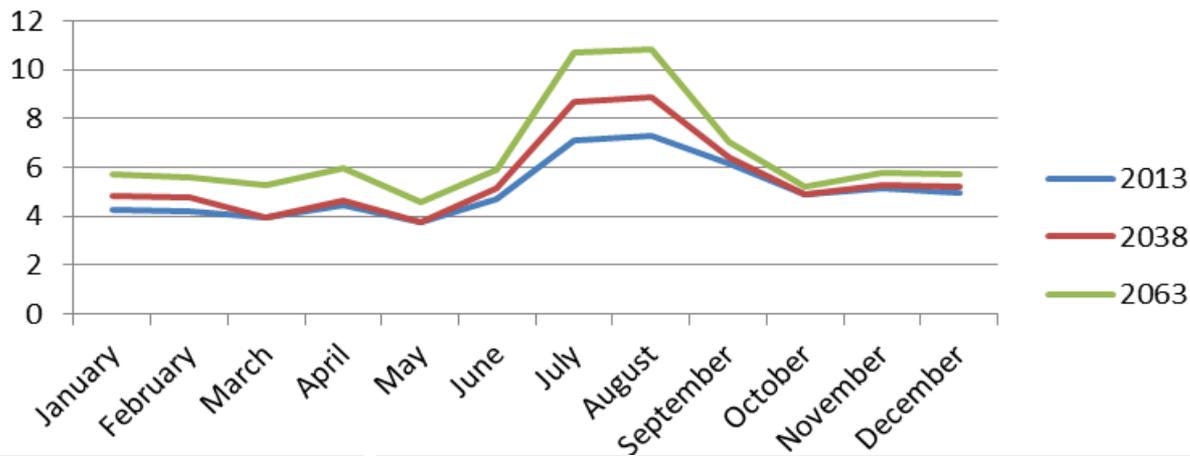
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# Fuel Assessment: Future

## Average Daily Tanker Truck Trips, by Month, 2013-2063



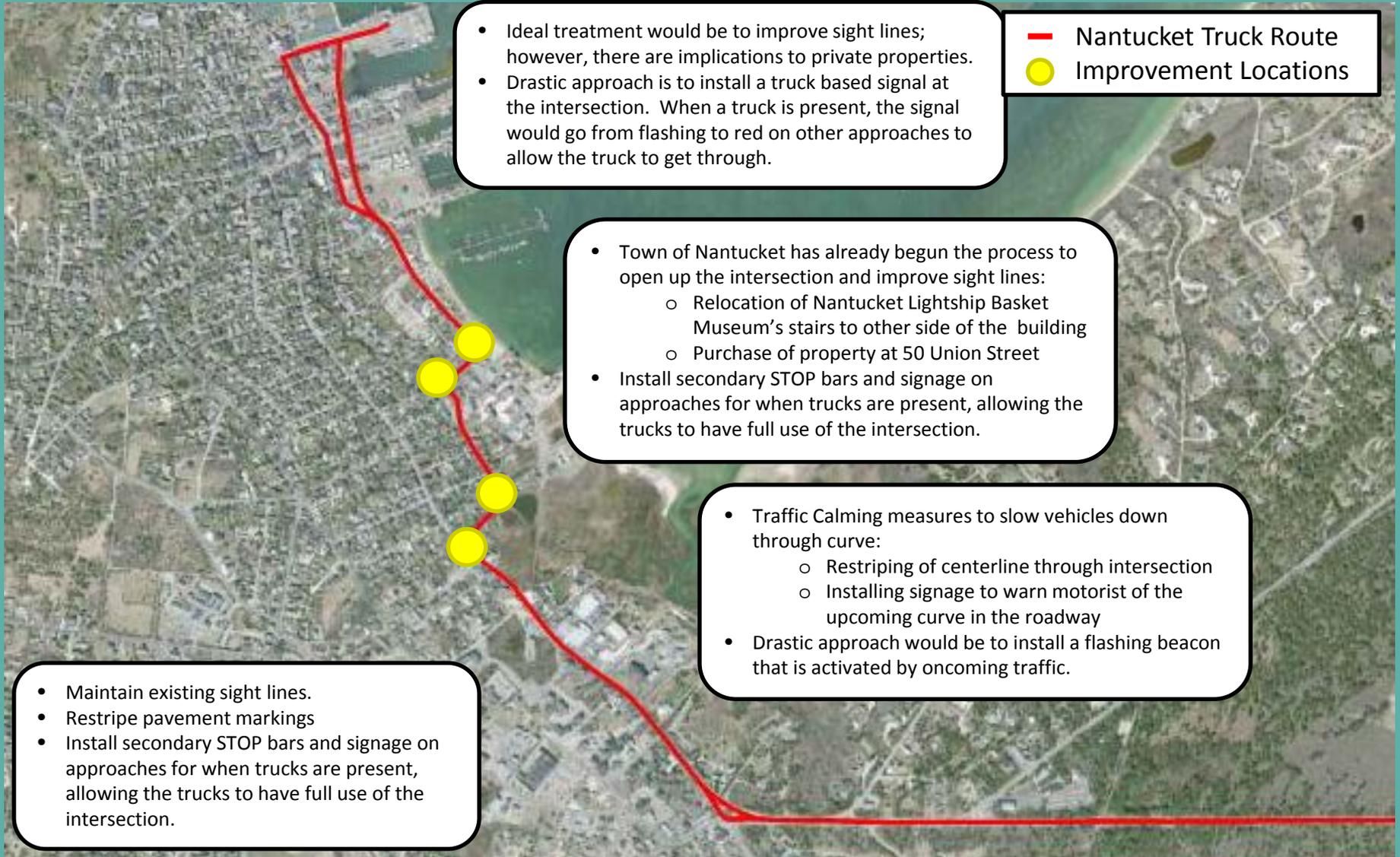
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# Traffic Evaluation: Key Locations along Route to Proposed Tank Farm



# Potential Improvements



# Environmental Risks and Permitting Assessment

Protected resources are present along the route to the proposed tank farm site:

- Wetlands, floodplains, coastal resources, drinking water supply, and rare species
- None are expected to be adversely affected by the project
- 2.6 miles of the truck route are in the Zone II of the public water supply wells
- Risks of truck spills is expected to be lower than risk of existing tank farm operational accidents or catastrophe

Environmental permits would be required to authorize minor impacts

- Permitting requirements are not expected to be onerous

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# Proposed Tank Farm: Preliminary Layout



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# Financial Considerations

## Public-Private Partnership Options

- Build and Lease
- Land Lease
- Land Sale

## Estimated Probable Cost for Proposed Tank Farm at Industrial Area

- \$7 Million

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# Next Steps

- Take comments on the draft report
- Finalize report
- Assist Town with Operator RFP, planning, permitting, and project development.

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