



Town of Nantucket Capital Program Committee

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Members: Stephen Welch (Chair), Jill Vieth (Vice Chair), Richard Hussey (Secretary), Jason Bridges, Pete Kaizer, Christy Kickham, Barry Rector

MINUTES

Thursday, September 29, 2022

131 Pleasant Street & Zoom

Called to order at 10:00 am. and announcements made Mr. Welch

Staff: Brian Turbitt, Financial Director; Susan Carmel, Assistant Financial Director; Terry Norton, Town Minutes Taker

Attending Members: Welch, Vieth, Hussey, Kaizer, Kickham

Absent Members: Bridges

Late arrival: Kickham 10:10 am

Department Heads: Tom Rafter, Airport Manager; Noah Karberg, ; Jamie Sandsbury, Airport Finance

Documents used: Copy of draft minutes as listed; Capital Improvement Plan (CIP) Requests

Adoption of Agenda

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

Vote Carried unanimously

I. PUBLIC COMMENTS

1. None

II. INTRODUCTION OF NEW-MEMBER BARRY RECTOR

Welch- Announced new NP&EDC liaison member. Repeated prior request to staff to please include Barry Rector in emails for meeting announcements, agenda, and review materials, and to forward him meeting minutes this budget season to-date, with YouTube meeting links.

III. APPROVE MINUTES

1. September 22, 2022

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

Vote Carried unanimously

IV. OVERVIEW AND DISCUSSION OF FY2024 CAPITAL REQUESTS

1. Airport

Discussion a. Presentation of FY2024 and Out-Year Requests.

Rafter – Runway 24 High Speed Taxiway priority (AIP) \$5.04m FAA split 90/5/5; South Apron Expansion high-priority safety item (AIP) \$22.68m FAA split 90/5/5; Perimeter Road and Fence Relocation (AIP) \$1m; Supplemental Terminal Improvements (AIP) \$9m funding from Bi-partisan Infrastructure; Nobadeer Farm Road Development (Phase II) \$5.13m; Electric Vehicle (EV) Charging Infrastructure \$1.2m; Jet A Tank Exterior Painting \$96,000; Paint and Beads & Rubber & Markings Removal \$503,500 annual request regulatory requirement; Replace Airport 15, Repainting Parking Lot and Luggage Carts \$110,000; Lektro Tug \$384,000; AARF Tools and Equipment & PFAS Decontamination \$392,000. Total FY2024 is \$45,535,500.

Welch – Confirmed the noise berm for the south apron will be vegetated with like-kind as exist. Asked about the single space for a large aircraft and if one space is enough.

Kickham – Asked about the fencing.

Welch – Asked about the priority habitat potential problems.

Rafter – We have all the permits for the priority habitats.

Hussey – The housing price tag is enormous. Asked if there is any way to reduce that cost.

Rafter – We will try; we have to bring in the road and sewer and utilities as well. The architect will have to provide a refined cost estimate.

Welch – Asked the road material (paved). As this is federally regulated, asked if there are Americans with Disabilities Act (ADA) requirements. A concern was that this could be used only by Airport personnel. It seems that has changed slightly to include only emergency responders who provide airport service.

Rafter – ADA, greenhouse gas emissions, and others. The FAA will allow anyone who has emergency response at the airport to use this. That's police and fire; not sure about Transportation Security Administration (TSA).

Welch – Regarding layout, cautions they might need more parking spaces especially if they have a dormitory. Suggested the duplex include storage space between the units versus traditional common stairs – if this will be used as more than dormitory-style housing, simple quality of life suggestion.

Kaizer – Asked where rent money would go.

Rafter – That would go into Airport revenue.

Hussey – Asked if it could be financed the way the Water Company is funding their storage building.

Turbitt – The Airport authorizes millions in borrowing but use only 10% of that. He'd suggest they borrow for a period of time.

Kaizer – Asked if it is CN zone.

Rafter – Zoning was changed; not sure what it is now but we had it changed to accommodate housing.

Welch – Given the layout and full lot size, asked if there is a master plan for the property and how this relates to that.

Rafter – Described the proposal for a road.

Welch – He'd like a better idea on how this will fit into a master plan before we make a decision. It's also relevant that we have a clear picture of the proposal – i.e., whether these will be single family, duplexes, dormitory-style – for the dollar amount.

