

**TOWN OF GREAT BARRINGTON
SELECTMEN'S MEETING MINUTES
June 17, 2014**

PRESENT:

DEBORAH PHILLIPS, Board of Selectmen
SEAN STANTON
STEPHEN C. BANNON
DANIEL BAILLY
ED ABRAHAMS
JENNIFER TABAKIN, Town Manager

1. CALL TO ORDER

The meeting began at 6:07 P.M. at Town Hall.

2. CONTINUATION OF FAIRGROUNDS SPECIAL PERMIT HEARING

On a motion by Mr. Bannon, seconded by Mr. Abrahams, three members of the board voted to continue the hearing to July 1 at 6 p.m. at Town Hall. Mr. Bailly opposed. Mr. Stanton has recused himself from this matter. Ms. Phillips said the town planner and town counsel were unavailable for the meeting.

3. STRATEGIC PLAN PRIORITIES

The board heard from Ms. Tabakin that a few things have been ticked off the town to-do list, including implementation of the plastic shopping bag ban (which, she said, brought the town a lot of attention), expansion of the town website and the sale of the Castle Street fire station.

Ms. Phillips for the rest of the meeting organized categories of must-do activities and suggested priorities within those categories. These included green initiatives (make recycling free, consider an art supplies swap); large capital projects (implement wastewater treatment plant phase I and plan phase II, Housatonic Main Street refurbishment and Great Barrington Main Street reconstruction); local development (Housatonic School, Barrington Fairgrounds, New England Log Homes, nurture local business, encourage job creation); public safety; staff performance and accountability; affordability (tax policies, budget priorities, dispose of foreclosed properties, regionalization, residential tax exemptions); budgeting (town manager to redraft policy guide); town policies (ask Planning Board to look at special permit requirements, investigate public-private partnerships¹); environment and recreation (bike path feasibility study, Lake Mansfield road decision).

Mr. Stanton shared an anecdote about a Pittsfield business discouraged from opening a store in Great Barrington when told it would take three months to go through the special permitting process. Ms. Phillips said she was told the town has a bylaw prohibiting people from taking their own alcohol to restaurants that do not serve alcohol. Members thought these matters were worthy of further discussion. Mr. Stanton urged creation of a task force to look at the permitting issue.

¹ Ms. Phillips accepted from Mathieu Boudreau research information about public-private partnerships which he and Katharine Robb compiled on behalf of the Great Barrington Fairgrounds.

The board left it to the town manager to write up the results of this discussion. Ms. Phillips urged the board to devote specific meetings to various topics. At the request of Ms. Tabakin, the board tentatively scheduled additional meetings July 21, August 18 and September 15, all at 7 p.m. at Town Hall, the last including the Finance Committee.

4. ADJOURNMENT

On a motion by Mr. Bannon, seconded by Mr. Bailly, the board at 7:42 p.m. voted to adjourn.

NEXT SELECTMEN'S REGULAR MEETING IS MONDAY, JUNE 23, 2014, AT 7 P.M.



Bernard A. Drew
Recording Secretary

Public-Private Partnerships: Examples and References

A brief compilation of Public-Private Partnerships that exemplifies the success that can be achieved when public and private entities work symbiotically to provide a service for the common good.

Compiled by Katharine Robb and Mathieu Boudreau for The Town of Great Barrington, MA and The Great Barrington Fairgrounds

Education

There are many examples of P3 partnerships facilitating the development of new learning environments throughout the nation.

1. 700 Students in Mesa, AZ go to class in a former Grocery store.
2. 1,200 Students in Raleigh, NC are repurposing a manufacturing facility to classrooms.
3. Two Schools in Patterson, NJ are utilizing space in an vacant mall.

These examples show the how P3 Partnerships can be used to repurpose existing real estate to create mixed-use structures. You can find more examples here:

http://www.heritage.org/research/reports/2001/08/new-tax-law-boosts-school-construction-with-public-private-partnerships?utm_source=Onvia

Haskell/Hess P3 Venture; Stafford County, VA

Haskell/Hess became the first private sector company to be given the opportunity to develop a multi-use facility under the Public-Private Education Facilities and Infrastructure Act of 2002 (PPEA). A comprehensive agreement was signed to develop a multi-school, mixed use venue. With their innovative project approaches, revenue generating opportunities, shared infrastructure and creative development opportunities, in addition to cost saving initiatives this P3 partnership was able achieved the true spirit invisioned by the PPEA . More information at: <http://www.ncppp.org/resources/case-studies/real-estate-and-economic-development/stafford-county-learning-village/>

Energy

Cambridge Energy Alliance; Cambridge, MA

The City of Cambridge, Massachusetts partnered with non-profits and private companies to create the Cambridge Energy Alliance (CEA). This unique partnership allows CEA to utilize the expertise of non-profit groups, benefit from the financial expertise of private entities, all while being city-sponsored. CEA's innovative partnership led to its success, and is now set to become a national model for providing guidance to residents and businesses in making buildings more energy efficient.

<http://cambridgeenergyalliance.org> <http://www.ncppp.org/resources/case-studies/energy/cambridge-energy-alliance/>

Public Parks

Crescent Moon Recreation Area; Sedona, AZ

Recreation Resource Management took over operations of Crescent Moon Park in 1994 from the US Forest Service; forming a P3 Partnership. In 2011, RRM produced a case study comparing the P3 run Crescent Moon Park to the nearby Red Rock State Park, which remains under the management of the US Forest Service. The study found that Crescent Moon showed returns of \$45,000 net profit back to the US Forest Service per year. While Red Rock cost the US Forest Service \$235,000 per year. This P3 Partnership shows potential financial rewards to be gained by collaborating.

Case Study:

http://rrmpublicfiles.s3.amazonaws.com/A%20Tale%20of%20Two%20Parks.pdf?utm_source=Onvia

High Line; New York, NY

In Manhattan's West Side, an elevated freight rail line was converted into a park through the partnership between the City of New York and a local non-profit, the Friends of the High Line. While the City owns the park, the Friends of the High Line operate and maintain the park. A study conducted by NYCEDC showed that prior to the addition of the High Line, property values in the neighborhood were eight percent lower than the median value in Manhattan. In 2011, a follow up study revealed that the neighborhood's property values had surpassed every other neighborhood in the five boroughs.

<http://www.nycedc.com/podcast/19-economic-impact-parks>

<http://www.thehighline.org>

Public Safety

Automated Traffic Photo Enforcement; Washington, DC

The District of Columbia partnered with Lockheed Martin IMS to address a growing red light violation issue within the city. IMS covers the costs associated with the installation and maintenance of 39 traffic cameras, and in return receives a portion of each fine collected. The city has benefited by seeing the number of red light violations reduced by 47 percent.

<http://www.ncppp.org/resources/case-studies/public-safety/automated-traffic-photo-enforcement-washington-dc/>

Transportation

Action 29 Corporation; Washington, DC

The District of Columbia and the Washington Metropolitan Area Transit Authority partnered with the Action 29 Corporation, a non-profit supported by major developers, area property owners, corporate business leaders, elected officials, and community leaders, to open a new subway station in an unserved neighborhood of DC. The joint efforts brought over 5000 new jobs and \$1 billion in investment to the area with the construction of a new subway station. The neighborhood's assessed value rose from \$535 million to \$2.3 billion following the construction of the station.

<http://www.ncppp.org/resources/case-studies/transportation-infrastructure/new-york-avenue-metro-station/>