



# Montague Capital Improvements Committee

## STM 3.14.24 Town Meeting Report

Approved by the CIC 2/21/2024

### I. Background

---

The Capital Improvements Committee (CIC) received requests and began meeting with Montague department heads and regional school district leaders beginning in November 2023 to evaluate capital needs as outlined in their Special Article Requests. The Special Article Request forms that were adopted and implemented in 2017 continue to serve as the framework for outlining and presenting the capital needs of each department.

This year's report of recommendations summarizes the committee's findings following several months of meetings, research, and deliberation and relies upon the same approach to evaluation developed last year. The grading system, explained below, is consistent with that used in past years.

For the March 14 Special Town Meeting, the CIC recommends the timely advancement of 3 capital articles.

---

## II. Approach to Evaluation of Requested Articles

---

### ***Defined Criteria/Rationale Used in Assessing Special Article Requests***

***Public Safety:*** Does the capital improvement rectify a safety concern or otherwise prevent a potential public safety issue?

***Cost Avoidance:*** Will the capital improvement save the town financially?

***Service Interruption:*** Does the capital improvement prevent an interruption in services?

***Other-*** Any other reason identified and relevant by the CIC.

### **Grading System**

***Recommend:*** Given appropriate budget space, the committee believes that the capital improvement should be funded. The CIC evaluation does not formally consider the question of financial capacity, which is left to the Finance Committee and Selectboard.

***Recommend with Reservations:*** The committee would generally recommend the capital improvement but may find that elements of the project scope are unclear or incomplete, that it lacks a convincing professional cost estimate, or doesn't address or account for some long-term needs and concerns of the town.

***Does not Recommend:*** The committee does not recommend moving forward with the capital improvement as presented. This may be due to the nature or timing of the project, the apparent need for the project, the availability of scope or cost information, or other reasons.

### III. Recommendations on Requested Articles

---

#### 1. Summary Table of Fiscal Year 25 Submissions and Recommendations

The table below offers a summary view of special article requests and CIC recommendations for capital project spending. Overall, spending associated with recommended articles equals \$312,800. These recommendations are further explained in section II.

##### Summary of Final Motions/Recommendations

Request	Amount	Approved	Vote
Public Works- Skid Steer	\$ 90,000	X	5-0
Public Works- Ferry Rd Culvert Replacement	\$ 222,800	X	5-0
Airport- Pioneer Aviation Ramp Project	\$ 152,315	X	5-0

#### 2. Capital Requests Recommended for Consideration at March 15 2024 Special Town Meeting

**Public Works Department- Skid Steer (\$90,000):** The DPW is requesting add a skid steer to its fleet of equipment.

A skid steer loader is an essential piece of equipment for a modern public works department. It is a versatile utility vehicle with attachments that allow the DPW to perform many public works functions including mowing steep slopes, milling pavement, loading trucks, snow removal, backfilling ditches. One particular function of the skid steer will be to conduct required mowing of the steep, uneven slopes of the landfill and recently capped burn dump landfill. The DPW has borrowed the Airport's skid steer for these functions over the last year and has found the equipment to be incredibly useful to operations. The airport's machine, however, is not always available for DPW use. Some skid steer attachments can be shared with the airport.

The DPW anticipates purchasing a John Deer Skid Steer or similar product. The purchase is anticipated to be made under a current state purchasing contract. There is adequate space and operational capacity to adequately maintain and utilize the asset.

**Service Interruption, staff safety and productivity:** This additional piece of equipment will enable enhanced productivity through greater storage, transport, and snow/ice treatment capabilities.

*Capital Improvements Committee grade. **Recommend***

### **Public Works Department- Ferry Road Culvert (\$222,800)**

The South Ferry Road culvert services a small tributary to the Sawmill River. The culvert is undersized and has a history of causing localized flooding issues. The 24” asbestos pipe culvert will be replaced with a precast concrete 8’ x 5’ box culvert that will meet Massachusetts Stream Crossing Standards. The work will enhance riverine habitat along the Sawmill River and reduce localized flooding. The work will be conducted by DPW in accordance with engineered and permitted plans. This will replace one of 22 culverts identified as being in ‘critical condition” in the 2021 municipal culvert assessment. It leverages a \$25,000 grant from the Department of Ecological Restoration for the initial inventory and design work.

The DPW has invested chapter 90 funds into the design and permitting phase. The permits have a lifespan of 3 years, so timely execution of the project is important. The project is listed in the Capital Improvement Plan.

**Public Safety:** Reduces flooding risk affecting South Ferry Road and adjacent residence at 29 South Ferry Road

**Service Interruption:** Frequent flooding or a failed culvert would necessitate a roadway closure.

*Capital Improvements Committee grade. Recommend*

### **Pioneer Aviation Ramp Project (\$152,315)**

This project will be done in three phases, but the full appropriation is requested in a single article for simplicity. The total cost is estimated at \$3,046,300, with 95 percent federal and state funding and the remaining 5 percent as the Town’s share. Phase I is for tribal and environmental coordination to be completed in FY24 with a local share of \$4,190. Phase II is the design and bid phase expected to be completed in Fiscal Year 2025 with a local share of \$18,125. Phase III will be the construction phase, and work is expected to occur in Fiscal Years 2025 and 2026 with a local share of \$130,000.

The pavement on the Pioneer Aviation property is original from 1971, with only a few minor patches done over the years. The only areas that are not 50+ years old include the warehouse loading dock and access driveway, installed in 2007. All areas are considered to be in a failed condition according to the FAA pavement condition report. On a scale of 0-100, where 100 is new, a rating below 40 is considered to be failed and in non-compliance by the FAA. The pavement condition overall on the property as of a 2020 study is 26, well below industry safety standards. In addition, this project will also address a non-standard taxiway pavement geometry. Public access areas and freight loading docks will be removed and replaced with load

bearing pavement or concrete, meeting current ADA standards. Drainage work will address potential storm water discharge issues and runoff control. Improvements to utility connections will be made, and two of the three building will be connected to the town sewer system which may require the replacing of the forced main on Industrial Blvd. Total pavement to be removed and replaced is roughly 135,000 sq-ft and includes three loading docks and two parking areas.

The Project is listed in the Capital Improvement Plan. However, this was initially intended to be funded by the Airport Enterprise fund instead of Town Capital Stabilization.

**Public Safety:** The new pavement and layout will be safer and more functional.

**Other-** Leverages significant investment by Federal and State Government

*Capital Improvements Committee grade: **Recommend***

Respectfully,

Gregory Garrison, Chairman

Jason Burbank

Ariel Elan

Chris Menegoni