Kickham – Asked if they are looking at a budget-style project or high quality. Asked if there is also a timeline for construction.

Rafter – High quality for noise and weather insulation.

Vieth – She too would like to see a master plan; that is a heavily trafficked road.

Rafter – Reviewed the proposed site plan for the full property. The Airport owns the land but it's Federal Obligated Land.

Rafter – If we put in for less and the estimate comes in above that, the project would be delayed for another year. Pointed out that this is Airport Revenue money. He's curious about the discussion regarding roads and planning.

Welch – The concern is over-all cost, potential use, and limitations on use due to the FAA regulations. In relation, fair to ask if this approach at over \$6m for two duplexes, or a duplex and a small dorm-style residence, makes the most sense – or is there a viable alternative wherein the Town, on land nearer to the airport, subs out the build and leases the units long-term to the airport. Suggests further discussion.

Kickham – We are still within our realm of making a recommendation. With zoning and TSA issue, there is still information we could get to continue the discussion.

Rafter – TSA does not fit the role of emergency responders to an airport disaster.

Kickham – With seasonal staff that isn't emergency personnel, asked if that applies.

Rafter – All Airport personnel count as emergency personnel.

Turbitt – They would have to bid this out to anyone other than their own staff.

Welch – Confirmed additional information on the request and master plan will be forthcoming to pick the housing back up at a later date.

Rafter – Blade is looking at getting electric vertical take-off aircraft. As we get more EVs at the airport, it will impact our fuel sales.

Kaizer – Asked who would pay the bills for the charging.

Rafter – Explained the different models and mechanisms for aircraft and the rental cars.

Kaizer – Asked if there was thought of a putting a solar array on airport property.

Rafter – We've had that conversation with Lauren Sinatra. We had sought permits before but due to conflicts with habitat areas it could not go forward. We are preparing a Smart-grid Application for Federal grants.

Welch – This is an emergent service so revenue stream is hard to predict; we can assume the airport will maximize the revenue stream.

Kickham – Asked how soon it might be before the airport sees those electric aircraft.

Rafter – If we miss this cycle, we'll be behind the curve.

The paint and bead work is done in house.

Kaizer – Asked if the \$384,000 for the Lektro tug includes trade in.

Rafter – No; we pay the full amount then get refund. The FAA no longer funds the tools and equipment which come with a fire truck, nor do they fund the decontamination of the PFAS foam. There is a PFAS-free foam, but it won't put out jet-fuel fires.

Welch – Confirmed equipment is still loaded with PFAS foam; referenced the irony of the FAA requirements—to continue using a known carcinogen, or lose funding.

Hussey – Regarding PFAS expenses related to conversion of wells, asked if those are moving along.

Rafter – Yes, it's an on-going massive project to get the water mains in. We are now going into soil sampling and will provide bottled water for another year.

Welch – Requested comments on out-year projects.

Out-year projects:

Rafter – Within the next 5 years, our primary runway will need rehabilitation; that's in the \$60m range. We're working with the FAA and Massachusetts Department of Transportation (MaDOT) about breaking that work into phases with associated funding. Runways are the highest priority within the FAA system. There will be other pavement needs based upon MaDOT Pavement Condition Index; we will have significant paving needs soon.

b. RORI Completion/Discussion

Further discussion about the high cost for the Nobadeer farm housing project and house modular construction saves money due to not being subject to prevailing wage. Also further discussed as relates to TSA employees, restrictions on use, other municipal housing projects, and if there is a better way to do this for better dollar use.

Turbitt – Revenue generated within the boundaries of the Airport must be used within the boundaries of the Airport.

V. OTHER BUSINESS

1. Discussion of possible change in meeting day and time. Held
2. Report-writing Workgroup – Update action items.
Turbitt – Finance meeting with PLUMB on Friday.
Workgroup to meet with Chair immediately following next Thursday's meeting.
3. Green Sheet/Committee Reports
 - a. None
4. Good of the Order
 - a. None
5. Date of the next meeting
 - a. Thursday, October 6, 2022 @ 10:00 am

4. Adjournment

Motion **Motion to Adjourn at 11:31 am.** (made by: Hussey) (seconded)
Vote Carried unanimously

Submitted by:
Terry L. Norton